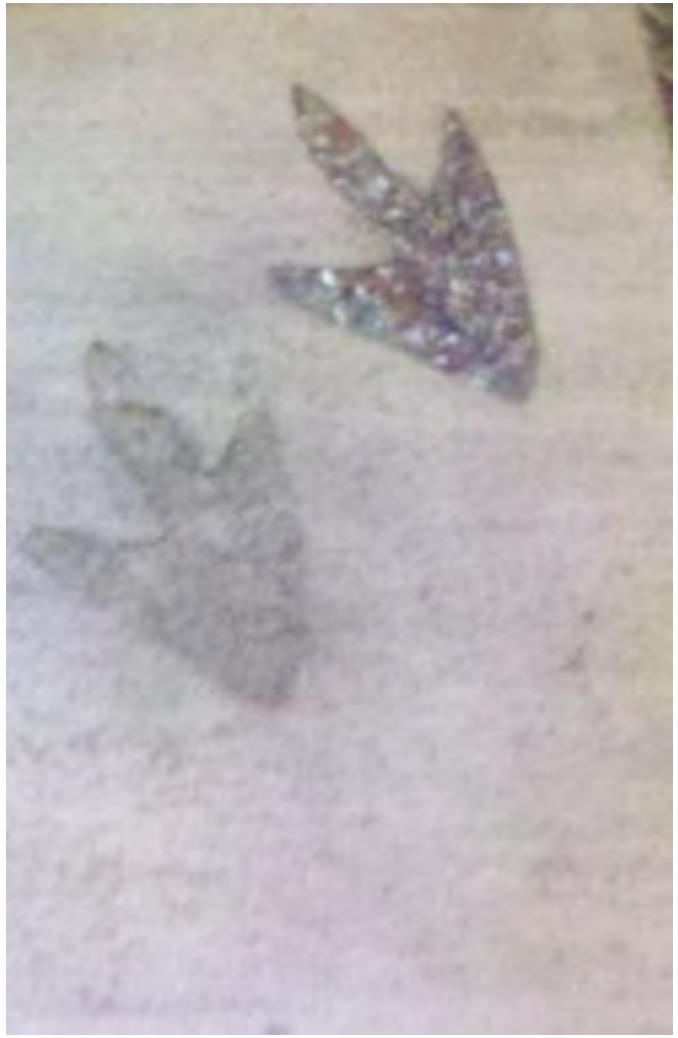
Regional Transportation Authority Background

Agenda

- Genesis of RFTA (Authority)
- Regionalization of RFTA (Agency)
- Formation of RFTA (Authority)
- Regional Transportation Authority Funding
- Maintenance of Effort
- Connection with Strategic Plan
- Withdrawal of Members
- Termination of Agreement
- Questions



In the Beginning

Genesis of RFTA

- 1975: The City of Aspen began operating its own municipal transit services in the mid-seventies.
- 1975: Pitkin County began providing regional commuter services in the Highway 82 corridor in the mid-seventies.
- 1978: Pitkin County, begins operating Maroon Bells service in partnership with the USFS because of environmental damage created by autos.
- 1983: The Roaring Fork Transit Agency was formed by Intergovernmental Agreement between City of Aspen and Pitkin County and their services were merged to eliminate duplication and achieve economies of scale.
- 1983: RFTA 5-Member Board (2-Aspen/2-PitCo/1-Jointly Appointed).

Regionalization of RFTA

- 1986: 1-Penny Pitkin County Mass Transit Sales Tax approved.
- 1990: RFTA began providing commuter service to Carbondale.
- 1993: With the receipt of Federal Transit Administration (FTA) Section 18 operating assistance, and financial support from the City of Glenwood Springs, service was extended to Glenwood Springs.
- November 1993: Pitkin County voters passed an additional 1/2-cent county-wide transit sales tax to fund upper Roaring Fork Valley and regional transit service improvements

Regionalization of RFTA

Regionalization of RFTA

- In 1994: Service frequency between Aspen and El Jebel was increased to twice per hour throughout the day, and every 15 minutes during peak periods. Service to Carbondale and Glenwood Springs was also increased.

- 1995: Regional service increases stemmed from the desire of Aspen, Pitkin County, and TOSV governments to reduce the impacts of automobile congestion and PM-10 air quality problems by reducing vehicle miles traveled in the PM-10 non-attainment area. Aspen implemented paid parking and over 1 million additional transit riders were added over two years following service increases and implementation of paid parking.

