

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

**TIME:** 8:30 a.m. – 9:15 a.m., Thursday, September 14, 2017

**New Location: Rocky Mountain Institute, 22830 Two Rivers Road, Basalt, CO 81621**

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

	Agenda Item	Policy	Purpose	Est. Time
1	<b>Call to Order / Roll Call:</b>		Quorum	8:30 a.m.
2	<b>Executive Session:</b>			
	A. (None anticipated at this time)		Executive Session	8:31 a.m.
3	<b>Approval of <a href="#">Minutes</a>:</b> RFTA Board Meeting, August 10, 2017, <b>page 4</b>		Approve	8:32 a.m.
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)		Public Input	8:33 a.m.
5	<b>Items Added to Agenda – Board Member Comments:</b>	4.3.3.C	Comments	8:38 a.m.
6	<b>Consent Agenda:</b>	2.8.11	Approve	8:40 a.m.
	A. RFTA <a href="#">Participation</a> in Maroon Creek Corridor Transportation Study – David Johnson, Director of Planning, <b>page 11</b>			
7	<b>Presentation/Action Items:</b>			
	A. Presentation of First Draft of 2018 RFTA <a href="#">Budget</a> - Michael Yang, CFAO, <b>page 13</b>		Discussion/ Direction	8:45 a.m.
8	<b>Information/Updates:</b>			
	A. <a href="#">CEO</a> Report – Dan Blankenship, CEO, <b>page 29</b>	2.8.6	FYI	9:08 a.m.
9	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at September 14, 2017 Meeting	4.3	Meeting Planning	9:13 a.m.
10	<b>Next Meeting:</b> 8:30 a.m. – 11:30 a.m., October 12, 2017 at Carbondale Town Hall	4.3	Meeting Planning	9:14 a.m.
11	<b>Adjournment:</b> Directly followed by RFTA Board Strategic Retreat (see Retreat Agenda on following page)		Adjourn	9:15 a.m.

# RFTA Board Strategic Planning Retreat – Agenda

**Date:** September 14, 2017  
**Location:** Rocky Mountain Institute: 22830 Two Rivers Road, Basalt, CO 81621

8:00-8:30 *Continental Breakfast*

**Board Meeting:**

8:30-9:15 Consent Agenda and Brief Draft Budget Presentation

**Board Retreat:**

Proposed Goals

1. Define how RFTA can respond strategically to future growth and define what RFTA will look like in the future
2. Propose funding sources and plans
3. Review ITSP Alternatives
4. Establish key milestones, decisions, and time frames

9:15-9:30 Introductions and Meeting Goals Andrea

9:30-10:00 Opening Remarks George/Dan

- ✓ Responding Strategically to Future Growth / Change Andrea
- ✓ Trends in public and private sector

10:00-10:15 Discussion of Potential Revenue Sources Ralph

10:15-10:30 *Break*

10:30-Noon Integrated Transportation System Plan (ITSP) Ralph

- ✓ Review of ITSP Alternatives
- ✓ Presentation of Phasing and Mill Levy Scenarios

Noon-1:00 PM *Working Lunch* Bill Ray

- ✓ Discussion of Public Opinion
- ✓ Building the Case for a Possible Funding Question

1:00 -2:00 Board Discussion of ITSP Alternatives / Phasing Andrea

2:00-2:15 Next Steps Andrea

2:15-2:30 Wrap Up and Adjourn Andrea/George/Dan

**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 10, 2017**

**Board Members Present:**

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

**Non-Voting Alternates Present:**

Kathryn Trauger (City of Glenwood Springs)

**Staff Present:**

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial and Administrative Officer (CFAO); Kelley Collier, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Angela Henderson, Maura Masters, Amy Burdick, Jud Lang, Brett Meredith, Facilities & Trails Department; David Johnson and Jason White, Planning Department; Paul Hamilton, Finance Department; and Tammy Sommerfeld, Procurement Department

**Visitors Present:**

Karl Hanlon, City Attorney, Debra Figueroa, City Manager, and Tanya Allen, Transportation Manager (City of Glenwood Springs); Ralph Trapani (Parsons); John Krueger (City of Aspen); Jonathan Godes, Rick Voorhees, and Shelley Kaup (City of Glenwood Springs, Council); Sheryl Bower (Garfield County); Bryson Ross and Ken Miner (HAIBikes USA); Dan Deaton and Julie Ashinhurst (Valley View Hospital); Morgan Lommele (People for Bikes); Dale Merrill, Evan Gould, Kimberly Ochko, Mark Gould, Mark Gould Jr., and Nikki Smeins (Gould Construction); Ben Elmore, Bernard Pastole, Howard Stapleton, Jackie Woods, John Hoffman, Johnathan Godes, Jon Harman, Kape Ellis, Ken Woods, Lindsay Edder, Magli Cooper, Randy Tuggle, Richard Voter, Rick Stevens, Robert Streater, Sara Kemme, Steve Novey, and Tom Zanknella, (Citizens)

**Agenda**

***Note: Blue Hyperlinks to the August 10, 2017 Board meeting video have been inserted for each agenda item below.***

1. **[Roll Call:](#)**

George Newman called the RFTA Board of Directors to order at 8:30 a.m.

Newman declared a quorum to be present (8 member jurisdictions present) and the meeting began at 8:30 a.m.

2. **[Approval of Minutes:](#)**

Markey Butler moved to approve the minutes of the July 13, 2017 Board Meeting and Dan Richardson seconded the motion. The motion was unanimously approved.

3. **[Public Comment:](#)**

George Newman asked if any member of the public would like to address the Board or make a comment. There were no comments from the public.

Newman closed Public Comments at 8:31 a.m.

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

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

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

Art Riddile expressed his thanks for the signs that have been erected to help community members locate the New Castle Park and Ride.

Jacque Whitsitt expressed her appreciation for RFTA's work on the new Basalt underpass, and stated that it will help to decrease the number of community members crossing at-grade near that dangerous section of the highway and increase safety for all.

Mike Gamba questioned the Board about how many voting members are required in order to pass certain Agenda items. He requested that the Board develop a table that details how many votes are required for which type of voting item.

5. **Consent Agenda:**

**A. Resolution 2017-08: Authorization to Submit Application for Federal Transit Administration (FTA) Section 5339 Bus and Facilities Grant Funding – David Johnson, Director of Planning**

**Gamba moved to approve Resolution 2017-08: Authorization to Submit Application for Federal Transit Administration (FTA) Section 5339 Bus and Facilities Grant Funding and Richardson seconded the motion. The motion was unanimously approved.**

**B. An Intergovernmental Agreement for the Intermountain Transportation Planning Commission – David Johnson, Director of Planning**

**Gamba moved to approve the Intergovernmental Agreement for the Intermountain Transportation Planning Commission and Richardson seconded the motion. The motion was unanimously approved.**

6. **Presentation/Action Items:**

**A. CDOT Request to Use Electrical Assisted Bicycles on the Rio Grande Trail between Glenwood Springs and Carbondale during Grand Avenue Bridge Closure – Angela Henderson, Assistant Director of Project Management and Brett Meredith, Trails and Corridor Manager**

Angela Henderson discussed together, the CDOT request and Resolution 2017-09 due to the correlation between the two agenda items. Henderson stated that Roland Wagner, CDOT's Glenwood Springs Resident Engineer, requested that Electrical Assisted Bicycles (e-bikes) be allowed on a segment of the Rio Grande Trail between Glenwood Springs and Carbondale during the Grand Avenue Bridge (GAB) closure.

In his letter to the Board, Wagner expressed concern about the number of vehicles that will need to be reduced from the roads, approximately 35%, during peak traffic hours during the GAB closure. There are several options for commuters to choose from, including, RFTA buses, carpooling, walking, and biking. As one biking option, Wagner requested that RFTA allow e-bikes on the Rio Grande Trail during the GAB closure, which would allow a greater number of commuters to utilize an alternate form of transportation. Several local organizations have incorporated e-bikes into their strategy for helping ease congestion on the roads, including, Gould Construction, Valley View Hospital, and the City of

Glenwood Springs. Wagner requested that the RFTA Board permit the use of e-bikes on the Rio Grande Trail during the GAB closure.

Henderson stated that RFTA staff feels that it would be helpful to have more public input prior to making the decision on whether to allow or ban e-bikes from the Rio Grande Trail. Staff will begin updating the Recreational Trail Plan later this year and this is one topic that will be included. The safety of trail users is a concern that has been identified as well. With the GAB closure, there is certain to be an increase of all types of trail users, and the potential of heavier, higher-speed bicycles could result in more frequent collisions and injuries. E-bikes could also increase the number of inexperienced cyclists on the trail who possibly might not have the skills to handle situations that occur, such as trail irregularities and hazards, as well as other trail user groups.

RFTA trails' staff currently has no means by which to monitor or enforce speeds on the trail, and has no authority to issue tickets to violators of the Rio Grande Trail rules and regulations. If e-bikes are allowed on the trail, RFTA staff would need additional resources to assist with enforcement and issuance of tickets to violators.

By temporarily allowing e-bikes on a segment of the Rio Grande Trail between Glenwood Springs and Carbondale during the GAB closure, RFTA staff would have the opportunity to obtain pertinent information about how e-bikes could intermingle with other trail users. This information would allow staff to offer the Board a more informed and accurate assessment of permanently allowing or disallowing e-bikes on the Rio Grande Trail. However, if e-bikes are allowed on a segment of the Rio Grande Trail during the GAB closure it could potentially lead to additional issues, such as the difficulty of disallowing them after the GAB closure, if the Board so desires.

**Newman asked if any member of the public would like to address the Board or make a comment regarding the CDOT Request to Use Electrical Assisted Bicycles on the Rio Grande Trail between Glenwood Springs and Carbondale during the Grand Avenue Bridge closure.**

A large number of community members spoke on the subject of allowing or disallowing Electrical Assisted Bicycles on the Rio Grande Trail. There were comments, both In Favor and in Opposition to allowing electrical assisted bicycles on the Rio Grande Trail. Below are the community members who spoke and their stances (In Favor or Opposed) on e-bike usage on the Rio Grande Trail.

[Video footage of Public Comment and Board Discussion.](#)

John Hoffman	In Favor
Richard Botera	In Favor
Morgan Lomley	In Favor
Ben Elmore	In Favor
Robert Streater	Opposed
Steve Novey	Opposed
Howard Stapleton	Opposed
Mark Gould	In Favor
Shelley Kaup	In Favor
Julie Ashinhurst	In Favor
Lindsey Edder	Opposed
Bernard Pastole	In Favor
Ken Woods	In Favor
Tom Zanknella	In Favor
Mogli Cooper	In Favor
Ted Miner	In Favor
Mark Gould Jr.	In Favor
Johnathan Godes	In Favor

**Newman closed Public Comment at 9:58 a.m.**

**Richardson moved to approve the Use of Class 1 and Class 2 Electrical Assisted Bicycles on the Rio Grande Trail between Glenwood Springs and Catherine Store Bridge during the Grand Avenue Bridge Closure and Whitsitt seconded the motion.**

**A Roll Call Vote was taken:**

Dan Richardson	Yes
Jeanne McQueeney	No
Art Riddile	Yes
George Newman	No
Ann Mullins	Yes
Mike Gamba	Yes
Markey Butler	Yes
Jacque Whitsitt	Yes

**The Use of Class 1 and Class 2 Electrical Assisted Bicycles on the Rio Grande Trail between Glenwood Springs and Catherine Store Bridge during the Grand Avenue Bridge Closure was approved with the required 2/3rds majority vote.**

## **7. Public Hearing**

- A. Resolution 2017-09: Prohibiting the Operation of Class 1, Class 2, or Class 3 Electrical Assisted Bicycles on the Rio Grande Trail** – Dan Blankenship, CEO; Paul Taddune, General Counsel; Angela Henderson, Assistant Director of Project Management and Facilities; and Brett Meredith, Trail Manager

Henderson stated that if Resolution 2017-09 is not approved, then by default, Class 1 and Class 2 E-Bikes will be permitted on the Rio Grande Trail as of August 9, 2017, per House Bill 17-1151. Class 3 E-Bikes are not permitted per House Bill 17-1151.

**Newman asked if any member of the public would like to address the Board or make a comment regarding Prohibiting the Operation of Class 1, Class 2, or Class 3 Electrical Assisted Bicycles on the Rio Grande Trail.**

Members of the community once again spoke In-Favor of or in Opposition to the use of Electrical Assisted Bicycles on the Rio Grande Trail.

Karl Hanlon	In-Favor
Mark Gould Jr.	In-Favor
Rick Stevens	In-Favor
Johnathan Godes	In-Favor
Ken Woods	In-Favor
John Hoffman	In-Favor
Robert Streater	Opposed
Jackie Woods	In-Favor

**Newman closed Public Comment at 11:03 a.m.**

Newman reiterated that as a partner in the Rio Grande Trail and a member of the multi-jurisdictional Board, the Board should allow time for an open public process in order to address the number of issues that have been presented, the most important of which is the safety of trail users.

