

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

**TIME:** 8:30 a.m. – 11:00 a.m., Thursday, September 13, 2018

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

**(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>8:30 a.m.</b>
2	<b>Approval of <a href="#">Minutes</a>:</b> RFTA Board Meeting, August 9, 2018, <b>page 3</b>		<b>Approve</b>	<b>8:31 a.m.</b>
3	<b>Executive Session: 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 instructing negotiators (Sos – Alpine Tire; and 2); Aspen Skiing Company Transit Service Agreement		<b>Executive Session</b>	<b>8:32 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>8:50 a.m.</b>
5	<b>Items Added to Agenda – Board Member Comments:</b>	<b>4.3.3.C</b>	<b>Comments</b>	<b>9:00 a.m.</b>
6	<b>Consent Agenda:</b>			<b>9:10 a.m.</b>
	A. <a href="#">Resolution</a> 2018-19: Designating a Location for Posting Public Notices of Board Meetings – Dan Blankenship, CEO, <b>page 8</b>	<b>2.8.11</b>	<b>Approve</b>	
	B. Aspen <a href="#">Skiing</a> Company Transit Service Agreement – Dan Blankenship, CEO, <b>page 10</b>	<b>4.2.5</b>	<b>Approve</b>	
	C. <a href="#">Refund</a> Request for Ride Glenwood Springs 2017 Back-Up Service – Dan Blankenship, CEO, <b>page 13</b>	<b>4.2.5</b>	<b>Approve</b>	
	D. Deed, <a href="#">Assignment</a> of Lease, and Bill of Sale – Between RFTA and C.P.O., Inc., - Angela Henderson, Assistant Director, Project Management & Facilities Operation, <b>p.15</b>	<b>2.3.7</b>	<b>Approve</b>	
7	<b>Presentation/Action Items:</b>			
	A. <a href="#">Destination</a> 2040 Update – Ralph Trapani, PTG, and Dan Blankenship, CEO, <b>page 19</b>	<b>4.2.1</b>	<b>Discussion/ Direction</b>	<b>9:20 a.m.</b>
	B. Presentation of First Draft of RFTA 2019 <a href="#">Budget</a> – Michael Yang, CFAO, and Paul Hamilton, Director of Finance <b>page 24</b>	<b>4.2.5</b>	<b>Discussion/ Direction</b>	<b>10:00 a.m.</b>
8	<b>Information/Updates:</b>			
	A. <a href="#">CEO</a> Report – Dan Blankenship, CEO, <b>page 39</b>	<b>2.8.6</b>	<b>FYI</b>	<b>10:40 a.m.</b>
9	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at September 13, 2018 Meeting	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:50 a.m.</b>
10	<b>Next Meeting:</b> 8:30 a.m. – 11:30 a.m., October 11, 2018 at Carbondale Town Hall	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:55 a.m.</b>
11	<b>Adjournment:</b>		<b>Adjourn</b>	<b>11:00 a.m.</b>

**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  
August 9, 2018**

**Board Members Present:**

George Newman-Chair (Pitkin County); Jeanne McQueeney-Vice-Chair (Eagle County); 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:**

Ann Mullins (City of Aspen)

**Non-Voting Alternates Present:**

Greg Poschman (Pitkin County); Ben Bohmfalk (Town of Carbondale)

**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, Angela Henderson, Brett Meredith, Dina Farnell, Amy Burdick, and Abbey Pascoe, Facilities & Trails Department; David Johnson and Jason White, Planning Department; Paul Hamilton, Finance Director; Tammy Sommerfeld, Procurement Specialist; Jamie Tatsuno and Jennifer Balmes, Marketing and Communications Department; Ed Cortez, Operations and ATU Local 1774 President

**Visitors Present:**

Ralph Trapani and Emily Kushto (Parsons); Bill Ray (WR Communications); Tanya Allen (City of Glenwood Springs); Scott Condon (Aspen Times); John Krueger (City of Aspen); Sheryl Bower (Garfield County); Jeanette Darnauer (Darnauer Communications); Richard Gonzales (CMC); Andre Salvail (Aspen Daily News); Wyatt Orm (Aspen Public Radio); Dyna Sanchez Rimkus (Compass Real Estate); Paul Menter, Larry Ballinger, Robert Comey, Rick Neiley, Mark Chain, Mavis Fitzgerald, Richard Pitre, Pam Hiltz, Alex Broush, Scott Butler, John Rushenberg, and Michael Kinsley (citizens)

**Agenda**

***Note: Blue Hyperlinks to the August 9, 2018 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.***

**1. Roll Call:**

**George Newman called the RFTA Board of Directors to order at 8:31 a.m. Newman declared a quorum to be present (8 member jurisdictions present) and the meeting began at 8:31 a.m.**

**2. Approval of Minutes:**

**Dan Richardson moved to approve the minutes of the July 12, 2018 Board Meeting, and Jeanne McQueeney seconded the motion. The motion was unanimously approved.**

**3. Executive Session:**

**Jacque Whitsitt moved to adjourn into Executive Session and Richardson seconded the motion. The motion was unanimously approved. The Board adjourned into Executive Session at 8:32 a.m.**

**A. Two Matters: Paul Taddune, General Counsel:**

- 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 instructing negotiators (Sos/Alpine Tire); and

- 2) C.R.S 24-6-402 (4)(a); the purchase, acquisition, lease, transfer, or sale of any real, personal or other property interests (Exchange of Federal Grant R.O.W. Bargain and Sale Deeds between RFTA and Neiley/Maniscalchi)

RFTA staff present at the Executive Session included: Dan Blankenship, Paul Taddune, Michael Yang, Kurt Ravenschlag, Nicole Schoon, and Angela Henderson.

**Whitsitt moved to adjourn from Executive Session into the regular Board Meeting and Richardson seconded the motion. The motion was unanimously approved.**

**No action was taken during the Executive Session. The Executive Session adjourned at 8:55 a.m.**

#### **4. Public Comment:**

**Newman asked if any member of the public would like to address the Board or make a comment regarding items not on the August 9, 2018 Board Agenda. No members of the public had any comments.**

**Newman closed Public Comments at 8:58 a.m.**

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

**Newman asked if there were any items that needed to be added to the Board meeting Agenda. There were no items added to the Board meeting Agenda.**

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

Art Riddile stated that at the Town of New Castle Board meeting, there was unanimous support for RFTA to move forward with a 2.65 Tax Mill Levy.

Greg Poschman stated that he again appreciated Mr. White's comments at the last Board meeting regarding the fare prices charged for youths on RFTA buses.

**Newman closed Board comments at 9:00 a.m.**

#### **6. Presentation Action Items:**

##### **A. Destination 2040 Update – Ralph Trapani, PTG and Bill Ray, WR-Communications**

The Parsons Transportation Group (PTG) Consultant and RFTA Team has completed scopes and cost estimates for the various service and capital alternatives that emerged as long-term priorities during Stages 1, 2, and 3. They were grouped into the following funding packages:

- 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

At the Board Retreat in May, the Board chose to proceed with a 3.65 mill levy scenario. The 3.65 mill tax proposal was polled for study, opinions and feedback from voters. Outcomes of polling approximately 300 likely voters on the 3.65 mill levy showed mixed opinions, with increased positive views of the mill levy when more information was provided. In addition, the polling indicated that there could potentially be more support for a reduced mill levy proposal of 2.6 mills. In response to the

polling results and Board member input, RFTA staff and the Parsons Team assessed the feasibility of a 2.65 mill levy scenario. This would reduce the size of the proposed property tax 3.65 mill levy by 27%, and so the cost of a few capital projects have been reduced.

Based on the Financial Planning Model, 2.65 mills does allow cash flow through 2049. It does not, however, maintain a debt coverage ratio of 1.5 or more in future years, and could require RFTA to either seek more revenue from voters in the future or reduce service levels. RFTA assessed a slightly higher mill levy of 2.85 mills, as well as the impacts of regular fare increases, at 5-year intervals, and extended the service life of buses from 12 to 14 years. Each of these new scenarios maintains a debt coverage ratio of 1.5 or better.

For the proposed mill levy increase, RFTA's boundaries are the City of Glenwood Springs, the Town of Carbondale, voting precincts 7, 8, 24 and 25 of unincorporated Eagle County, the Town of Basalt, the Town of Snowmass Village, the City of Aspen, unincorporated Pitkin County, and the Town of New Castle. If the Board requires more information or time to deliberate this matter, a Special Meeting would need to be scheduled, no later than August 30, 2018.

Bill Ray presented and discussed the results of the recent Destination 2040 survey and public outreach.

### Public Comments

**Newman asked if any member of the public would like to address the Board or make a comment regarding the Proposed Uniform Mill Levy.**

Richard Pitre	Against
Larry Ballinger	Against
Alex Broush	Against
Robert Comey	For
Paul Menter	Undecided
Dyna Sanchez Rimkus	For

**Newman addressed each of the public's comments, individually.**

## 7. Public Hearing:

### A. Roaring Fork Transportation Authority Proposed Uniform Mill Levy Of Up To Five Mills On All Taxable Property Within The Territory Of The Roaring Fork Transportation Authority – Paul Taddune, General Counsel

At the June 14, 2018 meeting, the RFTA Board adopted Resolution 2018-14, directing the officers, employees, and attorneys of RFTA to provide notice that the Board will 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.

The RFTA Board is currently considering a property tax mill levy of approximately 2.65 mills in order to fund the constrained Destination 2040 Plan, designed for RFTA.

## 8. Public Hearing (Continued):

### B. Resolution 2018-18: Resolution Calling An Election On November 6, 2018 To Authorize The Roaring Fork Transportation Authority To Impose A Uniform Mill Levy On All Taxable Property Within The Territory Of The Authority And To Issue Revenue Bonds Of The Authority Payable

**From The Revenues From Such Mill Levy And Other Authority Revenues; Setting The Ballot Title And Content For The Ballot Issue To Be Submitted To The Registered Electors Of The Authority To Authorize Such Mill Levy And Such Bonds; And Authorizing That All Necessary Or Appropriate Actions Be Taken For Such Approval Relating to the Election, The Imposition Of The Mill Levy, Notices, And Other Matters In Connection Therewith; Ratifying Action Previously Taken In Connection Therewith; And Providing The Effective Date Of This Resolution – Dan Blankenship, CEO**

**Newman asked if any member of the public would like to address the Board or make a comment regarding Resolution 2018-18.**

**Public Comments**

Richard Pitre	Against
Alex Broush	Against
Dyna Sanchez Rimkus	For
Michael Kinsley	For

**Newman closed public comment at 11:11 a.m.**

**Whitsitt moved to approve Resolution 2018-18: Resolution Calling An Election On November 6, 2018 To Authorize The Roaring Fork Transportation Authority To Impose A Uniform Mill Levy On All Taxable Property Within The Territory Of The Authority And To Issue Revenue Bonds Of The Authority Payable From The Revenues From Such Mill Levy And Other Authority Revenues; Setting The Ballot Title And Content For The Ballot Issue To Be Submitted To The Registered Electors Of The Authority To Authorize Such Mill Levy And Such Bonds; And Authorizing That All Necessary Or Appropriate Actions Be Taken For Such Approval Relating to the Election, The Imposition Of The Mill Levy, Notices, And Other Matters In Connection Therewith; Ratifying Action Previously Taken In Connection Therewith; And Providing The Effective Date Of This Resolution and Butler seconded the motion.**

**A Roll Call Vote was Taken:**

George Newman	Yes
Jeanne McQueeney	Yes
Art Riddle	Yes
Dan Richardson	Yes
Jacque Whitsitt	Yes
Markey Butler	Yes
Mike Gamba	Yes
Ann Mullins	Yes

**The motion was unanimously approved.**

**Newman called for a 10 minute break at 11:15 a.m.  
The RFTA Board reconvened at 11:22 a.m.**

**9. Presentation/Action items (#6 continued):**

**A. Federal Grant Right of Way (FGROW) Bargain & Sale Deed Exchange – Angela Henderson, Assistant Director, Project Management & Facilities Operations**

**A. Neiley & Maniscalchi to RFTA; and**

**B. RFTA to Neiley & Maniscalchi**

Henderson stated that there are fifteen FGROW areas that make up the RFTA Railroad Corridor and in some of those areas there are encroachments that need to be addressed. In FGROW Area #4, located on County Road 154, there are 2 ½ of 4 small A-frame structures encroaching 50' into the RFTA FGROW area. Richard Neiley and Maria Maniscalchi are the joint owners of the 4 structures currently encroaching into this section. RFTA will deed, by a Bargain & Sale Deed, the outer 50' of FGROW area, where the structures are encroaching, to Richard Neiley and Maria Maniscalchi and, in return, Richard Neiley and Maria Maniscalchi will deed, By Bargain & Sale Deed, all of the remaining FGROW area to RFTA.

Staff will continue to identify and contact 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.

**Mike Gamba made the motion to approve the Federal Grant Right of Way (FGROW) Bargain & Sale Deed Exchange and Settlement Agreement and Release and Whitsitt seconded the motion. The motion was unanimously approved.**

**Gamba and Richardson left the Board meeting at 11:33 a.m., a quorum was still maintained (6 member jurisdictions present).**

**B. Preliminary Planning Initiatives, Assumptions, And Issues for 2019 RFTA Budget** – Michael Yang, CFAO and Paul Hamilton, Director of Finance

The following dates represent the timeline for presentation to the Board for consideration of draft and final budget: 1<sup>st</sup> draft budget, September 13, 2018; 2<sup>nd</sup> draft budget, October 11, 2018; and Final budget for review and adoption, November 8, 2018.

Yang highlighted several new services and issues, which will need to be addressed:

- Hanging Lake Shuttle
- Garfield County – Parachute/Battlement Mesa Shuttle
- RFTA Destination 2040 Plan and RFTA property tax election outcome
- U.S. Department of Transportation BUILD \$22.9 million Grant for the GMF expansion project.

**10. Information/Updates:**

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

Blankenship highlighted that in July several RFTA staff; Dan Blankenship, Mike Hermes, and David Johnson and Board members; George Newman and Art Riddile, met with the Colorado Delegation (Gardner, Tipton and Bennett) and officials from the USDOT to discuss RFTA's BUILD grant proposal. The information and feedback was extremely valuable and RFTA staff was able to incorporate that information into the submitted proposal.

