

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

TIME: 8:30 a.m. – 11:30 a.m., Thursday, June 14, 2018

Usual Location: Town Hall (Room 1), 511 Colorado, Carbondale, CO

(Agenda Revised: 6/12/18)

	Agenda Item	Policy	Purpose	Est. Time
1	Call to Order / Roll Call:		Quorum	8:30 a.m.
2	Approval of Minutes: RFTA Board Meeting, May 10, 2018, page 3		Approve	8:31 a.m.
3	Public Comment: Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person).		Public Input	8:32 a.m.
4	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	8:40 a.m.
5	Presentation/Action Items:			
	A. E-bikes Public Outreach Update – Kurt Ravenschlag, COO, and Gary Tennenbaum, Director, Pitkin County Open Space and Trails, page 6	1.0	Discussion/ Direction	8:45 a.m.
	B. Destination 2040 Update – Ralph Trapani, PTG, Bill Ray, WR-Communications, and Darren Hodge, PFM, page 8	4.2.1	Discussion/ Direction	9:15 a.m.
	C. Resolution 2018-14: A Resolution Authorizing the Delivery by the Roaring Fork Transportation Authority Of Notice Pursuant to Section 43-4-613, C.R.S. of the Authority’s Consideration of a Proposal to Establish an Ad Valorem Property Tax Within the Territory of the Authority; Authorizing the Appointment of a Designated Election Official in Connection With Such Proposal to Take All Necessary or Appropriate Actions Relating to Such Proposal, and Authorizing Certain Related Matters in Connection Therewith – Paul Taddune, General Counsel, p. 10	4.2.5	Adopt	10:30 a.m.
6	Executive Session:			10:45 a.m.
	A. Paul Taddune, General Counsel: Two Matters: 1) Pursuant to C.R.S. 24-6-402(4)(b) conferences with an attorney for the local public body for the purposes of receiving legal advice on specific legal questions concerning potential and pending litigation (Sos/Alpine Tire); 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 (RFTA-ATU Collective Bargaining Agreement 2019-2021).		Executive Session	
7	Consent Agenda:			11:15 a.m.
	A. Approval of Letter of Support for RFTA BUILD Grant Application and Resolution 2018-13: Authorization to Submit Application for Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants – David Johnson, Director of Planning, page 21	2.3.12	Approve	
(Consent Agenda Continued on Next Page)				

	Agenda Item	Policy	Purpose	Est. Time
7	Consent Agenda (Continued):			11:15 a.m.
	B. Approval of Letter of Support for Glenwood Springs' BUILD Grant Application – David Johnson, Director of Planning, pg. 25	4.2.4	Approve	
	C. Approval of Agreement between Amalgamated Transit Union, Local 1774 and Roaring Fork Transportation Authority – Dan Blankenship, CEO, page 27	4.2.5	Approve	
8	Information/Updates:			
	A. CEO Report – Dan Blankenship, CEO, page 30	2.8.6	FYI	11:20 a.m.
9	Issues to be Considered at Next Meeting:			
	To Be Determined at June 14, 2018 Meeting	4.3	Meeting Planning	11:25 a.m.
10	Next Meeting: 8:30 a.m. – 11:30 a.m., July 12, 2018 at Carbondale Town Hall	4.3	Meeting Planning	11:27 a.m.
11	Adjournment:		Adjourn	11:30 a.m.

Mission/Vision Statement:

“RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities.”

Values Statements:

- ✓ **Safe** – Safety is RFTA’s highest priority.
- ✓ **Accountable** – RFTA will be financially sustainable and accountable to the public, its users, and its employees.
- ✓ **Affordable** – RFTA will offer affordable and competitive transportation options.
- ✓ **Convenient** – RFTA’s programs and services will be convenient and easy to use.
- ✓ **Dependable** – RFTA will meet the public’s expectations for quality and reliability of services and facilities.
- ✓ **Efficient** – RFTA will be agile and efficient in management, operations and use of resources.
- ✓ **Sustainable** – RFTA will be environmentally responsible.

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
May 10, 2018**

Board Members Present:

George Newman-Chair (Pitkin County); Jeanne McQueeney-Vice-Chair (Eagle County); Steve Skadron (City of Aspen); Mike Gamba (City of Glenwood Springs); Jacque Whitsitt (Town of Basalt); Dan Richardson (Town of Carbondale); Art Riddile (Town of New Castle); Markey Butler (Town of Snowmass Village)

Voting Alternates Present:

Non-Voting Alternates Present:

Ben Bohmfalk (Town of Carbondale); Greg Poschman (Pitkin County); Alyssa Shenk (Town of Snowmass Village)

Staff Present:

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial and Administrative Officer (CFAO); Kurt Ravenschlag, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Mike Hermes, Dina Farnell, and Amy Burdick, Facilities & Trails Department; David Johnson and Jason White, Planning Department; Kent Blackmer, John Hocker, and Rich Burns, Operations Department; Kenny Osier, Director of Maintenance; Jamie Tatsuno, Marketing and Communications Manager; Linda Forgacs, Director of Human Resources; Paul Hamilton and Brittany Dreher, Finance Department; Chris Belmont and Phil Schultz, IT Department; Tammy Sommerfeld, Procurement Manager; Ed Cortez, Operations and ATU Local 1774 President

Visitors Present:

Andrea Palm-Porter (Roaring Fork Center for Community Leadership); Ralph Trapani, Emily Kushto, and Jen Leifheit (Parsons); Bill Ray (WR Communications); Daren Hodge, Financial Manager (PFM); Lynn Rumbaugh (City of Aspen)

Agenda

1. Roll Call:

George Newman called the RFTA Board of Directors to order at 8:33 a.m. Newman declared a quorum to be present (6 member jurisdictions present) and the meeting began at 8:34 a.m.

2. Approval of Minutes:

Jacque Whitsitt moved to approve the minutes of the April 12, 2018 Board Meeting, and Dan Richardson seconded the motion. The motion was unanimously approved.

3. Public Comment:

Newman asked if any member of the public would like to address the Board or make a comment. No members of the public had any comments.

Newman closed Public Comments at 8:35 a.m.

4. Items Added to Agenda – Board Member Comments:

Newman asked if there were any items that needed to be added to the Board meeting Agenda.

Dan Blankenship requested that Resolution 2018-12: Resolution Supporting the Submission of an Application for a Grant from the Federal Transit Administration Section 5339(c) Low or No Emission (Low-

No) for the Replacement of Four (4) Diesel Commuter Coaches with Four (4) Battery Electric Commuter Coaches, be added to the Agenda.

Newman next asked if any Board member had comments or questions regarding issues not on the meeting agenda.

5. Consent Agenda:

A. Resolution 2018-11: A RESOLUTION MAKING CERTAIN DETERMINATIONS REGARDING THE IMPOSITION OF THE AUTHORITY'S SALES TAX UPON RETAIL SALES OF MARIJUANA PURSUANT TO SECTION 39-26-729, COLORADO REVISED STATUTES, AS AMENDED; AND AUTHORIZING CERTAIN ACTIONS IN CONNECTION THEREWITH – Michael Yang, CFAO

Yang stated that last year, Senate Bill 17-267, exempted retail sales of marijuana from the State sales tax. Unfortunately, in exempting retail marijuana sales from the general State sales tax, the General Assembly unintentionally exempted retail marijuana sales from the sales tax imposed by RFTA and other regional transportation authorities.

Staff recommends that the Board adopt Resolution 2018-11 and forward it to the Colorado Department of Revenue before the May 14, 2018 deadline. The Colorado Department of Revenue will once again begin collecting sales tax for RFTA on the sale of marijuana. The next opportunity to reinstate the collection of the sales tax would be January 1, 2019.

Whitsitt moved to approve Resolution 2018-11: A RESOLUTION MAKING CERTAIN DETERMINATIONS REGARDING THE IMPOSITION OF THE AUTHORITY'S SALES TAX UPON RETAIL SALES OF MARIJUANA PURSUANT TO SECTION 39-26-729, COLORADO REVISED STATUTES, AS AMENDED; AND AUTHORIZING CERTAIN ACTIONS IN CONNECTION THEREWITH and Richardson seconded the motion. The motion was unanimously approved.

B. RESOLUTION NO. 2018-12: Resolution Supporting the Submission of an Application for a Grant from the Federal Transit Administration Section 5339(c) Low or No Emission (Low-No) for the Replacement of Four (4) Diesel Commuter Coaches with Four (4) Battery Electric Commuter Coaches – Dan Blankenship, CEO

Whitsitt moved to approve Resolution 2018-12: Resolution Supporting the Submission of an Application for a Grant from the Federal Transit Administration Section 5339(c) Low or No Emission (Low-No) for the Replacement of Four (4) Diesel Commuter Coaches with Four (4) Battery Electric Commuter Coaches and Richardson seconded the motion. The motion was unanimously approved.