- 1996: Higher operating and capital costs due to the service expansion prompted the Transit Agency to seek higher levels of support from down valley governments.

- 1996: With requests for greater financial participation came requests from down valley governments for representation on Transit Agency Board of Directors.

1996: Expansion of RFTA Board of Directors

City of Aspen	2 ½ Members
Pitkin County	2 ½ Members
Snowmass Village	1 Member
Basalt	1 Member
Eagle County	1 Member
Carbondale	1 Member
Glenwood Springs	1 Member
Aspen Skiing Company	*1 Exoffico Member*

Formation of RFTA

Formation of RFTA

- 1997: Regional Transportation Authority (RTA) Enabling Legislation was passed by the Colorado Legislature.
- 1998: Transit Agency Board of Directors decided to pursue formation of RTA.
- 1999 – 2000: Local governments between Aspen and Glenwood Springs participated in numerous transportation roundtable meetings to discuss service/financing alternatives.
- 2000: The RTA Policy Committee was created, consisting of two elected officials from each participating jurisdiction. The Committee crafted the RTA Formation Intergovernmental Agreement which established the Mission, Goals, Financing and Governance Structure of the Authority.

Formation of RFTA and Subsequent Elections

- 2000: RTA proposal was finalized during the summer – 2/3rds Super Majority voting requirement a key to overcoming trust issues.
- 2000: 7 local governments (Aspen, Pitkin County, Snowmass Village, Basalt, Eagle County, Carbondale & Glenwood Springs) executed Intergovernmental Agreement (IGA) and placed RTA issue before their respective voters ----- and it passed in all jurisdictions!
- 2004: Town of New Castle, in the I-70 Corridor joined RFTA. RFTA now has 8 member jurisdictions represented on its Board.
- 2004: Successful region-wide 0.2% sales tax increase election (funding used to expand transit service and construct Rio Grande Trail.
- 2008: Successful 0.4% sales tax increase and $44 million bonding authority election (funding for Bus Rapid Transit).
- 2018: Successful 2.65 Mill Levy Property Tax and $74.675 million bonding authority election (funding for Destination 2040 Plan).

Formation of RFTA

Formation of RFTA

Section 6.02. Specific Responsibilities. In addition to the general powers described in Section 6.01 hereof, the Authority shall have the responsibilities described in this Section and shall have all powers necessary or convenient to carry out such responsibilities, subject to the availability of funds and, to the extent required by law, annual appropriation of funds by the Board. The description of specific responsibilities and powers in this Section shall not, however, limit the general powers of the Authority described in Section 6.01 hereof.

a. ***Regional Transit Services***. The Authority shall use its best efforts to provide the Regional Transit Services described in Appendix C hereto.

b. ***Contract Transit Services***. The Authority may enter into contracts with any Member or other Person for the provision of transit services in the manner and subject to the terms of such contracts.

c. ***Regional Transportation Planning***. The Authority shall provide regional transportation planning services needed to plan and direct the Authorized Transportation Projects, pursue federal funding and coordinate overall transportation policy within the area in which it provides Regional Transit Services. Regional transportation planning shall, as determined by the Board, include short range service planning as well as long range planning, corridor investment studies and related environmental impact analysis.

Formation of RFTA

d. ***Funding for Maintenance of the Denver Rio Grande Right-of-Way***. The Authority shall provide funding for the maintenance of the Denver Rio Grande Right-of- Way until it is transferred to the Authority.

e. ***Funding for Construction and Maintenance of Regional Trails***. The Authority shall provide funding for the construction of regional trails in cooperation with Members, RFRHA or other Persons.

f. ***Local Service***. The Authority may fund Authorized Transportation Projects that serve the residents and businesses of a Member (as distinguished from regional services) but, except as otherwise specifically provided herein, only pursuant to an agreement pursuant to which such Member pays the Authority for the services provided on the same fully allocated cost basis used to determine costs of Authority services throughout the Authority's service area.

