

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

**TIME:** 9:00 a.m. – 11:30 a.m., Thursday, June 10, 2021

This will be a Virtual WebEx Teleconference Meeting

*Instructions regarding how to participate in the meeting via WebEx will be attached to the e-mail transmitting the Board Agenda Packet, on the third page of this agenda, or at [www.rfta.com](http://www.rfta.com) on the Board Meeting page.*

**(This Agenda may change before the meeting)**

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
1	<b>Call to Order / Roll Call:</b>		<b>Quorum</b>	<b>9:00 a.m.</b>
2	<b>Executive Session:</b>			
	A. Paul Taddune, General Counsel: <b>Two Matters:</b> 1) Pursuant to C.R.S. 24-6-402 4(e)(I): Determining positions that may be subject to negotiations; developing strategy for negotiations and instructions for negotiators (RFTA-ATU Local 1774 Collective Bargaining Agreement 2022-2024); and 2) Pursuant to C.R.S. 24-6-402 4(e)(I) Determining positions that may be subject to negotiations; developing strategy for negotiations and instruction negotiators; and 24-6-402(4)(a) The purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interests (Possible acquisition of property for 27 <sup>th</sup> Street Park & Ride facility).		<b>Executive Session</b>	<b>9:01 a.m.</b>
3	<b>Approval of <a href="#">Minutes</a>:</b> RFTA Board Meeting May 13, 2021, <b>pg. 4</b>		<b>Approve</b>	<b>9:35 a.m.</b>
4	<b>Public Comment:</b> 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)		<b>Public Input</b>	<b>9:40 a.m.</b>
5	<b>Items Added to Agenda – Board Member Comments:</b>	<b>4.3.3.C</b>	<b>Comments</b>	<b>9:45 a.m.</b>
6	<b>Consent Agenda</b>			<b>9:50 a.m.</b>
	A. <a href="#">Resolution</a> 2021-11: 2022 RFTA Title VI Program and Limited English Proficiency (LEP) Plan Update – Nicole Schoon, Compliance Officer and Dan Blankenship, CEO, <b>page 11</b>			
	B. <a href="#">Resolution</a> 2021-12: 2022 Disadvantage Business Enterprise (DBE) Program and Goal Update – Nicole Schoon, Compliance Officer and Dan Blankenship, CEO, <b>page 15</b>			
	C. <a href="#">Riverview</a> Safe Routes to School Project Increase Contribution from \$80,000 t \$88,390, Due to the Increase in Construction Costs Between the Original Approval Given at the December 12, 2019 RFTA Board Meeting, and Bids Received in April 2020 – Angela Henderson, Assistant Director, Project Management & Facilities Operations, <b>page 19</b>			
	D. <a href="#">Carbondale</a> Federal Grant Right-of Way (FGROW) Project – Angela Henderson, Assistant Director, Project Management & Facilities Operations, <b>page 21</b>			
	<b>(Agenda Continued on the Next Page)</b>			

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
7	<b>Presentations/Action Items:</b>			
	A. <a href="#">MOVE</a> Study Update – Kurt Ravenschlag, COO, <b>page 23</b>	2.3.7	Discussion /Direction	9:55 a.m.
	B. Proposed Youth <a href="#">Fare</a> Changes – David Johnson, Director of Planning, <b>page 26</b>	4.2.5	Discussion /Direction	10:35 a.m.
	C. RFTA <a href="#">Service</a> Planning Issues Related to the Outbreak of Coronavirus (COVID-19) – Kurt Ravenschlag, COO, <b>page 28</b>	2.2.3	Discussion /Direction	10:55 a.m.
8	<b>Public Hearing:</b>			
	A. <a href="#">Resolution</a> 2021-13: 2021 Supplemental Budget Appropriation Resolution - Michael Yang, CFAO, <b>page 33</b>	4.2.5	Approve	11:05 a.m.
9	<b>Board Governance Process:</b>			
	A. RFTA Board <a href="#">Strategic</a> Planning Retreat – David Johnson, Director of Planning, <b>page 43</b>	3.2.3	Direction	11:15 a.m.
10	<b>Information/Updates:</b>			
	A. <a href="#">CEO</a> Report – Dan Blankenship, CEO, <b>page 45</b>	2.8.6	FYI	11:20 a.m.
11	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at the June 10, 2021 Board Meeting	4.3	Meeting Planning	11:25 a.m.
12	<b>Next Meeting:</b> 9:00 a.m. – 11:30 a.m., July 8, 2021 RFTA Board Retreat in-person and via Webex Teleconference (Details to be provided later)	4.3	Meeting Planning	11:27 a.m.
13	<b>Adjournment:</b>		Adjourn	11:30 a.m.

(Webex Meeting Information on the Next Page)

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**ROARING FORK TRANSPORTATION AUTHORITY  
BOARD MEETING MINUTES  
May 13, 2021**

**Board Members Present (via WebEx):**

Dan Richardson, Chair (Town of Carbondale); Bill Kane, Vice-Chair (Town of Basalt); Art Riddile (Town of New Castle); Ann Mullins (City of Aspen); Jonathan Godes (City of Glenwood Springs); Greg Poschman (Pitkin County); Jeanne McQueeney (Eagle County)

**Non-Voting Alternates Present (via WebEx)**

Ward Hauenstein (City of Aspen); Francie Jacober (Pitkin County)

**Staff Present (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, Nick Senn, Angela Henderson, and Brett Meredith, Facilities and Trails Department; David Johnson and Jason White, Planning Department; Paul Hamilton, Director of Finance; Jason Smith Safety and Training Department; Jamie Tatsuno and Jennifer Balmes, Communications Department; Tammy Sommerfeld and Rebecca Hodgson,, Procurement; Craig Dubin, Special Projects Manager; John Blair, Operations Manager; Kent Blackmer, Director of Operations; Tim Madden, IT Department; Ed Cortez, Bus Operator and President, ATU Local 1774

**Visitors Present (via WebEx):**

David Pesnichak (EOTC/Pitkin County); Linda DuPriest (City of Glenwood Springs); David Peckler (Town of Snowmass Village); Darren Hodge, PFM (Financial Advisor); Amy Canfield and Michael Lund, Stifel (Underwriter); and Tom Weihe, Kutak Rock (Bond Counsel)

**Agenda**

**1. Call to Order/Roll Call:**

**Dan Richardson called the RFTA Board of Directors to order at 9:00 a.m. Richardson declared a quorum to be present (7 member jurisdictions present) and the May 13, 2021 RFTA Board of Directors meeting began at 9:01 a.m.**

**2. Executive Session:**

- A. One Matter:** 1) Pursuant to C.R.S. 24-6-402 4(e)(I): Determining positions that may be subject to negotiations; developing strategy for negotiations and instructions for negotiators (RFTA-ATU Local 1774 Collective Bargaining Agreement 2022-2024)

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

**Staff Present:** Dan Blankenship, CEO; Paul Taddune, General Counsel; Kurt Ravenschlag, COO; Michael Yang, CFAO; and Nicole Schoon Secretary to the Board

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

**No action was taken during the Executive Session. The Executive Session adjourned at 9:54 a.m.**

**3. Approval of Minutes:**

**Bill Kane moved to approve the April 8, 2021 Board Meeting Minutes, and Mullins seconded the motion. The motion was unanimously approved.**

**4. Public Comment:**

**Richardson asked if any member of the public would like to address the Board or make a comment regarding items not on the May 13, 2021 Board Agenda.**

No members of the public had any comments.

**Richardson closed Public Comments at 9:56 a.m.**

**5. Items Added to Agenda – Board Member Comments:**

**Richardson asked if there were any items that needed to be added to the May 13, 2021 Board meeting Agenda.**

No items were added to the May 13, 2021 Board Agenda.

**Richardson asked if any Board member had comments or questions regarding issues not on the May 13, 2021 Board meeting Agenda.**

**Richardson shared the following letter with the Board and to Kent Blackmer, Operations Director. Blackmer recently retired from RFTA after 42 years of service.**

Thank you Kent, for all of your service. What a milestone for you and RFTA. 42 years of service and fantastic leadership with an amazing transformation of an organization. Clearly I am sorry to see you go Kent, but I wish you the best. I am grateful for the limited time we have spent together as I have genuinely enjoyed it.

While my true understanding of your impact is limited mostly to that of any board member, I can appreciate the incredible dedication you have made in not only helping RFTA run, grow and exceed expectations. I know that your 'job description' barely scratches the surface for the curveballs you faced, both big ones from the board, and day to day ones in the field. X games, evacuations, Grand Avenue Bridge, GAPP, COVID, alternative fuels, GMF, AMF & Ruby Park construction, no unions-unions-unions again, and the list goes on. You have helped build an organization and a community reputation for being the best of the best. It's obvious you have the trust, respect and admiration of your peers and that leadership is inspiring to me and countless others.

You have been a cornerstone within RFTA. On behalf of me, the Town of Carbondale, the RFTA Board, and the RFTA community, thank you Kent. We are all better off as a result of your service. Congratulations, good luck, and I wish you well.

**Other Board members and RFTA staff thanked Blackmer for his loyal service to RFTA and his many years of dedication.**

**Blackmer stated that he really appreciates the words of praise, and thanked the current and previous Board members who have set the course for where RFTA is heading. Riddle thanked Mullins for her time on the RFTA Board of Directors. Her insight and determination has helped set many standards for RFTA. Other Board members thanked her for her service to the Board.**

**Mullins thanked the Board members, and stated that she works on many different Boards in the valley and stated that RFTA is her favorite Board due to what it does for the community.**

**Richardson thanked David Johnson and RFTA staff, who currently have 21 working grants. He thanked everyone for their diligence and hard work on getting these grants approved for RFTA.**

**Richardson closed Board comments at 9:59 a.m.**

## **6. Presentations/Action Items:**

### **A. Glenwood Maintenance Facility (GMF) Expansion Project Presentation – Kurt Ravenschlag, COO**

Kurt Ravenschlag updated the Board on the current and future status of the Glenwood Maintenance Facility (GMF) Expansion Project.

The RFTA Glenwood Springs Maintenance Facility (GMF) expansion is RFTA's number one priority. The GMF expansion project was a part of the list of capital projects and service enhancements approved by voters in RFTA Destination 2040.

The GMF expansion project will renovate and expand its current maintenance facility into a new, centrally located operations and maintenance center. The GMF expansion will address RFTA's current operational deficiencies and accommodate forecasted growth in population, employment, and ridership demand.

RFTA operates approximately 60 buses from the GMF on a regular basis, exceeding the facility's capacity by nearly 76%. To meet peak morning commute demands over the next 20 years, as many as 20 buses will need to be deadheaded 45 miles each way from RFTA's Aspen Maintenance Facility (AMF), if storage, maintenance and operations capacity at the GMF is not increased.

Maintenance is becoming increasingly challenging because buses have become more sophisticated and complex. RFTA operates modern clean diesel, diesel-electric hybrids, CNG-powered vehicles and Battery Electric, with a wide array of complicated Intelligent Transportation System (ITS) technology, such as automated fareboxes, AVL/CAD and video surveillance systems. RFTA has begun working with the State of Colorado to plan for a hydrogen fueling station to support hydrogen-powered Fuel Cell Electric Buses (FCEBs).

The GMF expansion is planned to occur over 10 phases of construction. Those phases are as follows:

- Phase 1, completed in 2016. This included lowering and grading of the site along Wulfsohn where the current temporary bus parking lot is located. This was to accommodate future phases of construction and provide RFTA additional bus parking during the Grand Avenue Bridge project in Glenwood Springs.
- Phase 2, expansion of the existing fleet maintenance building. This included widened the site around the existing maintenance building with a new concrete drive lane for circulating buses, and to provide the ability for Vehicle Maintenance to work on 10 buses at one time instead of the current limit of 4. In preparation for future phases this project will renovate the existing operations dispatch area and the IT room. This also included the purchase of Glenwood Springs Municipal Operations Center (GMOC) and demolition of the GMOC.

- Phases 3 and 7, includes lowering the grade of the old GMOC and adjacent parking areas, and constructing a new and expanded dispatch center, 1 new 30-Bus Storage Building, bus inspection canopies, a parts and equipment warehouse, a new fueling lane with multi-fuel fueling, and bus wash facility. Phases 3 and 7, are scheduled to begin construction October 2021.
- Phases 4 and 5, includes new site circulation roads, retaining walls, and 1 additional 30-bus storage building. Phases 4 and 5, are scheduled to begin construction October 2021.
- Phase 6, is currently unfunded and includes RFTA's Operations Center for RFTA management offices, a large meeting room, a training facility, a customer service area and employee parking. RFTA has requested a Federal earmark for this Phase through a state-wide request being made by the Colorado Association of State Transit Agencies (CASTA) on RFTA's behalf.
- Phases 8-10, are currently unfunded and include a warehouse and new employee housing complex across Wulfsohn near the existing West Glenwood Park and Ride.

RFTA has received \$29 million in grant funding from various State and Federal grant funding programs. These grants require a local match commitment of \$26 million, \$11 million over the RFTA contribution included within the Destination 2040 Plan funding.

**Poschman questioned if RFTA has the required water and power to create Hydrogen fueling on-site.**

**Ravenschlag responded that there are 3 methods; 1) taking delivery on-site, which is not an option for RFTA; 2) Electrolysis on-site (water and electricity); and 3) natural gas, which generates steam to produce the hydrogen. The option that RFTA will more than likely utilize is steam.**

**Mullins asked for the phases that are unfunded, is there a prioritization, and could the need for employee housing be moved up on the list of necessary needs for RFTA.**

**Ravenschlag stated that Destination 2040 has \$10 million as part of the plan for employee housing. RFTA is looking at current RFTA Bank property in Carbondale and the CMF, which could potentially be utilized for RFTA employee housing construction. Other options are current RFTA property in Glenwood, adjacent to the West Glenwood Park-and-Ride.**

**Jonathan Godes stated that it is exciting to see that a project for employee housing is moving forward. The entire project will be for-not if there is not enough employee housing.**

**Francie Jacober asked how the electric buses will be powered.**

**Nick Senn responded that RFTA has looked at solar arrays, and continues to work with utility companies who could supply solar energy. There are other options available as well, beyond solar power. RFTA is hopeful that the design-build options will bring additional possibilities for RFTA power solutions. The City of Glenwood Springs has moved to 100% renewable energy, so there are plenty of options for RFTA to choose from.**

Jeanne McQueeney stated that she is excited by RFTA looking into Hydrogen, and is glad to have RFTA leading the way.

Ward Hauenstein asked what numbers RFTA is using for the recent inflation in materials.