**Jacque Whitsitt moved to approve Resolution 2017-09: Prohibiting the Operation of Class 1 and Class 2 (Class 3 are not permitted per HB 17-1151) Electrical Assisted Bicycles on the Rio Grande Trail as an alternate mode of transportation, except by a person with a disability, if such use is authorized by applicable state or federal law, until May 1, 2018 and Ann Mullins seconded the motion.**

**A Roll Call Vote was taken:**

Dan Richardson	Yes
Jeanne McQueeney	No
Art Riddile	No
George Newman	Yes
Ann Mullins	Yes
Mike Gamba	No
Markey Butler	No
Jacque Whitsitt	Yes

**FAILED: Resolution 2017-09: Prohibiting the Operation of Class 1 and Class 2 (Class 3 are disallowed by House Bill 17-1151) Electrical Assisted Bicycles on the Rio Grande Trail as an alternate mode of transportation, except by a person with a disability, if such use is authorized by applicable state or federal law, until May 1, 2018 failed to receive the required 2/3rds majority vote.**

- B. [Second Reading: Rio Grande Corridor Access Control Plan Update](#) – Dan Blankenship, CEO and Angela Henderson, Assistant Director of Project Management and Facilities Operations**

**Jeanne McQueeney moved to approve a continuation of the Second Reading: Rio Grande Corridor Access Control Plan Update until the October 12, 2017 Board meeting and Richardson seconded the motion. The motion was unanimously approved.**

**6. Continue: Presentation/Action Items:**

- B. [Preliminary Planning Initiatives, Assumptions, and Issues for 2018 RFTA Budget](#) – Michael Yang, Chief Financial & Administrative Officer**

Yang presented the 2018 Budget Initiatives, Assumptions and Issues to the Board.

**General Fund, Budget Initiatives, Assumptions and Issues:**

- 1) Align the Budget with the Strategic Plan goals;
- 2) Have a balanced initial budget;
- 3) Make adjustments to services, before using fund balances;
- 4) Adhere to Policy 2.5.5, Financial Reserve Thresholds;
- 5) Obtain RFTA member jurisdictions' sales tax revenue estimates;
- 6) Develop revenue estimates for Operating and Capital Grants;
- 7) Evaluate Fare Revenue and potential adjustments;
- 8) Develop a Transit Service Plan;
- 9) Make adjustments to service hours and miles;
- 10) Evaluate New Positions within RFTA departments;
- 11) Evaluate Capital items and Project requests;
- 12) Re-budget unexpended 2017 Capital items and Projects to the 2018 budget;
- 13) Incorporate Board priorities into the 2018 budget.



**New Budget Issues:** 1) Outcomes from Integrated Transportation System Plan (ITSP); and 2) Possibility of a new Hanging Lake Shuttle seasonal service.

**Continuing Budget Issues:**

- 1) Sales and Use Tax revenue and Transit Fare revenue;
- 2) Fuel prices;
- 3) Healthcare costs;
- 4) Cost of Living;
- 5) Employee Housing;
- 6) Request for Funding Application Forms;
- 7) Board identified issues and priorities.

**Bus Stops/PNR Special Revenue Fun, Budget Initiatives, Assumptions and Issues:**

- 1) Develop Vehicle Registration Fee estimate;
- 2) Bus stops and Park and Ride operating expenditures;
- 3) Additional resources to fund operating and maintenance costs for BRT stations and PNRs.

**C. Potential By-Laws Amendment to Permit RFTA Board Members, Alternates, or Elected Official Designees to Attend RFTA Board Meetings via Telephone and/or Video Conferencing in Special Circumstances – Paul Taddune, General Counsel**

Paul Taddune proposed that the Board amend its by-Laws to permit Board Members, Alternates or Elected Official Designees to participate in RFTA Board meetings via telephone or video conferencing, only under special circumstances, otherwise, the Board meeting would need to be cancelled. These special circumstances include: 1) when there is one or more time-sensitive Action Item(s), which in the judgment of the Board Chair and CEO, would potentially cause harm to RFTA and/or the public if not acted on at a meeting for which there would not be a quorum of Board representatives from RFTA jurisdictions in attendance; 2) when there is one or more time-sensitive Action Item(s) and a quorum cannot be achieved, Board members who cannot attend the meeting, but who could participate via telephone or video conference, must have a legitimate reason for not attending the meeting; and 3) when there is a quorum in attendance at RFTA Board meetings, other Board members, Alternates, or Elected Official Designees cannot participate in the meeting via telephone or video conferencing unless a vote of greater than a 2/3rds majority vote is required.

Currently, the concern is that the Grand Avenue Bridge closure could make it challenging for some members of the Board who live on the other side of the closure to attend meetings which, in turn, could affect the ability to achieve a quorum for meetings.

**Richardson moved to temporarily suspend the By-laws rules to allow Board members to attend RFTA Board meetings for the next two months via telephone and/or video conferencing in special circumstances. Mullins seconded the motion and the motion was unanimously approved.**

**D. Integrated Transportation System Plan Update – Ralph Trapani, Parsons**

Trapani presented the Board with a brief update and stated that a matrix and template are being created to concisely present the possible alternatives. Parsons is moving forward with Task Order 5 and will be bringing in the Election consultant, Bill Wray, to the Board Retreat. Ray is working on a pre-recorded telephone survey, which will be rolled out within the next few weeks.

**8. Board Governance Process:**

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

David Johnson reminded the Board that the September 14, 2017 Board meeting and Retreat would be held at the Rocky Mountain Institute in Basalt from 8:30 a.m. to 2:30 p.m. Andrea Palm-Porter, Executive Director at the Roaring Fork Center for Community Leadership, will be the facilitator at the Board Retreat.

**9. Information/Updates:**

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

Dan Blankenship stated that the Grand Avenue Bridge closure begins on Monday August 14 and that RFTA is as prepared as it possibly can be. RFTA is assuming that there will be a significant increase in ridership along the Hogback route, which includes Parachute, Rifle, Silt, and New Castle.

Blankenship updated the Board on Senate Bill 242, which was passed and went into effect on July 1, 2017. The Bill now excludes Special Districts and Transit Authorities, such as RFTA, from collecting sales tax on recreational marijuana. Last year RFTA received over \$100,000 from sales tax on recreational marijuana and through June 30, 2017, the amount was up 20% from last year's amount. RFTA will be losing on average \$130,000-\$150,000 on an annual basis due to this exclusion.

In the year 2018, RFTA staff is optimistic that this exclusion will be reversed and RFTA will once again be allowed to collect this sales tax. Blankenship and RFTA staff are under the impression that this exclusion to Special Districts and Transit Authorities was due to a clerical error.

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

**11. Next Meeting:** 8:30 a.m. – 9:15 a.m., September 14, 2017 at the Rocky Mountain Institute, 22830 Two Rivers Road, Basalt, CO 81621. An abbreviated Board meeting will be directly followed by the RFTA Board of Directors' Strategic Retreat from 9:15 a.m. to 2:30 p.m.

**12. Adjournment:**

**The Board adjourned at 12:10 p.m., due to lack of a quorum.**

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

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

<b>Meeting Date:</b>	September 14, 2017
<b>Agenda Item:</b>	RFTA Participation in a USFS Maroon Creek Corridor Transportation Study
<b>Policy #</b>	<b>2.8.11 Board Awareness &amp; Support</b>
<b>Strategic Goal:</b>	<b>Planning:</b> To work creatively, cooperatively, and comprehensively with public, private, and non-profit partners to create healthy and vibrant communities
<b>Presented By:</b>	David Johnson, Director of Planning
<b>Recommendation:</b>	Authorized staff to participate in a multi-agency planning effort to address concerns about traffic congestion, safety, and the visitor experience in the Maroon Creek Corridor, and authorize the expenditure of \$15,000 as RFTA’s contribution to the estimated \$120,000 study.
<b>Core Issues:</b>	<p>Over the last several months, the United States Forest Service (USFS) has met with Pitkin County, City of Aspen, Aspen Ski Company, RFTA, and other stakeholders to express concerns about traffic congestion, multi-modal safety and the visitor experience on the Maroon Creek Corridor.</p> <p>The Maroon Bells wilderness area is one of the most visited sites in Colorado. During the summer and fall peak visitation periods, RFTA sometimes uses 13 buses, making approximately 80 trips per day, to shuttle visitors to and from Maroon Bells. Ridership seems to be undeterred by recent fare increases, and private vehicle traffic continues to grow. Visitor traffic to Maroon Bells is likely the most significant component of traffic congestion, however, other components include; peak leaf season, resumption of the school year, the Aspen Recreation Center, Highlands Village residents, workers and visitors, and special events.</p> <p>The USFS, led by the Volpe Transportation Center, intends to conduct a corridor analysis to identify solutions to reduce congestion and maintain a sustainable level of service and high quality experiences for visitors and residents of the Maroon Creek corridor. Total cost is anticipated to approximately \$120,000, with the USFS contributing \$35,000 and Pitkin County contributing \$50,000. The USFS has requested that RFTA contribute \$15,000 to the analysis.</p> <ul style="list-style-type: none"> <li>• Vision (for the corridor): <ul style="list-style-type: none"> <li>▪ Provide an uncongested and safe multi-modal corridor for residents, visitors, students and teachers of Aspen schools, and customers of businesses along Maroon Creek Road.</li> </ul> </li> <li>• Goals: <ul style="list-style-type: none"> <li>▪ Reduce traffic volume and congestion along the corridor during peak times;</li> <li>▪ Improve the visitor experience when accessing the shuttle to the Maroon Bells;</li> <li>▪ Enhance multimodal safety along the corridor and reduce conflicts between cyclists, pedestrians, and motorists;</li> <li>▪ Reduce emissions and noise from vehicles in the corridor and particularly at the bus depot;</li> <li>▪ Communicate slated changes effectively to residents, visitors, and businesses.</li> </ul> </li> </ul>

<b>Policy Implications:</b>	RFTA Board Governing Policy 2.8.11 states, "The CEO may not fail to supply for the Board's consent agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation or contract to be Board-approved."
<b>Fiscal Implications:</b>	The only fiscal implication is a \$15,000 cash contribution for the study by RFTA. Subject to Board authorization to participate in the study, staff will include \$15,000 in a supplemental budget resolution that will be submitted for Board consideration at a subsequent meeting.
<b>Attachments:</b>	No.

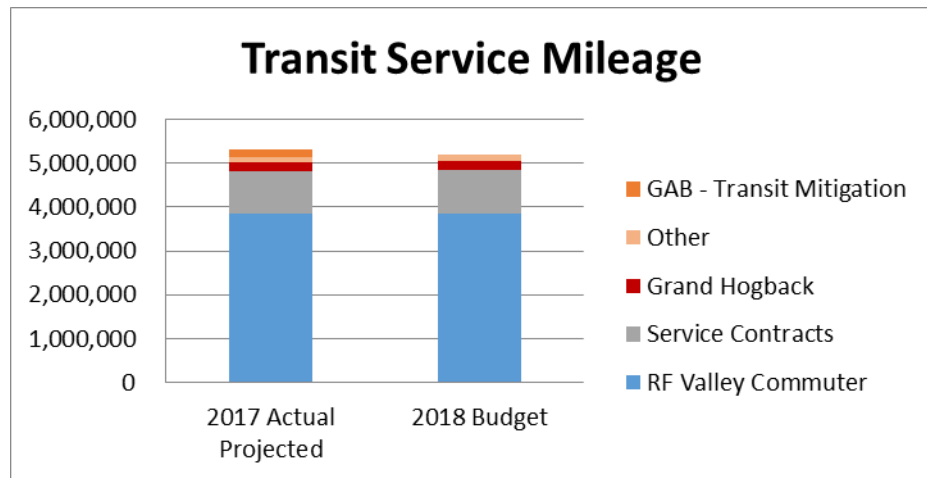
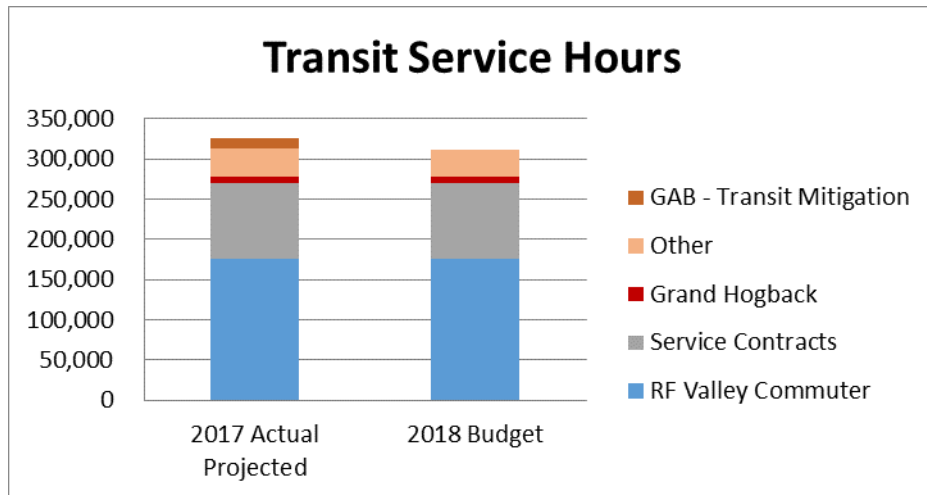
**RFTA BOARD OF DIRECTORS MEETING  
PRESENTATIONS AGENDA SUMMARY ITEM # 7. A.**

<b>Meeting Date:</b>	September 14, 2017
<b>Agenda Item:</b>	Presentation of First Draft of 2018 RFTA Budget
<b>POLICY #:</b>	<b>2.4.5: Financial Planning/ Budgeting</b>
<b>Strategic Goal:</b>	Refine RFTA's Long-Range financial forecast to include updated information pertaining to the Capital Investment and replacement Plan
<b>Recommendation:</b>	Concur with prioritization and assumptions of the 2018 Budget with revisions as the Board feels necessary
<b>Presented By:</b>	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
<b>Core Issues:</b>	Limited financial resources for 2018 Budget require the establishment of priorities and expenditures assumptions to meet the 2018 budget goals established by the Board at the August 2017 Board meeting.
<b>Background Info:</b>	<p>At the August 2017 Board meeting, staff presented the 2018 budget initiatives, assumptions and issues.</p> <p>The 1<sup>st</sup> draft of the 2018 budget has been prepared based on the approved budget initiatives and assumptions. The budget is a work-in-progress and will be refined in October and November as more actual expenditure and revenue data become available, which can affect the General Fund's current forecast for 2017.</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 &amp; Operating Reserves</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 will require prioritization of Authority projects; revenue and expenditures assumptions could affect Fund balance.
<b>Attachments:</b>	Yes, please see 2018 1 <sup>st</sup> Draft Budget presentation on the following pages.

