

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING AGENDA**

TIME: 8:30 a.m. – 11:30 a.m., Thursday, January 12, 2023

Regular Location: In-Person at Town Hall (Room 1), 511 Colorado, Carbondale, CO 81623

Or instructions regarding how to participate in the meeting remotely via WebEx are attached to the e-mail transmitting the Board Agenda Packet, on the third page of this agenda, or at www.rfta.com on the Board Meeting page.

(This Agenda may change before the meeting)

	Agenda Item	Policy	Purpose	Est. Time
1	Call to Order / Roll Call:		Quorum	8:30 a.m.
2	Executive Session:			8:32 a.m.
	A. Paul Taddune, General Counsel: Two (2) Matters: 1) Pursuant to C.R.S. 24-6-402 4(b): Conferences with an attorney for the local public body for the purposes of receiving legal advice on specific legal questions (employee housing issues); and 2) Pursuant to C.R.S. 24-6-402 (e) and (f): CEO Performance Review Process and Succession Planning	3.5.2.B.	Executive Session	
3	Approval of Minutes: RFTA Board Meeting December 8, 2022, page 4		Approve	9:15 a.m.
4	Public Comment: Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person)		Public Input	9:17 a.m.
5	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	9:20 a.m.
6	Consent Agenda			9:25 a.m.
	A. 2023 IGA for Transit Services in Unincorporated Garfield County and to Non-Member Municipalities – Dan Blankenship, CEO, page 11	4.2.5	Approve	
	B. Intergovernmental Agreement for Garfield County Senior Programs Traveler Services – 2023 – Dan Blankenship, CEO, page 13	4.2.5	Approve	
	C. 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Senior Programs for 2022 – Dan Blankenship, CEO, page 14	4.2.5	Approve	
	D. Resolution 2023-01: Designating a Location for Posting Public Notice of Meetings of the RFTA Board of Directors – Nicole Schoon, Executive Assistant to the CEO, page 16	2.3.7	Approve	
	E. Resolution 2023-02: Appointing Members to the Mid-Valley Trails Committee – Angela Henderson, Assistant Director, Project Management & Facilities Operations, page 18	4.2.5	Approve	
	F. Amending the January 14, 2021 RFTA Board of Directors Meeting Minutes – Dan Blankenship, CEO, page 22	2.10.6	Approve	
	(Agenda Continued on Next Page)			

	Agenda Item	Policy	Purpose	Est. Time
7	Presentations/Action Items:			
	A. 27 th Street Pedestrian Underpass Project Supplemental Funding Request – Kurt Ravenschlag, COO and Ben Ludlow, Interim Project Manager, page 25	4.2.5	Discussion /Direction	9:30 a.m.
	B. Summary of 2022 Strategic Work Plan Year in Review – Kurt Ravenschlag, COO, page 28	4.2.5	Discussion /Direction	9:45 a.m.
	C. Overview of 2023 RFTA Work Plan – Kurt Ravenschlag, COO, page 30	4.3.2	Discussion /Direction	9:55 a.m.
	D. Possible Appointment of Board Sub-Committee to Plan Outreach to Garfield County Communities Regarding Joining RFTA and/or Forming a Garfield County RTA – Kurt Ravenschlag, COO, and Dan Blankenship, CEO page 32	4.2.5	Discussion /Direction	10:15 a.m.
	E. Update Regarding the Regional Bikeshare MOU Process – Dan Blankenship, CEO, page 36	1.2.4	FYI	10:35 a.m.
8	Public Hearing:			
	A. Motion to Reconsider and Amend Resolution 2022-29: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year – Paul Hamilton, Director of Finance, page 39	4.2.5	Approve	10:45 a.m.
	B. Resolution 2023-03: 2022 Supplemental Budget Appropriations – Michael Yang, CFAO, page 45	4.2.5	Approve	10:55 a.m.
9	Board Governance Process:			
	A. Resolution 2023-04: Election of RFTA Board Officers for 2023 – Paul Taddune, General Counsel, page 52	Bylaws	Elect Officers	11:10 a.m.
10	Information/Updates:			
	A. CEO Report – Dan Blankenship, CEO, page 55	2.8.6	FYI	11:15 a.m.
11	Issues to be Considered at Next Meeting:			
	To Be Determined at January 12, 2023 Board Meeting	4.3	Meeting Planning	11:25 a.m.
12	Next Meeting: 9:00 a.m. – 11:30 a.m., February 12, 2023, In-person at Carbondale Town Hall or via Webex Teleconference (Details to be provided later)	4.3	Meeting Planning	11:28 a.m.
13	Adjournment:		Adjourn	11:30 a.m.

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**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
December 8, 2022**

Board Members Present:

Jeanne McQueeney, Chair (Eagle County); Bill Kane, Vice-Chair (Town of Basalt); Art Riddile (Town of New Castle); Ben Bohmfalk (Town of Carbondale); Alyssa Shenk (Town of Snowmass Village); Greg Poschman (Pitkin County); Torre (City of Aspen); Jonathan Godes (City of Glenwood Springs)

Non-Voting Alternates Present:

Bill Madsen (Town of Snowmass Village); Francie Jacober (Pitkin County); Colin Laird (Town of Carbondale); Shelley Kaup (City of Glenwood Springs)

Staff Present (in person or via WebEx):

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial Administrative Officer (CFAO); Kurt Ravenschlag, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Mike Hermes, Angela Henderson, Abbey Pascoe, and Jud Lang, Facilities and Trails Department; Paul Hamilton, Director of Finance; David Johnson and Jason White, Planning Department; Tammy Sommerfeld and Rebecca Hodgson, Procurement Department; Jamie Tatsuno, Communications Manager; Jason Smith, Safety and Training Manager; Mike Christenson, Director of Vehicle Maintenance; John Blair, Operations Manager; Craig Dubin, Special Projects Manager; Ed Cortez, President ATU Local 1774

Visitors Present (in person or via WebEx):

David Pesnichak (EOTC/Pitkin County); Linda DuPriest, (City of Glenwood Springs); Lynn Rumbaugh (City of Aspen); Sam Guarino (Town of Snowmass Village); Jeanne Golay (LoVa Trails); and Wes Mauer (Gannett Flemming)

Agenda

1. Call to Order/Roll Call:

Jeanne McQueeney called the RFTA Board of Directors to order at 8:51 a.m. McQueeney declared a quorum to be present (8 member jurisdictions present) and the December 8, 2022, RFTA Board of Directors meeting began at 8:52 a.m.

2. Executive Session:

A. Paul Taddune, General Counsel: Pursuant to C.R.S. 24-6-402(4)(a) The purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interests (Possible acquisition and lease for RFTA employee affordable housing)

Bill Kane moved to adjourn from the Regular Board Meeting into the Executive Session and Greg Poschman seconded the motion. The motion was unanimously approved. Executive Session began at 8:53 a.m.

Staff Present: Paul Taddune, General Counsel; Dan Blankenship, CEO; Kurt Ravenschlag, COO; Michael Yang, CFAO; Nicole Schoon, Secretary to the Board; Mike Hermes, Director of Facilities and Trails; and Angela Henderson, Assistant Director, Project Management & Facilities Operations

Kane moved to adjourn from the Executive Session into the Regular Board Meeting and Riddile seconded the motion. The motion was unanimously approved.

No action was taken during the Executive Session, which adjourned at 9:28 a.m.

3. Approval of Minutes:

Riddile moved to approve the November 10, 2022, Board Meeting Minutes, and Greg Poschman seconded the motion. The motion was unanimously approved.

4. Public Comment:

McQueeney asked if any member of the public would like to address the Board or make a comment regarding items not on the December 8, 2022, Board Agenda.

No members of the public had any comments.

McQueeney closed Public Comments at 9:30 a.m.

5. Items Added to Agenda – Board Member Comments:

McQueeney asked if there were any items that needed to be added to the December 8, 2022, Board meeting Agenda.

No items were added to the December 8, 2022, Board Agenda.

McQueeney asked if any Board member had any comments or questions regarding issues not on the December 8, 2022, Board meeting Agenda.

No members of the Board had any questions or comments regarding issues not on the December 8, 2022, Board Agenda.

McQueeney closed Board Comments at 9:32 a.m.

6. Consent Agenda:

A. LoVa Trail Update and Funding Request – Jeanne Golay, Executive Director, LoVa Trails

The City of Glenwood Springs has approved the bid submitted by Mueller of \$1,446,466 to build the Meet-Me-In-The-Middle trail segment. An original budget of \$1.2 million was approved for the project. While LoVa has funding to cover the \$246,466 shortfall, the City requests a pledge of approximately \$20,000 in contingency funding from RFTA.

The City plans to get under contract with Mueller immediately, in order to start construction in March 2023. The City would only request funds next year, if needed. Subject to RFTA Board authorization, staff will include this request in a 2023 Supplemental Budget Appropriation Resolution, sometime in 2023.

RFTA has contributed \$175,000 in funding for this trail construction project, potentially leaving an available balance of \$1,825,000 of Destination 2040 LoVa Trail funding that could be applied to this

and other LoVa Trail projects. RFTA has budgeted approximately \$193,000 for the LoVa Trails construction project and operating support in 2022. To date, \$5,000 has been expended.

Riddile moved to approve the LoVa Trail Update and Funding Request, and Shenk seconded the motion. The motion was unanimously approved.

7. Presentations/Action Items Agenda:

A. Update Regarding the Regional Bikeshare MOU Process – Dan Blankenship, CEO

City of Aspen: RFTA is awaiting receipt of the executed MOU.

Town of Basalt: RFTA has received the executed MOU.

Town of Carbondale: RFTA has received the executed MOU.

Eagle County: RFTA is awaiting receipt of the executed MOU.

City of Glenwood Springs: RFTA is awaiting receipt of the executed MOU.

Pitkin County: RFTA is awaiting receipt of the executed MOU.

Town of Snowmass Village: RFTA has received the executed MOU.

8. Public Hearing Agenda:

A. Resolution 2022-27: Adoption of the 2023 RFTA Budget – Michael Yang, CFAO and Paul Hamilton, Director of Finance

Michael Yang and Paul Hamilton highlighted the 2023 RFTA Budget, those items include:

- **Major Goals Funded:**
 - Destination 2040:
 - First/Last Mile Mobility Grant Program
 - WE-Cycle Bikeshare Operations and Capital Financing
 - Rio Grande Trail Improvements
 - Town of Snowmass Village Transit Station Project
 - Design Costs for Transit Plaza at the Glenwood Maintenance Facility (GMF)
 - \$1.7 Million in Strategic Initiatives
- **Total Budget \$73.8 Million:**
 - Operating \$60.0 Million
 - Capital \$7.5 Million
 - Debt Service \$6.3 Million
- **Revenue Estimates:**
 - Sales & Use Tax – (5.4%)
 - Property Tax – (2.4%)
 - Service Contracts – 8.7%
 - Fare Revenue – (0.6%)
 - Operating Grant – (49%)

- Local Government Contributions – 8.9%
- **Decrease to General Fund Balance - \$355,000**
- **Capital Budget:**
 - General Fund - \$7.47 Million
 - Transit - \$6.6 Million
 - Trails - \$835,000
- **Revenue Composition:**
 - Sales & Use Tax – 50%
 - Service Contracts – 22%
 - Property Tax – 16%
 - Operating Revenue – 6%
 - Other Income – 2%
 - Operating Grant Revenue – 2%
 - Local Contributions – 2%
 - Investment Income – 1%
 - Capital Grant Revenue – 0%
- **Expenditures by Function:**
 - Transit – 45%
 - Administration – 22%
 - Capital – 10%
 - Debt Services – 9%
 - Facilities – 8%
 - Fuel – 5%
 - Trails & Corridor Management – 1%
- **Expenditures by Department:**
 - Transit Operations – 37%
 - Transit Maintenance – 18%
 - Facilities – 9%
 - HR & Risk Management – 8%
 - CEO – 6%
 - Fuel – 6%
 - IT – 6%
 - Finance – 5%
 - Trails & Corridor – 2%
 - Planning – 2%
 - Procurement – 1%
 - BOD & General Counsel – 0%
- **Budget Highlights by Strategic Plan Outcome Area:**
 - Safe Customers, Workforce & General Public - \$100,000
 - Accessibility & Mobility - \$5.02 Million
 - Sustainable Workforce - \$1.17 Million
 - Financial Sustainability - \$85,000
 - Satisfied Customers - \$107,000
 - Environmental Sustainability - \$93,000
 - High Performing Organization - \$1.71 Million

- **Fund Balance Composition:**
 - Committed Capital – 64%
 - Committed Operating – 19%
 - Committed FLMM – 9%
 - Restricted – 3%
 - Unassigned – 3%
 - Non-Spendable – 2%

Ben Bohmfalk stated that as RFTA looks into the future, should it contemplate using the fund balance or keep the balance high, as it currently is.

Michael Yang responded that there could be opportunities to use the fund balance, where appropriate. Several options are electric buses, infrastructure, employee housing, and helping jurisdictions to get their first/last mile mobility services up and running.

Godes questioned why the Administration line item is larger than Operations/Bus Drivers.

Yang responded that the Bikeshare Program and staffing have been included in that line item.

Godes suggested breaking down the Administration line item into sub-categories, such as We-cycle, Bikeshare, and First/Last Mile Mobility, to better show why that fund is so large.

McQueeney asked if any member of the public would like to address the Board or make a comment regarding Resolution 2022-27: Adoption of the 2023 RFTA Budget.

No members of the public had any comments.

McQueeney closed Public Comments at 10:23 a.m.

Jonathan Godes moved to approve Resolution 2022-27: Adoption of the 2023 RFTA Budget, and Poschman seconded the motion.

A Roll Call Vote Was Taken:

Jeanne McQueeney	Yes
Bill Kane	Yes
Alyssa Shenk	Yes
Art Riddile	Yes
Ben Bohmfalk	Yes
Greg Poschman	Yes
Jonathan Godes	Yes
Torre	Yes

The motion was unanimously approved.

B. Resolution 2022-28: Appropriation of Sums for the 2023 Budget – Michael Yang, CFAO and Paul Hamilton, Director of Finance

McQueeney asked if any member of the public would like to address the Board or make a comment regarding Resolution 2022-28: Appropriation of Sums for the 2023 Budget.

No members of the public had any comments.

McQueeney closed Public Comments at 10:26 a.m.

Godes moved to approve Resolution 2022-28: Appropriation of Sums for the 2023 Budget, and Bohmfalk seconded the motion.

A Roll Call Vote Was Taken:

Jeanne McQueeney	Yes
Bill Kane	Yes
Alyssa Shenk	Yes
Art Riddile	Yes
Ben Bohmfalk	Yes
Greg Poschman	Yes
Jonathan Godes	Yes
Torre	Yes

The motion was unanimously approved.