Senn responded that RFTA has moved to the Design-Build, and that all costs are put all in one package for RFTA to review. The Design-Build selections offers creativity while working together to create the best options for RFTA. This uses industry cost escalations of 4% are being used. RFTA has been adapting to all of the construction cost increases over the last few months in order to anticipate the exceptional increase in materials.

Poschman thanked the Design-Build teams for making sure a climate action plan is involved.

**B. RFTA Service Planning Issues Related to the Outbreak of Coronavirus (COVID-19) – Kurt Ravenschlag, COO**

As of Friday, May 7, 2021, RFTA had zero employees out due to COVID-19.

Through the end of April, 74.6% of RFTA employees are fully vaccinated. Including employees who have received at least one vaccine dose. RFTA's 74.6% complete vaccination rate is well above the national average of 33%, statewide of 35.5%, Pitkin County of 37%, and Garfield County of 42%. RFTA's Safety and HR teams continue to provide guidance and assistance to employees seeking vaccinations, and encouragement to those with concerns.

Friday April, 30, the Transportation Safety Administration (TSA) extended the nationwide federal mask mandate aboard public transit vehicles and at all facilities of all modes of public transportation through September 13, 2021, RFTA's current mask policy remains in effect.

RFTA buses continues to operate at maximum 50% capacity. RFTA remains very optimistic about increasing passenger capacity system-wide aboard its buses for the summer season, although details of any possible increase are still being discussed internally and with local public health officials. Any decision will be communicated to employees and the public across all our communication channels.

Spring ridership has increased by approximately 9%, compared to Fall 2020. HWY82/TOSV/BRT & Local Service ridership has increased by approximately 9%, Hogback has increased by 24%, Carbondale Circulator has increased by 5%, City of Aspen has increased by 16%, and Ride Glenwood has decreased by 19%.

RFTA is in the process of recruiting and training approximately 25-30 Bus Operators for the Summer season. This has been hindered by the lack of affordable housing for employees, as well as by a general shortage of Transit Bus Operators and Commercial Drivers across the nation.

Over the next few weeks, RFTA expects the delivery of 10 new Gillig 40-foot low-floor buses (4 of which have already been delivered) and 6 new MCI 2-door over-the-road coaches. Once these new buses are delivered, RFTA will retire between 20 – 30 buses in its fleet that are beyond their useful lives.

**C. Resolution 2021-10: A Resolution of the Roaring Fork Transportation Authority (in the State of Colorado), Authorizing the Issuance of RFTA's Property Tax Revenue Bonds, Series 2021a, in an Aggregate Principal Amount Not to Exceed \$35,550,000\*, for the Purposes Set Forth in the Ballot Issue; Providing for the Payment of the Bonds From a Pledge of RFTA's 2.65 Mill Ad Valorem Property Tax Revenues; Delegating the Authority to RFTA's Sale Delegate to Determine Certain Provisions of the Bonds Within Certain Parameters Set Forth in this**



**Resolution; Authorizing RFTA's Officers to Execute Certain Documents in Connection with the Issuance of the Bonds** – Michael Yang, CFAO and Paul Hamilton, Director of Finance

RFTA plans to issue no more than \$35.55 million in an aggregate principal amount of its ad valorem property tax revenue authorization approved by voters in November 2018 to fund capital projects included in RFTA's Destination 2040 Plan.

The purpose of the Series 2021A Bonds is to fund allowable capital projects included in the Destination 2040 Plan over the next 3 years. The estimated par amount of the Series 2021A Bonds, in today's market, is approximately \$27.98 million. The amortization length of the bonds will be 30 years. The estimated aggregate true interest cost (TIC) range of the entire deal is approximately 2.9% to 3.2%. The final TIC will be subject to market conditions and interest rates at time of pricing, which could be higher.

Aggregate Principal amount shall not exceed \$35,550,000. Net effective interest rate of the new money bonds shall not exceed 5.00%. Maturity date of the Bonds cannot exceed 30 years from date of issuance (December 1, 2051). RFTA will have no less than \$39.125 million in remaining bonding authority approved by voters in 2018. Interest on the Bonds will be payable semiannually six months apart. Principal on the Bonds will be payable annually, occurring on one of the two Interest Payment Dates each year.

Proceeds of the Series 2021A Bonds will be applied to payment of the costs of issuance and accrued interest, if any; and all remaining proceeds to be deposited into the Project Fund to fund the capital projects. In order for RFTA to issue additional bonds, it will have to be able to show at least 150% of debt service coverage.

**Greg Poschman moved to approve Resolution 2021-10: A Resolution of the Roaring Fork Transportation Authority (in the State of Colorado), Authorizing the Issuance of RFTA's Property Tax Revenue Bonds, Series 2021a, in an Aggregate Principal Amount Not to Exceed \$35,550,000\*, for the Purposes Set Forth in the Ballot Issue; Providing for the Payment of the Bonds From a Pledge of RFTA's 2.65 Mill Ad Valorem Property Tax Revenues; Delegating the Authority to RFTA's Sale Delegate to Determine Certain Provisions of the Bonds Within Certain Parameters Set Forth in this Resolution; Authorizing RFTA's Officers to Execute Certain Documents in Connection with the Issuance of the Bonds, and Mullins seconded the motion. The motion was unanimously approved.**

**7. Board Governance Process:**

**A. RFTA Board Strategic Planning Retreat** – David Johnson, Planning Director

The Board Retreat will be held July 8, 2021. Michael Kinsley will be the facilitator, and RFTA has secured the Third Street Center as the location. Third Street Center Director, Colin Laird, has committed both the Community Hall and the Calaway Room if needed. The Community Hall, can easily accommodate 25 people or more and has three new air filtration devices. The Calaway Room, is smaller, but has more natural sunlight.

Topics that will be discussed at the Board Retreat are:

- Strategic Plan: Review and revise, use the Plan as the umbrella for other topics;
- RFTA's role, policies for service contracts;
- RFTA's role in First and Last Mile Mobility;
- Ensure that RFTA's services and programs are as inclusive and equitable as possible;

- RFTA's transition to becoming carbon-free;
- The future of transportation.

**Poschman stated that the Board should establish subcommittee for them to examine the Mission and Vision of RFTA.**

**Kurt Ravenschlag stated that the Board updated the Strategic Plan in 2019, which expanded the objectives of the Mission/Vision. If the Board would like to revisit the Strategic Plan, it can do so either with a subcommittee or at a future Board Retreat.**

**8. Information/Updates:**

**A. CEO Report – Dan Blankenship, CEO**

Dan Blankenship stated that RFTA currently has approximately \$71.4 million in grant funding. \$12.96 million in grants for buses, \$25.67 in grants for Operations (including COVID-19 stimulus), \$32.56 in grants for Facility Construction, and \$155,000 in grants for Planning.

The Planning Department is providing updates for the Board on the Regional Bike-Share and First and Last Mile Mobility Study, which will be included in the monthly RFTA Board portfolios.

**9. Issues to be Considered at Next Meeting:**

**10. Next Meeting:** 9:00 a.m. – 9:30 a.m.; RFTA Board Retreat, 9:30 a.m. – 3:00 p.m., June 10, 2021, Third Street Center, 520 South Third Street, Carbondale, CO 81623, this Retreat will be held in-person and via WebEx Teleconference, for those who are unable to attend in person.

**11. Adjournment:**

**Godes moved to adjourn from the May 13, 2021 RFTA Board meeting, and Kane seconded the motion. The motion was unanimously approved.**

**The May 13, 2021 RFTA Board Meeting adjourned at 11:35 a.m.**

Respectfully Submitted:

Nicole R. Schoon  
Secretary to the RFTA Board of Directors

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	Resolution 2021-11: 2022 RFTA Title VI Program Update and 2022 Limited English Proficiency (LEP) Plan Update
<b>Strategic Outcome:</b>	7.0 High Performing Organization
<b>Strategic Objective:</b>	7.3 Proactively influence policy and legislative development at all levels of government regulation 7.5 Ensure appropriate transparency of all RFTA business 7.7 Continually seek ways to improve business process
<b>Presented By:</b>	Nicole Schoon, Compliance Officer and Dan Blankenship, CEO
<b>Staff Recommends:</b>	The RFTA Board Approve and Adopt Resolution 2021-11
<b>Executive Summary:</b>	<ul style="list-style-type: none"> <li>• In accordance with FTA Title 49 CFR Section 21.7(a) RFTA, as a condition of receiving Federal financial assistance from the Federal Transit Administration (FTA), must carry out the Title VI Program of the Civil Rights Act of 1964 in compliance with U.S. Department of Transportation (USDOT) regulations;</li> <li>• RFTA must compile, maintain, and submit in a timely manner, Title VI information required by FTA Circular 4702.1B, that was last updated as of October 1, 2018 and in compliance with the USDOT’s Title VI Regulation, 49 CFR, Part 21;</li> <li>• RFTA is obligated to submit an updated Title VI Program &amp; LEP Plan to the FTA’s Civil Rights Officer, every three years;</li> <li>• The last RFTA updated Title VI Compliance Report was submitted and approved by CDOT in June 2018;</li> <li>• The RFTA provides its programs and services without regard to race, color, sex, age, national origin, or disability in accordance with Title VI of the Civil Rights Act;</li> <li>• RFTA’s programs and services are shared equitably throughout its service area;</li> <li>• The level and quality of bus services are sufficient to provide equal access to all riders in its service areas;</li> <li>• RFTA has made it known to the public that any person or persons alleging discrimination on the basis of race, color, sex, age, national origin, or disability, as it relates to the provision of transit services and transit related benefits may file a complaint with RFTA, FTA, CDOT and/or USDOT;</li> <li>• As soon as the attached Resolution is approved, RFTA’s Title VI &amp; LEP information will be available online at <a href="http://www.rfta.com">www.rfta.com</a>;</li> <li>• FTA regulations require that the RFTA Board formally approve the Title VI Report &amp; LEP Plan by adopting the attached Resolution 2021-11.</li> </ul>
<b>Governance Policy:</b>	RFTA Board Governing Policy 2.8.11 states, “The CEO may not fail to 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.”
<b>Fiscal Implications:</b>	None.

<b>Attachments:</b>	<p>Yes, please see Resolution 2021-11: 2022 RFTA Title VI Program Update and 2022 Limited English Proficiency (LEP) Plan Update, attached below.</p> <p>Yes, please refer to document, "<a href="#">2022 RFTA Title VI Program</a>," and "<a href="#">2022 RFTA LEP PLAN</a>."</p>
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Director \_\_\_\_\_ moved adoption of the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2021-11**

**APPROVAL AND ADOPTION OF  
2022 RFTA TITLE VI PROGRAM  
AND  
2022 RFTA LIMITED PROFICIENT (LEP) PLAN**

**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 tile 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**, Section 601 of Title VI of the Civil Rights Act of 1964 states, “no person in the United States shall on the ground of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance;” and

**WHEREAS**, Roaring Fork Transportation Authority is a recipient of Federal financial assistance, and is subject to Title VI of the Civil Rights Act of 1964, (42 U.S.C. 2000d); and

**WHEREAS**, the Roaring Fork Transportation Authority has or will provide all annual certifications and assurances to the Federal Transit Administration (FTA), required for the Title VI Program; and

**WHEREAS**, the Roaring Fork Transportation Authority assures that no person or group of persons on the basis of race, color, national origin, sex, age, or disability, including Limited English Proficient (LEP) persons are subjected to discrimination in the level and quality of transportation services, programs and activities provided, whether federally funded or not; and

**WHEREAS**, The Roaring Fork Transportation Authority is responsible for managing its grant programs in accordance with Federal requirements, and is responsible for ensuring that recipients follow Federal statutory and administrative requirements. The FTA, Civil Rights Officer requires organizations, as a condition of eligibility for Federal financial assistance from the FTA, to submit, every three years, their Title VI Compliance Program and Limited English Proficiency Plan (LEP) to the Civil Rights Department of the FTA for approval; and

**WHEREAS**, Title VI is a Federal law that applies to recipients and sub-recipients of Federal financial assistance. FTA recipients must ensure that their programs, policies, and activities comply with the Title VI regulations. Under Title VI, the FTA has the responsibility to provide oversight of recipients and to enforce their compliance with Title VI, to ensure that recipients do not use Federal funds to subsidize discrimination based on race, color, national origin, sex, age, or disability.

**NOW, THEREFORE, BE IT RESOLVED** by the Roaring Fork Transportation Authority Board of Directors, that the RFTA Board of Directors authorize the Title VI Compliance Officer to submit the RFTA 2022 Title VI Program and RFTA 2022 Limited English Proficiency Plan (LEP), to the Federal Transit Administration.

**RESOLVED FURTHER**, that the foregoing resolution shall remain in full force and effect, through probable requested updating and/or amendment by the FTA, Civil Rights Officer; and

**RESOLVED FURTHER**, that the foregoing resolution was adopted in accordance with the governing documents of the Organization, and that such resolution is now in full force and effect.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10<sup>th</sup> day of June 2021.