**11. Next Meeting:** RFTA Board Meeting 8:30 a.m. – 11:30 a.m., September 13, 2018, Carbondale Town Hall

**12. Adjournment:**

**Newman adjourned the August 9, 2018 Board Meeting at 11:45 a.m.**

Respectfully Submitted:  
Nicole R. Schoon  
Secretary to the RFTA Board of Directors

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

<b>Meeting Date:</b>	September 13, 2018
<b>Agenda Item:</b>	Resolution 2018-19: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings
<b>Policy #:</b>	C.R.S. § 24-6-402(2)( c )
<b>Strategic Plan Goal:</b>	N/A
<b>Action Requested:</b>	Adopt Resolution 2018-19
<b>Presented By:</b>	Nicole Schoon, Executive Assistant, Secretary to the Board, and Compliance Officer
<b>Core Issues:</b>	<ul style="list-style-type: none"> <li>• Officially designate posting location of public notices of RFTA Board of Directors Meetings.</li> <li>• Staff recommends that the Board designate the Administrative Offices of the Glenwood Maintenance Facility (GMF) as the official location for posting Board Meeting notices.</li> </ul>
<b>Background Info:</b>	C.R.S. § 24-6-402(2)( c ) provides that each local government body shall annually designate a location where its meeting notices will be posted. In addition to the GMF, the notices of Board meetings will continue to be posted at the Aspen Maintenance Facility and in each jurisdiction’s Town Hall, in a public place for posting notices, as well as emailed to the media and interested citizens that have requested notice.
<b>Policy Implications:</b>	This is required by state law. Additionally, Board Awareness & Support policy 2.8.9 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>Recommendation:</b>	Adopt Resolution 2018-19 and designate the Administrative Offices of the GMF as the official posting location, since the RFTA CEO and Board Secretary both have offices in that location.
<b>Attachments:</b>	See attached Resolution 2018-19.



Director \_\_\_\_\_ moved to adopt the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2018-19**

**DESIGNATING A LOCATION FOR POSTING PUBLIC NOTICE OF MEETINGS OF THE ROARING FORK TRANSPORTATION AUTHORITY (RFTA) BOARD OF DIRECTORS**

**WHEREAS**, pursuant to C.R.S. § 24-6-402(2)(c), the Board of Directors of the Roaring Fork Transportation Authority hereby designates the Administrative Offices of the RFTA Glenwood Maintenance Facility, 2307 Wulfsohn Road, Glenwood Springs, CO 81601 as the location where Public Notices of the RFTA Board of Directors Meetings will be posted, at least twenty-four (24) hours prior to the meeting.

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

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held September 13, 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 September 13, 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 13th day of September, 2018.

\_\_\_\_\_  
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>	September 13, 2018
<b>Agenda Item:</b>	Authorization for CEO to Execute the Aspen Skiing Company Transit Service Agreement
<b>POLICY #:</b>	<b>4.2.5: The Board will approve RFTA’s annual operating budget.</b>
<b>Strategic Goal:</b>	<b>2018 Major Goal:</b> Sustainability/Existence Planning: Negotiate new long-term service agreement with the Aspen Skiing Company
<b>Recommendation:</b>	Authorize the CEO to execute the Aspen Skiing Company Transit Service Agreement, subject to approval as to form by the RFTA General Counsel
<b>Presented By:</b>	Dan Blankenship, CEO
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. For approximately 35 years, Aspen Skiing Company has contracted with RFTA and its predecessor the Roaring Fork Transit Agency to provide its skier shuttle services.</li> <li>2. The previous 6-ski season ASC skier shuttle Agreement terminated July 1, 2018, and it is desirable to enter into another contract with ASC. Although RFTA has not received its audit for 2018, the revenue received during the six-ski season term of the previous contract should be nearly \$13.8 million</li> <li>3. Over the years, RFTA has developed a cost allocation methodology that assesses ASC the fully allocated operating cost of services that RFTA provides for it, along with a prorated share of capital equipment and vehicle expenses. Essentially, the ASC Agreement cost-allocation methodology is the same as used for the Aspen and Glenwood Springs’ Municipal Transit Service Agreements, except that the municipalities own their own vehicles. The vehicle lease fee for the ASC Agreement has been updated using the estimated 2019 cost of fully-equipped new clean-diesel buses.</li> <li>4. The Agreement maintains the same cost allocation methodology and essentially the same contract terms as the previous Agreement, for another six ASC Ski Seasons. In addition, the Agreement includes an option for the Agreement to automatically renew for 3 successive ski seasons, unless either party notifies the other, on or before June 1, 2022, of its intention to terminate the Agreement at end of the six-ski season term. Contract operating costs are updated each year based on RFTA’s adopted budget and the estimated number of miles, hours, and days of the ASC ski season.</li> <li>5. The other main differences in the Agreement compared to the previous ASC Agreement are outlined below, as follows: <ol style="list-style-type: none"> <li>a. The total value of discounted \$20 stored value cards (retailing at \$14.75 each) for ASC employees, which RFTA trades with ASC for 100 ski passes, as a fringe benefit for RFTA employees, has been increased. In the previous Agreement, the total value of the discounted \$20 stored value cards was \$35,000. This translated to a value per ski pass of \$350. Recognizing that the value of the ski passes has increased over the past six ski seasons, the trade value of the discounted \$20 stored value cards has also been increase by 21% to \$42,500. This amount is equivalent to 2,881 of the discounted</li> </ol> </li> </ol>

	<p>\$20 stored value cards. This makes the value of each ski pass \$425. Staff believes this is a reasonable change in the Agreement, considering the value of the ski passes as an employee recruitment and retention benefit.</p> <p>b. The number of ski passes that RFTA employees use over the years is typically less than 100. Although some employees request a voucher, they never use the pass. On occasion, more than 100 employees request a voucher, however, ASC does not count the vouchers requested but, rather, only the ski passes actually used. If more than 100 passes are used, ASC will charge RFTA for the number that is used over 100. At this time, ASC is still determining what it will charge for any passes actually used above the 100 number, but the amount should be known prior to the Board meeting.</p> <p>c. To be equitable to all employees, during the previous term of the Agreement, RFTA also provided an Alternative Activity benefit of \$350 to employees that do not want to ski. The \$350 amount was derived by dividing the \$35,000 trade value of the discounted \$20 stored value cards by 100 ski passes. The increase in the trade value of the discounted \$20 stored value cards to \$42,500, results in a \$75 increase in the Alternative Activity benefit, making it \$425 instead of \$350. The estimated total cost impact on RFTA of this change is approximately \$15,000 - \$20,000 per year; although approximately 35% of this amount will be shared by the entities that contract with RFTA for transit services, including ASC. RFTA may also incur a reduction of approximately \$7,500 in pass sale revenue, due to the increased number of passes that ASC will receive in trade for 100 ski passes. Neither the value of the ski passes nor the RFTA stored value cards will increase over the term of the contract, however.</p> <p>6. The Agreement, which bases ASC’s charges on the fully allocated cost of actual driver hours and vehicle miles involved in providing the skier shuttle services, provides flexibility to increase and decrease services based upon demand over the six-ski season term of the Agreement</p> <p>7. Staff estimates that the Agreement will provide approximately \$17.79 million in revenue over the 6-ski season term.</p> <p>8. Staff seeks Board authorization for the CEO to execute the Aspen Skiing Company Transit Service Agreement subject to approval as to form by the RFTA General Counsel.</p> <p>9. An Executive Session has been scheduled to discuss this item if the Board wishes to do so.</p>
<b>Policy Implications:</b>	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget.”
<b>Fiscal Implications:</b>	The contract could generate approximately \$17.79 million in revenue over 6 years.
<b>Attachment?</b>	<p>Yes, please see estimated ASC Six Ski Season Service Level/Cost Estimate, attached below.</p> <p>Also, please see “Draft 2018 – 2024 ASC Contract clean_.pdf,” included in the September 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.</p>

**RFTA/ASC TRANSIT SERVICE CONTRACT SIX-SKI SEASON BASE SERVICE LEVEL/COST ESTIMATE**

(ASC Hourly and Mileage-driven Operating Costs for 2018 through 2024 projected to increase at 4% per year for planning purposes. Actual costs may vary from the projection)

9/25/2018 12:37

	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
	NOV-DEC 2018	2019	2020	2021	2022	2023	2024	JAN-APR 2024	TOTALS			
<b>BASE SERVICE LEVEL ESTIMATE</b>												
ESTIMATED NUMBER OF DAYS IN SNOWMASS SKI SEASON	39	144	144	144	144	144	144	105	864			
ESTIMATED NUMBER OF VEHICLE HOURS	4,623	19,104	19,104	19,104	19,104	19,104	19,104	14,480	114,621			
ESTIMATED NUMBER OF VEHICLE MILES	70,386	286,793	286,793	286,793	286,793	286,793	286,793	216,427	1,720,756			
<b>BASE COST ESTIMATE</b>												
<b>TOTAL ESTIMATED OPERATING EXPENSES</b>	\$507,702	\$2,175,232	\$2,262,241.48	\$2,352,731.14	\$2,446,840.39	\$2,544,714.00	\$2,604,098	\$	\$ 14,293,559			
<b>EST. CAPITAL REQUIREMENTS</b>												
Estimated Annual Allocated Capital Cost	\$ 32,036	\$ 135,796	\$ 141,227.36	\$ 146,076.45	\$ 152,751.51	\$ 159,661.57	\$ 124,600	\$	\$ 802,229			
Estimated Annual Vehicle Lease Cost - 21.85 Buses	\$ 106,323	\$ 434,239	\$ 434,239	\$ 434,239	\$ 434,239	\$ 434,239	\$ 304,727	\$	\$ 2,602,244			
<b>TOTAL ESTIMATED CAPITAL EXPENDITURES</b>	\$ 138,359	\$ 570,034	\$ 575,466	\$ 581,115	\$ 586,990	\$ 593,100	\$ 449,406	\$	\$ 3,404,472			
<b>TOTAL ESTIMATED ANNUAL EXPENDITURES</b>	\$ 646,061	\$ 2,745,267	\$ 2,837,708	\$ 2,933,846	\$ 3,033,831	\$ 3,137,814	\$ 2,453,504	\$	\$ 17,700,031			

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

<b>Meeting Date:</b>	September 13, 2018																	
<b>Agenda Item</b>	Refund Request for Ride Glenwood Springs 2017 Back-Up Service																	
<b>Policy #:</b>	<b>4.2.5</b>																	
<b>Strategic Goal:</b>	<b>CEO:</b> Provide successful Grand Avenue Bridge closure transit mitigation during summer/fall																	
<b>Presented By:</b>	Dan Blankenship, Chief Executive Officer																	
<b>Recommendation:</b>	Authorize staff to charge the marginal cost to the City of Glenwood Springs for the back-up service required for the Ride Glenwood Springs during the 2017 Grand Avenue Bridge construction project.																	
<b>Core Issues:</b>	During the during the Grand Avenue Bridge (GAB) construction in 2017, the Ride Glenwood Springs (RGS) bus service required frequent back-up service. The fully-allocated cost for the back-up service was approximately \$42,895, which the City of Glenwood Springs has already paid for in accordance with terms of the RGS service contract agreement with RFTA. The marginal cost for the RGS back-up service was approximately \$15,763. The difference between the fully-allocated cost and reduced marginal cost is approximately \$27,133.																	
	<table border="1"> <thead> <tr> <th>2017</th> <th>Hours</th> <th>Miles</th> <th>Fully Allocated Cost</th> <th>Reduced Marginal Cost</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td><b>RGS Back Up Service</b></td> <td>492.22</td> <td>2,371</td> <td>\$ 42,895</td> <td>\$ 15,763</td> <td><b>\$ 27,133</b></td> </tr> </tbody> </table>						2017	Hours	Miles	Fully Allocated Cost	Reduced Marginal Cost	Difference	<b>RGS Back Up Service</b>	492.22	2,371	\$ 42,895	\$ 15,763	<b>\$ 27,133</b>
	2017	Hours	Miles	Fully Allocated Cost	Reduced Marginal Cost	Difference												
<b>RGS Back Up Service</b>	492.22	2,371	\$ 42,895	\$ 15,763	<b>\$ 27,133</b>													
If the Board authorizes staff to charge RFTA’s marginal cost to the City of Glenwood Springs, for the backup service required during the GAB construction project, instead of the fully-allocated cost, RFTA would issue a refund payment to the City of Glenwood Springs in the amount of approximately \$27,133.																		
<b>Background Info:</b>	<p>At the November 9, 2017 Board meeting during the CEO Report update, Dan Blankenship, RFTA CEO, informed the Board that over the course of the year, with all of the delays and detours during the GAB construction, the RGS bus service struggled to stay on schedule and required back-up service, which caused the RGS service contract budget to be blown. Blankenship recommended to the Board that RFTA be allowed to charge-out that additional service, which was provided over and above the budget, at RFTA’s marginal cost to the City of Glenwood Springs (rather than the fully-allocated cost). Staff planned to calculate the marginal cost amount for the additional back-up service provided for the RGS and present it to the Board at a future Board meeting. Now that the 2017 audit has been completed, staff is bringing this issue back to the Board.</p> <p>The 2017 budget for the RGS service was \$906,662 (net of fares). The amount that the City of Glenwood Springs paid RFTA for the 2017 RGS service was \$956,708 in accordance with the service contract agreement, after taking into consideration the 2017 audited numbers (the 2017 financial statement audit was completed in July 2018).</p> <p>In order to make the GAB services provided within Glenwood Springs seamless, the City funded an additional shuttle on the north side of I-70 and waived its fares during the bridge closure. Given these factors, including additional costs incurred by the City, which contributed to the success of the transit services provided during the bridge</p>																	

	<p>closure, staff recommends that the City be charged RFTA's marginal cost for the backup service that was provided on the RGS service during 2017.</p> <p>Note that the RGS services and costs discussed above do not include the temporary GAB-related Peak-Hour Pedestrian Bridge to the West Glenwood Mall shuttle which was tracked and billed separately from the RGS service contract. The Board had previously approved charging the City the marginal cost for this temporary GAB-related service instead of the fully-allocated cost charged for the regularly contracted RGS service.</p>
<b>Policy Implications:</b>	Board Job Products Policy 4.2 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>	The \$27,133 refund to the City of Glenwood Springs will still keep RFTA within its 2018 current budget.
<b>Attachments:</b>	None noted.

