

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

TIME: 8:30 a.m. – 11:00 a.m., Thursday, December 12, 2019

Usual Location: Town Hall (Room 1), 511 Colorado, Carbondale, CO 81623

(This Agenda may change before the meeting.)

	Agenda Item	Policy	Purpose	Est. Time
1	Call to Order / Roll Call:		Quorum	8:30 a.m.
2	Executive Session:			
	A. Paul Taddune, General Counsel: None anticipated at this time.	3.5.2.B.	Executive Session	8:31 a.m.
3	Approval of Minutes: RFTA Board Meeting, November 14, 2019, page 3		Approve	8:35 a.m.
4	Public Comment: Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person)		Public Input	8:40 a.m.
5	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	8:45 a.m.
6	Consent Agenda:			8:55 a.m.
	A. RFTA-Garfield County IGA Regarding Iron Bridge Trail Connection – Angela Henderson, Assistant Director for Project Management and Facilities Operations, page 10	4.2.5	Approve	
7	Public Hearing:			
	A. Resolution 2019-28: Adoption of the 2020 RFTA Budget – Michael Yang, CFAO and Paul Hamilton, Director of Finance page 13	4.2.5	Approve	9:05 a.m.
	B. Resolution 2019-29: Appropriation of Sums for the 2020 Budget Year – Michael Yang, CFAO and Paul Hamilton, Director of Finance, page 13	4.2.5	Approve	
	C. Resolution 2019-30: Resolution Imposing, Certifying and Levying a Property Tax of 2.65 Mills for the 2020 Budget Year – Michael Yang, CFAO and Paul Hamilton, Director of Finance, page 22	4.2.5	Approve	
8	Information/Updates:			
	A. CEO Report – Dan Blankenship, CEO, page 29	2.8.6	FYI	10:30 a.m.
9	Issues to be Considered at Next Meeting:			
	To Be Determined at December 12, 2019 Meeting	4.3	Meeting Planning	10:40 a.m.
10	Next Meeting: 8:30 a.m. – 11:30 a.m., January 9, 2020 at Carbondale Town Hall	4.3	Meeting Planning	10:45 a.m.
11	Adjournment:		Adjourn	11:00 a.m.

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
November 14, 2019**

Board Members Present:

Art Riddile, Chairman (Town of New Castle); Dan Richardson (Town of Carbondale); George Newman (Pitkin County); Jeanne McQueeney (Eagle County); Jonathan Godes (City of Glenwood Springs); Ann Mullins (City of Aspen)

Voting Alternates Present:

Bob Sirkus (Town of Snowmass Village)

Non-Voting Alternates Present:

Greg Poschman (Pitkin County); Shelley Kaup (City of Glenwood Springs)

Staff Present:

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial Administrative Officer (CFAO); Kurt Ravenschlag, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Angela Henderson, Brett Meredith, Amy Burdick, and Abbey Pascoe, Facilities & Trails Department; David Johnson and Jason White, Planning Department; Paul Hamilton, Director of Finance

Visitors Present:

David Pesnichak (EOTC/Pitkin County); John Kruger (City of Aspen); Tom Jankovsky (Garfield County Commissioner); Fred Jarman (Garfield County, Deputy County Manager); Doug Pratte (Owner, The Land Studio); John Usery (NV5 Representative, Roaring Fork School District); Mirte Mallory (WE-cycle)

Agenda

Note: Blue Hyperlinks to the November 14, 2019 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

1. Roll Call:

Art Riddile called the RFTA Board of Directors to order at 8:30 a.m. Riddile declared a quorum to be present (7 member jurisdictions present) and the meeting began at 8:31 a.m.

2. Approval of Minutes:

Riddile moved to approve the October 10, 2019 Board Meeting Minutes, and Dan Richardson seconded the motion. The motion was unanimously approved.

3. Public Comment:

Riddile asked if any member of the public would like to address the Board or make a comment regarding items not on the November 14, 2019 Board Agenda.

No members of the public had any comments. Riddile closed Public Comments at 8:33 a.m.

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

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

No items were added to the November 14, 2019 Board Agenda.

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

Greg Poschman shared that he had received a letter from a local constituent which asked why RFTA is not currently charging a tourism tax to help fund the purchase of Battery Electric Buses.

George Newman stated that he was disappointed that RFTA had not received any funding from the BUILD Grant, but thanked RFTA staff for all of their efforts and hard work. He thanked Art Riddile, Jeanne McQueeney, Dan Blankenship, and Nick Senn for going to DC to help lobby for the grant for RFTA. He was positive that going forward RFTA would be able to find additional funding through other sources.

Ann Mullins stated that the City of Aspen had just been denied a DOLA grant to help with CENSUS coordination, which had 17 separate jurisdictions lobbying for the grant. She stated that unfortunately funding is just getting sparse and the process of receiving those funds will only get harder.

Mullins also thanked Angela Henderson for the Rio Grande Covenant Enforcement Report, which she gave to the Aspen City Council. Several of the Council members have since contacted her to learn more about the Rio Grande railroad corridor and the report.

Richardson had a meeting with several European individuals visiting the U.S. in conjunction with the Marshall Memorial Fellowship, with whom he shared information about RFTA and its history. Richardson thanked Dan Blankenship and Michael Yang for assisting him with his presentation to the visiting Fellows about regional transportation from a local government's perspective, by supplying him with readily available RFTA PowerPoint slides. A gentleman from Portugal commented that in Portugal it is illegal to dedicate taxes to anything, and that everything must be paid for by means of general funds.

Riddile closed Board comments at 9:03 a.m.

5. **Consent Agenda:**

A. Intergovernmental Agreement between the City of Glenwood Springs and RFTA to Complete the Grand Avenue Alternatives Analysis – Kurt Ravenschlag, COO

RFTA and the City of Glenwood Springs are working to develop a long-term vision and program for transportation within and through Glenwood Springs, recognizing the transportation, land use, environmental, economic and social needs of the City and the region. The study will explore various aspects of mobility for the City, including, transit, parking, and internal circulation. Overall project goals include:

- Ensuring mobility and accessibility for residents, visitors, and workers;
- Improving safety for all modes of travel;
- Creating a balanced, safe and affordable system for transit, autos, bikes and pedestrians;
- Identifying SH82 optimization strategies for local and regional transit;
- Identifying vehicle parking needs, parking management plans, and scope and location for future parking facilities;
- Identifying the optimal location(s) for regional and local transit stations;

- Evaluating the extension of BRT or other mass transit solutions to downtown Glenwood Springs and transit connections to the I-70 corridor;
- Evaluating future changes to the local transit system, based on projected land use, population, and economic development; and
- Maximizing the operational safety and efficiency of key intersections in the City's downtown.

Richardson moved to approve the Intergovernmental Agreement between the City of Glenwood Springs and RFTA to Complete the Grand Avenue Alternatives Analysis, and Jeanne McQueeney seconded the motion. The motion was unanimously approved.

B. Resolution 2019-25: Authorization to Submit Grant Applications to Fund Design and Construction of the 27th Street Pedestrian Crossing – David Johnson, Director of Planning

RFTA is currently in the early design process for grade-separated pedestrian crossing at 27th Street in Glenwood Springs. The current cost estimate for constructing a crossing of SH82 and a crossing of 27th Street is about \$8 million to \$10 million. RFTA intends to commit up to \$4.3 million from funds derived from the 2.65 mill property tax levy.

Construction of the 27th Street Pedestrian Crossing is a high priority for RFTA, the City of Glenwood Springs, and the region. 27th Street intersection ranked as the 3rd highest priority intersection for improvements. Since 2011, the 2nd highest priority intersection (SH82 at Basalt Avenue) was addressed, making 27th Street the 2nd highest priority in the region.

Recommended improvements include a grade-separated bicycle and pedestrian crossing. 27th Street Station is RFTA 7th-8th highest ridership stop, serving approximately 800-1,000 riders per day.

Between 2013 and 2017, there have been 22 pedestrian crashes and 17 bicycle crashes within the city limits, including 1 fatality and 34 injuries. One of those accidents occurred at the 27th street intersection in 2017; and, in 2018, a bicyclist was killed crossing Highway 82 at 27th Street. Grade-separated crossings of Highway 82 and 27th Street will help address safety issues at these intersections.

Richardson moved to approve Resolution 2019-25: Authorization to Submit Grant Applications to Fund Design and Construction of the 27th Street Pedestrian Crossing, and McQueeney seconded the motion. The motion was unanimously approved.

C. Resolution 2019-26: Authorization to Submit Application for the Consolidated Capital Call for Projects (CCCP) Transportation Discretionary Grants, Administered by Colorado Department of Transportation (CDOT) – David Johnson, Director of Planning

The Glenwood Maintenance Facility (GMF) must be renovated and expanded to meet today's realities and to help RFTA grow and adapt to future needs. RFTA committed to funding \$15 million of the roughly \$30 million facility expansion's estimated project cost, with approximately \$15 million coming from grant sources.

RFTA recently applied for approximately \$8 million in grant funds through the USDOT BUILD grant program. On November 7, RFTA was notified that it was not awarded funding. RFTA must phase this project incrementally with smaller grants. RFTA intends to apply for \$2,976,000 in CCCP grant funds to construct a logical, incremental portion of the entire project, with a total estimated cost of roughly \$3.72 million.