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

By: \_\_\_\_\_  
Dan Richardson, 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 June 10, 2021 (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 10<sup>th</sup> day of June 2021

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

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	Resolution 2021-12: 2022 Disadvantage Business Enterprise (DBE) Program and Goal Update
<b>Strategic Outcome:</b>	7.0 High Performing Organization
<b>Strategic Objective:</b>	7.3 Proactively influence policy and legislative development at all levels of government regulation 7.5 Ensure appropriate transparency of all RFTA business 7.7 Continually seek ways to improve business process
<b>Presented By:</b>	Nicole Schoon, Compliance Officer and Dan Blankenship, CEO
<b>Staff Recommends:</b>	The RFTA Board Approve and Adopt Resolution 2021-12
<b>Executive Summary:</b>	<p>The Roaring Fork Transportation Authority is responsible for managing its grant programs in accordance with Federal requirements, and is responsible for ensuring that recipients follow Federal statutory and administrative requirements. The FTA, Civil Rights Office requires organizations, as a condition of eligibility for Federal financial assistance from the FTA, to submit, every three years, their Disadvantaged Business Enterprise (DBE) Program to the Civil Rights Department of the FTA for approval.</p> <p>It is RFTA’s policy to:</p> <ul style="list-style-type: none"> <li>• Ensure non-discrimination in the award and administration of DOT-assisted contracts;</li> <li>• Create a level playing field on which DBE firms can compete fairly for DOT-assisted contracts;</li> <li>• Ensure that the DBE Program is narrowly tailored in accordance with applicable law;</li> <li>• Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;</li> <li>• Assist in the removal of barriers to the participation of DBE firms in DOT-assisted contracts;</li> <li>• Assist in the development of firms to enhance the ability to compete successfully in the marketplace outside of the DBE Program;</li> <li>• Promote the use of DBEs in all types of federally-assisted contracts and procurement activities;</li> <li>• Monitor and enforce contractor compliance in meeting established goal objectives and program requirements; and</li> <li>• Ensure RFTA contractors and subcontractors take all necessary and reasonable steps to comply with these policy objectives.</li> </ul> <p>RFTA has disseminated this policy statement to the RFTA Board of Directors and to all departments of our organization, and will post this policy on the RFTA website <a href="http://www.rfta.com">www.rfta.com</a>, for DBE and non-DBE businesses that are interested in performing work on RFTA projects. RFTA requires all employees and agents to adhere to the provisions of 49 CFR Part 26.</p>

	FTA regulations require that the RFTA Board formally approve the Disadvantage Business Enterprise (DBE) Program and Goal Update by adopting the attached Resolution 2021-12.
<b>Governance Policy:</b>	RFTA Board Governing Policy 2.8.11 states, “The CEO may not fail to 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.”
<b>Fiscal Implications:</b>	None.
<b>Attachments:</b>	<p>Yes, please see Resolution 2021-12: 2022 Disadvantage Business Enterprise (DBE) Program and Goal Update, attached below.</p> <p>Yes, please refer to documents, “<a href="#">2022 RFTA DBE Program</a>,” and “<a href="#">FFY 2022-2025 DBE Goal-English &amp; Spanish</a>.”</p>



Director \_\_\_\_\_ moved adoption of the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2021-12**

**APPROVAL AND ADOPTION OF  
2022 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**

**WHEREAS**, Roaring Fork Transportation Authority (RFTA) is a recipient of Federal financial assistance and in accordance with the regulations of the U.S. Department of Transportation (DOT) 49 CFR Part 26. RFTA has received federal financial assistance from the DOT and as a condition of receiving this assistance, RFTA has signed an assurance that it will comply with 49 CFR Part 26; and

**WHEREAS**, The Roaring Fork Transportation Authority has or will provide all annual certifications and assurances to the Federal Transit Administration (FTA), required for the Disadvantaged Business Enterprise Program (DBE); and

**WHEREAS**, The Roaring Fork Transportation Authority has created a policy and commitment that Disadvantaged Business Enterprises (DBE), as defined in 49 CFR Part 26, shall have a level playing field to participate in the performance of contracts financed, in whole or in part, with federal funds; and

**WHEREAS**, The Roaring Fork Transportation Authority is responsible for managing its grant programs in accordance with Federal requirements, and is responsible for ensuring that recipients follow Federal statutory and administrative requirements. The FTA, Civil Rights Office requires organizations, as a condition of eligibility for Federal financial assistance from the FTA, to submit, every three years, their Disadvantaged Business Enterprise (DBE) Program to the Civil Rights Department of the FTA for approval; and

**WHEREAS**, RFTA will ensure DOT-assisted contracting and procurement related processes promote equity in access, consideration and opportunity for DBEs and other small business in response to requirements set forth under 49 CFR Part 26; "Participation of Disadvantaged Business Enterprises in U.S. Department of Transportation Programs," effective March 4, 1999, and subsequently issued DOT Directives and Final Rules.

**WHEREAS**, It is RFTA's policy to:

- Ensure non-discrimination in the award and administration of DOT-assisted contracts;
- Create a level playing field on which DBE firms can compete fairly for DOT-assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- Assist in the removal of barriers to the participation of DBE firms in DOT-assisted contracts;
- Assist in the development of firms to enhance the ability to compete successfully in the marketplace outside of the DBE Program;
- Promote the use of DBEs in all types of federally-assisted contracts and procurement activities;
- Monitor and enforce contractor compliance in meeting established goal objectives and program requirements; and
- Ensure RFTA contractors and subcontractors take all necessary and reasonable steps to comply with these policy objectives; and

**WHEREAS**, RFTA has disseminated this policy statement to the RFTA Board of Directors and to all departments of our organization, and will post this policy on the RFTA website [www.rfta.com](http://www.rfta.com), for DBE and non-DBE businesses that are interested in performing work on RFTA projects. RFTA requires all employees and agents to adhere to the provisions of 49 CFR Part 26.

**NOW, THEREFORE, BE IT RESOLVED** by the Roaring Fork Transportation Authority Board of Directors, that the RFTA Board of Directors authorize the Disadvantaged Business Liaison Officer to submit the 2022 Disadvantaged Business Enterprise (DBE) Program, to the Federal Transit Administration.

**RESOLVED FURTHER**, that the foregoing resolution shall remain in full force and effect, through probable requested updating and/or amendment by the Federal Transit Administration, Civil Rights Officer; and

**RESOLVED FURTHER**, that the foregoing resolution was adopted in accordance with the governing documents of the Organization, and that such resolution is now in full force and effect.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10<sup>th</sup> day of June 2021.

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

By: \_\_\_\_\_  
Dan Richardson, 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 June 10, 2021 (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 10<sup>th</sup> day of June 2021.

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

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	Riverview Safe Routes to School Project Increase Contribution from \$80,000 to \$88,390, Due to the Increase in Construction Costs Between the Original Approval Given at the December 12, 2019 RFTA Board Meeting, and Bids Received in April 2020
<b>Strategic Outcome:</b>	Accessibility and Mobility
<b>Strategic Objective:</b>	2.6 Identify and Reduce Barriers to Riding Transit and Accessing Trails
<b>Presented By:</b>	Angela M. Henderson, Assistant Director, Project Management and Facility Operations
<b>Staff Recommends:</b>	Approve the additional \$8,390.00 needed for the increase in construction costs
<b>Executive Summary:</b>	<p>At the November 14, 2019 RFTA Board of Directors meeting, the RFTA Board was asked to partner with the Garfield County Commissioners and the Roaring Fork School District (RFSD) on a project to provide students, parents, and faculty a safer access from the neighborhoods southwest of the new Riverview school. A draft IGA outlining the responsibilities for each party was presented to the RFTA Board.</p> <p>The RFTA Board was supportive of the project and voted to collaborate on the project, with the caveat that RFTA, Garfield County and the Roaring Fork School District develop an IGA outlining the terms of the partnership, and address the ongoing maintenance and long-term capital replacement for the new 1140-foot ADA trail section.</p> <p>The IGA was presented and approved by the RFTA Board at December 12, 2019 meeting. As a part of the IGA, the RFTA board was asked for and approved a budget of \$80,000.00 for the installation of three sets of pedestrian flashing lights and three painted crosswalks.</p> <p>Garfield County used their in-house resources to install a soft surface trail connection from CR 109 up to the Rio Grande Trail. They put the rest of the project, bridge rehab, asphalt surfacing and the pedestrian flashing lights and crosswalks out for bid.</p> <p>Since the December 2019 RFTA Board meeting, Garfield County completed the design for this trail connection and bridge rehab project, and recently received several bids for the final pieces of the construction. Gould Construction was selected to complete the construction.</p> <p>The construction costs for the three pedestrian light systems and crosswalks has increased since the original ask in 2019 and Garfield County is requesting an additional \$8,390.00, to cover the shortfall between the original ask and the amount bid for these items. The increase of \$8,390.00 includes the increase for the pedestrian lights and installation, and the mobilization, clearing, grubbing, traffic control, seeding and other costs directly associated with the installation of the pedestrian lights and crosswalks in three locations.</p>

<b>Governance Policy:</b>	1.1: Trail and Transit Users Move Safely, Quickly and Efficiently
<b>Fiscal Implications:</b>	\$8,390.00 for the increase in installation costs for three sets of pedestrian light systems. Staff included \$100,000.00 in the 2021 budget, \$80,000.00 for the light systems and installation, and \$20,000.00 for the PUC application to cover the installation of one set of flashing lights at the CR154 crossing of the Railroad Corridor. There are sufficient dollars remaining in the \$100,000.00 budget to cover the increase in costs. No additional budget will be required.
<b>Attachments:</b>	Yes, please refer to documents, " <a href="#">Garfield County Bid Schedule with RFTA Costs Highlighted</a> ," and " <a href="#">User Email request for additional Contribution from RFTA</a> ."

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	Carbondale Federal Grant Right-of-Way (FGROW) Project
<b>Strategic Outcome:</b>	2.0 - RFTA will provide accessible, effective and easy to use mobility options that connect our region for all user types.
<b>Strategic Objective:</b>	2.1 - Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected and utilized
<b>Presented By:</b>	Angela M. Henderson – Assistant Director, Project Management & Facilities Operations
<b>Recommendation:</b>	Approve the Settlement Agreement and Deeds subject to approval as to form by the RFTA General Counsel
<b>Executive Summary:</b>	<ul style="list-style-type: none"> <li>• There are fourteen Federal Grant Right of Way (FGROW) areas that make up the RFTA Railroad Corridor and in some of those areas there are encroachments that need to be addressed.</li> <li>• In FGROW Area #8, located in Carbondale, staff is in the process of finalizing agreements with six adjacent property owners, and has recently reached agreement with one additional property owner in this section. RFTA Staff has negotiated a deed exchange with: <ul style="list-style-type: none"> <li>○ Mrs. Donna Burkett of 522 SH133</li> </ul> </li> <li>• RFTA will deed, by a bargain &amp; sale deed, the outer 50’ of FGROW area, to Mrs. Burkett and Mrs. Burkett will deed by Quit Claim deed, all of the remaining FGROW area to RFTA.</li> <li>• Land Title Guarantee Company, Glenwood Springs, will secure signatures and record the documents on behalf of RFTA.</li> </ul> <p><b>Additional Background:</b></p> <ul style="list-style-type: none"> <li>• There are roughly 7 miles of FGROW parcels that make up the 33.4 miles of the RFTA Railroad Corridor.</li> <li>• The FGROW areas granted under the General Railroad Right-of-Way Act of 1875, effectively filled in gaps in railroad lines where there was no homesteader, no patent, and no plat from which a railroad could acquire property. In essence, this unmapped, unclaimed parcel still belonged to the federal government and therefore, the federal government had the ability to convey this property to a railroad.</li> <li>• The FGROW parcels conveyed were 200’ wide or 100’ from the centerline on each side of the railroad. This is one of the reasons for the differing widths up and down the Railroad Corridor.</li> <li>• In 2014, the U.S. Supreme Court ruled that the FGROW areas were never intended to be given to the railroads in fee interest and as such, if/when a railroad corridor is abandoned, the FGROW area reverts back to the underlying fee owner.</li> <li>• RFTA’s Rail Corridor is “railbanked” and there is no inherent risk to RFTA FGROW areas.</li> <li>• The FGROW areas remain protected as long as RFTA manages and maintains the Railroad Corridor as a railroad corridor.</li> </ul>

	<ul style="list-style-type: none"> <li>• However, as a precautionary measure, RFTA has worked with RFTA’s railroad attorneys to put together a deed exchange process securing fee simple title to the FGROW parcels.</li> </ul>
<b>Governance Policy:</b>	RFTA Board Financial Condition and Activities Policy 2.3.7 states, “the CEO shall not acquire, encumber, or dispose of real property.”
<b>Fiscal Implications:</b>	RFTA will pay the Property owner the sum of \$10.00 for the Bargain and Sale Deed and the Property owner will pay RFTA the sum of \$10.00 for the Quit Claim Deed.
<b>Attachments:</b>	Yes, please refer to documents, “ <a href="#">Exhibit B - RFTA Deed to Burkett</a> ,” “ <a href="#">Settlement Agreement- RFTA Donna Burkett</a> ,” and “ <a href="#">Exhibit C - QCD - Burkett to RFTA</a> .”

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	MOVE Study
<b>Strategic Outcome:</b>	2. ACCESSIBILITY AND MOBILITY
<b>Strategic Objective:</b>	2.2 Transit and trail users move safely, quickly and efficiently.
<b>Presented By:</b>	Kurt Ravenschlag, Chief Operating Officer David Johnson, Director of Planning
<b>Staff Recommends:</b>	Review and Comment on Phase 1, Phase 2, Phase 3A recommendation below.
<b>Executive Summary:</b>	The project team is wrapping up the MOVE Study with a draft report being submitted to the City of Glenwood Springs and RFTA this past month. This Board update will focus on the transit related Alternative Analysis recommendations from the draft report. Staff intends to bring the final report before the City of Glenwood Springs and the RFTA Board for adoption in July or August of 2021.
	<b>Report</b>
	MOVE Study Draft Final Report/Summary
	Appendix A – Corridor Understanding
	Appendix B – Public Outreach Summary
	Appendix C – Integrated Bus Service Report
	Appendix D – Multimodal Improvements Memo
	Appendix E – Parking Report
	Appendix F – VISSIM Technical Report and Traffic Implementation Plan
	Appendix G- Alternatives Analysis Report
	Appendix H - Conceptual Design, Cost Estimates, and BRT Implementation
	Appendix I - Funding Plan
	Appendix J – Project Renderings
	<b>Draft Recommendations from the Transit Alternatives Analysis</b>
	<b>PHASE 1 IMPROVEMENT RECOMMENDATIONS (Low/No Cost Immediate Recommendations)</b>
RFTA Parking            Better connect existing overflow lot, establish a more robust parking enforcement program	
<b>PHASE 2 IMPROVEMENT RECOMMENDATIONS (Higher Cost Recommendations)</b>	
Local Transit            Implement one of three concepts developed in the study to improve coverage of North Glenwood. Thin number of stops along Grand Avenue for BRT and Hogback or consider a deviation of RGS to serve Blake Avenue instead of Grand Avenue.	
RFTA Parking            Lease additional parking, formalize a kiss & ride area at the 27th Street station, improve multimodal connections	
Traffic and Safety        Implement Transit Signal Priority on SH-82.	