6. Information/Updates:

A. CEO Report – Dan Blankenship, CEO

Kurt Ravenschlag stated that RFTA staff attended two (2) Garfield County Board of County Commissioner (BOCC) Work Session meetings in Parachute on May 1st, and Rifle on May 3rd. These meetings were intended for the Commissioners to gather feedback from the communities on possible transit options connecting Parachute to Rifle and beyond. RFTA presented three options to the BOCC, two of which provided connections between Battlement Mesa, Parachute and Rifle and the third option recommended enhancing the existing Hogback service, as this is RFTA's number one service enhancement request from passengers.

The meeting in Parachute was attended by 35 citizens who provided persuasive input for the need of transit services between Parachute and Rifle. The meeting in Rifle was attended by approximately 10

citizens who also shared compelling information for the need of more transit options allowing workers to access employment opportunities. The BOCC was appreciative of RFTA staff for providing the information to help facilitate these work sessions. The BOCC envisions additional future meetings to continue this important discussion.

7. Next Meeting: RFTA Board Meeting 8:30 a.m. – 11:30 a.m., June 14, 2018, Carbondale Town Hall

8. Adjournment:

Newman adjourned the May 10, 2018 Board Meeting at 8:43 a.m.

The May 10, 2018 RFTA Board Meeting was directly followed by the RFTA Board Strategic Planning Retreat.

Respectfully Submitted:

Nicole R. Schoon

Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 5. A.

Meeting Date:	June 14, 2018
Agenda Item	E-bikes Public Outreach Update
Policy #:	2.8.11: Board Awareness & Support
Strategic Goal:	Rio Grande Trail - Environmental Sustainability Planning: Start a public scoping process with regional jurisdictions to provide clear and consistent E-Bike policy along paved, hard-surface trails such as the Rio Grande Trail.
Staff Recommends:	Staff recommends a discussion by the Board to consider prohibiting Class 2 E-Bikes from Catherine Store to Glenwood Springs in order to be consistent with the portion of the Rio Grande Trail within Pitkin County.
Presented By:	Kurt Ravenschlag, Chief Operating Officer, RFTA Gary Tennenbaum, Director, Pitkin County Open Space and Trails
Core Issues:	<p>As of August 2017, the Rio Grande Trail has had differing policies in place in regards to the use of Electric Assist Bicycles (E-Bikes). The Rio Grande Trail from Glenwood Springs to Catherine Store has allowed Class 1 and Class 2 E-Bikes. The portions of the Rio Grande Trail within Pitkin County prohibited E- Bikes until just recently when in May 2018, the Board of Commissioners for Pitkin County approved the use of Class 1 E-Bikes on all paved and crusher fine trails. There is still a discrepancy in the use of Class 2 E-Bikes along the Rio Grande Trail between the portions within and out of Pitkin County.</p> <p>Some RFTA Board members and various communities within the Roaring Fork and Colorado River Valleys had expressed an interest in a public outreach process to gather opinion on the use of E-Bikes along the Rio Grande Trail and other paved surfaces. As a result, Pitkin County in coordination with stakeholders from the Roaring Fork and Colorado River Valley, including RFTA conducted a public outreach process to gather feedback on the use of E-Bikes on paved trails and paths. The public outreach began on March 16 and ran through April 20, 2018 consisting of five public open houses, a website, and various promotional materials encouraging residents to take part in a survey aimed at providing feedback on the use of Class 1 and 2 E-Bikes on paved surface trails. The outreach process resulted in 952 survey respondents and 32 comments received by website, e-mail and comment cards. The surveys indicated that 69% of respondents supported the allowance of Class 1 E-Bikes, and 49% of respondents supported the allowance of Class 2 E-Bikes on paved surfaces and trails.</p>
Background Info:	In July 2017 the RFTA Board of Directors received a request from the Colorado Department of Transportation to allow E-Bikes on the Rio Grande Trail during the Grand Avenue Bridge project. During the August 2018 board meeting, the RFTA Board of Directors passed a motion to allow Class 1 and 2 E-Bikes from Catherine Store to Glenwood Springs. At that time, some Board members expressed a desire for more public outreach regarding the use of E-Bikes on the Rio Grande Trail. That same month of August, the Pitkin County Board of Commissioners passed an ordinance prohibiting all E-Bikes on county trails until more information could be gathered and public outreach facilitated.

	<p>Table 1. E-Bike Classifications</p> <table border="1" data-bbox="462 163 1425 703"> <tr> <td data-bbox="462 163 1425 331"> <p>Class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.</p> </td> </tr> <tr> <td data-bbox="462 331 1425 499"> <p>Class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.</p> </td> </tr> <tr> <td data-bbox="462 499 1425 703"> <p>Class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and is equipped with a speedometer.</p> </td> </tr> </table> <p>As a result, an effort was organized throughout the Roaring Fork and Colorado River Valley to gather input from citizens on the use of E-Bikes on paved surface trails. Pitkin County organized this public outreach process in coordination with various stakeholders, including RFTA.</p> <p>As a result of this Public Outreach process organized by Pitkin County, the Pitkin County Board of Commissioners in May 2018 approved the use of the Class 1 E-Bikes on all hard surface and crusher fine trails within Pitkin County and also agreed to mirror RFTA’s 20MPH speed limit. In addition, Snowmass Village has recently adopted this similar approach in allowing Class 1 E-bikes on paved paths and trails.</p> <p>These actions were a result of Colorado House Bill 17-1151 (effective 08/09/17), which redefines “Motor Vehicle” to remove Electrical Assisted Bicycles and allows Class 1 & Class 2 pedal assisted electric bicycles (E-Bikes) on Bike or Pedestrian paths where bicycles are authorized to travel. Class 1 E-Bikes have a top speed of 20 mph and must be pedaled in order to be electrically assisted. Class 2 E-Bikes have a top speed of 20 mph and have a throttle, so that they need not be pedaled to be electrically assisted.</p> <ul style="list-style-type: none"> • HB 17-1151 allows jurisdictions to prohibit the operation of all classifications of E-Bikes on Bike and Pedestrian paths. • HB 17-1151 also mandates that all E-Bikes have labels permanently attached that contain the Classification Number, Top Assisted Speed and the Motor Wattage of the e-bike. • Class 3 E-Bikes, with a speed of 28 mph or greater are prohibited from using Bike and Pedestrian paths, unless specifically permitted by the responsible authority. 	<p>Class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.</p>	<p>Class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.</p>	<p>Class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and is equipped with a speedometer.</p>
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<p>Policy Implications:</p>	<p>1.2 Trail and Transit Users Move Safely, Quickly and Efficiently</p>			
<p>Fiscal Implications:</p>	<p>There are no fiscal implications anticipated at this time.</p>			
<p>Attachments:</p>	<p>Yes, please see “2018-04-e-bike public process.pdf,” included in the June 2018 RFTA Board Meeting Portfolio.pdf, attached to the e-mail transmitting the RFTA Board Agenda packet.</p>			

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA ITEM SUMMARY # 5. B.

Meeting Date:	June 14, 2018
Agenda Item:	Destination 2040 (formerly Integrated Transportation System Plan) Update
Policy #:	4.2.1: Board Job Products
Strategic Goal:	Complete Stages 3 and 4 of the Integrated Transportation System Plan (ITSP)
Presented By:	Ralph Trapani, Parsons Transportation Group (PTG) Darren Hodge, PFM Bill Ray, WR Communications Todd Vitale, Vitale Associates
Recommendation:	<ul style="list-style-type: none"> • Review and discuss progress of the Destination 2040 Plan, Stage 4 – Ralph Trapani • Overview of the Financial Planning Model – Darren Hodge • Public Policy Update – Poll Results – Bill Ray, • Summer 2018 Outreach Plan • Provide feedback and direction on project priorities, messaging and next steps – Ralph Trapani
Core Issues:	<ol style="list-style-type: none"> 1. The Consultant Team and RFTA have completed scopes and cost estimates for the various service and capital alternatives that emerged as long-term priorities during Stages 1, 2, and 3 of the Destination 2040 planning process. 2. These alternatives were packaged into the following categories: <ul style="list-style-type: none"> • Improvements for Reducing Congestion and Improving Mobility • Improvements for Sustainability and Safety • Improvements for the Environment 3. The Consultant Team and RFTA refined the scopes and cost estimates and grouped them into the following funding packages: <ul style="list-style-type: none"> • Status Quo (primarily bus replacement) – 2.0 mills • Sustainable Growth – 3.55 mills • Destination 2040 Stakeholder Recommendations – 3.65 mills • All-in Regional Member Projects –4.3 mills 4. RFTA staff also developed a scenario involving reductions in transit service levels, assuming no mill levy increase. Absent additional revenue, RFTA would need to reduce service hours by approximately 21% in order to replace its bus fleet in a timely manner. 5. At the Board Retreat in May, the Board reviewed the projects and funding scenarios, and chose to advance the 3.65 mill scenario for further analysis and feedback from the public and stakeholders. 6. RFTA’s financial consultant, PFM, has developed a model illustrating the timing of delivery of all projects outlined in the program of projects and other long-term impacts of the 3.65 mill levy scenario. 7. Bill Ray and Todd Vitale will discuss the recent results of polling potential voters

