Mid-Valley Trails Committee Member Application

Mid Valley Trails Committee was established originally by the Eagle County Regional Transportation Authority to administer the portion of the Eagle County half-cent transportation tax collected in the Roaring Fork Valley that is dedicated to trails (10% of total revenue collected in the RFV).

- Members of the Mid-Valley Trails Committee must reside in Eagle County within the Roaring Fork Valley.
- ➤ It is a 3-year membership.
- MVTC meets March-October every Thursday at 7:30am.
- Members are <u>strongly encouraged</u> to meet in person at the RFTA office each meeting. There is a Webex option available.
- > Communication is through email.

Mid Valley Trails Committee is Responsible For:

- Selecting trails projects within the Eagle County portion of the Roaring Fork Valley for funding within its project budget.
- Making recommendation to the RFTA Board of Directors concerning studies, phasing, and contracting of trails projects with the Eagle County portion of the Roaring Fork Valley prior to each budget year.
- Coordinating with the surrounding governments and private landowners to connect existing and planned trails within the Roaring Fork alley including a trail along the Rio Grande rail corridor.
- Work with RFTA staff, Town of Basalt staff to plan and coordinate trail projects.
- Recommend the hiring of consultants and other professionals if the Committee deems it necessary and funds are available.
- Coordinating with RFTA Trails and/or Town of Basalt Trails staff to follow procurement procedures and approve and process invoices submitted by contractors when a project is satisfactory.
- Participate with RFTA and other valley jurisdictions to do long range planning for trails.

Name: Katherine (Katie) Ralston

Address: 323 Park Ave, H-1, Basalt, CO 81621

Email Address: kstookesberry@gmail.com

Phone: 314-225-8940

Why do you want to join this committee: I have been an avid trail runner, road runner, and mountain biker in the Mid-Valley area for about 9 years, care deeply about our trail networks and trail access in the area, and it is important to me to serve and be a voice the community and to be a voice for the community.

RFTA STRATEGIC PLAN OUTCOME AREAS





ACCESSIBILITY AND MOBILITY



SUSTAINABLE WORKFORCE



FINANCIAL SUSTAINABILITY



SATISFIED CUSTOMERS



ENVIRONMENTAL SUSTAINABILITY



HIGH PERFORMING ORGANIZATION



\$549,000

OVERVIEW

RFTA will ensure the safety of its workforce, customers and general public through its safety first' culture, systematic procedures, practices, and policies for managing risks and hazards.

- 1.1 Customers are safe at RFTA facilities and riding RFTA services
- 1.2 The Public is safe and comfortable using the Rio Grande trail
- 1.3 Maintain and promote a healthy and safe workforce
- 1.4 The general public has a positive perception of the safety of RFTA services
- 1.5 Staff are well trained and safety focused

INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT	
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE
RIO GRANDE CORRIDOR – BIANNUAL BRIDGE INSPECTIONS	\$11,000
DRIVER BARRIERS	\$538,000



\$2.52M

OVERVIEW

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

- 2.1 Rio Grande Railroad Corridor/Rio Grande
 Trail is Appropriately Protected and Utilized
- 2.2 Trail and Transit Users Move Safely, Quickly and Efficiently
- 2.3 Increase alternative mode splits throughout the region
- 2.4 Provide increased first and last mile options
- for customers throughout service area
- 2.5 Ensure accessibility for youth, low income, seniors and disabled populations
- 2.6 Identify and Reduce barriers to riding transit and accessing trails
- 2.7 Provide convenient connections to key activity centers in service area

INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT	
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE
PHASE I – SH82 TSP MAINTENANCE	\$47,000
CONVERSION OF TRAILS & RAILROAD CORRIDOR DIRECTOR POSITION	\$14,000
REGIONAL BIKESHARE – CAPITAL AND OPERATING FUNDING	\$1,876,000
FLMM – TOWN OF CARBONDALE BIKESHARE OPERATING AND CAPITAL FUNDING	\$73,000
FLMM – TOWN OF SNOWMASS VILLAGE BIKESHARE OPERATING AND CAPITAL FUNDING	\$5,500
FLMM – TOWN OF BASALT BIKESHARE OPERATING AND CAPITAL FUNDING	\$22,000
FLMM – CITY OF ASPEN BIKESHARE OPERATING AND CAPITAL FUNDING	\$18,000
FLMM – PITKIN COUNTY BIKESHARE OPERATING AND CAPITAL FUNDING	\$45,000
FLMM – BASALT CONNECT MICROTRANSIT SERVICE OPERATING FUNDING	\$271,000
FLMM – TOWN OF SNOWMASS VILLAGE BRUSH CREEK ROAD PEDESTRIAN IMPROVEMENTS	\$150,000



\$1.52M

OVERVIEW

RFTA will ensure organizational sustainability by enhance its ability to continue to recruit and retain an engaged, well-trained, resilient professional workforce.

- 3.1 Prioritize the hiring of local employees
- 3.2 Provide competitive compensation and benefit packages
- 3.3 Provide comfortable and affordable short-term and long-term housing solutions
- 3.4 Find ways to reduce the strain of commuting long distances on the workforce
- 3.5 Recognize and reward top performers
- 3.6 Ensure organizational resilience through thoughtful succession planning and workforce development
- 3.7 Find ways to increase employee engagement
- 3.8 Provide employees with the tools, space and equipment to maximize efficiency and safety



INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT	
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE
ENGLISH IN ACTION COURSES	\$7,500
TWO FACILITIES NON-REVENUE VEHICLES (TRUCKS)	\$175,000
24-HOUR EMPLOYEE DIVISIONS	\$0
NEW POSITION - SR. HUMAN RESOURCES GENERALIST	\$127,000
VEHICLE MAINTENANCE ILLUSTRATED PARTS CATALOG	\$163,000
§457 RETIREMENT PLAN MATCH	\$475,000
GMF GENIE LIFT (PHASE 3,4,5, AND 7 EXPANSION)	\$24,500
GMF TENNANT M30 SWEEPER (PHASE 3,4,5, AND 7 EXPANSION)	\$90,000
GMF TOOLCAT WITH ACCESSORIES (PHASE 3,4,5, AND 7 EXPANSION)	\$123,000
CONEX BOX – FURNITURE STORAGE (EMPLOYEE HOUSING)	\$7,500
TWO ZERO TURN MOWERS (RIO GRANDE TRAIL)	\$32,500
LOCAL RECRUITMENT CAMPAIGN	\$33,000
OPERATIONS COMMUTER VAN	\$65,500
NEW POSITION – EXECUTIVE ASSISTANT (CEO DEPARTMENT)	\$113,000
NEW POSITION – COMPUTER HELP DESK (IT)	\$79,000



OVERVIEW

RFTA will ensure cost effective and responsible use of funding, maintain and monitor its short term and five year long-term financial forecasts, seek funding partnerships and diversification of revenues.