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

<b>Meeting Date:</b>	September 13, 2018
<b>Agenda Item</b>	Deed, Assignment of Lease and Bill of Sale – Between RFTA and C.P.O., Inc.
<b>Policy #:</b>	<b>1.1:</b> The Rio Grande Corridor is Appropriately Protected and Utilized
<b>Strategic Goal:</b>	<b>Rio Grande Railroad Corridor and Rio Grande Trail:</b> Manage the Corridor and Trail in a professional manner for the purpose of preserving the current railbanked status, working collaboratively to implement safe and affordable public crossing options and reserving an option to construct and operate a future alternative transportation system along the Corridor.
<b>Staff Recommends:</b>	Approve the Deed, Assignment of Lease, and Bill of Sale subject to approval as to form by the RFTA General Counsel
<b>Presented By:</b>	Angela M. Henderson, Assistant Director Project Management and Facilities Operations
<b>Core Issues:</b>	<ul style="list-style-type: none"> <li>• C.P.O. INC., has been leasing property from the Railroad in the WYE area (Glenwood Springs) since 1968. This was the original location for railroad freight drop-offs for Orrison Distribution.</li> <li>• C.P.O. INC. (Rick Orrison) signed an updated lease with RFTA for two buildings located in the WYE area on 06/17/2003</li> <li>• As of 03/2018, C.P.O. INC. no longer required use of the buildings and provided notice of termination to RFTA per the requirements of the lease agreement.</li> <li>• As a requirement of the lease, Mr. Orrison either had to remove the buildings from the site or turn ownership of the buildings over to RFTA.</li> <li>• RFTA staff performed a site visit with Mr. Orrison to inspect both buildings and their current conditions</li> <li>• One of the buildings was built in the 60’s and had a number of environmental issues, the other smaller building was built in the late 70’s and was deemed to be in decent shape</li> <li>• Mr. Orrison was asked to remove the older building, the septic system and the leach field and to sign the newer building over to RFTA, which can be used as a long-term storage option for the We-Cycle program, which is currently housed in a much older building in the Woody Creek area.</li> <li>• Mr. Orrison recently completed the removal and cleanup of the older building and is prepared to sign the remaining building over to RFTA</li> <li>• Paul Taddune, General Counsel has reviewed the deed documentation and will provide an update to the RFTA board if necessary</li> </ul>
<b>Background Info:</b>	See Core Issues.
<b>Policy Implications:</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 Bargain and Sale Deed
<b>Attachments:</b>	Yes, please see Deed, Assignment of Lease and Bill of Sale, and photo of subject property attached below.

## **DEED, ASSIGNMENT OF LEASE AND BILL OF SALE**

**THIS DEED, ASSIGNMENT OF LEASE AND BILL OF SALE** made this \_\_\_\_ day of September, 2018, is between **C.P.O., INC.**, a Wyoming Corporation, (“Grantor”) and **ROARING FORK TRANSPORTATION AUTHORITY**, a regional transportation authority created pursuant to C.R.S. § 43-4-601, et seq., whose address is 1340 Main Street #4, Carbondale, CO 81623, (“Grantee”):

Grantor, for and in consideration of the sum of Ten and No/100ths U.S. Dollars and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, hereby sells and conveys to the Grantee, its successors and assigns forever, all of Grantor’s right, title and interest in and to a building and all personal property located therein and all of its appurtenances, improvements, goods, and chattels, and warrants title to the same against all persons claiming under Grantor, located at 301 West 8<sup>th</sup> Street, Glenwood Springs, Colorado, which is located on property owned by Grantee on the Grantee’s Aspen Branch of the railroad line in Glenwood Springs, Colorado, the northwest corner of which is located opposite Mile Post 360 plus 2470 feet, more or less, and 8.5 feet westerly of the track, which parcel of land contains 29,300 feet, and which is depicted in the shaded area on Exhibit “A” attached hereto. Grantor further sells and conveys to the Grantee, its successors and assigns forever, all of Grantor’s right title and interest, if any and without warranty, in and to the Grantee’s property upon which such building is situated as depicted on Exhibit “A” and also that certain Commercial Lease between Grantor and Grantee recorded on August 22, 2005 as Reception No. 680630 in the office of the Clerk and Recorder of Garfield County, Colorado, which lease is assigned to Grantee hereby. Grantee accepts the building in “as is” condition and does by its acceptance waive and release Grantor from any obligation to remove said building pursuant to Article XVII of the Commercial Lease between Grantor and Grantee. Grantee acknowledges Grantors’ full performance and satisfaction of all other covenants and requirements under said lease.

**TO HAVE AND TO HOLD** the same, together with all and singular the appurtenances and privileges thereunto belonging or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever, of the Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee, its successors and assigns forever.

**IN WITNESS WHEREOF**, the Grantor has executed this Deed, Assignment of Lease and Bill of Sale on the date set forth above.

C.P.O., INC.  
A Wyoming Corporation

By \_\_\_\_\_  
Richard C. Orrison, President

Accepted and acknowledged by the Grantee this \_\_\_\_ day of September, 2018.

By \_\_\_\_\_  
(INSERT NAME AND TITLE HERE)



STATE OF COLORADO    )  
  ) ss.  
COUNTY OF GARFIELD    )

The foregoing instrument was acknowledged before me on this \_\_\_\_\_ day of September, 2018, by Richard C. Orrison as President of C.P.O., Inc., a Wyoming Corporation.

Witness my hand and official seal  
My commission expires:

\_\_\_\_\_  
Notary Public

STATE OF COLORADO    )  
  ) ss.  
COUNTY OF GARFIELD    )

The foregoing instrument was acknowledged before me on this \_\_\_\_\_ day of September, 2018, by \_\_\_\_\_ as \_\_\_\_\_ of Roaring Fork Transportation Authority.

Witness my hand and official seal  
My commission expires:

\_\_\_\_\_  
Notary Public

Subject C.P.O., Inc. Property



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

<b>Meeting Date:</b>	September 13, 2018
<b>Agenda Item:</b>	Destination 2040 Update
<b>Policy #:</b>	4.2.1: Board Job Products
<b>Strategic Goal:</b>	<b>2018 Major Goal:</b> Sustainability/Existence Planning: Complete Stage 4 of the Destination 2040 Plan
<b>Presented By:</b>	Ralph Trapani, Parsons Transportation Group (PTG) Dan Blankenship, CEO
<b>Recommendation:</b>	<p>Receive an update from Parsons and staff regarding the following:</p> <ul style="list-style-type: none"> <li>• Destination 2040 Plan Update—Frequently Asked Questions summarized and posted at <a href="http://www.RFTA2040.com">www.RFTA2040.com</a></li> <li>• Efficiency and Organizational Structure Review Report</li> <li>• Integrated Transportation System Plan Report</li> <li>• Possible Additional Studies: Bus Priority Opportunities</li> <li>• Ballot Measure and Campaign Committee Update</li> </ul>
<b>Core Issues:</b>	<p>At the Board Meeting on August 9, 2018, the Board unanimously approved referring a 2.65-mill RFTA property tax question to voters on the November 6, 2018 ballot. The proposed mill levy is intended to maintain and expand levels of transit service, replace the aging bus fleet at about 14-year intervals, and provide funding for a variety of priority transportation projects.</p> <p>August 20, 2018, RFTA’s Designated Election Official, Nicole Schoon, Secretary to the Board, certified the ballot language to the County Clerks and Recorders in Garfield, Eagle, and Pitkin Counties. Since the RFTA boundaries include all or portions of three counties, a coordinated election is needed. The Office of the Garfield County Clerk and Recorder is the controlling county for the election and it has assigned 7A as the RFTA ballot issue number. The next election deadline that RFTA must meet is for the TABOR Notice, including pro and con statements. This should be completed and submitted to the County Clerk and Recorders by September 21, 2018.</p> <p>The 2.65 mill levy ballot question endorsed by the RFTA Board was a 27% reduction of the original proposed property tax mill levy of 3.65 mills. To fit within the lower projected estimate of property tax revenue available, the costs of some capital projects were reduced, and for some projects the proposed funding from grant revenues was increased. In addition, some projects were moved from the 3.65 mill constrained funding list to the unconstrained list, to be funded in the future if additional grants or other revenues become available. A list of the projects proposed to be funded with the 2.65 mills’ property tax proposal is attached below.</p> <p>Similar to the 3.65 mill scenario, the 2.65 mill scenario is based on assumptions that are subject to changing conditions, however, the Financial Planning Model cash flows through 2049. However, 2.65 mills did not maintain a debt coverage ratio of 1.5 or more in the out years, which might have required RFTA to either seek more revenue from voters in the future or reduce service levels, depending upon how well other economic assumptions perform. To address this issue, staff and RFTA financial consultants added assumptions to the Financial Planning Model about regular fare increases at 5-year intervals and also extended the service life of buses from the standard 12 years to 14 years before replacement. These changes to the assumptions made it possible for</p>

	<p>the 20-year financial forecast to maintain a debt service ratio above 1.5.</p> <p>RFTA staff is now focused on finalizing other aspects of Destination 2040, such as:</p> <ul style="list-style-type: none"> <li>--Efficiency and Organization Structure Review</li> <li>--Integrated Transportation System Plan Report</li> </ul> <p>Also, there is an opportunity to do some advance planning for additional bus priority measures on the SH82 corridor. Staff believes that making the Maroon Creek Kiss-N-Ride a BRT stop would help BRT to be better utilized and more accessible for passengers bound for destinations up the Castle Creek and Maroon Creek corridors. Planning is needed to determine the best way to expedite the egress of buses out of the Kiss-N-Ride, so that they don't experience lengthy delays getting back onto Highway 82. Also, there may be priority measures that could be developed in Glenwood Springs that will expedite transit service in the northbound direction on Grand Avenue nearing the downtown area. Unexpended funding left in the Parsons contract could fund this work.</p> <p>Since the RFTA Board set the ballot language and referred the 2.65-mill levy ballot question, RFTA is now subject to the Fair Campaign Practices Act, and cannot use government resources to influence voters to vote for or against an election question.</p> <p>The FCPA permits RFTA to use its money and resources to provide "a factual summary, which shall include arguments both for and against the proposal." The summary may not include a conclusion or opinion in favor of or against the measure. RFTA will submit financial disclosure and pros and cons to designated election officials. Staff and officials may urge electors to vote in favor or against the measure during their personal time.</p> <p>For additional guidance on the FCPA, please see <a href="https://www.sdaco.org/news/guidance-colorado-governments-complying-fair-campaign-practices-act">https://www.sdaco.org/news/guidance-colorado-governments-complying-fair-campaign-practices-act</a>.</p> <p>A campaign committee named "On Board with RFTA," has been formed. For more information, please contact Bill Ray, Campaign Manager <a href="mailto:bill@wr-communications.com">bill@wr-communications.com</a></p>
<p><b>Background:</b></p>	<p>For over two years, RFTA has been engaged in long-range planning. RFTA's Organizational Structure, existing conditions, and efficiencies have been reviewed. Population and bus ridership over a 20-year planning horizon have been forecasted. Numerous meetings with elected officials, jurisdictional staffs, business leaders, and the public have been conducted. Stakeholders have assisted with the development of proposed service and capital improvements, and several financing scenarios were analyzed. At its August 9, 2018 meeting, the RFTA Board adopted RFTA Resolution 2018-18, which referred a 2.65-mill property tax ballot measure to the voters. Some of the key provisions of the ballot measure are as follows:</p> <ul style="list-style-type: none"> <li>• RFTA taxes would be increased up to \$9.5 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 2.65 mills</li> <li>• RFTA debt authorization would be increased up to \$74.675 million, with a maximum repayment cost of up to \$145.744 million, for purposes including but not limited to: <ul style="list-style-type: none"> <li>✓ Purchase of new buses, including electrification of buses for emission and</li> </ul> </li> </ul>

	<p>noise reductions;</p> <ul style="list-style-type: none"> <li>✓ Improvements to bus rapid transit and local bus service to reduce congestion along Highway 82;</li> <li>✓ Enhancements for mobility and safety of pedestrians, bicyclists and transit users;</li> <li>✓ Improved access and maintenance for the Rio Grande trail and construction of the lower valley trail;</li> <li>✓ Construction and maintenance of park and rides, bus stops and other transit and transportation facilities;</li> </ul> <ul style="list-style-type: none"> <li>• The revenues from such taxes and the earnings thereon and on the proceeds of such bonds would be considered a voter-approved revenue change allowing RFTA to collect, retain and expend without limitation under Article X, Section 20 of the Colorado Constitution (TABOR), Section 29-1-301, C.R.S., or any other law, i.e. the revenue would be De-Bruced.</li> </ul>														
<p><b>Policy Implications:</b></p>	<p>Board Job Products Policy 4.2.1. A. &amp; 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.”</p>														
<p><b>Fiscal Implications:</b></p>	<p>The budgeted cost of the Integrated Transportation System Plan process, now referred to as Destination 2040, can be seen in the chart below:</p> <table border="1" data-bbox="386 1052 1446 1539"> <thead> <tr> <th data-bbox="386 1052 914 1087">Study Phase and Stage</th> <th data-bbox="914 1052 1446 1087">Budget</th> </tr> </thead> <tbody> <tr> <td data-bbox="386 1087 914 1224">Phase 1, Stage I: Organizational Capacity and Efficiency Review Phase 1, Stage II: Forecast Future Demand</td> <td data-bbox="914 1087 1446 1224">\$461,471</td> </tr> <tr> <td data-bbox="386 1224 914 1293">Phase 1, Stage III: Develop/Analyze Alternatives</td> <td data-bbox="914 1224 1446 1293">\$465,561</td> </tr> <tr> <td data-bbox="386 1293 914 1362">Phase 1, Stage IV: Develop Financial Sustainability Plan</td> <td data-bbox="914 1293 1446 1362">\$237,200</td> </tr> <tr> <td data-bbox="386 1362 914 1432">Public Engagement/Public Policy (Bill Ray-WR Communications)</td> <td data-bbox="914 1362 1446 1432">\$158,000</td> </tr> <tr> <td data-bbox="386 1432 914 1501">Financial Planning Model (PFM Consultants)</td> <td data-bbox="914 1432 1446 1501">\$110,000</td> </tr> <tr> <td data-bbox="386 1501 914 1539"><b>Total</b></td> <td data-bbox="914 1501 1446 1539"><b>\$1,432,232</b></td> </tr> </tbody> </table> <p>In addition to the costs listed above, approximately \$59,000 was needed to fund the public outreach phase of the Destination 2040 Plan. Of this amount, approximately \$15,000 was derived from savings from Parsons’ Task Order 4 and the balance of approximately \$44,000 was derived from anticipated capital project savings in the approved 2018 RFTA Budget.</p>	Study Phase and Stage	Budget	Phase 1, Stage I: Organizational Capacity and Efficiency Review Phase 1, Stage II: Forecast Future Demand	\$461,471	Phase 1, Stage III: Develop/Analyze Alternatives	\$465,561	Phase 1, Stage IV: Develop Financial Sustainability Plan	\$237,200	Public Engagement/Public Policy (Bill Ray-WR Communications)	\$158,000	Financial Planning Model (PFM Consultants)	\$110,000	<b>Total</b>	<b>\$1,432,232</b>
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Financial Planning Model (PFM Consultants)	\$110,000														
<b>Total</b>	<b>\$1,432,232</b>														
<p><b>Attachments:</b></p>	<p>Yes, please see Destination 2040 Financial Capacity Analysis Scenarios and RFTA Ballot Measure 7A, attached below. Also, please see “Destination 2040 Presentation 09-13-18 pdf,” included in the September 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.</p>														