Richardson moved to approve Resolution 2019-26: Authorization to Submit Application for the Consolidated Capital Call for Projects (CCCP) Transportation Discretionary Grants,

Administered by Colorado Department of Transportation (CDOT), and McQueeney seconded the motion. The motion was unanimously approved.

6. Presentation Items:

A. Riverview Safe Routes to School Partnership Request – Tom Jankovsky, County Commissioner, Garfield County

Garfield County, in partnership with the Roaring Fork School District (RFSD), has committed to funding the majority of this project, connecting students, parents, faculty, and those living in this area to the Rio Grande Trail. Garfield County and the RFSD are seeking the RFTA Board's support, and request that the RFTA Board partner on this project. RFTA has been requested to:

- Allow the construction of a 1,140 foot, ADA asphalt trail connection inside the RFTA Railroad Corridor, from CR154 to the Rio Grande Trail. Sopris Engineering has been hired to take the concept to final design for all of the various elements of this project, including the ADA trail connection.
- Once the new trail section is built, assume ownership and ongoing maintenance responsibility of the new trail connection.
- Work jointly with Garfield County to file an application to the Public Utilities Commission (PUC) for installation of two flashing, audible ADA signaling (solar), pedestrian crossing lights where the Rio Grande Trail crosses CR154.
- Purchase and install two additional sets of flashing, audible, (solar) pedestrian light systems for two additional intersections. One where the Ironbridge Trail will cross from CR154, east of the CR109 intersection to a newly refurbished Hardwick pedestrian bridge and one at the Westbank Road intersection, to get students safely from the Ironbridge Trail system, across the street to the Westbank neighborhood, and maintain the two additional systems in perpetuity.
- Allow Garfield County to assist RFTA with clearing the sightlines around the skewed trail crossing where CR 154 crosses the railroad corridor, giving automobile drivers a better view of trail users and more response time to stop for trail users crossing in this location.
- Develop an agreement with Garfield County that outlines this partnership and provides some level of assurance that this new trail connection will stay in place until such time as RFTA requires use of the Railroad Corridor for some form of transit.

Newman stated that he supports this project, however his concern is the request that RFTA maintain that section of the trail. There is currently a tremendous amount of deferred maintenance on that trail, with limited staff and limited budget. As RFTA encounters additional extensions into the Rio Grande Trail, he does not want RFTA to bear the brunt of taking on the additional costs of maintaining those extensions.

Riddile questioned, what type of maintenance costs it would potentially be for the additional 1,140 feet of trail extension.

John Usery responded that a maintenance cost of approximately \$2,000 would be incurred annually.

Richardson asked RFTA staff what would be the impact or concerns of maintaining this addition.

Brett Meredith stated that the area is extremely steep and there are currently ditch issues, water is flowing out of the ditch and going underneath the Rio Grande Trail. However, the additional amount of trail is not a concern for RFTA staff to maintain.

Support for this project helps RFTA and the RFSD safely connect a disconnected neighborhood to the Rio Grande Trail system, giving RFTA and school users a safe pedestrian alternative.

Staff would prefer not to accept the responsibility for maintaining the two pedestrian light systems that would be somewhat removed from the Rio Grande corridor.

Newman moved to Support a Partnership with Garfield County and the Roaring Fork School District for the Riverview Safe Routes to School Project, by creating an Intergovernmental Agreement between RFTA and Garfield County, that addressed long-term major capital maintenance responsibilities, and Jonathan Godes seconded the motion. The motion was unanimously approved.

B. 2020 Destination 2040 Implementation Plan Overview – Kurt Ravenschlag, COO

Kurt Ravenschlag updated the Board on the RFTA Destination 2040 Implementation which included:

Bus Replacements

- 10 Gillig Clean Diesel, Low Floor Buses, delivery in December 2019, although 3 arrived in November, and 7 of 10 received grant funding
- 10 buses will be ordered in 2020
- 6 Clean Diesel Coaches will be ordered in late 2019; all 6 buses received grant funding
- Delivery of all 8 Battery Electric Buses (BEBs) by November; BEBs Commissioning and Training, ongoing; and BEBs in service December 3, 2019, following a ribbon-cutting ceremony at Rubey Park Transit Center

Bike Share Expansion

- Possible future partnership with WE-cycle, integrated into RFTA
- Planning Carbondale and Glenwood Springs Bike Share deployment

LoVa Trail Construction

- The City of Glenwood Springs has pursued grants to construct the LoVa Trail from New Castle to Glenwood Springs
- Commitment from RFTA of \$100,000 for 2020

Rio Grande Trail Maintenance & Improvements

- Bridge deck and sub-structure repairs complete; Roaring Fork, Emma and Wingo
- Asphalt repair, 2020
- Fencing, 2020
- Rock scaling, 2020
- Shoulder improvements, 2020
- Culvert improvements, 2020

Service Increase - Completed

- 30-minute Valley service with Enhanced Snowmass service during peak hours, Spring, Summer, and Fall.
- Local Valley service increased to 30-minute headways, all day, Monday-Friday; Spring, Fall and Fall Shoulder; daily Summer and Winter
- Enhanced Snowmass Connections after 8:15 p.m.
- Weekend BRT, Spring and Fall with Enhanced Carbondale Circulator
- VelociRFTA BRT, 7 days a week, 365 days a year
- Carbondale Circulator, 7 days a week, 365 days a year
- 30 additional trips added to Hogback Commuter Bus Service - Winter 2019-2020

Items to be Completed/In-Process

- Acquire 5 Clean Diesel Expansion buses – Hogback
- Extend BRT to Downtown Glenwood Springs and service on Hwy 6/24
- Mid-Valley Hwy 82 Bus Station Improvements; Sage Wood, Lazy Glenn, Aspen Village, Holland Hills, Catherine Store
- Glenwood Springs 27th Street BRT Station Parking Expansion
- Willits BRT Station Parking Expansion (parking available under Whole Foods)
- Town of Snowmass Village Transit Center Improvements
- Pedestrian Crossing – 27th Street and Hwy 82
- Aspen Maintenance Facility Expansion, Phase 9
- Glenwood Springs Maintenance Facility Expansion
- Glenwood Springs In-Line Transit Stations – 900 Block Grand Avenue
- Glenwood Springs – New Transit Station
- Employee Housing and Carbondale Office Space Replacement

C. **Presentation of 3rd Draft of RFTA 2020 Budget** – Mike Yang, CFOA and Paul Hamilton, Director of Finance

Hours increased from a projected amount of 328,570 hours in 2019 to a budgeted amount of 345,480 hours in 2020. Mileage increased from 5,494,000 miles in 2019 to 5,766,000 miles in 2020.

For positions outside of the Collective Bargaining Unit, the budget assumes a merit increase of up to 4% effective at each employee's annual performance review date, resulting in an additional cost of \$261,000.

Approximately \$12,121,000 of capital outlay has been budgeted.

Approximately \$485,000 of current available resources is budgeted to be transferred from the General Fund to the Bus Stops/Park and Ride Special Revenue Fund to fund the costs to operate and maintain the BRT stations & park and rides and other stops.

RFTA will continue to contribute to the Traveler Program on behalf of its members located in Garfield County as reflected by the budgeted transfer of approximately \$157,500 of current available resources from the General Fund to the Service Contract Special Revenue Fund.

340.2 full-time equivalents (FTEs) compared to 317.1 budgeted in 2019.

- 10.6 FTEs added in the Operations Department
- 7.3 FTEs added in the Vehicle Maintenance Department
- 2.0 FTEs added in the IT Department
- 1.0 FTE added in the CEO Department
- 1.0 FTE added in the Human Resources Department
- 0.5 FTE added in the Finance Department
- 0.6 FTE added in the Trails Department

\$40,000 contribution to WE-cycle to help fund the initial infrastructure cost for their bike share implementation in Snowmass in 2020 (note that RFTA contributed \$50,000 to WE-cycle for infrastructure costs to help bring a bike share system into the Basalt community in 2016).

2020-2021 Budget Issues: Anticipated RFTA and Elected Officials Transportation Committee Pitkin County Mass Transit Sales and Use Tax Revenue Impacts Resulting from Passage of HB 19-1240:

The Elected Officials' Transportation Committee (EOTC) is likely planning to request RFTA to absorb all or a portion of the fare subsidy for the Aspen/Snowmass Free Fare service in 2021, due to the anticipated reduction in use tax revenue resulting from passage of HB 19-1240, which went into effect in June 2019. The EOTC has approved funding for the Aspen/Snowmass Free Fare service subsidy in 2020 to allow time to analyze what the estimated reduction in use tax revenue (which largely funds the EOTC) will be, be based on more actual collection data. Conversely, as a result of HB 19-1240, it is also anticipated that RFTA will see an increase in sales tax collections related to the 0.4052% Pitkin County mass transit tax that was dedicated to RFTA by Pitkin County voters in 2000 and 2004. It is believed that the increase in sales tax revenue that RFTA will realize could offset all or a portion of the reduction in use tax that the EOTC will experience. For this reason, the EOTC is hoping the RFTA Board might be willing to forego all or a portion of the annual EOTC subsidy for the Aspen/Snowmass Fare Free service, if the EOTC can no longer afford to defray the total subsidy amount due to the reduction of its use tax revenue.