- 4.1 Ensure accurate budgeting and accounting
- 4.2 Develop a capital planning prioritization process
- 4.3 Preserve financial sustainability and maintain a structurally balanced long-range budget
- 4.4 Pursue financing opportunities to deliver better service and complete future capital projects
- 4.5 Optimize RFTA services and expenditures for more efficiency and/or costs savings
- 4.6 Promote fair and open competition in contracting opportunities to ensure fair and reasonable pricing.
- 4.7 Monitor, evaluate and present new revenue sources

INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT	
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE
REVAMP BULK PASS PROGRAM	\$0



\$2.53M

OVERVIEW

RFTA will strive to exceed customer expectations by providing modern, courteous, safe Convenient, highly reliable Dependable, comfortable, sustainable and cost efficient Affordable transportation choices to our residents and visitors.

- 5.1 Transit and Trail Experiences are Enjoyable
- 5.2 Transit services are affordable for all user types
- 5.3 Leverage technology to enhance customer experience
- 5.4 Provide easy, modern and reliable services
- 5.5 Conduct triennial on-board passenger surveys
- 5.6 Provide a centralized, user-friendly Customer Relationship Management system
- Provide clean and well maintained facilities, trails and equipment
- 5.8 Staff are well trained and customer focused

INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT	
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE
BEAR PROOF TRASH AND RECYCLING BINS – RIO GRANDE TRAIL	\$62,000
NEW POSITION – DISPATCH SUPERVISOR	\$142,000
RIO GRANDE TRAIL ASPHALT REPLACEMENT (MP 15.8 TO 21.5)	\$1,907,000
RIO GRANDE TRAIL – RESTROOM REMODEL (CARBONDALE AND GLENWOOD SPRINGS)	\$71,000
SHELTER REPLACEMENT – HWY 82 & SERVICE CENTER ROAD	\$58,000
SHELTER REPLACEMENT – WEST GLENWOOD SPRINGS	\$59,000
NEW POSITION – SEASONAL TRAILS TECHNICIAN	\$45,000
NEW POSITION – FACILITIES ROAD CREW SUPERVISOR	\$94,500
NEW POSITION – FACILITES TECH II – ROAD CREW	\$63,500
BRT STATION – ANTI GRAFITI PAINT	\$29,000



\$15.9M

OVERVIEW

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

- 6.1 Trail and Transit Users Enjoy Environmentally Friendly Equipment and Facilities
- 6.2 RFTA organization will strive for 100% renewable energy use
- 6.3 Maximize energy efficiencies within RFTA organization, cost-effective solutions
- 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled in region
- 6.5 Advance renewable/sustainable projects without sacrificing our existing services and a responsible budget
- 6.6 Promote and support transit oriented land use patterns

INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT	
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE
10 BATTERY ELECTRIC BUSES	\$15,860,000





HIGH PERFORMING ORGANIZATION

\$4.86M

OVERVIEW

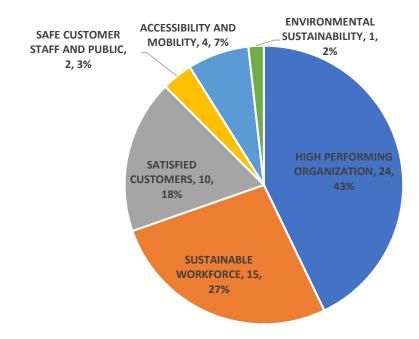
With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.

- 7.1 Optimize the use of RFTA assets through capital improvement planning, preventative maintenance and asset management
- 7.2 Innovative technology will be leveraged to improve service and efficiency in all outcome areas
- 7.3 Proactively influence policy and legislative development at all levels of government regulation
- 7.4 Actively engage the public about plans, projects and service changes
- 7.5 Ensure appropriate transparency of all RFTA business
- 7.6 Actively plan for business continuity and resilience in the event of crisis
- 7.7 Continually seek ways to improve business process
- 7.8 Conduct triennial survey



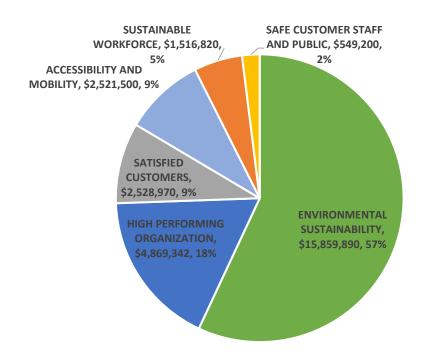
INITIATIVE HIGHLIGHTS FOR 2024 BUDGET 3 RD DRAFT		
PROJECT DESCRIPTION	2024 BUDGET ESTIMATE	
CDL COURSE IMPROVEMENTS	\$60,000	
TWO VEHICLE MAINTENANCE NON-REVENUE VEHICLES (TRUCKS)	\$175,000	
ABB SERVICE CONTRACT EXTENSION (AMF)	\$66,000	
ERP SYSTEM (HRIS)	\$1,475,000	
NEW POSITION – SYSTEMS ANALYST I	\$67,000	
ERP CONSULTING SERVICES	\$120,000	
REALIGNMENT OF COMMUNICATIONS TEAM WITHIN ORGANIZATIONAL STRUCTURE	\$0	
GMF ROOFTOP UNITS 1 AND 2	\$207,000	
BUS IVN UNITS UPGRADE	\$804,000	
AMF BUSWASH FIRE DOOR REPLACEMENT	\$43,000	
NEW POSITIONS – TWO (2) FACILITY TECH III	\$113,500	
NEW POSITION – GMF CUSTODIAN (PHASES 3, 4, 5, AND 7)	\$40,000	
LEGAL AND PROFESSIONAL SERVICES	\$40,000	
HANDHELD RADIOS	\$42,000	
MOTORPOOL KEY MANAGEMENT SYSTEM	\$30,000	
PRESENTATION AND MEDIA SKILLS TRAINING	\$16,000	
AMF BUSWASH REPLACEMENT	\$592,000	
GMF – OVERHEAD DOORS	\$350,000	
RIO GRANDE TRAIL PEDESTRIAN COUNTERS	\$24,000	
MOTORPOOL REPLACEMENT (L1)	\$39,000	
GMF BUSWASH WALL PANEL REPLACEMENT	\$61,000	
ROARING FORK BRIDGE CONSTRUCTION	\$500,000	