# 2018 RFTA BUDGET – 1<sup>ST</sup> DRAFT PRESENTATION

## 1. Services

- With the temporary GAB transit service mitigation ending in 2017, the budget assumes status quo service levels with updates for seasonal changes:
  - ~13,000 less transit hours or 4% decrease from 2017 budget
  - ~140,000 less transit miles or 3% decrease from 2017 budget
- Excludes budget for any potential Hanging Lake Shuttle seasonal service.



## 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 RFTA's eight member jurisdictions.
  - The Authority relies on each member jurisdiction's Finance Department's assumptions and trend analysis for its estimate preparation. Staff corresponded with each Finance Department to obtain their sales tax estimate for 2018. As a result, the preliminary overall sales tax increase is approximately 2% over the 2017 forecast (this reflects the estimated loss of sales tax revenue as a result of an apparent drafting error on Senate Bill 17-262 which excluded special districts, such as the Authority, from collecting sales tax on recreational marijuana).
  - Use tax reflects a decrease of approximately 40% under the 2017 forecast which represents the portion collected from a single taxpayer. Staff is working with the State of Colorado Department of Revenue to attempt to gain a better understanding of whether or not there is a reasonable basis to budget for this in the future. Until then, staff will maintain a conservative approach and refrain from including this in RFTA's use tax estimates.
- **Transit fuel** prices are known to be volatile. Similar to previous years, management obtained a fixed price transit diesel and gasoline fuel contracts to manage this volatility. Currently, approximately 95% of our needs have been locked. The budget reflects a 1.5% decrease from the current year's weighted average cost per diesel gallon. 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 8%. 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. As part of the compensation review, a market survey is currently underway for all job descriptions and any potential adjustments will be identified and considered as needed. The Collective Bargaining Unit comprised of full-time bus operators are subject to scheduled pay increases in accordance with their three-year contract. The contract will be up for renegotiation for the 2019 fiscal year.
- Management will continue to develop a funding strategy for the short and long term **capital needs**, which may include: financing options, seeking out grant opportunities, the use of reserves in fund balance, seeking additional revenue streams dedicated to capital replacement, and reducing operating expenditures. Staff will continue to focus on bus replacements and the multi-phased GMF expansion project to determine how best to accomplish these.

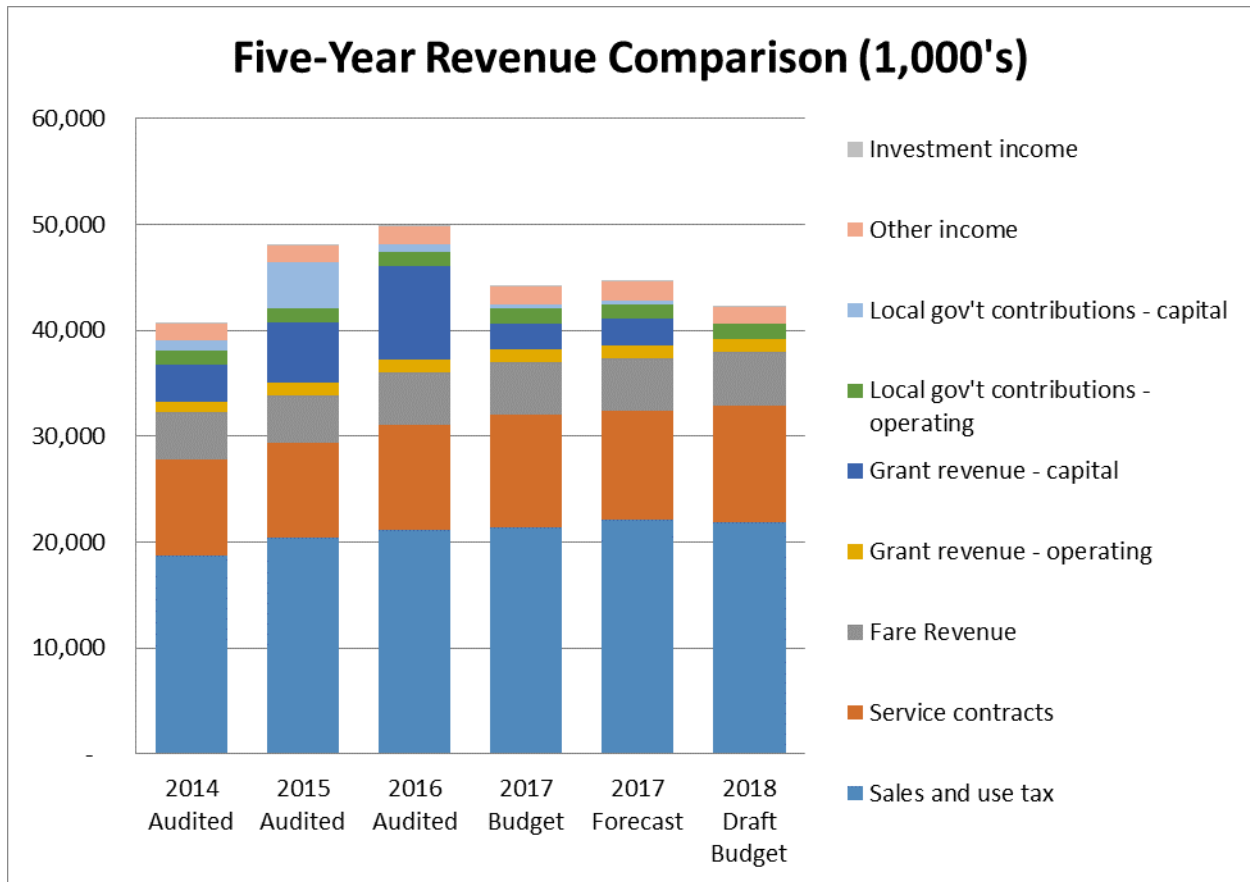
### 3. 2018 Consolidated Financial Overview

(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Capital Projects Fund*	Debt Service Fund	2018 Total Budget	%
<b>Beginning fund balance (Budget).</b>	\$ 17,850	\$ -	\$ 97	\$ 63	\$ 78	\$ 2,781	\$ 20,869	
<b>Revenues:</b>								
Sales and use tax	\$ 21,850	\$ -	\$ -	\$ 50	\$ -	\$ -	\$ 21,900	52%
Service contracts	\$ -	\$ 11,023	\$ -	\$ -	\$ -	\$ -	\$ 11,023	26%
Operating revenue	\$ 4,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,991	12%
Grant revenue - operating	\$ 1,214	\$ 30	\$ -	\$ -	\$ -	\$ -	\$ 1,244	3%
Grant revenue - capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Local gov't contrib - operating	\$ 1,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,411	3%
Local gov't contrib - capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Other income	\$ 533	\$ -	\$ 480	\$ -	\$ -	\$ 661	\$ 1,674	4%
Investment income	\$ 90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90	0%
<b>Total revenue</b>	<b>\$ 30,089</b>	<b>\$ 11,053</b>	<b>\$ 480</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ 661</b>	<b>\$ 42,333</b>	<b>100%</b>
<b>Program expenditures:</b>								
Fuel	\$ 1,454	\$ 681	\$ -	\$ -	\$ -	\$ -	\$ 2,136	53%
Transit	\$ 21,608	\$ 10,538	\$ 902	\$ -	\$ -	\$ -	\$ 33,048	80%
Trails & Corridor Mgmt	\$ 561	\$ -	\$ -	\$ 50	\$ -	\$ -	\$ 611	1%
<b>Subtotal operating exp.</b>	<b>\$ 23,623</b>	<b>\$ 11,219</b>	<b>\$ 902</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35,794</b>	<b>87%</b>
Capital	\$ 964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964	2%
Debt Service	\$ 1,484	\$ -	\$ -	\$ -	\$ -	\$ 2,950	\$ 4,433	11%
<b>Total expenditures</b>	<b>\$ 26,071</b>	<b>\$ 11,219</b>	<b>\$ 902</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ 2,950</b>	<b>\$ 41,192</b>	<b>100%</b>
<b>Other financing sources</b>	<b>\$ -</b>	<b>\$ 166</b>	<b>\$ 422</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,288</b>	<b>\$ 2,877</b>	
<b>Other financing (uses)</b>	<b>\$ (2,877)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (2,877)</b>	
<b>Change in Fund Balance</b>	<b>\$ 1,142</b>	<b>\$ 0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ 1,142</b>	
<b>Ending fund balance</b>	<b>\$ 18,991</b>	<b>\$ 0</b>	<b>\$ 97</b>	<b>\$ 63</b>	<b>\$ 78</b>	<b>\$ 2,781</b>	<b>\$ 22,011</b>	

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

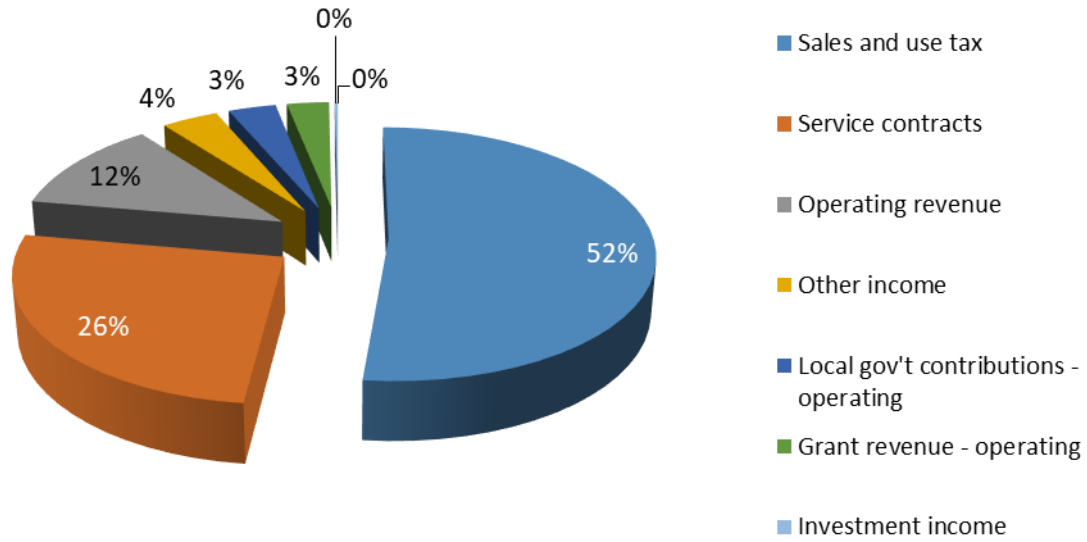


#### 4. Estimated Revenue Composition & Assumptions



	2014 Audited	2015 Audited	2016 Audited	2017 Budget	2017 Forecast	2018 Budget	18/17 Budget	
Revenues (in thousands)							\$ Dif	% Dif
Sales and use tax	\$ 18,786	\$ 20,444	\$ 21,123	\$ 21,338	\$ 22,063	\$ 21,900	\$ 562	3%
Service contracts	8,997	8,926	9,941	10,728	10,377	11,023	295	3%
Fare Revenue	4,497	4,485	4,925	4,869	4,896	4,991	122	3%
Grant revenue - operating	1,015	1,145	1,245	1,245	1,245	1,244	(0)	0%
Local gov't contrib - operating	1,262	1,332	1,364	1,376	1,379	1,411	35	3%
Other income	1,610	1,564	1,696	1,716	1,729	1,674	(41)	-2%
Investment income	23	27	89	58	58	90	32	55%
<b>Subtotal Revenues - Operating</b>	<b>\$ 36,189</b>	<b>\$ 37,922</b>	<b>\$ 40,383</b>	<b>\$ 41,329</b>	<b>\$ 41,746</b>	<b>\$ 42,333</b>	<b>\$ 1,005</b>	<b>2%</b>
Local gov't contributions - capital	1,001	4,445	706	405	405	-	(405)	-100%
Grant revenue - capital	3,491	5,693	8,774	2,470	2,470	-	(2,470)	-100%
<b>Subtotal Revenues - Capital</b>	<b>\$ 4,492</b>	<b>\$ 10,137</b>	<b>\$ 9,480</b>	<b>\$ 2,875</b>	<b>\$ 2,875</b>	<b>\$ -</b>	<b>\$(2,875)</b>	<b>-100%</b>
<b>Total</b>	<b>\$ 40,681</b>	<b>\$ 48,060</b>	<b>\$ 49,863</b>	<b>\$ 44,203</b>	<b>\$ 44,621</b>	<b>\$ 42,333</b>	<b>\$(1,870)</b>	<b>-4%</b>