D. Review of RFTA Retirement Benefit Alternatives – Mike Yang, CFAO

RFTA's Retirement Program for eligible full-time employees includes 401(a) Money Purchase Plan as a replacement plan for Social Security for RFTA to make defined employer contributions. It also includes a 457(b) Deferred Compensation Plan for employees to make voluntary employee contributions.

The recommended total percentage contribution for retirement savings is a minimum of 20% of compensation. RFTA contributes 12.55% of employees' compensation into the 401(a) Plan. Employees currently do not contribute to Social Security or have a mandatory contribution to any retirement plan. Based on RFTA's last payroll, approximately 49% of RFTA employees contribute to the 457(b) Plan with varying employee contribution rates and approximately 35% of those contributed enough to meet the total minimum of 20%.

Based upon the initial due diligence performed by staff, there are multiple strategies to move closer to, reach, or exceed the 20% target minimum, if desired:

- Increase employee contributions with mandatory employee contributions in 401(a) Plan;
- Increase employer contributions in 401(a) Plan;
- Implement an employer matching program in the 401(a) Plan to incentivize employees to save in the 457(b) Plan;
- Increase education for employees to contribute or increase their contributions into 457(b) Plan;
- Change from voluntary enrollment to automatic enrollment into 457(b) Plan with opt-out election; and
- Opt back into Social Security (with special considerations).

Staff recommended forming a RFTA Board Retirement Subcommittee to assist staff and consultants in reviewing the strategies available to improve the percentage of annual employee incomes being set aside for retirement. Jacque Whitsitt, who was not present at the meeting, had previously expressed an interest in addressing this issue, so she was appointed, along with Jonathan Godes to serve on the Retirement Subcommittee.

7. Public Hearing

A. **Resolution 2019-27: RFTA 2019 Supplemental Budget Appropriation** – Michael Yang, CFAO, and Paul Hamilton, Director of Finance

General Fund:

- \$1,940,000 increase in Sales tax revenues
- \$205,000 increase in Property tax revenues
- \$60,000 decrease in Other financing sources

Capital Projects –Several budgeted projects will have unexpended budget available. Repurpose the unexpended budget to fund the following capital needs, resulting in a net-zero change in capital budget:

- Clever Devices Upgrade – approximately \$100,500.
- Ticket Vending Machine Pin Pad Upgrade – approximately \$101,425.
- Senior Van Replacement – approximately \$93,535.
- AMF Ground Lift Repair – approximately \$37,500.

8. Information/Updates:

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

Despite RFTA's best efforts to advocate on behalf of its 2019 BUILD Grant application, for \$7.983 million to expand the Glenwood Maintenance Facility, RFTA was not awarded any funding.

Bob Sirkus asked if any of the Battery Electric Buses would be used to make runs from Aspen to Snowmass Village.

Ravenschlag stated that RFTA has been doing test runs up to Snowmass Village and at this point RFTA is planning on keeping them on routes that have less steep grades, but staff is considering utilizing BEB's on the Snowmass route at other times of the year.

9. Issues to be Considered at Next Meeting:

10. Next Meeting: 8:30 a.m. – 11:30 a.m., December 12, 2019, Carbondale Town Hall, Room 1

11. Adjournment:

Riddile moved to adjourn from the November 14, 2019 RFTA Board meeting, and Richardson seconded the motion. The motion was unanimously approved.

The November 14, 2019 RFTA Board Meeting adjourned at 11:17 a.m.

Respectfully Submitted:

Nicole R. Schoon

Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6. A.

Meeting Date:	December 12, 2019
Subject:	Riverview Safe Routes to School Project – IGA to Define Partner Responsibilities
Strategic Outcome:	Accessibility and Mobility
Strategic Objective:	2.6 Identify and Reduce Barriers to Riding Transit and Accessing Trails
Presented By:	Fred Jarman, AICP, Garfield County Deputy County Manager Dan Blankenship, CEO
Staff Recommends:	Approve the draft IGA, once the document has been approved as to form by RFTA’s General Counsel
Executive Summary:	<p>At the November 14, 2019 Roaring Fork Transportation Authority (RFTA) Board of Directors meeting, the RFTA Board was asked to partner with the Garfield County Commissioners and the Roaring Fork School District (RFSD) on a project to provide students, parents, and faculty a safer access from the neighborhoods southwest of the new Riverview school, Westbank, Ironbridge, Westbank Mesa, etc. The ask included a new 1140 foot ADA trail connection up to the Rio Grande Trail, referred to as the Riverview Trail connection, built wholly within the RFTA Railroad Corridor property, three sets of pedestrian crossing lights, painted crosswalks and to allow Garfield County to complete some sightline clearing dirt work near the RFTA Rio Grande Trail crossing on CR154.</p> <p>The RFTA Board was supportive of the project and voted to partner on the project, with the caveat that RFTA, Garfield County and the Roaring Fork School District develop an IGA outlining the terms of the partnership, and address the ongoing maintenance and long-term capital replacement for the new 1140-foot ADA trail section.</p> <p>A draft IGA has been developed and has been included for in the December 2019 RFTA Board Meeting Portfolio for the RFTA Board’s review and approval. RFTA staff believes that ongoing annual routine maintenance should not create a significant financial burden for RFTA, and should be included in RFTA’s annual Trail Maintenance budget. However, the IGA provides that at such time that any major repair work or capital replacement is required, RFTA will seek funding from Garfield County and RFSD to pay for it, or RFTA has the option of closing the trail. Nothing precludes RFTA from also being a partner in the cost of repairs or replacement either, in the sole discretion of the RFTA Board of Directors.</p>

**Background/
Discussion:**

- In 2016/2017, the RFSD built a new Pre-K through 8th grade school on County Road 154, adjacent to the FedEx building.
- As a part of the construction project, the RFSD requested that RFTA allow and license a connection to the Rio Grande Trail (RGT) on the north side of the school, to accommodate students, parents and faculty commuting from South Glenwood Springs. This connection was installed during the construction of the school.
- After the school opened, citizens from the southwest neighborhoods; Ironbridge, Westbank and Westbank Mesa met with the Garfield County Commissioners to express concerns about their inability to safely commute from their neighborhoods, along CR109/CR154 to the Riverview School. There are no sidewalks or trail connections from these neighborhoods to the school and there is an extremely steep grade from CR154 to the RGT. As a result, citizens from this area are forced to use the road shoulders and cross a busy road to gain access to Riverview.
- A consultant was hired to develop a safe pedestrian access, with a connection to the RGT. This concept was presented and approved by the RFTA Board at the November 14, 2019 meeting with the caveat that an Intergovernmental Agreement (IGA) be developed to outline the terms of the partnership, and to address the ongoing maintenance and long-term capital replacement of the 1140 foot proposed trail connection, located wholly within the RFTA Railroad Corridor.
- A draft IGA has been developed and the terms are outlined below:
 - ♦ RFTA will allow a 1140 foot ADA asphalt trail section, in accordance with the plans and specifications, (attached as Exhibit 2) to be built solely inside the RGT Right-of-Way (ROW), adjacent to CR154 and CR109 Intersection, connecting at a 90 degree angle to the RGT.
 - ♦ RFTA will provide general trail maintenance on the new trail connection, i.e. sweeping, crack-sealing, and periodic management activities. General maintenance will include any regular snowplowing.
 - ♦ RFTA and Garfield County will file a joint application to the Colorado Public Utilities Commission (PUC) to install one set of pedestrian activated, flashing, ADA audible crossing systems to be located at Mile Post 365.4, where CR154 crosses the Rio Grande ROW.
 - ♦ RFTA will procure and install two additional sets of pedestrian activated, flashing and ADA audible, crossing systems at two additional locations and paint crosswalks in each location, in accordance with designs, specific locations, and power sources, as designated by Sopris Engineering:
 - The first location; CR154 Intersection, crossing CR109 near Hardwick Bridge;
 - The second location; Westbank Road, crossing CR109 connecting to the Ironbridge Trail;
 - Contribute up to Eighty Thousand (\$80,000.00) dollars for the crossing systems, referred to above.
- To address the Boards concerns regarding the long-term maintenance and capital replacement of the 1140 foot ADA Asphalt trail, the following language has been included in the IGA:
 - ♦ RFTA shall have no obligation to maintain the Trail, except to the extent provided herein. Notwithstanding the foregoing:
 - RFTA may, in its sole discretion, discontinue the use of the Riverview School Trail, for lack of funds to maintain it in a safe and operable