2024 Number of Key Initiatives By Outcome Area





2024 Draft Budget of Key Initiatives By Outcome Area













MEMO

TO: RFTA Board Members and Staff

FROM: April Long, Program Director

RE: RFTA becoming a WMRHC Member and Supporting the Regional Buy Down Program

DATE: November 2, 2023

Dear RFTA Board Members and Staff,

As you know the Coalition, was created a few years ago to foster the creation of more affordable housing throughout the region. Most of the founding members of the Coalition are also RFTA members.

The main reason the founding members created the Coalition is affordable housing is a regional concern that no jurisdiction can address alone. Coalition members believe, as with transportation issues, we can do more in regional partnership than we can do by ourselves. RFTA is the prime example of the power of regional partnership to provide significant transit and trail options throughout the region.

WMRHC is working to foster the same potential of regional partnership to create more affordable housing. Alone, jurisdictions and organizations in the region have made significant progress to create affordable housing. Unfortunately, it is not enough. Teachers, bus drivers, police officers, nurses and many other workers struggle to maintain or gain a foothold in the region due to the cost of housing. The turnover and inability to fill positions is negatively impacting every public, private, and nonprofit organization in the region.

The founding members of the Coalition believe a strong regional approach to affordable housing can take us to a needed next level. Consequently, we are asking organizations like RFTA and the Roaring Fork School District to join the Coalition and contribute to the Buydown program.

Membership in the WMRHC has the following initial benefits:

- A path to home ownership for renters. The Coalition is working to unveil a buy down program in 2024 with the goal of implementing a downpayment assistance program and an ADU program as funding allows.
- An organizational "place" with a focus on regional collaboration on affordable housing.
- A regional support structure for ongoing fund and program development for affordable housing.

Annual membership is currently \$20,000. This funding being used to stand up the organization and increase its capacity.

HIGH PRIORITY PROGRAMS 2023-2024

IHOP

Through a DOLA Innovative Housing Opportunities Program (IHOP) grant, the Coalition hired a consultant team to develop several items that will benefit each member government and the region as whole as we examine regional housing needs and opportunities. The results from this effort will be presented at a regional housing forum, hosted by WMRHC in this November, and will include:

- **Rental Analysis** A current snapshot of the rental market in each community and the region.
- Vacant Land Analysis Mapping and analysis that shows land controlled by local governments or quasi-governmental entities in the Roaring Fork Valley.
- **Future Affordable Housing buildout** Information on the current and potential affordable housing development pipeline projects that are "in the works".

The consultant team will additionally meet with each Coalition member government in the winter to present the findings of the report, as well as a land use code analysis, and discuss possible policy actions.

Deed Restriction Buy Down Program

In 2022, the Coalition reviewed a suite of housing program options recommended in the Housing Toolkit developed by Bohannon and Huston, RPI and DHM Design. The Coalition decided to focus its initial efforts on three development-neutral programs that support three different housing needs or situations – renters, buyers, and sustained ownership. Highest

priority of these three, the Coalition has developed program guidelines and seeks funding assistance for what is commonly called a Buy Down program.

The Buy Down program is a deed restriction purchase program that provides a mechanism for the Coalition to bridge the gap between what is available on the open market and what is affordable to local buyers by providing up-front funds towards the purchase of a free market home. The program buys down a market rate home to a more affordable or attainable price for a qualified buyer in exchange for a permanent deed restriction being added to the property. This development neutral approach borrows heavily from a successful buy down program implemented by Eagle County. Program guidelines are included as an attachment to this memo.

To date, many of the members have committed or are considering a one-time contribution to the Regional Buydown Program to help it get started in 2024. The amounts committed and/or under consideration range from \$100,000 to \$2,000,000.

Funding and Outreach

Currently the Coalition is largely relying upon member contributions and small targeted grants for financial support. Initial efforts for a much larger state grant or loan were not successful and the Coalition is beginning to explore other funding strategies, including working with local businesses, state-based foundations and private philanthropy. Garfield County and municipalities in Colorado River Valley including New Castle down to Parachute, have been in discussions with the Coalition but are not yet members.

Request Summary

1. The West Mountain Regional Housing Coalition would like RFTA to join the Coalition and appoint a staff or board member the WMRHC board.

The membership fee for 2024 is \$20,000.

2. The West Mountain Regional Housing Coalition would like RFTA to contribute to the Regional Buy Down program.

The range the other members have committed or are considering ranges between \$100,000 - \$2,000,000.



Our mission: Increase the availability and accessibility of affordable community housing within Pitkin, Eagle, and Garfield Counties, including but not limited to workforce, senior, supportive, and other housing needs that arise.

MEMBERSHIP GUIDELINES

October 2023

Membership

Initial members (2022) include:

Pitkin County Town of Snowmass Village

Eagle County Town of Basalt

City of Aspen Town of Carbondale

City of Glenwood Colorado Mountain Local College

Springs District

- Each membership organization shall select one Director for the Board
 - Members are expected to be subject matter experts, have stability and the ability to commit for multiple years, and must adhere to Coalition's vision, mission, by-laws, strategic plan, etc. to be community-minded and solutionoriented, not single-entity minded.
- Each member shall have one vote.
- Additional organizations may become members under the following considerations:
 - Must be governmental or quasi-governmental.
 - Must have accountability to a broad-based set of the public or tax-base, or, to a certain extent, be publicly funded.
 - Must have a demonstrated need of housing for their tax-base, their employees, or their community.

- Must have a representative attend and observe two meetings (can be the committee meetings and can be via Zoom).
- Following those two meetings, must attend third meeting with formal request for membership.
- Must receive approval vote of two-thirds of the current Board members.
- Must recognize and agree to adhere to Coalition's vision, mission, by-laws, strategic plan, etc. to be community-minded and solution-oriented, not singleentity minded.
- Must pay current annual membership dues (2024 = \$20,000).