	<p><b>PHASE 3 Option 1 IMPROVEMENTS - RECOMMENDATIONS NEEDED FOR BRT EXTENSION (Grand Avenue BRT Extension Alignment) On-going Dialogue</b></p> <table border="1"> <tr> <td data-bbox="376 178 609 268">Local Transit</td> <td data-bbox="609 178 1539 268">Option 1: Move local service to Blake Avenue, split Ride Glenwood Springs into two loops serving West Glenwood and South Glenwood. Option 2 same as Option 1 except Ride Glenwood Springs increases existing vehicles to increase coverage.</td> </tr> <tr> <td data-bbox="376 268 609 394">Traffic and Safety</td> <td data-bbox="609 268 1539 394">Extend Dedicated BRT lanes between 27<sup>th</sup> Street and 23 Street. Provide dedicated BRT lanes between 13<sup>th</sup> and 8<sup>th</sup> Street by removing pedestrian bulb outs, relocate curb and gutter and relocate traffic signals. Install queue jump lane signal head at northbound terminal of BAT lane.</td> </tr> <tr> <td data-bbox="376 394 609 457">Stations</td> <td data-bbox="609 394 1539 457">West Glenwood Transit Center, 14th and Grand BRT Station, 9th and Grand BRT Station</td> </tr> </table> <p><b>PHASE 3 Option 2 IMPROVEMENTS - RECOMMENDATIONS NEEDED FOR BRT EXTENSION (Rio Grande Corridor BRT Extension Alignment) On-going Dialogue</b></p> <table border="1"> <tr> <td data-bbox="376 541 609 583">Local Transit</td> <td data-bbox="609 541 1539 583">Ride Glenwood Springs restructured to better penetrate West Glenwood Springs</td> </tr> <tr> <td data-bbox="376 583 609 646">Traffic and Safety</td> <td data-bbox="609 583 1539 646">Install bus activated traffic signal on 8th Street where buses will enter/leave RFTA property and Rio Grande corridor</td> </tr> <tr> <td data-bbox="376 646 609 688">Stations</td> <td data-bbox="609 646 1539 688">West Glenwood Transit Center, 14th and Rio BRT Station, 8th and Rio BRT Station</td> </tr> </table>	Local Transit	Option 1: Move local service to Blake Avenue, split Ride Glenwood Springs into two loops serving West Glenwood and South Glenwood. Option 2 same as Option 1 except Ride Glenwood Springs increases existing vehicles to increase coverage.	Traffic and Safety	Extend Dedicated BRT lanes between 27 <sup>th</sup> Street and 23 Street. Provide dedicated BRT lanes between 13 <sup>th</sup> and 8 <sup>th</sup> Street by removing pedestrian bulb outs, relocate curb and gutter and relocate traffic signals. Install queue jump lane signal head at northbound terminal of BAT lane.	Stations	West Glenwood Transit Center, 14th and Grand BRT Station, 9th and Grand BRT Station	Local Transit	Ride Glenwood Springs restructured to better penetrate West Glenwood Springs	Traffic and Safety	Install bus activated traffic signal on 8th Street where buses will enter/leave RFTA property and Rio Grande corridor	Stations	West Glenwood Transit Center, 14th and Rio BRT Station, 8th and Rio BRT Station
Local Transit	Option 1: Move local service to Blake Avenue, split Ride Glenwood Springs into two loops serving West Glenwood and South Glenwood. Option 2 same as Option 1 except Ride Glenwood Springs increases existing vehicles to increase coverage.												
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Stations	West Glenwood Transit Center, 14th and Grand BRT Station, 9th and Grand BRT Station												
Local Transit	Ride Glenwood Springs restructured to better penetrate West Glenwood Springs												
Traffic and Safety	Install bus activated traffic signal on 8th Street where buses will enter/leave RFTA property and Rio Grande corridor												
Stations	West Glenwood Transit Center, 14th and Rio BRT Station, 8th and Rio BRT Station												
<p><b>Background/ Discussion:</b></p>	<p>RFTA’s mission of connecting our region with transit and trails is one that we take seriously and drives our daily work. The 70-mile region we serve depends on the added capacity that RFTA provides to a very constrained regional transportation system. The region’s economy is robust, but has cracks due to this constrained transportation system. RFTA strengthens that system, but it is not complete. RFTA’s premier rapid transit system only serves a portion of its service area and is unable to serve all of Glenwood Springs, New Castle or provide reliable connections to our western Garfield County communities.</p> <p>RFTA Destination 2040 identified several initiatives to begin addressing the need to better serve Glenwood Springs and RFTA’s western service area. Staff believes RFTA will be able to meet those needs by extending BRT to west Glenwood, providing new BRT transit stations along that extension, expanding parking access to transit and providing an end-of-line transit transfer center. These improvements are critical to RFTA’s ability to meet its mission of connecting communities by transit. Glenwood Springs is currently the choke point for traffic not only originating in Glenwood Springs, but also by traffic originating in western Garfield County and traveling to or through Glenwood Springs to up-valley locations.</p> <p>Traffic conditions in Glenwood Springs already make transit connections through town unreliable; which will only be exacerbated with the projected 40%-50% traffic increases on SH-82 over the next 20 years. This will be a longstanding problem for Glenwood Springs sitting at the base of a narrow canyon, the confluence of two rivers and bisected by an active freight rail line, interstate and state highway. This is why it is critical to start developing strategies now to provide solutions for added capacity and reliable options for traveling in, around and through Glenwood Springs. The population and employment growth over the next 20 years in Garfield County are both projected to grow more than 40%. It is very likely the residential growth will occur in western Garfield County along with employment growth in central and southern Garfield County, placing Glenwood Springs right in the middle of this origin and destination vortex.</p> <p>The MOVE Study or Alternatives Analysis is designed to identify the needs and goals of the improvements identified in RFTA Destination 2040 and to identify various alternatives for achieving them. These alternatives are then screened against evaluation criteria intended to reflect the goals of the initiatives. The study will result in a preferred alternative for the alignment of the BRT extension, location of one or more</p>												



	<p>stations, location of expanded parking to access transit and the location of an end-of-line transit transfer center. This study is meant to be an objective analysis of alternatives, evaluated against criteria representing the intended goals of the improvements.</p> <p>The Alternatives Analysis is the first step in a process to bring conceptual ideas to fruition. This is not a study that gets decided and then built. Funding is critical to bringing projects of this size to reality, and most likely will include Federal and State grant funding. An Alternatives Analysis is the first and necessary step in preparing these projects for State and Federal funding.</p> <p>Once a preferred alternative has been identified, the process moves into Environmental Analysis of the preferred alternative and development of mitigation plans. Once Environmental Analysis has been completed, we can then move into Final Design, Value Engineering and Right of Way acquisition.</p> <p>Finally, once all of those steps have been completed we can secure any final funding and begin Construction. This is a long process, but one that needs to begin now. This effort is necessary to prepare ourselves for the transportation challenges we will face in the next 20 years and allow RFTA to continue supporting our regional economy and connecting our regional communities by transit and trails.</p>
<b>Governance Policy:</b>	1.0 Outcomes
<b>Fiscal Implications:</b>	None specifically at this time. Any improvements that RFTA and/or the City chooses to advance will have capital and operating costs.
<b>Attachments:</b>	Yes please refer to document, " <a href="#">MOVE Study June Update</a> ."

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	Proposed Youth Fare Changes
<b>Strategic Outcome:</b>	2. ACCESSIBILITY AND MOBILITY
<b>Strategic Objective:</b>	2.5 Ensure accessibility for youth, low income, seniors and disabled populations 2.6 Identify and reduce barriers to riding transit and accessing trails
<b>Presented By:</b>	David Johnson, Director of Planning
<b>Staff Recommends:</b>	<p>Provide direction to staff regarding its recommendation to reduce the Youth Fare from \$1 dollar off the cash fare, to a flat \$1 per ride on all RFTA regional commuter buses for ages 6 - 16. With this change, RFTA would also eliminate all monthly passes for youths.</p> <p>Also, staff recommends that consulting assistance be retained to analyze the financial impact of extending the youth discount to youths up to the age of 18 or 19.</p> <p>Based on Board direction, staff would schedule a Public Hearing on August 12 prior to adoption of any proposed changes to the youth fare and age eligibility.</p>
<b>Executive Summary:</b>	<ol style="list-style-type: none"> <li>1. To provide more affordable youth fares for ages 6 through 16, to encourage families to travel together, and to promote the use of public transit, staff is proposing that instead of \$1 off of the cash fare, the Youth Fare be changed to a flat \$1 per ride. With a discounted stored value card, the cost would be approximately \$0.75 per ride for youths ages 6 – 16 on RFTA’s regional commuter bus system. Children ages five and younger would still ride fare free.</li> <li>2. Currently, the youth fare for ages 6 through 16 provides a discount of \$1 off of the cash fare. That amount of discount made sense 30+ years ago when the fares were much lower, but the amount of the youth discount never changed when fares were subsequently raised several times over the decades. Today, as an example, the cash fare from Glenwood Springs to Aspen is \$7 and, with the \$ 1 discount, the youth fare is \$6. Currently, it would cost two adults with three children \$64 for a round trip from Glenwood Springs to Aspen if the cash fare was paid. With a discounted stored value card (which provides approximately a 26% discount), the cost would be approximately \$47.36; still a sizeable amount that could deter many families from using transit for intraregional travel.</li> <li>3. By comparison, with the proposed \$1 per ride youth fare, the same family round trip cost using a discounted stored value card would be approximately \$25.16, or \$22.20 less expensive than the current cost with a stored value card. While still a significant sum, when the cost of driving one’s own automobile and potentially paying for parking are added into the equation, the difference is not as great.</li> <li>4. Reducing the youth fare to a \$1 flat fare would be relatively easy to administer. It would allow families to use RFTA more affordably at any time, reducing the need for a specific family pass; avoiding the proliferation of passes when there already are numerous passes for Bus Operators to keep track of.</li> <li>5. With this change, RFTA would also eliminate all monthly passes for youths, since at \$1 per ride, for an average of 22 round-trips per month, the cost to ride anywhere on RFTA regional services would be \$44, compared with the current \$64 Hogback Monthly Youth Pass or \$89 for the New Castle to Aspen Monthly Youth Pass; a savings of \$20 and \$49 respectively.</li> </ol>

	<p>6. According to the 2016 on-board survey, approximately 3.1% of regional commuter bus service passengers were under 16 years of age; a relatively small percentage likely because the cost per ride was prohibitive for passengers in this age group and their families. As a result, especially during COVID-19 when ridership is approximately 55% of what it was in 2019 year-to-date through April 2021, a reduction in the Youth Fare for 6 – 16 year olds should not have a significant near-term impact on fare revenue. The hope is that a lower fare would stimulate ridership among youths and their families and reduce the need for parents to drive their children around the region because the bus fare is too expensive.</p> <p>7. However, according to the 2016 on-board survey information, approximately 19% of respondents were 16 – 18 (Note: 2016 survey information is being used because the USPS lost most of the 2018 surveys, reducing the sample size for the tabulated survey). While extending the \$1 flat Youth Fare to youths 16 – 18 or 19 would be beneficial by providing an incentive for them to ride the bus rather than drive themselves or be driven by family members, the financial impact to RFTA resulting from this change could be more significant. Staff does not recommend making this change without an analysis of how much the reduction in fare revenue, under normal ridership conditions, could be. Staff anticipates that this analysis could be performed by the consultant who has conducted previous fare study’s for RFTA, prior to the August 12, 2021 Public Hearing. Based on that analysis, the Board could opt to extend the age eligibility for the \$1 flat fare Youth Fare or not at that time.</p> <p>8. If the RFTA Board approves any changes to the Youth Fare at the Public Hearing scheduled for the August 12 Board meeting, it could become effective at the beginning of the Fall season, on September 6, 2021, in time for the new school year.</p>
<b>Background/ Discussion:</b>	Please see Executive Summary above.
<b>Governance Policy:</b>	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).”
<b>Fiscal Implications:</b>	<p>According to fare elasticity models, a general rule of thumb is a 10% decrease in fares amounts to a 4% increase in ridership. Overall, this fare change amounts to a 50% decrease in fares, if not more. However, because the overall percentage of existing youth riders is relatively small (according to the 2016 on-board survey, approximately 3.1% of passengers were under the age of 16, the immediate impact on fares and ridership is not likely to be significant.</p> <p>It is challenging to estimate what the impact on ridership and fare revenue would be if the \$1 flat fare discount was to be extended to youths 16 to 18, or 19. Consequently, staff does not recommend making this change without an analysis by a 3<sup>rd</sup> party consultant. It is anticipated that the analysis could be conducted prior to the Public Hearing staff plans to schedule for August 12, 2021, assuming Board concurrence with this plan.</p>
<b>Attachments:</b>	None.

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

<b>Meeting Date:</b>	June 10, 2021
<b>Subject:</b>	RFTA Service Planning Issues Related to the Outbreak of Coronavirus (COVID-19)
<b>Strategic Outcome:</b>	1.0 RFTA will ensure the safety of its workforce, customers and general public through its safety first culture, systematic procedures, practices, and policies for managing risks and hazards.
<b>Strategic Objective:</b>	1.1 Customers are safe at RFTA facilities and riding RFTA services 1.3 Maintain and promote a healthy and safe workforce 1.4 The general public has a positive perception of the safety of RFTA services 1.5 Staff are well trained and safety focused
<b>Presented By:</b>	Kurt Ravenschlag, COO
<b>Staff Recommends:</b>	This is intended to be an FYI for the RFTA Board of Directors and an opportunity for the Board to provide any addition direction to staff.

**1. RFTA’s COVID-19 Emergency Response Plan and Attendance:** RFTA’s Emergency Response Plan is relatively consistent with Pandemic plans throughout the transit industry, and has three primary goals: 1) protection of the public; 2) protection of employees; and 3) continuity of operations. The plan is designed to enable RFTA to continue operating even though employees may become ill, because public transportation is considered an essential service for those who rely upon it.

As of Friday, June 4, 2021, RFTA’s Attendance Record reflected 1 COVID-19 related absence, as indicated by the chart below. While 1 employee has recently tested positive, the virus was contracted while the employee was out on leave and no one in the workforce was exposed as a result.

**RFTA COVID-19 Attendance Summary by Category**

Date: 6/4/2021												
A	B	C	D	E	F	G	H	I	J	K	L	M
Symptoms Positive COVID Test Isolating	Symptoms Pending COVID Test Results Quarantining	Symptoms Not Tested Quarantining	Possibly Exposed No Symptoms Quarantining	Asymptomatic Tested Positive	Exposed No Symptoms Tested Results Pending	Subtotal EE’s Out COVID Related	Symptoms Tested Negative Quarantining	No Symptoms Tested Negative	High Risk Category Quarantining	Other Than COVID-19	Total Employees Out	% of Total 360 EE’s Out
1	0	0	0	0	0	1	0	0	0	9	10	3%

**Note:** Out of an abundance of caution, RFTA directs its employees to remain home if they are experiencing any possible symptoms of COVID-19. The majority of employees that go out for COVID-19 related reasons doesn’t test positive for COVID-19. On March 23, 2020, during the height of the pandemic, RFTA had 38 employees out of work (who would have been in Column G above) who were either experiencing COVID-19 like symptoms or who may have been exposed to someone else who was experiencing symptoms.

**Executive Summary:**

2. **COVID19 Vaccinations, Mask/Face Coverings, and Vehicle Capacity Updates:**  
Jason Smith, Safety and Training Manager:

**Vaccinations:** RFTA continues to make good progress with regards to the COVID-19 pandemic. As of Thursday, June 3<sup>rd</sup>, almost 74% of all RFTA employees are completely vaccinated. Since mid-winter and early spring, we have seen a dramatic reduction in the number of employees out at any time for COVID-related reasons (e.g. a positive test result, experiencing symptoms, or exposure). As Safety Manager, I am profoundly heartened by these developments, but it is important to note that the pandemic is not yet over, and some pandemic-specific measures will likely need to continue for the near future. I remain hopeful that, with more and more of our population getting vaccinated, the end of the pandemic is within sight.

