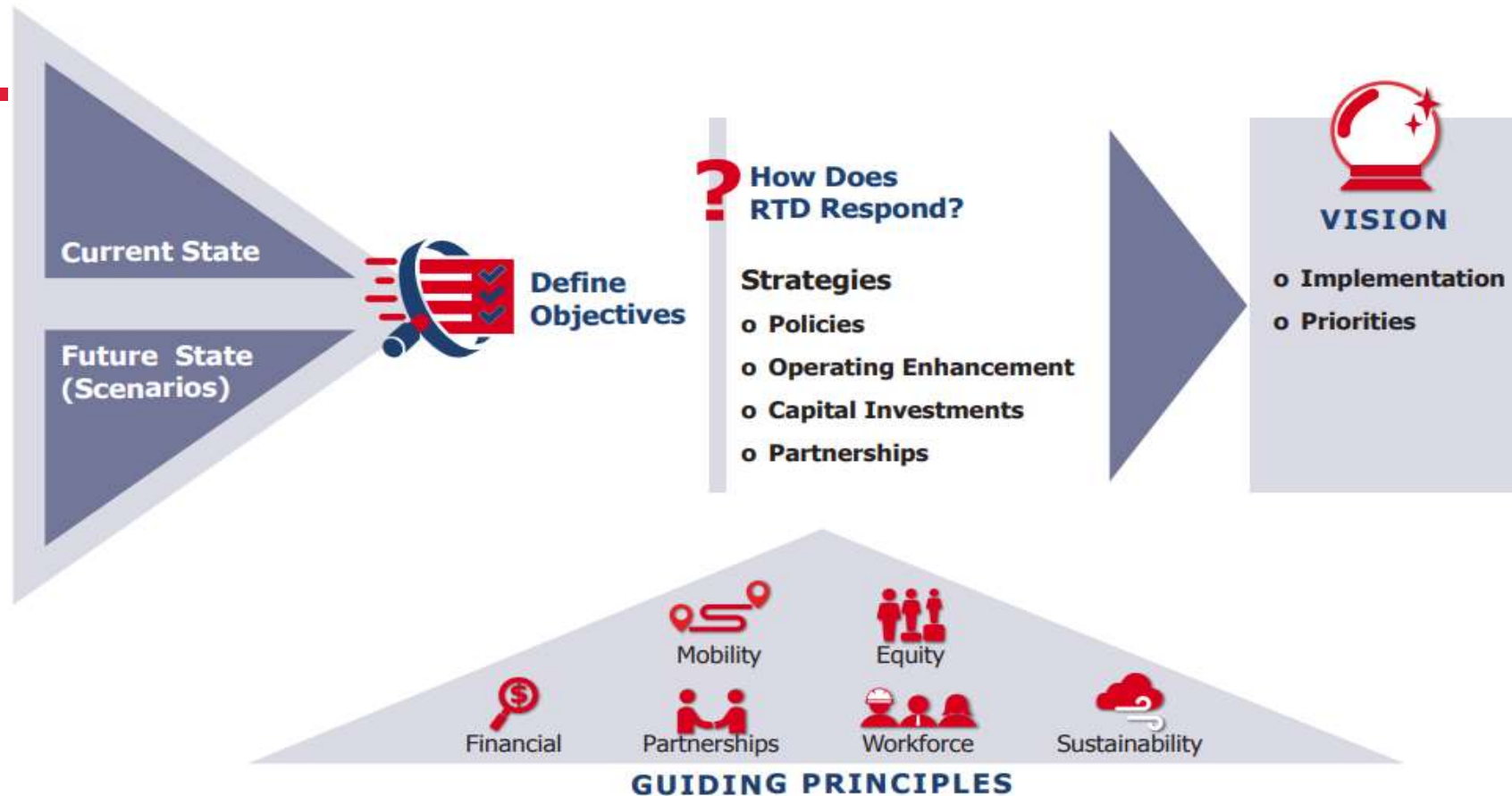Keith Reester

Public Works & Utilities Director

RTD Update

Several images developed from RTD Reimagine consulting team - FHU

RTD Current Financial Picture

RTD Financial Challenges

One-Time or Periodic

- $205+ million in backlogged state of good repair
- Ongoing asset repair/replacement
- Litigation settlement costs (?)