Directors and Terms

- Each member organization shall appoint one Director, an alternate (optional), and the Director's replacement, should one be needed.
- The Board of Directors may select/appoint one to three (1-3) At-Large Directors each year at the November meeting with a unanimous vote of the Board.
 - Might be selected to represent a certain size employer, an under-represented voice or need of the community, or possess a skill needed by the Board (such as legal or financial background).
 - Goal to serve at least a two-year term.
 - At-Large Directors having voting power.
 - o Do not pay membership dues.
- Directors serve a 6-year term, at the pleasure of member jurisdiction (at-large directors serve at pleasure of the Board).
 - o Member jurisdiction may appoint replacements as needed or desired.
 - Limit of 6 consecutive years; vote of the Coalition Board could waive this.

Alternates

- Alternate selection is an option but is not required.
- Alternates can participate in all discussions/board meetings but are not required to.
- Alternates only vote when their respective Director is not present (i.e. each membership has only one vote).
- Community at large do not have alternates.

Officers

- Officers are elected every year in November by a majority vote of the Board.
- Officers serve a maximum of two consecutive years (this can be waived by a vote of the Board).
- Officers include President, Vice-President, and Secretary/Treasurer. The President will serve as Chair; Vice-President at Vice-Chair.

Amendments to Articles of Incorporation are needed to ratify these guidelines.

Regional Deed Restriction Purchase Program

Program Guidelines

The West Mountain Regional Housing Coalition's (WMRHC) Deed Restriction Purchase program provides a mechanism for communities to bridge the gap between what is available on the open market and what is affordable by providing up-front funds towards the purchase of a free market home. The program buys down a market rate home to a more affordable or attainable price for a qualified buyer in exchange for a permanent deed restriction being added to the property.

The Program will allow the West Mountain Regional Housing Coalition to make a payment toward an Eligible Household's purchase price of a free market (not deed restricted) property. The payment will be a lump sum payment made at closing to reduce the principle of the first mortgage loan. In exchange for the payment, a price capped, non-expiring deed restriction will be recorded against the property. The Program will support growing the local deed restricted inventory of for sale homes available to Eligible Households who make the West Mountain Region their permanent residence and work location. By converting an existing open market home into a deed restricted home, that home will be preserved for a local Eligible Household for the future. The Good Deeds Program will be administered by the West Mountain Regional Housing Coalition pursuant to the guidelines set forth below.

Purpose of Program	This program is intended to allow the WMRHC to make a payment towards the purchase price of a residential property in exchange for the recording of a price capped deed restriction on the property in perpetuity. The payment will be applied at closing to reduce the principal on the first mortgage loan.
Eligible Households	Applicants must show proof of employment within the WMRHC service area for an average of 1400 hours per year. Employment requirements will be consistent with those of regional housing authorities currently operating in the region. Employees must show at least 75% of these hours are worked for a business that has a brick-and-mortar location in Pitkin, West Eagle, or Garfield Counties. Those working more than 25% of time remotely for out-of-region employers are not eligible. Self-employed applicants must also show proof of a business license attached to a principal business location that is within the service area and that a majority of clients are located in the service area. *Individual funding agencies may dictate a more specific work area for applicants, at the funding agency's discretion.

Service Area	The WMRHC program is available for use on properties located anywhere in Pitkin and Garfield Counties. Those located in West Eagle County can participate in the similar program offered by Eagle County Housing Authority.
Eligible Properties	Single family homes, condominiums, townhomes, duplexes, modular homes or manufactured homes on a permanent foundation taxed as real property within the jurisdictional boundaries of Pitkin County, Garfield County and western Eagle County that are not currently encumbered by a deed restriction, right of first refusal, occupancy requirement, Land Use Regulatory Agreement, or similar program.
Maximum	\$1,000,000
Purchase Price of Property	* Individual funding agencies may dictate a different maximum purchase price for properties.
Maximum Contribution Amount	The WMRHC will contribute a flat 20% subsidy , capped at \$200,000 in exchange for a signed price capped deed restriction on the property.
	*Individual funding agencies may dictate a different maximum contribution amount to be applied to that agency's funds.
Primary Residence	Buyer is required to use the property as a primary residence, as defined by overnight occupancy no less than 8 months out of the year. There shall be no short-term rentals allowed.
Buyer Down Payment	In the case of a property purchase, a minimum down payment of 3% contributed by the Buyer towards the purchase price of the property is required. Buyers are permitted to access down payment assistance programs from other entities or sources.
Deed Restriction	In exchange for the payment set forth above, a Price Capped deed restriction will be recorded against the property at the time of closing with the County Clerk and Recorder's office. The deed restriction shall govern the future use and transfer of the property to an Eligible Household in perpetuity.

Program Compatibility	This Program is designed to be compatible and adaptable to all other regional and state down payment assistance programs or similar.
Other Real Estate	Buyer may not own any other residential real estate or residential property at the time of purchase or for the period the Buyer owns the deed restricted property, regardless of the location of the other property.
Term	The deed restriction is perpetual and runs with the property and any/all future resale transactions. The property must remain the primary residence of any Buyer and Buyer agrees to recertify their eligibility as an Eligible Household no less than every other year.
Recertification	Buyers must certify their eligibility as an Eligible Household no less than bi annually.
Application	Buyer shall find and locate the property available for sale and complete an application. Applications are received on a first come, first serve basis to be time and date stamped in order of completed applications. Applications will be approved at the discretion of the Program Administrator, subject to program guidelines and available funds. With property purchase, a complete application may include: a fully executed Contract to Buy and Sell Real Estate, proof of current employment at a business located in Pitkin, Garfield or Western Eagle County, photo id, tax return, loan application, other income and asset documentation, pre-qualification letter from a lender, and/or other financial documents as listed on the application at time of applying.
Pre-approval	Potential buyers may receive a pre-approval letter from WMRHC prior to finding and locating the property. The letter will be valid for 6 months.
Price Capped	Appreciation is capped at the lesser of 3% simple interest annually or the CPI.
Future Resale	Neither the Program Administrator or WMRHC shall facilitate the resale of any Price Capped deed restricted units, but shall approve all future buyers. No transactional brokerage sales fee will be due to WMRHC. Customary closing costs will be borne by

each party. WMRHC reserves the right to first refusal to purchase the property.