C. Resolution 2022-29: Imposing, Certifying, and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year – Michael Yang, CFAO

As a result of the successful passage of Ballot Issue 7A at the November 6, 2018 general election, RFTA has the authority to impose real property taxes and is required to certify the tax levies in December of each year.

McQueeney asked if any member of the public would like to address the Board or make a comment regarding Resolution 2022-29: Imposing, Certifying, and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year.

No members of the public had any comments.

McQueeney closed Public Comments at 10:27 a.m.

Riddile moved to approve Resolution 2022-29: Imposing, Certifying, and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year, and Torre1 seconded the motion.

A Roll Call Vote Was Taken:

Jeanne McQueeney	Yes
Bill Kane	Yes
Alyssa Shenk	Yes
Art Riddile	Yes
Ben Bohmfalk	Yes
Greg Poschman	Yes
Jonathan Godes	Yes
Torre	Yes

The motion was unanimously approved.

9. Information/Updates:

A. CEO Report – Dan Blankenship, CEO

RFTA's mobile ticketing app has gone live, and has had a significantly positive initial rate of acceptance.

10. Issues to be Considered at Next Meeting: No topics identified.

11. Next Meeting: 8:30 a.m. – 11:30 a.m.; January 13, 2022, Carbondale Town Hall, Room 1 and via WebEx Teleconference, for those who are unable to attend in person.

12. Adjournment:

Shenk moved to adjourn from the December 8, 2022 RFTA Board meeting, and Riddile seconded the motion. The motion was unanimously approved.

The December 8, 2022 RFTA Board Meeting adjourned at 10:35 a.m.

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA ITEM SUMMARY # 6. A.

Meeting Date:	January 12, 2023
Subject:	2023 – Intergovernmental Agreement for Transit Services in Unincorporated Garfield County and to Non-Member Municipalities.
Strategic Outcome:	Accessibility and Mobility
Strategic Objective:	2.3 Increase alternative mode splits throughout the region
Presented By:	Dan Blankenship, Chief Executive Officer
Staff Recommends:	Authorize the Chair or CEO to Execute the IGA Renewal Letter, once approved as to form by the RFTA General Counsel.
Executive Summary:	<ol style="list-style-type: none"> 1. Staff is seeking advance Board authorization for the RFTA Board Chair or CEO to execute the IGA Renewal, once received and reviewed as to form by the RFTA General Counsel. Execution of the IGA will formalize Garfield County’s \$550,000 contribution for the Grand Hogback bus service in 2023. 2. RFTA greatly appreciates the willingness of the County to continue its contribution for this worthwhile commuter bus service in 2023 in the amount of \$550,000.
Background/Discussion:	<ol style="list-style-type: none"> 1. In December 2009, the RFTA Board approved the IGA for Transit Services (the Hogback agreement). The agreement committed Garfield County to providing up to \$614,000 in operating assistance to RFTA for the Grand Hogback bus service in 2010. 2. In 2011, Garfield County amended the IGA by adding a paragraph that will allow its \$650,000 contribution to the Grand Hogback bus service (and its contributions in subsequent years) to be approved by means of an Intergovernmental Agreement Renewal or Change Order Letter instead of amending the IGA every year. 3. For 2017, Garfield County crafted a new IGA, which incorporated most of the provisions included in the original 2010 IGA, but which updated the language and eliminated some of the unnecessary provisions. 4. For 2019, the County increased its contribution to \$760,240, which was 4% over the \$731,000 amount provided in 2018. 5. Initially in 2020, the County approved \$760,240 for the Hogback bus service, however, due to COVID-19, the Hogback bus service levels were lower than originally planned and the revised estimate of the County’s share in 2020 was \$666,921. However, because the County’s grant for the Hogback bus service in 2021 was anticipated to be \$500,000 (due to the County’s severe budgetary constraints in 2021) and the estimated cost is \$633,706, the BOCC agreed to approve the full \$760,240 grant amount in 2020 and allow RFTA to apply the \$93,319 difference (760,240 - \$666,921) to help offset the 2021 short fall of \$133,706 (\$633,706 – \$500,000).

Governance Policy:	Board Job Products Policy 2.4.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	Garfield County has budgeted \$550,000 for the Hogback bus service in 2023. RFTA relies on this funding to help support the Hogback bus service.
Attachments:	No, a copy of the 2023 – Intergovernmental Agreement for Transit Services in Unincorporated Garfield County and to Non-Member Municipalities may be available prior to the January 12, 2023 RFTA Board meeting, and will be distributed to the Board if available. However, since this is a recurring IGA renewal, staff is seeking Board authorization for the RFTA Chair or CEO to execute it subject to approval as to form by the RFTA General Council.

**RFTA BOARD OF DIRECTORS MEETING
“CONSENT” AGENDA SUMMARY ITEM # 6. B.**

Meeting Date:	January 12, 2023
Subject:	Intergovernmental Agreement for Garfield County Senior Programs Traveler Services – 2023
Presented By:	Dan Blankenship, Chief Executive Officer
Strategic Outcome	2.0 Accessibility & Mobility
Strategic Objective	2.5: Ensure accessibility for youth, low income, seniors and disabled populations
Staff Recommends:	Staff recommends the approval of the Intergovernmental Agreement for Garfield County Senior Programs Traveler Services – 2023 and authorize the RFTA Chairman to execute it.
Background/ Discussion	<ol style="list-style-type: none"> 1. In 2008, RFTA was designated the provider of the Traveler Senior Transportation Program services, which it has provided from 2009 through 2022 pursuant to the Intergovernmental Agreement for Garfield County Senior Programs - Traveler Program. 2. Garfield County has updated the IGA for 2023. 3. Staff is requesting the Board to approve and authorize the Board Chair to execute the IGA.
Policy Implications:	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	The total estimated budget for the Traveler in 2023 is \$771,023. RFTA will be reimbursed by Garfield County for its documented expenses connected with providing the Traveler transportation service in 2023, up to \$568,133. The City of Glenwood Springs will also contribute \$30,000 to RFTA to defray costs related to the ADA Complementary Paratransit Service that it receives from the Traveler. In addition to these amounts, RFTA is contributing approximately \$172,890 towards the Traveler’s expenses in 2023 to defray the prorated cost allocated to its members (Glenwood Springs, Carbondale, and New Castle) by the County’s cost allocation methodology. However, RFTA anticipates receiving a \$40,000 administrative fee payment for providing the service that will reduce its net contribution to the Traveler to approximately \$132,890.
Attachments:	Yes, please click on this link: “ 2023 IGA for Garfield County Senior Programs-Traveler Services.pdf ,” or see “2023 IGA for Garfield County Senior Programs-Traveler Services.pdf,” included in the January 2023 RFTA Board Meeting Portfolio.pdf, attached to e-mail transmitting the RFTA Board Agenda packet.

**RFTA BOARD OF DIRECTORS MEETING
“CONSENT” AGENDA SUMMARY ITEM # 6. C.**

Meeting Date:	January 12, 2023
Subject:	7-Party Memorandum of Understanding (MOU) Regarding Garfield County Senior Programs for 2023
Strategic Outcome:	Accessibility & Mobility
Strategic Objective:	2.5: Ensure accessibility for youth, low income, seniors, and disabled populations
Presented By:	Dan Blankenship, Chief Executive Officer
Recommendation:	Please approve the 2023 7-Party MOU and authorize the RFTA Chairman to execute it.
Executive Summary:	<ol style="list-style-type: none"> 1. The provision of Garfield County Senior Programs, including congregate meal/nutrition services and Traveler transportation services is a cooperative effort involving 7 governmental entities as follows: Garfield County, City of Rifle, Town of Carbondale, City of Glenwood Springs, Town of New Castle, Town of Silt, and RFTA. 2. The parties set forth the terms and conditions of their cooperative provision, administration, and funding of the Senior Programs for senior citizens in Garfield County pursuant to a 7-Party MOU, which explains who is responsible for various aspects of Senior Programs. RFTA is designated the provider of the Traveler transportation services, which it provides pursuant to a separate IGA with Garfield County (see Agenda Item 6.B., above). 3. Each year, the actual financial contributions of the 7-Party IGA participants, which help to support the Senior Programs, are established by the terms of the 7-Party MOU. The MOU sets forth the level of services to be provided in each community and the methodology for determining the financial contributions of the 7-Party MOU’s participants. 4. Staff recommends that the RFTA Board of Directors approve the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Senior Programs for 2022 and authorize the RFTA Chairman to execute it.
Policy Implications:	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	The total estimated budget for the Traveler in 2023 is \$771,023. RFTA will be reimbursed by Garfield County for its documented expenses connected with providing the Traveler transportation service in 2023, up to \$568,133. The City of Glenwood Springs will also contribute \$30,000 to RFTA to defray costs related to the ADA Complementary Paratransit Service that it receives from the Traveler. In addition to these amounts, RFTA is contributing approximately \$172,890 towards the Traveler’s expenses in 2023 to defray the prorated cost allocated to its members (Glenwood Springs, Carbondale, and New Castle) by the County’s cost allocation methodology. However, RFTA anticipates receiving a \$40,000 administrative fee payment for providing the service that will reduce its net contribution to the Traveler to approximately \$132,890.

Attachments:	Yes, please click on this link: " 2023 – 7-Party MOU Regarding Garfield County Senior Programs.pdf ," or see "2023 – 7-Party MOU Regarding Garfield County Senior Programs.pdf," included in the January 2023 RFTA Board Meeting Portfolio.pdf attached to e-mail transmitting RFTA Board Agenda packet.
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RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA ITEM SUMMARY # 6. D.

Meeting Date:	January 12, 2023
Subject:	Resolution 2023-01: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings
Strategic Outcome:	High Performing Organization
Strategic Objective:	7.5. Ensure Appropriate Transparency of all RFTA Business
Presented By:	Nicole Schoon, Executive Assistant to the CEO, Secretary to the Board, and Compliance Officer
Staff Recommends:	Adopt Resolution 2022-01 and designate the Blake Street Offices at 1517 Blake Avenue, Glenwood Springs, Colorado 81601, as the official posting location for Public Notices of RFTA Board of Directors Meetings, due to the Glenwood Maintenance Facility being under construction.
Executive Summary:	<ul style="list-style-type: none"> • Officially designate posting location of public notices of RFTA Board of Directors Meetings. • Staff recommends that the Board designate the Blake Street Offices at 1517 Blake Avenue, Glenwood Springs, Colorado 81601, as the official location for posting Board Meeting notices.
Background/ Discussion:	C.R.S. § 24-6-402(2)(c) provides that each local government body shall annually designate a location where its meeting notices will be posted. In addition to the Blake Street Offices, the notices of Board meetings will continue to be posted at the Aspen Maintenance Facility and in each jurisdiction’s Town Hall, in a public place for posting notices. Public Notices will also be posted on the RFTA website, the RFTA HUB, and emailed to the media and interested citizens that have requested notice.
Governance Policy:	This is required by state law. Additionally, Board Awareness & Support policy 2.10.6 states, “The CEO shall supply for the Board’s Consent Agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation or contract to be Board-approved.”
Fiscal Implications:	None.
Attachments:	Yes, please see Resolution 2023-01, attached below.

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2023-01
DESIGNATING A LOCATION FOR POSTING PUBLIC NOTICE OF MEETINGS OF THE ROARING
FORK TRANSPORTATION AUTHORITY (RFTA) BOARD OF DIRECTORS**

WHEREAS, pursuant to C.R.S. § 24-6-402(2)(c), the Board of Directors of the Roaring Fork Transportation Authority hereby designates the Blake Street Offices at 1517 Blake Avenue, Glenwood Springs, Colorado 81601, as the location where Public Notices of the RFTA Board of Directors Meetings will be posted, at least twenty-four (24) hours prior to the meeting.

This status will be in place unless revoked by another resolution stating different locations of posting.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held January 12, 2023.

**ROARING FORK TRANSPORTATION AUTHORITY
By and through its BOARD OF DIRECTORS:**

By: _____
Jeanne McQueeney, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on January 12, 2023; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of January, 2023.

Nicole R. Schoon, Secretary to the RFTA Board of Directors

**RFTA BOARD OF DIRECTORS MEETING
“CONSENT” AGENDA SUMMARY ITEM # 6. E.**

Meeting Date:	January 12, 2023
Subject:	Resolution 2023-02: Appointing Members to the Mid-Valley Trails Committee,
Strategic Outcome:	2.0 – Accessibility and Mobility
Strategic Objective:	2.2 - Trail and transit users move safely, quickly and efficiently
Presented By:	Angela Henderson, Assistant Director, Project Management & Facility Operations
Staff Recommends:	Staff recommends re-appointment of three existing members, and appointment of one new member to the Mid-Valley Trails Committee.
Executive Summary:	The resolution for providing oversight of the Mid-Valley Trails Committee requires the RFTA Board of Directors to review and approve new committee members. The MVTC is requesting re-appointment of three existing members and appointment of one new member, Alan Luu, to a three-year (3) term.
Background/ Discussion:	<ul style="list-style-type: none"> • Eagle County established the Mid-Valley Trails Committee to administer and build trails inside the Eagle County portion of the Roaring Fork Valley, using 10% of the 0.5% sales taxes collected in this area. The initial estimate of tax proceeds to fund this committee was \$27,000.00. • The MVTC is made up of five members that reside in the Eagle County Portion of the Roaring Fork Valley. Currently, there are three existing members and one new appointee. The MVTC Chairman will continue to work to fill the remaining open seat. • The RFTA Board of Directors must appoint the members of the MVTC. If approved, the resolution will re-appoint three current members to a three-year term and appoint one new member to a three-year term. • The Mid-Valley Trails Committee is responsible for: <ul style="list-style-type: none"> ○ Selecting trails projects within the Eagle County Portion of the Roaring Fork Valley for funding within its project budget. ○ Make recommendation to the RFTA Board of Directors concerning studies, phasing and contracting of trails projects with the Eagle County portion of the Roaring Fork Valley prior to each budget year. ○ Coordinate the surrounding governments and private landowners to connect existing and planned trails within the Roaring Fork valley including a trail along the Rio Grande rail corridor. ○ Work with RFTA staff, Town of Basalt staff to plan and coordinate trail projects. ○ Recommend the hiring of consultants and other professionals if the Committee deems it necessary and there are funds within its budget. ○ To cooperate with RFTA Trails staff and/or Town of Basalt Trails staff to follow procurement procedures and approve and process invoices submitted by contractor when a project is satisfactory. ○ Participate with RFTA and other valley jurisdictions to do long range planning for trails.
Governance Policy:	1.7 – High Performing Organization: With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.