## Destination 2040 Financial Capacity Analysis Scenarios

updated 7/3/18

			Stakeholder Recommendations: 3.65 Mill	***July 2018 Analysis: 2.65 Mill
Alternative	Service Improvement Alternative			
C1	A3C	Service Increase, 30-minute Valley service	Included	Included
C3	A3B	Service Increase, Weekend BRT (Spring/Fall)	Included	Included
C4	A11F	I-70 Grand Hogback Service - 27th Street to New Castle, 30 minute headways	Included	Included
C5	A5	Expand Service in Glenwood Springs (Val to GWPNR and BRT to Downtown GWS)	Included	Included
C6	A4	Better transit service connections to Snowmass Village on Brush Creek Road	Included	Included
Alternative	Capital Projects Alternative Description			
E5	C2	Rio Grande Trail Maintenance and Improvements	Included	**Included
C7	B4	Improvements to Highway 82 Bus Stations	Included	Included
S6	E4	Aspen Maintenance Facility Expansion Phase 9 (Replacement of Fuel Farm)	Included	Included
S6	E4	Aspen Maintenance Facility Expansion Phase 5 (Two Story Offices and Electric Charging)	Included	Included
S6	E4	Aspen Maintenance Facility Expansion Phase 6 (Parts Room and Storage)	Included	Included
S7	E2	RFTA Glenwood Springs Maintenance Facility Expansion	Included	*Included
S10	E3	Replacement of Employee Housing and Carbondale Office Space	Included	**Included
E2	A6	Bike Share Expansion	Included	Included
E3	A16	Real Time Traveler Information	Included	Included
C8	B3	Glenwood Springs 27 Street BRT Station Parking Expansion	Included	Included
C9	B3	Willits BRT Station Parking Expansion	Included	Included
C10	B3	Carbondale BRT Station Parking Expansion	Included	Not Included
C11	B3	Aspen Junction (Basalt) PNR Expansion	Included	Not Included
C12	B6	New Castle Park and Ride Expansion Burning Mountain Avenue	Included	Not Included
C13	B7	Improvements to Town of Snowmass Village Transit Center	Included	Included
C14	A15	Upper Valley Parking Management System Study	Included	Not Included
C15	A15	Buttermilk Parking Management	Included	Included
C16	B2	BRT Enhancements to Brush Creek Intercept Lot	Included	Not Included
C17	B5	Micro Transit Accommodations at BRT Stations	Included	Not Included
S1	D1	Pedestrian Crossings of 27 Street and Highway 82 in Glenwood Springs	Included	Included
S6	E4	Aspen Maintenance Facility Expansion Phase 7 (Additional Indoor Bus Storage)	Included	Not Included
S8	B1	900 Block Grand Avenue In-Line Transit Stations in Glenwood Springs	Included	**Included
S9	B8	New Transit Station in Glenwood Springs	Included	Included
S10	E3	Expansion of Employee Housing and Carbondale Office Space	Included	Not Included
E4	C1	LOVA Trail Construction from Glenwood Springs to New Castle	Included	Included
S2	D5	South Bridge Highway 82 Connection in Glenwood Springs	Included	Included
S3	D4	Pedestrian Crossing at 23 Street in Glenwood Springs	Included	Not Included
S4	D2	Buttermilk Pedestrian Crossing in Pitkin County	Included	Included
S5	D6	Enhanced Crossing of Rio Grande Trail at 14th Street in Glenwood Springs	Included	Not Included
S6	E4	Aspen Maintenance Facility Expansion Phase 8 (CNG Compressor/Fueling)	Included	Not Included
C18	A10	Expanded Circulators: Carbondale	Not Included	Not Included
C19	A10	Expanded Circulators: Basalt	Not Included	Not Included
C20	A10	Expanded Circulators: New Castle	Not Included	Not Included
E6	D3	Rio Grande Trail Connectivity and Safety Improvements	Not Included	Not Included
			* Project cost reduced and Grant share increased	
			** Project cost reduced	

## BALLOT MEASURE 7A

### Roaring Fork Transportation Authority Property Tax Mill Levy Increase

SHALL ROARING FORK TRANSPORTATION AUTHORITY TAXES BE INCREASED UP TO \$9.5 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 2.65 MILLS, AND SHALL AUTHORITY DEBT BE INCREASED UP TO \$74.675 MILLION, WITH A MAXIMUM REPAYMENT COST OF UP TO \$145.744 MILLION, 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 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; 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 UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION (TABOR), SECTION 29-1-301, C.R.S., OR ANY OTHER LAW.

**RFTA BOARD OF DIRECTORS MEETING  
PRESENTATIONS AGENDA SUMMARY ITEM # 7. B.**

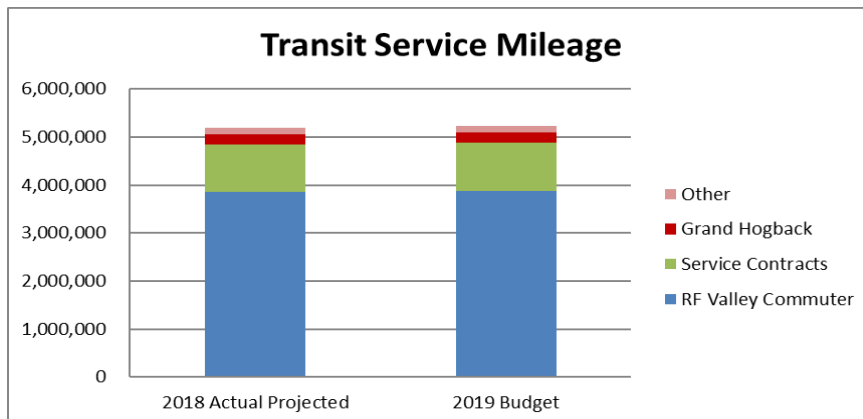
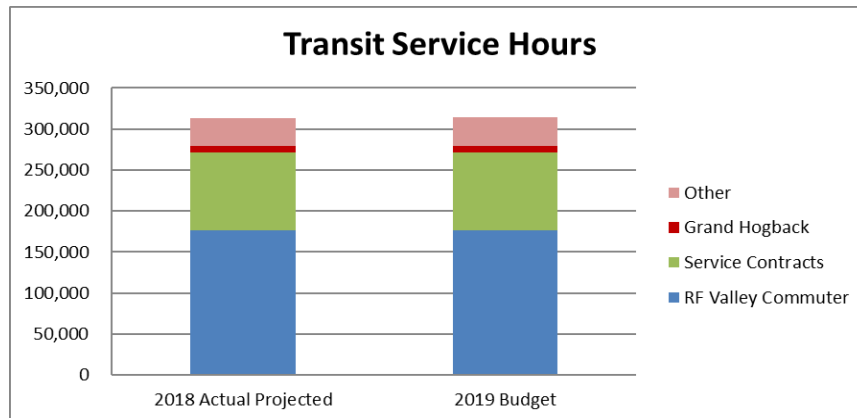
<b>Meeting Date:</b>	September 13, 2018
<b>Agenda Item:</b>	Presentation of First Draft of RFTA 2019 Budget
<b>POLICY #:</b>	<b>2.5: Financial Planning/ Budgeting</b>
<b>Strategic Goal</b>	<b>Finance:</b> Demonstrate quality, professionalism and increasing efficiency in short-range and long-range financial forecasts
<b>Action Requested:</b>	Approval of 2019 Budget priorities, revenue and expenditures assumptions.
<b>Presented By:</b>	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
<b>Core Issues:</b>	Limited financial resources for 2019 Budget require the establishment of priorities and expenditures assumptions to meet the 2019 budget goals established by the Board at the August 2018 Board meeting.
<b>Background Info:</b>	<p>At the August 2018 Board meeting, staff presented the 2019 budget initiatives, assumptions and issues.</p> <p>The 1<sup>st</sup> draft of the 2019 budget has been prepared based on the approved budget initiatives and assumptions. The budget is a work-in-progress and will be refined in September and October as more actual expenditure and revenue data become available, which can affect the General Fund's current forecast for 2018.</p> <p>The 1<sup>st</sup> draft of the budget will be presented in the following order:</p> <ol style="list-style-type: none"> <li>1. Services</li> <li>2. Challenges, Issues, and Opportunities</li> <li>3. Consolidated Financial Overview</li> <li>4. Estimated Revenue Composition and Assumptions</li> <li>5. Budgeted Expenditures by Program/Department and Assumptions</li> <li>6. Budgeted Other Financing Sources/Uses</li> <li>7. Staffing</li> <li>8. Major Goals</li> <li>9. Fund Balance</li> <li>10. Background information</li> </ol>
<b>Policy Implications:</b>	Board Job Products Policy 2.4.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
<b>Fiscal Implications:</b>	Limited resources require prioritization of Authority projects; revenue and expenditures assumptions could affect Fund balance.
<b>Staff Recommends:</b>	Approve prioritization and assumptions of the 2019 Budget with revisions as the Board feels necessary
<b>Attachments?</b>	Yes, please see 2019 1 <sup>st</sup> Draft Budget presentation on the following pages.



# 2019 RFTA BUDGET – 1<sup>ST</sup> DRAFT PRESENTATION

## 1. Services

- The budget assumes status quo service levels with updates for seasonal changes.
- Currently excludes budget for any potential Hanging Lake Shuttle seasonal service or Garfield County's Parachute/Battlement Mesa shuttle.



## 2. Challenges, Issues and Opportunities

- As the Authority's primary funding mechanism, **Sales and Use tax** revenues can be volatile and growth can vary among our eight member jurisdictions.
  - The Authority relies on each member jurisdiction's Finance Department's assumptions and trend analysis for estimate preparation. Staff corresponded with each Finance Department to obtain their sales tax estimate for 2019. Of the eight jurisdictions, staff has heard back from seven and made our own assumptions for the remaining one jurisdiction until new information becomes available. As a result, the preliminary overall sales tax increase is approximately 2.8% over the 2018 forecast.
  - Use tax reflects a decrease of approximately 17% under the 2018 forecast which represents a portion collected from a single taxpayer. Staff will maintain a conservative approach and refrain from including the use tax collected from this single taxpayer in our use tax estimates.

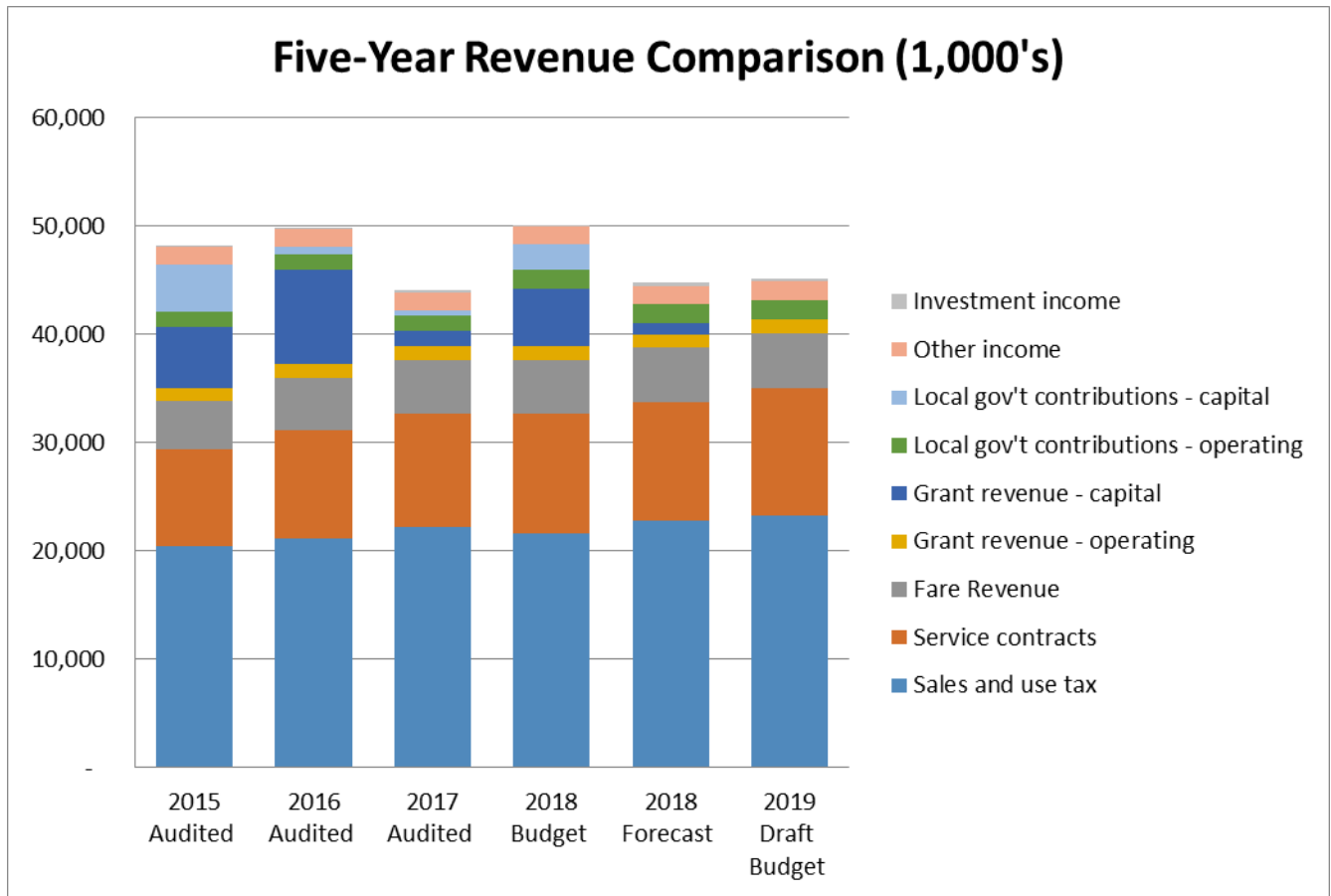
- **Transit fuel** prices are known to be volatile. For 2018, management obtained fixed price transit diesel fuel contracts to manage the volatility normally associated with fuel prices. Since then, diesel prices have increased over 25%. Staff is actively monitoring fuel prices and may lock our needs for 2019 during the budget process. Our current CNG pricing is assumed in our budget preparations.
- **Health care** costs continue to rise and the preliminary estimate for the increase is approximately 10%. The final estimate is anticipated to become available in September. Staff will review and analyze various scenarios before recommending any changes to employee contributions and employer contributions to the various plans.
- Historically, the high cost of living in the Roaring Fork Valley has negatively affected the Authority's ability to hire and retain qualified personnel. Management continues to review and refine the Authority's **compensation** package with respect to wages, incentive programs and benefit enhancements, including employee housing, in order to remain competitive in the local job market. A full market survey is not planned for this year as the last one was conducted in 2017 and adjustments were made in 2018. A targeted market survey has been initiated for hard-to-recruit positions. The Collective Bargaining Unit comprised of full-time bus operators are subject to scheduled pay increases in accordance with their contract.
- With the capital intensive nature of the transit industry, management continues to develop funding strategies for short and long term **capital needs**. As part of the **Destination 2040** planning project, management developed a funding strategy for a list of capital projects and several service enhancements. The funding strategy includes a combination of financing options, seeking out grant opportunities, pay-go using fund balance, seeking additional property tax revenue, and reducing operating costs. .