	<p>regarding their sentiments about a 3.65 mill levy for RFTA.</p> <p>8. The project team will outline milestones and decision-making points leading to the November 2018 ballot.</p>																				
Background Info:	See Core Issues																				
Policy Implications:	Board Job Products Policy 4.2.1. A. & B. states, “The Board is the link between the “ownership” and the operation organization. The Board will assess the needs of the ownership as they relate to RFTA’s activities and scope of influence, and will develop Ends policies identifying the results RFTA is to produce to meet those needs. The Board will inform the ownership of the organizations expected future results, and its present accomplishments and challenges.”																				
Fiscal Implications:	<p>The cost of the multi-year Destination 2040 planning process has been budgeted as follows:</p> <table border="1" data-bbox="613 663 1292 1058"> <thead> <tr> <th colspan="2">Integrated Transportation System Plan Budget</th> </tr> <tr> <th>Study Phase and Stage</th> <th>Budget</th> </tr> </thead> <tbody> <tr> <td>Phase 1, Stage I: Organizational Capacity and Efficiency Review</td> <td>\$ 461,471</td> </tr> <tr> <td>Phase 1, Stage II: Forecast Future Demand</td> <td></td> </tr> <tr> <td>Phase 1, Stage III: Develop/Analyze Alternatives</td> <td>\$ 465,561</td> </tr> <tr> <td>Phase 1, Stage IV: Develop Financial Sustainability Plan</td> <td>\$ 237,200</td> </tr> <tr> <td>Total Parsons Direct</td> <td>\$ 1,164,232</td> </tr> <tr> <td>Bill Ray - Public Engagement/Public Policy</td> <td>\$ 158,000</td> </tr> <tr> <td>PFM - Financial Planning Model</td> <td>\$ 110,000</td> </tr> <tr> <td>Total ITSP Budget</td> <td>\$ 1,432,232</td> </tr> </tbody> </table>	Integrated Transportation System Plan Budget		Study Phase and Stage	Budget	Phase 1, Stage I: Organizational Capacity and Efficiency Review	\$ 461,471	Phase 1, Stage II: Forecast Future Demand		Phase 1, Stage III: Develop/Analyze Alternatives	\$ 465,561	Phase 1, Stage IV: Develop Financial Sustainability Plan	\$ 237,200	Total Parsons Direct	\$ 1,164,232	Bill Ray - Public Engagement/Public Policy	\$ 158,000	PFM - Financial Planning Model	\$ 110,000	Total ITSP Budget	\$ 1,432,232
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Attachments:	<p>Yes, please find the following documents included in the June 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet:</p> <ol style="list-style-type: none"> 1. “June 14 RFTA Board Destination 2040 Presentation.pdf” 2. “June 14 RFTA Board Financial Model Presentation.pdf” 																				

RFTA BOARD OF DIRECTORS
“PRESENTATION/ACTION ITEM” AGENDA SUMMARY ITEM # 5. C.

Meeting Date:	June 14, 2018
Agenda Item:	Resolution 2018-14: A Resolution Authorizing the Delivery by the Roaring Fork Transportation Authority Of Notice Pursuant to Section 43-4-613, C.R.S. of the Authority’s Consideration of a Proposal to Establish an Ad Valorem Property Tax Within the Territory of the Authority; Authorizing the Appointment of a Designated Election Official in Connection With Such Proposal to Take All Necessary or Appropriate Actions Relating to Such Proposal, and Authorizing Certain Related Matters in Connection Therewith
Policy #	4.2.5: Board Job Products
Strategic Goal:	Determine the feasibility of a property tax referendum in November 2018
Presented By:	Paul Taddune, General Counsel
Recommendation:	Adopt Resolution 2018-14.
Core Issues:	<ol style="list-style-type: none"> 1. At any time, the RFTA Board may suspend the due diligence effort regarding a potential RFTA property tax mill levy increase for the November 2018 ballot. 2. However, prior to taking any formal action to place such a proposal before the voters, the RFTA Board must provide a reasonable opportunity for comment to counties and municipalities entitled to receive notice pursuant to Section 43-4-613, Colorado Revised Statutes. 3. The opportunity for comment on the proposal can be scheduled either at a regular meeting of the Board or at a special meeting for that purpose. 4. The agenda of the meeting should allow for a public comment period of at least one hour in duration, but the period can be abridged when the public is finished offering comments. 5. Resolution 2018-14, directs the officers, employees, and attorneys of RFTA to provide notice that, at the regular RFTA Board meeting scheduled for August 9, 2018, at 8:30 a.m., at the Town Council Chambers, Carbondale Town Hall, 511 Colorado Avenue, Carbondale, CO 81623, the Board will, subject to the requirements of Section 43-4-613, C.R.S., consider whether to seek approval of the electors of RFTA to impose a mill levy of up to five mills (.005) on all taxable property within the territory of RFTA, and that debt may also be incurred by the issuance of revenue bonds payable from the revenues of such tax and other legally available revenues of RFTA. 6. Resolution 2018-14 also appoints Nicole Schoon, Board Secretary, to be RFTA’s Designated Election Official. 7. Staff recommends that the Board adopt Resolution 2018-14.
Policy Implications:	RFTA Board Governing Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	N/A
Attachments:	Yes, please see Resolution 2018-14, attached below.

STATE OF COLORADO)
 ROARING FORK TRANSPORTATION AUTHORITY) ss.
 GARFIELD COUNTY)

As the Secretary of the Board of Directors of the Roaring Fork Transportation Authority (“RFTA”), I do hereby certify that:

1. Attached is a true and correct copy of a resolution (the “Resolution”) adopted by the Board of Directors (the “Board”) at a regular meeting held on June 14, 2018.
2. Notice of the meeting was posted not less than twenty-four hours prior to the meeting in accordance with the open meetings provisions of the Colorado Sunshine Act of 1972 (Section 24-6-402, C.R.S.).
3. The Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of a majority of the members of the Board as follows:

<u>Board Member</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>	<u>Abstaining</u>
PITKIN COUNTY				
George Newman – Chair Alternate: Greg Poschman	—	—	—	—
TOWN OF BASALT				
Jacque R. Whitsitt Alternate: Bernie Grauer	—	—	—	—
CITY OF ASPEN				
Steve Skadron Alternate: Ann Mullins	—	—	—	—
TOWN OF CARBONDALE				
Dan Richardson Alternate: Ben Bohmfalk	—	—	—	—
EAGLE COUNTY				
Jeanne McQueeney, Vice-Chair Alternate: Kathy Chandler-Henry	—	—	—	—
GLENWOOD SPRINGS				
Mike Gamba Alternate: Jim Ingraham	—	—	—	—
TOWN OF NEW CASTLE				
Art Riddile Alternate: Scott Owens	—	—	—	—
SNOWMASS VILLAGE				
Markey Butler Alternate: Alyssa Shenk	—	—	—	—

4. The Resolution was duly approved by the Board, signed by the Chairman of the Board, sealed with RFTA's, attested by the Secretary of the Board and recorded in the minutes of the Board.

5. The meeting at which the Resolution was adopted was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with all applicable bylaws, rules, regulations and resolutions of RFTA, in accordance with the normal procedures of RFTA relating to such matters, and in accordance with applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand and the seal of RFTA as of the ____ day of June, 2018.