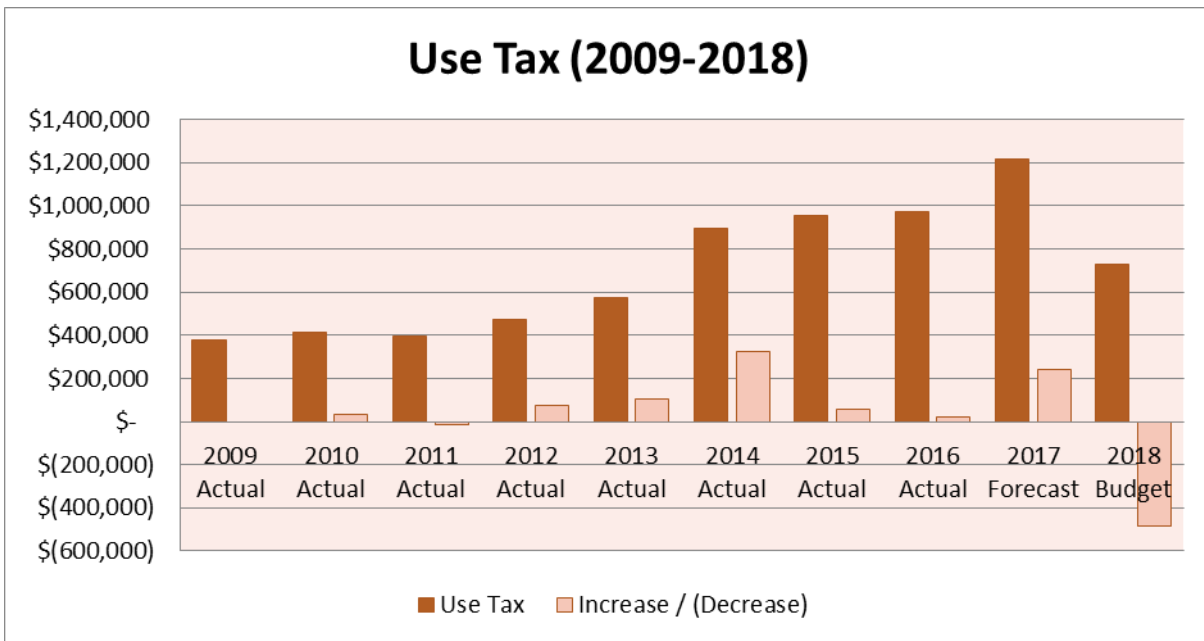
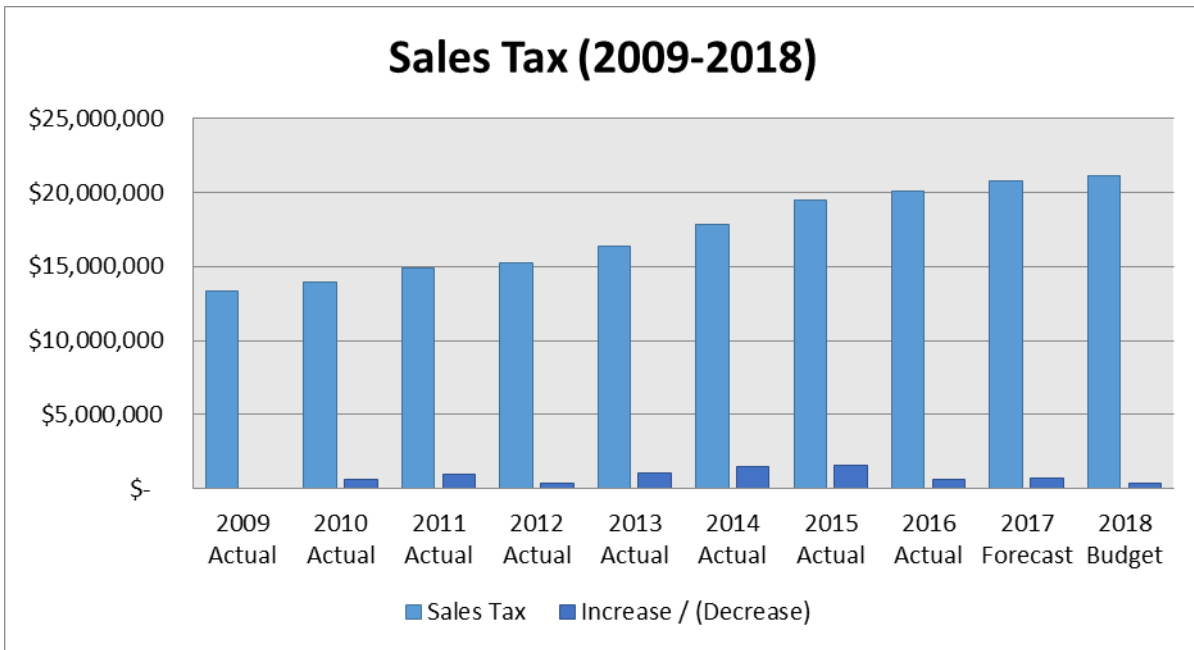
## 2018 Estimated Revenue Composition



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

Member Jurisdictions	2018 % Increase
Aspen	3.0%
Basalt	2.5%
Carbondale	2.0%
Glenwood Springs	2.0%
Eagle County	2.0%
New Castle	3.0%
Pitkin County	2.4%
Snowmass Village	3.0%

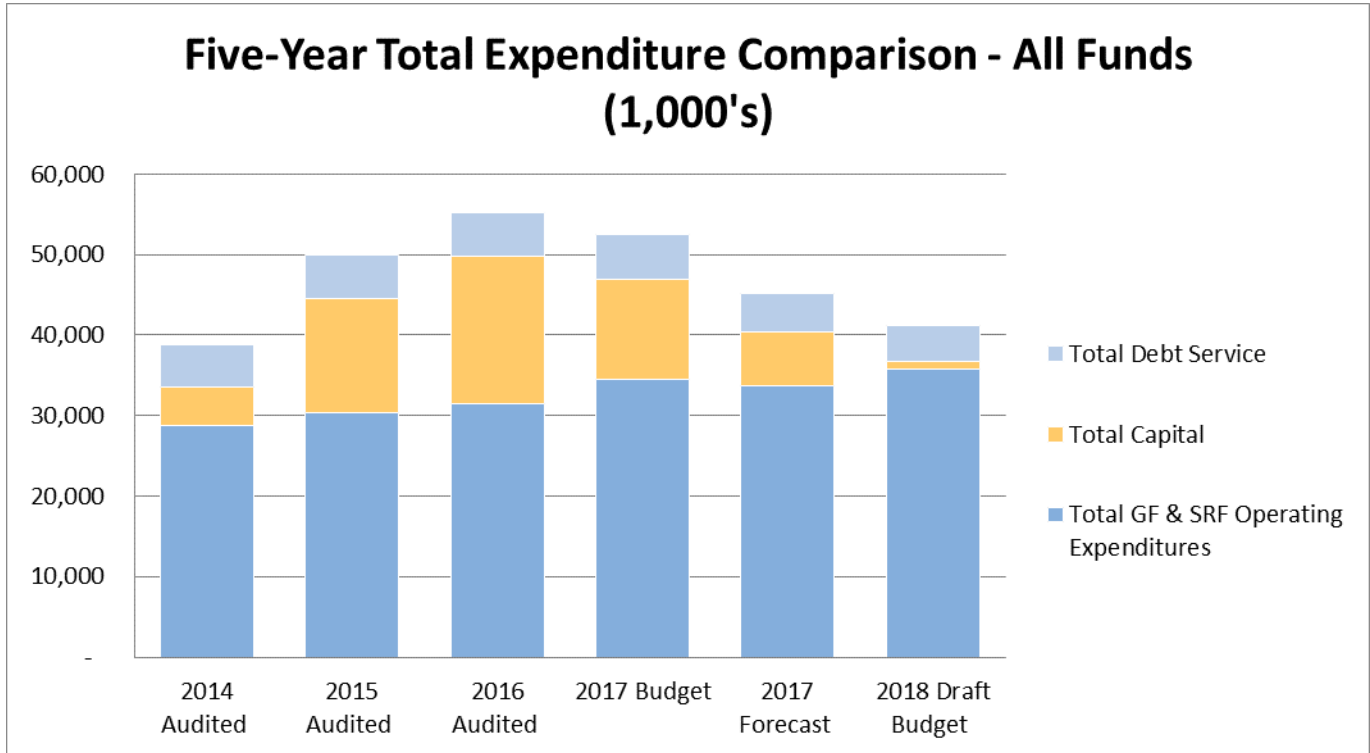
- Jurisdictions remain cautiously optimistic with their estimates as the rate of growth has decreased over the past few years:



- 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 anticipated increase in ridership
  - At this time, there is no upward fare adjustment planned for 2018.

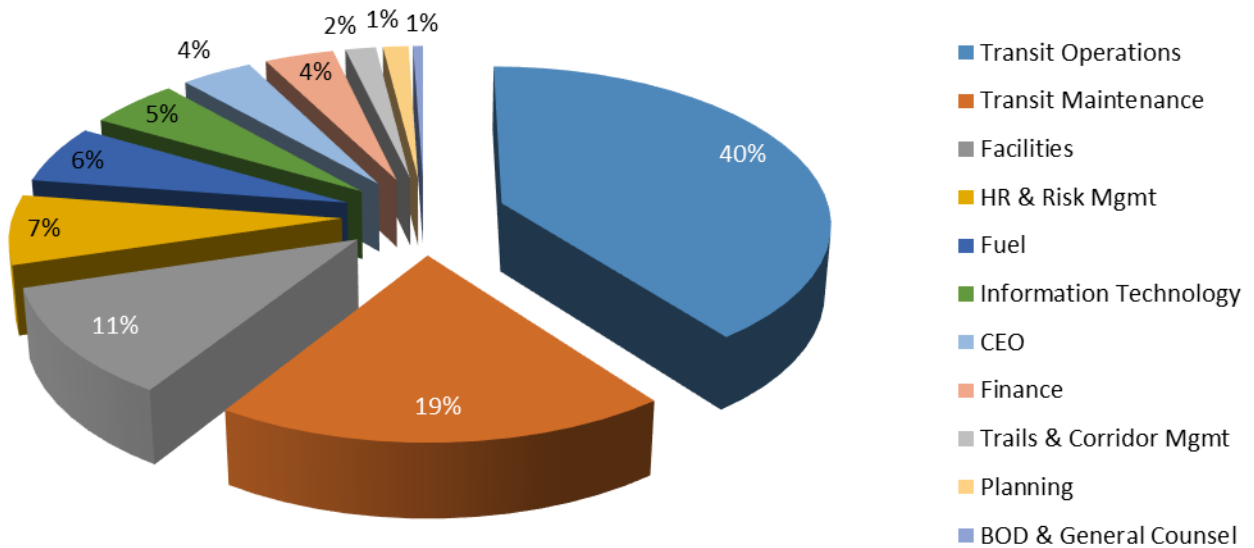
- The Authority receives operating and capital grant revenues from the Federal Transit Administration and the Colorado Department of Transportation;
  - \$1,014,370 from the FTA Section 5311 operating grant (flat from 2017);
  - \$200,000 from CDOT FASTER operating grant (flat from 2017);
  - Staff will 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 to be presented in November.
  