### 3. Consolidated Financial Overview

(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2019 Total Budget	%
<b>Beginning fund balance (Budget)</b>	\$ 16,739	\$ -	\$ 97	\$ 127	\$ 2,499	\$ 19,462	
<b>Revenues:</b>							
Sales and use tax	\$ 23,223	\$ -	\$ -	\$ 61	\$ -	\$ 23,284	52%
Service contracts	\$ -	\$ 11,709	\$ -	\$ -	\$ -	\$ 11,709	26%
Operating revenue	\$ 5,086	\$ -	\$ -	\$ -	\$ -	\$ 5,086	11%
Grant revenue - operating	\$ 1,316	\$ 30	\$ -	\$ -	\$ -	\$ 1,346	3%
Local gov't contributions - operating	\$ 1,736	\$ -	\$ -	\$ -	\$ -	\$ 1,736	4%
Other income	\$ 571	\$ -	\$ 467	\$ -	\$ 645	\$ 1,683	4%
Investment income	\$ 289	\$ -	\$ 2	\$ 2	\$ -	\$ 293	1%
<b>Total revenue</b>	<b>\$ 32,221</b>	<b>\$ 11,739</b>	<b>\$ 469</b>	<b>\$ 63</b>	<b>\$ 645</b>	<b>\$ 45,137</b>	<b>100%</b>
<b>Program expenditures:</b>							
Fuel	\$ 1,735	\$ 797	\$ -	\$ -	\$ -	\$ 2,532	6%
Transit	\$ 23,197	\$ 11,098	\$ 931	\$ -	\$ -	\$ 35,227	80%
Trails & Corridor Mgmt	\$ 596	\$ -	\$ -	\$ 50	\$ -	\$ 646	1%
<b>Subtotal operating exp.</b>	<b>\$ 25,528</b>	<b>\$ 11,895</b>	<b>\$ 931</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ 38,405</b>	<b>87%</b>
Capital	\$ 1,075	\$ -	\$ -	\$ -	\$ -	\$ 1,075	2%
Debt Service	\$ 1,510	\$ -	\$ -	\$ -	\$ 2,930	\$ 4,440	10%
<b>Total expenditures</b>	<b>\$ 28,112</b>	<b>\$ 11,895</b>	<b>\$ 931</b>	<b>\$ 50</b>	<b>\$ 2,930</b>	<b>\$ 43,920</b>	<b>100%</b>
<b>Other financing sources</b>	<b>\$ -</b>	<b>\$ 157</b>	<b>\$ 463</b>	<b>\$ -</b>	<b>\$ 2,285</b>	<b>\$ 2,904</b>	
<b>Other financing (uses)</b>	<b>\$ (2,904)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (2,904)</b>	
<b>Change in Fund Balance</b>	<b>\$ 1,204</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 13</b>	<b>\$ (0)</b>	<b>\$ 1,217</b>	
<b>Ending fund balance</b>	<b>\$ 17,943</b>	<b>\$ 0</b>	<b>\$ 97</b>	<b>\$ 140</b>	<b>\$ 2,499</b>	<b>\$ 20,679</b>	

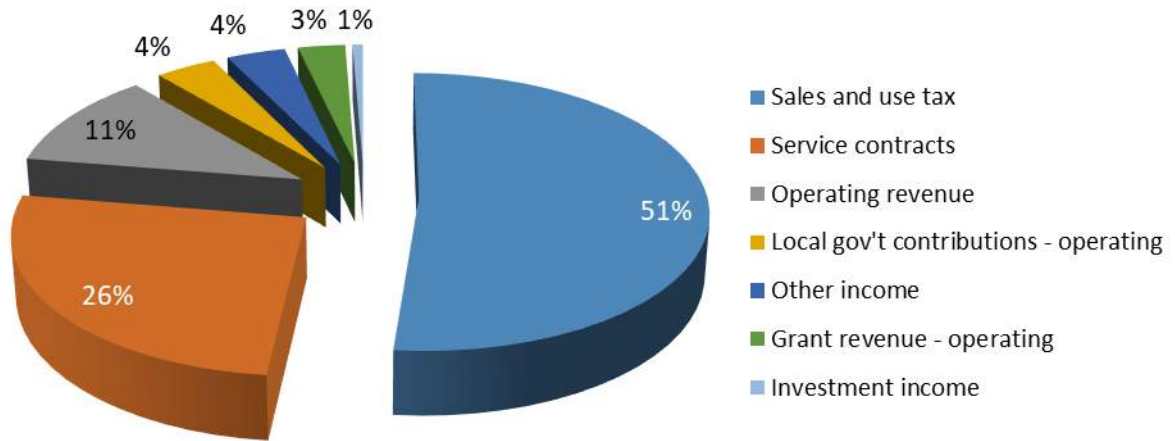
For an explanation of each fund, please refer to the Background section at the end of this report.

#### 4. Estimated Revenue Composition & Assumptions



Revenues (in thousands)	2015	2016	2017	2018	2018	2019 Draft	19/18 Budget	
	Audited	Audited	Audited	Budget	Forecast	Budget	\$ Dif	% Dif
Sales and use tax	\$ 20,444	\$ 21,123	\$ 22,153	\$ 21,641	\$ 22,824	\$ 23,284	\$ 1,643	8%
Service contracts	8,926	10,056	10,531	10,979	10,924	11,709	730	7%
Fare Revenue	4,485	4,810	4,939	5,021	5,008	5,086	65	1%
Grant revenue - operating	1,145	1,245	1,245	1,244	1,244	1,346	101	8%
Local gov't contributions - operating	1,332	1,364	1,379	1,733	1,736	1,736	3	0%
Other income	1,564	1,696	1,731	1,714	1,686	1,683	(31)	-2%
Investment income	27	89	167	100	288	293	193	193%
<b>Subtotal Revenues - Operating</b>	<b>37,922</b>	<b>40,383</b>	<b>42,143</b>	<b>42,433</b>	<b>43,709</b>	<b>45,137</b>	<b>2,703</b>	<b>6%</b>
Local gov't contributions - capital	4,445	706	472	2,369	28	-	(2,369)	-100%
Grant revenue - capital	5,693	8,774	1,433	5,310	1,037	-	(5,310)	-100%
<b>Subtotal Revenues - Capital</b>	<b>10,137</b>	<b>9,480</b>	<b>1,905</b>	<b>7,679</b>	<b>1,065</b>	<b>-</b>	<b>(7,679)</b>	<b>-100%</b>
<b>Total</b>	<b>\$ 48,060</b>	<b>\$ 49,863</b>	<b>\$ 44,048</b>	<b>\$ 50,113</b>	<b>\$ 44,774</b>	<b>\$ 45,137</b>	<b>\$ (4,976)</b>	<b>-10%</b>

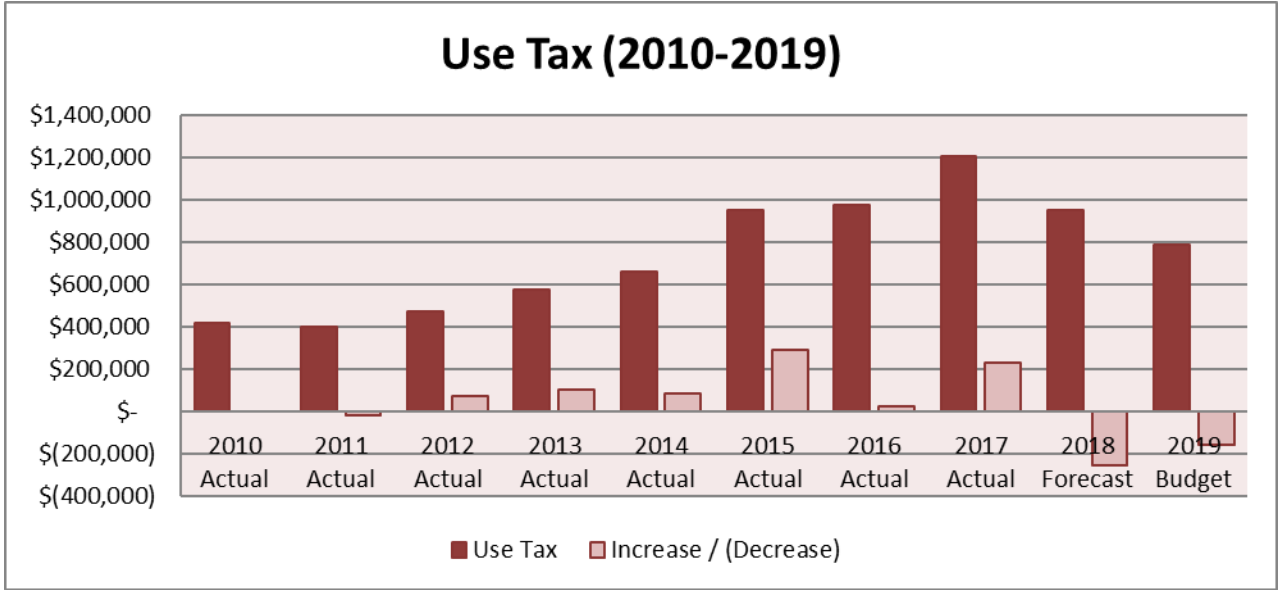
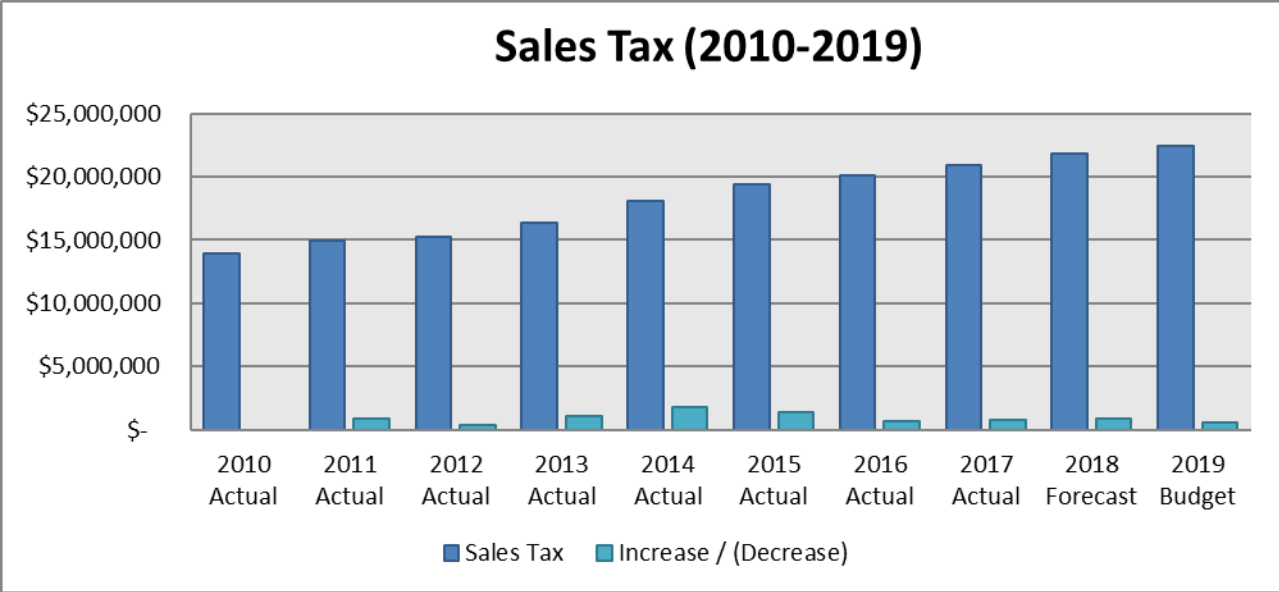
## 2019 Estimated Revenue Composition



- **Sales Tax** revenues are dedicated taxes collected from member jurisdictions based on intergovernmental agreements. The chart below shows preliminary estimates by jurisdiction:

Member Jurisdictions	2019 % Increase
Aspen	3.5%
Basalt	3.5%
Carbondale*	2.0%
Glenwood Springs	2.0%
Eagle County	2.0%
New Castle	2.0%
Pitkin County	4.0%
Snowmass Village	3.0%

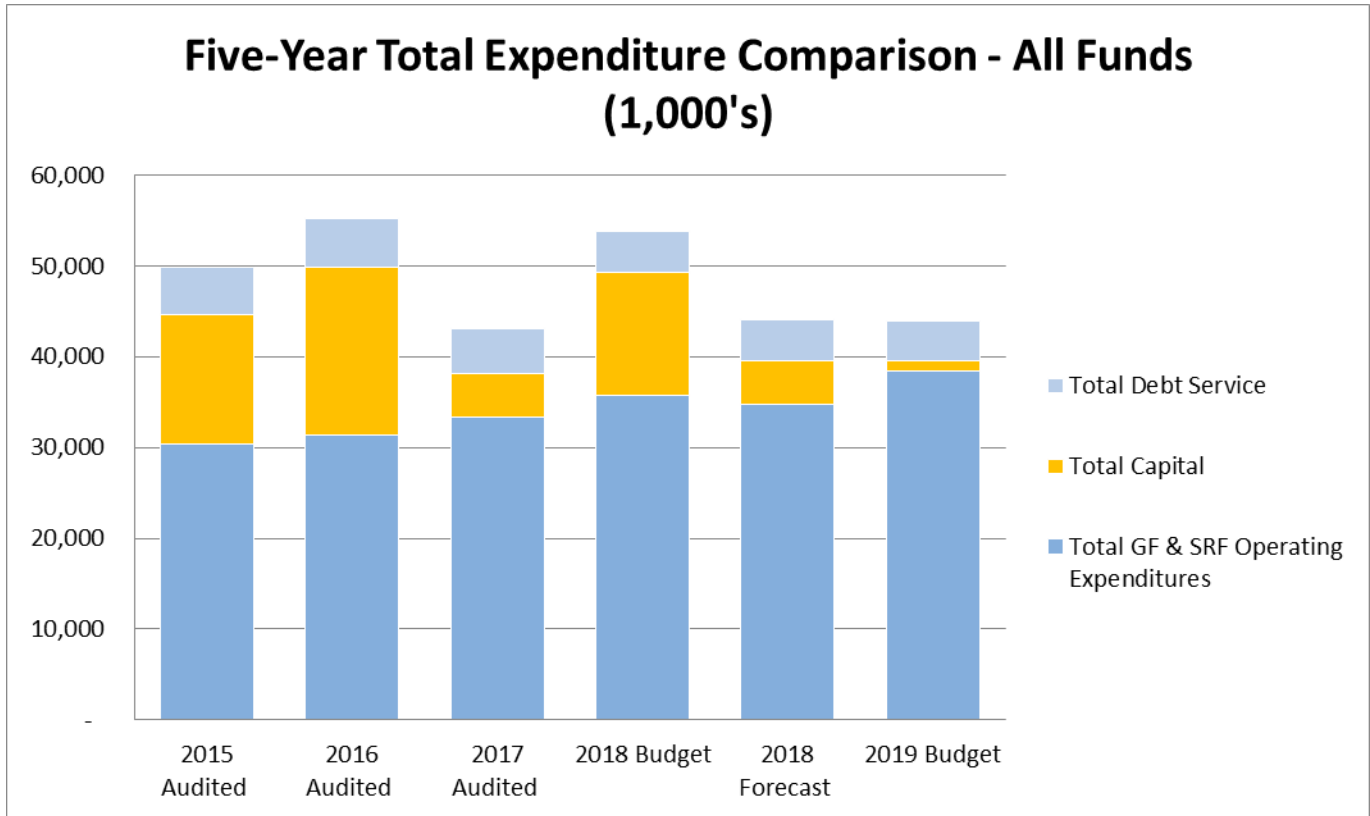
*\*RFTA-derived estimate, awaiting estimate from jurisdiction*