Secretary

[SEAL]

**BOARD OF DIRECTORS
OF THE ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018 -14**

A RESOLUTION AUTHORIZING THE DELIVERY BY THE ROARING FORK TRANSPORTATION AUTHORITY OF NOTICE PURSUANT TO SECTION 43-4-613, C.R.S. OF THE AUTHORITY'S CONSIDERATION OF A PROPOSAL TO ESTABLISH AN AD VALOREM PROPERTY TAX WITHIN THE TERRITORY OF THE AUTHORITY; AUTHORIZING THE APPOINTMENT OF A DESIGNATED ELECTION OFFICIAL IN CONNECTION WITH SUCH PROPOSAL TO TAKE ALL NECESSARY OR APPROPRIATE ACTIONS RELATING TO SUCH PROPOSAL,; AND AUTHORIZING CERAIN RELATED MATTERS IN CONNECTION THEREWITH

WHEREAS, the Roaring Fork Transportation Authority (hereinafter "RFTA"), is a regional transportation authority and political subdivision of the State of Colorado (the "State"), acting pursuant to the provisions of Article 4 of Title 43 of the Colorado Revised Statutes ("C.R.S.") commonly known as the Regional Transportation Law; and

WHEREAS, Board of Directors (the "Board") of RFTA has determined that it is in the interest of RFTA and its constituents to seek approval from the electors within the territory of RFTA, which includes all or parts of the County of Eagle, the County of Garfield, the County of Pitkin, the City of Aspen, the Town of Snowmass Village, the Town of Basalt, the Town of Carbondale, the Town of Glenwood Springs, and the Town of New Castle, pursuant to C.R.S. Section 43-4-605 (j.5) of a proposal for the imposition by RFTA of an ad valorem property tax for the long term needs and purposes of RFTA; and

WHEREAS, a draft of a ballot issue representing such proposal is set forth in the form attached as Appendix A, as the same may be amended and refined after public comment, if any, as described below; and

WHEREAS, pursuant to C.R.S. Section 43-4-613(1)(b), the Board desires to authorize and direct the officers and employees of RFTA and attorneys for RFTA to notify the County of Eagle, the County of Garfield, the County of Pitkin, the City of Aspen, the Town of Snowmass Village, the Town of Basalt, the Town of Carbondale, the Town of Glenwood Springs, and the Town of New Castle of a public hearing scheduled for the RFTA Board meeting August 9, 2018, at the Town Council chambers, Carbondale Town Hall, 511 Colorado Avenue, Carbondale, Colorado, substantially in the form of the Notice attached hereto as Appendix B, regarding the imposition of an ad valorem real property tax, contingent on voter approval; and

WHEREAS, pursuant to C.R.S. Section 43-4-613(1) and (2), the Board desires to authorize and direct the officers and employees of RFTA and attorneys for RFTA to publish notice in the Glenwood Springs Post Independent and the Aspen Times and on the RFTA

website of the time and agenda of the August 9, 2018 RFTA Board meeting including a public hearing on the imposition of an ad valorem real property tax up to five mills (.005), such specific mill levy as may be finally decided by the Board; and

WHEREAS, pursuant to C.R.S. Section 43-4-613, the Board desires to authorize and direct the officers and employees of RFTA and attorneys for RFTA to provide at least seven business days prior to August 9, 2018 (i.e. by July 31, 2018) published notice and/or electronic notice of the time and place of the meeting. During each meeting the Board will designate and permit a public comment period that shall be at least one hour in duration and shall offer the public an opportunity to comment during such period. Such period may be abridged when the public is finished offering comments; and

WHEREAS, if the Board determines, following such public comments, to submit the proposal for the imposition of such ad valorem property tax to the electors, the election shall be conducted as a coordinated election on November 6, 2018 (the "Election") in Eagle County, Garfield County and Pitkin County in accordance with articles 1 to 13 of title 1, Colorado Revised Statutes, as amended (the "Uniform Election Code"); and

WHEREAS, the Board desires to appoint a designated election official in accordance with the Uniform Election Code for the purposes of carrying out any tasks related to such election that must be completed prior to August 9, 2018; and

THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE ROAFING FORK TRANSPORTATION AUTHORITY, IN EAGLE COUNTY, GARFIELD COUNTY, PITKIN COUNTY AND THE STATE OF COLORADO:

1. The Board hereby authorizes and directs the officers and employees of RFTA and attorneys for RFTA to:

(a) deliver notice to the County of Eagle, the County of Garfield, the County of Pitkin, the City of Aspen, the Town of Snowmass Village, the Town of Basalt, the Town of Carbondale, the Town of Glenwood Springs, and the Town of New Castle of a public hearing scheduled for the RFTA Board meeting August 9, 2018, at the Town Council chambers, Carbondale Town Hall, 511 Colorado Avenue, Carbondale, Colorado, substantially in the form of the Notice attached hereto as Appendix B, with such changes thereto, not inconsistent therewith, as are approved by the Chair of the Board (whose signature thereon shall constitute conclusive evidence of such approval);

(b) publish notice in the Glenwood Springs Post Independent and the Aspen Times and on the RFTA website of the time and agenda of the August 9, 2018 RFTA Board meeting including a public hearing on the imposition of an ad valorem real property tax up to five mills (.005), such specific mill levy as may be finally decided by the Board; and

(c) provide at least seven business days prior to August 9, 2018 (i.e. by July 31, 2018), published notice and/or electronic notice of the time and place of such RFTA Board meeting. During such meeting the Board shall designate and permit a public

comment period that shall be at least one hour in duration and shall offer the public an opportunity to comment during such period; provided that such period may be abridged when the public is finished offering comments.

2. Nicole Schoon, the Secretary of RFTA, is hereby appointed as the “Designated Election Official” responsible for the running of the Election for RFTA. Notwithstanding the discretion of the Board to proceed or not proceed with the Election following the receipt of public comment at and before the August 9, 2018 Board meeting, the Designated Election Official is hereby authorized and directed to proceed with any action necessary or appropriate to effectuate the provisions of this Resolution and comply with the Uniform Election Code, Article X, Section 20 of the Colorado Constitution (“TABOR”) and other applicable laws and election rules with respect to any tasks related to the Election the completion of which prior to August 9, 2018 is necessary or convenient.

3. The officers and employees of RFTA and attorneys for RFTA are hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Resolution, including the providing of notices as hereinabove recited, which recitals are incorporated herein by this reference.

4. All actions not inconsistent with the provisions of this Resolution heretofore taken by the members of the Board and the officers and employees of RFTA and directed toward holding the election for the purposes stated herein are hereby ratified, approved and confirmed.

5. All prior acts, orders or resolutions, or parts thereof, by RFTA in conflict with this Resolution are hereby repealed, except that this repealer shall not be construed to revive any act, order or resolution, or part thereof, heretofore repealed.

6. If any section, paragraph, clause or provision of this Resolution shall be adjudged to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining sections, paragraphs, clauses or provisions of this Resolution, it being the intention that the various parts hereof are severable.

7. This Resolution shall take effect immediately upon its passage.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14th day of June, 2018.

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

By: _____
George Newman, Chairman

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 14, 2018 (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 ____ day of _____, 2018.

Secretary

APPENDIX A
DRAFT OF BALLOT ISSUE (SUBJECT TO CHANGE)

RFTA DRAFT NOVEMBER 2018 BALLOT TITLE FOR
AD VALOREM PROPERTY TAX AND REVENUE BONDS

SHALL ROARING FORK TRANSPORTATION AUTHORITY TAXES BE INCREASED UP TO \$[_____] MILLION ANNUALLY (FIRST FULL FISCAL YEAR DOLLAR INCREASE, FOR COLLECTION IN 2019) AND BY SUCH AMOUNTS AS ARE GENERATED IN FUTURE FISCAL YEARS FROM AN AD VALOREM PROPERTY TAX MILL LEVY IMPOSED AT A RATE OF [__]¹ MILLS FOR [__] YEARS TO AND INCLUDING DECEMBER 31, 20[___]², [AND THEREAFTER AT A RATE OF [__] MILLS,]³ AND SHALL AUTHORITY DEBT BE INCREASED UP TO \$[_____] , WITH A MAXIMUM REPAYMENT COST OF UP TO \$[_____] , FOR PURPOSES INCLUDING BUT NOT LIMITED TO:

- BUS RAPID TRANSIT AND LOCAL BUS SERVICE IMPROVEMENTS TO REDUCE CONGESTION ALONG HIGHWAY 82;
- MOBILITY ENHANCEMENTS FOR PEDESTRIANS, BICYCLIST AND TRANSIT USERS;
- CONSTRUCTION OF THE LOWER VALLEY TRAIL;
- IMPROVED ACCESS AND MAINTENANCE FOR THE RIO GRANDE TRAIL;
- CONSTRUCTION AND MAINTENANCE OF PARK AND RIDES, BUS STOPS AND OTHER TRANSIT AND TRANSPORTATION FACILITIES;
- PURCHASE OF NEW BUSES, INCLUDING ELECTRIFICATION OF BUSES FOR EMISSION AND NOISE REDUCTIONS;

SUCH DEBT TO BE INCURRED BY THE ISSUANCE OF REVENUE BONDS PAYABLE FROM THE REVENUES OF SUCH TAX AND, [TO THE EXTENT MONEYS FROM SUCH TAX ARE NOT SUFFICIENT FOR THE REPAYMENT OF SUCH BONDS, FROM]⁴ ANY OTHER LEGALLY AVAILABLE REVENUES OF THE AUTHORITY, INCLUDING, BUT NOT LIMITED TO, [AUTHORITY SALES AND USE TAXES, VEHICLE REGISTRATION FEES, FARE REVENUES, TAXES AND OTHER MONEYS RECEIVED PURSUANT TO INTERGOVERNMENTAL AGREEMENT WITH PITKIN COUNTY, EAGLE COUNTY, OR ANY OTHER MEMBER OF THE AUTHORITY, SERVICE CONTRACT REVENUES, AND STATE OR FEDERAL GRANTS]⁵; WHICH BONDS SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD AT SUCH TIME OR TIMES, AT SUCH PRICES (AT, ABOVE OR BELOW PAR) AND IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE BOARD OF THE AUTHORITY MAY DETERMINE; AND SHALL THE REVENUES FROM SUCH TAXES AND THE EARNINGS THEREON AND ON THE PROCEEDS OF SUCH BONDS BE A VOTER-APPROVED REVENUE CHANGE THAT THE AUTHORITY MAY COLLECT, RETAIN AND EXPEND [WITHOUT LIMITATION]⁶ UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION (TABOR), SECTION 291-301, C.R.S., OR ANY OTHER LAW [UP TO AN AMOUNT EQUAL TO [___]% HIGHER THAN THE AMOUNT RETAINED AND SPENT IN THE PRECEDING FISCAL YEAR, WITH ANY EXCESS ABOVE SUCH AMOUNT TO BE REFUNDED BY MEANS OF A TEMPORARY PROPERTY TAX CREDIT]⁶?

