RFTA ITSP Overview

The purpose of the Integrated Transportation Systems Plan (ITSP) is to create a vison and 10-20 year plan for RFTA to "Pursue excellence and innovation in providing preferred transportation choices that connect and support vibrant communities."

The ITSP is divided into two phases. Phase I will assess RFTA's current needs for facilities, fleet, human capital, capital and operating budgets and other resources, based on its current roles and responsibilities. Phase I will then establish forecasts of growth in the transit system, and outline what RFTA must do to sustain this growth. Accordingly, Phase I is composed of four stages over two years, as illustrated on the next page:

- Stage 1 – Define the Vision
- Stage 2 – Determine Future Needs
- Stage 3 – Analyze Options
- Stage 4 – Establish Financial Plan

Alternatives for addressing future growth and demands include:

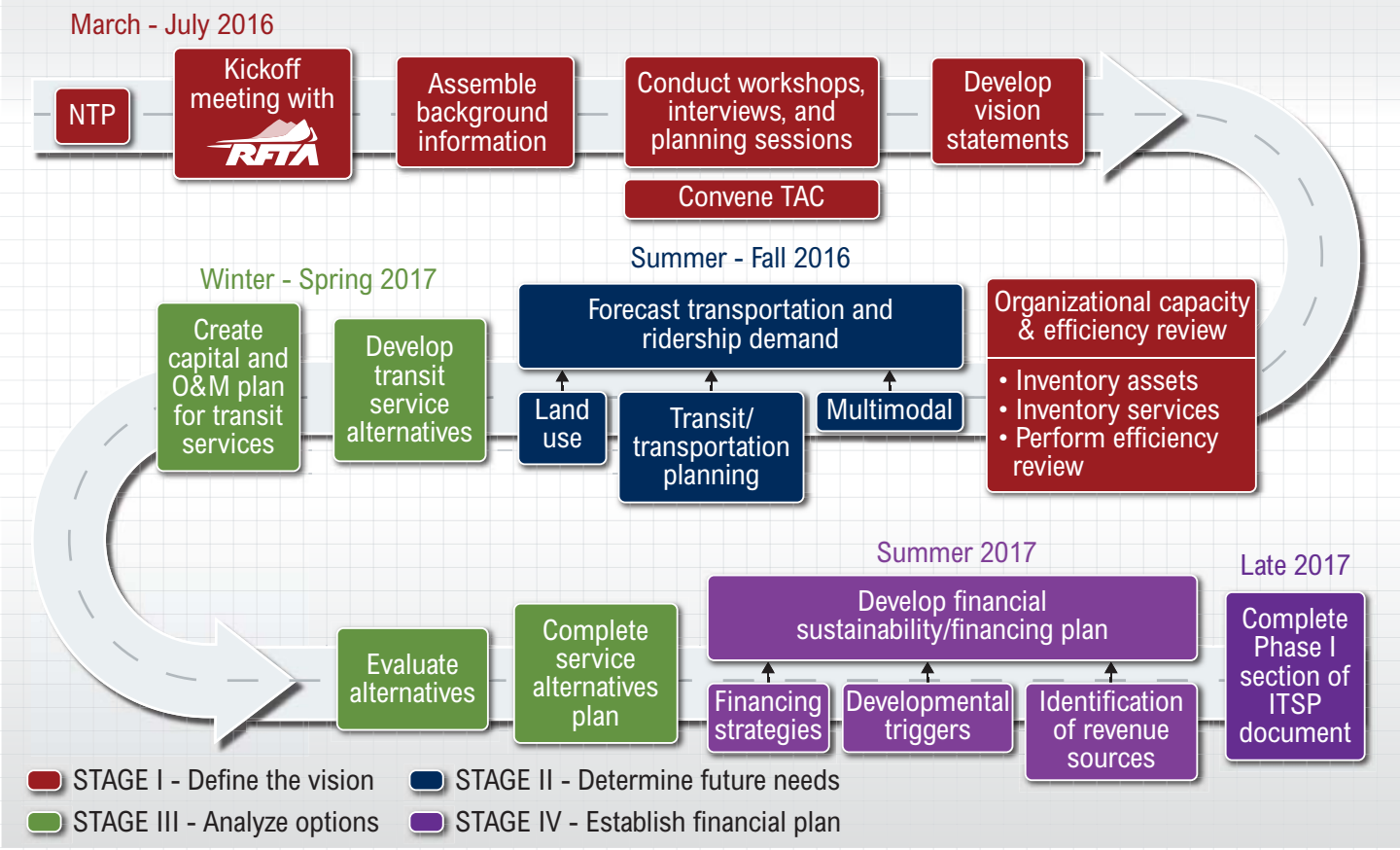
A. BRT service expansion
B. Intercept/Park-and-ride expansion and /or new locations
C. Other types of transit including light rail, circulators, street trolleys, funiculars, etc.
D. Pedestrian facilities, amenities and connections to multiple modes
E. Bicycle facilities, amenities and connections to multiple modes (includes WE-Cycle coordination)
F. Aerial transportation, such as gondolas, aerial trams
G. Coordination with transportation "on-demand" services, such as Uber, Lyft, etc.
H. Coordination with other transit agencies/services, such as ECO Transit, Bustang, etc.
I. Intersection improvements to facilitate transit
J. Capacity improvements for transit such as the use of portions of the Rio Grande alignment

The Phase I process will conclude in a compelling narrative for what RFTA plans to do and be in the future, how it will generate the requisite financial resources, and why it has chosen its intended path to financial and operational sustainability.

Phase II is intended to expand upon the plans established in Phase 1, and focus on implementation of alternatives, as determined and budgeted by the RFTA Board. RFTA's service area is broad, encompassing over 70 linear miles. Long-term mobility will require improvements and interconnections among a variety of modes. However, there are constraints dictated by time frames, scopes and budget available.

Types of alternatives that may not be covered by the ITSP evaluation include:

a. Roadway improvements, expansions or road-to-road connections
b. Airport improvements or expansions
c. Plans and improvements outside of RFTA's service area.


March - July 2016
NTP
Kickoff meeting with RFTA
Assemble background information
Conduct workshops, interviews, and planning sessions
Convene TAC
Develop vision statements
Summer - Fall 2016
Forecast transportation and ridership demand
Land use
Transit/ transportation planning
Multimodal
Organizational capacity & efficiency review
• Inventory assets
• Inventory services
• Perform efficiency review
Winter - Spring 2017
Create capital and O&M plan for transit services
Develop transit service alternatives
Evaluate alternatives
Complete service alternatives plan
Summer 2017
Develop financial sustainability/financing plan
Financing strategies
Developmental triggers
Identification of revenue sources
Late 2017
Complete Phase I section of ITSP document
STAGE I - Define the vision
STAGE II - Determine future needs
STAGE III - Analyze options
STAGE IV - Establish financial plan