- 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 \$647,791 reflecting a 5% increase.
  - Assumes that Garfield County's support for the Grand Hogback bus service will remain the same at \$703,000.
  - 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 6.8% 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)	2014	2015	2016	2017	2017	2018	18/17 Budget	
	Audited	Audited	Audited	Budget	Forecast	Budget	\$ Dif	% Dif
Fuel	\$ 1,914	\$ 1,717	\$ 1,347	\$ 1,408	\$ 1,069	\$ 1,454	\$ 46	3%
Transit Maintenance	3,737	4,376	4,288	4,471	4,442	4,747	276	6%
Transit Operations	7,447	8,023	8,381	8,876	8,848	9,295	419	5%
Administration	3,711	4,134	4,247	5,120	4,918	5,281	161	3%
Facilities	1,632	1,787	1,599	2,081	2,159	2,148	67	3%
Attorney & Board of Directors	151	220	161	138	137	137	(1)	-1%
Trails & Corridor Mgmt	438	444	430	472	505	561	89	19%
<b>Total GF Operating Exp.</b>	<b>\$ 19,030</b>	<b>\$ 20,702</b>	<b>\$ 20,453</b>	<b>\$ 22,566</b>	<b>\$ 22,078</b>	<b>\$ 23,623</b>	<b>\$ 1,058</b>	<b>5%</b>
SRF - Service Contracts	9,167	9,118	10,252	11,030	10,679	11,219	189	2%
SRF - Bus Shelter / PNR	582	479	663	784	865	902	119	15%
SRF - Mid Valley Trails	19	19	62	139	139	50	(89)	-64%
<b>Total GF &amp; SRF Operating Exp.</b>	<b>\$ 28,797</b>	<b>\$ 30,318</b>	<b>\$ 31,429</b>	<b>\$ 34,518</b>	<b>\$ 33,761</b>	<b>\$ 35,794</b>	<b>\$ 1,276</b>	<b>4%</b>
GF - Capital Outlay	2,170	12,003	10,553	6,611	6,593	964	(5,647)	-85%
SRF - Bus Shelter / PNR - Capital	31	30	143	-	-	-	-	0%
Capital Projects Fund	2,594	2,240	7,718	5,839	-	0	(5,839)	-100%
<b>Total Capital</b>	<b>\$ 4,795</b>	<b>\$ 14,273</b>	<b>\$ 18,414</b>	<b>\$ 12,450</b>	<b>\$ 6,593</b>	<b>\$ 964</b>	<b>\$ (11,486)</b>	<b>-92%</b>
GF - Debt Service	2,276	2,339	2,344	1,902	1,900	1,484	(419)	-22%
Debt Service Fund	2,878	2,948	2,947	3,617	2,955	2,950	(667)	-18%
<b>Total Debt Service</b>	<b>\$ 5,154</b>	<b>\$ 5,288</b>	<b>\$ 5,291</b>	<b>\$ 5,519</b>	<b>\$ 4,855</b>	<b>\$ 4,433</b>	<b>\$ (1,086)</b>	<b>-20%</b>
<b>Total Expenditures - all funds</b>	<b>\$ 38,747</b>	<b>\$ 49,878</b>	<b>\$ 55,134</b>	<b>\$ 52,488</b>	<b>\$ 45,209</b>	<b>\$ 41,192</b>	<b>\$ (11,296)</b>	<b>-22%</b>

## 2018 Budgeted Operating Expenditures by Department



Department (1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	2018 Total Budget	%
Fuel	\$ 1,454	\$ 681	\$ -	\$ -	\$ 2,136	6%
Transit Maintenance	\$ 4,747	\$ 2,179	\$ -	\$ -	\$ 6,926	19%
Transit Operations	\$ 9,295	\$ 4,911	\$ -	\$ -	\$ 14,206	40%
CEO	\$ 987	\$ 450	\$ -	\$ -	\$ 1,436	4%
Finance	\$ 956	\$ 435	\$ -	\$ -	\$ 1,391	4%
Planning	\$ 350	\$ 160	\$ -	\$ -	\$ 510	1%
HR & Risk Mgmt	\$ 1,748	\$ 796	\$ -	\$ -	\$ 2,545	7%
Information Technology	\$ 1,241	\$ 565	\$ -	\$ -	\$ 1,806	5%
Facilities	\$ 2,148	\$ 979	\$ 902	\$ -	\$ 4,029	11%
BOD & General Counsel	\$ 137	\$ 62	\$ -	\$ -	\$ 199	1%
Trails & Corridor Mgmt	\$ 561	\$ -	\$ -	\$ 50	\$ 611	2%
<b>Total</b>	<b>\$ 23,623</b>	<b>\$ 11,219</b>	<b>\$ 902</b>	<b>\$ 50</b>	<b>\$ 35,794</b>	<b>100%</b>

- Compensation Adjustments:

- As part of the compensation review, a biennial market survey is underway for all job descriptions. It is anticipated that there will be some movement, especially for the “hard-to-recruit” positions. Based on preliminary data, a placeholder for potential adjustments has been budgeted in the amount of approximately \$230,000.
- The Collective Bargaining Unit (CBU) comprised of full-time bus operators are subject to scheduled pay increase in accordance with their contract. Assuming 145 full-time bus operators, the average increase is estimated to be approximately 4.6% resulting in an additional cost of \$355,000.
- For positions outside of the CBU, the budget assumes a merit increase of up to 4% effective at each employee’s next performance review date, resulting in an additional cost of \$258,000. As a reference, the chart below illustrates the impacts for each merit increase scenario:

Merit Increase Analysis (1,000's)				
Merit Increase Scenario	General Fund	Bus Stop/PNR SRF	Service Contract SRF (Traveler)	Total
1.0%	\$ 59	\$ 1	\$ 3	\$ 64
	0.31%	0.44%	0.70%	0.32%
2.0%	\$ 119	\$ 2	\$ 7	\$ 128
	0.62%	0.89%	1.64%	0.65%
3.0%	\$ 180	\$ 4	\$ 9	\$ 193
	0.94%	1.78%	2.10%	0.97%
4.0%	\$ 239	\$ 5	\$ 12	\$ 258
	1.25%	2.22%	2.80%	1.30%

- The Authority received three Request for Funding Applications from non-profit and quasi-governmental organizations. New this cycle is the opportunity to request multi-year financial support. The budget currently reflects the following for your consideration:
  - \$100,000 from **WE-cycle**, a 501(c)(3) non-profit organization serving Aspen and Basalt to support bike sharing operations. WE-cycle applied for a five-year funding request of \$100,000/year which the Board unanimously approved at the June 8, 2017 Board Meeting.
  - \$30,000 from **Garfield Clean Energy (GCE)** to support three key program areas and projects: (1) Energy Efficiency for Governments – for energy consulting services for RFTA, (2) Active Transportation – for helping to expand and promote multi-modal transportation, and (3) Alternative fuels – for building knowledge and demand for CNG and electric vehicles and fueling infrastructure. GCE applied for a three-year funding request of \$30,000/year.
  - \$4,000 from **Northwest Colorado Council of Governments** to help fund the match for their Section 5310 Mobility Management grant from CDOT.

- Approximately \$964,000 of capital outlay has been budgeted.
  - Includes engine and transmission rebuilds, facility and trail improvements, and minor IT equipment.
  - The list of 2018 capital projects is expected to increase as the 2<sup>nd</sup> draft budget is developed in October and finalized in November.
  - 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 2017 to 2018 due to timing issues.
- Certain expenditures will be added into the budget through supplemental budget appropriation resolutions during the budget year when funding is available.

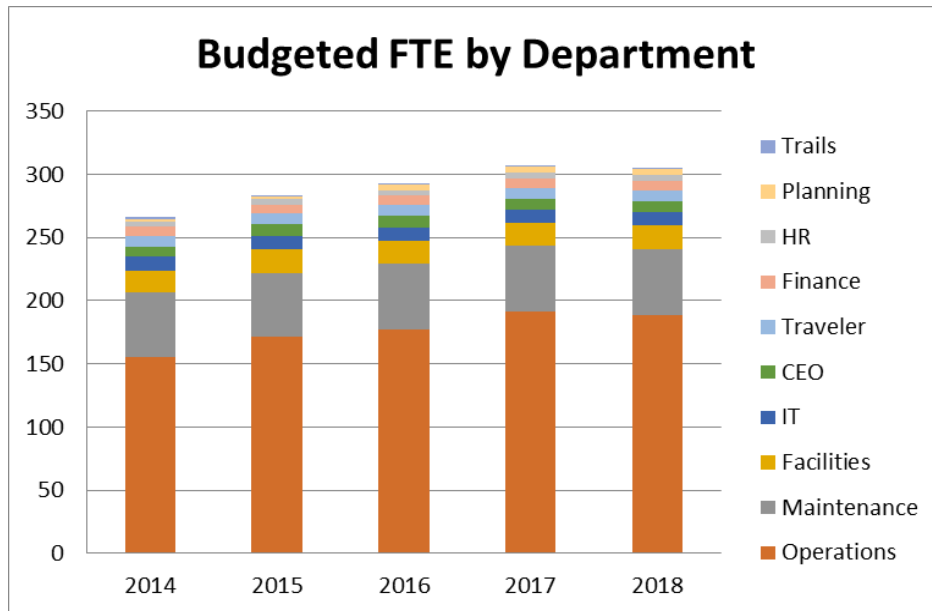
## **6. Other Financing Sources and Uses Assumptions**

- Approximately \$422,000 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 \$166,000 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 305.6 full-time equivalents compared to 307.4 budgeted in 2017. This decrease is attributable to the reduction in service levels as the temporary GAB transit mitigation service plan ended in 2017:





## 8. Major Goals

Budget status of the 2018 major goals identified in the preliminary 2018 5-Year Strategic Plan document:

Items included in draft budget:

- Provide continued support for WE-Cycle.
- Complete the updated Rio Grande Railroad Corridor Comprehensive Plan

Items not reflected in draft budget:

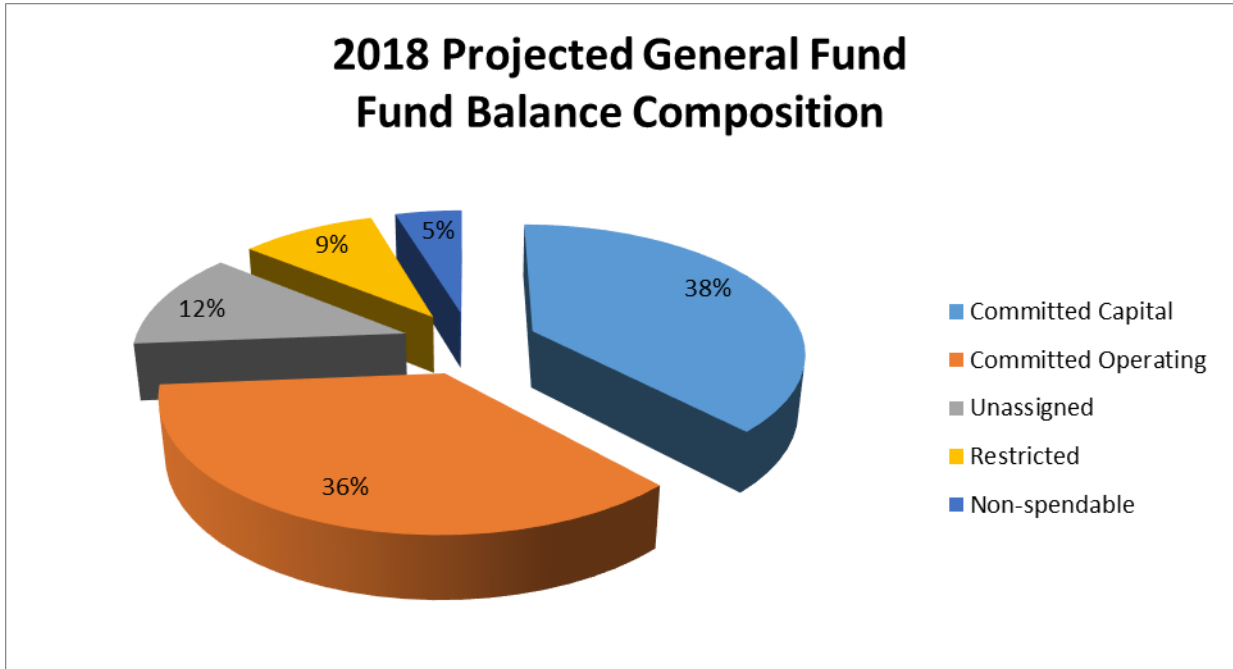
- Bus refurbishments and replacements

## 9. Fund Balance & Operating Reserves

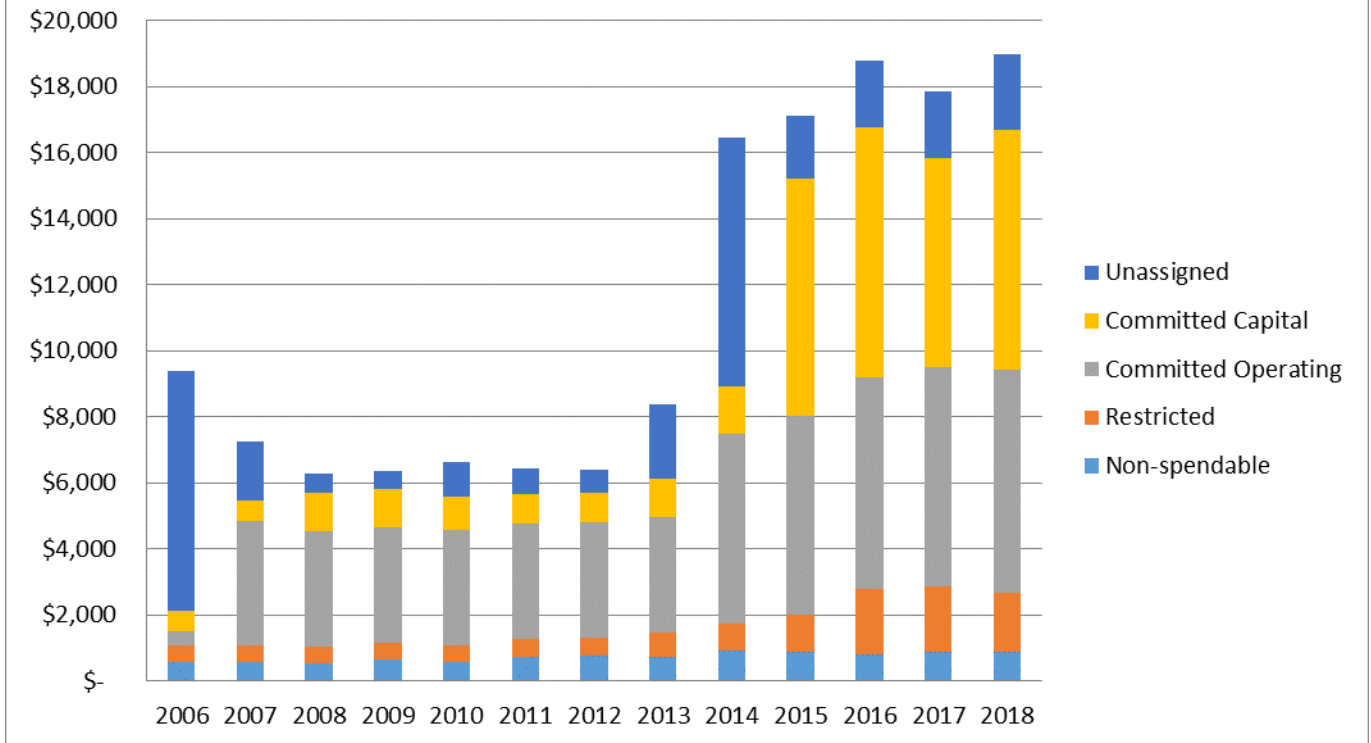
	General	Service	Bus	Mid	Capital	Debt	
(1,000's)	Fund	Contracts	Stops/ PNR	Valley Trails	Projects Fund	Service Fund	Total
<b>Beginning fund balance (budgeted)</b>	\$ 17,850	\$ -	\$ 97	\$ 63	\$ 78	\$ 2,781	\$ 20,869
Revenues	\$ 30,089	\$ 11,053	\$ 480	\$ 50	\$ -	\$ 661	\$ 42,333
Expenditures	\$ (26,071)	\$ (11,219)	\$ (902)	\$ (50)	\$ -	\$ (2,950)	\$ (41,192)
Other financing source/(use)	\$ (2,877)	\$ 166	\$ 422	\$ -	\$ -	\$ 2,288	\$ -
Change in net assets	\$ 1,142	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 1,142
<b>Ending fund balance</b>	<b>\$ 18,991</b>	<b>\$ 0</b>	<b>\$ 97</b>	<b>\$ 63</b>	<b>\$ 78</b>	<b>\$ 2,781</b>	<b>\$ 22,011</b>
<b>Ending fund balance composition:</b>							
<b>Non-spendable fund balance</b>	\$ 883						\$ 883
<b>Restricted fund balance</b>	\$ 1,791	\$ 0	\$ 97	\$ 63	\$ 78	\$ 2,781	\$ 4,810
<b>Committed fund balance:</b>							
Operating reserves	\$ 6,738						\$ 6,738
Facilities capital reserves	\$ 1,981						\$ 1,981
Transit capital reserves	\$ 4,407						\$ 4,407
Trails capital reserves	\$ 876						\$ 876
<b>Unassigned fund balance</b>	\$ 2,315						\$ 2,315
<b>Ending fund balance</b>	<b>\$ 18,991</b>	<b>\$ 0</b>	<b>\$ 97</b>	<b>\$ 63</b>	<b>\$ 78</b>	<b>\$ 2,781</b>	<b>\$ 22,011</b>

## Fund balance definition

**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 they are 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 activities are reported in the General Fund, unless a resolution requires otherwise.

**The Service Contract Special Revenue Fund** reports revenue and operating activity for additional services based on contractual agreements. 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 and 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 and 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 (ten percent) 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.

**Capital Projects Fund:**

**AMF Capital Projects Fund** reports expenditure activity related to the Aspen Maintenance Facility Re-commissioning Project for assets and infrastructure.

**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 14, 2017

**Grand Avenue Bridge Transit Service:**

After nearly two years in planning, RFTA began operating its Grand Avenue Bridge (GAB) transit mitigation service on August 14. In the initial days of the closure, commuters did not know what to expect, so transit ridership was relatively light. Once commuters started experiencing long delays, however, transit ridership began to increase rapidly; nearly doubling in the second week of the GAB service.



**Passengers disembarking from RFTA Hogback commuter bus in front of Hotel Colorado**

Although the ridership numbers are still being finalized, it appears that approximately 67,300 passengers were transported on the various GAB transit services that RFTA provided from August 14 through August 31. Of that number, approximately 55,600 were new passengers directly related to the GAB project.

By day five of the service, CDOT had restriped the northbound lanes of Highway 82 from Buffalo Valley to 32<sup>nd</sup> Street in Glenwood Springs (3 miles), to create a slip lane on the shoulder for RFTA, so that transit services would not be delayed by the lengthy afternoon traffic queues created by commuters attempting to get home through Glenwood Springs.





**Passengers walking across pedestrian bridge to get to AMTRAK Shuttle and 27<sup>th</sup> St. Station**

Just prior to the closure, CDOT created an auxiliary 50-car park and ride facility in New Castle in anticipation of high ridership from that community. Subsequently, it added an addition 50 spaces in New Castle due to overflow that was spilling into the City Market parking lot.



**New Castle auxiliary park and ride created by CDOT (already full)**





**Existing New Castle Park & Ride lot (full)**

In addition to scheduled service, RFTA has been programming up to 10 backup buses in the morning and evening peak hours, primarily to handle the demand in the I-70 corridor. On Tuesday, September 5, classes in public schools began in Glenwood Springs. This contributed to lengthy a.m. and p.m. delays getting into and out of Glenwood Springs. As a result, on Wednesday, RFTA experienced a ridership spike on the I-70 Grand Hogback commuter service, requiring numerous backup vehicles to handle the demand.

So far, I am pleased to report that public response has been very positive to the GAB services RFTA is providing. I am extremely proud of the effort that RFTA personnel are making to support the City of Glenwood Springs, CDOT, commuters, and the region, during the closure. The following link does a better job than I can describing the phenomenon that seems to be taking place among commuters and City residents due to the bridge closure: <http://www.postindependent.com/opinion/columns/guest-opinion-deeper-connections-of-bridge-project/>.

More information on the GAB transit mitigation services can be obtained at [www.rfta.com](http://www.rfta.com) or by clicking on this link: <https://www.rfta.com/gab/>

**Great Outdoors Colorado Planning Grant Application:** RFTA Planning Staff intends to work with the Town of Carbondale to submit a Great Outdoors Colorado (GOCO) 2018 Planning Grant for a Rio Grande ARTway Corridor Lighting Plan. The purpose of the plan will be to improve a non-motorized priority corridor for both the Town and RFTA, by making it safer and more comfortable to travel between downtown and the BRT Station via walking or biking. Carbondale is required to lead the application as a local government. The estimated grant request will be \$50,000; with a 25% local match (\$12,500) split evenly between RFTA (\$6,250) and the Town (\$6,250). Although Carbondale Staff is confident that the matching funds will be allocated, they cannot guarantee the 2018 expenditure until the budget process is completed in late September. Following confirmation from the Town, RFTA Staff will include a grant resolution in the October 12<sup>th</sup> RFTA Board packet. The grant is due to GOCO by **November 2, 2017**.

**Jazz Aspen-Snowmass:** RFTA transported 14,750 Jazz Fest passengers during the 3-day Labor Day weekend! A remarkable feat for RFTA Operations and Maintenance personnel, in addition to providing the extra GAB service!

**2017 Actuals/Budget Comparison (July YTD)**

2017 Budget Year				
General Fund	July YTD			Annual Budget
	Actual	Budget	% Var.	
<b>Revenues</b>				
Sales and Use tax (1)	\$ 9,495,656	\$ 9,012,858	5.4%	\$ 21,288,000
Grants	\$ 1,503,074	\$ 1,503,074	0.0%	\$ 3,628,703
Fares (2)	\$ 2,724,386	\$ 2,700,845	0.9%	\$ 4,869,000
Other govt contributions	\$ 1,616,928	\$ 1,614,163	0.2%	\$ 1,780,517
Other income	\$ 449,264	\$ 418,280	7.4%	\$ 614,940
<b>Total Revenues</b>	<b>\$15,789,308</b>	<b>\$15,249,220</b>	<b>3.5%</b>	<b>\$ 32,181,160</b>
<b>Expenditures</b>				
Fuel	\$ 905,752	\$ 956,384	-5.3%	\$ 1,408,112
Transit	\$11,617,258	\$11,934,920	-2.7%	\$ 20,685,734
Trails & Corridor Mgmt	\$ 199,201	\$ 200,157	-0.5%	\$ 471,720
Capital	\$ 2,685,917	\$ 2,684,699	0.0%	\$ 6,611,351
Debt service	\$ 1,067,375	\$ 1,067,374	0.0%	\$ 1,902,244
<b>Total Expenditures</b>	<b>\$16,475,503</b>	<b>\$16,843,534</b>	<b>-2.2%</b>	<b>\$ 31,079,161</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources (3)	\$ 31,861	\$ 31,861	0.0%	\$ 1,330,900
Other financing uses	\$ (1,521,697)	\$ (1,521,697)	0.0%	\$ (3,372,285)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (1,489,836)</b>	<b>\$ (1,489,836)</b>	<b>0.0%</b>	<b>\$ (2,041,385)</b>
<b>Change in Fund Balance (4)</b>	<b>\$ (2,176,031)</b>	<b>\$ (3,084,150)</b>	<b>29.4%</b>	<b>\$ (939,386)</b>

(1) Sales and Use tax revenue is budgeted and received 2 months in arrears (i.e. May sales tax is received and reflected in July). Actuals exceed budget primarily due to Use Tax revenues.

(2) Through July, fare revenue is up by approx. 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 July 2016/2017 comparison of actual fare revenues and ridership on RFTA fare services:

Fare Revenue:	Jul-16	Jul-17	Increase/ (Decrease)	% Change
Regional Fares	\$2,408,879	\$2,443,885	\$ 35,006	1%
Maroon Bells	\$ 243,121	\$ 264,925	\$ 21,804	9%
Advertising	\$ 9,479	\$ 15,576	\$ 6,097	64%
<b>Total Fare Revenue</b>	<b>\$2,661,479</b>	<b>\$2,724,386</b>	<b>\$ 62,907</b>	<b>2%</b>
Ridership on RFTA Fare Services:	Jul-16	Jul-17	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	534,851	560,449	25,598	5%
BRT	517,602	533,794	16,192	3%
SM-DV	46,424	48,207	1,783	4%
Maroon Bells	81,245	91,548	10,303	13%
Grand Hogback	58,218	64,796	6,578	11%
<b>Total Ridership on RFTA Fare Services</b>	<b>1,238,340</b>	<b>1,298,794</b>	<b>60,454</b>	<b>5%</b>
Avg. Fare/Ride - Regional	\$ 2.08	\$ 2.02	\$ (0.06)	-3%
Avg. Fare/Ride - MB	\$ 2.99	\$ 2.89	\$ (0.10)	-3%

(3) Approximately \$1.29 million has been budgeted as a transfer from the Capital Projects Fund assuming that RFTA issues the remaining bonding authority of \$7.1 million and reimburses the General Fund for this amount using bond proceeds. If RFTA does not issue bonds, then the budget will need to be amended to remove this transfer, resulting in a budgeted change in fund balance of -\$2.2 million compared to -\$939,386.

(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 2017 YTD				Hours July 2017 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,352,420	2,338,565	13,855	0.6%	106,424	106,294	130	0.1%
City of Aspen	339,549	339,281	268	0.1%	37,582	37,482	100	0.3%
Aspen Skiing Company	196,241	216,428	(20,187)	-9.3%	14,599	14,480	119	0.8%
Ride Glenwood Springs	71,645	69,712	1,933	2.8%	6,083	5,687	396	7.0%
Grand Hogback	125,381	124,569	812	0.7%	4,904	4,963	(59)	-1.2%
Specials/Charters	4,027	4,488	(461)	-10.3%	469	435	34	7.9%
ADA/Senior Van	10,308	11,269	(961)	-8.5%	1,710	1,190	520	43.7%
MAA Burlingame	15,617	16,856	(1,239)	-7.4%	1,122	1,159	(36)	-3.1%
Maroon Bells	32,928	29,864	3,064	10.3%	2,661	2,363	298	12.6%
<b>Total</b>	<b>3,148,116</b>	<b>3,151,032</b>	<b>(2,916)</b>	<b>-0.1%</b>	<b>175,554</b>	<b>174,053</b>	<b>1,501</b>	<b>0.9%</b>

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

Service	Jul-16	Jul-17	#	%
	YTD	YTD	Variance	Variance
City of Aspen	875,558	969,138	93,580	10.69%
RF Valley Commuter	1,580,123	1,577,356	(2,767)	-0.18%
Grand Hogback	58,218	64,796	6,578	11.30%
Aspen Skiing Company	467,171	468,399	1,228	0.26%
Ride Glenwood Springs	112,313	106,090	(6,223)	-5.54%
Glenwood N/S Connector	2,898	-	(2,898)	N/A
X-games/Charter	29,440	28,265	(1,175)	-3.99%
Senior Van	2,455	2,687	232	9.45%
MAA Burlingame	29,884	36,186	6,302	21.09%
Maroon Bells	81,245	91,548	10,303	12.68%
<b>Total</b>	<b>3,239,305</b>	<b>3,344,465</b>	<b>105,160</b>	<b>3.25%</b>
<b>Subset of Roaring Fork Valley Commuter Service with BRT in 2017</b>				
Service	YTD July 2016	YTD July 2017	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	534,851	560,449	25,598	5%
BRT	517,602	533,794	16,192	3%
<b>Total</b>	<b>1,052,453</b>	<b>1,094,243</b>	<b>41,790</b>	<b>4%</b>

**2018 RFTA Annual Budget Schedule**

Date	Activity	Status
8/10/2017	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>COMPLETED</i>
9/14/2017	Presentation/Direction/Action: 1 <sup>st</sup> draft budget presentation	<i>On schedule</i>
10/12/2017	Presentation/Direction/Action: 2 <sup>nd</sup> draft budget presentation	<i>On schedule</i>
11/9/2017	Public Hearing: Final budget presentation and adoption	<i>On schedule</i>

## 2017 RFTA Annual Budget Document – Distinguished Budget Presentation Award

RFTA was notified via letter dated July 17, 2017 that it had received the Distinguished Budget Presentation Award for the current budget (2017) from the Government Finance Officers Association (GFOA).