Applicability	All aspects of the Program eligibility and approval are at the sole exclusive discretion of the WMRHC Board of Directors and subject to these Guidelines and availability of funds. These Guidelines may be amended from time to time to effectuate the intent and goals of the Program, and all changes are binding upon program participants. Applications may be denied based on the physical condition of the proposed property, concerns with the purchase agreement or a determination that the deed restriction purchase is not in the best interest of the WMRHC. Program is subject to market conditions.
Other	In the event of policy conflict between this Program and other Pitkin County, Garfield County or Western Eagle County Affordable Housing Guidelines and Administrative Procedures, the more restrictive Program Guidelines shall control.
Program Administrator	The WMRHC and/or the IDF or other as assigned by WMRHC.
More information	www.wmrhousing.org or call (970) 948-4250

These Guidelines are subject to change based on availability of funds, conditions of property and market conditions. WMRHC does not discriminate based on race, color, sex, religion, handicap, familial status, sexual orientation, gender identity, or national origin.





RFTA Planning Department Monthly Update November 9, 2023



CDOT TPR Boundary Study

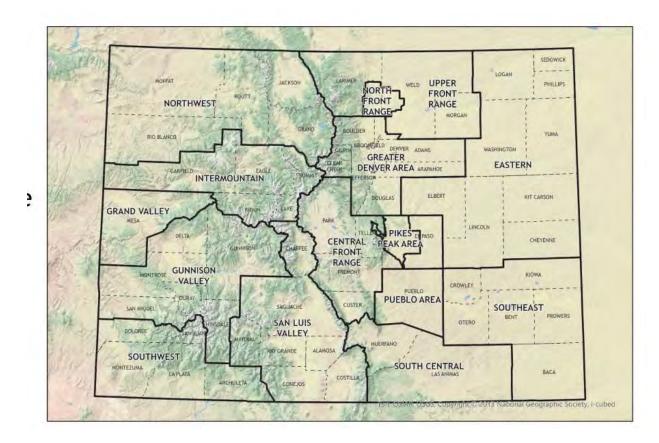
CDOT created the 15 transportation planning regions, and they have remained the same after 30 years, in spite of changed population, employment, demographics and other factors.

Colorado <u>HB 23-1101: The Ozone Season Transit Grant Program Flexibility bill</u>, adopted April 28, 2023, stipulates that on or before November 30, 2023, CDOT shall complete a Study and Study Report of:

- The Consistency and Transparency of the Transportation Planning Process Across the TPRs
- The boundaries of the Transportation Planning Regions (TPRs)
- Membership of the State Transportation Advisory Committee (STAC)
- Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)

The amendment protects rural Colorado's transportation interests by mandating that the number of rural TPRs cannot be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before June 1, 2024.



CDOT's stated objects of the study include:

- Analyze Boundaries: While Transportation Commission Rule 2 CCR 601-22 requires TPR boundaries to be reviewed at the beginning of each state planning cycle, they have not been meaningfully analyzed since 1993, and Colorado has changed significantly over those thirty years.
- **Consistency and Transparency**: With increased responsibility for TPRs, ensuring their approach to planning is consistent and transparent is an important priority

Consistency and Transparency Recommendations

Among the TPRs, there appears to be inconsistency in terms of the IGA's, Bylaws, meeting notices, and governance structures, which might benefit from some standardization. CDOT has suggested the TPRs adopt governing documents (and ensuing practices) containing the following information:

- Who: The name of the organization, the members
- What: The duties of the organization, ability to spend and receive funds, ability to sue and be sued, and enter into contracts
- Ability to terminate and amend
- When/Where: Overview of general meeting cadence and locations
- Officers, Elections of Officers, Length of term of Officers
- Quorum & Voting structure (if not simple majority)
- Ensures all meetings are open to the public and will be publicly noticed
- Agendas and meeting minutes are available and accessible to the public
- Meetings allow time for public comment on the agenda
- Identifies how STAC representative is chosen
- Provides for how the TPR is to be administered

- Includes a Conflict of Interest Statement
- Ensure TPR information can be found on the internet

CDOT has noted that there is general agreement from the TPRs that this is a valid concern.

CDOT has also noted the CDOT needs to standard its governance and oversight of the 15 TPRs, with the following recommendations for CDOT staff:

- Lead annual or semi-annual meetings of TPR administrators to ensure consistency among planning regions. In 2024, meetings may focus on:
 - Content of TPR websites and what information CDOT should post for all TPRs (such as bylaws, website links, contact information, etc).
 - Consider whether current financial support for TPRs should be changed or increased (with the added administrative efforts recommended for each TPR)
- Increase CDOT's interface with elected officials, particularly with newly elected officials and prepare "Transportation 101" briefings and other information that articulate the state and regional planning processes and encourage participation in regional planning activities.

Recommendations for TPR Boundaries

CDOT has reviewed the statutory factors for IMTPR boundary considerations, which were last reviewed in 1993). These factors include:

- Highway and Transit Corridors and Transit District Boundaries
- Disproportionately Impacted Communities
- Vehicle Miles Traveled, Truck Vehicle Miles Traveled, Transit Vehicle Revenue Miles, and Lane Miles
- Population Trends
- Safety and Management Considerations
- Commuting, Commercial Traffic, Freight Movement, Tourism Impacts, and Other Travel Patterns
- Transit-Oriented Development and Access to Affordable Housing
- Levels of Air Pollutants, Criteria Pollutants, and Greenhouse Gas Pollutants
- Communities of Interest

Based on the latest review, it is clear to CDOT that some TPRs are over-represented in many factors and some are under-represented. The Southeast and the South Central TPRs are located adjacent, and have the lowest populations of all TPRs. The Intermountain TPR has the fourth largest population of all, and represents 20% of the population of all ten TPRs. Moreover, by VMT, the Intermountain TPS has the third highest VMT of all TPRs.