- **Service contract revenues** are for contracted transit services which are billed monthly based on miles and hours by route. The Authority has service contract agreements with the Aspen Skiing Company, the City of Aspen, the City of Glenwood Springs and Garfield County (Travelers Program);
  - The Authority estimated hours and miles by route for each service contract agreement and calculated costs in accordance with each service contract agreement.
- **Operating revenues** reflect transit fares collected primarily on regional routes traveling on Highway 82 and the I-70 Corridor as well as fares related to the Maroon Bells service;
  - 2.0% increase in transit fares as a result of estimated increase in ridership
  - At this time, there is no fare adjustment assumed; however, a fare study is currently underway and is anticipated to be completed in September. Based on the result of the study, any fare changes directed by the Board will be incorporated into the 2019 budget.

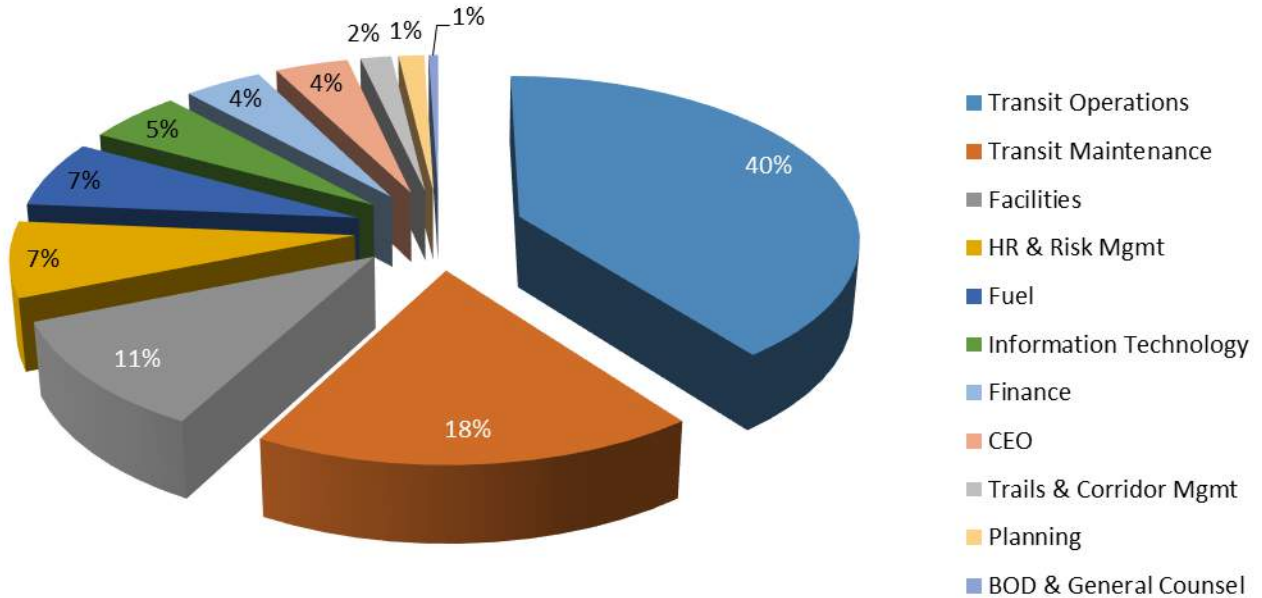
- The Authority receives **operating and capital grant revenues** from the Federal Transit Administration and the Colorado Department of Transportation;
  - \$1,115,810 from the FTA Section 5311 operating grant (10% increase from 2018);
  - \$200,000 from CDOT FASTER operating grant (flat from 2018);
  - Staff will be seeking capital grant funds to help fund various capital needs. Funds will be appropriated after grants have been awarded.
  - Additional grant revenues may be added by the final budget.
  
- **Local governmental contributions** are received to primarily help fund transit programs;
  - The **Elected Officials Transportation Committee (EOTC)** will continue to provide funding for the no-fare Aspen/Snowmass regional transit service. Using the agreed-upon methodology, the preliminary contribution is calculated to be approximately \$659,393 reflecting a 2% increase. The EOTC contribution for the enhanced service between the Snowmass Mall and Brush Creek is assumed to be status quo at \$294,400, but will need further discussion based on updated cost estimates to be provided by the Town of Snowmass Village and the potential outcomes of the ballot measure in November.
  - Assumes that **Garfield County's** support for the Grand Hogback bus service will remain the same at \$731,000.
  - Assumes that the **City of Rifle's** support for the Grand Hogback bus service will remain the same at \$20,000.
  
- **Other income** primarily consists of employee housing rental revenue in the General Fund, vehicle registration fees in the Bus Stop/Park & Ride Special Revenue Fund, and credits from the Federal Government representing a reimbursement on a portion of the interest paid on the Series 2009B Build America Bonds and Series 2012A and 2013A Qualified Energy Conservation Bonds in the Debt Service Fund.
  - Assumes year-round employee housing rental revenue will remain the same.
  - Assumes vehicle registration fees will remain the same.
  - Assumes a 6.2% sequestration rate on refundable credits applicable to the Authority's Build America Bonds and the Qualified Energy Conservation Bonds. The sequestration rate is subject to change.

## 5. Expenditure by Program/Department & Assumptions



Expenditures (in thousands)	2015	2016	2017	2018	2018	2019	19/18 Budget	
	Audited	Audited	Audited	Budget	Forecast	Budget	\$ Dif	% Dif
Fuel	1,717	1,347	1,189	1,434	1,366	1,735	301	21%
Transit Maintenance	4,376	4,288	4,233	4,696	4,519	4,822	126	3%
Transit Operations	8,023	8,381	8,703	9,408	8,976	10,045	637	7%
Administration	4,134	4,247	4,664	5,386	5,239	5,911	526	10%
Facilities	1,787	1,599	1,961	2,084	1,986	2,283	199	10%
Attorney & Board of Directors	220	161	117	134	122	136	1	1%
Trails & Corridor Mgmt	444	430	489	540	527	596	56	10%
<b>Total GF Operating Expenditures</b>	<b>\$ 20,702</b>	<b>\$ 20,453</b>	<b>\$ 21,355</b>	<b>\$ 23,682</b>	<b>\$ 22,734</b>	<b>\$ 25,528</b>	<b>\$ 1,846</b>	<b>8%</b>
SRF - Service Contracts	9,118	10,252	11,253	11,158	11,064	11,895	738	7%
SRF - Bus Shelter / PNR	479	663	624	822	856	931	109	13%
SRF - Mid Valley Trails	19	62	79	50	50	50	-	0%
<b>Total GF &amp; SRF Operating Expenditures</b>	<b>\$ 30,318</b>	<b>\$ 31,429</b>	<b>\$ 33,310</b>	<b>\$ 35,712</b>	<b>\$ 34,705</b>	<b>\$ 38,405</b>	<b>\$ 2,692</b>	<b>8%</b>
GF - Capital Outlay	12,003	10,553	4,616	13,562	4,849	1,075	(12,488)	-92%
SRF - Bus Shelter / PNR - Capital Outlay	30	143	-	-	-	-	-	0%
Capital Projects Fund	2,240	7,718	223	-	-	-	-	0%
<b>Total Capital</b>	<b>14,273</b>	<b>18,414</b>	<b>4,839</b>	<b>13,562</b>	<b>4,849</b>	<b>1,075</b>	<b>\$(12,488)</b>	<b>-92%</b>
GF - Debt Service	2,339	2,344	1,900	1,513	1,512	1,510	(3)	0%
Debt Service Fund	2,948	2,947	2,955	2,950	2,950	2,930	(19)	-1%
<b>Total Debt Service</b>	<b>5,288</b>	<b>5,291</b>	<b>4,855</b>	<b>4,463</b>	<b>4,461</b>	<b>4,440</b>	<b>(22)</b>	<b>-1%</b>
<b>Total Expenditures - all funds</b>	<b>\$ 49,878</b>	<b>\$ 55,134</b>	<b>\$ 43,004</b>	<b>\$ 53,737</b>	<b>\$ 44,015</b>	<b>\$ 43,920</b>	<b>\$ (9,818)</b>	<b>-18%</b>

## 2019 Budgeted Operating Expenditures by Department



Department	Fund				2019 Total Budget	%
	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF		
Fuel	\$ 1,735	\$ 797	\$ -	\$ -	\$ 2,532	7%
Transit Maintenance	\$ 4,822	\$ 2,177	\$ -	\$ -	\$ 6,999	18%
Transit Operations	\$ 10,045	\$ 5,184	\$ -	\$ -	\$ 15,229	40%
CEO	\$ 1,056	\$ 474	\$ -	\$ -	\$ 1,530	4%
Finance	\$ 1,132	\$ 508	\$ -	\$ -	\$ 1,640	4%
Planning	\$ 369	\$ 165	\$ -	\$ -	\$ 534	1%
HR & Risk Mgmt	\$ 1,981	\$ 888	\$ -	\$ -	\$ 2,869	7%
Information Technology	\$ 1,374	\$ 616	\$ -	\$ -	\$ 1,990	5%
Facilities	\$ 2,283	\$ 1,024	\$ 931	\$ -	\$ 4,239	11%
BOD & General Counsel	\$ 136	\$ 61	\$ -	\$ -	\$ 196	1%
Trails & Corridor Mgmt	\$ 596	\$ -	\$ -	\$ 50	\$ 646	2%
<b>Total</b>	<b>\$ 25,528</b>	<b>\$ 11,895</b>	<b>\$ 931</b>	<b>\$ 50</b>	<b>\$ 38,405</b>	<b>100%</b>



- **Compensation Adjustments:**

- The Collective Bargaining Unit (CBU) comprised of full-time bus operators are subject to a scheduled pay increase at the first full payroll period of 2019 in accordance with their contract. Assuming 150 full-time bus operators, the average increase is estimated to be approximately 5.8% resulting in an additional cost of \$442,000.
- For positions outside of the CBU, the budget assumes a merit increase of up to 4% effective at each employee’s annual performance review date, resulting in an additional cost of \$261,000. As a reference, the chart below illustrates the impacts of several merit increase scenarios:

Merit Increase Analysis (1,000's)				
Merit Increase Scenario	General Fund	Bus Stop/PNR SRF	Service Contract SRF (Traveler)	Total
1.0%	\$ 61	\$ 1	\$ 2	\$ 65
	0.30%	0.43%	0.46%	0.31%
2.0%	\$ 122	\$ 3	\$ 4	\$ 130
	0.60%	1.28%	0.93%	0.62%
3.0%	\$ 183	\$ 5	\$ 7	\$ 195
	0.91%	2.13%	1.62%	0.93%
4.0%	\$ 244	\$ 7	\$ 10	\$ 261
	1.21%	2.98%	2.32%	1.25%

- The Authority received four **Request for Funding Applications**, two of which were multi-year funding requests that the RFTA Board had approved during the last budget cycle. The budget currently reflects the following:
  - \$100,000 from **WE-cycle**, a 501(c)(3) non-profit organization serving Aspen and Basalt to support bike sharing operations. Funds will be used to help support WE-cycle’s strategic and operational direction, structure, and planning efforts to benefit existing and future bike share services within the Roaring Fork Valley. These funds will provide WE-cycle with essential stability as it plans for its services year over year by allowing WE-cycle to retain year-round office space and support high-level director level positions to provide for a stable and consistent organizational framework. ***WE-cycle applied for a five-year funding request of \$100,000/year which the Board approved during the last budget cycle. This amount represents year two of the five-year funding request.***
  - \$30,000 from **Garfield Clean Energy** (GCE) to support three key program areas and projects: (1) Active Energy Management consultation services to RFTA for its facilities, and hosting of RFTA facilities on the Building Energy Navigator website. (2) Programs to promote and increase availability/use of multi-modal transportation, and adoption of electric and CNG vehicles. (3) Organizational administration, outreach, education, website and reporting. ***GCE applied for a three-year funding request of \$30,000/year which the Board approved during the last budget cycle. This amount represents year two of the three-year funding request.***
  - \$20,000 from **Lower Valley Trail Association** (LoVa) on behalf of grant applicant, Town of New Castle, to support local match for State Trails/Colorado the Beautiful Construction Grant (submitted August 1, 2018). Total Grant amount is \$500,000 requiring a local match of

\$150,000 for a total project cost of \$655,000. *Local match partners:* City of Glenwood Springs \$100,000, Town of New Castle \$30,000, RFTA \$20,000, Nutrient Holdings, LLC \$5,000 (private landowner which is partnering with LoVa to provide trail access). *Project Scope:* Within a 1.65-mile segment between the Canyon Creek and New Castle interchanges, there will be a 3 construction projects: a bridge, an underpass, and rock fall scaling and mitigation.