¹ Cannot exceed 5 mills per CRS 43-4-605.

² Sunset not required, but may be included.

³ Contemplates reduction of mill rate after bonds are paid off for purposes of maintaining the listed projects.

⁴ Property taxes not required to be used first; under CRS 43-4-609, the bonds can be paid from any of the revenues, so this bracketed phrase could be deleted if desired.

⁵ This list could be modified or shortened if desired; it is from the Authority's 2008 ballot issue.

⁶ These two bracketed phrases are alternatives; the first is for a "full" de-Brucing and the latter a "limited" one.

**APPENDIX B
FORM OF NOTICE**

DRAFT 5/31/2018

ROARING FORK TRANSPORTATION AUTHORITY
2307 Wulfsohn Road
Glenwood Springs, CO 81601

June __, 2018

VIA US MAIL AND CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Board of County Commissioners of Garfield County
108 8th Street, Suite 101
Glenwood Springs, CO 81601
Fax No. 970-945-7785
CC: Kevin Batchelder, Garfield County Manager

Board of County Commissioners of Eagle County
P.O. Box 850
500 Broadway
Eagle, CO 81631-0850
E-mail: eagleadmin@eaglecounty.us
Fax No. 970-328-8629
CC: Rhea Silverkorn, Executive Coordinator
Bryan R. Treu, County Attorney, P.O. Box 850, 500 Broadway, Eagle, CO 81631, Fax No. 970-328-8699, E-mail: bryan.treu@eaglecounty.us

Board of County Commissioners of Pitkin County
123 Emma Road, Suite 106
Basalt, CO 81621
Fax No. 970-920-5198
CC: John Peacock, County Manager, 123 Emma Road, Suite 106, Basalt, CO 81621, Fax No. 970-920-5198

Mayor Steve Skadron and Members of the Aspen City Council
130 Galena Street
Aspen, CO 81611
Fax No. 970-920-5119
CC: Steve Barwick, Aspen City Manager, E-mail: stevebarwick@cityofaspen.com, 130 South Galena Street, Aspen, CO 81611

Mayor Markey Butler and Members of the Snowmass Village Town Council

Council Chambers

Town of Snowmass Village Town Hall

130 Kearns Road

Snowmass Village, CO 81615

Fax No. 970-923-6083

CC: Flint Kinney, Town Manager, 130 Kearns Road, Snowmass Village, CO 81615, Fax No. 970-923-6083

Mayor Jacque R. Whitsitt and Members of the Basalt Town Council

Basalt Town Hall

101 Midland Avenue

Basalt, CO 81621

Fax No. 970-927-4703

CC: Ryan Mahoney, Town Manager, 101 Midland Avenue, Basalt, CO 81621, Fax No. 970-927-4703

Mayor Dan Richardson and Members of the Board of Trustees of the Town of Carbondale

Carbondale Town Hall

511 Colorado Avenue

Carbondale, CO 81623

Fax No. 970-963-9140

CC: Jay Harrington, Town Manager, 511 511 Colorado Avenue, Carbondale, CO 81623,

Fax No. 970-963-9140, E-mail: jharrington@carbondaleco.net

Mayor Michael Gamba and Glenwood Springs City Council

101 West 8th Street

Glenwood Springs, CO 81601

CC: Deborah Figueroa, Town Manager, 101 West 8th Street, Glenwood Springs, CO 81601, Fax No. 970-384-6599

Mayor Art Riddle and New Castle Town Council

450 Main Street

P.O. Box 90

New Castle, CO 81647

CC: Tom Baker, Town Administrator, E-mail: tbaker@newcastleco.org

NOTICE OF PROPOSAL TO SEEK ELECTOR APPROVAL
TO IMPOSE A MILL LEVY OF UP TO FIVE MILLS (.005) -
OPPORTUNITY FOR COMMENT
Pursuant to Section 43-4-613, C.R.S.

PLEASE TAKE NOTICE, pursuant to Section 43-4-613, Colorado Revised Statutes, that the Board of the Roaring Fork Transportation Authority (“RFTA”) is hereby providing notice that at the regular RFTA Board meeting scheduled for and to be conducted on August 9, 2018, commencing at 8:30 a.m. at the Town Council Chambers, Carbondale Town Hall, 511 Colorado Avenue, Carbondale, CO 81623, the Board shall, subject to the requirements of Section 43-4-613, C.R.S., consider whether to seek approval of the electors of RFTA to impose a mill levy of up to five mills (.005) on all taxable property within the territory of RFTA. Debt may be incurred by the issuance of revenue bonds payable from the revenues of such tax and other legally available revenues of RFTA.

Prior to taking any action on such a proposal, counties and municipalities entitled to receive notice pursuant to Section 43-3-613, C.R.S., shall be afforded a reasonable opportunity for comment, either at a regular meeting of the Board or at a special meeting to receive such comment.

The agenda for such meeting will allow for a public comment period that shall be at least one hour in duration and shall offer the public an opportunity to comment during such period. Such period may be abridged when the public is finished offering comments.

Very truly yours,

ROARING FORK TRANSPORTATION
AUTHORITY

By: _____
George Newman, Chair

RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA SUMMARY ITEM # 7. A.

Meeting Date:	June 14, 2018
Agenda Item:	Approval of Letter of Support for RFTA BUILD Grant Application and Resolution 2018-13: Authorization to Submit Application for Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants.
Policy #	2.3.12: Financial condition and Activities
Strategic Goal:	Planning: Develop a successful TIGER X (now BUILD) grant award for the RTC/GMF Renovation/Expansion Project.
Presented By:	David Johnson, Director of Planning
Recommendation:	Authorize RFTA Chair to sign the Letter of Support and, then, approve Resolution 2018-13, authorizing staff to submit a BUILD grant application to construct Phase 1 of the Glenwood Springs Maintenance Facility Renovation and Expansion.
Core Issues:	<p>The Glenwood Springs Maintenance Facility was constructed in 2002, and intended to be a small satellite facility with an operational capacity of 34 buses. Since 2002, RFTA has expanded its scope of ridership and services significantly. The GMF is now the cornerstone of RFTA’s operations and maintenance, and will grow in that role over the next 20 years, and expand its array of services. In 2002, most buses were industrial workhorse people-movers; today, they are technological marvels, with an array of complicated electronics, which operate with multiple propulsion technologies, including diesel (with ultra-low emission engines), CNG and battery-electric.</p> <p>The GMF must be renovated and expanded to alleviate today’s capacity constraints and to help RFTA grow and adapt to future needs. RFTA intends to request \$21 million in BUILD funds, to complete the \$31 million Phase 1 renovation and expansion. This has independent utility and addresses most of RFTA’s critical needs.</p> <p>RFTA is performing due diligence on a 3.65 mill property tax levy, to be requested from voters in RFTA’s member jurisdictions in a November 2018 ballot initiative. This would provide funding for the GMF and other critical transportation needs. However, RFTA is uncertain of whether it will request a 3.65 mill levy, or whether voters will approve it in November. Even if voters approve, it might not fully fund all proposed projects. These issues are being addressed, but will not be resolved by the July 16 BUILD grant application deadline.</p> <p>It is in RFTA’s best interest to request BUILD funding. The BUILD program is the predecessor to the TIGER program, which began in 2009 to help stimulate economic recovery and address the nation’s infrastructure needs. Many of the selection criteria of BUILD Transportation grants overlap with the TIGER program, though the program is refocused on infrastructure investment that will make a positive impact throughout the country, with special consideration to projects located in rural areas. Funding for BUILD (\$1.5 billion) has tripled from previous years.</p>
Policy Implications:	RFTA Board Governing Policy 2.3.12 states, “The CDO shall not fail to maximize RFTA’s generation of State/Federal grant funds for which it is eligible.”
Fiscal Implications:	The amount of local match required, up to approximately \$10 million, depending upon the amount of grant funds received, would be comprised from approximately \$7.1 million in remaining RFTA bonding authorization, current budget revenue and RFTA capital reserves. Adoption of Resolution 2018-13
Attachments:	Yes, RFTA’s Build grant Letter of Support and also Resolution 2018-13 are attached below.