Formation of RFTA

Initial Goals of RFTA included:

- Merging Transit Agency and Roaring Fork Railroad Holding Authority into RFTA over 18-month period
- Maintaining existing transit services in Hwy 82 corridor
- Implementing Transit service improvements in Hwy 82/I-70 corridors
- Developing Short/Long-term transit planning capability
- Completing the Rio Grande Trail
- Maintaining/preserving Rio Grande rail corridor for future transit

RTA Funding Proposal Approved by Voters:

- Pitkin County -- including Aspen, Snowmass Village, and the Pitkin portion of Basalt -- committed .7215% of *existing* transit taxes (an amount that totaled about $500,000 more than the upper valley was contributing at that time to regional transit.)
- Basalt agreed implement a .2% RTA sales and use tax (in addition to the existing .5% Eagle County transit tax collected in Basalt).
- Carbondale and Glenwood Springs agreed to implement a .4% RTA sales and use tax.

Formation of RFTA - Funding

RTA FUNDING PROPOSAL (IN 1999 DOLLARS) COMPARED WITH ESTIMATED 1999 REGIONAL TRANSIT INVESTMENT

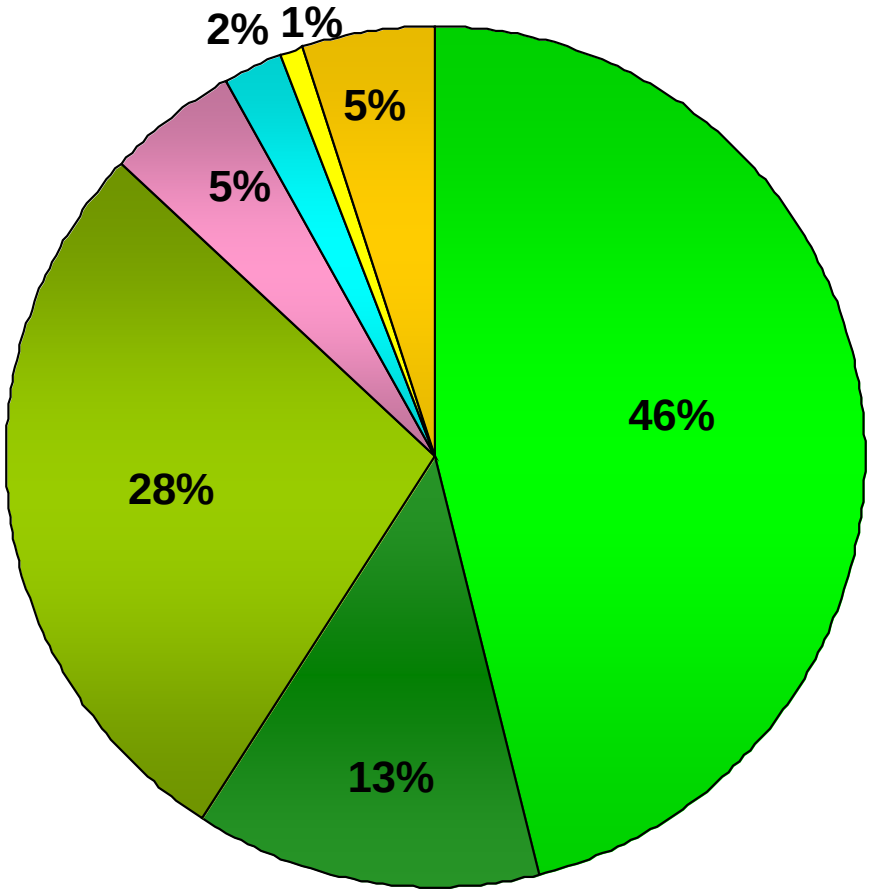
A	B	C	D	E.	F.	G.
JURISDICTION	ESTIMATED PROPOSED RTA FUNDING SHARE	ESTIMATED IMPUTED RTA SALES TAX RATE	ESTIMATED % OF TOTAL RTA FUNDING	ESTIMATED ACTUAL 1999 REGIONAL SHARE*	EST % OF TOT ACTUAL 1999 REGIONAL FUNDING	ESTIMATED NET NEW REGIONAL SHARE**
ASPEN	$ 2,267,672	0.60%	34.78%	$ 1,983,047	46.14%	$ 284,625
SNOWMASS VILLAGE	$ 632,612	0.60%	9.70%	$ 561,004	13.05%	$ 71,608
PITKIN COUNTY	$ 1,315,055	1.20%	20.17%	$ 1,190,464	27.70%	$ 124,591
Upper Valley Subtotal	**$ 4,215,339**	**N/A**	**64.66%**	**$ 3,734,515**	**86.90%**	**$ 480,824**
BASALT***	$ 328,680	0.70%	5.04%	$ 222,000	5.17%	$ 106,680
EAGLE COUNTY	$ 45,229	0.50%	0.69%	$ 86,000	2.00%	$ (40,771)
CARBONDALE	$ 245,701	0.40%	3.77%	$ 44,866	1.04%	$ 200,835
GLENWOOD SPRINGS	$ 1,505,860	0.40%	23.10%	$ 210,116	4.89%	$ 1,295,744
GARFIELD COUNTY	$ 178,655	0.40%	2.74%	$ -	0.00%	$ 178,655
NEW CASTLE	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
SILT	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
RIFLE	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Lower Valley Subtotal	**$ 2,304,125**	**N/A**	**35.34%**	**$ 562,982**	**13.10%**	**$ 1,741,143**
TOTALS	**$ 6,519,464**	**N/A**	**100.00%**	**$ 4,297,497**	**100.00%**	**$ 2,221,967**