Recurring

- Service levels
- Contract & Inflationary Increases
- Fares study & equity analysis
- Debt service and TABOR restrictions
- Funding for pensions, other liabilities

COVID Relief Grants

	CARES	CRRSAA	ARPA	Total	% of Total Drawn
RTD Apportionment	$ 232,253,946	$ 203,367,528	$ 338,468,333	$ 774,089,807	
Grant Draws					
Employee Wages and Benefits	(146,908,920)	(48,837,977)	-	(195,746,897)	64.8%
Contracted Transportation - Bus	(36,380,870)	(7,211,749)	-	(43,592,619)	14.4%
Contracted Transportation - Rail	(48,964,156)	(13,672,597)	-	(62,636,753)	20.7%
Total Drawn	(232,253,946)	(69,722,323)	-	(301,976,269)	
Remaining to be Drawn	$ -	$ 133,645,205	$ 338,468,333	$ 472,113,538	

Projected Revenues and Expenses (1,000s)
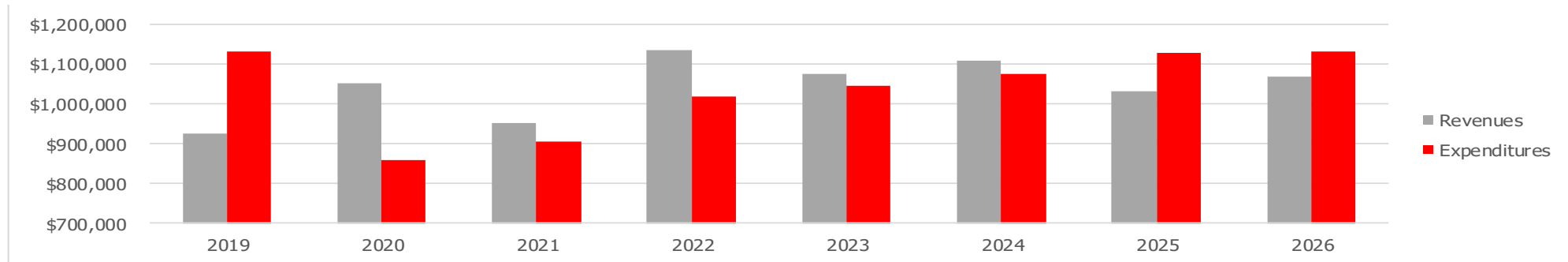
Revenue less Expenditures (in thousands)

	2019	2020	2021	2022	2023	2024	2025	2026	Total
Revenues including COVID Grants	$ 925,105	$ 1,051,323	$ 950,429	$ 1,135,408	$ 1,073,079	$ 1,108,365	$ 1,032,186	$ 1,068,743	$ 8,344,638
Expenditures	1,131,242	859,792	903,995	1,018,201	1,044,167	1,075,962	1,126,298	1,129,755	8,289,412
Total	$ (206,137)	$ 191,531	$ 46,434	$ 117,207	$ 28,912	$ 32,403	$ (94,112)	$ (61,012)	$ 55,226

- **~10% of Base System Revenue to Debt Service**
- **~55% of FasTracks System Revenue to Debt Service**

# Exploratory Modeling and Analysis Tool (EMAT)

Inputs

- Service Levels
    - Workforce
    - Funding availability
- Telework/Work From Home
- Micromobility
- Parking Cost
    - Park-n-Rides
    - Destination