Population by TPR 2021 Data	1
Greater Denver Area TPR	3,299,015
Pikes Peak Area TPR	713,984
North Front Range TPR	518,412
Internountum TES	177,844
Pueblo Area TPR	167,453
Grand Valley TPR	154,685
Upper Front Range TPR	110,632
Central Front Range TPR	104,470
Gunnison Valley TPR	104,104
Southwest TPR	97,842
Eastern TPR	83,788
San Luis Valley TPR	65,548
Northwest TPR	61,638
Southeast TPR	47,447
South Cowral TFF	Z1.336
Total	5,723,176

VMT By TPR 2021	1000000000		
Greater Denver Area TPR	45,091,639		
Pikes Peak Area TPR	7,014,085		
Intermourtain TER	10,517,755		
North Front Range TPR	5,402,698		
Upper Front Range TPR	4,312,785		
Eastern TPR	3,929,560		
Pueblo Area TPR	2,810,737		
Southwest TPR	2,468,527		
Gunnison Valley TPR	2,291,995		
Grand Valley TPR	2,276,219		
Central Front Range TPR	2,175,656		
San Luis Valley TPR	2,091,261		
Northwest TPR	1,859,260		
South Central TPR	1,207,400		
Smithgast TPR	1,262,000		
Total	90,839,647		

	ter black bear
Greater Denver Area TPR	45,091,639
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Ichmunt TPB	1 IEL 980
Total	90,839,647

This has led CDOT to suggest that the Southeast TPR and the South Central TPR combine, and that the Intermountain split into two (one of the mandates of the study is to maintain or increase the number of rural TPRs).

CDOT presented its findings to the Intermountain TPR on Wednesday, October 4. While the voting members were not in favor of splitting the IMTPR simply to meet the goal of maintaining 10 TPRs, they voted in favor of the following options:

- 1) Preserving the IMPTR Boundary as-is
- 2) (a) Garfield Eagle (west of Cottonwood) -Pitkin AND (b) Eagle Summit Lake
- 3) (a) Garfield Eagle Pitkin AND (b) Summit Lake

Boundary	First Choice Vote	Second Choice
Split TPR: Summit and Lake. Garfield Eagle and Pitkin	0	12
Split TPR: Summit, Lake, (part of) Eagle. Garfield, Pitkin, (part of) Eagle.	9	3
Split TPR: Summit, Lake, Eagle. Garfield, Pitkin.	2	2
N Change: 5-County TPR stays intact	7	1

With this feedback, CDOT staff further refined the alternatives; which involved better defining the location of a dividing line for Eagle County between an East IMTPR and a West IMTPR.

These refined options were considered at the following IMTPR meeting October 27 for a formal vote.

The four choices were:

- 1. Split: Summit and Lake. Garfield, Eagle and Pitkin.
- 2. Split: Summit, Lake, west side of Eagle (mm 165). Garfield, Pitkin, east side of Eagle (mm 165)/ Summit, Lake, northeast side of Eagle (1-70 valley section)
- 3. Split: Garfield, Pitkin, southwest corner of Eagle (RF Valley section—four voter precincts in Basalt/Missouri Heights area)
- 4. No Change to current IMTPR

Through IMTPR member dialogue and proposals, Option 1 and Option 2 were eliminated from consideration with no opposition. A formal motion was then made and a second was received for the following statement:

The IMTPR would prefer no change be made to the TPR boundary (option 4), however if COOT decides a change must be made, the preference would be that the TPR be divided similarly to Option 3 and in such a way that the division occurs along the [Roaring Fork] Transportation Authority Boundary.

A formal vote was conducted. 12 members voted to support the motion. 7 members voted not to support the motion. The motion passed.

Given this result, the IMTPR requests that no change be made to the TPR boundary. However, if a change is deemed to be required, the IMTPR requests the dividing line be located along the Transportation Authority Boundary.

Changes to STAC and TRAC Representation

Finally, the study has recommended changes to the Statewide Transportation Advisory Committee (STAC) and the Transit and Rail Advisory Committee (TRAC).

- 1) Term limits for the STAC Chair and Vice-Chair
 - a. Terms are two years, and Chair and Vice-Chair may only serve two terms in their respective positions.
- 2) Rural & Urban Representation on STAC Leadership
 - a. Like the Transportation Commission does, rotate the Chair and Vice-Chair to ensure that when the Chair is from an urban MPO, the Vice-Chair is from a rural TPR, and when the Chair leaves the post, the Vice-Chair becomes Chair.
- 3) Allowing the Chair of TRAC to be a non-voting member and participant on STAC. (Voting would take a legislative change).
- 4) State a preference in TC rule that relevant TPR governing documents not allow a single political jurisdiction be allowed to represent two TPRs on STAC.

These changes have also been endorsed, according to public comment.

The IMTPR will continue to meet with CDOT to consider these changes to the TPR.

Division of Transit and Rail Update

The Transit and Rail Advisory Committee has been dormant for about 6 months, with the absence of leadership at CDOT DTR. In early August, Paul Desrocher became the new DTR Director. Desrocher formerly served as Program Manager, Business at the Regional Transportation District, for about 8 years.

As reported in the **Denver Post** in August, small agencies and nonprofits, particularly in rural areas, have waited months for transit grants to be executed.

The Colorado Association of Transit Agencies (CASTA) reached out to its members across the state for feedback on this concern. RFTA's sentiments on this issue are mixed. On one hand, as RFTA explained to CASTA, schedules for design and construction can be very complicated, interconnected and inflexible. Delays in grant contracts can greatly impact schedule and budget, and can even compromise project delivery. Contractors that experience issues with CDOT-related projects may choose not to bid or raise costs to account for the risks. Anything that CDOT can do to execute capital grant agreements in a timelier manner than has

been the case during this grant cycle will help not only RFTA, but will help everyone in the Colorado transit community administrating capital projects with CDOT grants.

On the other hand, CDOT has made great improvements in the grant making process that show clear initiative and innovation. The consolidated call for projects process has streamlined grant processes considerably. This process, recently implemented by CDOT, consolidated all CDOT-administered grants into one grant-making process. Agencies apply for all grants at once, and CDOT makes funding decisions based on the amounts available and the specific requirements each of the grant programs. In the past, CDOT may have issued multiple calls for projects throughout the year, which was an administrative challenge for everyone.

In addition, in early 2023, CDOT began allowing pre-award authority for certain types of grants, such as capital grants. This allows agencies to commit to these grants upon notice of award, before a grant is executed. Usually, grantees must wait for a fully executed grant contract before committing funds to a project, a process that may take months and can delay project implementation. A new waiver was issued in September 2023. As the pre-award authority experiment continues, RFTA hopes that it will become common business practice and will streamline project delivery and reduce costs.