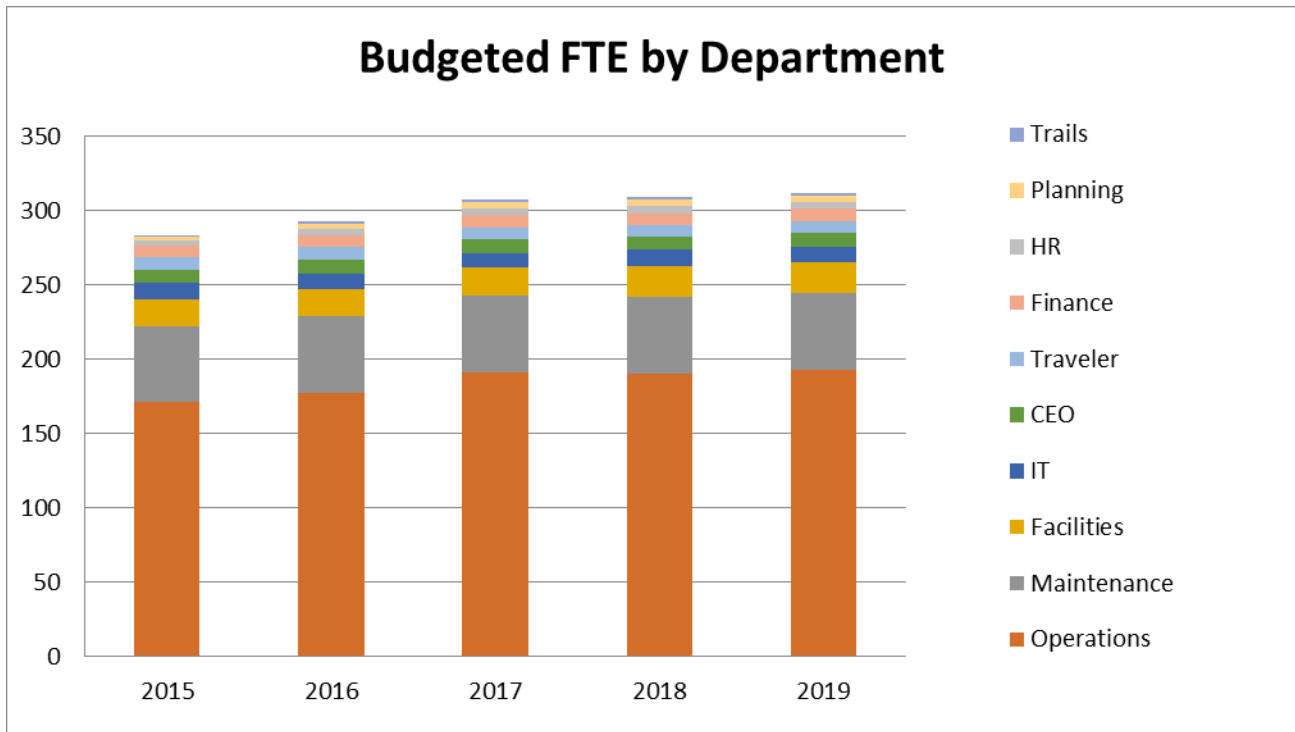
- \$4,000 from **Northwest Colorado Council of Governments** to help fund the match for their Section 5310 Mobility Management grant from CDOT.
- Approximately \$1,075,000 of **capital outlay** has been budgeted.
  - Includes engine and transmission rebuilds, facility and trail improvements, and minor IT equipment.
  - This is expected to change as we develop the 2<sup>nd</sup> draft budget in October and finalize the budget in November or December.
  - At a future meeting early next year, staff anticipates presenting to the Board a supplemental budget appropriation resolution in order to roll-forward any unexpended capital budget from 2018 to 2019 due to timing issues. This will include the **Battery Electric Bus Pilot Program**.
- Certain expenditures will be added into the budget through supplemental budget appropriation resolutions during the budget year when funding is available.

## **6. Other Financing Sources and Uses Assumptions**

- Approximately \$463,000 of current available resources is budgeted to be transferred from the General Fund to the **Bus Stops/Park and Ride** Special Revenue Fund to fund the costs to operate and maintain the BRT stations & park and rides and other stops.
- RFTA will continue to contribute to the **Traveler Program** on behalf of its members located in Garfield County as reflected by the budgeted transfer of approximately \$157,000 of current available resources from the General Fund to the Service Contract Special Revenue Fund.
- In accordance with bond resolutions, approximately \$2.3 million of current available resources will be transferred from the General Fund to the **Debt Service** fund which will be used to fund current debt service payments on RFTA's outstanding bonds from 2009, 2012, and 2013.

## **7. Staffing**

- Assumes 311.7 full-time equivalents compared to 308.9 budgeted in 2018.



## **8. Major Goals**

Placeholder for Budget status of the 2019 major goals identified in the 2019 5-Year Strategic Plan document:

Items included in draft budget:

- Continue to provide support for expansion of WE-cycle throughout Roaring Fork Valley
- Expand the Learning Management System to all departments.

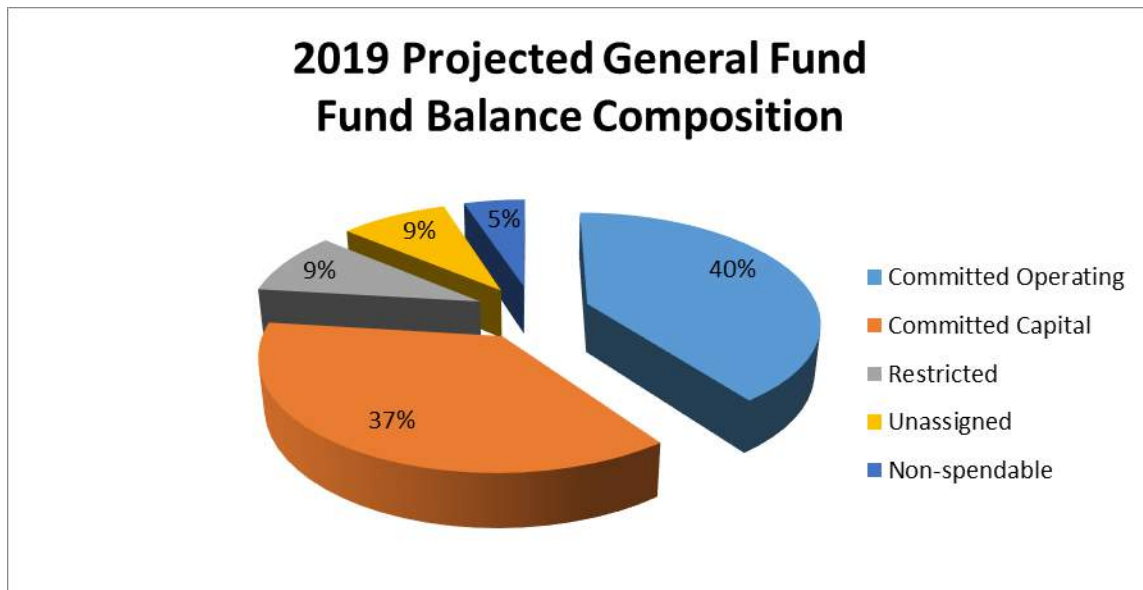
Items not reflected in draft budget:

- Destination 2040

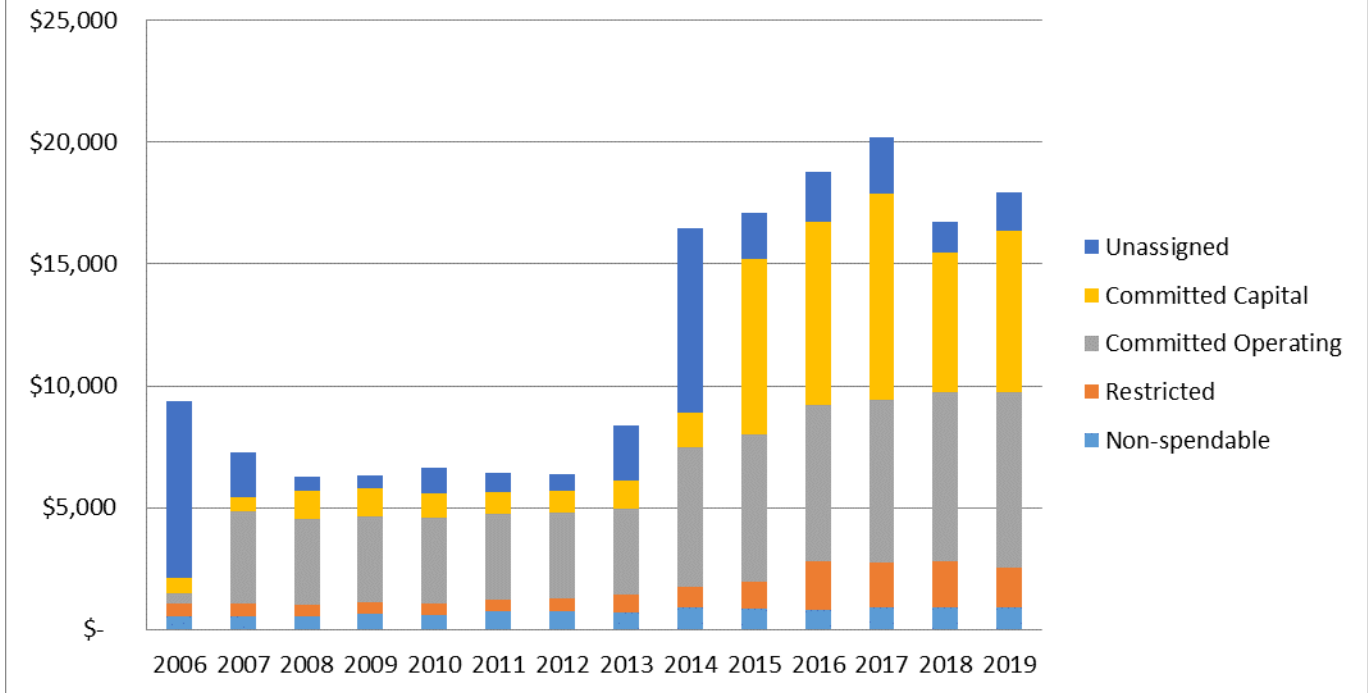
## 9. Fund Balance

(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR	Mid Valley Trails	Debt Service Fund	Total
<b>Beginning fund balance (budget)</b>	\$ 16,739	\$ -	\$ 97	\$ 127	\$ 2,499	\$ 19,462
Revenues	\$ 32,221	\$ 11,739	\$ 469	\$ 63	\$ 645	\$ 45,137
Expenditures	\$ (28,112)	\$ (11,895)	\$ (931)	\$ (50)	\$ (2,930)	\$ (43,920)
Other financing source/(use)	\$ (2,904)	\$ 157	\$ 463	\$ -	\$ 2,285	\$ -
<b>Change in net assets</b>	\$ 1,204	\$ 0	\$ -	\$ 13	\$ -	\$ 1,217
<b>Ending fund balance</b>	\$ 17,943	\$ 0	\$ 97	\$ 140	\$ 2,499	\$ 20,679
<b>Ending fund balance composition:</b>						
<b>Non-spendable fund balance</b>	\$ 903					\$ 903
<b>Restricted fund balance</b>	\$ 1,654	\$ 0	\$ 97	\$ 140	\$ 2,499	\$ 4,391
<b>Committed fund balance:</b>						
Operating reserves	\$ 7,168					\$ 7,168
Facilities capital reserves	\$ 2,160					\$ 2,160
Transit capital reserves	\$ 3,551					\$ 3,551
Trails capital reserves	\$ 921					\$ 921
<b>Unassigned fund balance</b>	\$ 1,585					\$ 1,585
<b>Ending fund balance</b>	\$ 17,943	\$ 0	\$ 97	\$ 140	\$ 2,499	\$ 20,679

**Fund balance** is the difference between assets and liabilities and is divided between Non-spendable and Spendable. **Non-spendable** fund balance includes amounts that cannot be spent either because it is not in spendable form or because of legal or contractual constraints. **Spendable** fund balance is comprised of Restricted, Committed and Unassigned fund balance. **Restricted** fund balance includes amounts that are constrained for specific purposes that are externally imposed by providers. **Committed** fund balance includes amounts that are constrained for specific purposes that are internally imposed by the Board. **Unassigned** fund balance includes residual amounts that have not been classified within the previously mentioned categories and is a measure of current available financial resources.



## General Fund's Fund Balance History (1,000's)



### 10. Background information

#### **Fund and fund structure**

The Authority Budget and Financial Statement are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting. All Funds are appropriated.

**The General Fund** reports operating activity for regional Valley, Grand Hogback and miscellaneous Transit, Trails and Administrative Support services. Additionally, most Capital and Debt Service activity are reported in the General Fund, unless resolution requires otherwise.

**The Service Contract Special Revenue Fund** reports revenue and operating activity for additional services based on contractual agreement. These services are extra services provided in certain areas within the overall Authority service area.

**Bus Stop and Park n Ride Special Revenue Fund** reports vehicle registration fee revenue and bus stops and park n ride expenditure activity as required by State rural transit authority enabling legislation. Additionally, by resolution, Garfield County has dedicated certain development fees to construct bus stops and park n ride improvements in unincorporated Garfield County.

**Mid Valley Trails Special Revenue Fund** reports activity for certain trails activities within Eagle County. As a condition of becoming a member of the Authority, Eagle County dedicated an existing ½ cent sales tax to the Authority. Part of the sales tax was dedicated to trails. In June of 2002 the Authority by resolution adopted the Eagle County Mid Valley Trails Committee. The Committee administers all aspects of appropriating the funds and the Authority provides accounting of the funds and other services as requested by the Committee.

**Debt Service Fund:**

**The Series 2009A Debt Service Fund** reports all principal and interest expenditures for the \$6.5 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

**The Series 2009B Debt Service Fund** reports all principal and interest expenditures for the \$21 million bond issuance and interest earned as required by resolution. This offering used a U.S. Government Program called Build America Bonds that allow Federal reimbursement of 35% of the interest paid.

**The Series 2012A Debt Service Fund** reports all principal and interest expenditures for the \$6.65 million Qualified Energy Conservation Bonds issuance (QECB) and interest earned as required by resolution. The QECBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

**The Series 2013A Debt Service Fund** reports all principal and interest expenditures for the \$2 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

**The Series 2013B Debt Service Fund** reports all principal and interest expenditures for the \$1.3 million QECB issuance and interest earned as required by resolution. The QECBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

**Reserve Fund** reports all activity related to the required reserves for the Series 2009, Series 2012, and Series 2013 Bonds and interest earned as required by resolution.

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

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Dan Blankenship, CEO  
**DATE:** September 13, 2018

**Southwest Energy Efficiency Project report on “Economic Benefits Provided by the Roaring Fork Transportation Authority: 2011 – 2018”**



The Roaring Fork Transportation Authority (RFTA) produces millions of dollars more in benefits for Pitkin and Garfield Counties than it costs to fund, says a new report from the Southwest Energy Efficiency Project (SWEEP). The study’s release comes about two months before voters in the two counties will decide whether to raise property taxes to expand RFTA’s services.