Outputs

- Ridership by Mode
- Mode Share
- Station Area Mode Access
- Vehicle Miles of Travel & Vehicle Hours of Travel
- Person Miles of Travel & Person Hours of Travel
    - Reported separately for transit and auto
- Trip Length
- Transit Travel Time
- Transit/Auto Travel Time Ratio
- Equity Areas Served
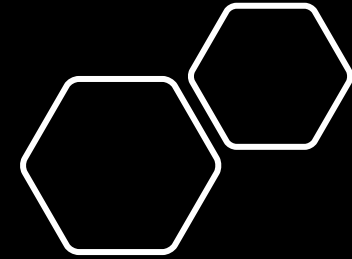
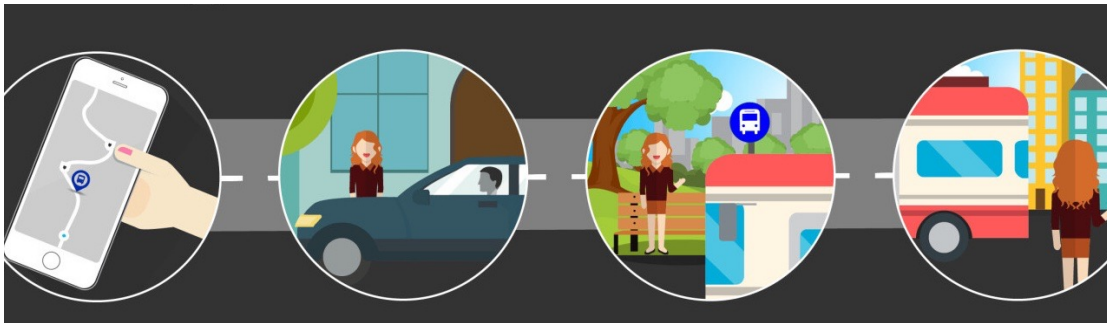# EMAT Dashboard: Under What Scenario(s) Would Transit Mode Share be High
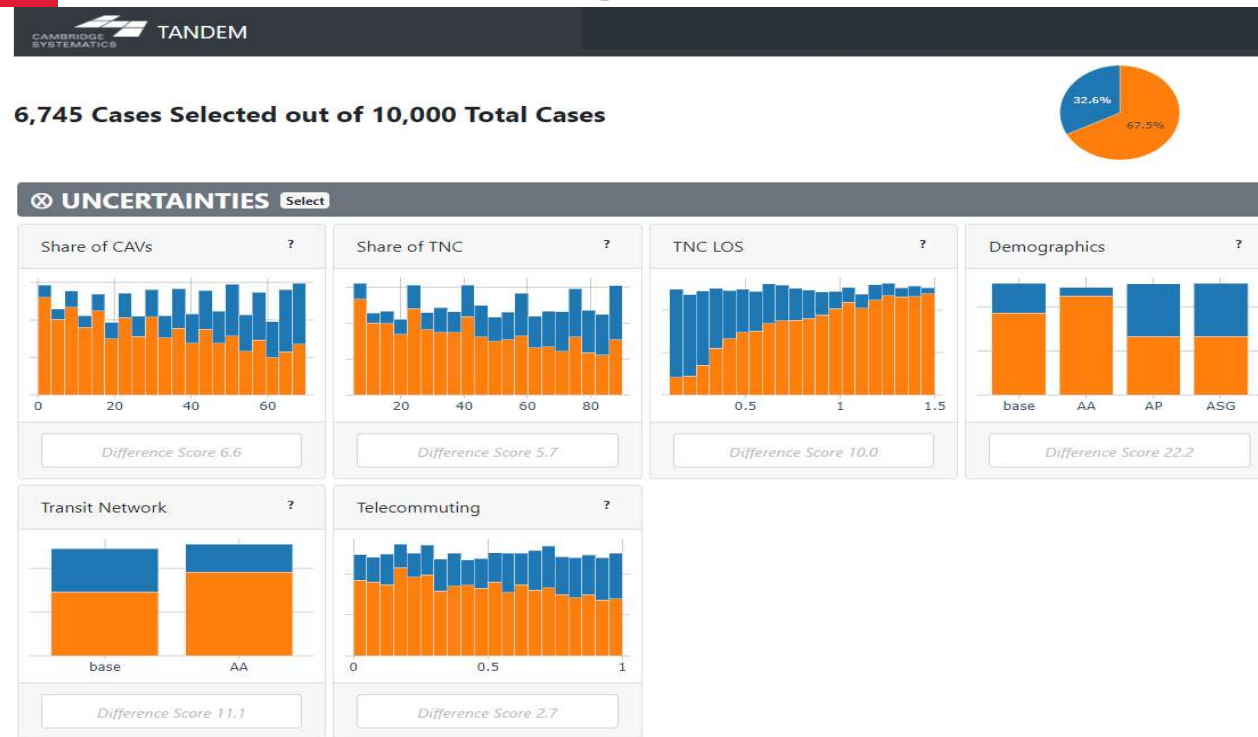
RTD as a Mobility Integrator

Integrator

RTD provides current services and partners with other organizations to develop a wide-ranging plan of mobility services, such as shuttles, bike and scooter rentals, carshare and ridehail

Full Provider

RTD provides most public transportation services, including its current services and services it does not currently provide such as bike and scooter rentals, carshare and ridehail

To What Level Do You Think RTD Should Act As a Full Transportation Provider vs. Integrator of Services?