June 14, 2018

The Honorable Elaine Chao
Secretary
US Department of Transportation
1200 New Jersey Ave, S
Washington, DC 20590

RE: Roaring Fork Transportation Authority (RFTA) FY17 TIGER grant application

Dear Secretary Chao:

RFTA's Board of Directors, consisting of eight member jurisdictions, expresses support for RFTA's FY2018 BUILD grant proposal. The funding will be used to construct a Regional Transit Center (RTC) in Glenwood Springs, Colorado, serving as the foundation for transit operations and mobility management throughout the three-county region, as well as for CDOT's Bustang Statewide transit service.

RFTA is Colorado's second largest transit agency and the largest rural transit agency in the nation by ridership. RFTA provides over five million trips per year throughout a 70-mile corridor in Garfield, Eagle, and Pitkin Counties, roughly 14 times the trips of an average-size rural transit bus agency. RFTA's safe, affordable and convenient transit services are critical for the region's mobility, congestion management, and environmental and economic sustainability.

The success of *Veloci*RFTA service, the country's first rural BRT system, coupled with growing regional demands for transit service and mobility management, require renewed investments in RFTA's core operational facilities. The regional transit center will meet RFTA's current and future transit needs and will support transit needs throughout the State. The RTC project fully aligns with the BUILD Program's goal to invest in infrastructure that will make a positive impact throughout the country, particularly in rural areas.

We ask USDOT to consider BUILD grant funding for this worthy proposal.

Sincerely,

George Newman
Chair, Board of Directors

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-13**

**Authorization to Submit Application for Better Utilizing Investments to Leverage Development (BUILD)
Transportation Discretionary Grants**

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, the Roaring Fork Transportation Authority (RFTA) is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the USDOT; and

WHEREAS, RFTA has submitted a Grant Application for **Construction of the RFTA Regional Transit Center**, requesting a total award of **\$20,898,689**, with a local match commitment of up to \$10,000,000 (using a combination of existing bonding authority and capital reserves), depending upon the final grant award.

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

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors strongly supports the Grant Application submitted by RFTA and it will appropriate matching funds for a grant with the USDOT, if awarded.
3. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of the project.
4. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with the USDOT.
5. The RTC facility will be owned by RFTA and will be maintained and operated by RFTA for the next 30 years. The RFTA Board of Directors will continue to maintain the facility in a State of Good Repair and will appropriate funds on an annual basis for routine maintenance.
6. If a grant is awarded, the RFTA Board of Directors hereby authorizes the CEO to execute a Grant Agreement with the USDOT.

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INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14th day of June, 2018.

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

By: _____
George Newman, 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 14, 2018; (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 14th day of June, 2018.

Nicole R. Schoon, Secretary to the Board

RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA SUMMARY ITEM # 7. B.

Meeting Date:	June 14, 2018
Agenda Item:	Approve Letter of Support for City of Glenwood Springs BUILD Grant.
Policy #	4.2.4: Board Job Products
Strategic Goal:	Finance: Participate in and support efforts to seek additional revenue sources to fund long term needs and assist in developing strategies to obtain them.
Presented By:	David Johnson, Director of Planning
Recommendation:	Approve and authorize the RFTA Chair to sign Letter of Support for City of Glenwood Springs’ BUILD grant application.
Core Issues:	<p>The BUILD program is the predecessor to the TIGER program, which began in 2009 to help stimulate economic recovery and address the nation’s infrastructure needs. Many of the selection criteria of BUILD Transportation grants overlap with the TIGER program. The program is refocused on infrastructure investment that will make a positive impact throughout the country, with special consideration to projects located in rural areas. Funding for BUILD (\$1.5 billion) has tripled from previous years.</p> <p>The City of Glenwood Springs seeks \$7.35 million in U.S. Department of Transportation (DOT) Better Utilizing Investments & Leveraging Development (BUILD) grant funding for the South Midland Reconstruction and Rural Broadband project. BUILD funding, along with \$3.15 million in local match, would be used to reconstruct damaged and dangerous South Midland Avenue, replace the waterline, and deploy broadband infrastructure to existing neighborhoods and areas ripe for development in the southwestern corridor.</p>
Policy Implications:	RFTA Board Governing Policy 4.2.4 states, “The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization’s regional goals and the organization’s ability to achieve its Ends.”
Fiscal Implications:	N/A
Attachments:	Yes, please see RFTA Letter of Support for Glenwood Springs’ BUILD grant application, attached below.



June 12, 2018

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: RFTA supports the South Midland Reconstruction & Rural Broadband Project

Dear Secretary Chao:

Roaring Fork Transportation Authority (RFTA) Board of Directors expresses its support for the City of Glenwood Springs' application to the U.S. Department of Transportation (DOT) Better Utilizing Investment and Leveraging Development (BUILD) grant program to support the South Midland Avenue Reconstruction & Rural Broadband project. The reconstruction of South Midland Avenue will facilitate the correction of dangerous deficiencies in the arterial connecting South Glenwood to the downtown and key evacuation routes, replacement of the failing waterline, and municipal broadband deployment to existing neighborhoods and areas ripe for development.

RFTA is Colorado's second largest transit system, with over 5 million passenger trips annually, a staff of 350 employees during the peak winter season, and a fleet of over 100 transit vehicles. RFTA provides an array of public transit services in this region, which extends from Rifle to Glenwood Springs in the I-70 corridor, and from Glenwood Springs to Aspen/Snowmass Village in the State Highway 82 corridor.

The City of Glenwood Springs is one of the eight member jurisdictions that comprise RFTA. RFTA and the City have a history of collaboration on numerous projects, including RFTA's provision of transit mitigation services on behalf of the City and CDOT during the roughly 3-month closure of the Grand Avenue Bridge in Glenwood Springs. The Grand Avenue Bridge over the Colorado River is the most important connection between Interstate 70 and State Highway 82, and impacts travel routes statewide. RFTA created successful mobility options and alleviated severe automobile congestion until the new bridge was completed. While the transit mitigation was successful, the Grand Avenue Bridge project demonstrated the importance of Midland Avenue as a critical evacuation and emergency access route.

RFTA is engaged and supportive of the South Midland Reconstruction project moving forward. Please give Glenwood Springs' application the highest consideration. Thank you.

Sincerely,

George Newman
Chair, Board of Directors

RFTA BOARD OF DIRECTORS MEETING
“CONSENT AGENDA” AGENDA ITEMSUMMARY # 7. C.

Meeting Date:	June 14, 2018
Agenda Item:	Agreement Between Amalgamated Transit Union, Local 1774, and Roaring Fork Transportation Authority
Policy #:	4.2.5: Board Job Products
Strategic Goal	Negotiate new long-term Collective Bargaining Agreement
Presented By:	Dan Blankenship, CEO
Recommendation:	Approve Collective Bargaining Agreement and authorize the Board Chair to execute it.
Core Issues:	<ol style="list-style-type: none"> 1. During May 14 – 17 and May 29 – June 1, representatives of ATU Local 1774 and RFTA management reached tentative agreement on a three-year Collective Bargaining Agreement that will be effective from January 1, 2019 through December 31, 2021. 2. The Agreement is now subject to RFTA Board approval, as well as ratification by the members of ATU Local 1774. 3. As was the case during the previous negotiations, a tremendous willingness to collaborate was demonstrated by the parties and everyone genuinely appeared to approach the negotiations with the best interests of RFTA in mind. 4. Ed Cortez, President, Local 1774, and the members of the ATU negotiating team are to be commended for the professional and positive tone that they maintained throughout the negotiations. 5. RFTA’s lead negotiator, Kent Blackmer, and team members, Kurt Ravenschlag, Michael Yang, Linda Forgacs, John Hocker, Lawrence Bond, Paul Hamilton, and Employer Council Consultant and Labor Attorney, Sarah Adeh, are also deserving of praise for their proficiency and professionalism during the negotiations. Their invaluable assistance and dedication made it possible to strike an accord with the union. 6. For details, please see the attached “Overview of 2019 – 2021 Collective Bargaining Agreement (CBA) provisions modified and tentatively agreed upon RFTA management and ATU Local 1774 during recent negotiations,” which follows on the next page. 7. Staff recommends approval of the Collective Bargaining Agreement.
Policy Implications:	RFTA Board Governing Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	Please see CAB Overview attached below.
Attachments:	Yes, please see the CBA Overview attached below and “RFTA-ATU CBA 2019-2021 Final.pdf.” included in the June 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

Overview of 2019 – 2021 Collective Bargaining Agreement (CBA) provisions modified and tentatively agreed upon by RFTA and ATU Local 1774 during recent negotiations:

1. **Union Dues and Membership** – RFTA management and the Union agreed to clarify in the CBA that, consistent with the Colorado Labor Peace Act, members of the Bargaining Unit can withdraw from union membership at any time with at least 30 days’ notice.