Fiscal Implications:	Staff time to provide oversight and direction to the Mid-Valley Trails Committee.
Attachments:	Yes, please see Resolution 2023-02: Appointing Members to the Mid-Valley Trails Committee, attached below, and please click on this link: " Application from Alan Luu to join the Mid-Valley Trails Committee.pdf ." Find "Application from Alan Luu to join the Mid-Valley Trails Committee.pdf," included in the January 2023 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2023-02
APPOINTING MEMBERS TO MID-VALLEY TRAILS COMMITTEE**

WHEREAS, the Mid-Valley Trails Committee was established originally by the Eagle County Regional Transportation Authority (“ECRTA”) to administer the portion of the Eagle County half-cent transportation tax collected in the Roaring Fork Valley that is dedicated to trails (10% of total revenue collected in the Roaring Fork Valley); and

WHEREAS, RFTA adopted the Mid-Valley Trails Committee as one of its Committees on August 8, 2002; and

WHEREAS, pursuant to the Mid-Valley Trails Committee’s amended Operating Procedures, the Committee may forward to the RFTA Board of Directors, recommendations of persons for appointment to the Mid-Valley Trails Committee; and

WHEREAS, the Mid-Valley Trails Committee has recommended re-appointing one (3) current voting member and appointing one (1) new member, who are all Eagle County resident and have been active participants in Mid-Valley Trails discussions.

NOW, THEREFORE, BE IT RESOLVED BY THE RFTA BOARD OF DIRECTORS OF THE ROARING FORK TRANSPORTATION AUTHORITY:

RFTA hereby appoints the following members to the Mid-Valley Trials Committee:

George Trantow
320 Sopris Circle
Basalt, CO. 81621
970-618-4498
georgetrantow@gmail.com

Regular member - Chairman
Re-appointed until December 2025

Phillip Ring
129 Cheyenne Avenue
Carbondale, CO. 81623
970-963-3454
phillipring@gmail.com

Regular Member – Treasurer
Re-appointed until December 2025

Brian Schaefer
346 Lewis Lane
Basalt, CO. 81621
970-618-9033
veloschaefer@gmail.com

Regular Member
Re-appointed until December 2025

Alan Luu
306 Lakeside Drive
Basalt, CO. 81621
480-330-7878
alan@versant.com

Regular Member
Appointed 01/12/2023, until December 2025

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of January, 2023.

**ROARING FORK TRANSPORTATION AUTHORITY
By and through its BOARD OF DIRECTORS:**

By: _____
Jeanne McQueeney, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on January 12, 2023 (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of January, 2023.

Nicole R. Schoon, Secretary to the Board

**RFTA BOARD OF DIRECTORS MEETING
“CONSENT” AGENDA ITEM SUMMARY # 6. F.**

Meeting Date:	January 12, 2023
Subject:	Amending the Minutes of the January 14, 2021 RFTA Board of Directors Meeting
Strategic Outcome:	7.0 – High Performing Organization: With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.
Strategic Objective:	7.5 – Ensure appropriate transparency of all RFTA business 7.7 – Continually seek ways to improve business process
Presented By	Dan Blankenship, CEO
Staff Recommends	Approve the Amendment to the Minutes of the January 14, 2021 RFTA Board of Directors Meeting as discussed in the Executive Summary below.
Executive Summary	<p>While truing up the budget for the 27th Street Grade-Separated Pedestrian Crossing Project, in order to verify the amount of RFTA funding previously committed by the Board of Directors, an inadvertent omission was discovered. In the Minutes of the January 14, 2021 RFTA Board of Directors Meeting, the Board’s deliberations regarding Presentation and Action Item 6. B., omitted the motion made by Art Riddle, seconded by Greg Poschman, with all in favor, that approved the staff recommendation to approve \$2.27 million in supplemental Destination 2040 funding to close the estimated gap (at that time) on the 27th Street Pedestrian Underpass Project.</p> <p>The motion and subsequent vote by the RFTA Board of Directors was recorded and can be viewed by following this link: Roaring Fork Transportation Authority WebEx Enterprise Site - Replay Recorded Meeting and scrolling to 41:52 of the video.</p> <p>The amendment should read as follows: Art Riddle made a motion to approve the RFTA proposal to cover the estimated \$2.27 million shortfall in the 27th Street grade-separated pedestrian crossing project. The motion was seconded by Greg Poschman. Voting in favor of the motion were:</p> <p>Art Riddle Greg Poschman Ann Mullins Jeanne McQueeney Dan Richardson Alyssa Shenk Jonathan Godes Bill Kane</p> <p>The motion was approved.</p>
Background Info:	<p>As written and previously approved, the Minutes of the January 14, 2021 RFTA Board of Directors meeting Agenda Item 6. B., read as follows:</p> <p>6. B. Destination 2040 Financing Plan for the 27th Street Grade-Separated Pedestrian Crossings – Dan Blankenship, CEO</p> <p style="text-align: center;">(Continued on the following page)</p>

There is currently a \$2.27 million shortfall for the 27th Street Grade-Separated Pedestrian Crossings' Project. After updated cost estimates, the price has increased to approximately \$10,100,000. Blankenship recommended that RFTA cover the \$2.27 million gap as follows:

The Destination 2040 Plan assumed that two service improvements within Glenwood Springs would go into effect in 2019. The first improvement was the extension of BRT service from 27th Street to downtown Glenwood Springs (estimated to cost approximately \$300,000 per year). The second improvement was the assumption by RFTA local buses of the Ride Glenwood service route in the Highway 6 and 24 corridor (estimated to cost approximately \$400,000 per year). However, implementation of the BRT extension was delayed pending the outcome of the MOVE Study, which is seeking to identify the location of the downtown transit center. Assumption of the 6 & 24 corridor route by RFTA local buses has also been delayed pending the reconfiguration of the Ride Glenwood service into a demand response or call-and-demand service for the residential areas of Glenwood Springs, allowing the Ride Glenwood service to be discontinued.

In 2020, the COVID-19 pandemic disrupted RFTA's plans and timetables for implementing some of the Destination 2040 capital projects and service improvements. RFTA will need to update its Destination 2040 Financial Plan and revise its timetable for implementing planned capital and service improvements.

Until the Destination 2040 Plan is updated and the adverse economic and ridership impacts of COVID-19 are receding, RFTA will most likely not be able to say definitively when its schedule for various capital projects and service enhancements will get back on track. RFTA will not be able to move forward on some of the Destination 2040 capital projects and service improvements until either ridership, funding, or both begin to show signs of improvement.

RFTA can and should move forward with the delivery of the 27th Street Grade-Separated Pedestrian Crossings' Project. This is a safety project that is critically needed at a hazardous location. Its completion will greatly enhance safety for pedestrians, cyclists, and trail and transit users, and it will fulfill one of RFTA's Destination 2040 Plan pledges to voters. In addition, in conjunction with the Glenwood Maintenance Facility Expansion Project, it will pump \$65 million in combined construction funding into the economies of Glenwood Springs and the region at a time when the construction industry and local businesses can most use it.

Not implementing the service improvements in Glenwood Springs in 2019, RFTA has saved approximately \$700,000 per year in operating expenses and, assuming the service is not implemented in 2021, the total estimated savings would be approximately \$2.1 million, and staff is recommending that this funding be repurposed to cover the funding gap for the pedestrian crossings' project.

The pedestrian crossings' project is in final design and the plan is to put the project out to bid by July of 2021, with an estimated completion date of October 2022. Approximately \$3.05 million in State and Federal grants

	<p>have been secured and should be expended as expeditiously as possible. Each year the project fails to get under contract could raise the cost by approximately 4% due to inflation.</p> <p>RFTA will continue to seek additional grants from as many sources as possible to narrow the funding gap, but it doesn't want to delay putting the project out to bid for lack of having an adequate budget. The final gap may be higher or lower depending on bids and staff's ability to garner other grants prior to the completion of the project.</p> <p>The Minutes should be amended to add:</p> <p>Art Riddile made a motion to approve the RFTA proposal to cover the estimated \$2.27 million shortfall in the 27th Street grade-separated pedestrian crossing project. The motion was seconded by Greg Poschman. Voting in favor of the motion were:</p> <p>Art Riddile Greg Poschman Ann Mullins Jeanne McQueeney Dan Richardson Alyssa Shenk Jonathan Godes Bill Kane</p> <p>The motion was approved.</p>
Policy Implications:	RFTA Board Job Products' Policy 2.10.6 states, "The CEO shall supply for the Board's Consent Agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation or contract to be Board approved."
Fiscal Implications:	At the January 14, 2021 RFTA Board of Directors Meeting, the RFTA Board authorized the expenditure of an additional \$2.27 million in Destination 2040 funding to cover the estimated shortfall on the 27 th Street Grade-Separated Pedestrian Crossing project.
Attachments:	None

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7. A.

Meeting Date:	January 12, 2023
Subject:	27 th Street Pedestrian Underpass Project Supplemental Funding Request
Strategic Outcome:	1.0 Safe Customers, Workforce and General Public 2.0 Accessibility and Mobility
Strategic Objective:	1.1 Customers are safe at RFTA facilities and riding RFTA services 1.2 The Public is safe and comfortable using the Rio Grande trail 2.2 Trail and transit users move safely, quickly and efficiently 2.6 Identify and reduce barriers to riding transit and accessing trails
Presented By:	Kurt Ravenschlag, COO Ben Ludlow, Interim Senior Project Manager
Staff Recommends:	That the Board of Directors approve the staff recommendation, and subsequent supplemental appropriation to advance the RFTA Destination 2040 Project S1, Pedestrian and Bicycle Crossings of 27 th Street and Hwy 82 utilizing RFTA Fund Balance (Reserves) to bridge the existing funding gap.
Executive Summary	<p>RFTA Destination 2040 Project S1, Pedestrian and Bicycle Crossings of 27th Street and Hwy 82 in Glenwood Springs went out to bid for construction services twice in 2022. In both cases, bids for the project exceeded the project budget. Following the first receipt of bids in 2022 and rejection of those bids due to budget constraints, RFTA worked with CDOT to pursue additional funding for the project, which it received through a RAISE grant adding over \$6 million more to the project funding. The second round of bid solicitations in November of 2022, resulted in further cost escalations from the first bid, resulting in yet another funding gap of \$4.25 million to advance the project. Currently, staff believes that further delays to advancing this project will only result in further cost escalations making the project that much more unattainable to complete.</p> <p>Staff recommends advancing this project now utilizing RFTA fund balance to mitigate further cost escalations and to deliver the project to the community of Glenwood Springs and RFTA voters who approved the Destination 2040 funding plan in 2018. Cancelling or postponing the project further could cause RFTA to forfeit grant funding it has received and hamper its ability to garner future grants for this and/or other projects.</p> <p>If the Board approves staff’s recommendation, RFTA will continue pursuing grants and other funding opportunities to help reduce RFTA’s overall contribution, but not hold the project up in the meantime while pursuing those opportunities. Contingent upon Board approval, staff will execute the construction and construction management contracts, so that the project can get underway this spring and be completed, most likely, in the fall of 2024.</p>
Background/ Discussion:	The Rio Grande Trail currently crosses 27 Street at grade within the railroad right of way owned by RFTA. The Rio Grande Trail is one of the main bike routes through Glenwood Springs and provides Glenwood with trail access to the upper valley. The 27th Street intersection experiences a high volume of traffic especially at peak travel times and a grade separated pedestrian crossing for the Rio Grande Trail across 27 th Street would benefit both the function of the intersection for vehicles, by removing the pedestrian phase from the intersection’s signal, and enhance the safety for the pedestrians utilizing the Rio Grande Trail by removing them from

the intersection. The pedestrian crossing of Highway 82 at 27th Street in Glenwood Spring is also challenging for pedestrians to negotiate and it is a barrier to people trying to access the RFTA BRT station at this location. A grade-separated pedestrian crossing across SH 82 at this location would benefit both pedestrians attempting to cross the highway and the function of the intersection by removing the pedestrian phase from the traffic signal.

The 27th Street and SH-82 pedestrian and bike grade-separation project was identified by the City of Glenwood Springs as a top priority for safety and traffic flow improvements prior to 2018, which resulted in it being included on the list of capital projects that RFTA brought forward to the voters in 2018 for approval of 2.65 mill levy for a 20-year capital improvement plan. This project continues to be a top priority for RFTA, CDOT, and the City of Glenwood Springs, as it was recently identified by the Glenwood City Council as a top priority along with the South Bridge project over the summer of 2022. The City of Glenwood Springs' Transportation Commission unanimously recommended on January 3, 2023, the prompt construction of the 27th Street bicycle-pedestrian underpasses project, and the Commission strongly encourages approval of the most recent construction bid for that project, in order to avoid further project cost increases.

The Glenwood Springs City Council on January 5, 2023 also committed an additional \$100,000 towards the project to assist with addressing the current funding gap, bringing their total contribution up to \$850,000.

Current status of Funding and Expenses for 27th Street and SH-82 pedestrian and bike grade-separation project:

27th Street Pedestrian Crossing - Cost and Funding Estimates		
	4/1/2022	12/14/2022
Item	Costs	Costs
Design and ROW	\$ 885,180	\$ 918,820
lengthened CM services (20 months)	\$ 950,000	\$ 2,085,000
Construction Bid	\$ 15,229,036	\$ 17,920,766
RFTA Contingencies (IGA requirement)	\$ 356,252	\$ 1,792,077
Total Cost Estimate	\$ 17,420,468	\$ 22,716,663
Source	Funding	Funding
RFTA 2040 allocation	\$ 4,279,000	\$ 4,279,000
RFTA 2040 service reallocation*	\$ 2,270,000	\$ 2,270,000
CDOT MTF (MMOF 2021)	\$ 1,100,000	\$ 1,050,392
CDOT TAP	\$ 1,000,000	\$ 1,000,000
CDOT ARPA (2022 RMS)	\$ 1,000,000	\$ 1,000,000
CDOT ARPA (MMF)		\$ 1,000,000
CDOT SHF (2022 RPP)	\$ 1,000,000	\$ 1,000,000
City of Glenwood Springs	\$ 750,000	\$ 850,000
RAISE		\$ 6,020,468
Total Funding	\$ 11,399,000	\$ 18,469,860
Funding Gap	\$ (6,021,468)	\$ (4,246,803)

*At the January 2021 RFTA Board meeting, the Board approved a commitment of an additional \$2.27 million of Destination 2040 funding to pay for the funding gap based on the project cost

estimate at that time and before bids had been received. This amount is in addition to the \$4.279 million commitment from RFTA's Destination 2040 Plan, resulting in RFTA's total funding commitment of \$6.549 million for this project. At that meeting, staff indicated to the Board that it would seek appropriation of RFTA's contribution amount for this project through a supplemental budget appropriation resolution presented at a future board meeting.

At the June 2021 Board meeting, the Board approved Supplemental Budget Appropriation Resolution 2021-13 to fund this project which had a cost estimate at the time of \$10.07 million, an estimated \$3.05 million in grant funding, a \$500,000 local contribution from the City of Glenwood Springs, and the \$6.5 million RFTA contribution.