*Total estimated expenditures for RFTA operations and capital, plus contributions for RFRHA. Does not include reserve and interest contributed by City of Aspen & PitCo

**Amount over and above all contributions to RFTA and RFRHA regional services in 1999

***Basalt share includes revenue from Eagle County .5 cent transit tax collected in its boundaries.

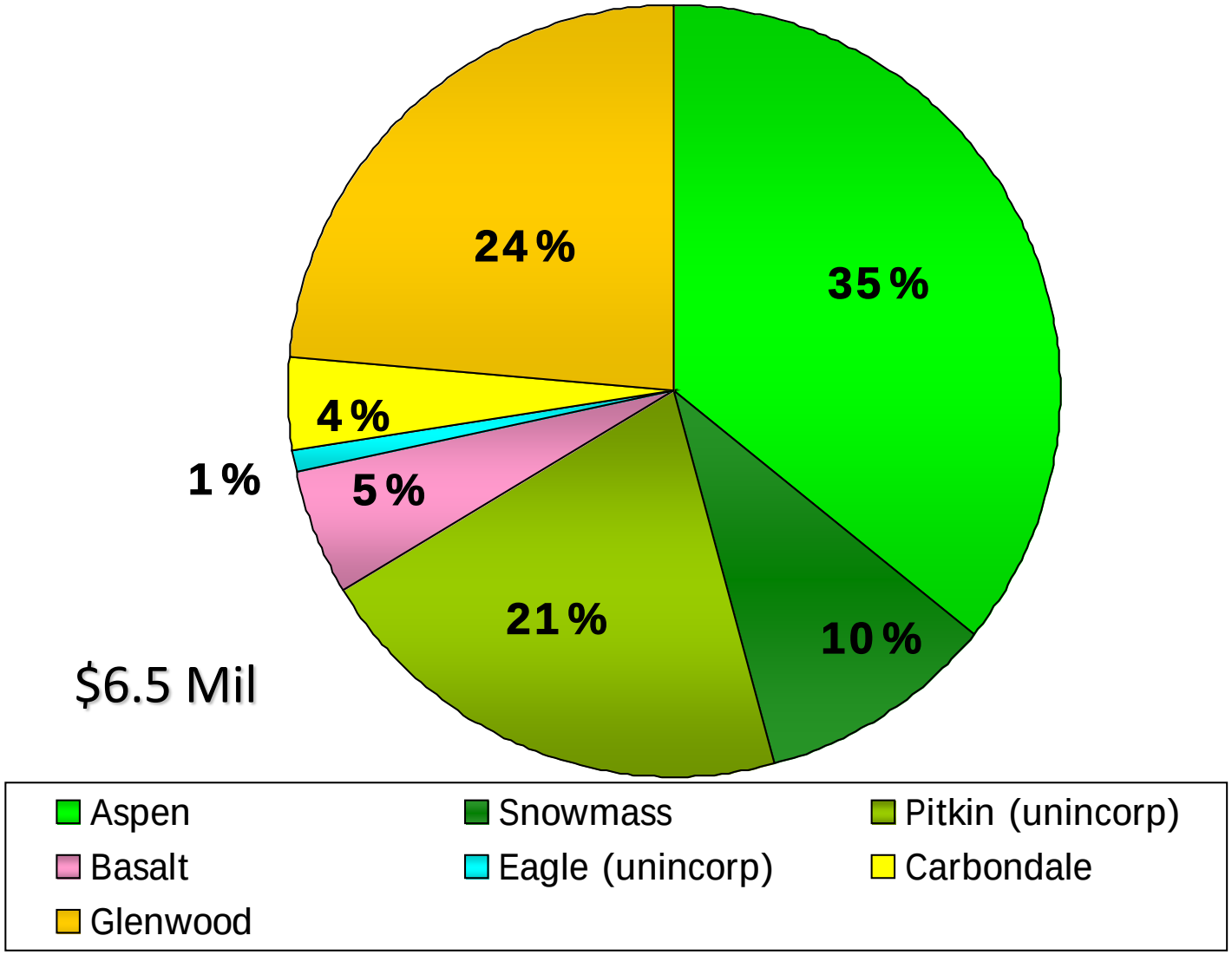
Pre-RTA Funding for Regional Transit



$4.3 Mil

- Aspen
- Snowmass
- Pitkin (unincorp)
- Basalt
- Eagle (unincorp)
- Carbondale
- Glenwood

Post-RTA Funding for Regional Transit



Assets Transferred to the RTA by Aspen/Pitkin County

APPENDIX G

INVENTORY OF RFTA ASSETS

SUMMARY	
CATEGORY	**COST**
OUTDOOR & RECREATION IMPROVEMENTS	$ 197,376
SPECIAL & TECHNICAL EQUIPMENT	$ 795,770
VEHICLES & MOBILE EQUIPMENT	$ 18,268,526
WORK AND SERVICE EQUIPMENT	$ 493,281
GRAND TOTAL	$ 19,754,953

Assets Leased (essentially for free) to the RTA by Aspen/Pitkin County

- Aspen Maintenance Facility (RFTA is responsible for maintenance and upkeep).
- Carbondale Maintenance Facility (RFTA is paying debt service on it, and the Aspen/Pitkin County interest in the property is approximately 26% of appreciated value).
- Carbondale Apartments (5 units, 7 beds) (RFTA is responsible for maintenance and upkeep).
- Rubey Park Transit Center (RFTA splits operating costs with City of Aspen).

How was RTA Public Investment to be allocated?

- Maintaining Existing Regional Transit Services = $4.05 million
- Improving Regional Transit Services in Hwy 82 & I-70 Corridors = $1.71 million
- Long Range Transit Planning = $0.16 million
- Trail Completion = $0.28 million
- Rio Grande Corridor Management = $0.14 million
- Total = $6.34 million

BRT ASPEN

Section 8.04. Maintenance of Effort