**Continuation of Mask Mandate for Public Transit:** Prompted primarily by expanding vaccination rates and significant reductions in COVID cases, most local and state health authorities have rescinded or removed many pandemic precautionary measures like indoor capacity limits and mask mandates for the vaccinated. However the Department of Homeland Security's Transportation Safety Administration is maintaining their federal mask mandate through September 13<sup>th</sup> on all modes of public transportation and at all transportation hubs, stations, stops, and other facilities directly involved in the provision of transit.

**Suspension of Vehicle Capacity Restrictions:** RFTA's onboard COVID safety measures (mandatory masks, enhanced cleaning and disinfection, increased ventilation, driver protection barriers, hand sanitizer availability, etc.) all remain in place with one significant exception. Colorado Department of Public Health and Environment (CDPHE) and CDOT rescinded vehicle capacity restrictions in May. After consultation with local health authorities and in light of increased vaccination rates and reduced incidence of COVID-19 infections, on Monday, June 7<sup>th</sup> RFTA increases from 50% of seated capacity to 100% of seated capacity on buses throughout the region, including the Maroon Bells shuttle. While this is still below RFTA's pre-COVID capacity where all seats could be filled along with standees in the aisle, it is a significant increase in our ability to move people efficiently. All other onboard safety measures remain in place and RFTA's Safety Team will be monitoring this capacity change.

**Rubey Park Transit Center Lobby and BRT Bathrooms Reopening:** Capacity limits have also been removed for the Rubey Park Transit Center lobby, although masks are still required and a small portion of the lobby is still roped off for use by RFTA drivers when on break. This temporary overflow space is necessary since Rubey Park's dedicated employee break area is still too small to afford adequate social distancing space for unmasked employees eating meals.

Public bathrooms at RFTA's BRT stations throughout the region will be opening up in the near future during the day and closed at approximately 10:00 p.m. The plan is to clean the bathrooms three times per day.

3. **Summer Service Plan:** With few exceptions the plan for the 2021 Summer service is the same as it was in the Summer of 2019 pre-pandemic.

The RFTA Summer service schedules begin Monday, June 7, 2021 and the RFTA SUMMER schedules can be found below.

**RFTA Summer 2021 Bus Schedules:**

- [VelociRFTA BRT Schedule](#) (7 Days a Week)
- [Valley Local & Express Schedule](#) (7 Days a Week)
- [Rifle Grand Hogback](#) (7 Days a Week)
- [Carbondale Circulator](#) (7 Days a Week)
- [City of Aspen Bus Schedule](#) (7 Days a Week)
- [Woody Creek & Snowmass Village Schedule](#) (7 Days a Week)
- [Aspen Music Festival Transportation Information](#)

**RFTA Summer Schedule Highlights:**

[Maroon Bells Shuttles](#) begin June 7th and run through October 17th. Reservations can be made at [www.aspenchamber.org](http://www.aspenchamber.org)

- VelociRFTA- BRT will run seven days a week and have higher frequency on weekdays
- Roaring Fork Valley Local will run seven days a week with increased service times
- Aspen Music Festival and Woody Creek shuttles will begin with the Summer season
- [Bike Loading](#) hours will be from 6:00am to 7:30 pm

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**COVID RESTRICTIONS STILL IN PLACE:**

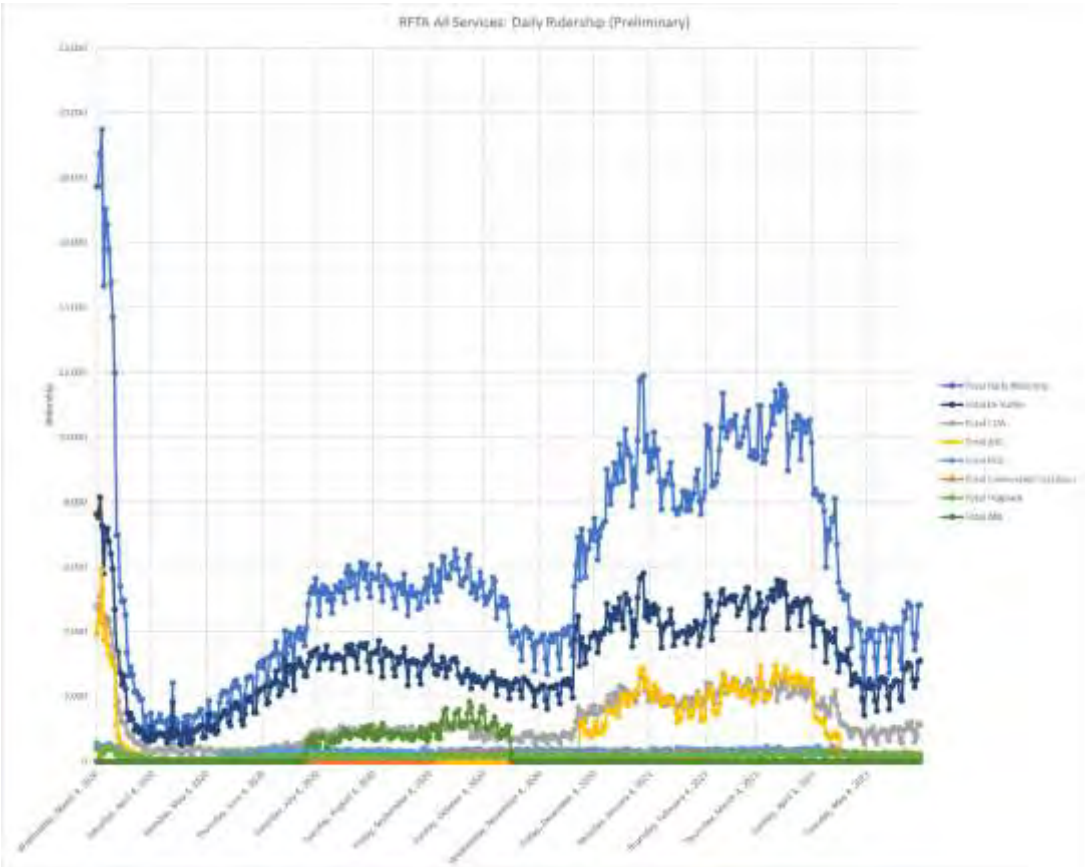
- COVER YOUR FACE: You MUST wear a mask on all RFTA buses at all times. [Please read our mask policy here.](#)
- DO NOT RIDE IF YOU'RE SICK: For the safety of other passengers and your bus driver, please DO NOT USE RFTA SERVICES if you're experiencing respiratory illness (fever, cough, and shortness of breath).

4. **Ridership:** As the chart on the following page indicates, average system-wide daily ridership during the 2021 Spring season (which began on Monday, April 19) increased by approximately 1% compared to the 2020 Fall season (September 7 through Sunday, November 22). Average daily Hwy 82/TOSV/BRT & Local Service ridership increased by approximately 2% compared to the average daily ridership during the Fall. Spring season Hogback commuter bus service was up by approximately 15% compared to the Fall. The Carbondale Circulator ridership increased by 1%. City of Aspen ridership increased by 9%, and the Ride Glenwood service ridership decreased by 32% during this period. A likely reason for this decrease is due to the closure of the Roaring Fork Market Place bus stop on Blake Avenue while the City replaces a waterline and installs concrete pads on 32<sup>nd</sup> Street. This is causing people who would normally catch the Ride Glenwood Service at that location to walk to/from the 27<sup>th</sup> Street BRT Station where they have the option to catch RFTA local buses and BRT's for their travel within

Glenwood Springs, in addition to Ride Glenwood Springs. The line graph below indicates system-wide ridership is beginning to trend upward heading into the Summer season.

**RFTA Average Daily Ridership Comparison Fall to Spring - 6/2/21**

	A	B	C	D	E
	Route	Fall	Spring	# Vari	% Vari
1	RF Valley/BRT/Local/TOSV	2,460	2,508	48	2%
2	Hogback	168	194	26	15%
3	Carbondale Circulator	209	211	2	1%
4	City of Aspen	844	916	72	9%
5	Ride Glenwood	315	215	(100)	-32%
7	<b>Total</b>	<b>3,996</b>	<b>4,044</b>	<b>48</b>	<b>1%</b>



5. **RFTA Regional Backup Bus Utilization Report:** Due to staffing issues during the Spring season, which have been impacted by vacations and In-Service Training classes, RFTA has not been able to provide as much backup bus service on its regional routes or to monitor load factors during the day. Consequently this report has temporarily been suspended. Regrettably, there have been a number of times over the course of the season that backup buses were not readily available when scheduled buses reached the 50% capacity limit, requiring more passengers than in previous seasons to wait over 10 minutes for the next bus. During the summer season, now that

RFTA is allowed to utilize 100% of seated capacity on its buses, it is hoped that the number of times passengers will be left behind at bus stops should be reduced.

6. **Summer Season Staffing Levels:** RFTA is currently in the process of training approximately 27 Bus Operators for the Summer season. Recruitment has been hampered by the lack of affordable housing for employees, as well as by a general shortage of Transit Bus Operators and Commercial Drivers across the nation. A tremendous amount of credit for the success that RFTA has had as far as recruitment and training are concerned, is due to the tireless efforts and creativity of RFTA HR/Housing, Operations, and Safety and Training personnel.

RFTA Summer Bus Operator Staffing Plan (as of 6/4/21)

	A	B	C	D	E	F	G
		Phase 5 Service Increase Plan (6/28)	Fall Service Plan (9/7)	Winter Service Plan (12/19)	Spring Service Plan (4/19)	Service Plan (4/19) w/ IST & Training	Summer Service Plan (6/7)
1	Description						
1	Estimated Bus Operator FTE's on Staff	155	153	156	144	144	140
2	Estimated Seasonal and Part-Time Bus Operators on Staff	7	5	30	7	7	20
3	Total FTE's, Seasonal and Part-Time Bus Operators on Staff	162	158	186	151	151	160
4	Estimated number of Bus Operators Unavailable due to COVID/Other	-6	-4	4	2	2	3
5	Total Estimated Bus Operators Available To Work	156	154	182	149	149	157
6	Total Estimated Active Bus Operators Required for Scheduling per Week for 114%	151	154	212	139	151	190
7	Estimated Excess/(Shortfall) of Bus Operators Available per Week for 114%*	5	0	-30	10	-2	-33

*\*RFTA currently anticipates that when three more training classes are completed in June, that 27 additional Bus Operator FTE's could be added to the staffing level. Any shortage of personnel will be covered by paying overtime.*

7. **Bus Availability:** RFTA currently has 112 heavy-duty transit buses available to operate its Summer service plan. Ten new Gillig 40-foot low-floor buses have been delivered and are about to be introduced into service, allowing RFTA to begin disposing of 20 or more buses that have exceeded their useful lives. Another 6 new MCI two-door motor coach buses are expected to be delivered over the next few weeks and placed into service within the next month. The peak daily pullout during the Summer season requires approximately 69 buses. To have a spare ratio of 20% would require 14 more buses or a total of 83, so RFTA should have ample vehicles available with which to meet its service requirements this Summer.
8. **Bus Schedule Information:** For the latest schedule changes, the public should monitor RFTA's website at <https://www.rfta.com/> :

<b>Governance Policy:</b>	1.0.1. Safe Customers, Workforce, and General Public: RFTA will ensure the safety of its workforce, customers and general public through its safety first culture, systematic procedures, and practices, and policies for managing risks and hazards.
<b>Fiscal Implications:</b>	None to report at this time.
<b>Attachments:</b>	None.



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

<b>Meeting Date:</b>	June 10, 2021
<b>Agenda Item:</b>	Resolution 2021-13: 2021 Supplemental Budget Appropriation
<b>Strategic Outcome:</b>	Financial Sustainability
<b>Strategic Objective:</b>	4.1 Ensure accurate budget and accounting
<b>Presented By:</b>	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
<b>Recommendation:</b>	<b>Adopt Supplemental Budget Appropriation Resolution 2021-13</b>
<b>Executive Summary:</b>	<p>This resolution primarily relates to the issuance of the <b>Property Tax Revenue Bonds, Series 2021A</b>, and the package of capital projects included in the Destination 2040 Plan funded through a combination of bond proceeds, grant revenues, local government contributions and other local funds. Staff has also identified three other items not related to the bond issuance. The following budget appropriations and amendments needed with respect to these projects are described below.</p> <p>At the May 13, 2021 RFTA Board meeting, the Board approved Bond Resolution 2021-10 which authorized the issuance of the 2021A bonds within certain parameters. The bonds were priced and successfully sold on May 25, 2021 with an aggregate true interest cost of 2.62%, which was more favorable than our initial estimate ranging from 2.9% to 3.2%. After the bonds sold, RFTA’s CEO executed the Bond Purchase Agreement. The date of closing is currently scheduled for June 8, 2021.</p> <p>In accordance with Bond Resolution 2021-10, Resolution 2021-13 creates the following new funds:</p> <ul style="list-style-type: none"> <li>- <b>Series 2021A Capital Projects Fund</b>, which serves as the new Project Fund and appropriates approximately \$35.037 million in bond proceeds and approximately \$35.037 million in expenditures, of which \$34.754 million is available for capital projects and the remaining \$283,132 is to cover the cost of issuance and underwriter’s discount. The capital projects anticipated to be funded using available bond proceeds include: <ul style="list-style-type: none"> <li>o \$4,999,000 for the <b>GMF Expansion Project - Phase 2*</b></li> <li>o \$20,014,000 for the <b>GMF Expansion Project - Phases 3, 4, 5 and 7*</b></li> <li>o \$6,524,000 for the <b>Grade Separated Pedestrian Crossings of Highway 82 and 27<sup>th</sup> Street Project*</b></li> <li>o \$3,217,000 for the <b>27<sup>th</sup> Street BRT Park and Ride Expansion Project (Property Acquisition)</b></li> </ul> </li> </ul> <p><i>*Note that the remainder of the project is budgeted in other funds, such as the General Fund and Series 2019 Capital Project Fund. (See charts below for each project’s budget by fund).</i></p> <ul style="list-style-type: none"> <li>- <b>Series 2021A Debt Service Fund</b>, which serves as the Bond Fund used for the purpose of paying the principal and interest on the 2021A bonds and is funded by the Pledged Revenues through a transfer from the General Fund. This resolution</li> </ul>

reflects a transfer of \$574,552 from the General Fund to fund the initial December 1, 2021 debt service payment.