	<p>condition, unless adequate funding therefore is provided by Garfield County and/or the RFSD. In this regard, the parties shall confer in September of each year to discuss the operation of the Riverview School Trail and the funding to maintain it in a safe and operable condition; and/or</p> <ul style="list-style-type: none"> ▪ The RFTA Board may decide to appropriate funds for maintenance, in its sole discretion, but shall not have the obligation to appropriate funds in any given year. • The Roaring Fork School Districts (RFSD) contributions include: <ul style="list-style-type: none"> ♦ RFSD has committed approximately \$60,000 in in-kind contributions for the project, mainly for project management, grant writing, and other professional services; ♦ RFSD has committed \$50,000 for construction-related costs and previously spent \$130,000 for the connection from the Riverview School to the RGT; ♦ RFSD was awarded a Federal Mineral Lease District (FMLD) grant for \$200,000; and ♦ RFSD and Garfield County have jointly submitted a grant to CDOT's Transportation Alternatives Program (TAP) Grant program for \$500,000. • The Garfield County Commissioner's contributions include: <ul style="list-style-type: none"> ♦ Committed \$40,000 in cash to RFSD for initial planning, design, and engineering services in 2018 via an IGA with RFSD; ♦ Garfield County & RFSD were awarded a CDOT Safe Routes to School grant for \$500,000; ♦ Committed 2020 Conservation Trust Funds in the amount of \$200,00 to the project; ♦ Committed 2020 Road and Bridge Capital Funds in the amount of \$500,000 for the project, including rehabilitating the 100-year-old Hardwick Bridge, to be repurposed and placed into service for pedestrians and cyclists; ♦ Purchased ROW along CR154 to better accommodate the trail alignment; and ♦ Garfield County Road and Bridge Department will construct the trail section in the RFTA ROW and will also make sight-distance improvements to a specific section of the Rio Grande Trail, with the assistance of RFTA Staff.
Governance Policy:	1.1: Trail and Transit Users Move Safely, Quickly and Efficiently
Fiscal Implications:	<ol style="list-style-type: none"> 1. \$100,000.00 for installation of three sets of pedestrian light systems and the PUC application process required to install one set inside the Railroad Corridor. This has been included in the 2020 Budget for final approval. 2. Ongoing maintenance costs for maintaining the additional 1140' asphalt trail connection.
Attachments:	Yes, Please see "IGA-RFTA, Garfield County and RFSD.pdf"; "Exhibit 2 – Safe Route to School, Plan-Set.pdf"; and "; "Exhibit 3 – Garfield County and Roaring Fork School District, Contributions to the Riverview Trail Project.pdf" included in the December 2019 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Meeting Agenda packet.

RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEM # 7. A. AND # 7. B.

Meeting Date:	December 12, 2019
Subject:	Resolution 2019-28: Adoption of 2020 RFTA Budget Resolution 2019-29: Appropriating Sums of Money for the 2020 Budget Year
Strategic Outcome:	Financial Sustainability
Strategic Objective:	4.1 Ensure accurate budget and accounting 4.2 Develop a capital planning prioritization process
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
Staff Recommends:	Adopt Resolutions 2019-28 & 2019-29
Executive Summary:	<p>At the August 2019 Board meeting, staff presented the 2020 budget initiatives, assumptions and issues. Based on these approved budget initiatives and assumptions, staff prepared and presented to the Board three drafts of the 2020 budget between September and November, fine-tuning each one as new information became available. Since the draft budget presented in November, staff has fine-tuned its estimates of revenue and expenditures based on updated information available over the past month.</p> <p>The 2020 Budget will be presented in the following order:</p> <ol style="list-style-type: none"> 1. Highlights 2. Consolidated Financial Overview 3. Revenues 4. Expenditures 5. Fund Balance
Background/ Discussion:	At the August 2019 Board meeting, staff presented the 2020 budget initiatives, assumptions and issues. The 1 st draft of the 2020 budget was presented at the September 2019 board meeting. The 2 nd draft of the 2020 budget was presented at the October 2019 board meeting. The 3 rd draft of the 2020 budget was presented at the November 2019 board meeting.
Governance Policy:	2.5: Financial Planning/Budgeting policy states: “Financial planning for any fiscal year or the remaining part of any fiscal years may not deviate materially from the Board’s Ends priorities, risk fiscal jeopardy, or fail to be derived from a multi-year strategic plan.”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.
Attachments:	<p>Yes, please see Resolutions 2019-28 & 2019-29 on the following pages.</p> <p>Also please see:</p> <ol style="list-style-type: none"> 1. 2020 RFTA Budget Presentation 12-12-2019.pdf 2. 2020 Budget Narrative for 12-12-2019 Board Meeting.pdf <p>Both of these documents are included in the December 2019 Board Meeting Portfolio.pdf attached to the e-mail distributing the RFTA Board Packet.</p>

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2019-28**

**A RESOLUTION SUMMARIZING EXPENDITURES AND REVENUES FOR EACH FUND AND
ADOPTING A BUDGET FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE
CALENDAR YEAR BEGINNING ON THE FIRST DAY OF JANUARY, 2020, AND ENDING ON THE LAST
DAY OF DECEMBER, 2020**

WHEREAS, Pitkin County, Eagle County, the City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to title 43, article 4, part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2020, beginning January 1, 2020 and ending December 31, 2020; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority has appointed the Chief Financial and Administrative Officer of RFTA, to prepare and submit a proposed budget to the Board; and

WHEREAS, the Chief Financial and Administrative Officer of RFTA, submitted a proposed budget to the Board of Directors for its consideration on December 12, 2019; and

WHEREAS, public hearings on the proposed 2020 budget for RFTA were held December 12, 2019; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2020 budget for the Authority has continuously been open for public inspection; public hearings were held on December 12, 2019, before the Board to consider the adoption of the subject 2020 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2020 budget; and

WHEREAS, the Board has made appropriations within the 2020 budget for the Authority for expenditures in an amount equal to or less than the total available revenues and beginning fund balances set forth within the subject proposed 2020 budget; and

WHEREAS, expenditures do not exceed revenues reasonably assumed to be available, as required by law; and

WHEREAS, whatever increases may have been made in the expenditures, like increases, were added to the revenues or planned to be expended from reserves/fund balances so that the budget remains in balance, as required by law; and

WHEREAS, all legal requirements have been fully complied with and performed in the premises.

NOW THEREFORE, BE IT RESOLVED, by the Board of Directors of the Roaring Fork Transportation Authority, as follows:

THAT, the budget for the calendar year beginning on the first day of January 2020 and ending on the last day of December 2020 as submitted and summarized by fund below, is hereby approved and adopted as the 2020 Budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

Fund	Revenue Type	Budget
GENERAL FUND		
	Sales tax	\$ 25,626,649
	Property tax	\$ 10,996,000
	Grant	\$ 1,401,678
	Fares	\$ 5,470,200
	Other govt contributions	\$ 1,510,315
	Other income	\$ 906,600
	Other financing source:	
	Capital lease proceeds	\$ 8,325,000
	Total revenue & other financing sources	\$ 54,236,442
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Service contract revenue	\$ 12,295,151
	Grant revenue	\$ 30,000
	Other financing source:	
	Transfer in from General Fund	\$ 164,197
	Total revenue & other financing sources	\$ 12,489,579
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Other income	\$ 489,100
	Other financing source:	
	Transfer in from General Fund	\$ 485,110
	Total revenue & other financing sources	\$ 974,210
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Sales tax	\$ 60,000
	Other income	\$ 4,000
	Total revenue & other financing sources	\$ 64,000
DEBT SERVICE FUND - SERIES 2009A		
	Other income	\$ 16,000
	Other financing source:	
	Transfer in from General Fund	\$ 675,600
	Total revenue & other financing sources	\$ 691,600

DEBT SERVICE FUND - SERIES 2012A	
Other income	\$ 142,000
Other financing source:	
Transfer in from General Fund	\$ 382,226
Total revenue & other financing sources	\$ 524,226
DEBT SERVICE FUND - SERIES 2013B	
Other income	\$ 38,500
Other financing source:	
Transfer in from General Fund	\$ 80,852
Total revenue & other financing sources	\$ 119,352
DEBT SERVICE FUND - SERIES 2019	
Other financing source:	
Transfer in from General Fund	\$ 1,398,200
Total revenue & other financing sources	\$ 1,398,200
TOTAL OF ALL FUNDS	\$ 70,497,609

THAT, the budget, hereby approved and adopted shall be signed by the Chairman of the Board of Directors of the Roaring Fork Transportation Authority and made a part of the public records of RFTA.

THAT, pursuant to C.R.S. 29-1-113, the Chief Financial and Administrative Officer of RFTA, is hereby requested and directed to immediately transmit a copy of this Resolution to the officer or employee of the Authority whose duty is to draw warrants or orders for the payment of money.

THAT, pursuant to Section 29-1-113, C.R.S., the Chief Financial and Administrative Officer of RFTA, is hereby further requested and directed to file an original or certified copy of this Resolution with the Division of Local Government in the Department of Local Affairs.

THAT, the adopted 2020 budget made as set forth in this Resolution is to be read as one comprehensive and integrated document.

THAT, the Board hereby declares to be the legislative intent that the several provisions of this Resolution shall be severable, in accordance with the provisions set forth below:

THAT, if any provision of this Resolution is declared to be invalid by decision of any court of competent jurisdiction, it is hereby declared to be the legislative intent that:

- a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and
- b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.