At the March 2022 Board meeting, the Board approved Supplemental Budget Appropriation Resolution 2022-08 to rollforward the unexpended project budget and amend the budget to recognize another CDOT grant award for the project of \$1 million from ARPA. This reduced RFTA's contribution amount to approximately \$5.5 million and then increased the project budget estimate by \$250,000 to add the cost for the snowmelt system funded by an additional \$250,000 local contribution from the City of Glenwood Springs.

Although Supplemental Budget Appropriation Resolution 2023- 03 will result in an approximate \$5,246,803 use of fund balance for this project, \$1 million of that amount was previously approved by the Board in January 2021 and was put back into fund balance when the additional \$1 million CDOT grant was awarded.

Assuming Board approval of this supplemental funding for the 27th Street Pedestrian Underpass, the shares of each of the funding partners will be as follows:

Partner	Share
RFTA Original 2040 Allocation	\$ 4,279,000
RFTA Supplemental 2040 Allocation Approved 1/14/21	\$ 2,270,000
RFTA Current 2023 Supplemental Request	\$ 4,246,803
Subtotal RFTA Funding	\$ 10,795,803
State/Federal Grants	\$ 11,070,860
City of Glenwood Springs	\$ 850,000
Total 27th Street Pedestrian Underpass Project Funding	\$ 22,716,663

Governance Policy:	Policy 2.3 Financial Condition and Activities, 2.3.2 Use Board-designated long-term reserves/funds.
Fiscal Implications:	This staff request would result in RFTA committing an additional contribution of \$4,246,803 to advance this project. This would increase RFTA's total committed contribution for this project from \$6,549,000 to \$10,795,803. RFTA has benefitted from significant COVID-relief funding and higher than anticipated sales and property tax collections, all of which have added to fund balance. Staff believes that providing additional funding for this project should not greatly impact RFTA's ability to fulfill its remaining Destination 2040 funding commitments.
Attachments:	None

**RFTA BOARD OF DIRECTORS MEETING
 “PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7. B.**

Meeting Date:	January 12, 2023																														
Subject:	Summary of 2022 Strategic Work Plan Year in Review																														
Strategic Outcome:	High Performing Organization																														
Strategic Objective:	7.5. Ensure Appropriate Transparency of all RFTA Business 7.7. Continually seek ways to improve business process																														
Presented By:	Kurt Ravenschlag, COO																														
Staff Recommends:	Review and discuss RFTA 2021 Strategic Work Plan and Destination 2040 Progress.																														
Background/ Discussion:	<p>RFTA staff had identified approximately 19 Work Plan Items in the RFTA 2022 Strategic Work Plan that would involve Board direction and/or policy development. The following represents the progress made on the identified Board Work Plan items for 2022:</p> <p>1.0 Safe Customers</p> <table border="1"> <tr> <td>Construction Of 27Th Pedestrian Crossing (D 2040)</td> <td>Planned</td> </tr> <tr> <td>Planning and Design of Buttermilk Underpass (D 2040)</td> <td>Planned</td> </tr> </table> <p>2.0 Accessibility and Mobility</p> <table border="1"> <tr> <td>Discussion and Update of Downtowner - Basalt</td> <td>Complete</td> </tr> <tr> <td>Financial contribution to USFS Maroon Bells Study</td> <td>Complete</td> </tr> <tr> <td>Regional First and Last Mile Mobility Study (D 2040)</td> <td>Complete</td> </tr> <tr> <td>Gmf Ph 3&7 - Bus Storage and Fueling Lane (D 2040)</td> <td>Active</td> </tr> <tr> <td>Gmf Ph 4&5 Bus Storage and Circulation (D 2040)</td> <td>Active</td> </tr> <tr> <td>Gmf Ph 2 Maint Exp (D 2040)</td> <td>Complete</td> </tr> <tr> <td>MOVE Study</td> <td>Active</td> </tr> </table> <p>3.0 Sustainable Workforce</p> <table border="1"> <tr> <td>RFTA Housing Replacement Plan- Hotel Purchase(D 2040)</td> <td>Complete</td> </tr> <tr> <td>RFTA Retirement revisions Sub-Committee</td> <td>Active</td> </tr> </table> <p>4.0 Financial Sustainability</p> <table border="1"> <tr> <td>RFTA Annual Financial Audit</td> <td>Complete</td> </tr> <tr> <td>RFTA 2022 Budget Development</td> <td>Complete</td> </tr> </table> <p>5.0 Satisfied Customers</p> <table border="1"> <tr> <td>On-Board Survey</td> <td>Complete</td> </tr> <tr> <td>Purchase and Deploy Mobile Ticketing</td> <td>Complete</td> </tr> </table>	Construction Of 27Th Pedestrian Crossing (D 2040)	Planned	Planning and Design of Buttermilk Underpass (D 2040)	Planned	Discussion and Update of Downtowner - Basalt	Complete	Financial contribution to USFS Maroon Bells Study	Complete	Regional First and Last Mile Mobility Study (D 2040)	Complete	Gmf Ph 3&7 - Bus Storage and Fueling Lane (D 2040)	Active	Gmf Ph 4&5 Bus Storage and Circulation (D 2040)	Active	Gmf Ph 2 Maint Exp (D 2040)	Complete	MOVE Study	Active	RFTA Housing Replacement Plan- Hotel Purchase(D 2040)	Complete	RFTA Retirement revisions Sub-Committee	Active	RFTA Annual Financial Audit	Complete	RFTA 2022 Budget Development	Complete	On-Board Survey	Complete	Purchase and Deploy Mobile Ticketing	Complete
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	<p>6.0 Environmental Sustainability</p> <table border="1" data-bbox="446 199 1523 304"> <tr> <td>Zero Emission Vehicle Roadmap</td> <td>Active</td> </tr> <tr> <td>RFTA Climate Action Plan</td> <td>Active</td> </tr> <tr> <td>First BEB On Route Charger</td> <td>Active</td> </tr> </table> <p>7.0 High Performing Organization</p> <table border="1" data-bbox="446 367 1523 409"> <tr> <td>2022 Board Retreat</td> <td>Complete</td> </tr> </table> <p>Of the initiatives identified for Board interaction, RFTA completed or began 90% of those Strategic Initiatives, with only two not advancing. The 27th Street/SH82 grade-separation construction and Buttermilk Underpass design/planning were the only two projects not advanced in 2022. RFTA is not the project owner of the Buttermilk Underpass project, but has tried to help facilitate getting that project off the ground. RFTA is hoping that the 27th Street/SH82 grade-separation construction project will begin Spring of 2023, with Board support to advance that project. RFTA staff were able to complete or begin progress on 87% of all 2022 work plan items. Only 13% or 11 initiatives were not started due to various reasons.</p>	Zero Emission Vehicle Roadmap	Active	RFTA Climate Action Plan	Active	First BEB On Route Charger	Active	2022 Board Retreat	Complete
Zero Emission Vehicle Roadmap	Active								
RFTA Climate Action Plan	Active								
First BEB On Route Charger	Active								
2022 Board Retreat	Complete								
<p>Governance Policy:</p>	<p>Board Agenda Planning policy 4.3.2 states, “The annual (planning) cycle will start with Board’s development of its agenda plan for the next year: A.) The Board will identify its priorities for Outcomes and other issues to be resolved in the coming year, and will identify information gathering necessary to fulfill its role. This may include methods of gaining ownership input, governance education, and other education related to Outcomes issues, (e.g. presentations by futurists, advocacy groups, demographers, other providers, staff, etc.); and B.) At the commencement of the Board’s annual planning cycle, the Chair will prepare, for the Board’s approval, a tentative agenda plan for the following year’s meetings.”</p>								
<p>Fiscal Implications:</p>	<p>None at this time.</p>								
<p>Attachments:</p>	<p>Yes, please click on this link: “Complete 2022 Strategic Work Plan.pdf.” Find “Complete 2023 Strategic Work Plan.pdf,” included in the January 2023 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.</p> <p>Summary of 2022 Strategic Work Plan https://www.rfta.com/2040roadmap/.</p>								

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7. C.

Meeting Date:	January 12, 2023
Subject:	Overview of 2023 Work Plan
Strategic Outcome:	High Performing Organization
Strategic Objective:	7.5. Ensure Appropriate Transparency of all RFTA Business 7.7. Continually seek ways to improve business process
Presented By:	Kurt Ravenschlag, COO
Staff Recommends:	Review and discuss RFTA 2023 Strategic Work Plan, primarily as it relates to Board Work Plan Items, and provide staff with feedback.
Background/ Discussion:	<p>RFTA staff have identified approximately 16 Work Plan Items in the RFTA 2023 Strategic Work Plan that could involve Board direction and/or policy development. If the Board agrees, these Work Plan Items will be presented to the RFTA Board for updates and direction at subsequent Board meetings throughout 2023. The identified Board Work Plan items are as follows:</p> <p>1.0 Safe Customers</p> <ul style="list-style-type: none"> • Construction of 27th Street/ SH 82 Grade Separation • Review and assist in design of Buttermilk Underpass <p>2.0 Accessibility and Mobility</p> <ul style="list-style-type: none"> • Design/Build of Gmf Ph 3&7 - Bus Storage and Fueling Lane (Destination 2040) • Design/Build of Gmf Ph 4&5 Bus Storage and Circulation (Destination 2040) • Design of Gmf Ph 6 (Destination 2040) • Bike Share Purchase and Implementation (Destination 2040) <p>3.0 Sustainable Workforce</p> <ul style="list-style-type: none"> • Comprehensive Housing Policy • RFTA Retirement Revisions Sub-Committee <p>4.0 Financial Sustainability</p> <ul style="list-style-type: none"> • RFTA 2023 Financial Audit • RFTA 2023 Budget Development • Community Safety Action Plan <p>6.0 Environmental Sustainability</p> <ul style="list-style-type: none"> • Climate Action Plan • Zero Emission Vehicle Road Map • BEB On-Route Charger • RFTA Justice 40 Assessment <p>7.0 High Performing Organization</p> <ul style="list-style-type: none"> • Board Retreat
Governance Policy:	Board Agenda Planning policy 4.3.2 states, “The annual (planning) cycle will start with Board’s development of its agenda plan for the next year: A.) The Board will identify its priorities for Outcomes and other issues to be resolved in the coming year, and will identify information gathering necessary to fulfill its role. This may include methods of gaining ownership input, governance education, and other education

	related to Outcomes issues, (e.g. presentations by futurists, advocacy groups, demographers, other providers, staff, etc.); and B.) At the commencement of the Board’s annual planning cycle, the Chair will prepare, for the Board’s approval, a tentative agenda plan for the following year’s meetings.”
Fiscal Implications:	Fiscal Implications are reflected in the 2023 RFTA Annual Budget
Attachments:	Yes, please click on this link: “ Complete 2023 Strategic Work Plan.pdf .” Find “Complete 2023 Strategic Work Plan.pdf,” included in the January 2023 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

**RFTA BOARD OF DIRECTORS MEETING
 “PRESENTATIONS/ACTION” AGENDA SUMMARY ITEM # 7. D.**

Meeting Date:	January 12, 2023
Subject:	Possible Appointment of Board Sub-Committee to Plan Outreach to Garfield County Communities Regarding Joining RFTA and/or Forming a Garfield County RTA
Strategic Outcome:	4.0 – Financial Sustainability: RFTA will ensure cost effective and responsible use of funding, maintain and monitor its short-term and long-term financial forecasts, seek funding partnerships and diversification of revenues 7.0 – High Performing Organization: With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.
Strategic Objective:	4.3 – Preserve financial sustainability and maintain a structurally balanced long-range budget 2.4 – Provide increased first and last mile options for customers throughout the service area 7.3 – Proactively influence policy and legislative development at all levels of government regulation 7.4 – Actively engage the public about plans, projects and service changes
Presented By:	Kurt Ravenschlag COO and Dan Blankenship, CEO
Staff Recommends:	Staff recommends that the RFTA Board discuss the merits of appointing a subcommittee to develop a plan for engaging non-RFTA member Garfield County communities in discussions about future improvements to transit services in the I-70 corridor.
Executive Summary:	<ul style="list-style-type: none"> • Following a presentation by Terri Partch, City Engineer, City of Glenwood Springs, at the November 10, 2022 Board Meeting, Mayor Jonathan Godes, City of Glenwood Springs and RFTA Board member, proposed that a subcommittee be formed to formulate a plan to engage Garfield County communities in discussions regarding the need for improved I-70 corridor transit services and potential funding mechanisms for them. • As background on the presentation, the City of Glenwood Springs contracted with Fehr and Peers to conduct an Origin and Destination Study to determine the origins and destinations of travelers moving in, through, and around Glenwood Springs, particularly during the peak morning and evening travel periods. Fehr and Peers used data from Global Positioning System (GPS), tracking technology in smartphones. • The City will use this data to guide its transportation and land use decisions. One of the key take-aways from this report is that approximately 50% of the southbound vehicles on Grand Avenue in the AM Peak are coming from western Garfield County and headed to up-valley destinations. The report indicates that transit improvements may become a more important strategy in the future to transport people to and from Glenwood Springs and to destinations beyond.

- City staff has expressed an interest in working with RFTA to increase ridership on the both the SH82 BRT route and the Grand Hogback route. For years the City of Glenwood Springs has been grappling with traffic congestion along its “Main Street,” Grand Avenue (CO 82), which was identified as part of the City of Glenwood Springs’ Comprehensive Plan Update as one of the major concerns within the community.
- According to the MOVE Study, commissioned in 2021 by RFTA and the City, the Garfield-Pitkin County region is anticipated to grow over the next 20 years and population and employment growth will be most acute between Glenwood Springs and Parachute. Glenwood Springs lies at the heart of this region and will bear both the benefits and impacts of this growth.
- Improvements to regional transit services, particularly in the I-70 corridor will require a higher level of investment than is currently being made. In 2023, the fully-allocated operating cost of the Grand Hogback commuter bus service is approximately \$3.8 million. Of that amount, Garfield County is contributing \$550,000 and Rifle is contributing \$20,000. CDOT Grants cover \$200,000 and fares are estimated at \$252,320. Silt and Parachute are not contributing for the Grand Hogback bus service, but Parachute doesn’t receive RFTA service. The balance of approximately \$2.78 million is being funded by RFTA.
- VelociRFTA Bus Rapid Transit service in the Highway 82 corridor, by comparison, has a 2023 budgeted fully-allocated operating cost of approximately \$14.4 million. New buses cost anywhere from \$600,000 to over \$1 million, depending upon whether they are diesel, natural gas, or Battery Electric. To these costs are added bus stop improvements and park and rides, as well as costs for maintenance facilities, and employee housing, to name a few.
- Staff believes an essential step, after gauging the interest of non-member Garfield County jurisdictions to participate in the planning process, would be to develop several service improvement scenarios, with associated operating and capital costs. The service scenarios would need to be contrasted with scenarios involving revenue generation, to determine the sizes of the potential taxing measures required to support and sustain the service improvement scenarios.
- Also, as part of the discussions, a variety of governance structures could be explored, which could include:
 - Voting to join RFTA
 - Voting to create a separate Regional Transportation Authority
 - Operating its own services
 - Contracting with RFTA to provide services
 - Contracting with another provider to provide services
 - Local ballot measures used to:
 - Operate their own services
 - Contract with RFTA to provide their services
 - Contract with another provider to provide their services

**Background/
Discussion:**

Since the formation of RFTA in 2000, several efforts have been undertaken to encourage Garfield County, Silt, and Rifle to become members. In order to provide assurances to these potential new members that they would have the ability to make their voices heard on the RFTA Board of Directors, the RFTA Formation IGA was amended. The amendment ensured that no matter how many members might be added to the Board in the future, any three RFTA member jurisdictions would have the ability to veto any measure supported by a majority of the members.