The Authority shall, regardless of the reorganization process, term of the RFTA Transition Period or RFRHA Transition Period or any other event, use its best efforts to assure continuity of existing regional and local transit service and ongoing transportation planning efforts, including, but not limited to, the following:

d. ***Continuation of senior van service in Pitkin County and transit service to Woody Creek and the Maroon Bells, with service provided at the current levels unless Pitkin County agrees to a change in such service.*** Pitkin County and the City of Aspen (acting jointly) also may decide to provide such services directly. If they do so decide, the payments to be made by Pitkin County pursuant to Section 7.01(c) hereof shall be reduced as described in that subsection.

e. ***Financial assistance for paratransit services in the area within the Boundaries of the Authority (such as the Traveler or equivalent service)*** in addition to the senior van service in Pitkin County at a level of at least $25,000 per year or a higher level determined by the Board from time-to-time based on available resources and implementation of the Authority's overall service plan.

Section 7.01 Baseline Funding:

c. ***Pitkin County Transportation Sales Taxes***. Pitkin County shall pay to the Authority an amount equal to the proceeds of a tax rate of 0.7215% from the proceeds of the Pitkin County Transportation Sales Taxes accrued on and after January 1, 2001 if the electors of Pitkin County approve the Pitkin County Question, subject to the following:

iv. If Pitkin County and the City of Aspen (acting jointly) decide to provide the services described in Section 8.04(d) hereof directly, an amount equal to the proceeds of a tax rate of 0.0496% from the Pitkin County Transportation Sales Taxes will be netted from payments to be made by Pitkin County to the Authority pursuant to this subsection.