Previously, the CAB indicated that *Authorizations* (for the collections of dues) *by the employee shall be on a standard form and automatically renewed for successive periods on one year each. Authorization may be revoked one year from the date of authorization, with notice given to the Union by the employee not more than twenty (20) calendar days and not less than ten (10) calendar days prior to the expiration of the one-year period.* As such, this provision was not consistent with the Colorado Labor Peace Act and needed to be revised.

2. **Scheduling:** The Union bargained for a more active role in how drivers are scheduled for their shifts. To that end, the Union negotiated to include language in the contract defining their role. What was ultimately agreed upon was the formation of a labor/management committee (comprised of three members of the Union and three members of RFTA management) specifically tasked with addressing the process for driver scheduling. Benchmarks for progress were included in this article. COO Kurt Ravenschlag plans to head this committee for RFTA management.
3. **Discipline and Discharge:** In order to allow adequate time for investigations, RFTA management sought to extend the period of time for issuing disciplinary documents beyond the 10 days from the date of the incident afforded in the original contract. The Union agreed to modify the language to allow ten calendar days from the *“first report of the occurrence/incident.”* In addition, the Union agreed that, *“If additional time is needed, the employer will notify a union representative. The union representative will agree to the extension date requested by the employer.”*

RFTA agreed to reduce the period it can consider an employee’s performance history for purposes of discipline from 5 years to 2 years. Management was comfortable with the exclusionary language in this article, however, because it is allowed to go beyond two years *“in cases of a continuing pattern and substantiated pattern of inappropriate conduct.”*

4. **Seniority:** The Union has an ongoing concern about how open work gets assigned and so asked for this language to address the issue: *“The Employer will communicate to lower level supervisors that failure to adhere with this provision (how open work is assigned) will constitute a violation of this agreement.”*

Under this article, RFTA management also looked for agreement on what happens to employees that quit or transfer positions within RFTA, in so far as their pay is concerned, if/when they return to driving. Strict adherence to the previous contract would have place transferring personnel and returning personnel at the bottom of the pay scale. The Union agreed to give full credit, in terms of placement in the wage scale, for RFTA time served when transferring positions, if they return to a RFTA driving position within two years of their transfer or termination.

5. **Days Off:** RFTA management and the Union both compromised under this article.

RFTA management agreed to raise the number of chargeable absences within 12 rolling months to 8 before suspension and discharge could be considered. Previously the number was 7 chargeable absences.

The Union agreed to modify the language regarding extended sick leave absences so that a doctor’s note is required after missing work for three or more consecutive days. The previous contract read that a note is only required for more than three consecutive days.

6. **Overtime:** RFTA management wanted to expedite the process of getting open shifts filled. The Union suggested that a new system be implemented wherein drivers interested in getting extra work would provide their phone numbers and could be sent text messages by RFTA about available work. If nobody responded to the text within an hour, the shift could then be assigned to any available operations employee (e.g., a RFTA supervisor). Both parties agreed to this new methodology and RFTA IT is looking into systems that will allow Dispatchers to send blast text messages to Bus Operators!

7. **Terms of the Agreement & Wages:** Based on the current CAB, it would take Bus Operators promoted to year-round after a season of driving, approximately 12 years to reach the top of the wage progression. In the new CAB, the wage progression has been reduced to 10 years and a half step has been added when Bus Operators are promoted to year-round. Previously it could take approximately 18 months from promotion to year-round, for a Bus Operator to move up to the Year 1 of service step in the wage progression. The wage increase after promotion is viewed as a means of helping to reduce turnover among Bus Operators who are lower in seniority. From 2018 through 2021, the wage progression is increasing by 2% per year.

<u>10 year 2.0%</u>	Jan. 2019	Jan. 2020	Jan. 2021
<i>Starting</i>	\$19.85	\$20.25	\$20.65
<i>Promotion to YR</i>	\$20.27	\$20.67	\$21.08
<i>Year 1 of service</i>	\$20.68	\$21.10	\$21.52
<i>Year 2 of service</i>	\$21.52	\$21.94	\$22.38
<i>Year 3 of service</i>	\$22.35	\$22.79	\$23.25
<i>Year 4 of service</i>	\$23.18	\$23.64	\$24.12
<i>Year 5 of service</i>	\$24.01	\$24.49	\$24.98
<i>Year 6 of service</i>	\$24.85	\$25.34	\$25.85
<i>Year 7 of service</i>	\$25.68	\$26.19	\$26.71
<i>Year 8 of service</i>	\$26.51	\$27.04	\$27.58
<i>Year 9 of service</i>	\$27.35	\$27.89	\$28.45
<i>Year 10+ of service</i>	\$28.18	\$28.74	\$29.31

Operators capped at the top of the prior year’s pay scale will receive a \$500 gross bonus on the first full bi-weekly payroll of the subsequent calendar year. This provision is consistent with the current CBA.

**RFTA BOARD OF DIRECTORS MEETING
 “INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 8. A.**

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: June 14, 2018

Pilot Battery Electric Bus (BEB) Project:

RFTA and its partner, the City of Aspen, have garnered approximately \$4.3 million in grants to help defray the cost of an 8-BEB pilot project. We are still awaiting updated pricing from New Flyer, the BEB manufacturer, which we hope to have by June 11, 2018. Preliminary pricing information indicates the cost of heavy-duty batteries and chargers will add an addition \$400,000 to the total project budget. The pricing chart, below, has been updated to reflect the anticipated higher final pricing. City of Aspen staff is seeking a letter and resolution from the City Council, which will commit funding to the project (subject to annual appropriations). Currently, staff plans to seek authorization from the Board to place an order for the BEB’s at the July 12 RFTA Board meeting. A supplemental budget resolution will be submitted to the RFTA Board at that time. Delivery would most likely be during the summer of 2019.

Battery Electric Bus Pilot Project Financing Plan				
	Item	Quantity	Unit Cost	Total Cost
1	Est. 40-foot Battery Electric Buses (BEB) and Chargers	8	\$ 1,031,000	\$ 8,248,000
2	Infratructure Installation	1	\$ 208,000	\$ 208,000
3	Total	N/A	N/A	\$ 8,456,000
Sources of Funding				
			Committed	Total
4	EOTC Funding		Yes	\$ 500,000
5	FY18/19 Statewide FASTER Grant/SB 228 Grant/LoNo		Yes	\$ 4,273,531
6	RFTA FASTER Grant Local Match		Yes	\$ 1,068,383
7	Additional RFTA Funding		Tentative	\$ 772,852
8	Subtotal RFTA Funding			\$ 1,841,235
9	City of Aspen		Tentative	\$ 1,841,235
10	Subtotal Local BEB Funding			\$ 8,456,000

All electric



2018 Actuals/Budget Comparison (April YTD)

2018 Budget Year				
General Fund	April YTD			Annual Budget
	Actual	Budget	% Var.	
Revenues				
Sales and Use tax (1)	\$ 4,748,734	\$ 4,455,458	6.6%	\$ 21,591,000
Grants	\$ 1,281,719	\$ 1,281,718	0.0%	\$ 3,937,094
Fares (2)	\$ 1,552,506	\$ 1,594,208	-2.6%	\$ 5,021,000
Other govt contributions	\$ 1,709,289	\$ 1,706,524	0.2%	\$ 1,761,191
Other income	\$ 259,660	\$ 259,660	0.0%	\$ 651,440
Total Revenues	\$ 9,551,907	\$ 9,297,567	2.7%	\$ 32,961,725
Expenditures				
Fuel	\$ 510,055	\$ 561,066	-9.1%	\$ 1,433,758
Transit	\$ 7,243,518	\$ 7,577,899	-4.4%	\$ 21,708,348
Trails & Corridor Mgmt	\$ 86,994	\$ 89,806	-3.1%	\$ 540,120
Capital	\$ 1,670,389	\$ 1,669,645	0.0%	\$ 7,129,690
Debt service	\$ 269,250	\$ 269,250	0.0%	\$ 1,512,971
Total Expenditures	\$ 9,780,205	\$ 10,167,665	-3.8%	\$ 32,324,887
Other Financing Sources/Uses				
Other financing sources	\$ -	\$ -	0.0%	\$ 150,000
Other financing uses	\$ (977,985)	\$ (977,985)	0.0%	\$ (2,757,871)
Total Other Financing Sources/Uses	\$ (977,985)	\$ (977,985)	0.0%	\$ (2,607,871)
Change in Fund Balance (3)	\$ (1,206,283)	\$ (1,848,083)	-34.7%	\$ (1,971,033)