THAT, this Resolution was adopted in accordance with the governing documents of RFTA and is now in full force and effect.

INTRODUCED, READ AND PASSED, by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2019.

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

By: _____
Art Riddile, Chair of the RFTA Board of Directors

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on December 12, 2019; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of December, 2019.

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

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2019-29**

**A RESOLUTION APPROPRIATING SUMS OF MONEY IN THE AMOUNT AND FOR THE PURPOSE AS
SET FORTH BELOW, FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2020
BUDGET YEAR**

WHEREAS, Pitkin County, Eagle County, the City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to title 43, article 4, part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2020, beginning January 1, 2020, and ending December 31, 2020; and

WHEREAS, public hearings on the proposed 2020 budget for the Authority were held December 12, 2019; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2020 budget for the Authority has continuously been open for public inspection from; public hearings were held on December 12, 2019, before the Board to consider the adoption of the subject 2020 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2020 budget; and

WHEREAS, the Board of Directors of the Authority has appointed the Chief Financial and Administrative Officer of RFTA to prepare and submit a proposed budget for their approval; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority (“RFTA” or “Authority”) adopted the annual budget in accordance with the Local Government Budget Law, on December 12, 2019; and

WHEREAS, RFTA has made provision therein for revenues in an amount equal to or greater than the total proposed expenditures as set forth in said budget; and

WHEREAS, it is not only required by law, but also necessary to appropriate the revenues and reserves or fund balances provided in the budget to and for the purposes described below, thereby establishing a limitation on expenditures for the operations of RFTA; and

WHEREAS, C.R.S. 29-1-108, requires the Board to enact a resolution making appropriations for fiscal year 2020 in accordance with the adopted 2020 budget for the Authority; and

WHEREAS, all legal requirements have been fully complied with and performed in the premises.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2020 Budget as summarized herein:

THAT, the sums stated in the 2020 Budget as submitted are hereby appropriated for the purposes stated herein and summarized below:

Fund	Expenditure Type	Budget
GENERAL FUND		
	Fuel	\$ 1,794,661
	Transit	\$ 28,143,755
	Trails and Corridor Mgmt	\$ 612,133
	Capital	\$ 12,291,490
	Debt Service	\$ 1,569,123
	Other financing use:	
	Transfer to Series 2009A DSF	\$ 675,600
	Transfer to Series 2012A DSF	\$ 382,226
	Transfer to Series 2013B DSF	\$ 80,852
	Transfer to Series 2019 DSF	\$ 1,398,200
	Transfer to Bus Stops/PNR SRF	\$ 485,110
	Transfer to Service Contracts SRF-Traveler	\$ 164,197
	Total expenditures & other financing uses	\$ 47,597,347
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Fuel	\$ 734,419
	Operating	\$ 10,891,830
	Capital	\$ 863,330
	Total	\$ 12,489,579
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Transit	\$ 974,210
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Trails	\$ 59,000
DEBT SERVICE FUND - SERIES 2009A		
	Debt service	\$ 691,600
DEBT SERVICE FUND - SERIES 2012A		
	Debt service	\$ 524,226
DEBT SERVICE FUND - SERIES 2013B		
	Debt service	\$ 119,352
DEBT SERVICE FUND - SERIES 2019		
	Debt service	\$ 1,398,200
TOTAL OF ALL FUNDS		\$ 63,853,514

THAT, pursuant to C.R.S. 29-1-113, the Chief Financial and Administrative Officer of RFTA, is hereby requested and directed to immediately transmit a copy of this Resolution to the officer or employee of the Authority whose duty is to draw warrants or orders for the payment of money.

THAT, pursuant to Section 29-1-113, C.R.S., the Chief Financial and Administrative Officer of RFTA, is hereby further requested and directed to file an original or certified copy of this Resolution with the Division of Local Government in the Department of Local Affairs.

THAT, the 2020 appropriations made as set forth in this Resolution are to be read as one comprehensive and integrated document. In no event shall a Authority fund expend or contract to expend any money; or incur any liability; or enter into any contract which, by its terms, involves the expenditure of money for any purpose for which provision is made in the Resolution, associated working documents and the related public budget meetings/hearings, which is in excess of the amounts appropriated in this Resolution for such fund and/or purpose; nor which involves the expenditure of money inconsistent with the purposes, functions, restrictions, clarifications and/or specified monetary amounts as detailed and set forth within this Resolution, associated working documents and the related public budget meetings/hearings; nor which involves the expenditure of money for any purposes which is not identified within the aforementioned; unless prior to such expenditure the fund of the Authority has presented the same to the Board and the Board duly approves such expenditure in accordance with applicable law.

THAT, the Board hereby declares to be the legislative intent that the several provisions of this Resolution shall be severable, in accordance with the provisions set forth below:

THAT, if any provision of this Resolution is declared to be invalid by decision of any court of competent jurisdiction, it is hereby declared to be the legislative intent that:

- a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and
- b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.

THAT, This Resolution was adopted in accordance with the governing documents of the Roaring Fork Transportation Authority and is now in full force and effect.

INTRODUCED, READ AND PASSED, by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2019.

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

By: _____
Art Riddile, Chair of the RFTA Board of Directors

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on

December 12, 2019; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of December, 2019.

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

RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEM # 7. C.

Meeting Date:	December 12, 2019
Agenda Item:	Resolution 2019-30: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2020 Budget Year
Strategic Outcome:	Financial Sustainability
Strategic Objective:	4.1 Ensure accurate budget and accounting
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
Recommendation:	Following adoption of the 2020 Budget and Appropriations’ resolutions, the Board should adopt Resolution 2019-30, which will certify RFTA’s 2.65 mill levy for the 2020 budget year (2019 tax year for 2020 collections).
Executive Summary:	<p>As a result of the successful passage of Ballot Issue 7A at the November 6, 2018 general election, RFTA has the authority to impose real property taxes and is required to certify the tax levies in December of each year.</p> <p>The Resolution 2019-30 is intended certify the RFTA mill levy of 2.65 for the 2020 budget year (2019 tax year for 2020 collections).</p> <p>RFTA’s boundary includes all of Pitkin County and portions of Eagle and Garfield Counties; therefore, the mill levy has to be certified to each county as set forth in the Assessor valuations and the Form DLG-70 attached to Resolution 2019-30 to be submitted no later than December 15, 2019.</p> <p>For RFTA’s 2019 budget (2018 tax year for 2019 collections), the RFTA Board approved Resolution 2018-28 which imposed, certified, and levied a property tax of 2.65 mills with a temporary tax credit of 0.401 mill to adjust for any miscommunications with regard to the effect of the Gallagher Amendment in the 2018 tax year (i.e., a residential assessment rate of 7.2 percent for the 2018 tax year that, at the time of the campaign during the fall of 2018, was projected to be reduced to 6.11 percent in the 2019 tax year). The RFTA Board intended that the tax credit of 0.401 mill was temporary and one-time in nature for the initial year and, therefore, the credit will not continue for the 2020 budget year (2019 tax year for 2020 collections). Senate Bill 19-255 lowers the residential assessment rate from 7.2 percent to 7.15 percent for property tax years commencing on and after January 1, 2019 until the next property tax year that the general assembly adjusts the rate.</p> <p>The language in the voter-approved Ballot Issue 7A from the November 6, 2018 general election exempts RFTA from the TABOR Property Tax Limits (Article X, Section 20) and exempts RFTA from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit). Staff has verified the exemption from TABOR Property Tax Limits (Article X, Section 20) with Bond Counsel. In addition, staff has verified the exemption from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit) with the Colorado Department of Local Affairs, Division of Local Government.</p>

Policy Implications:	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.
Attachments:	Yes, please see Resolution 2019-30: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2020 Budget Year and Exhibits A, B, and C, attached below.

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2019-30**

RESOLUTION CERTIFYING AND LEVYING A PROPERTY TAX OF 2.65 MILLS TO DEFRAY THE COST OF GOVERNMENT FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2020 BUDGET YEAR

WHEREAS, Pitkin County, Eagle County, The City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to Title 43, Article 4, Part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating Governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, upon due and proper notice, published in accordance with the state budget law, the 2020 RFTA budget was open for inspection by the public at a designated place and public hearings were held on December 12, 2019, and interested taxpayers were given an opportunity to file or register any objections to the 2020 budget; and

WHEREAS, Ballot Issue 7A adopted by the electors of RFTA at the November 6, 2018 General Election authorized the imposition of a real property tax pursuant to the authority granted to regional transportation authorities under Colorado Revised Statutes Section 43-4-605(j.5) and Section 43-4-612; and

WHEREAS, the Board has reviewed and approved the Department of Local Affairs Form DLG-70 Certifications of the Tax Levies for Eagle, Garfield and Pitkin Counties (“Form DLG-70”) and the Certifications of Valuation of the Eagle, Garfield and Pitkin County Assessors, collectively attached hereto respectively as Exhibits “A,” “B,” and “C.”

NOW THEREFORE, BE IT RESOLVED, by the Board of Directors of the Roaring Fork Transportation Authority, as follows:

THAT, in accordance with the ballot issue approved by RFTA electors at the election held on November 6, 2018, there is hereby certified and levied (for the 2020 budget year) a tax of 2.65 mills upon each dollar of the total valuation for assessment of all taxable property within the borders of the Roaring Fork Transportation Authority for tax year 2019.