Most importantly, CDOT Executive Director Shoshana Lew has exhibited acute interest in statewide transit; more than any CDOT Director in decades. For example, her advocacy on behalf of the 2022 Westward 3 MOVE RAISE Grant application was instrumental in garnering a \$25 million award that is being shared by Grand Junction, Rifle, and RFTA. The grant is providing funding for the creation of three Mobility Hubs in the I-70 corridor. As it relates specifically to RFTA, approximately \$11 million of the grant will allow the delivery of both the 27th Street Pedestrian Crossing and the West Glenwood Transit Hub—highly consequential projects for safety and multimodal mobility in this region. Director Lew's interest in RFTA's projects also helped to expedite approval of the grant by Federal Highways Administration, so that the project could get underway in the Spring of this year.

Zero Emission Vehicle (ZEV) Transition Plan

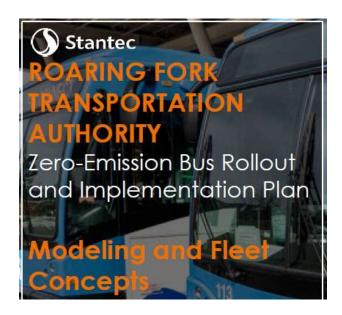
The Stantec/FHU consulting team continues to advance the ZEV Plan. The overall purpose of this plan is to provide a thorough analysis of RFTA's bus fleet, transit operations, equipment costs and financial capabilities with the goal of expanding the ZEB fleet to help meet climate action goals. Staff anticipates the next Board presentation in late 2023, with a final plan in early 2024.

Recent Milestones:

- Completion of the Existing Conditions Report
- An additional \$60k was added to the budget to accommodate a more thorough analysis of future fleet scenarios out to years 2040 and 2050, and to create three sub-reports showing the ZEV plan for the City of Aspen Fleet, the paratransit fleet, and the City of Glenwood fleet
- Focus group meetings with the Operations, Vehicle Maintenance and Facilities departments, as these departments will be most affected by the ZEV Plan.
- A second meeting with Holy Cross Energy (HCE) staff to discuss utility goals and plans
- A first meeting with City of Glenwood Springs Utility staff to discuss utility goals and plans

Next Steps:

- Creating an evaluation criteria matrix to assist RFTA Staff in weighing future fleet scenarios
- Stantec will deliver a draft phasing plan that will build off the modeled fleet scenarios



Q3 2023 Grants Report

RFTA Staff are working harder than ever to manage 14 Federal and State grants for planning, fleet replacement, and various facility improvement projects. These grants total \$67.7 million.

2023 Quarter 3 Grants Report	Grant Source	Grant Amount	
EXECUTED GRANTS			
Buses: 12 Diesel Replacements	12 Diesel Replacements FY22 FTA Combined 5339b & 5339c Low-No		
Facility: BEB 450 kW (1) On-Route Charger	FY20 FASTER FY20 Super Call	\$480,000.00	
Facility: GWS SH82/27th St. Bike-Ped Crossings CY21, CY22 CDOT RMS, MMOF, TAP, RPP & GWS contribution		\$11,070,860.00	
Facility: GMF/RTC Phases 3,4,5,7	FY20 USDOT BUILD	\$13,009,000.00	
Facility: GMF/RTC Phases 3,4,5,7	FY20 5339(b) Bus & Bus Facilities	\$11,475,000.00	
Facility: GMF/RTC Gap Project P 3,4,5,7	FY21 FTA 5339(b) Buses & Bus Facilities	\$9,350,000.00	
Facility: GMF/RTC Phase 6A WGWS Transit Hub	FY23 DOLA EIAF	\$250,000.00	
Facility: GMF/RTC P6 Multimodal Center (I- 70 MOVE Hubs) & 82/27 Ped Crossings	FY22 USDOT RAISE	\$10,820,468.00	
Operating: FY23 Systemwide	CY23 FASTER, Super Call	\$1,201,678.00	
Planning: Zero Emission Bus (ZEB) Transition Plan	FY21 FTA 5304 Planning	\$75,620.00	
AWARDED GRANTS PENDING EXECUTION			
Facility: GMF/RTC Gap Project P 3,4,5,7	FTA 5311, FY22 Super Call	\$2,762,280.00	
Operating: FY24 System-Wide	FY24 Super Call	\$1,237,728.00	
Operating: CY23 Regional Hogback	CY23 Super Call	\$200,000.00	
Planning: RFTA Zero Emission Vehicle (ZEV) Safety & Training Program	Mobility (OIM) ZEV Workforce Development	\$60,000.00	
		\$4,260,008	
		\$67,713,906	

The Planning Department continues to work with all departments, as well as regional stakeholders, to strategize on grant opportunities that align with RFTA's strategic goals and budget realities.

First / Last Mile Mobility (FLMM) Updates

Valley bikeshare, provided by WE-cycle, continues to show strong performance. With the launch in August 2024 in Carbondale, WE-cycle currently operates four systems including Aspen, Carbondale, Mid-Valley, and

Snowmass. In total, this system is comprised of 80 stations, 981 docking points, 238 pedal bikes, and 124 e-bikes. In September 2023, WE-cycle provided almost 30,000 trips systemwide. WE-cycle provides free rides for up to 30 minutes with a focus on first and last mile connections to transit stops.

The new Carbondale system has proven to be highly successful and well received. Within the first month of operations, utilization in Carbondale is already surpassing the well-established Mid-Valley system (see chart below). In fact, in September, the Carbondale Park & Ride was the most utilized station regionally. This demonstrates the desire in the Town of Carbondale for first- and-last mile connectivity to RFTA BRT service.

Regionally, Valley-wide year-to-date ridership is just shy of 150,000 trips for 2023. For reference, the 2022 end of season ride total was 90,709 trips. In addition, Ridership to and from stations adjacent to schools grew with the start of the school year. Aspen and the Mid-Valley both have dedicated school stations, while the stations at North Face Park and Roaring Fork Ave serve as the closest school access points in the Carbondale System.



2024 Bike Share Scope of Work (SOW) and Budget

WE-cycle, RFTA, and each of the local jurisdictions that are signatories to the 2022 Memorandum of Understanding (MOU) have been working on system planning and budgeting for 2024. The WE-cycle Scope of Work (SOW) and budget will be included as part of the overall 2024 RFTA budget. In spring of 2024, WE-cycle will provide a presentation to the RFTA Board that reviews the 2023 performance as well as looks forward to the plans for 2024.

The 2024 SOW and budget are so far on track with what was anticipated in the 2022 MOU and Regional Bikeshare Plan. Although as expected, there have been some minor modifications based on an updated scope of work, costs, and available funding.