“We estimate that RFTA’s services bring the two counties total benefits of \$67 million to \$88 million. The RFTA operating budget is \$34 million, and the portion coming from the local dedicated sales tax is about \$20 million, so the quantified benefits significantly exceed the costs,” said Will Toor, the study’s main author and the director of SWEEP’s transportation program.

The new report showed that RFTA’s benefits to the communities include:

- Fuel savings: Transit trips on the RFTA system reduced vehicle miles traveled (VMT) in private cars by 29 million fewer miles, saving 1.3 million gallons of gasoline.
- Use of transit removes vehicles from the road, which helps to reduce congestion on the regional road network. SWEEP estimates that without RFTA, additional congestion would cost drivers just over \$1 million.
- Transit plays a critical role in matching employees to employment opportunities along the Highway 82, Highway 6, and I-70 corridors – without transit, many jobs might not be filled and many workers likely would have to go on public assistance, costing tax dollars. The study pegs the 2018 potential for lost wages at \$53 million, and the potential increase in public assistance payments at \$1.75 million.
- Transit service means that destinations like Aspen and Snowmass Village don’t have to build costly parking structures for visitors or for commuting employees, thus saving the communities about \$25 million.

- Moreover, about 65 percent of riders on the transit authority's Bus Rapid Transit (called VelociRFTA) could drive but prefer taking the bus.

"It's not just transit riders who benefit," Toor said. "The entire community shares the benefits of reduced congestion, avoided public assistance payments, reduced road maintenance costs, and reduced parking infrastructure costs."

RFTA's other, but not quantified, benefits include:

- The value of seniors able to live independently at home rather than moving to assisted living facilities or nursing homes;
- The value of the improved access to health care offered by transit service;
- The value of public health and wellness benefits due to transit riders walking or biking to and from bus stops;
- Savings related to accident reduction and safety improvements;
- Increased value of real estate in areas with good transit service; and
- The value of health benefits associated with fewer air pollutants and reduced greenhouse gas emissions.

SWEEP produced a similar report in 2013 for RFTA, but the 2018 report shows that benefits from the bus system only have grown in the past five years.

[\*\*Click here to read the full report.\*\*](#)

**Finance Department Update – Mike Yang, Chief Financial and Administrative Officer**

**2019 RFTA Annual Budget – Schedule**

<b>Date</b>	<b>Activity</b>	<b>Status</b>
8/9/2018	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<b>Completed</b>
9/13/2018	Presentation/Direction/Action: 1 <sup>st</sup> draft budget presentation	<i>On schedule</i>
10/11/2018	Presentation/Direction/Action: 2 <sup>nd</sup> draft budget presentation	<i>On schedule</i>
11/8/2018	Public Hearing: Final budget presentation and adoption	<i>On schedule</i>



## 2018 Actuals/Budget Comparison (July YTD)

2018 Budget Year				
General Fund	July YTD			Annual Budget
	Actual	Budget	% Var.	
<b>Revenues</b>				
Sales and Use tax (1)	\$ 9,788,244	\$ 9,016,425	8.6%	\$ 21,591,000
Grants	\$ 1,803,454	\$ 1,803,454	0.0%	\$ 6,524,625
Fares (2)	\$ 2,803,396	\$ 2,841,491	-1.3%	\$ 5,021,000
Other govt contributions	\$ 1,719,289	\$ 1,716,524	0.2%	\$ 4,102,426
Other income	\$ 433,178	\$ 391,412	10.7%	\$ 651,440
<b>Total Revenues</b>	<b>\$ 16,547,561</b>	<b>\$ 15,769,307</b>	<b>4.9%</b>	<b>\$ 37,890,491</b>
<b>Expenditures</b>				
Fuel (3)	\$ 573,138	\$ 899,202	-36.3%	\$ 1,433,758
Transit	\$ 12,445,846	\$ 12,951,265	-3.9%	\$ 21,708,348
Trails & Corridor Mgmt	\$ 155,818	\$ 160,692	-3.0%	\$ 540,120
Capital	\$ 2,541,029	\$ 2,533,973	0.3%	\$ 13,562,016
Debt service	\$ 671,053	\$ 671,053	0.0%	\$ 1,512,971
<b>Total Expenditures</b>	<b>\$ 16,386,884</b>	<b>\$ 17,216,186</b>	<b>-4.8%</b>	<b>\$ 38,757,213</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ 28,885	\$ 28,885	0.0%	\$ 150,000
Other financing uses	\$ (1,551,647)	\$ (1,551,647)	0.0%	\$ (2,757,871)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (1,522,762)</b>	<b>\$ (1,522,762)</b>	<b>0.0%</b>	<b>\$ (2,607,871)</b>
<b>Change in Fund Balance (4)</b>	<b>\$ (1,362,086)</b>	<b>\$ (2,969,641)</b>	<b>54.1%</b>	<b>\$ (3,474,593)</b>

- (1) Timing issue, as Sales tax revenue is received 2 months in arrears (i.e. May sales tax is received and recorded in July).
- (2) Through July, fare revenue is up 3% and ridership is slightly up at 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 July 2017/2018 comparison of actual fare revenues and ridership on RFTA regional services:

<b>Fare Revenue:</b>	<b>YTD 7/2017</b>	<b>YTD 7/2018</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Regional Fares	\$ 2,443,885	\$ 2,506,886	\$ 63,001	3%
Maroon Bells	\$ 264,925	\$ 284,583	\$ 19,658	7%
<b>Total Fare Revenue</b>	<b>\$ 2,708,810</b>	<b>\$ 2,791,469</b>	<b>\$ 82,659</b>	<b>3%</b>
<b>Ridership on RFTA Regional Services*:</b>	<b>YTD 7/2017</b>	<b>YTD 7/2018</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Highway 82 (Local & Express)	560,449	533,929	(26,520)	-5%
BRT	533,794	562,357	28,563	5%
Carbondale Shuttle	82,671	91,832	9,161	11%
SM-DV	48,207	50,063	1,856	4%
SM-INT	101,093	118,538	17,445	17%
Grand Hogback	64,796	61,873	(2,923)	-5%
Maroon Bells	91,548	97,527	5,979	7%
<b>Total Ridership on RFTA Fare Services</b>	<b>1,482,558</b>	<b>1,516,119</b>	<b>33,561</b>	<b>2%</b>
Avg. Fare/Ride	\$ 1.76	\$ 1.77	\$ 0.01	1%
Avg. Fare/Ride MB	\$ 2.89	\$ 2.92	\$ 0.02	1%

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

- (3) The significant savings is primarily attributable to the Alternative Fuel Excise Tax Credit (CNG) from 2017 of approximately \$228,372 which was received and recorded in June 2018 (the Bipartisan Budget Act of 2018 was passed on February 9, 2018 which retroactively reinstated fuel tax credits through the end of 2017).
- (4) 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 July 2018 YTD				Hours July 2018 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,380,648	2,389,946	(9,298)	-0.4%	108,025	108,279	(254)	-0.2%
City of Aspen	345,882	350,803	(4,921)	-1.4%	38,709	38,728	(19)	0.0%
Aspen Skiing Company	197,695	216,009	(18,314)	-8.5%	14,852	14,463	389	2.7%
Ride Glenwood Springs	69,533	71,646	(2,113)	-2.9%	5,711	6,083	(372)	-6.1%
Grand Hogback	125,418	125,381	37	0.0%	4,907	4,904	3	0.1%
Specials/Charters	5,415	4,027	1,388	34.5%	583	469	114	24.2%
Senior Van	11,708	10,103	1,605	15.9%	1,063	1,027	36	3.5%
MAA Burlingame	16,109	15,942	167	1.0%	1,168	1,147	22	1.9%
Maroon Bells	34,376	33,480	896	2.7%	2,782	2,707	75	2.8%
<b>Total</b>	<b>3,186,784</b>	<b>3,217,337</b>	<b>(30,553)</b>	<b>-0.9%</b>	<b>177,800</b>	<b>177,807</b>	<b>(7)</b>	<b>0.0%</b>

Service	Jul-17 YTD	Jul-18 YTD	# Variance	% Variance
City of Aspen	969,669	902,377	(67,292)	-6.94%
RF Valley Commuter	1,577,356	1,605,102	27,746	1.76%
Grand Hogback	64,796	61,873	(2,923)	-4.51%
Aspen Skiing Company	468,399	433,754	(34,645)	-7.40%
Ride Glenwood Springs	106,090	99,501	(6,589)	-6.21%
X-games/Charter	28,265	23,541	(4,724)	-16.71%
Senior Van	2,156	2,392	236	10.95%
MAA Burlingame	36,186	37,060	874	N/A
Maroon Bells	91,548	97,527	5,979	N/A
GAB Transit Mitigation Svcs.	-	-	-	N/A
<b>Total</b>	<b>3,344,465</b>	<b>3,263,127</b>	<b>(81,338)</b>	<b>-2.43%</b>
<b>Subset of Roaring Fork Valley Commuter Service with BRT in 2018</b>				
Service	YTD Jul 2017	YTD Jul 2018	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	560,449	533,929	(26,520)	-5%
BRT	533,794	562,357	28,563	5%
<b>Total</b>	<b>1,094,243</b>	<b>1,096,286</b>	<b>2,043</b>	<b>0%</b>

**Planning Department Update – David Johnson, Director of Planning**

**Monthly Planning Department Update:** The “9-13-18 Planning Department Update.pdf,” can be found in the September 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

**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 **71%** occupancy.
- The Parker House apartment complex in Carbondale, a 14 unit complex with 24 beds unit, is currently at **84%** 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 **83%**.
- As of May 1<sup>st</sup>, RFTA has access to five, 3 bedroom SKICO tiny homes in the Basalt Campground. The Burlingame winter seasonal tenants staying on with RFTA have transitioned from the Burlingame winter seasonal housing to the SKICO summer seasonal housing units.
- As of September 1<sup>st</sup>, RFTA has access to twenty, 2 bedroom seasonal units at the Burlingame Housing Facility and will begin transitioning the RFTA employees living in the SKICO housing back over to the Burlingame seasonal housing.

**RFTA Railroad Corridor**

**Right-of-Way Land Management Project:** Along with its legal and engineering consultants, RFTA staff is and will be 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 Department and Facilities departments are working collaboratively with regional stakeholders to update the 2005 Recreational Trails Plan (RTP), or the RFTA Rio Grande Trail Plan. 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.

The 2018 update process is intended to verify that 2005 plan includes all of the user elements that the public want to see i.e. soft surface trails, restrooms, benches, trailhead kiosks etc.

To date, the following project milestones have been accomplished:

- Several internal planning meetings with the RFTA Team
- Stakeholder Meeting #1 with member jurisdictions
- RFTA contracted DHM Design of Carbondale to assist with a public outreach plan
- A project website, with the Public Survey has been created, with 300 responses to date
- Survey incentives: Aloha Cyclery gift certificate, bike tune, RGT hats, bells, lights
- Outreach at a Basalt Sunday Farmers Market
- Outreach at Rubey Park
- Pitkin County Open Space staff outreach at Stein Park in Aspen and Basalt High School

For next steps, public outreach will continue through the month of September. The public survey will close on Halloween; the team has a personal goal of 500+ survey responses. RFTA and DHM staff will circulate a draft 2018 plan for review, and the second and final stakeholder meeting will be held in October. The team is aiming for RFTA board adoption of the final plan at the November RFTA Board meeting. It is likely that the discussion and adoption will occur in early 2019. For more information, please access the project website ([www.riograndetrail.com](http://www.riograndetrail.com)) and tell your friends and family to fill out the survey for a chance to win cool prizes!



A special visitor attended the booth at the Basalt Sunday Market to give comments on the 2018 update of the RFTA Recreational Trails Plan!

The tentative schedule for the RTP Update process is:

RFTA 2018 Recreational Trails Plan Update DRAFT Schedule	1	2	3	4	5	6	7	8	9	10	11	12
TASKS	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN 2019	FEB
1. Review the 2005 Recreational Trails Plan (RTP)												
2. Establish RGTP Goals and Project Scope												
3. Stakeholders Group Meeting #1												
4. DHM Design Task Order & Public Outreach Plan												
5. Staff Update on RTP Process at RFTA Board							9th					
6. Public Outreach Process (POP) Round 1							survey					
7. Public Outreach Process (POP) Round 2 (Draft Plan)								survey				
8. Stakeholders Group Meeting #2												
9. 1st Reading of 2018 RTP at RFTA Board									8th			
10. 2nd Reading & Final Adoption of RTP at RFTA Board										No Mtg.	10th	
Placeholder for delayed RFTA Board Adoption												14th

- **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. (Ongoing)
- **South Bridge** – (NO new update this month)



### Rio Grande Trail Update

- Staff continues working to beautify the corridor through Carbondale, called the Rio Grande ArtWay.
  - 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](mailto: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 8<sup>th</sup> 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
  - ❖ The irrigation system is complete as well
  - ❖ A mosaic table and colorful pots were completed and on-site
  - ❖ A shade sail is also in the works to be installed this month
- The public has been supportive and interested groups and businesses are signing up for participation
  - A celebration and ArtWay tour was held on Sunday, August 19. See photo below.
- Staff has been busy completing projects; which includes tree trimming/removal, asphalt repair, goats, revegetation, ArtWay projects, pavement striping, and bridge inspection/repair.
- Pavement striping along the lower 21 miles of the RGT is complete. We used both solid and skip lines. The solid lines were used at blind curves and at driveways/intersections. The skip lines were used everywhere else. Trail users have responded positively. Our goal with the pavement striping is improved safety and trail etiquette. See photo below.
- Staff has also installed new regulatory 20 MPH Speed Limit signs along the trail.
- We are hoping to repair the Sopris Creek Bridge in 2018
  - Bridge inspections are complete and we are waiting for the report with design/repair recommendations
- Goats arrived for duty on August 13. Visit RFTA’s website for more information.
  - We have 2 herds this year. Each herd has 225 goats.
  - We hoping for approximately 35 days of work
  - We are creating a short documentary on the project this year
  - See photos below.
- 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 for the summer season.
  - Although, we have been having issues with our flail mower and are currently not able to utilize this equipment
- Staff is working on the Recreational Trails Plan update, as a part of the much larger Comprehensive Plan for the corridor.
  - Staff hired DHM to help with public outreach efforts.
  - 3 or 4 “open house” style events are occurring throughout the next month or so. We are utilizing events/farmers markets to engage the community and gather feedback
  - An online survey will also help gather comments



**Photo – Rio Grande ArtWay Celebration and Tour. Latino Folk Art Garden pictured here complete with a Mariachi band!**



**Photo – Goats at Work along the Rio Grande Trail**