From the award letter...*“This award is the highest form of recognition in governmental budgeting. Its attainment represents a significant achievement by your organization.” “It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation.”*

This marks the eleventh consecutive year (2007-2017) in which RFTA has received this recognition. Letter, press release and award certificate are attached. A copy of the budget document can be found online at: <http://www.rfta.com/public-documents/>.



Government Finance Officers Association  
203 North LaSalle Street, Suite 2700  
Chicago, Illinois 60601-1210  
312.977.9700 fax: 312.977.4806

### FOR IMMEDIATE RELEASE

July 17, 2017

For more information, contact:

Technical Services Center  
Phone: (312) 977-9700  
Fax: (312) 977-4806  
E-mail: [budgetawards@gfoa.org](mailto:budgetawards@gfoa.org)

(Chicago, Illinois)—Government Finance Officers Association is pleased to announce that **Rearing Fork Transportation Authority, Colorado**, has received GFOA's Distinguished Budget Presentation Award for its budget.

The award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity's budget serves as:

- a policy document
- a financial plan
- an operations guide
- a communications device

Budget documents must be rated "proficient" in all four categories, and in the fourteen mandatory criteria within those categories, to receive the award.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget Presentation is also presented to the individual(s) or department designated as being primarily responsible for having achieved the award. This has been presented to **Michael T. Yang, Director of Finance**.

There are over 1,600 participants in the Budget Awards Program. The most recent Budget Award recipients, along with their corresponding budget documents, are posted quarterly on GFOA's website. Award recipients have pioneered efforts to improve the quality of budgeting and provide an excellent example for other governments throughout North America.

*Government Finance Officers Association is a major professional association servicing the needs of more than 19,000 appointed and elected local, state, and provincial-level government officials and other finance practitioners. It provides top quality publications, training programs, services, and products designed to enhance the skills and performance of those responsible for government finance policy and management. The association is headquartered in Chicago, Illinois, with offices in Washington D.C.*

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished  
Budget Presentation  
Award*

PRESENTED TO

**Roaring Fork Transportation Authority  
Colorado**

For the Fiscal Year Beginning

**January 1, 2017**

*Christopher P. Morrill*

Executive Director

# RFTA Planning Department Monthly Update

## September 14<sup>th</sup>, 2017

### RFTA Vision Statement

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

### RFTA Planning Department Vision Statement

We will work creatively, cooperatively and comprehensively with our partners in the public, private and nonprofit sectors and other groups to create healthy and vibrant communities.

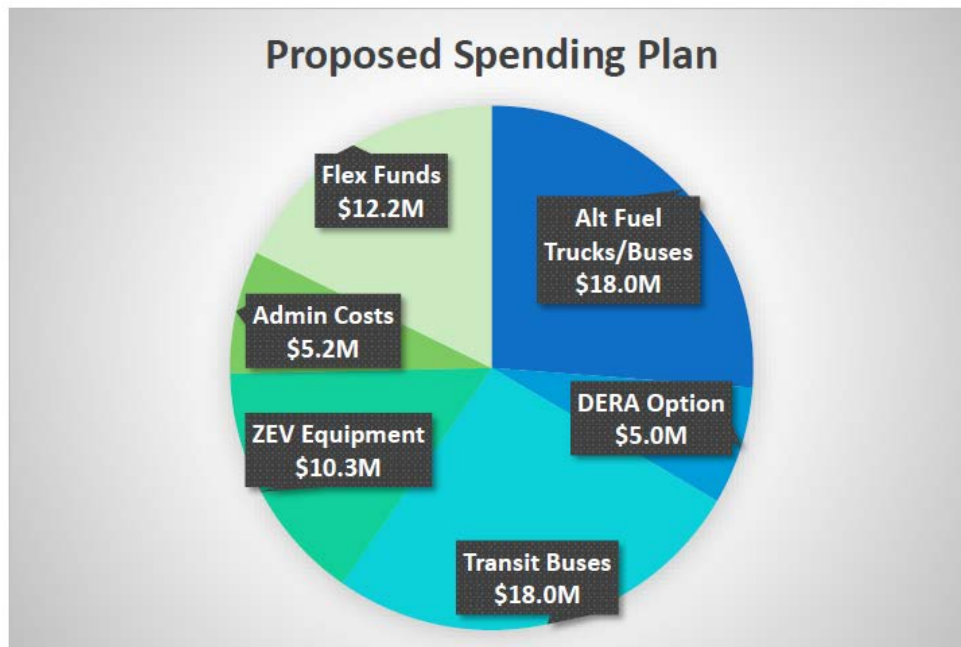


## VW Mitigation Trust and Electrified Transit

Planning staff continues to work diligently with regional partners to advance the innovative Battery Electric Bus (BEB) program. Although electric buses may prove to be a prudent long term investment, many transit agencies are struggling with the high capital cost of the buses and charging infrastructure. The approximate cost per bus is \$950,000 with chargers. Planning Staff has recently applied for two FTA grants (LoNo and Section 5339); awards are expected to be announced by FTA later in 2017.

As mitigation for a nationwide VW emissions' lawsuit, the State of Colorado intends to become a beneficiary of the VW Mitigation Trust Fund; estimated to be \$68.7 million. The Colorado Department of Public Health and Environment (CDPHE) will be designated as the state's lead agency to oversee the administration of the trust. CDPHE anticipates funds to be available in 2018.

Colorado will distribute approximately \$18 million, or 26% of its initial allocation of trust funds (see graphic below), to replace Class 4-8 transit buses with alternative fuel or electric vehicles and to install associated charging infrastructure. These funds will be distributed by the CDOT Division of Transit and Rail through its existing Consolidated Call for Capital Projects (CCCP). Once a CCCP is advertised for VW funding in early 2018, RFTA intends to work closely with CDOT to submit an application for a combination of electric buses and charging infrastructure. Project details will be dependent on the State's allocation plans, as well as the status of pending FTA grant awards.



CDPHE Proposed Allocation of VW Mitigation Trust Funds

# Grand Avenue Bridge (GAB) Transit Mitigation

As of the September 14<sup>th</sup> RFTA Board meeting, the Grand Avenue Bridge has been closed for 32 days, with 63 days remaining in the projected replacement schedule. Overall, the experience has been positive for RFTA. Dan Blankenship, RFTA CEO, says it best in a recent Weekly Operations Memo to all RFTA Personnel: *“In the beginning, there were a lot of unknowns, but we’re starting to see some trends, and everything isn’t completely new for us. Three weeks in, we are figuring out the times and places we need to have buses, and we’re beginning to operate like a finely-tuned machine. I’m not sure whether we will reach the point where each day of GAB service feels routine, but we’re definitely getting the hang of it and so are our passengers. This may be RFTA’s finest hour and, thanks to you, we are greatly exceeding everyone’s expectations! As Terry Wilson, City of Glenwood Springs Chief of Police, told me last week, ‘RFTA is killing it!’”*

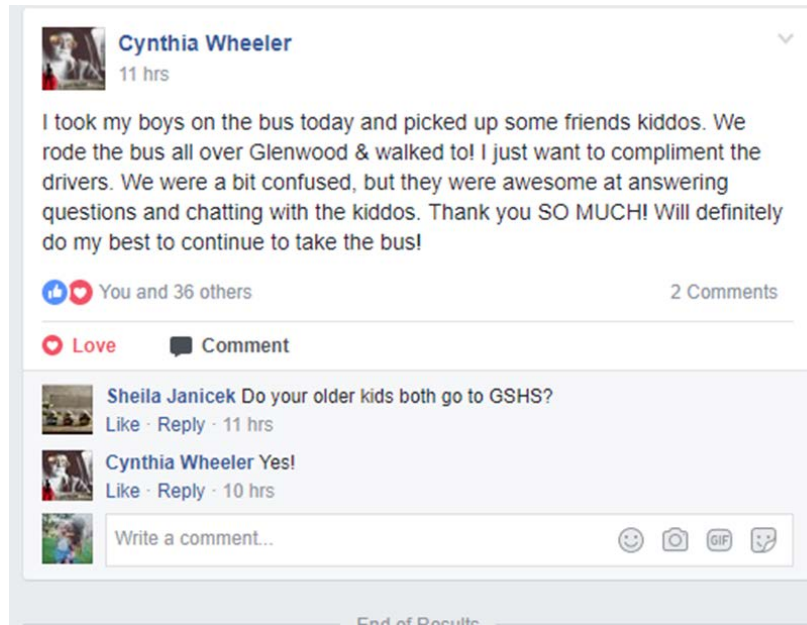
As mentioned in the Glenwood Springs Post article [RFTA Tries to Keep Pace With Detour Demand, Aug. 27th](#): After two years of planning, RFTA discovered right away that many people in the I-70 corridor, including folks in Parachute, were willing to give transit a try. More and more Hogback bus riders are using RFTA daily,

particularly Monday through Friday. On the morning of Tuesday, August 22, RFTA used six extra buses to meet the demand. In the afternoon peak, on the north side of the downtown Glenwood pedestrian bridge, RFTA has been supplementing the 30-minute service with additional buses.




Each day is a new adventure. After some of RFTA’s member jurisdictions started commenting that their employees were experiencing long bus delays during evening commutes, CDOT and the City of Glenwood Springs added a new bus slip lane along the shoulder near Buffalo Valley, creating a 6-mile transit priority lane from Buffalo Valley to 8<sup>th</sup> Street in downtown.



The additional services have generated rave reviews from passengers and the community so far, as seen by the comments on RFTA’s Facebook page.







 **Emily Jack-Scott** 15 hrs



YEAY!!! Hogback WB now gets on the highway at Exit 116! Thank you RFTA! #SeeYouNeverHwy6 #WhatRoundabout #HomeinUnder2Hrs

 Like  Comment



  You and 31 others






[View 1 more comment](#)

---

 **Rebecca Maloney** ▶ **Roaring Fork Road and Weather** 2 mins · Basalt, CO · 

Copied from a friend 😊. It costs me \$3 to ride the bus to the Ranch at Roaring Fork stop. \$30 pass is \$22. This is cheaper than driving and half the time.

 Like  Comment

 Write a comment...    

A dedicated RFTA passenger commented in the Post Independent:  
(<http://www.postindependent.com/opinion/columns/guest-opinion-deeper-connections-of-bridge-project/>):

“This bridge project is not only about Glenwood Springs and its economy. It is about personal prosperity and personal character and the personal desire to make a positive difference interlocking with the health and economic prosperity of an entire region. We are participating in an immense social experiment, destined within 95 days to forever change the life of every person in some way.”



# Grand Avenue Bridge Detour

## Working Together

Plan Ahead. Team Up. Drive Less.

**Devin Foster**  
1 hr · Glenwood Springs, CO

I just want to give a shout out to Stan who works for RFTA!! This morning as all of us were waiting for the bus at the Silt co-op (about 15), the bus rolls up packed, and the new driver let's the 4 of us who opted to wait, know another bus is shortly behind, not even room for standing room on his bus. Not 30 seconds later, Stan pulls up and informs us the next bus wont be along for at least 25 more minutes. Info that the driver didn't let us know, not his fault he's new. But Stan loaded the 4 of us in his work vehicle and give a us a ride to Glenwood. Today was his day off, but he volunteered to help this morning. Thank you to Stan, for going above and beyond to make sure we weren't late having to wait for the next bus!! You are a blessing.

Like Comment

You, Sue Rollyson Persiko and 130 others


View 7 more comments

**Maureen McGhee Hanson** Were we standing together at the bus stop & didn't know it? I was there at 6:30!  
Like · Reply · 9 mins

Devin Foster replied · 1 Reply

**Renee Rajala McCullough** Stan is the Man!  
Like · Reply · 5 mins

Write a comment...



### GAB - Roaring Fork Transportation Authority

The Grand Avenue Bridge detour begins on Monday, August 14, 2017. The traffic bridge detour will be in effect for approximately 95 calendar days.  
RFTA.COM

3,434 people reached \$36.87 Left

Like Comment Share

Rebecca Maloney, Harry Maddox and 40 others Top Comments

5 shares 6 Comments

Write a comment...