- (1) Timing issue, as Sales tax revenue is received 2 months in arrears (i.e. February sales tax is received and recorded in April).
- (2) Through April, fare revenue is slightly up at 1% and ridership slightly down 2% compared to the prior year. Over the course of the year, the timing of bulk pass orders by outlets and businesses can affect the % change. The chart below provides a YTD April 2017/2018 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 4/2017	YTD 4/2018	Increase/ (Decrease)	% Change
Regional Fares	1,527,808	1,550,087	22,279	1%
Ridership on RFTA Regional Services*:				
Highway 82 (Local & Express)	290,091	276,757	(13,334)	-5%
BRT	326,325	323,755	(2,570)	-1%
Carbondale Shuttle	51,278	53,837	2,559	5%
SM-DV	41,787	44,165	2,378	6%
SM-INT	19,578	21,322	1,744	9%
Grand Hogback	39,458	35,978	(3,480)	-9%
Total Ridership on RFTA Fare Services	768,517	755,814	(12,703)	-2%
Avg. Fare/Ride	\$ 1.99	\$ 2.05	\$ 0.06	3%
* 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 2018 YTD				Hours April 2018 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,448,991	1,453,470	(4,479)	-0.3%	66,136	66,179	(43)	-0.1%
City of Aspen	205,521	209,032	(3,511)	-1.7%	22,963	22,894	69	0.3%
Aspen Skiing Company	197,695	216,009	(18,314)	-8.5%	14,852	14,463	389	2.7%
Ride Glenwood Springs	39,686	40,149	(463)	-1.2%	3,216	3,225	(9)	-0.3%
Grand Hogback	72,166	71,932	234	0.3%	2,817	2,807	11	0.4%
Specials/Charters	4,834	4,027	807	20.0%	561	469	92	19.6%
Senior Van	6,485	5,484	1,001	18.3%	604	568	36	6.4%
Total	1,975,378	2,000,103	(24,725)	-1.2%	111,150	110,605	546	0.5%

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
Service	Apr-17	Apr-18	#	%
	YTD	YTD	Variance	Variance
City of Aspen	671,453	613,459	(57,994)	-8.64%
RF Valley Commuter	957,547	945,058	(12,489)	-1.30%
Grand Hogback	39,458	35,978	(3,480)	-8.82%
Aspen Skiing Company	468,399	433,754	(34,645)	-7.40%
Ride Glenwood Springs	59,982	53,339	(6,643)	-11.07%
X-games/Charter	28,265	23,483	(4,782)	-16.92%
Senior Van	1,198	1,317	119	9.93%
MAA Burlingame	-	-	-	N/A
Maroon Bells	-	-	-	N/A
GAB Transit Mitigation Svcs.	-	-	-	N/A
Total	2,226,302	2,106,388	(119,914)	-5.39%
Subset of Roaring Fork Valley Commuter Service with BRT in 2018				
Service	YTD Apr 2017	YTD Apr 2018	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	290,091	276,757	(13,334)	-5%
BRT	326,325	323,755	(2,570)	-1%
Total	616,416	600,512	(15,904)	-3%

2017 Financial Statement Audit – Schedule

Date	Activity	Status
5/7/2018 – 5/11/2018	Start of Audit – auditors conducting onsite fieldwork	COMPLETED
6/28/2018	The Audit Report will be reviewed by the RFTA Board Audit Subcommittee . A meeting has been scheduled at the RFTA office located at 1340 Main Street in Carbondale between the Audit Subcommittee, the auditor and staff to discuss the audit in detail.	<i>On schedule</i>
7/6/2018	Final Audit Report to be distributed to RFTA Board with July Board Packet	<i>On schedule</i>
7/12/2018	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	<i>On schedule</i>

Confirmed members of RFTA Board Audit Subcommittee:

1. **Markey Butler**, RFTA Board member (Town of Snowmass Village)
2. **Ann Mullins**, RFTA Board member (City of Aspen)
3. **Ann Driggers**, Independent Financial Expert (Pitkin County Finance Director)
4. **Jill Klosterman**, Independent Financial Expert (Eagle County Finance Director)

Planning Department Update – David Johnson, Director of Planning

Monthly Planning Department Update: The “06-14-18 Planning Department Update.pdf,” can be found in the June 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet

Facilities & Trails Update – Mike Hermes, Director of Facilities & Trails

Facilities, Rail Corridor & Trail Update

RFTA Employee Housing

- The Main Street apartment complex in Carbondale, a 5 unit complex with 7 beds, is currently at **100%** occupancy.
- The Parker House apartment complex in Carbondale, a 14 unit complex with 24 beds unit, is currently at **88%** occupancy.
- RFTA's allotment of long-term housing at Burlingame in Aspen, consisting of four one-bedroom units, is currently at **100%** occupancy.
- RFTA Permanent employee housing is currently at **94%**.
- As of May 1st, RFTA has access to five, 3 bedroom SKICO tiny homes in the Basalt Campground. The Burlingame winter seasonal tenants staying on with RFTA have, or are in the process of, transitioning from the Burlingame winter seasonal housing to the SKICO summer seasonal housing units.
- RFTA is also housing some new drivers/mechanics in the SKICO summer housing. SKICO summer housing is currently at **80%** occupancy.

RFTA Railroad Corridor

Right-of-Way Land Management Project: Along with its legal and engineering consultants, RFTA staff will continue working on the following tasks in 2019:

- Staff has begun to utilize a new review process for projects proposing to make use of the Railroad Corridor. This process will allow 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.
- **Recreational Trails Plan (RTP)** – The Planning staff will be leading the process for an update to the Recreational Trails Plan. The Facilities and Trails staff will be working closely with the Planning Department on the update. The update is slated to begin between Mid-June and early July.

- **E-Bikes** – There will be a presentation on E-Bikes at the June 14th Board meeting.
- **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. This will be an ongoing process. *(No new update this month.)*
- **South Bridge** – *(No new update this month.)*
- **8th Street Crossing Project by CDOT and the City of Glenwood Springs** – *(No new update this month.)*



Rio Grande Trail Update

- Staff continues working to beautify the corridor through Carbondale, called the Rio Grande ArtWay.
 - A very successful volunteer planting day was just completed (May 20) in both parks. Approximately 70 people showed up to lend a hand getting plants in the ground!
 - The Masterplan is on RFTA's website. <http://www.rfta.com/trail-documentation/>.
 - ❖ Please feel free to reach out to Brett Meredith, bmeredith@rfta.com if you have any questions, comments and/or concerns regarding this process.
 - Projects include irrigation, picnic areas with shelters, art installations, native landscapes, a Latino Folk Art Garden, creating a Youth Art Park, and adding historical interpretive signs.
 - DeRail Park (SH 133 across from the Park and Ride) has come a long way over the last year or so. An "art fence" has been installed, the soft surface trail has been built, irrigation system is up and running, topsoil and wood mulch have also been spread on site. Trees, shrubs, perennial flowers and grasses have been planted with the help of volunteers.
 - ❖ The shade sail has been installed and the picnic bench is on-site for people to enjoy. See photo below. A bear-proof trash and recycling can is also on-site.
 - ❖ The ArtWay entry "Arch" is currently being vetted/designed.
 - The Latino Folk Art Garden at 8th St in Carbondale has also begun!
 - ❖ A soft surface trail and picnic area infrastructure has been installed.
 - ❖ Trees, shrubs, and perennial flowers have been planted with the help of volunteers.
 - ❖ An irrigation system is currently under construction.
 - The public has been supportive and interested groups and businesses are signing up for participation.
- Staff secured and completed a Colorado Parks and Wildlife grant to fund a soft-surface trail through Carbondale and shoulder repairs along the lower 20 miles of corridor.
 - Staff had a final "inspection" on May 25 with Colorado Parks and Wildlife (CPW) staff and will have a formal response from CPW soon. They seemed very pleased with the project.
 - Grant expires on Dec. 31, 2018.
- Staff has been researching and preparing for 2018 projects; which includes tree trimming/removal, asphalt repair, goats, revegetation, ArtWay projects, pavement striping, and bridge repair.
- We are hoping to repair the Sopris Creek Bridge and the Roaring Fork Bridge in 2018.
- Staff is staying busy clearing the trail of debris, tree removal and chipping, noxious weed removal, and other maintenance tasks to keep the trail in top-notch condition.

- Staff has been coordinating with RE-1 and consultants regarding the newly opened Riverview School, off CR 154. A trail now connects the Rio Grande Trail to the school.
- Staff is gearing up for the Recreational Trails Plan update, as a part of the much larger Comprehensive Plan for the corridor.
 - Staff coordinated with multiple jurisdictions on E-bikes, and held multiple open houses valley-wide and a PR campaign, led by Pitkin County. Participation was incredible and we now have a good understanding of the communities feelings towards E-bikes on paved, multi-use trails in the valley.



DeRail Park – Shade Sail, picnic table, and landscaping installed!



Latino Folk Art Garden is taking shape!