**General Fund & Series 2019 Capital Project Fund:**

- Resolution 2021-13 seeks to appropriate the **remaining** capital outlay based on cost estimates for the **capital projects** mentioned above along with related grant revenues and local government contributions. The charts below illustrate the total estimated project cost, 2020 actual costs (if any), 2021 current budget by fund and the budget amendments of this resolution for each project in **red font**. [Note that in 2020, the Grade Separated Pedestrian Crossings of Highway 82 and 27<sup>th</sup> Street Project incurred \$93,435 of costs in the General Fund which will be reimbursed with bond proceeds in 2021. For the other capital projects, the current 2021 budget reflects appropriations in the General Fund for a portion of the project costs. This resolution will also amend the 2021 budget to reduce the capital budget in the General Fund and use bond proceeds in lieu of a reimbursement. This will generate an increase to the General Fund's fund balance.]

**Chart 1:**

GMF Expansion Project - Phase 2:	Total Estimated Project Cost	2020 Actual GF & Series 2019 CPF	2021 Budget General Fund	2021 Budget Series 2019 CPF	June Reso 2021-13 General Fund	June Reso 2021-13 Series 2019 CPF	June Reso 2021-13 Series 2021A CPF	Total 2021 Adjusted Budget
Capital Outlay	\$ 9,259,161	\$ 723,521	\$ 6,342,340	\$ 2,196,951	\$ (5,046,246)	\$ 43,595	\$ 4,999,000	\$ 8,535,640
CDOT Capital Grant	\$ 1,581,460	\$ 136,739	\$ 1,144,721	\$ -	\$ -	\$ -	\$ -	\$ 1,144,721
RFTA Share	\$ 7,677,701	\$ 286,782	\$ 5,197,619	\$ 2,196,951	\$ (5,046,246)	\$ 43,595	\$ 4,999,000	\$ 7,390,919
<b>Total Funding</b>	<b>\$ 9,259,161</b>	<b>\$ 723,521</b>	<b>\$ 6,342,340</b>	<b>\$ 2,196,951</b>	<b>\$ (5,046,246)</b>	<b>\$ 43,595</b>	<b>\$ 4,999,000</b>	<b>\$ 8,535,640</b>

**Chart 2:**

GMF Expansion Project - Phases 3, 4, 5, & 7	Total Estimated Project Cost	2021 Budget General Fund	June Reso 2021-13 General Fund	June Reso 2021-13 Series 2021A CPF	Total 2021 Adjusted Budget
Capital Outlay	\$ 47,465,000	\$ 3,035,693	\$ 24,415,307	\$ 20,014,000	\$ 47,465,000
FTA Capital Grants (BUILD & 5339)	\$ 24,475,000	\$ -	\$ 24,475,000	\$ -	\$ 24,475,000
CDOT Capital Grant (SB267)	\$ 2,976,000	\$ -	\$ 2,976,000	\$ -	\$ 2,976,000
RFTA Share	\$ 20,014,000	\$ 3,035,693	\$ (3,035,693)	\$ 20,014,000	\$ 20,014,000
<b>Total Funding</b>	<b>\$ 47,465,000</b>	<b>\$ 3,035,693</b>	<b>\$ 24,415,307</b>	<b>\$ 20,014,000</b>	<b>\$ 47,465,000</b>

**Chart 3:**

Grade Separated Pedestrian Crossings of Highway 82 and 27th Street Project:	Total Estimated Project Cost	2020 Actual General Fund	June Reso 2021-13 General Fund	June Reso 2021-13 Series 2021A CPF	Total 2021 Adjusted Budget
Capital Outlay	\$ 10,074,392	\$ 93,435	\$ 3,550,392	\$ 6,430,565	\$ 9,980,957
Transfer Out (In)	\$ -	\$ -	\$ (93,435)	\$ 93,435	\$ -
<b>Total Outflow</b>	<b>\$ 10,074,392</b>	<b>\$ 93,435</b>	<b>\$ 3,456,957</b>	<b>\$ 6,524,000</b>	<b>\$ 9,980,957</b>
CDOT Capital Grant (TAP, MMOF, RPP)	\$ 3,050,392	\$ -	\$ 3,050,392	\$ -	\$ 3,050,392
City of Glenwood Springs Local Contribution	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ 500,000
RFTA Share	\$ 6,524,000	\$ 93,435	\$ (93,435)	\$ 6,524,000	\$ 6,430,565
<b>Total Funding</b>	<b>\$ 10,074,392</b>	<b>\$ 93,435</b>	<b>\$ 3,456,957</b>	<b>\$ 6,524,000</b>	<b>\$ 9,980,957</b>

**Chart 4:**

27th Street BRT PNR Expansion Project (Property Acquisition):	Total Estimated Project Cost	2021 Budget General Fund	June Reso 2021-13 General Fund	June Reso 2021-13 Series 2021A CPF	Total 2021 Adjusted Budget
Capital Outlay	\$ 3,217,000	\$ 150,000	\$ (150,000)	\$ 3,217,000	\$ 3,217,000
RFTA Share	\$ 3,217,000	\$ 150,000	\$ (150,000)	\$ 3,217,000	\$ 3,217,000
<b>Total Funding</b>	<b>\$ 3,217,000</b>	<b>\$ 150,000</b>	<b>\$ (150,000)</b>	<b>\$ 3,217,000</b>	<b>\$ 3,217,000</b>

The following are budget items related to the **Property Tax Revenue Bonds Series 2021A** and capital projects mentioned above:

**General Fund:**

1. \$30,501,392 increase in Grant Revenues
2. \$500,000 increase in Other Governmental Contributions
3. \$93,435 increase in Other Financing Sources
4. \$22,769,453 increase in Capital Outlay
5. \$574,552 increase on Other Financing Uses

**Series 2019 Capital Projects Fund:**

1. \$43,595 increase in Capital

**Series 2021A Capital Projects Fund:**

1. \$35,037,132 increase in Other Financing Source
2. \$283,132 increase in Debt Service
3. \$34,660,565 increase in Capital Outlay
4. \$93,435 increase in Other Financing Use

**Series 2021A Debt Service Fund:**

1. \$574,552 increase in Other Financing Sources
2. \$574,552 increase in Debt Service

Staff has also identified three (3) other items not related to the bond issuance, as described below, requiring the following budget amendments:

**General Fund:**

1. **Traveler Van:** Staff has been working with Garfield County staff in planning for a replacement for one Traveler Van with an estimated cost of \$90,204. RFTA received a notice of award on April 15, 2021 for an FTA 5339a Rural CCCP capital grant of \$72,163 and the local match of \$18,041 will be provided by Garfield County.
  - a. \$90,204 increase in Capital Outlay
  - b. \$72,163 increase in Grants
  - c. \$18,041 increase in Other Governmental Contributions
2. **Alternative Fuel Excise Tax Credit:** The Taxpayer Certainty and Disaster Relief Act of 2020, enacted on December 27, 2020, extended the Alternative Fuel Credit through December 31, 2021. RFTA is eligible to submit claims with the Internal Revenue Service to receive a credit of \$0.50 per gas gallon equivalent for compressed natural gas (CNG) used in its Operations. Based on staff's projections, this resolution requests to amend the fuel budget by a reduction of \$230,000 for the estimated credit to be received.
  - a. \$230,000 decrease in Fuel
3. **Staffing Considerations:**
  - a. **Extension of Non-CDL Bus Cleaners:** The original 2021 budget adopted in December of the previous year included four (4) seasonal Non-CDL Bus Cleaner positions for the winter season of 2021 (January 1<sup>st</sup> through April 30<sup>th</sup>).

	<p>Due to the uncertainty with the COVID-19 pandemic, staff assumed to budget for a partial year and then determine if the current conditions warranted the need to maintain those positions beyond the initial months. Based on staff's recent assessment, staff is requesting to extend these positions for the remainder of the year to continue to support the disinfecting and fogging of RFTA's bus fleet. While staff had identified budget savings to continue these positions through May, additional budget of \$147,000 is requested to continue these positions for June through December 2021.</p> <p>i. \$147,000 increase in Transit</p> <p>b. <b>Summer Seasonal Bus Operators:</b> The Operations Department projects the need to hire up to 50 bus operators for the upcoming summer season. In order to assist RFTA's recruiting efforts given the current challenging hiring environment, staff recommends to continue its Commercial Driver's License (CDL) bonus program which provides a \$500 bonus for those who already have an active CDL and also its End-of-Season bonus program which provides a \$1,500 incentive bonus for seasonal bus operators who complete the summer season. Based on staff's estimate, this resolution requests an additional \$100,000 to support these bonus programs for the summer season.</p> <p>i. \$100,000 increase in Transit</p>										
<b>Governance Policy:</b>	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)."										
<b>Fiscal Implications:</b>	<p>Net increase (decrease) to 2021 fund balance by fund:</p> <table border="1" data-bbox="626 1100 1377 1289"> <tr> <td>General Fund</td> <td>\$ 7,733,822</td> </tr> <tr> <td>Series 2019 CPF</td> <td>(\$43,595)</td> </tr> <tr> <td>Series 2021A CPF</td> <td>-</td> </tr> <tr> <td>Series 2021A DSF</td> <td>-</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 7,690,227</b></td> </tr> </table>	General Fund	\$ 7,733,822	Series 2019 CPF	(\$43,595)	Series 2021A CPF	-	Series 2021A DSF	-	<b>Total</b>	<b>\$ 7,690,227</b>
General Fund	\$ 7,733,822										
Series 2019 CPF	(\$43,595)										
Series 2021A CPF	-										
Series 2021A DSF	-										
<b>Total</b>	<b>\$ 7,690,227</b>										
<b>Attachments:</b>	Yes, please see Resolution 2021-13: 2021 Supplemental Budget Appropriation, attached below.										

Director \_\_\_\_\_ moved adoption of the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2021-13**

**2021 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 2021 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 June 10, 2021 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 2021 budget as summarized herein:

## General Fund

### Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Grants	\$72,163	CDOT Grant (1 Traveler Van)
Other govt contributions	18,041	Garfield County Local Match (1 Traveler Van)
Grants	3,050,392	CDOT Capital Grant (TAP, MMOF, RPP) – Grade Separated Pedestrian Crossings of SH82 and 27 <sup>th</sup> Street
Other financing sources	93,435	Transfer from Series 2021A CPF to GF to reimburse 2020 expenditures with bond proceeds – Grade Separated Pedestrian Crossings of SH82 and 27 <sup>th</sup> Street
Other govt contributions	500,000	City of Glenwood Springs – Grade Separated Pedestrian Crossings of SH82 and 27 <sup>th</sup> Street
Grants	11,475,000	FTA 5339(b) Capital Grant - GMF Expansion Project - Phases 3&7
Grants	2,976,000	CDOT SB267 Capital Grant - GMF Expansion Project - Phase 3
Grants	13,000,000	USDOT BUILD Capital Grant - GMF Expansion Project - Phases 4&5
<b>Total Revenue &amp; OFS</b>	<b>\$31,185,031</b>	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$25,606,000	-	\$25,606,000
Property tax	10,945,000	-	10,945,000
Grants	29,563,317	\$30,573,555	60,136,872
Fares	2,426,756	-	2,426,756
Other govt contributions	1,852,881	518,041	2,370,922
Other income	808,130	-	808,130
Other financing sources	9,828,212	93,435	9,921,647
<b>Total</b>	<b>\$81,030,296</b>	<b>\$31,185,031</b>	<b>\$112,215,327</b>

### Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Fuel	(\$230,000)	CNG Excise Tax Credit (2021)
Capital	90,204	Traveler Van
Transit	147,000	4 Seasonal Non-CDL Bus Cleaners (June through December)
Transit	100,000	Seasonal Bus Operator Bonuses: Summer End-of-Season & CDL
Capital	3,550,392	Grade Separated Pedestrian Crossings of SH82 and 27 <sup>th</sup> Street Project
Capital	24,415,307	GMF Expansion Project - Phases 3, 4, 5,&7
Capital	(150,000)	Reduce Capital Outlay in GF for 27th Street BRT Park and Ride Expansion Project (Property Acquisition)
Capital	(5,046,246)	Reduce Capital Outlay in GF for GMF Expansion Project - Phase 2
Other Financing Uses	574,552	Transfer from GF to Series 2021A Debt Service Fund for 12/1/2021 debt service payment
<b>Total Expenditures &amp; OFU</b>	<b>\$23,451,209</b>	

<b>Expenditures &amp; OFU Summary</b>	<b>Previous</b>	<b>Change</b>	<b>Current</b>
Fuel	\$1,794,137	(\$230,000)	\$1,564,137
Transit	30,930,362	\$247,000	31,177,362
Trails & Corridor Mgmt	670,770	-	670,770
Capital	34,473,937	22,859,657	57,333,594
Debt service	2,773,200	-	2,773,200
Other financing uses	3,300,613	574,552	3,875,165
<b>Total</b>	<b>\$73,943,019</b>	<b>\$23,451,209</b>	<b>\$97,394,228</b>

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

Revenues and other financing sources	\$31,185,031
Less Expenditures and other financing uses	(23,451,209)
<b>Net increase (decrease) in fund balance</b>	<b>\$7,733,822</b>

**Fund balance Roll Forward:** Net Change in Fund balance

<b>Resolution</b>	<b>Beginning Balance</b>	<b>Change</b>	<b>Ending Balance</b>
			\$ 50,225,397*
2020-26 & 2020-27	\$ 50,225,397	\$ 2,563,791	52,789,188
2021-08	52,789,188	4,523,486	57,312,674
2021-13	57,312,674	7,733,822	65,046,496
<b>Total Net Change</b>		<b>\$ 14,821,099</b>	

\* Preliminary Audited

### Series 2019 Capital Projects Fund

Revenue and Other Financing Sources (OFS):

<b>Type</b>	<b>Amount</b>	<b>Explanation</b>
No Change		
<b>Total Revenue &amp; OFS</b>	-	

<b>Revenue &amp; OFS Summary</b>	<b>Previous</b>	<b>Change</b>	<b>Current</b>
Other Financing Source		-	-
<b>Total</b>		-	-

Expenditures and Other Financing Uses (OFU):

<b>Type</b>	<b>Amount</b>	<b>Explanation</b>
Capital	\$43,595	GMF Expansion Project – Phase 2
<b>Total Expenditures &amp; OFU</b>	<b>\$43,595</b>	

<b>Expenditures &amp; OFU Summary</b>	<b>Previous</b>	<b>Change</b>	<b>Current</b>
Capital	\$ 2,196,951	\$ 43,595	\$ 2,240,546
<b>Total</b>	<b>\$ 2,196,951</b>	<b>\$ 43,595</b>	<b>\$ 2,240,546</b>