THAT, the Chief Financial and Administrative Officer of RFTA is hereby authorized and directed to certify to the County Commissioners of Eagle, Garfield and Pitkin Counties, the mill levy for the Roaring Fork Transportation Authority as hereinabove determined and set, and also authorized and directed to certify the mill levy for RFTA as hereinabove determined and set but as recalculated as needed upon receipt of the final certification of valuation from the Eagle, Garfield and Pitkin County Assessors in order to comply with any applicable revenue and other budgetary limits.

THAT, This Resolution was adopted in accordance with the governing documents of RFTA and is now in full force and effect.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2019.

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

By: _____
Art Riddile, Chair of the RFTA Board of Directors

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on December 12, 2019; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of December, 2019.

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

Exhibit A

County Tax Entity Code _____

DOLA LGID/SID _____

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Eagle County, Colorado.

On behalf of the Roaring Fork Transportation Authority
(taxing entity)^A
 the Board of Directors
(governing body)^B
 of the Roaring Fork Transportation Authority
(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 244,829,560 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^F)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 244,829,560
(NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)
USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/13/2019 for budget/fiscal year 2020
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE <small>(see end notes for definitions and examples)</small>	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>2.650</u> mills	\$ <u>648,798</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	2.650 mills	\$ 648,798
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
_____	_____ mills	\$ _____
TOTAL: <small>[Sum of General Operating Subtotal and Lines 3 to 7]</small>	2.650 mills	\$ 648,798

Contact person: Michael Yang Daytime phone: (970) 384-4884
 (print)
 Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

Exhibit B

County Tax Entity Code _____

DOLA LGID/SID _____

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of _____ Garfield County _____, Colorado.

On behalf of the _____ Roaring Fork Transportation Authority _____

(taxing entity)^A

the _____ Board of Directors _____

(governing body)^B

of the _____ Roaring Fork Transportation Authority _____

(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 462,649,420 assessed valuation of: _____ (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG-57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 461,348,160 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG-57)
USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: _____ 12/13/2019 _____ for budget/fiscal year _____ 2020 _____
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>2.650</u> mills	\$ <u>1,222,573</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	2.650 mills	\$ 1,222,573
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
_____	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	2.650 mills	\$ 1,222,573

Contact person: _____ Daytime phone: _____
(print) Michael Yang (970) 384-4884

Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Pitkin County, Colorado.

On behalf of the Roaring Fork Transportation Authority,

(taxing entity)^A

the Board of Directors

(governing body)^B

of the Roaring Fork Transportation Authority

(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 3,426,495,000 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 3,426,495,000 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57) **USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10**

Submitted: 12/13/2019 for budget/fiscal year 2020
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>2.650</u> mills	\$ <u>9,080,212</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<u>2.650</u> mills	\$ <u>9,080,212</u>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
_____	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<u>2.650</u> mills	\$ <u>9,080,212</u>

Contact person: (print) Michael Yang Daytime phone: (970) 384-4884

Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-I-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

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

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: December 12, 2019

Battery Electric Buses (BEB’s) Introduced into Service: On December 3rd, RFTA introduced its eight New Flyer Excelsior CHARGE Battery Electric Buses into revenue service during a celebration at Rubey Park Transit Center in Aspen. RFTA commemorated the launch of its first zero-emission buses, unveiled during a ribbon-cutting ceremony featuring comments by RFTA Board Members George Newman and Ann Mullins, as well as Dan Blankenship, RFTA CEO, John Krueger, Transportation Director, City of Aspen, and Amy Schreiner, Director of Customer Programs, New Flyer. The event was also attended by Mayor Torre and Councilor Ward Hauenstein, of Aspen, Pitkin County Commissioners, Patti Clapper and Greg Poschman (RFTA Board Alternate), and representatives of Holy Cross Energy and CLEER.

Commissioner Newland told the crowd, “They’re quiet, they’re clean, they’re the new future! This is a huge shift in terms of beginning to change how we look at dealing with our carbon footprint and how we start to address climate change.”

Blankenship highlighted the numerous financial and technical challenges that RFTA and its major financing partner, the City of Aspen, had to address in order to reach this milestone in the BEB pilot project. He also thanked the Elected Officials’ Transportation Committee, Colorado Department of Transportation, and the Federal Transit Administration for their contributions to the \$9.2 million total cost of the project, which covered approximately 52% of the cost, with the other 48% being split by Aspen and RFTA about equally.

Blankenship credited Kurt Ravenschlag, COO, Kenny Osier, Director of Maintenance, Seth Salisbury EV Specialist, Blake Shultz, Maintenance Foreman, and Jason White, Assistant Planner, and the team for their tireless efforts to bring the BEB pilot project in on time and on budget. He also thanked Holy Cross Energy for working with RFTA to develop an affordable rate structure that will significantly reduce BEB charging costs.



RFTA Board Members, George Newman, Pitkin County and Ann Mullins, City of Aspen, Commemorate BEB’s

Mark Your Calendars - Elected Officials' Summit: On March 12, 2020, an Elected Officials' Summit will be held at Morgridge Commons in Glenwood Springs. The focus of the Summit will be on Transportation, Housing, and Jobs in the Roaring Fork and Colorado River Valleys. The purpose of this summit will be to discuss the connections that exist between these issues, and what the challenges, opportunities, and solutions that we have to work with are.

On transportation, CDOT will present its their 10-year Statewide Transportation Plan. CDOT has collected the most public input in its history to understand what Coloradoans think about traffic congestion, safety, road maintenance, and mobility. What projects does CDOT anticipate in our region over the next 10 years to address these issues?

On housing, a regional housing study has recently been completed. It projects the number of new homes needed in each community to keep up with demand. Can housing be provided near jobs, and if not, can our highway and transit systems keep up with the resulting congestion?

On economic development, Colorado River Valley communities have made progress on diversification but still deal with "bedroom community" issues like limited tax bases. State demographics shows that much of the future growth of the region is expected to occur between New Castle and Parachute. At the same time, Roaring Fork Valley businesses struggle with employee recruitment and retention due to the lack of housing and the high cost of living. How can the region provide workforce housing and a high quality of life for all communities?

Following a Regional Transportation Roundtable in RFTA in the mid-1990's, Russel George, Speaker of the House, and Jack Taylor, President of the Senate, sponsored Regional Transportation Authority enabling legislation that led to the Formation of RFTA in 2000. Please plan on attending this Summit, which represents a tremendous opportunity for regional dialogue and collaboration regarding major topics of interest to us all!

Chief Operating Officer October Update: *Kurt Ravenschlag, COO*

RFTA 2040 Implementation Update

2019 Capital Infrastructure

- Battery Electric Bus Infrastructure – **Project Completed**



Shop Foreman, Blake Shultz Charging an Electric Bus

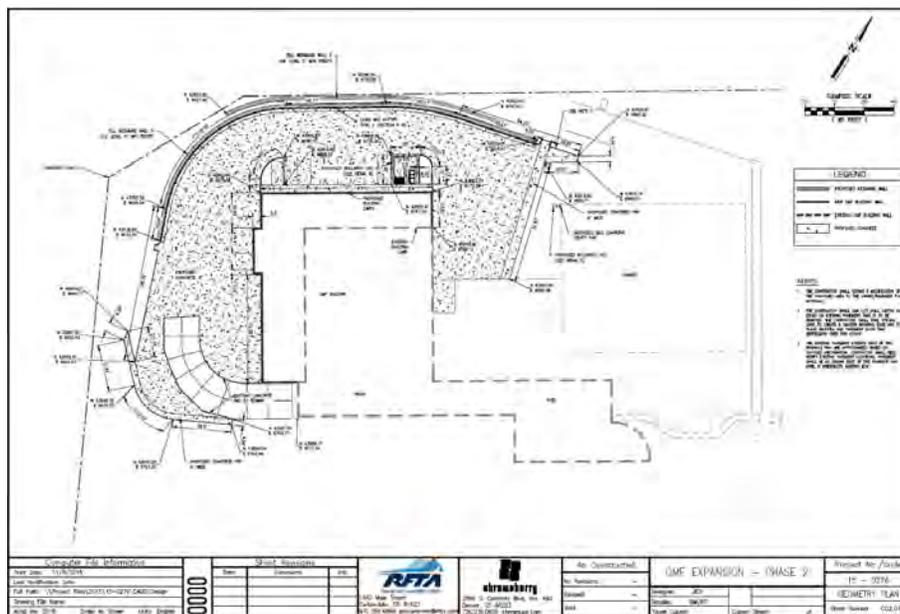
- LOVA Trail
 - ♦ Glenwood Springs has spearheaded efforts along with LOVA to pursue a series of grants to construct the LOVA trail from New Castle to Glenwood Springs
 - ♦ 2020 draft budget includes \$100,000 in local match to go towards an FMLD grant that was awarded to Glenwood Springs
 - ♦ Maintenance of trail is an outstanding question
- Trail Maintenance
 - ♦ 2019 Bridge deck and sub-structure repairs on Roaring Fork, Emma and Wingo bridges – **Project Completed**



Workers completing deck repairs

- ♦ 2020 draft budget includes \$300,000 to go towards asphalt repair, fencing, rock scaling, shoulder improvements and culvert maintenance.
- ♦ 2020 draft budget includes design work to improve Rosebud Trailhead, to include increased parking, vault toilets, lighting and sun shade.
- Mid Valley Stop Improvements
 - ♦ Currently in design and engineering to create improvements for the following Bus Stops to provide ADA accessibility, improved amenities, connectivity and comfort:
 - Sage wood
 - Lazy Glen
 - Aspen Village
 - Holland Hills
 - Catherine Store
 - ♦ Engineering and design to be complete in 2019 with construction in spring of 2020.
 - ♦ 2020 draft budget includes \$1.6 million for construction mid-valley stop improvements.
- Feasibility Study of Grade Separated Pedestrian Crossings of Hwy 82 and 27th St.
 - ♦ Feasibility study to analyze options for above grade and below grade bike/pedestrian crossings of HWY 82 and 27th street – **Project Completed**
 - ♦ Findings from this study will help identify a preferred alternative to inform the Glenwood Springs Alternatives Analysis study.