In 2004, Garfield County and Silt placed ballot measures before their voters seeking authorization to join RFTA, and levy a 0.6% and a 0.4% RFTA sales and use tax, respectively. Joining RFTA would also have enabled RFTA to impose a \$10 vehicle registration fee on vehicles registered within those jurisdictions, dedicated for bus stop improvements. In the case of Garfield County, 0.2% of the 0.6% sales and use tax would have been dedicated for the construction of the LoVa Trail

As can be seen by the chart below, both measures were defeated although, in Silt, 45 additional votes cast in favor instead of opposed to the measure would have resulted in its approval.

The Garfield County measure lost by a wider margin, largely because all of the unincorporated areas of the County were included in the boundaries of the election, including Battlement Mesa, which had many registered voters but was not receiving RFTA service. Battlement Mesa has a significant number of voters who, apparently, were not inclined to tax themselves for services from which they did not more directly benefit.

BALLOT #	YES	NO	TOTAL	(+/-)	%
Garfield 1-A	3,469	5,317	8,786	(1,848)	39.48%
Silt 2-A	381	469	850	(88)	44.82%

On September 6th The Rifle City Council approved the second reading of a local ballot ordinance for a 0.2% transit sales tax. An IGA with RFTA for service was negotiated by staff and approved by the RFTA Board and the Rifle City Council. It was estimated that approximately \$243,000 of the local sales tax would have been granted to RFTA for the Grand Hogback commuter bus service beginning in 2007, had the measure been approved by Rifle's voters. The balance of the tax would likely have been used to fund a local circulator service.

The measure was placed before Rifle voters on November 7, 2006, however, of the 1,863 votes cast, it received only 802 of the 962 votes required to pass the measure. The measure missed passing with 43% in favor and 57% opposed.

In 2008, Silt again placed a ballot measure before its voters seeking to join RFTA and levy a 0.4%-sales and use tax, and also allow RFTA to impose a \$10 vehicle registration fee. As the chart on the following page indicates, the margin of defeat in Silt was greater the second time around.

	BALLOT #	YES	NO	TOTAL	(+/-)	%
	Silt 2-A	409	591	1,000	(182)	40.90%
	<p>At a Retreat in 2009, the RFTA Board determined that it might not be in RFTA’s best interest to add additional member jurisdictions at that time, particularly in western Garfield County, where the perception of the need for public transit service might be significantly different than it was for existing RFTA members. The concern was that with relatively narrow margins of support within the existing jurisdictions for revenue enhancing ballot measures, communities, such as Battlement Mesa, could tip the scales in the wrong direction when region-wide sales and property taxing measures were pursued by RFTA.</p> <p>In recent years, Garfield County has attempted to gauge support for the creation of a new Regional Transportation Authority that might include Garfield County, Rifle, Parachute, and Silt. However, that effort has not, so far, gained significant momentum.</p> <p>RFTA’s success at the polls has traditionally been preceded by multi-year planning efforts, with significant public and local government involvement. Service plans have been developed, including estimated operating and capital budgets, and long-range financial forecasts.</p> <p>Planning efforts undertaken prior to elections can require significant investments, however, they can also make the critical difference on election day.</p>					
Governance Policy:	<p>RFTA Board Committee Structure Policy 4.7 states, “A committee is a Board Committee only if its existence and charge come from the Board. The only Board Committees are those set forth in this policy. Unless otherwise stated, a Board Committee will cease to exist when its task is complete. Unless otherwise specified, the CEO, or his/her staff designee, will serve as a non-voting member of each committee.”</p> <p>RFTA Board Committee Structure Policy 4.7.4 states, “The External Relations Committee assists the Board with development and implementation of plans for Board approval for effective linkage with other agencies and the ownership (public).”</p>					
Fiscal Implications:	None at this time.					
Attachments:	None.					

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATIONS/ACTION” AGENDA SUMMARY ITEM # 7. E.

Meeting Date:	January 12, 2023
Subject:	Update Regarding “Draft” Regional Bikeshare MOU Process
Strategic Outcome:	2.0 – Accessibility and Mobility
Strategic Objective:	2.3 – Increase alternative mode splits throughout the region 2.4 – Provide increased first and last mile options for customers throughout the service area
Presented By:	Dan Blankenship, CEO
Staff Recommends:	<p>FYI: Staff is providing an update regarding the adoption status of the Memorandum of Understanding Regarding Roaring Fork Transportation Authority 2023 – 2028 Regional Bikeshare Services (Draft Final MOU).</p> <p>Four jurisdictions have signed or approved the MOU for signature so far. Three others have budgeted funding for the regional bikeshare program in 2023, and the final MOU is pending their signatures.</p> <p>Board Resolution 22-11 authorized the RFTA CEO or the CEO’s designee to develop, negotiate, finalize, and, execute the Service Operating Agreement (SOA with WE-cycle) and MOU (with participating jurisdictions) subject to approval as to form by the RFTA General Council, contingent upon the requisite funding being appropriated each year by RFTA and its jurisdictional partners in the amounts and for the purposes set forth in the SOA and MOU.</p>
Executive Summary:	<p><u>Status of “Draft Final” Memorandum of Understanding Regarding RFTA 2023 – 2028 Regional Bikeshare Services:</u></p> <p>Following is a status update regarding the adoption of the Draft Final MOU by the jurisdictional partners, as follows:</p> <p><u>City of Aspen:</u> The City’s 2023 local bikeshare expenses have been included in the City’s 2023 budget. RFTA is awaiting receipt of the executed MOU.</p> <p><u>Town of Basalt:</u> RFTA has received the executed MOU.</p> <p><u>Town of Carbondale:</u> RFTA has received the executed MOU.</p> <p><u>Eagle County:</u> Eagle County’s 2023 local bikeshare expenses have been included in the County’s 2023 Sustainable Communities’ budget. RFTA and WE-Cycle staff will be presenting the MOU to the Eagle County Board of County Commissioners on January 9, 2023.</p> <p><u>City of Glenwood Springs:</u> The City Council approved the MOU on December 1. RFTA is awaiting receipt of the executed MOU.</p> <p><u>Pitkin County:</u> The County’s 2023 local bikeshare expenses have been included in the County’s 2023 budget. Adoption of the MOU by the Pitkin County Board of</p>

	<p>County Commissioners has been scheduled to occur in two readings; January 11, and January 25.</p> <p>Town of Snowmass Village: RFTA has received the executed MOU.</p>
<p>Background/ Discussion:</p>	<p>Summary of Revisions from the “Draft” MOU to the “Draft Final” MOU (No Change Since December 8th Board Update:</p> <p>The “Draft Final” MOU has undergone a number of revisions since it was first drafted. In the interest of transparency, an overview of the revisions incorporated in the current draft is being provided. The revisions did not significantly affect the budgets for any jurisdictions and, primarily, involved language clarifications as explained below. Copies of the most recent draft final MOU and an August draft of the MOU in “track changes” mode can be downloaded by clicking on the following links:</p> <p>Memorandum of Understanding Regarding Roaring Fork Transportation Authority 2023-2028 Regional Bikeshare Services (Draft 11/16/2022)</p> <p>Memorandum of Understanding Regarding Roaring Fork Transportation Authority 2023-2028 Regional Bikeshare Services (Draft 8/12/2022)</p> <p>Note: Once the file has been downloaded, it will need to be opened in order to view the redline edits.</p> <ul style="list-style-type: none"> • Clarification in section 4. Bikeshare Services. <ul style="list-style-type: none"> ○ This section addresses the responsibilities of the jurisdictions in supporting the implementation and operation of bikeshare services. The following sentence was brought up into this section from <i>Exhibit 3, Recommended Cooperative Responsibilities and Expectations</i> to clarify that the costs associated with prepping station sites are a jurisdictional responsibility: “Additionally, the Parties will assume any costs for station site preparation.” The Regional Bikeshare Plan’s financial model did not include funding for station site preparation as it was understood that this would be a responsibility of the participating jurisdictions. Examples of site preparation could be nothing, flattening of surfaces, use of crusher fines, pouring concrete, or other improvements as necessary. • Edits to section 5. Definitions <ul style="list-style-type: none"> ○ D. Local Startup Operations Costs: The description of this term was slightly modified by removing the reference to “parts” and clarifying the types of expenditures that will be accounted for in this funding category. Cost sharing remains 100% RFTA. ○ E. Capital Costs: This term was changed to Core Bikeshare Equipment Costs to more accurately reflect that the expenditures in this category are for essential bikeshare equipment which will all be tracked on a fixed-asset schedule. Cost sharing remains 80% RFTA – 20% local. ○ F. Capital Replacement Costs: This term has been changed to Replacement and Maintenance Equipment Costs and modifies the description to reflect that funds from this category will be used to replace equipment and purchase parts to maintain the equipment. Cost sharing remains 80% RFTA – 20% local. ○ G. System Startup Equipment Costs: This term has been changed to Bikeshare Support Equipment Costs and the description has been modified accordingly. These funds will be used to purchase capital assets

	<p>necessary to support operations and will be tracked on the fixed-asset schedule. Cost sharing remains 100% RFTA.</p> <ul style="list-style-type: none"> • Edits to section 13. Ownership of Assets. <ul style="list-style-type: none"> ○ This section header was revised to say 13. Ownership of Capital Assets, to reinforce that RFTA will own all capital assets inclusive of Core Bikeshare Equipment, Bikeshare Support Equipment, and the inventory of parts required for maintenance. • Edits to Exhibit 1B, 2023 Regional Bikeshare Services Annual Scope of Work <ul style="list-style-type: none"> ○ This exhibit has been updated to reflect refinements to each jurisdiction’s bikeshare services for 2023. As of November 2022, the language now reflects the current Scope of Work for bikeshare services in each jurisdiction for 2023. • Edits to Exhibit 3, Recommended Cooperative Responsibilities and Expectations <ul style="list-style-type: none"> ○ This exhibit contains recommendations for how participating jurisdictions can support the success of bikeshare services in their communities. There is also an annual timeline for when certain milestones need to be accomplished in order for WE-cycle to deliver upon its service requirements for the current year, as well as develop and finalize the Scope of Work and financing plan for each successive year of the Draft MOU. ○ The language has been modified to retain the milestones but eliminate the month by month timeline inasmuch as each jurisdiction’s planning process will be slightly different.
Governance Policy:	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	In 2022, the combined estimated cost of the Roaring Fork Valley Regional Bikeshare and the Regional First/Last Mile Mobility Studies was approximately \$180,000. Additionally, in 2022, RFTA covered the 50% deposit on bikeshare equipment ordered for 2023 implementation, in the amount of approximately \$556,361. RFTA’s net share of the funding for the bikeshare program in 2023 is approximately \$1.5 million.
Attachments:	<u>Memorandum of Understanding Regarding Roaring Fork Transportation Authority 2023-2028 Regional Bikeshare Services (Draft 11/16/2022)</u>

RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEM # 8. A.

Meeting Date:	January 12, 2023
Agenda Item:	Motion to Reconsider and Amend Resolution 2022-29: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year
Strategic Outcome:	Financial Sustainability
Strategic Objective:	4.1 Ensure accurate budget and accounting
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
Recommendation:	Approve Amendment to Resolution 2022-29: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year
Executive Summary:	<p>After Resolution 2022-29 was presented and adopted at the December 8, 2022 Board Meeting, Eagle County staff notified RFTA staff of an administrative error, where State Assessed property was distributed incorrectly and understated the total assessed valuation for RFTA in Eagle County by \$390,690. This error affects the Certification of Valuation by Eagle County Assessor for RFTA dated November 21, 2022, which reflects the current year’s gross and net total taxable assessed valuation of \$277,123,690. The corrected Certification of Valuation by Eagle County Assessor for RFTA dated December 19, 2022 reflects the updated current year’s gross and net total taxable assessed valuation of \$277,514,380. As a result, Form DLG 70 for Eagle County needs to be updated. To correct this error, General Counsel has recommended that a Board member who voted in favor of the resolution make a “Motion to Reconsider Resolution 2022-29 for the purpose of correcting an administrative error on the part of Eagle County”. The proposed amended resolution is attached and the list below identifies the items within Form DLG 70 for Eagle County that have been updated:</p> <ol style="list-style-type: none"> 1. Gross and Net assessed valuation <ol style="list-style-type: none"> a. The previous total showed \$277,123,690 and has been increased by \$390,690 to the updated total of \$277,514,380. 2. Revenue <ol style="list-style-type: none"> a. The previous total showed \$734,378 and has been increased by \$1,035 to the updated total of \$735,413.
Policy Implications:	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.
Attachments:	Yes, please see Amended Resolution 2022-29: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2023 Budget Year and Exhibits A - Corrected, B, and C, attached below.

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2022-29**

RESOLUTION CERTIFYING AND LEVYING A PROPERTY TAX OF 2.65 MILLS TO DEFRAY THE COST OF GOVERNMENT FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2023 BUDGET YEAR, AS RECONSIDERED AND AMENDED FOR THE PURPOSE OF CORRECTING AN ADMINISTRATIVE ERROR ON THE PART OF EAGLE COUNTY

WHEREAS, Pitkin County, Eagle County, The City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to Title 43, Article 4, Part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating Governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, upon due and proper notice, published in accordance with the state budget law, the 2023 RFTA budget was open for inspection by the public at a designated place and a public hearing at which no public comment was received was held on December 8, 2022 and re-opened on January 12, 2023, and interested taxpayers were given an opportunity to file or register any objections to the 2023 budget as corrected and amended hereby; and

WHEREAS, Ballot Issue 7A adopted by the electors of RFTA at the November 6, 2018 General Election authorized the imposition of a real property tax pursuant to the authority granted to regional transportation authorities under Colorado Revised Statutes Section 43-4-605(j.5) and Section 43-4-612; and

WHEREAS, the Board has reviewed and approved the Department of Local Affairs Form DLG-70 Certifications of the Tax Levies for Eagle, Garfield and Pitkin Counties (“Form DLG-70”) and the Certifications of Valuation of the Eagle, Garfield and Pitkin County Assessors, collectively attached hereto respectively as Exhibits “A,” “B,” and “C.”; and

WHEREAS, subsequent to the adoption on of Resolution 2022-29 at the December 8, 2022 Board Meeting, RFTA staff was notified of an administrative error on the part of Eagle County, whereby the value of State Assessed property was distributed incorrectly, which error the Board has corrected by reconsidering and amending Resolution 2022-29 as set forth herein, such that \$390,690 of assessed value shall be added to RFTA’s Eagle County valuation and Form DLG 70 attached as Exhibit “A” shall be corrected and amended accordingly.