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

Revenues and other financing sources	-
Less Expenditures and other financing uses	(\$43,595)
<b>Net increase (decrease) in fund balance</b>	<b>(\$43,595)</b>

**Fund balance Roll Forward:** Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 2,240,546*
2020-26 & 2020-27	\$ 2,240,546	\$ (48,724)	2,191,822
2021-08	2,191,822	(2,148,227)	43,595
2021-13	43,595	(43,595)	-
<b>Total Net Change</b>		<b>\$ (2,240,546)</b>	

\*Preliminary Audited

**Series 2021A Capital Projects Fund (New)**

**Revenue and Other Financing Sources (OFS):**

Type	Amount	Explanation
Other Financing Source	\$28,780,000	Bond Proceeds Par Amount - Series 2021A bonds
Other Financing Source	6,257,132	Bond Proceeds Premium - Series 2021A bonds
<b>Total Revenue &amp; OFS</b>	<b>\$35,037,132</b>	

Revenue & OFS Summary	Previous	Change	Current
Other Financing Source		\$35,037,132	\$35,037,132
<b>Total</b>	-	<b>\$35,037,132</b>	<b>\$35,037,132</b>

**Expenditures and Other Financing Uses (OFU):**

Type	Amount	Explanation
Debt Service	\$186,974	Costs of Issuance - Series 2021A bonds
Debt Service	96,158	Underwriter's Discount – Series 2021A bonds
Capital	6,430,565	Grade Separated Pedestrian Crossings of SH82 and 27th Street Project
Capital	3,217,000	27th Street BRT Park and Ride Expansion Project (Property Acquisition)
Capital	4,999,000	GMF Expansion Project – Phase 2
Capital	20,014,000	GMF Expansion Project – Phases 3, 4, 5, and 7
Other Financing Use	93,435	Transfer from Series 2021A CPF to GF to reimburse 2020 expenditures with bond proceeds – Grade Separated Pedestrian Crossings of SH82 and 27 <sup>th</sup> Street
<b>Total Expenditures &amp; OFU</b>	<b>\$35,037,132</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	-	\$34,660,565	\$34,660,565
Debt service	-	283,132	283,132
Other Financing Use	-	93,435	93,435
<b>Total</b>	-	<b>\$35,037,132</b>	<b>\$35,037,132</b>



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

Revenues and other financing sources	\$35,037,132
Less Expenditures and other financing uses	(35,037,132)
<b>Net increase (decrease) in fund balance</b>	<b>\$ -</b>

**Fund balance Roll Forward:** Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ -
2021-13	-	-	-
<b>Total Net Change</b>		-	

**Series 2021A Debt Service Fund (New)**

**Revenue and Other Financing Sources (OFS):**

Type	Amount	Explanation
Other Financing Source	\$574,552	Transfer from GF to Series 2021A Debt Service Fund for 12/1/2021 debt service payment
<b>Total Revenue &amp; OFS</b>	<b>\$574,552</b>	

Revenue & OFS Summary	Previous	Change	Current
Other Financing Source	-	\$574,552	\$574,552
<b>Total</b>	-	<b>\$574,552</b>	<b>\$574,552</b>

**Expenditures and Other Financing Uses (OFU):**

Type	Amount	Explanation
Debt Service	\$574,552	12/1/2021 debt service payment
<b>Total Expenditures &amp; OFU</b>	<b>\$574,552</b>	

Expenditures & OFU Summary	Previous	Change	Current
Debt Service	-	\$574,552	\$574,552
<b>Total</b>		<b>\$574,552</b>	<b>\$574,552</b>

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

Revenues and other financing sources	\$574,552
Less Expenditures and other financing uses	(574,552)
<b>Net increase (decrease) in fund balance</b>	<b>-</b>

**Fund balance Roll Forward:** Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ -
2021-13	-	-	-
<b>Total Net Change</b>		<b>\$ -</b>	

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2021 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 10<sup>th</sup> day of June 2021.

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

By: \_\_\_\_\_  
Dan Richardson, 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 June 10, 2021 (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 10th day of June, 2021.

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

**RFTA BOARD OF DIRECTORS MEETING**  
**“BOARD GOVERNANCE PROCESS” AGENDA ITEM SUMMARY # 9. A.**

<b>Meeting Date:</b>	June 10 , 2021
<b>Agenda Item:</b>	RFTA Board Strategic Planning Retreat
<b>Strategic Outcome</b>	7.0 High Performing Organization
<b>Strategic Objective</b>	7.5 Ensure appropriate transparency of all RFTA business
<b>Presented By:</b>	David Johnson, Planning Director
<b>Recommendation:</b>	Please provide comments on direction for the Retreat.
<b>Core Issues:</b>	<p>RFTA has secured the Third Street Center as the location. Michael Kinsley will be the facilitator. Kinsley is still developing the agenda, but likely to and encouraged to keep the traditional time frame of roughly 9:00-3:00, or 6 hours.</p> <p>The subcommittee met on May 12<sup>th</sup> to refine the priority issues and topics, which shall include:</p> <ol style="list-style-type: none"> <li>1) RFTA’s role in GHG reductions and climate mitigation</li> <li>2) RFTA’s role in First and Last Mile Mobility</li> <li>3) Use of the Rio Grande Right-of-Way in Glenwood Springs</li> </ol> <p>From June 3-15, Michael Kinsley will be meeting with Board members for about 30 minutes each. Discussions will likely focus on the following:</p> <p>--What changes to RFTA, if any, do you foresee in the wake of Covid-19?  --How important are RFTA's efforts to reduce its carbon footprint and/or the community's carbon footprint?  --What might be RFTA's role, if any, in first/last mile mobility services?  --Considering inclusivity and equity issues, is RFTA doing what it should?</p> <p>Kinsley has suggested that Board members review the following videos:</p> <p>Greg Rucks (Rocky Mountain Institute):  <a href="https://www.aspeninstitute.org/events/community-forum-transportation-mobility-positioning-roaring-fork-valley-mobility-future-session-4/">https://www.aspeninstitute.org/events/community-forum-transportation-mobility-positioning-roaring-fork-valley-mobility-future-session-4/</a>  Advance the video to 6:30, then stop at ~59:00</p> <p>Jim Charlier: <a href="https://www.aspeninstitute.org/events/community-forum-reimagining-mobility-roaring-fork-valley/">https://www.aspeninstitute.org/events/community-forum-reimagining-mobility-roaring-fork-valley/</a>: 45:00 to 59:00</p> <p>Ann Bowers &amp; Chris Breiland: <a href="https://www.aspeninstitute.org/events/community-forum-transportation-mobility-reimagining-transportation-mobility-upper-roaring-fork-valley-session-2/">https://www.aspeninstitute.org/events/community-forum-transportation-mobility-reimagining-transportation-mobility-upper-roaring-fork-valley-session-2/</a>: 20:00 to 27:00, 40:00 to 45:30, 48:50 to 55:40</p> <p>Tony Dutzik: <a href="https://www.aspeninstitute.org/events/community-forum-transportation-mobility-reimagining-transportation-mobility-upper-roaring-fork-valley-session-3/">https://www.aspeninstitute.org/events/community-forum-transportation-mobility-reimagining-transportation-mobility-upper-roaring-fork-valley-session-3/</a>  20:45 to 30:00, 39:00 to 43:00, 52:30 to 54:00</p>

	Documents to review will include RFTA's Strategic Plan, the MOVE Study Report (to be issued soon), and the latest <b><i>Bike Share/ FLMM Study Monthly Report</i></b> , which will be included in the Board packet.
<b>Background Info:</b>	<p>Each year, the RFTA Board typically conducts a 6 or 7-hour Strategic Planning Retreat in lieu of the regularly scheduled Board meeting.</p> <p>In previous years, the Board's annual planning cycle has concluded on the last day of July, so that administrative planning and budgeting could be put in place by the beginning of the new calendar year; however, the Board has generally opted to conduct its Retreat earlier. This year, the Board has chosen to hold the Retreat July</p> <p>In the past RFTA Board members have served on a Board Retreat Subcommittee, which works with the Board Chair and staff to determine the agenda.</p>
<b>Policy Implications:</b>	<p>RFTA Board Governance Process policy 4.3 states the following:</p> <ol style="list-style-type: none"> <li>1. The Board's annual planning cycle will conclude each year on the last day of July so that administrative planning and budgeting can be based on accomplishing a one-year segment of long-term Ends.</li> <li>2. The annual cycle will start with the Board's development of its agenda plan for the next year. <ol style="list-style-type: none"> <li>a. The Board will identify its priorities for Ends 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 Ends issues, (e.g. presentations by futurists, advocacy groups, demographers, other providers, staff, etc.).</li> </ol> </li> </ol>
<b>Fiscal Implications:</b>	Budget for the Retreat is approximately \$5,000 - \$10,000
<b>Attachments:</b>	None

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

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Dan Blankenship, CEO  
**DATE:** June 10, 2021

**Chief Operating Officer Update, June 2021: Kurt Ravenschlag, COO**

**RFTA 2021 Work Plan for Destination 2040 Implementation**

**E1 - Bus Replacement – Six, 45’ Coach Buses**

Total Project: \$4,200,000	2021 Budget: \$4,512,000	% Complete: 90%
RFTA Share: \$840,000	RFTA Balance: \$67,673,000	<b>Last Updated: June 2021</b>
<ul style="list-style-type: none"> <li>2020 Budget included funding to purchase 6 replacement two door over the road coach buses. This budget is requested to be rolled forward to the 2021 Budget in a March Board meeting supplemental appropriation.</li> </ul>		<ul style="list-style-type: none"> <li>Order placed</li> <li>Scheduled for June 7 – June 20 Delivery</li> </ul>

**E1 - Bus Replacement – Ten, 40’ clean diesel, low floor buses**

Total Project: \$5,550,000	2021 Budget: \$5,550,000	% Complete: 100%
RFTA Share: \$5,550,000	RFTA Balance: \$62,123,000	<b>Last Updated: June 2021</b>
<ul style="list-style-type: none"> <li>2020 Budget includes funding to purchase 10 replacement low floor clean diesel buses. This budget is requested to be rolled forward to the 2021 Budget in a March Board meeting supplemental appropriation.</li> </ul>		<ul style="list-style-type: none"> <li>All 10 buses have been delivered.</li> </ul>

**E2 - Bike Share Expansion**

Total one time RFTA Capital: \$1,270,750	2020 Capital Budget: \$0	%Complete: 20%
Total Annual RFTA O&M: \$550,000	2021 O&M Budget: \$200,000	<b>Last Updated: June 2021</b>
RFTA Capital Balance: \$1,270,750		
<ul style="list-style-type: none"> <li>2021 Budget includes \$200,000 for a Bike Share Expansion and First and Last Mile Planning Study.</li> </ul>		<ul style="list-style-type: none"> <li>Evaluating Governance models and completing peer city interviews.</li> </ul>

### E5 - Rio Grande Trail Maintenance

Total Project: \$5,958,000	2021 Budget: \$300,000	% Complete: 10%
RFTA Share: \$5,958,000	RFTA Balance: \$4,983,000	Last Updated: June 2021
<ul style="list-style-type: none"> <li>2021 budget includes \$300,000 to go towards asphalt repair, fencing, rock scaling, shoulder improvements and culvert maintenance</li> </ul>		Construction to begin June 30

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

Total Project: \$2,775,000	2020 Budget: \$2,775,000	% Complete: 100%
RFTA Share: \$2,775,000	RFTA Balance: \$8,581,000	Last Updated: March 2021
<ul style="list-style-type: none"> <li>2020 Budget includes funding to purchase 5 expansion low floor clean diesel buses.</li> </ul>		<ul style="list-style-type: none"> <li>RFTA took receipt of the five expansion buses in January and they entered revenue service February 27th.</li> </ul>

### C5 - Grand Avenue Corridor Study (MOVE) (27<sup>th</sup> Street Parking Expansion, Glenwood In-line Stations, GWS Transit Center, Extension of BRT Downtown GWS, Connections to 1-70 Corridor)

Total Project: \$610,000	2021 Budget: \$50,000	% Complete: 95%
RFTA Share: \$290,228	RFTA Balance: \$0	Last Updated: June 2021
<ul style="list-style-type: none"> <li>MOVE Study to identify preferred alternatives for extending BRT to downtown Glenwood Springs (GWS), expanded park and ride in GWS, location of GWS Downtown Transit Center and one to two BRT stations between 27<sup>th</sup> Street and downtown GWS.</li> </ul>		<ul style="list-style-type: none"> <li>Parsons consulting has provided RFTA and the City of Glenwood Springs Draft final reports of the study. Staff will update the Board at the June Board meeting.</li> </ul>

### C8 - 27<sup>th</sup> Street Parking Expansion

Total Project: \$4,445,396	2021 Budget: \$150,000	% Complete: 20%
RFTA Share: \$4,445,396	RFTA Balance: \$4,295,396	Last Updated: June 2021
<ul style="list-style-type: none"> <li>The 2021 budget includes funding for property acquisition, appraisal and environmental services in preparation for a property acquisition for expanded park and ride development near the 27<sup>th</sup> Street Station.</li> </ul>		<ul style="list-style-type: none"> <li>RFTA staff have completed the initial appraisal and review appraisal of the property.</li> <li>Environmental consultants have completed Phase 1 of Environmental Site Assessment.</li> </ul>

### C13 – Town of Snowmass Village Transit Center

Total Project: \$12,860,000	2021 Budget: \$0	% Complete: 20%
RFTA Share: \$500,000	RFTA Balance: \$500,000	Last Updated: March 2021
<ul style="list-style-type: none"> <li>RFTA staff continue to coordinate with Town of Snowmass on the design and implementation of the Snowmass Transit Center.</li> </ul>		<ul style="list-style-type: none"> <li>RFTA staff continue coordination efforts with TOSM on design of Transit Center.</li> </ul>

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

Total Project: \$10,000,000	2021 Budget: \$1,000,000	% Complete: 30%
RFTA Share: \$4,279,500	RFTA Balance: \$3,229,500	Last Updated: June 2021
<ul style="list-style-type: none"> <li>In 2021 RFTA staff and design consultants plan to develop 100% design and construction documents of the 27<sup>th</sup> Street and SH-82 Underpass.</li> <li>RFTA plans to Bond for the remaining construction funding to allow for an October 2021 construction start date.</li> </ul>		<ul style="list-style-type: none"> <li>Staff continues final design efforts with design team.</li> <li>Staff plans to bring IGA between Glenwood Springs and RFTA for July Board Meeting</li> <li>Final design expected by August.</li> </ul>

### S4 - Buttermilk Underpass

Total Project: \$8,057,358	2021 Budget: \$0	% Complete: 0%
RFTA Share: \$500,000	RFTA Balance: \$500,000	Last Updated: Feb. 2020
<ul style="list-style-type: none"> <li>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.</li> </ul>		<ul style="list-style-type: none"> <li>RFTA is trying to initiate a partnership of interested stakeholders to move Buttermilk Underpass into design phase and establish a partnership for construction.</li> </ul>

### S7 - Glenwood Maintenance Facility (GMF) Expansion

Total Project: \$55,259,161	2021 Budget: \$9,200,000	% Complete: 15%
RFTA Share: \$26,226,701	RFTA Balance: \$12,321,000	Last Updated: June 2021
<ul style="list-style-type: none"> <li>2021 Budget includes funding for Phase 2 Construction: Grading, Excavation, Fleet Maintenance Build Renovation &amp; Expansion.</li> <li>RFTA will be requesting partial funding of Phases 3,4,5,7 for professional services in support of RFQ and RFP process of design/build team. Construction funding for phases 3,4,5,7 will be appropriated after bond issuance.</li> </ul>		<p>Phase 2</p> <ul style="list-style-type: none"> <li>Construction underway.</li> </ul>

*Compaction grout columns being installed*



*GMF Phase 2 Construction Activity*

Phase 3,4,5,7

- Grant Execution coordination with FTA and CDOT
- CDOT grant funding has been executed
- Federal BUILD grant and FTA 5339 Grant projected to be executed by July 2021
- RFQ released March 17
- Statements of Qualifications are due from design teams by May 13.