- Grand Avenue Corridor Study (27th Street Parking Expansion, Glenwood In-line Stations, Transit Center, Extension of BRT Downtown, Connections to 1-70 Corridor)
 - ♦ Contractor has been selected and notice to proceed has been given.
 - ♦ Project kick-off meeting scheduled for Dec. 10, 2019.
- Willits Area Parking Expansion
 - ♦ Signage and wayfinding plan in development to guide public and RFTA customers to public parking beneath Whole Foods
 - ♦ RFTA staff is currently working with Basalt town staff to coordinate sign installation
 - ♦ Communications plan in development to help guide customers to this newly identified parking
 - ♦ No appropriations planned at this time
- Aspen Maintenance Facility Expansion Phase 9 (Replace Fuel Farm)
 - ♦ Land Use and Permitting expected to be complete by January 2020
 - ♦ Construction Procurement completed by March 2020
 - ♦ Construction of Fuel Farm April 2020 – November 2020
- Glenwood Maintenance Facility (GMF) Expansion
 - ♦ RFTA is finalizing design on Phase 2 of the Glenwood Maintenance Facility expansion of the vehicle maintenance area.



Draft Plans for GMF Vehicle Maintenance bay Expansion

- ♦ Construction anticipated to begin Spring 2020
- ♦ RFTA received \$1,581,460 of State/Federal grant funding to go towards vehicle maintenance expansion at the GMF
- ♦ RFTA made an offer to the City of Glenwood Springs to purchase the Glenwood Municipal Operations Center
- ♦ The City of Glenwood Springs is placing this question on a special election in April 2020
- Replacement Office/Housing in Carbondale
 - ♦ Programming for employee housing continues
 - ♦ 2020 draft budget includes \$1 million for site master planning

- WE-Cycle
 - ♦ Over the course of the last year it has been identified that WE-cycle, in their current state, does not have the capacity to expand their services beyond their current scope of services in Aspen and Basalt.
 - ♦ Over the last few months, RFTA and WE-cycle have been exploring and vetting a future partnership in which WE-cycle and its bike share services would be integrated into RFTA to provide more capacity for bike share expansion throughout the RFTA service area.
 - ♦ RFTA and WE-cycle continue planning of Carbondale and GWS Bike Share deployment.

2019 Service Delivery

- 30 Minute Peak Hogback Service
 - ♦ Service planning on track for December 14, 2019 start
 - ♦ 30 additional trips added to the Hogback Schedule for Winter



Advertising of new schedule for Grande Hogback Service

- Service Increase, 30-minute Valley Service w/ Enhanced Snowmass Service – **Completed as of April 22, 2019**
- Service Increase, Weekend BRT (Spring/Fall) w/ Enhanced Carbondale Circulator – **Completed as of April 22, 2019**
- Better transit service connections to Snowmass Village on Brush Creek Road – **Completed in 2018**

2019 Bus Procurement

- 8 New Flyer Excelsior Battery Electric Buses
 - ♦ On December 3, 2019 RFTA and the City of Aspen deployed eight all electric buses into revenue service – **Project Completed**



Battery electric bus on Hunter Creek Route December 3



Battery electric bus on Hunter Creek Route December 3

- 10 Gillig Clean Diesel, Low Floor Buses
 - ♦ All 10 buses have been received and are being prepared for revenue service – **Project Completed**



New 2019 Gillig Buses

- 6 Motor Coach Buses
 - ♦ RFTA is developing RFP to purchase 6 two door, low floor coaches
- 2020 draft budget includes funding for 10 replacement buses and 5 expansion buses.

Planning Department Update – David Johnson, Director of Planning

Please see the “12-12-19 Planning Department Update.pdf” included in the December 2019 RFTA Board Meeting Portfolio.pdf, attached to the email transmitting the RFTA Board Meeting Agenda packet.

2019 Actuals/Budget Comparison (August YTD)

2019 Budget Year				
General Fund	October YTD			
	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 18,063,140	\$ 15,991,897	13.0%	\$ 23,236,000
Property Tax (2)	\$ 8,662,964	\$ 8,457,000	2.4%	\$ 8,457,000
Grants	\$ 2,031,338	\$ 2,031,338	0.0%	\$ 14,393,741
Fares (3)	\$ 4,115,262	\$ 3,983,001	3.3%	\$ 5,151,000
Other govt contributions	\$ 4,417,917	\$ 4,415,152	0.1%	\$ 4,895,906
Other income	\$ 787,641	\$ 701,459	12.3%	\$ 804,300
Total Revenues	\$ 38,078,262	\$ 35,579,848	7.0%	\$ 56,937,947
Expenditures				
Fuel	\$ 1,407,281	\$ 1,566,746	-10.2%	\$ 1,833,277
Transit	\$ 19,198,582	\$ 19,665,458	-2.4%	\$ 24,153,005
Trails & Corridor Mgmt	\$ 385,215	\$ 376,007	2.4%	\$ 589,025
Capital	\$ 6,942,331	\$ 6,924,340	0.3%	\$ 23,236,905
Debt service	\$ 735,912	\$ 735,912	0.0%	\$ 1,551,321
Total Expenditures	\$ 28,669,321	\$ 29,268,463	-2.0%	\$ 51,363,533
Other Financing Sources/Uses				
Other financing sources	\$ 235,870	\$ 235,870	0.0%	\$ 365,978
Other financing uses	\$ (2,036,936)	\$ (2,036,936)	0.0%	\$ (2,506,742)
Total Other Financing Sources/Uses	\$ (1,801,066)	\$ (1,801,066)	0.0%	\$ (2,140,764)
Change in Fund Balance (4)	\$ 7,607,875	\$ 4,510,318	-68.7%	\$ 3,433,650

(1) Sales tax revenue is received 2 months in arrears (i.e. August tax is received and recorded in October). At the November 14th Board meeting, the Board approved Supplemental Budget Appropriation Resolution 2019-27 which increased the sales tax revenue budget by \$1.94 million to true up estimates based on actual revenues through August.

(2) At the November 14th Board meeting, the Board approved Supplemental Budget Appropriation Resolution 2019-27 which increased the property tax revenue budget by \$205,000 to true up estimates based on actual revenues through October.

(3) Through October, fare revenue is up at 3% and ridership is slightly up at 4% compared to the prior year. Over the course of the year, the timing of bulk pass orders by outlets and businesses can affect the % change. The chart below provides a YTD October 2018/2019 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 10/2018	YTD 10/2019	Increase/ (Decrease)	% Change
Regional Fares	\$ 3,208,717	\$ 3,387,812	\$ 179,095	6%
Maroon Bells	\$ 753,737	\$ 701,300	\$ (52,437)	-7%
Total Fare Revenue	\$ 3,962,454	\$ 4,089,112	\$ 126,658	3%
Ridership on RFTA Regional Services*:	YTD 10/2018	YTD 10/2019	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	792,292	787,628	(4,664)	-1%
BRT	778,273	879,595	101,322	13%
Carbondale Shuttle	124,995	129,421	4,426	4%
SM-DV	54,624	60,575	5,951	11%
SM-INT	209,771	200,028	(9,743)	-5%
Grand Hogback	86,127	85,642	(485)	-1%
Maroon Bells	243,165	233,556	(9,609)	-4%
Total Ridership on RFTA Fare Services	2,289,247	2,376,445	87,198	4%
Avg. Fare/Ride	\$ 1.57	\$ 1.58	\$ 0.01	1%
Avg. Fare/Ride MB	\$ 3.10	\$ 3.00	\$ (0.10)	-3%

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

(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 October 2019 YTD				Hours October 2019 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	3,456,262	3,453,740	2,522	0.1%	156,543	155,516	1,027	0.7%
City of Aspen (1)	472,876	514,595	(41,719)	-8.1%	53,877	55,714	(1,837)	-3.3%
Aspen Skiing Company	205,993	227,394	(21,401)	-9.4%	15,673	15,206	467	3.1%
Ride Glenwood Springs	98,933	99,935	(1,002)	-1.0%	8,198	8,174	24	0.3%
Grand Hogback	177,663	178,498	(835)	-0.5%	7,050	7,015	35	0.5%
Specials/Charters	12,439	11,720	719	6.1%	1,021	1,083	(62)	-5.7%
Senior Van	16,690	16,645	45	0.3%	1,496	1,520	(24)	-1.6%
MAA Burlingame	23,676	23,646	30	0.1%	1,680	1,663	18	1.1%
Maroon Bells (2)	77,385	87,201	(9,816)	-11.3%	6,404	6,941	(538)	-7.7%
Total	4,541,917	4,613,374	(71,457)	-1.5%	251,942	252,832	(890)	-0.4%

(1) Budget includes Brush Creek to Rubey Park Shuttle as part of SHIFT, which the City subsequently decided not to run.
(2) Started one week later than budgeted in June.