**Alison Bourquin** Thanks for adding extra buses when needed on the hogback route!  
Like · Reply · Message · 3 · August 18 at 1:48pm

**Barbara Guy** I decided to check things out on the bus today and it's great for going to and around Glenwood. Parked in Silt, stopped at Starbucks on Grand at 11:00 for my egg bites and cappuccino, went on route to make sure I could get to Midland Fitness on Monday... [See More](#)  
Like · Reply · Message · 1 · August 19 at 6:38pm

**Maria Sorensen** Rfta is doing an amazing job. So thankful for this service.  
Like · Reply · Message · 1 · Yesterday at 7:58am

**Isa House** It's great. I wanted to get to Carbondale at 8 a. m. from New Castle. It took 4 busses. I started at 6:05 got at 7:20. Easy.  
Like · Reply · Message · 2 · Yesterday at 6:48am

**Danny Knight** BUMP!  
Like · Reply · Message · 1 · August 18 at 10:49pm

**Broxi Thomas** Not only do I want bus info for Rifle to GWS, but I am also looking for bus route/connections from Rifle to Aspen and the return route.  
Like · Reply · Message · August 18 at 7:12pm

**Cheryl Talbot** If you are coming from Rifle, take that bus to the North Side of the pedestrian bridge. You will have to get off & walk across the bridge & get on a bus in front of the Amtrak Station, that will take you to 27th St to an Aspen bound bus (no guaranteed connections). You can download schedules on a [RFTA.com](#) 😊

**RFTA - Bus Schedule | Roaring Fork Transportation Authority**  
The Roaring Fork Transportation Authority...  
RFTA.COM

Like · Reply · Message · Remove Preview · 3 · August 18 at 7:24am



## Electric Bikes (e-bikes)

The next revolution of bicycle technology has reached the State of Colorado and the Roaring Fork Valley: e-bikes. Essentially, e-bikes are bicycles with an electric motor that can be engaged when the rider pedals to provide a boost on hills or as needed otherwise. Due in part to enabling legislation in HB 17-1151 (signed by Governor Hickenlooper on 4/4/17) that gives more local control on e-bike trail policy, public land managers and trail staffs across the State have been peddling fast to keep up with the passionate discussion. Colorado is the fourth state to pass e-bike legislation, after California, Tennessee and Utah.

In reaction to the State bill, Pitkin County Commissioners banned all types of e-bikes on the portion of the Rio Grande Trail that the county manages; from Aspen to the Pitkin/Eagle County line at Emma. That ban will remain in place until May 1, 2018, before which the County hopes to develop a coordinated policy with RFTA regarding e-bike use on the entire corridor. In contrast, Glenwood Springs has already agreed to allow e-bikes during the GAB project on portions of the Rio Grande Trail that it manages; as well as other city bike paths. This somewhat fragmented regional management approach is what some RFTA Board members think may lead to public confusion about inconsistent policies and regulations.

CDOT sent a letter to the RFTA Board of Directors (dated July 5, 2017) requesting that e-bikes be allowed along the stretch of the Rio Grande Trail from Glenwood Springs to Carbondale during the GAB project. Consequently, at the August RFTA Board meeting, the Board agreed on a 6-2 vote to allow Class 1 and 2 e-bikes on the Rio Grande Trail between Glenwood Springs and the Catherine Store Road gate east of Carbondale during the GAB closure. Upholding State law, Class 3 (28 mph) e-bikes were also banned on the entire trail: [RFTA to Allow E-bikes on Rio Grande, Aug. 10th, 2017](#). A resolution prohibiting e-bikes in general, except for the temporary GAB approval, failed to pass, effectively allowing Class 1 and 2 e-bikes on the RFTA managed section of the Rio Grande Trail between Glenwood Springs and the Pitkin County line in Emma, as of August 9, 2017.

Following the RFTA Board decision, there has been a noticeable increase in e-bike usage including: bike police, trail managers, Seniors and work commuters that want to arrive quicker without breaking a sweat. As we move forward, both trail managers and riders will need to practice communication and tolerance to manage e-bikes as a means to reduce car trips and improve public health during the GAB project, and beyond.



**Facilities and Bus Stop Maintenance September 14, 2017**  
**Capital Projects Update**

**Basalt Underpass:**

The Basalt underpass project is approximately 90% completed and the project has met all of its major milestones to date.

- The underpass was opened to the public on 7/22/2017
- The BRT stations were reopened on 8/22/2017
- The contractor has removed most of the traffic control from the highway. There are occasional lane closures as the final work is completed to remove the temporary signals.
- The at-grade pedestrian path across highway 82 and the associated signal heads have been removed from the intersection and the approximately 25 second pedestrian cycle has been reallocated to the vehicle traffic passing through the intersection.
- Fit and finish and landscaping activities will continue through November 28 as the contractor completes the project and punch list items.

**Grand Avenue Bridge:**

- The GMF facility is running at about 2 1/2 times its design capacity and the fuel bay is servicing 80-84 buses every 24 hours. It generally takes 15 minutes to fuel, drop the fare box, service, and wash a typical transit bus. This means the maximum capacity of the fuel bay without allowing time for service and cleaning is 96 buses in a 24 hour period. To support the GAB project RFTA is pushing its facilities and equipment to about its absolute limits.
- The temporary park and rides RFTA created in Silt, Rifle and Parachute have seen a significant number of vehicles during the first part of the GAB project and we are generally seeing 30-40 vehicles at the Silt park and ride, 30-40 at the Rifle Fair Grounds and 10-15 vehicles the in Parachute park and ride.
- The New Castle Park and Ride has been completely full since the beginning of the GAB project and the overflow parking CDOT constructed is also full. CDOT has been working on creating additional parking to the East of the of the City Market parking lot.

**GMF/Regional Transit Center Program of Requirements (POR):**

- The week of September 11, staff will be holding a series of design meetings with the GMF/RTC design team of Shrewsbury/Definition Studio's/Iron horse to begin the process of developing the design build criteria for the facility. During this process staff will be refining the needs of stakeholders of the facility and developing the performance criteria for each of the facility's elements. For example, we will be refining our soils report for the site and writing performance standards that inform the design build construction team that the foundation must meet all city, state, and federal standards for foundations, and that all materials used must meet accepted industry standards as well support the facility for a minimum of 50 years without subsidence or any structural failure. With the refined soils report and that type of performance direction, the design/build team will know what standard it needs to design the foundation to that meets that criteria in the most cost efficient manner.

- There are 3 rounds of these design meetings scheduled between the week of September 18<sup>th</sup> and the end of the year, which will result in the production of a complete set of design criteria for the building that also sets the priority for each element of the facility. This document will give staff and its estimating team the ability to create a more refined cost estimate for the project and define a logical construction sequencing schedule and project phasing plan.

### RFTA Employee Housing

- The Main Street apartment complex in Carbondale, a 5 unit complex with 7 beds, is currently at **100%** occupancy.
- The Parker House apartment complex in Carbondale, a 14 unit complex with 24 beds unit, is currently at **96%** occupancy.
- RFTA's allotment of long-term housing at Burlingame in Aspen, consisting of four one-bedroom units, is currently at **100%** occupancy.
- RFTA's permanent employee housing is currently at **97%**.
- Beginning September 1, 2017, RFTA has access to 21 seasonal, 2 bedroom units at Burlingame Housing, Inc., in Aspen. Tenants will begin transitioning from the Aspen Skiing Company (ASC) summer seasonal housing to the Burlingame seasonal housing beginning mid-September through the end of October. Staff will also be utilizing the Burlingame seasonal housing for placement of new hires and returning seasonal employees.
- RFTA signed a master lease agreement with ASC for 4, four bedroom summer seasonal units, similar to the lease RFTA has with Burlingame. The ASC housing is currently at 75%.
- RFTA has signed a master lease agreement with Preferred Properties for two townhomes in New Castle, 1 three bedroom unit and 1 two bedroom unit. The New Castle housing is currently at 80% occupancy.

### RFTA Railroad Corridor

**Right-of-Way Land Management Project:** Along with its legal and engineering consultants, RFTA staff has been working on completing the following tasks in 2017:

- An update to the 2005 Comprehensive Plan. ***The first document to be updated is the Access Control Plan. This item was on the agenda for the April 13<sup>th</sup> meeting and was successfully and unanimously passed. It will be on the October 12<sup>th</sup> agenda for a second reading.***

Once the draft versions of ACP and DG are finalized and approved by the RFTA Board then staff will send out both documents to GOCO, with an updated list of crossings including existing crossings that have not been previously approved, any potential new crossings being proposed as well as any new crossings that might be on the horizon, to secure GOCO's approval of the ACP, DG and updated list of crossings. ***A final version of the ACP and DG with all associated documentation is available on the RFTA website at <http://www.rfta.com/trail-documentation/>.***

- With acceptance of the ACP by the RFTA Board of Directors, staff will work with the attorneys to review and update the existing templates & formats that RFTA is using for licensing in the Rail Corridor.
- The final version of the ACP and DG will also allow staff to finalize a process for RFTA that will enable it to have railroad and legal experts review, assess and report on proposed development impacts along the corridor along with recommendations regarding potential mitigation of the impacts that RFTA can provide to permitting jurisdictions.

- Once the process for the ACP is complete and the forms and review process has been finalized, staff will begin updating the rest of the Comprehensive Plan. We will begin with an update to the Recreational Trails Plan and then update the Executive Summary documents to bring back to the RFTA Board for review and direction.
- Federal Grant Right of Way (fgrow) project – Staff has been working with members of the Cole subdivision on a project to clean up the property issues involving 4 individual neighbors in this neighborhood. As of the July 13<sup>th</sup> meeting, staff was informed by one of the property owners in this subdivision that they are working through a claim involving the title company that produced the title work for the acquisition of their parcel. As a result staff has put this project on hold pending the outcome of this claim. *(NO new update this month)*

**Recreational Trails Plan Update** - Staff will begin working on the update for the Recreational Trails Plan sometime in 2017. Staff will be using the Pitkin County Rio Grande Trail Management Plan as the starting point for the update and will be inviting the public to participate in this process. One of the pieces that will be addressed as a part of this process is the use of e-bikes. Staff will be meeting with Pitkin County Open Space and Trails the second week of September to begin this update process

- **South Bridge** – Staff is in the process of reviewing the updated plans provided by the City of Glenwood Springs’ staff and will be providing comments back to the City staff in mid-September.
- **8<sup>th</sup> Street Crossing Project by CDOT and the City of Glenwood Springs - No new updates 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.
  - Funding is needed for an irrigation system, picnic areas, art installations, native landscapes, a Latino Folk Art Garden, and for creating a Youth Art Park.
  - Staff is working with the Carbondale Rotary Clubs, Carbondale Arts, and DHM Design to design the DeRail Park (SH 133 across from the Park and Ride) site. Construction has begun and a new fence has been installed.
    - Landscape and irrigation design is next up for DeRail Park.
  - The Latino Folk Art Garden at 8<sup>th</sup> St in Carbondale has been designed (draft) and site clean-up has begun!
  - Staff is worked with SGM (Glenwood Springs’ office) to design the Roll Zone portion of the ArtWay. A “single track” has been constructed (with the help of over 50 volunteers!) in the corridor adjacent to the asphalt from 8<sup>th</sup> St down to DeRail Park.
  - The public has been supportive and interested groups and businesses are signing up for participation.

- Staff secured a Colorado Parks and Wildlife grant to fund a soft-surface trail through Carbondale and shoulder repairs along the lower 20 miles of corridor.
  - RFTA received the executed grant contract on October 6th and staff is coordinating with the contractor and CPW.
  - Construction began on April 5 on the soft surface trail and retaining walls and shoulder repair.
  - We had major issues with the contractor and subsequently, RFTA terminated the contract.
    - Staff is working through the process to resolve the issues amicably and to pay the contractor for the work completed to date.
    - This job will need to be completed with another contractor, possibly Fall of 2017 or Spring of 2018.
    - Grant expires on Dec. 31, 2018.
- Staff is busy with trail season and keeping the trail safe is our primary goal.
  - Staff has been out on the trail picking up trash, trimming trees, clearing sightlines, and finding/pulling weeds.
  - Staff continues the constant process of grinding root upheaval bumps and painting any new ones that pop up.
- Staff has been researching and preparing for 2017 and 2018 projects; which includes cleaning debris from retaining walls, goats, revegetation, ArtWay projects, and bridge repair.
- Staff observed the Thompson Glen ditch maintenance crew cleaning the ditch and dumping the spoils on RFTA property. This is a huge issue for trail staff due to the noxious weeds it spreads. We had a meeting on May 30 to discuss this issue and find a common ground with the ditch company to stop this activity.
  - Staff is planning to hire a contractor to clean up the ditch spoils and take them offsite.
- We are hoping to repair the Sopris Creek Bridge and the Roaring Fork Bridge in the near future, 2017-2018.
- Staff hosted the annual CEC meeting and shared reports on the 9 conservation covenant areas as well as any issues over the last year.
- Staff has been fielding calls and emails regarding e-bikes and their allowed use on the Rio Grande Trail.
  - Staff has been researching and coordinating with member jurisdictions and other agencies
- Goat Green, LLC is back in the valley working the RGT corridor with 220 goats! See pictures on following pages.
  - For more project information please contact Brett Meredith.





**Goats browsing for weeds! They are seen working on some Tansy (yellow flower) here.**



**Photo before the goats worked...lots of Mullein!**





**Photo after the goats worked the area....where did all of the Mullein go?!**



**Photo before the goats worked.**



**Photo after the goats worked the area...impressive!**