Technical Working Group

Integrator ←——— 3.4 ———→ Full Provider

(3.4)

0   10

Advisory Committee

Integrator ←——— 4.4 ———→ Full Provider

(4.4)

0   10

Integrator = RTD provides current services and partners with other organizations to develop a wide-ranging plan of mobility services, such as shuttles, bike and scooter rentals, carshare and ridehail
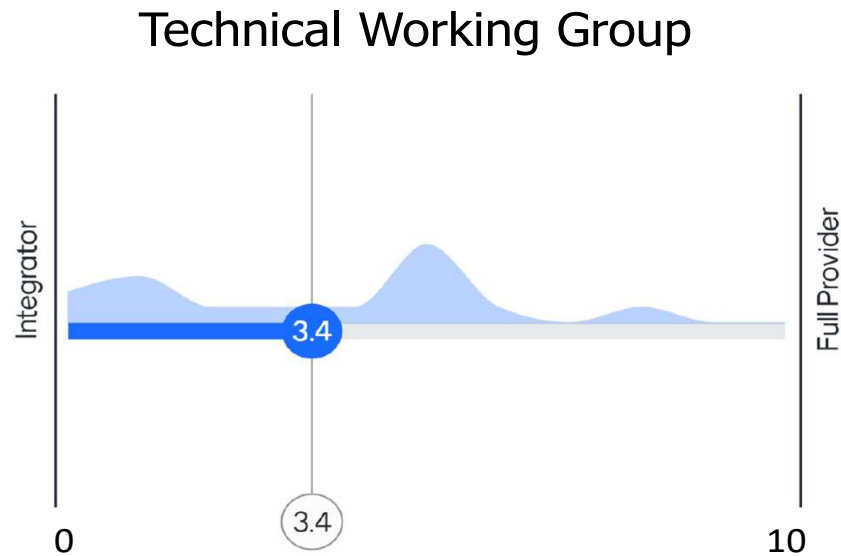
Full Provider = RTD provides most public transportation services, including its current services and services it does not currently provide such as bike and scooter rentals, carshare and ridehail

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Define What it Means to be an Integrator

- Explore and evaluate RTD's internal structure
- Review RTD policies that influence their ability to being an integrator
- Review impact of state and federal regulations
- Define integrator expectations and partnerships
  - Funding
  - RTD brand
  - Maintenance
  - Operations of service
  - Funding to support service
  - Other

Building Partnerships

| Public Transit Operators | Private Mobility Operators | Local Communities | Corporate Partners | TMA/TMOs |

Integrating Customer Services

Availability   Routing   Booking/Accounts   Onboarding   Pricing   Payment   Analytics
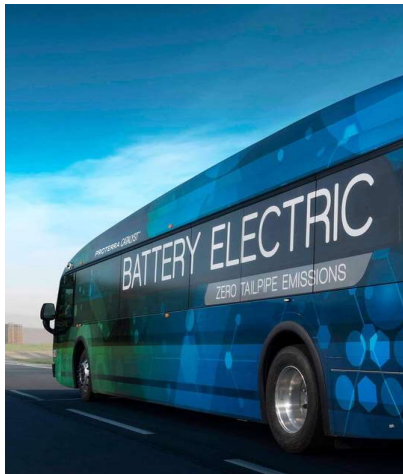
Providing Mobility Services

High Capacity   Mid Capacity   Micro Capacity

Electrification Goes Well Beyond the Bus

Needed Battery Size & Replacement Ratio

Best-fit Charging Strategies

Route Phasing
Which to transition First and last

Fleet Power Requirements & Infrastructure

Capital and O&M Costs

How does Littleton keep up on RTD?

- **Quarterly RTD Local Government Meetings**
  - "to discuss issues of interest to local jurisdictions and engage stakeholders on current RTD activities"
    - PW/Planning Staff
- **RTD Reimagine**
  - "effort to evaluate and forecast the changing transportation needs of our region"
  - "Reimagine RTD will identify comprehensive, forward-thinking strategies to better connect people to the places they want and need to go"
    - Technical Advisory Committee (TAC) – Public Works & Utilities Director

Questions