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report

Service	Oct-18 YTD	Oct-19 YTD	# Variance	% Variance
City of Aspen	1,175,400	1,241,602	66,202	5.63%
RF Valley Commuter	2,233,661	2,349,496	115,835	5.19%
Grand Hogback	86,127	85,642	(485)	-0.56%
Aspen Skiing Company	433,754	471,717	37,963	8.75%
Ride Glenwood Springs	143,764	137,898	(5,866)	-4.08%
X-games/Charter	35,486	53,012	17,526	49.39%
Senior Van	3,242	3,274	32	0.99%
MAA Burlingame	62,844	65,053	2,209	3.52%
Maroon Bells	243,165	233,556	(9,609)	-3.95%
GAB Transit Mitigation Svcs.	-	-	-	N/A
Total	4,417,443	4,641,250	223,807	5.07%

Subset of Roaring Fork Valley Commuter Service with BRT in 2019

Service	YTD Oct 2018	YTD Oct 2019	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	792,292	787,628	(4,664)	-1%
BRT	778,273	879,595	101,322	13%
Total	1,570,565	1,667,223	96,658	6%

2020 RFTA Annual Budget – Schedule

Date	Activity	Status
8/8/2019	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	Completed
9/12/2019	Presentation/Direction/Action: 1 st draft budget presentation	Completed
10/10/2019	Presentation/Direction/Action: 2 nd draft budget presentation	Completed
11/14/2019	Presentation/Direction/Action: 3 rd draft budget presentation	Completed
12/12/2019	Public Hearing: <ul style="list-style-type: none"> Final budget presentation and adoption Review and approve the final certifications of valuations from the Eagle, Garfield, and Pitkin County Assessors 	On Schedule

Line of Credit

The annual renewal process is underway for the \$1 million line of credit with Alpine Bank with a maturity date of December 15, 2019.

Background: The RFTA Board adopted Resolution 2009-07 authorizing the establishment of a \$1 million line of credit with Alpine Bank. Staff interprets this resolution to be perpetual in nature and intends to renew the line of credit each year, unless the Board directs otherwise. To date, RFTA has never drawn down against this line of credit.

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

Facilities and Bus Stop Maintenance December 12, 2019 Capital Projects Update

Projects currently under construction:

Rio Grande Trail improvements:

- Mueller Construction is back working on the Sopris Creek Bridge repairing the undermining of the bridge abutments. The work is taking longer than expected and the new end date for the construction is December 20th.

Construction projects completed in 2019:

Staff has completed the following construction projects in 2019.

- The remodeling of unit 6 and cabin1 at the Parker house has been completed.
- The remediation of the damage done by the raccoons at the CMF has been completed.
- BEB charging systems were installed at the Aspen Maintenance Facility
- Blue Lake bus stop construction and rehab
- Parker House water delivery system replacement and sewer line repair.

Construction projects currently out to bid:

- There are no projects currently out to bid.

Construction projects currently in the design process:

- AMF tank farm replacement project is ready to go out to bid with an anticipated start date of April 1, 2020.
- The GMF expansion project plan set is 90% complete and staff has submitted a location and extent land use application to the city of Glenwood Spring for review by the planning and zoning commission. The hearing is scheduled for December 17.
- Rio Grande Trail design standards. The final version of the Rio Grande Trail standards has been submitted to staff for one last review before they are final.
- Design of the HVAC upgrades necessary to allow CNG buses to be serviced at the AMF and upgrades to both the AMF and GMF building automation systems (BAS). The plan set is currently at 60% design.
- Staff has added additional scope to the Mid Valley bus station improvement project to add the design of two bus stops at JW drive in El Jebel and the re-siting of the Sagewood bus stops.
- 27 Street and Highway 82, Glenwood Springs' pedestrian crossings. The conceptual study for this project has been completed.

Facilities, Rail Corridor & Trail Update RFTA Railroad Corridor

Right-of-Way Land Management Project: Along with its legal and engineering consultants, RFTA staff is and will be working on the following tasks in 2020:

- Staff has begun to utilize a new review process for projects proposing to make use of the Railroad Corridor. This process allows staff to have railroad and legal experts review, assess and report on proposed development impacts along the Railroad Corridor along with making recommendations - regarding potential mitigation for the impacts that RFTA can provide to permitting jurisdictions. (Ongoing)
- Staff is in the process of approaching every adjacent, unlicensed property owner and working with them to get a license in place for access across, or encroachments into the RFTA Railroad Corridor. (Ongoing)
- Staff is also working on several ditch issues by completing some research on the rights of the ditch owners vs. the rights of the Railroad Corridor owner, as it relates to ditch spoils and weed management of the ditches. (Ongoing)

- **Recreational Trails Plan (RTP)** – The Planning Department and Facilities departments are working collaboratively with regional stakeholders to update the 2005 Recreational Trails Plan (RTP). Following unanimous RFTA Board adoption of the Access Control Plan (ACP) in early 2018, the RTP is the second component plan of the larger Corridor Comprehensive Plan that guides management of the entire Rio Grande Railroad Corridor from Glenwood Springs to Aspen. (Ongoing)

- **Federal Grant Right of Way (fgrow) project** – Staff continues to identify and approach adjacent property owners located in the fgrow areas in an attempt to negotiate the exchange of Bargain and Sale deeds. (Ongoing)

- **Covenant Enforcement Commission (CEC)** – Staff completed the annual CEC assessment of the Railroad Corridor on September 19th and 20th. **The annual CEC meeting was held October 24, 2019. A presentation with CEC recommendations to the RFTA Board will be made at the January 9, 2020 meeting.**

As a reminder, the CEC was established because of an agreement between RFTA's predecessor, the Roaring Fork Railroad Holding Authority ("RFRHA"), and the Board of Trustees of Great Outdoors Colorado ("GOCO"). GOCO provided funds for the purchase of the Corridor in 1997. Originally, RFRHA was required to place a conservation easement on the entire Corridor. Based on concerns about securing federal funding for future RFRHA transportation projects, the Conservation Easement was removed from the entire 33.4 miles of the Corridor and replaced with Restrictive Covenants, in ten discrete areas. The obligations of the Restrictive Covenants now belong to RFTA. GOCO allowed modification of its original grant agreement in return for RFRHA managing the restrictive covenants and setting up the CEC. The CEC is made up members from the original members of RFRHA, Pitkin County Open Space and Trails (POST) and two at-large community members that reside in Pitkin County and Eagle County. In practice, a consultant with familiarity with the Corridor and the Covenants performs an inspection of the Conservation areas and presents a report to the CEC. The CEC then reviews the report and sends a letter of recommendations to the RFTA Board for review.



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 if you have any questions or comments regarding this community, place-making project.
 - ♦ The Youth ArtPark design process is underway and Carbondale Arts is seeking grants/funding.
 - ♦ Rail artifacts that have been refurbished have begun to show up along the ArtWay Corridor.
- Staff is busy getting ready for winter and already preparing for next year's projects.
- Mueller Construction has come back to work finishing the Sopris Creek/Emma Bridge Repair Project.
- The first Rio Grande Trail seasonal staff person has completed his duties for the year and has moved on. We are very grateful for the extra help that Kyle gave us and felt that we accomplished a lot.
- Staff launched a trail etiquette campaign. It will be a year long endeavor with each month having different themes. The themes range anywhere from being prepared to following rules to respecting other trail users. The tagline for the campaign is "Connect Protect Respect" and you can find out more here: www.riograndetrail.com.
- Staff hired DHM to perform a vegetation analysis and to put together a revegetation plan for the corridor.
- Staff has been researching and trying equipment to find the best mower for keeping the shoulders and intersection sight lines clear.
 - ♦ We are upgrading our skidsteer and procuring a couple of implements.
- Staff has been collaborating with our on-call engineer/architects to create the Rio Grande Trail Standards.
- Staff completed the annual CEC tour with our 3rd Party Consultant, and our annual meeting to go over the report was scheduled for the evening of October 24th.
 - ♦ Our biggest challenges are with utility and ditch companies.
- The wildlife section has closed for the winter and will re-open on April 30, 2020 at 5:00 p.m.
 - ♦ Jud has continued to monitor the wildlife throughout the year using game cameras, below are a few recent examples.

(Please see wildlife photos on next page)