**S10 - Replacement Office/Housing in Carbondale**

Total Project: \$10,000,000	2021 Budget: \$980,000	% Complete: 1%
RFTA Share: \$10,000,000	RFTA Balance: \$9,020,000	Last Updated: June 2021
<ul style="list-style-type: none"><li>• Staff will be requesting to roll forward 2020's budget for housing master planning and design to 2021.</li><li>• Staff intends to conduct a site analysis study and housing product definition to provide RFTA a recommendation for where and what should be RFTA's next phase of housing expansion.</li></ul>		<ul style="list-style-type: none"><li>• Kickoff meeting to occur June 16</li></ul>

2021 Actuals/Budget Comparison (April YTD)

2021 Budget Year				
General Fund	April YTD			
	Actual	Budget	% Var.	Annual Budget
<b>Revenues</b>				
Sales and Use tax (1)	\$ 5,046,308	\$ 5,321,795	-5.2%	\$ 25,606,000
Property Tax	\$ 5,396,664	\$ 5,396,664	0.0%	\$ 10,945,000
Grants	\$ 460,952	\$ 460,952	0.0%	\$ 29,563,317
Fares (2)	\$ 884,870	\$ 681,941	29.8%	\$ 2,426,756
Other govt contributions	\$ 1,347,011	\$ 1,347,011	0.0%	\$ 1,852,881
Other income	\$ 320,878	\$ 316,093	1.5%	\$ 808,130
<b>Total Revenues</b>	<b>\$ 13,456,684</b>	<b>\$ 13,524,456</b>	<b>-0.5%</b>	<b>\$ 71,202,084</b>
<b>Expenditures</b>				
Fuel	\$ 531,364	\$ 691,972	-23.2%	\$ 1,794,137
Transit	\$ 11,173,302	\$ 11,983,876	-6.8%	\$ 30,930,362
Trails & Corridor Mgmt	\$ 119,723	\$ 120,219	-0.4%	\$ 670,770
Capital	\$ 3,487,086	\$ 3,485,803	0.0%	\$ 34,473,937
Debt service	\$ 1,449,823	\$ 1,449,823	0.0%	\$ 2,773,200
<b>Total Expenditures</b>	<b>\$ 16,761,298</b>	<b>\$ 17,731,693</b>	<b>-5.5%</b>	<b>\$ 70,642,406</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ 3,698,163	\$ 3,697,803	0.0%	\$ 9,828,212
Other financing uses	\$ (992,734)	\$ (992,734)	0.0%	\$ (3,300,613)
<b>Total Other Financing Sources/Uses</b>	<b>\$ 2,705,429</b>	<b>\$ 2,705,069</b>	<b>0.0%</b>	<b>\$ 6,527,599</b>
<b>Change in Fund Balance (3)</b>	<b>\$ (599,185)</b>	<b>\$ (1,502,167)</b>	<b>-60.1%</b>	<b>\$ 7,087,277</b>

- (1) Timing issue, as Sales and Use tax Revenues are received 2 months in arrears (i.e. February sales and use tax revenue is recorded in April).
- (2) Through April, fare revenue and ridership are lower by 1% and 23%, respectively, compared to the prior year. COVID-19 impacts started in mid-March 2020. 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 April 2020/2021 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 4/2020	YTD 4/2021	Increase/ (Decrease)	% Change
Regional Fares	\$ 877,755	\$ 871,823	\$ (5,932)	-1%
<b>Total Fare Revenue</b>	<b>\$ 877,755</b>	<b>\$ 871,823</b>	<b>\$ (5,932)</b>	<b>-1%</b>
<b>Ridership on RFTA Regional Services*:</b>	<b>YTD 4/2020</b>	<b>YTD 4/2021</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Highway 82 (Local & Express)	198,466	154,339	(44,127)	-22%
BRT	236,727	195,282	(41,445)	-18%
SM-DV	32,672	10,644	(22,028)	-67%
Grand Hogback	30,917	22,316	(8,601)	-28%
<b>Total Ridership on RFTA Fare Services</b>	<b>498,782</b>	<b>382,581</b>	<b>(116,201)</b>	<b>-23%</b>
Avg. Fare/Ride	\$ 1.76	\$ 2.28	\$ 0.52	29%

\* 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 April 2021 YTD				Hours April YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,609,862	1,629,843	(19,981)	-1.2%	80,632	81,070	(438)	-0.5%
City of Aspen	190,867	193,323	(2,456)	-1.3%	22,215	22,023	192	0.9%
Aspen Skiing Company	214,455	212,670	1,785	0.8%	15,005	14,696	308	2.1%
Ride Glenwood Springs	39,481	39,043	438	1.1%	3,225	3,210	16	0.5%
Grand Hogback	92,282	90,000	2,282	2.5%	4,088	3,765	323	8.6%
Senior Van	2,439	7,449	(5,010)	-67.3%	370	425	(55)	-13.0%
<b>Subtotal - Transit Service</b>	<b>2,149,386</b>	<b>2,172,328</b>	<b>(22,942)</b>	<b>-1.1%</b>	<b>125,535</b>	<b>125,188</b>	<b>346</b>	<b>0.3%</b>
Training & Other	916	4,879	(3,963)	-81.2%	7,454	10,649	(3,194)	-30.0%
<b>Total Transit Service, Training &amp; Other</b>	<b>2,150,302</b>	<b>2,177,207</b>	<b>(26,905)</b>	<b>-1.2%</b>	<b>132,989</b>	<b>135,837</b>	<b>(2,848)</b>	<b>-2.1%</b>

**Roaring Fork Transportation Authority System-Wide Ridership Comparison Report**

Service	Apr-20 YTD	Apr-21 YTD	# Variance	% Variance
City of Aspen	408,734	250,692	(158,042)	-38.67%
RF Valley Commuter	666,977	546,120	(120,857)	-18.12%
Grand Hogback	30,917	22,316	(8,601)	-27.82%
Aspen Skiing Company	326,362	212,892	(113,470)	-34.77%
Ride Glenwood Springs	37,255	41,085	3,830	10.28%
X-games/Charter	32,756		(32,756)	-100.00%
Senior Van	979	219	(760)	-77.63%
MAA Burlingame		-	-	#DIV/0!
Maroon Bells			-	#DIV/0!
GAB Transit Mitigation Svcs.	-	-	-	N/A
<b>Total</b>	<b>1,503,980</b>	<b>1,073,324</b>	<b>(430,656)</b>	<b>-28.63%</b>

**Subset of Roaring Fork Valley Commuter Service with BRT in 2019**

Service	YTD Apr 2020	YTD Apr 2021	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	198,466	154,339	(44,127)	-22%
BRT	236,727	195,282	(41,445)	-18%
<b>Total</b>	<b>435,193</b>	<b>349,621</b>	<b>(85,572)</b>	<b>-20%</b>

**2020 Financial Statement Audit – Schedule**

Date		Status
5/3/2021 – 5/7/2021	Start of Audit – auditors conducting onsite fieldwork	<i>Completed</i>
June 17, 2021	During this period, staff anticipates that the Audit Report will be reviewed by the <b>RFTA Board Audit Subcommittee</b> . A meeting will be held via WebEx between the Audit Subcommittee, the auditor and staff to discuss the audit in detail.	<i>On Schedule</i>
7/2/2021	Final Audit Report to be distributed to RFTA Board with July Board Packet	<i>On schedule</i>
7/8/2021	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	<i>On schedule</i>

Confirmed members of RFTA Board Audit Subcommittee:

1. **Ward Hauenstein**, RFTA Board member (City of Aspen)
2. **Alyssa Shenk**, RFTA Board member (Town of Snowmass Village)
3. **Jill Klosterman**, Independent Financial Expert (Eagle County Finance Director)

Please see document, "[6-10-2021 Planning Department Update](#)."

Please also see document, "[June Project Update for RFTA](#)."

**Facilities & Trails Update, June 2021 – Mike Hermes, Director of Facilities & Trails**

**Facilities and Bus Stop Maintenance June 10, 2021  
Facilities Capital Projects Update**

**Projects currently under construction:**

1. Phase 2 GMF expansion. The new drive lanes at the GMF have been placed and traffic has been moved out to these new lanes so work can begin on the building itself. Work to begin moving utilities to their new location is beginning the week of April 10.
2. The remodel of the space at 100 Midland for the new Dispatch Center is almost complete. The GMF facilities staff will be finishing the last of the small remodel projects between now and Mid-July. The IT furniture has been ordered and the Dispatch office furniture order is in process.
3. The environmental work and the appraisal for the purchase of the property at 505 27<sup>th</sup> are proceeding on schedule. The appraisal and review appraisal will be completed by the middle of June. The Categorical Exclusion (CE) is anticipate to be completed the first half of June and once the CE is received from the Federal Transit Administration (FTA), RFTA can begin negotiations with the owner of the property.
4. The Wingo Bridge rehab pre-bid meeting was held on June 3<sup>rd</sup>. Next step is receipt of bids. The selected contractor will have until 12/31/2021 to complete this project.
5. The scope of work for this year's repair and maintenances project for the Rio Grande Trail is complete and staff is preparing a RFP to be released in June. Once a contractor is selected, they will have until 11/01/2021 to complete this project.
6. The yearly sweeping, striping and general repairs to RFTA's asphalt parking surfaces is scheduled to begin mid-June.

**Facilities projects budgeted for 2021**

1. Acquisition of property around 27<sup>th</sup> Street Glenwood Springs.
2. Repairs to the Wingo Bridge abutments.
3. Rio Grande Trail repairs and maintenance.
4. Repair of siding, soffit and fascia at the Parker House Apartments.
5. Revision of the facilities storm water management plans.
6. Revisions and updates to the CNG emergency response plan for the GMF.
7. Development of an Operations Dispatch Center.
8. Parker House and Main Street Apartments condition assessment report.
9. Asphalt repair and maintenance project.
10. Development of a RFTA housing construction strategy.

**Facilities projects completed to in 2021:**

- Demo of the MOC.

**Construction projects currently in the design process:**

1. 27<sup>th</sup> Street underpass.
2. Phases 3-4-5 & 7 at the GMF expansion program.

**Facilities, Rail Corridor & Trail Update  
RFTA Railroad Corridor**

**Right-of-Way Land Management Project:** Along with its legal and engineering consultants, RFTA staff will be working on the following tasks in 2021:

- Staff has begun to utilize a new review process for projects proposing to make use of the 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 can provide to permitting jurisdictions. (Ongoing)  
Staff is 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. (Ongoing)  
Based on comments received from the RFTA Board members at the 02/11/2021 meeting, staff will begin working with Paul Taddune, to bring some longstanding licensees into compliance with the terms of their license agreements, secure license agreements with the unlicensed adjacent property owners, and work to eliminate all outstanding encroachments. We will also work with Paul on several ditch concerns, and determine a path to finalize agreements involving property boundary disputes. (Ongoing)
- **Recreational Trails Plan (RTP)** – The Planning Department and Facilities departments are working collaboratively 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)
- **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 a closing set with six adjacent property owners and is negotiating with one additional neighbor in the Carbondale section for an exchange of deeds. (Ongoing)
- **Mid Valley Trails Committee (MVTC)** – Eagle County and RFTA staff are reviewing all of the original agreements regarding oversight of this committee and will be bringing a presentation to the RFTA Board sometime in the next few months.



- Staff is busy out on the trail!
  - The Trail Staff is working hard to give ALL trail users a great experience.
  - Staff has been out mowing, weeding, sweeping, debris blowing, cleaning up trailheads, cleaning the restrooms, etc. to make sure the trail is safe and clean.
  - Staff has been coordinating with several adopt-a-trail and special event groups.
- Riverview Trail Update - more work in 2021 will occur; fencing/fall protection and asphalt paving will occur on the portion within RFTA ROW. This is a “safe routes to school project” that will connect people from CR 109 and the Westbank/Ironbridge neighborhoods up to the Rio Grande Trail.
  - Pre-Construction Meeting is currently being scheduled (as of May 25<sup>th</sup>).
- Staff is busy coordinating with organizations applying for Special Use of the corridor and Adopt-a-Trail.
- Staff continues working with Carbondale Arts to beautify the corridor through Carbondale, called the Rio Grande ArtWay.
  - Staff coordinated a volunteer work day with the help of CRMS and Carbondale Arts.
  - Staff has fired up the park irrigation systems.
  - The Youth Art Park will be located just north of Town Hall and the Carbondale Rec Center. The schematic site design is completed, civil/structural design is happening now, and construction is scheduled to begin sometime in 2021.
- The “wildlife section” of trail, Catherine Bridge to Rock Bottom Ranch, reopened on April 30<sup>th</sup> at 5pm.
- Staff has been working with Back 40 Stories to create new information kiosk map/panels, survey existing trail amenities, and identify locations that could benefit from additional amenities, signs, etc.
- Staff is planning and gearing up for 2021 projects and what is sure to be another busy year on the Rio Grande Trail. Some major projects are listed below:
  - Wingo Bridge Maintenance/Repair.
    - RFTA and Pitkin County Open Space and Trails had a joint workday on May 12 to remove vegetation around the bridge structure in preparation for the repair work.
  - Goats are coming baaaaack to assist with vegetation management, scheduled for September 01.
  - Rio Grande Trail Maintenance/Repair – asphalt remove/replace and root barrier install.
  - Re-vegetation efforts.
  - Rio Grande ArtWay improvements.