NOW THEREFORE, BE IT RESOLVED, by the Board of Directors of the Roaring Fork Transportation Authority:

THAT, in accordance with the ballot issue approved by RFTA electors at the election held on November 6, 2018, there is hereby imposed, certified and levied (for the 2023 budget year) a tax of 2.65 mills upon each dollar of the total valuation for assessment of all taxable property within the borders of the Roaring Fork Transportation Authority for tax year 2022.

THAT, the Chief Executive Officer of RFTA, or his designee, is hereby authorized and directed to certify to the County Commissioners of Eagle, Garfield and Pitkin Counties, the mill levy for the Roaring Fork

Transportation Authority as hereinabove determined and set, and also authorized and directed to certify the mill levy for the Roaring Fork Transportation Authority as hereinabove and set but as recalculated as needed upon receipt of the final certification of valuation from the Eagle, Garfield and Pitkin County Assessors in order to comply with any applicable revenue and other budgetary limits.

THAT this Resolution was adopted in accordance with the governing documents of RFTA, and that such resolution is now in full force and effect.

THE FORGOING RESOLUTION 2022-29 WAS RECONSIDERED, AMENDED AND ADOPTED AS AMENDED FOR THE PURPOSE OF CORRECTING AN ADMINISTRATIVE ERROR ON THE PART OF EAGLE COUNTY by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of January, 2023.

**ROARING FORK TRANSPORTATION AUTHORITY
By and through its BOARD OF DIRECTORS**

By: _____
Jeanne McQueeney, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Reconsidered and Amended Resolution 2022-29 was adopted by the Board at a meeting held on January 12, 2023; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provision and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of January, 2023.

Nicole R. Schoon, Secretary to the RFTA Board of Directors

Exhibit A - Updated

County Tax Entity Code _____

DOLA LGID/SID _____

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Eagle County, Colorado.

On behalf of the Roaring Fork Transportation Authority
(taxing entity)^A
 the Board of Directors
(governing body)^B
 of the Roaring Fork Transportation Authority
(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 277,514,380 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^F)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 277,514,380 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)
USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/08/2022 for budget/fiscal year 2023
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE <small>(see end notes for definitions and examples)</small>	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	2.65 mills	\$ 735,413
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	2.65 mills	\$ 735,413
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
_____	_____ mills	\$ _____
TOTAL: <small>[Sum of General Operating Subtotal and Lines 3 to 7]</small>	2.65 mills	\$ 735,413

Contact person: Dan Blankenship Daytime phone: (970) 384-4981
(print)

Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Garfield County, Colorado.

On behalf of the Roaring Fork Transportation Authority

the Board of Directors
(taxing entity)^A

of the Roaring Fork Transportation Authority
(governing body)^B
(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 506,551,240 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^F)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 502,227,540 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57) USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/08/2022 for budget/fiscal year 2023
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>2.65</u> mills	\$ <u>1,330,903</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<u>2.65</u> mills	\$ <u>1,330,903</u>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<u>2.65</u> mills	\$ <u>1,330,903</u>

Contact person: (print) Dan Blankenship Daytime phone: (970) 384-4981

Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Pitkin County, Colorado.

On behalf of the Roaring Fork Transportation Authority

the (taxing entity)^A Board of Directors

of the (governing body)^B Roaring Fork Transportation Authority (local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 3,690,059,560 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^A)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 3,690,059,560 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57) USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/08/2022 for budget/fiscal year 2023 (no later than Dec. 15) (mm/dd/yyyy) (yyyy)

Table with 3 columns: PURPOSE (see end notes for definitions and examples), LEVY², and REVENUE². Rows include General Operating Expenses, Temporary General Property Tax Credit/Temporary Mill Levy Rate Reduction, General Obligation Bonds and Interest, Contractual Obligations, Capital Expenditures, Refunds/Abatements, and Other. Total: 2.65 mills, \$ 9,778,658.

Contact person: (print) Dan Blankenship Daytime phone: (970) 384-4981 Signed: Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1414 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-2720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution. ² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEM # 8. B.

Meeting Date:	January 12, 2023
Agenda Item:	Resolution 2023-03: 2023 Supplemental Budget Appropriation
Strategic Outcome:	Financial Sustainability
Strategic Objective:	4.1 Ensure accurate budget and accounting
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
Recommendation:	Adopt Supplemental Budget Appropriation Resolution 2023-03
Executive Summary:	<p>At the December 2022 Board meeting, staff informed the Board to anticipate a 2023 supplemental budget appropriation request in order to true-up the project budget for the 27th Street and SH82 Pedestrian Underpass Project. A project update is provided below, followed by a series of items requiring budget amendments based on updated information.</p> <p>27th Street and SH82 Underpass Project Update: The current approved budget for this project is \$10.3 million. The budget has experienced several revisions from 2020 through 2022. The current budget is comprised of multiple funding sources, including, \$4.05 million from State and Federal capital grants, a \$750,000 contribution from the City of Glenwood Springs, and RFTA’s current budgeted contribution of \$5.5 million.</p> <p>Earlier in 2022, the first bids for this project were rejected due to budget constraints. At that time, the estimated project cost was \$17,420,468, and the funding gap was estimated to be approximately \$6.02 million. RFTA worked with CDOT and was successful in securing additional funding for this project through a \$6.02 million RAISE grant. RFTA also received an additional \$1.0 million from a Federal ARPA grant.</p> <p>Late last year, the project was advertised once again and, on December 12, 2022, RFTA received a single construction bid of \$17.9 million. In addition, RFTA estimates Design and Construction Management support services have escalated to approximately \$3 million. Based on the construction bid and complexities of this Project, RFTA estimates approximately \$1.8 million may be needed for future contingencies and permit/plan review costs. The updated proposed project budget is approximately \$22.7 million.</p> <p>On January 6, 2023 City Council meeting, the City of Glenwood Springs approved an additional \$100,000 local government contribution to RFTA for the Project.</p> <p>As background, in January 2021, the estimated budget for the project was as indicated on the chart on the following page:</p>

Current 27th St. Pedestrian Crossing Financing Plan		
	Estimated Project Expense	Amount
1	Estimated 27th St. Ped Crossing Cost	\$ 10,100,000
	Estimated Project Revenue	Amount
2	RFTA D-2040	\$ (4,279,500)
3	TAP Grant	\$ (1,000,000)
4	MMOF Grant	\$ (1,050,392)
5	RPP Funds	\$ (1,000,000)
6	Glenwood Springs Contribution	\$ (500,000)
7	Current Estimated Project Funding Gap	\$ 2,270,108

At that time, the project funding gap was estimated to be approximately \$2.7 million. To fill the gap, the RFTA Board approved the use of an additional \$2.7 million in Destination 2040 Plan surplus that was accumulating because BRT and Local bus service improvements planned for 2020 implementation were being deferred pending the completion of the MOVE Study and the selection of a preferred alternative for BRT through Glenwood Springs. As a result, the total commitment of RFTA funding increased to approximately \$6.549 million. Subsequently, a \$1 million CDOT grant was received and other budget adjustment were made that had the net effect of reducing the estimated RFTA share at that time to approximately \$5.524 million; adding back approximately \$1.25 million to fund balance.

However, due to bids received in 2022 on two separate occasions, project costs have escalated significantly, although, additional grant funds have been received as well. Now, assuming the RFTA Board agrees that the total \$6.549 million approved in January 2021 is still committed to the project, the current funding gap is \$4,246,803.

As described above, a complicating factor is that approximately \$1.25 million was added back to fund balance following the receipt of a \$1 million CDOT grant for the project and other minor budgetary adjustments. Accordingly, the total amount of fund balance that will need to be appropriated to fill the current funding gap will be \$5,271,803, as reflected in Figure 1, below.

Figure 1 below illustrates the current appropriated project budget of \$10, 324,492, the proposed project budget of \$22,716,664, based on the recent construction bid, which includes added design and construction management support services and future contingencies and permit/plan review costs, and the resulting \$5,271,803 variance. It also includes \$7.02 million in additional executed grants and the additional \$100,000 contribution from the City of Glenwood Springs.

Figure 1:

Expenses	
Appropriated Project Budget	\$10,324,492
Proposed Project Budget	\$22,716,663
Variance	\$12,392,271
Revenues	
Federal RAISE Grant	\$6,020,468
Federal ARPA Grant	\$1,000,000
Local Government Contribution – City of Glenwood Springs	\$100,000
Needed Appropriation, net of grant revenues	\$5,271,803

Figure 2 below illustrates the appropriated budget of \$10.3 million for this project:

	a+b+c	a	b	c
	Total Estimated Project Cost (3/2022)	2020 Budget General Fund	2021 Budget Series 2021A CPF	2022 Budget General Fund
27th Street Underpass Project				
1 Capital Outlay	\$ 10,324,392	\$ 85,155	\$ 592,847	\$ 9,646,390
2 CDOT Capital Grant (Various)	\$ 4,050,392	\$ -	\$ -	\$ 4,050,392
3 City of Glenwood Springs	\$ 750,000			\$ 750,000
4 RFTA Share	\$ 5,524,000	\$ 85,155	\$ 592,847	\$ 4,845,998
5 Total Funding	\$ 10,324,392	\$ 85,155	\$ 592,847	\$ 9,646,390

Figure 3 below illustrates the proposed 2023 budget amendments for this project based on the updated total estimated project cost of \$22.7 million (as of January 2023). It requires increasing total capital outlay by \$12,392,271, increasing capital grant revenues by \$7,020,468, and increasing local government contributions by \$100,000 in the General Fund, resulting in an increase to RFTA's budgeted contribution of \$5,271,803. ***This results in cash funding of \$5,271,803 from the General Fund's fund balance for the 27th Street and SH82 Underpass Project.***

	=a+b+c+d	a	b	c	d
	Total Estimated Project Cost (1/2023)	2020 Budget General Fund	2021 Budget Series 2021A CPF	2022 Budget General Fund	2023 Budget General Fund (Jan Reso 2023-0)
27th Street Underpass Project					
1 Capital Outlay	\$ 22,716,663	\$ 85,155	\$ 592,847	\$ 9,646,390	\$ 12,392,271
2 Capital Grant (Various)	\$ 11,070,860	\$ -	\$ -	\$ 4,050,392	\$ 7,020,468
3 City of Glenwood Springs	\$ 850,000	\$ -	\$ -	\$ 750,000	\$ 100,000
4 RFTA Share	\$ 10,795,803	\$ 85,155	\$ 592,847	\$ 4,845,998	\$ 5,271,803
5 Total Funding	\$ 22,716,663	\$ 85,155	\$ 592,847	\$ 9,646,390	\$ 12,392,271

Figure 4 below describes the makeup of RFTA's share of the total estimate project cost:

Composition of RFTA Share	\$ Amount
1 RFTA 2040 allocation	\$ 4,279,000
2 RFTA 2040 service reallocation	\$ 2,270,000
3 Current Funding Gap	\$ 4,246,803
4 Total RFTA Share	\$ 10,795,803

General Fund:

- 1. 27th Street and SH82 Underpass Project:** In order to move this project forward, Staff is requesting the following budget amendments:
 - a. **\$7,020,468 increase in Grant Revenues**
 - b. **\$100,000 increase in Local Government Contributions**
 - c. **\$12,392,271 increase in Capital Outlay**

Policy Implications:

Board Job Products Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."

Fiscal Implications:	Net increase (decrease) to 2023 fund balance by fund:	
	General Fund	(\$5,271,803)
	Total	(\$5,271,803)
	RFTA staff will continue to seek additional grant funding to reduce RFTA's share of the project costs.	
Attachments:	Yes, please see Resolution 2023-03, attached below.	

Director _____ moved adoption of the following Resolution:

BOARD OF DIRECTORS

ROARING FORK TRANSPORTATION AUTHORITY

RESOLUTION NO. 2023-03

2023 SUPPLEMENTAL BUDGET RESOLUTION

WHEREAS, Pitkin County, Eagle County, the City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to title 43, article 4, part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating Governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, certain revenues will become available and additional expenditures have become necessary that were not anticipated during the preparation of the 2023 budget; and

WHEREAS, upon due and proper notice, published in accordance with the state budget law, said supplemental budget was open for inspection by the public at a designated place, a public hearing was held on January 12, 2023 and interested taxpayers were given an opportunity to file or register any objections to said supplemental budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the following adjustments will be made to the 2023 budget as summarized herein:

General Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Grants	\$6,020,468	RAISE Grant - 27th Street/SH82 Underpass Project
Grants	1,000,000	ARPA Grant - 27th Street/SH82 Underpass Project
Other govt contributions	100,000	Increase Glenwood Springs contribution - 27th Street/SH82 Underpass Project
Total Revenue & OFS	\$7,120,468	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$36,813,900	-	\$36,813,900
Property tax	11,843,939	-	11,843,939
Grants	1,401,678	\$7,020,468	8,422,146
Fares	4,243,700	-	4,243,700
Other govt contributions	1,346,142	100,000	1,446,142
Other income	1,406,600	-	1,406,600
Other financing sources	-	-	-
Total	\$57,055,959	\$7,120,468	\$64,176,427

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Capital	\$70,070	Increase Design - 27th Street/SH82 Underpass Project
Capital	9,071,691	Increase Construction - 27th Street/SH82 Underpass Project
Capital	1,612,869	Add Contingency - 27th Street/SH82 Underpass Project
Capital	1,458,433	Increase Construction Management - 27th Street/SH82 Underpass Project
Capital	179,208	Add Permit/Plan Review - 27th Street/SH82 Underpass Project
Total Expenditures & OFU	\$12,392,271	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$2,579,765	-	\$2,579,765
Transit	39,339,269	-	39,339,269
Trails & Corridor Mgmt	944,890	-	944,890
Capital	7,465,823	\$12,392,271	19,858,094
Debt service	1,900,833	-	1,900,833
Other financing uses	5,179,954	-	5,179,954
Total	\$57,410,534	\$12,392,271	\$69,802,805

The net change to Fund balance for this amendment is as follows:

Revenues and other financing sources	\$7,120,468
Less Expenditures and other financing uses	(12,392,271)
Net increase (decrease) in fund balance	(\$5,271,803)

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$61,763,119*
2022-27 & 2022-28	\$61,763,119	\$(354,575)	61,408,544
2023-03	61,408,544	(5,271,803)	56,136,741
Total Net Change		(\$5,626,378)	

*Budgeted

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2023 budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

That the amended budget as hereby approved and adopted shall be signed by the Chair of the Roaring Fork Transportation Authority.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of January 2023.