In addition, based on experience gained during the first year of implementation of the MOU, WE-cycle and RFTA have incorporated several policies into the Annual SOW to guide future implementation of the MOU in a transparent and consistent fashion. These policies do not change the spirit, intent or any other provision found in the MOU and are intended to clarify details that were not otherwise thoroughly explained.

As to next steps, in accordance with the 2023 – 2028 Regional Bikeshare Services MOU, two of the exhibits attached to the MOU (scope of work and budget) are required to be accepted annually by each signatory to the MOU after the Board approves the RFTA budget in December. Acceptance of these exhibits is expected to be at the staff level and a form for staff signature along with the final Exhibits will be forwarded to the staff of each jurisdiction in December. These annually updated exhibits to the MOU, which have been sent to staff from each jurisdiction for initial review, are based on and consistent with the 2024 RFTA Budget as it is approved by the RFTA Board.

FLMM Grant Award Updates (excluding Bike Share)

Glenwood Springs Blake Ave. Corridor Planning: The City of Glenwood Springs and the consultant team presented the 30% preliminary plans to the public at various events in September to seek opinions on the design concepts and elements. Many comments and completed surveys were received that assessed the proposed roadway geometry, traffic calming and landscape features, lighting, parking, bus stop locations, and the potential switch to a one-way street section from 24th to 27th Streets. The team is currently assessing the input from the public and stakeholders to refine the plans. The project schedule plans for construction to begin on Phase 1 (24th to 27th Street) in spring of 2024.

Pitkin County, Truscott to Owl Creek Trail Design: Pitkin County and the consultant team are currently at 30% plans and are working toward 90% construction plans by February 2024. The project entails design, construction documents public input, identification of funding sources, and coordination with City of Aspen trails capital planning. Among the next steps is the secure several easements for the trail which are outside of CDOT right of way. Coordination with City of Aspen will take place around February for inclusion in their trails capital planning for 2025 or 2026 as the City of Aspen will be eventual owner of trail. The goal is to have all necessary easements secured by fall of 2024, which will allow the project to move forward to 100% construction plans followed by putting the project out for bid and construction in 2025.

Buttermilk Crossing Design: At the June 29, 2023 Elected Officials Transportation Committee (EOTC) meeting, the Committee voted to end the design process of the Buttermilk Crossing due to the anticipated high cost of the project.

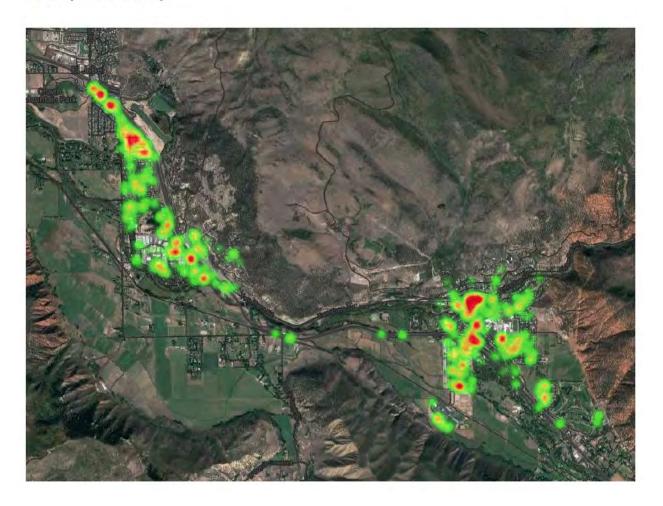
Town of Basalt, Basalt Connect (on-demand service): The Basalt Connect on-demand service between Willits and Basalt started on February 7, 2022. This pilot is currently on its second year of grant funding through FLMM and is paid 50% by FLMM and 50% by the Town of Basalt. The Basalt Connect pilot is eligible for one more year of FLMM funding in 2024.

Since inception through the end of September 2023, the Basalt Connect service has provided service to 40,909 passengers. September 2023 provided 2,754 passenger trips to 365 unique passengers. The average wait time in September 2023 was only 9 minutes with 28% of trips be shared rides. Average demand fluctuates

throughout the 7am to 9pm service timeframe with the strongest demand between 3pm and 7.30pm. The service has been highly rated by its customers with an average experience rating of 4.9 out of 5.

Below is a heat map of Pickup locations for Basalt Connect for the month of September 2023. The drop off locations are very similar to the pickups.

Pickups Heat Map



2024 Summary of FLMM Grant Requests

Applicant	Project Title	Summary	Amount	Total Cost
			Requested	
Town of Carbondale	We-Cycle Bike Share	2024 Capital and Operating \$143,790 Operating Request \$1,840 R&ME Request Commitment Requested from We-Cycle: \$145,630	\$72,815 (50%)	\$71,895 operating + \$920 R&ME = \$72,815 (100%)
Town of Basalt	Basalt Connect	Operations for 8 months of 2024: January, February, March, June, July, August, September, December	\$270,610 (50%)	\$541,211
Town of Basalt	We-Cycle Bike Share	2024 Capital and Operating \$72,744 Operating Request \$460 R&ME Request Commitment Requested from We-Cycle: \$73,204	\$21,602 (29.5%)	\$72,744 operating + \$460 R&ME - \$30,000 existing = \$43,204 (100%)
Town of Snowmass Village	We-Cycle Bike Share	2024 Capital and operating \$10,580 Operating Request \$200 R&ME Request Commitment Requested from We-Cycle: \$10,780	\$5,390 (50%)	\$5,290 operating + \$100 R&ME = \$5,390 (100%)
Town of Snowmass Village	Brush Creek Rd. Pedestrian Improvements- Mountain View to Snowmass Mall	Construct an 8' multimodal corridor along Brush Creek Rd from Divide Rd to Carriage Way.	\$150,000 (11.5%)	\$1.3 Million
City of Aspen	We-Cycle Bike Share	2024 Capital and Operating \$186,008 Operating Request \$920 R&ME Request Commitment Requested from We-Cycle: \$186,928	\$17,984 (10.6%)	\$186,008 operating + \$920 R&ME - \$150,960 existing = \$35,968 (100%)
Pitkin County	We-Cycle Bike Share	2024 Capital and Operating \$39,552 Operating Request \$49,790 Capital Request \$460 R&ME Request Commitment Requested from We-Cycle: \$89,802	\$44,901 (50%)	\$39,552 operating + \$49,790 Capital + \$460 R&ME = \$89,802 (100%)
FLMM Award Total			\$583,302	