Section 7.01 Baseline Funding for Woody Creek, Maroon Bells, and Senior Van:

PitCo/Aspen Revenue vs. Cost 2015-2021		
A.	B.	C
Service	2015 - 2021 Total Forecast Net Fully Allocated RFTA Subsidy	2015 - 2021 Total Forecast Net RFTA Subsidy on Marginal Costs
Woody Creek Van	$ 2,234,216	$ 1,325,192
Maroon Bells	$ 8,817	$(2,376,344)
Senior Van	$ 1,410,402	$ 888,222
Total	**$ 3,653,435**	**$ (162,930)**
Total Est. 0.0496% of 0.7215% Rev.	$(3,391,955)	$(3,391,955)
Net PitCo Subsidy	**$ 261,480**	**$(3,554,885)**

* ***Maroon Bells service more than covers marginal costs and, in some years, covers fully allocated costs as well.***

RFTA Strategic Plan Not Inconsistent with Provision of Maroon Bells Service

VISION

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

MISSION

Connecting our Region with Transit and Trails

VALUES

Safe, Accountable, Affordable, Convenient, Dependable, Efficient, Sustainable

Accessibility and Mobility Outcome, Smart Objectives 2.3, 2.6, 2.7

ACCESSIBILITY AND MOBILITY

RFTA will provide accessible, effective and easy to use mobility options that connect our region for all user types.

SMART OBJECTIVES

2.1 Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected and utilized
2.2 Trail and transit users move safely, quickly and efficiently
2.3 Increase alternative mode splits throughout the region
2.4 Provide increased first and last mile options for customers throughout service area
2.5 Ensure accessibility for youth, low income, seniors and disabled populations
2.6 Identify and reduce barriers to riding transit and accessing trails
2.7 Provide convenient connections to key activity centers in service area

Environmental Sustainability Outcome, Smart Objective 6.4

ENVIRONMENTAL SUSTAINABILITY

RFTA will research and implement innovative, environmentally sustainable practices in all areas of transit and trails management.

SMART OBJECTIVES

6.1 Trail and transit users enjoy environmentally friendly equipment and facilities
6.2 RFTA organization will strive for 100% renewable energy use
6.3 Maximize energy efficiencies within RFTA organization with cost-effective solutions
6.4 Provide alternative and innovative travel solutions to help slow the growth of vehicle miles traveled in region
6.5 Advance renewable/sustainable projects without sacrificing our existing services and responsible budget
6.6 Promote and support transit oriented land use patterns

Section 7.01 Baseline funding

Section 7.01 Baseline Funding: In 2021 RFTA is Covering $168,270 of Traveler Costs for Glenwood Springs, Carbondale, and New Castle.

TRANSPORTATION BREAKDOWN Based on July 2019 - June 2020 Usage

2021 Jurisdiction	# of Rides Provided	Percent of Total	Municipal Transportation Contribution
Carbondale*	467	4.68%	$13,900.96
Glenwood Springs*	4,871	48.87%	$144,992.64
New Castle*	315	3.16%	$9,376.45
Silt	225	2.26%	$6,697.46
Parachute	-	0.00%	-
Rifle	4,090	41.03%	$121,745.00
MUNICIPAL TOTAL	***9,968***	***100.00%***	***$296,712.50***
**** RFTA Members***			
Rural Garfield County	3,221		
Mt. Valley	-		
Parachute	-		-
Total	13,189		-

Section 9.02. Withdrawal of Initial Members:

(a) An Initial Member may withdraw from the Authority only if:

(i) the Pitkin County Question or the Glenwood Springs Question is not approved at the November 7, 2000 election; and

(ii) on or before November 28, 2000, the Governing Body of such Initial Member adopts a resolution or ordinance, and delivers written notice to all the other Initial Members, stating that such Initial Member has withdrawn from the Authority.

Section 10.01. Termination:

The term of this Agreement shall end when all the Members agree in writing to terminate this Agreement; provided, however, that this Agreement **may not be terminated so long as the Authority has any Bonds outstanding**.

Currently, RFTA has Property Tax Revenue Bonds Outstanding until **2051**.

QUESTIONS???