ROARING FORK TRANSPORTATION AUTHORITY
By and through its BOARD OF DIRECTORS:

By: _____
Jeanne McQueeney, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on January 12, 2023; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternates Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this ____ day of _____, 2023

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 9. A.

Meeting Date:	January 12, 2023
Subject:	Resolution 2023-04: Election of RFTA Board Officers for 2023
Strategic Outcome:	High Performing Organization: With integrity, RFTA Will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.
Strategic Objective:	7.5 Ensure appropriate transparency of all RFTA business.
Presented By:	Paul Taddune, General Counsel
Staff Recommends:	Elect a Chairperson and Vice-Chairperson; appoint staff members, Nicole Schoon as Secretary and Michael Yang as Treasurer and Budget Officer.
Executive Summary:	<ul style="list-style-type: none"> • RFTA’s By-laws call for the election of Officers at the first regular meeting of the RFTA Board of Directors each year. • A Chair, Vice-Chair, Secretary and Treasurer/Budget Officer must be elected. The Board may appoint staff members to serve as Secretary and Treasurer/Budget Officer. • Section 7.04 of the By-laws, as amended in 2010 state: “Term. With the exception of the CEO, each Officer shall serve a one-year term commencing upon election or appointment by the Board. Each Officer shall serve until the end of his/her term or until his/her is elected or appointed, or he/she is lawfully removed pursuant to State law, these By-laws or the I.G.A. No member may serve as Chair for more than two (2) consecutive one-year terms. No member may serve as Vice-Chair for more than two (2) consecutive one-year terms. The Secretary and Treasurer may serve unlimited terms.” • Jeanne McQueeney has served as RFTA Chairperson for one (1) year, having been elected Chairperson in January 2022. According to the By-laws Jeanne McQueeney is eligible to be re-elected as Chairperson for another one (1) year term. • Bill Kane has served as RFTA Vice-Chair for two (2) years having been elected Chairperson in January 2021. According to the By-laws Bill Kane is not eligible to be re-elected as Vice-Chair for another one (1) year term. • Staff recommends that Nicole Schoon be elected as Secretary and that Michael Yang be elected as Treasurer/Budget Officer.
Governance Policy:	Election of Officers to the RFTA Board is governed by its By-laws. Article VII, Section 7.02 of the By-laws provides that the Board shall elect Officers at the first regular meeting of the Board each year. The Officers are; Chairperson, Vice-Chairperson, Secretary and Treasurer/Budget Officer. The Board may appoint staff members to serve as the Secretary and Treasurer/Budget Officer.

Fiscal Implications:	There are no fiscal implications related to the Election of RFTA Board Officers for 2022.
Attachments:	Yes, please see Resolution 2023-04: Election of RFTA Board Officers for 2023, attached below.

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2023-04
ELECTION OF RFTA BOARD OFFICERS FOR 2023**

WHEREAS, pursuant to Section 7.02 of the Bylaws of the Roaring Fork Transportation Authority (“RFTA”), the Board of Directors are required to elect Officers at the first annual meeting of the year.

Following a motion passed by the RFTA Board of Directors, the following persons were elected by consensus to serve as Officers of the Roaring Fork Transportation Authority Board of Directors for the year 2023:

_____, as Chairperson;

_____, as Vice-Chairperson;

_____, as Secretary; and

_____, as Treasurer and Budget Officer.

NOW, THEREFORE, BE IT RESOLVED BY THE RFTA BOARD OF DIRECTORS THAT:

The above-named persons shall serve as Officers of the Roaring Fork Transportation Authority until a successor is named.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held January 12, 2023.

**ROARING FORK TRANSPORTATION AUTHORITY
By and through its Board of Directors:**

By: _____
Jeanne McQueeney, Chairperson

ATTEST: _____
Nicole R. Schoon, Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS MEETING
“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 10. A.

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: January 12, 2023

Fuel Supply Update: RFTA has been working closely with its fuel vendor to monitor the potential impacts to RFTA’s fuel deliveries as a result of the unanticipated Christmas Eve shutdown of the Suncor Energy refinery in Commerce City, CO. Suncor is projecting the refinery to be shut down through the 1st quarter of 2023, but it is possible that operations will resume in some capacity before the end of the quarter. Back up terminals on the front range are experiencing the brunt of the traffic with lengthy wait times for carriers to receive fuel. Colorado has an emergency order in place that affects trucking hours and weight restrictions making it easier to contend with the longer terminal wait times. So far, RFTA has been able to maintain its fuel deliveries. RFTA’s fuel vendor is bringing in a good portion of back up supply from the mid-continent area through the Magellan pipeline to maintain its existing network out of Denver and, if needed, can pull from the supply in Grand Junction when necessary. RFTA’s fuel vendor has the capability to pull from any terminal market across the U.S. and, if needed, out-of-state markets would become an option, most likely southern Wyoming refineries which are closest. RFTA has entered into fixed-forward purchasing contracts for a significant portion of its current year’s fuel needs which reduces potential price impacts from this type of event.

Ridership: Through **November, 2022**, RFTA’s year-to-date system-wide ridership was up **35.3%** compared to same period in 2021. Meanwhile the individual month of **November 2022** compared to **November 2021** was up **31.8%** system-wide.

The chart below compares year-to-date **November 2022** ridership with year-to-date **November 2019** pre-pandemic ridership. Overall, Year-to-Date system-wide ridership through **November 2022** was down **23%** compared to year-to-date system-wide ridership through **November 2019**. However, Valley ridership was only down **18%**.

Total Ridership YTD Comparison: 2019 vs. 2022			
Service	YTD Nov. 2019	YTD Nov. 2022	% Vari YTD 2022 to YTD 2019
Aspen	1,232,376	778,564	-37%
Valley	2,500,309	2,058,120	-18%
Hogback	92,730	129,699	40%
Other	1,055,918	785,468	-26%
Total	4,881,333	3,751,851	-23%

The chart on the following page compares the month of **November 2022** with the pre-COVID month of **November 2019**. System-wide ridership In **November 2022** was down **20%** compared with **November 2019**. Hogback ridership was up **63%**.

Ridership Comparison: Nov. 2019 vs. Nov. 2022			
Service	Nov-19	Nov-22	% Vari Nov. 2022 to Nov. 2019
Aspen	64,697	45,510	-30%
Valley	189,420	149,646	-21%
Hogback	7,618	12,447	63%
Other	33,253	27,118	-18%
Total	294,988	234,721	-20%

RFTA Mobile Ticketing App Implementation Progress:

Since first reported in December, the adoption rate of the RFTA Mobile App appears to have been high. **Chart A**, below, indicates that from November 1, 2022 through January 6, 2023, approximately 3,887 Mobile App accounts have been opened. Although that is a sizeable number, ridership on RFTA’s regional commuter services is generated by many thousands of discrete users, some of whom ride infrequently. It is clear, therefore, that RFTA will need to engage in a sustained effort to market the App to its riders.

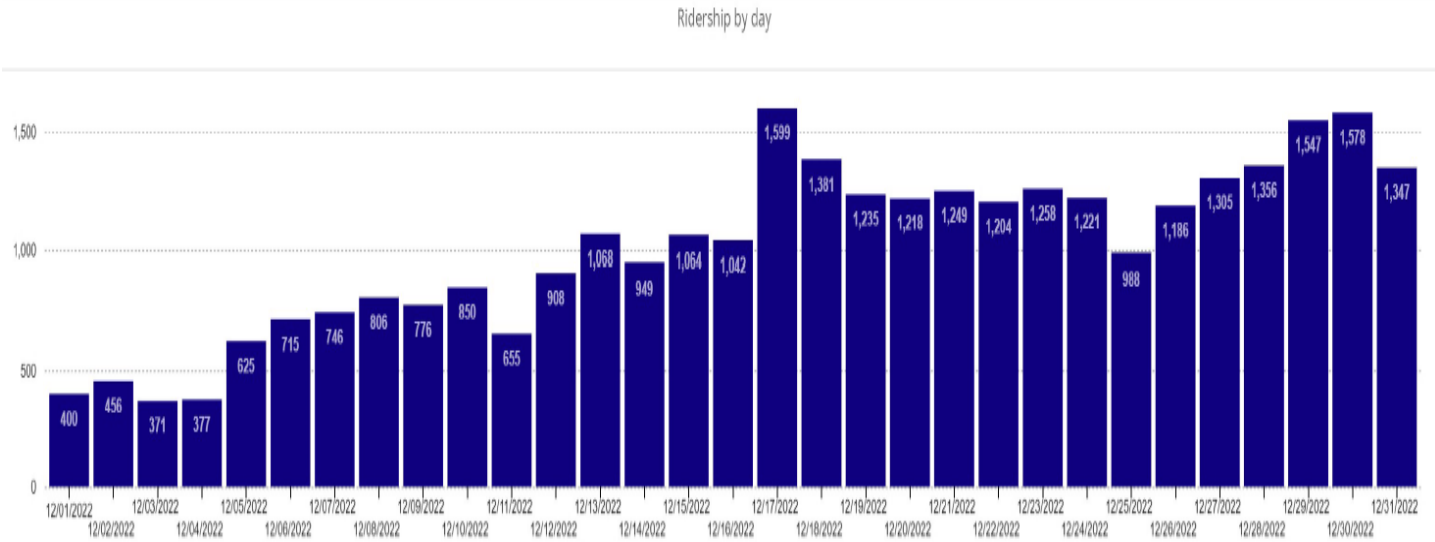
During the month of December 2022, approximately 31,470 trips were made on regional fare bus services using the Mobile Ticketing App, which equates to approximately an 17% adoption rate. While that may not sound like a lot, based on limited information available, RFTA’s adoption rate for an initial rollout of a Mobile Ticketing App appears to be as high within the first few months of implementation, if not higher, than other systems that have implemented Mobile Ticketing Systems.

Chart A

Mobile Ticketing Accounts Created	
November (11/1 - 11/30)	1,182
December (12/1 -12/31)	2,262
January (1/1 -1/6)	393
Total	3,837
Estimated December 2022 Mobile Ticketing App Adoption Rate	
Estimated December Ridership Using Mobile Ticketing App	31,470
Total Estimated December Fare Bus Ridership	187,987
% Transit Trips Using Mobile Ticketing App	17%

Chart B, on the following page indicates that utilization of the Mobile Ticketing App started relatively slowly in the beginning of December and increased markedly over the second half of the month.

Chart B



Chief Operating Officer Update, January 2023 – Kurt Ravenschlag, COO

Winter 2022/23 Readiness

The Roaring Fork Transportation Authority utilizes an Operational Readiness calculator to determine whether or not we have the appropriate level of staffing to deliver a particular season’s scheduled service. For example, a 100% readiness means RFTA has the exact number of bus operators to cover the scheduled service. However, 100% readiness does not account for vacations, sick absences, FMLA or other reasons an employee might be away from work. Ideally, RFTA would have a 120% readiness to account for all the various absences the operations staff would be dealing with on a day-to-day basis and avoid excessive overtime. RFTA has established a threshold of 105% readiness before service reductions would be necessary to reliably deliver scheduled service.

During the month of December, RFTA’s staffing levels was below our operational readiness threshold and the shortfall was accommodated through overtime and, occasionally by not filling all scheduled shifts. Although not ideal or sustainable, we do feel that it is something we can accommodate on a short-term basis as we await new drivers to finish training. As new hire classes continue to graduate, we should meet our readiness goals by early February.

RFTA 2023 Work Plan for Destination 2040 Implementation

E1 - Bus Replacement – 19, 40’ 9 clean diesel and 10 CNG, low floor buses

2023 Budget: \$11,341,890	% Complete: 25%	Last Updated: Jan 2023
<ul style="list-style-type: none"> 2021 and 2022 Budget included funding to purchase 19 replacement clean diesel, low floor buses. This budget was appropriated in the 2022 Annual Budget appropriation. 		<ul style="list-style-type: none"> 9 Diesel scheduled for delivery January 2023 10 CNG scheduled for delivery May 2023

E2 - Bike Share Expansion

2023 Capital Budget: \$2,064,858	% Complete: 100%	Last Updated: Planned
<ul style="list-style-type: none">2023 Budget includes \$2,064,858 to purchase and implement bike share in Carbondale and Glenwood Springs.		

C2 - Bus Expansion – Five, 40’ clean diesel, low floor buses

2023 Budget: \$2,803,850	% Complete: 25%	Last Updated: Jan. 2023
<ul style="list-style-type: none">2022 Budget includes funding to purchase 5 expansion low floor clean diesel buses.		<ul style="list-style-type: none">5 Diesel scheduled for delivery May 2023

C13 – Town of Snowmass Village Transit Center

2023 Budget: \$500,000	% Complete: 20%	Last Updated: Dec. 2022
<ul style="list-style-type: none">RFTA staff continue to coordinate with Town of Snowmass on the design and implementation of the Snowmass Transit Center.		<ul style="list-style-type: none">TOSV has requested \$1.5 million of funding from RFTA to help bridge funding gap. This request has been incorporated in the 2023 budget.TOSV received \$13.5m from FTA 5339 to help with additional costs of this project.

S1 - Grade Separated Pedestrian Crossings of Hwy 82 and 27th St.

2023 Budget: \$3,800,392	% Complete: 30%	Last Updated: Jan. 2023
<ul style="list-style-type: none">In 2023 RFTA staff plan to contract with a construction team and begin construction of the 27th Street and SH-82 Underpass in spring 2023.		<ul style="list-style-type: none">Staff to be requesting additional funding at Jan. 2023 board meeting to move this project forward for a Spring 2023 construction start.

S4 - Buttermilk Underpass

2023 Budget: \$0	% Complete: 0%	Last Updated: September 2022
<ul style="list-style-type: none">The RFTA Contribution when budgeted is \$500,000 to be applied towards construction of a grade pedestrian crossing at the Buttermilk intersection in Pitkin County.		<ul style="list-style-type: none">Pitkin County is beginning to coordinate partnerships and design efforts.

S7 - Glenwood Maintenance Facility (GMF) Expansion

2022 Budget: \$28,246,556	% Complete: 30%	Last Updated: Jan. 2023
<ul style="list-style-type: none">Construction funding for phases 3,4,5,7 has been appropriated in 2023 Annual Budget.	Phase 3,4,5,7	

- Design funding for Phase 6 has been appropriated in 2023 Annual Budget.

- Construction activity has slowed due to winter conditions.
- South wall construction and grading underway



South wall construction



South wall construction

Phase 6 (Transit Center and Operations Center)

- Development of an RFP for design services is being developed.

S10 - Replacement Housing

2022 Budget: \$50,000	% Complete: 10%	Last Updated: Jan. 2023
<ul style="list-style-type: none"> • Funding for a comprehensive housing policy effort has been included in the 2023 annual budget appropriation to help define the housing type RFTA should build. 		<ul style="list-style-type: none"> • RFTA staff are working to develop a scope of work to include in an RFP for services.

Planning Department Update, January 2023 – David Johnson, Director of Planning

There is no Planning Department Update for the January 12, 2023 Board Meeting Agenda.

Finance Department Update, January 2023 – Michael Yang, Chief Financial and Administrative Officer

2021 Actuals/Budget Comparison (November YTD)

2021 Budget Year	November YTD			
General Fund	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 25,529,316	\$ 23,409,732	9.1%	\$ 29,364,000
Property Tax	\$ 11,329,965	\$ 10,945,000	3.5%	\$ 10,945,000
Grants	\$ 27,235,605	\$ 27,235,604	0.0%	\$ 62,616,872
Fares (2)	\$ 3,810,285	\$ 3,542,569	7.6%	\$ 3,726,756
Other govt contributions	\$ 1,600,729	\$ 1,566,919	2.2%	\$ 2,370,922
Other income	\$ 637,199	\$ 587,177	8.5%	\$ 808,130
Total Revenues	\$ 70,143,098	\$ 67,287,000	4.2%	\$ 109,831,680
Expenditures				
Fuel	\$ 1,107,638	\$ 1,472,698	-24.8%	\$ 1,564,137
Transit	\$ 27,071,046	\$ 28,058,024	-3.5%	\$ 32,193,362
Trails & Corridor Mgmt	\$ 451,800	\$ 448,032	0.8%	\$ 670,770
Capital	\$ 14,946,503	\$ 14,918,203	0.2%	\$ 57,101,778
Debt service	\$ 2,011,994	\$ 2,011,993	0.0%	\$ 2,773,200
Total Expenditures	\$ 45,588,981	\$ 46,908,951	-2.8%	\$ 94,303,247
Other Financing Sources/Uses				
Other financing sources	\$ 4,294,655	\$ 4,248,212	1.1%	\$ 6,821,647
Other financing uses	\$ (2,956,340)	\$ (2,956,340)	0.0%	\$ (3,875,165)
Total Other Financing Sources/Uses	\$ 1,338,315	\$ 1,291,872	3.6%	\$ 2,946,482
Change in Fund Balance (3)	\$ 25,892,432	\$ 21,669,921	19.5%	\$ 18,474,915

- (1) Timing issue, as Sales and Use tax Revenues are received 2 months in arrears (i.e. September sales and use tax revenue is recorded in November). Sales tax revenues continue to exceed initial estimates; however, the continued threat of COVID-19 are anticipated to impact economic activity for the remainder of the year.
- (2) Through November, fare revenue and ridership have increased by 44% and 33%, respectively, compared to the prior year. COVID-19 impacts started in mid-March 2020. The increase in regional fares has been primarily attributable to Seasonal zone pass sales during the spring of 2021 which have exceeded the prior year. The Maroon Bells service started earlier this season on June 7, 2021 compared to last season on June 28, 2020 which contributes to the increase. The capacity change in June 2021 from 50% to 100% of seated capacity on buses has contributed to the increases in regional and Maroon Bells fare revenues over budget. Over the course of the year, timing of bulk pass orders by outlets and businesses can affect the % change. The chart below provides a YTD November 2020/2021 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 11/2020	YTD 11/2021	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,897,169	\$ 2,448,053	\$ 550,884	29%
Maroon Bells	\$ 720,176	\$ 1,332,177	\$ 612,001	85%
Total Fare Revenue	\$ 2,617,345	\$ 3,780,230	\$1,162,885	44%
Ridership on RFTA Regional Services*:	YTD 11/2020	YTD 11/2021	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	428,914	522,043	93,129	22%
BRT	422,027	579,257	157,230	37%
SM-DV	33,177	15,503	(17,674)	-53%
Grand Hogback	61,856	67,525	5,669	9%
Maroon Bells	107,419	218,889	111,470	104%
Total Ridership on RFTA Fare Services	1,053,393	1,403,217	349,824	33%
Avg. Fare/Ride	\$ 2.01	\$ 2.07	\$ 0.06	3%
Avg. Fare/Ride MB	\$ 6.70	\$ 6.09	\$ (0.62)	-9%

* Excludes Aspen-Snowmass Regional service which is fare-free due to EOTC contributions.

(3) Over the course of the year, there are times when RFTA operates in a deficit; however, at this time we are projecting that we will end the year within budget.

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage November YTD				Hours November YTD			
	Actual	Budget	Variance	% Var	Actual	Budget	Variance	% Var.
RF Valley Commuter	3,531,091	3,869,078	(337,987)	-9%	162,436	173,743	(11,307)	-7%
City of Aspen	523,385	518,771	4,614	1%	59,802	58,710	1,092	2%
Aspen Skiing Company	215,566	218,429	(2,863)	-1%	15,627	16,378	(751)	-5%
Ride Glenwood Springs	104,366	108,428	(4,062)	-4%	8,995	9,008	(13)	0%
Grand Hogback	378,285	392,750	(14,465)	-4%	17,222	19,125	(1,903)	-10%
Specials/Charters	8,615	14,432	(5,817)	-40%	506	914	(408)	-45%
Senior Van	7,933	10,134	(2,201)	-22%	1,237	1,640	(403)	-25%
MAA Burlingame	12,470	23,847	(11,377)	-48%	1,128	1,688	(560)	-33%
Maroon Bells	82,913	97,832	(14,919)	-15%	6,737	7,811	(1,074)	-14%
Subtotal - Transit Service	4,864,624	5,253,701	(389,077)	-7%	273,690	289,017	(15,327)	-5%
Training & Other	17,461	30,061	(12,600)	-42%	22,739	36,988	(14,249)	-39%
Total Transit Service, Training & Other	4,882,085	5,283,762	(401,677)	-8%	296,429	326,005	(29,576)	-9%

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report

Service	Nov-21 YTD	Nov-22 YTD	# Variance	% Variance
City of Aspen	602,635	778,564	175,929	29.19%
RF Valley Commuter	1,515,158	2,058,120	542,962	35.84%
Grand Hogback	67,525	129,699	62,174	92.08%
Aspen Skiing Company	221,660	349,080	127,420	57.48%
Ride Glenwood Springs	124,212	172,456	48,244	38.84%
X-games/Charter	5,662	17,770	12,108	213.85%
Senior Van	1,304	971	(333)	-25.54%
MAA Burlingame	19,943	30,090	10,147	50.88%
Maroon Bells	218,889	215,101	(3,788)	-1.73%
GAB Transit Mitigation Svcs.	-	-	-	N/A
Total	2,776,988	3,751,851	974,863	35.11%

Subset of Roaring Fork Valley Commuter Service with BRT in 2019

Service	YTD Nov 2021	YTD Nov 2022	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	522,043	730,440	208,397	40%
BRT	579,257	781,714	202,457	35%
Total	1,101,300	1,512,154	410,854	37%

Facilities, Railroad Corridor & Rio Grande Trail Update

Glenwood Maintenance Facility (GMF): The Phase II expansion is in the punch list phase. Staff continues to work with the Project Management team on a punch list of items that require repair before the construction contract is closed out. Staff has added all of the new assets to RFTA's Asset Management Software system, EAM, and will work with the Capital projects staff on any warranty issues that arise over the next year or so.

Glenwood Housing Facility (formally known as the Rodeway Inn): Staff has taken over management of the Glenwood Housing facility and is working through the redevelopment process with S.E.H., RFTA's contract engineering firm to convert the existing hotel rooms into employee housing units. (ongoing)

Right-of-Way Land Management Project: Along with its legal and engineering consultants, RFTA staff will be working on the following tasks in 2023:

- Staff utilizes a land use review process for projects proposing to impact the RFTA Railroad Corridor. This process allows staff to have railroad and legal experts review, assess and report on proposed development impacts along the Railroad Corridor, along with making recommendations regarding potential mitigation for the impacts that RFTA provides to permitting jurisdictions. (ongoing)
- Staff is also in the process of approaching every adjacent, unlicensed property owner and working with them to get a license in place for access across, or encroachments into the RFTA Railroad Corridor. Identifying each of the property owners has proven a bit challenging. However, staff is in the process of compiling a detailed list of every adjacent property owner, and will begin approaching each property owner on a county-by-county basis. (ongoing)
- Based on comments received from the RFTA Board members at the 02/11/2021 meeting, staff has been focusing on working with Paul Taddune and the rail attorneys, to bring some longstanding licensees into compliance with the terms of their license agreements, securing license agreements with unlicensed adjacent property owners, and working to eliminate all outstanding encroachments. We are also working with Paul and the rail attorneys on several ditch concerns, and determine a path to finalize agreements involving property boundary disputes. (ongoing)

Land Use Applications:

Current Applications:

- Holy Cross Fiber Project- All permits approved, project is underway.
- Pitkin County Gerbaz Bridge- Geo tech complete. Report forwarded to Farnsworth group for review and comments.
- Pitkin County- Basalt High School- On hold until 2023.
- Ting Relocate- need completed as-builts from previous projects and approval from both Holy Cross and Xcel before we can move forward with application.

Outstanding Applications:

- Cedar Networks- waiting for revised plans on bringing pole into compliance, need fee structure approved before they will sign license.
- *Century Link- License complete.*
- Black Hills-waiting on response from rail attorney on license language.

Rail Car Issues:

- Rail cars have made several improvements without authorization from RFTA. Installed a new water tank without a permit.
 - Illegally hooked into the power grid.
 - Made multiple exterior improvements, including cutting and removing rail, landscaping, installing privacy fence.
 - Pitkin County Com-Dev. Has red-tagged the rail cars and RFTA has to cure by 9/17/22.
 - Staff is working with the state rail attorney to resolve. Will bring a recommendation to the RFTA Board for resolution, once a resolution is determined. (ongoing)
- **Recreational Trails Plan (RTP)** – The Planning Department is working with regional stakeholders to update the 2005 Recreational Trails Plan (RTP). Following unanimous RFTA Board adoption of the Access Control Plan (ACP) in early 2018, the RTP is the second component plan of the larger Corridor Comprehensive Plan that guides management of the entire Rio Grande Railroad Corridor from Glenwood Springs to Aspen. (ongoing)
- **Rail Salvage Project** – Staff has been tasked with developing a statement of work for, and removal of all rail between 8th Street and 23rd Street in Glenwood Springs in 2023. Staff is waiting on the intersection repair design for the rail salvage scope of work. The rail salvage project will go forward in 2023. (ongoing)
- **Wingo Bridge Rehabilitation Project** – The repair project is underway as of the first full week of October 2022. The repairs will likely carry over into 2023. (ongoing)
- **Covenant Enforcement Commission (CEC)** – Staff has completed the annual CEC assessment and the direction received from the RFTA Board of Director’s is to go forth and manage the Railroad Corridor and clean-up all encroachments, license approved uses and remove all unapproved uses. During the annual CEC meeting November 4, 2022, an adjacent property owner made a request to keep their encroachments in the covenant areas. Paul Taddune has requested a follow up CEC meeting to discuss options to address this request. ***The second meeting is scheduled for January 17, 2023, from 10:00am to 11:00am, at the RFTA office located at 1340 Main Street in Carbondale.***
- **Federal Grant Right of Way (fgrow) project** – Staff continues to identify and approach adjacent property owners located in the fgrow areas in an attempt to negotiate the exchange of Bargain and Sale deeds. Staff has completed the Carbondale section and has started the conversation with Pitkin County to work through an exchange involving the Phillips property. Pitkin County purchased the Phillips property a few years ago. They now control the Phillips homestead and the Phillips trailer park. (Ongoing)
- **Mid Valley Trails Committee (MVTC)** – The RFTA Board and the Eagle County BOCC have agreed to have RFTA take over management of the MVTC effective 01/01/23. Staff is working with the committee to implement new policies and procedures for the MVTC and will be adding additional members to this committee at the January, 2023 RFTA Board meeting. The MVTC meets monthly from 7:30am to 9:30am on the Friday following the RFTA Board of Director’s Meeting. The meetings are held at the Willits HealthCare facility, located at 350 Market Street, 2nd Floor conference room, Basalt, CO. The public is welcome and encouraged to participate in this meeting. (ongoing)



- Staff is staying busy out on the trail!
 - Our full-time, year-round Trail Technician, Jud Lang, has been out on the trail working hard to give ALL trail users a great experience.
 - Staff has been out plowing snow, sweeping, debris blowing, clearing limbs and sightlines, cleaning up trailheads and vault toilets, etc. to make sure the trail is safe and clean.
- Staff continues working with Carbondale Arts to beautify the corridor through the Town of Carbondale, called the “Rio Grande ArtWay.”
 - The current larger project is the Youth Art Park, and it is located just north of Town Hall and the Carbondale Rec Center. Construction activity and concrete work has begun! Phase 1 of this project should be completed in 2023.
- The annual CEC Meeting occurred on Friday, November 04. Our 3rd party consultant will present his report to the CEC Board and Staff will present our report as well.
 - A second CEC Meeting will occur in January 2023 to discuss a long-standing encroachment
- 2022 projects that we have completed or underway are listed below:
 - Wingo Bridge Maintenance/Repair
 - ❖ Contractor mobilized first week of October to get this important repair project started. Project goal is to repair the concrete pier footings. This project will continue into 2023.
 - ❖ Coordination with Pitkin County is ongoing, as they are a partner.
 - Rio Grande Trail – 20-year maintenance plan (draft).
 - Re-vegetation efforts and corridor restoration efforts. 2022 is year # 7 utilizing goats to help build soil health, control vegetation, and hopefully in the end help to snuff out noxious weeds.
 - Rio Grande ArtWay improvements and maintenance
 - Kiosk Construction – 2 locations were updated with new kiosks, signs, map, etc. at the CMC and Carbondale East trail heads.
 - Adopt-a-Trail and RFOV project collaborations
 - Remove hazardous trees along the 21 miles of RFTA maintained section
 - Complete the annual CEC tour, report, and meeting
- 2023 Projects include shoulder repair, fall protection fence, “goat project”, restoration/revegetation projects, procuring a hydro-mulcher and walk behind skid steer, hire a full-time technician, Roaring Fork bridge repairs, coordinate volunteer work, host special events, etc...