

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

TIME: 8:30 a.m. – 10:00 a.m., Thursday, February 14, 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: Paul Taddune, General Counsel: Two Matters: 1) Pursuant to C.R.S. 24-6-402 4(e)(I) Determining positions that may be subject to negotiations; developing strategy for negotiations and instruction negotiators (RFTA-ATU Collective Bargaining Agreement 2019-2021); and 2) Pursuant to C.R.S. 24-6-602 (e) and (f): CEO Performance Review		Executive Session	8:31 a.m.
3	Approval of Minutes: RFTA Board Meeting, January 10, 2019, page 3			9:15 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	9:17 a.m.
5	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	9:20 a.m.
6	Consent Agenda: A. Intergovernmental Agreement for Transit Services in Unincorporated Garfield County and to Non-Member Municipalities – Dan Blankenship, CEO, page 8 B. RFTA Letter of Support for Roaring Fork School District’s (RFSD) “Safe Routes” proposal, for Garfield County Federal Mineral Lease District (FMLD) Grant Funding – David Johnson, Director of Planning, page 14	4.2.5	Approve	9:25 a.m.
7	Presentations/Action Items: (None at this time)			
8	Public Hearing: A. Resolution 2019-04: 2019 Supplemental Budget Appropriations – Michael Yang, CFAO, page 16	4.2.5	Adopt	9:30 a.m.
9	Information/Updates: A. CEO Report – Dan Blankenship, CEO, page 22	2.8.6	FYI	9:45 a.m.
10	Issues to be Considered at Next Meeting: To Be Determined at the February 14, 2019 Meeting	4.3	Meeting Planning	9:50 a.m.
11	Next Meeting: 8:30 a.m. – 11:30 a.m., March 14, 2019 at Carbondale Town Hall	4.3	Meeting Planning	9:55 a.m.
12	Adjournment:		Adjourn	10:00 a.m.

Mission/Vision Statement:

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

Values Statements:

- ✓ **Safe** – Safety is RFTA’s highest priority.
- ✓ **Accountable** – RFTA will be financially sustainable and accountable to the public, its users, and its employees.
- ✓ **Affordable** – RFTA will offer affordable and competitive transportation options.
- ✓ **Convenient** – RFTA’s programs and services will be convenient and easy to use.
- ✓ **Dependable** – RFTA will meet the public’s expectations for quality and reliability of services and facilities.
- ✓ **Efficient** – RFTA will be agile and efficient in management, operations and use of resources.
- ✓ **Sustainable** – RFTA will be environmentally responsible.

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
January 10, 2019**

Board Members Present:

George Newman, Chair (Pitkin County); Jeanne McQueeney, Co-Chair (Eagle County); Art Riddile (Town of New Castle); Jacque Whitsitt (Town of Basalt); Markey Butler (Town of Snowmass Village); Mike Gamba (City of Glenwood Springs); Steve Skadron (City of Aspen)

Voting Alternates Present:

Ben Bohmfalk (Town of Carbondale)

Non-Voting Alternates Present:

Jonathan Godes (City of Glenwood Springs)

Staff Present:

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial and Administrative Officer (CFAO); Kurt Ravenschlag, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Mike Hermes, Angela Henderson, Brett Meredith, Amy Burdick, and Abbey Pascoe, Facilities & Trails Department; David Johnson and Jason White, Planning Department; Paul Hamilton, Director of Finance; Kent Blackmer, Co-Director of Operations; Jamie Tatsuno, Director of Marketing and Communications; Tammy Sommerfeld, Procurement Department; Kenny Osier, Director of Operations; Ed Cortez, Operations and ATU Local 1774 President

Visitors Present:

Tanya Allen (City of Glenwood Springs); John Krueger (City of Aspen); David Pesnichak (Pitkin County); Patrick Waller (Garfield County); Kellyn Wardell (We-Cycle); John Rushenberg (Citizen)

Agenda

Note: Blue Hyperlinks to the January 10, 2019 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

1. [Roll Call:](#)

George Newman called the RFTA Board of Directors to order at 8:33 a.m. Newman declared a quorum to be present (7 member jurisdictions present) and the meeting began at 8:33 a.m.

2. [Approval of Minutes:](#)

Jacque Whitsitt moved to approve the minutes of the December 13, 2018 Board Meeting, and Markey Butler seconded the motion. The motion was unanimously approved.

Ben Bohmfalk arrived at the Board meeting at 8:35 a.m. bringing the quorum to 8 member jurisdictions present.

3. [Executive Session:](#)

Paul Taddune, General Counsel: Pursuant to C.R.S. 24-6-402 4(e)(I) Determining positions that may be subject to negotiations; developing strategy for negotiations and instruction negotiators (RFTA-ATU Collective Bargaining Agreement 2019-2021).

Whitsitt moved to adjourn from the Regular Board Meeting into the Executive Session and Jeanne McQueeney seconded the motion. The motion was unanimously approved.

Staff Present: Dan Blankenship, CEO; Paul Taddune, General Counsel; Mike Yang, CFAO; Kurt Ravenschlag, COO; Nicole Schoon, Secretary to the Board; Kent Blackmer, Co-Director of Operations; and Paul Hamilton, Director of Finance

Whitsitt moved to adjourn from the Executive Session into the Regular Board Meeting and Butler seconded the motion. The motion was unanimously approved.

No action was taken during the Executive Session. The Executive Session adjourned at 9:02 a.m.

4. [Public Comment:](#)

Newman asked if any member of the public would like to address the Board or make a comment regarding items not on the January 10, 2019 Board Agenda.

No members of the public had any comments. Newman closed Public Comments at 9:04 a.m.

5. [Items Added to Agenda – Board Member Comments:](#)

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

Newman next asked if any Board member had comments or questions regarding issues not on the Board meeting Agenda. No members of the Board had any comments.

Newman closed Board comments at 9:04 a.m.

6. [Consent Agenda:](#)

A. [Resolution 2019-01: Designating a Location for Posting Public Notices of Board Meetings](#) – Nicole Schoon, Executive Assistant, Secretary to the Board and Compliance Officer

Resolution 2019-01 designates the Administrative Offices of the Glenwood Maintenance Facility (GMF) as the official posting location, since the RFTA CEO, COO, and Board Secretary have offices in that location. In addition to the GMF, notice of Board meetings will continue to be posted at the Aspen Maintenance Facility (AMF), in each jurisdiction's Town Hall, in a public place for posting notices, and emailed to the media for publication in the newspapers.

Whitsitt moved to approve Resolution 2019-01: Designating a Location for Posting Public Notices of Board Meetings and McQueeney seconded the motion. The motion was unanimously approved.

7. [Public Hearing:](#)

A. [Resolution 2019-02: 2019 Supplemental Budget Appropriations](#) – Michael Yang, CFAO

Ten 40' Transit Diesel Replacement Buses, included in the Destination 2040 plan, 4 in 2019 and 6 in 2020. While the Battery Electric Bus (BEB) Pilot Program is anticipated to be implemented later in 2019, staff recommends moving forward with diesel buses replacements until RFTA has tested the BEB's in revenue service and is sufficiently comfortable with their range and reliable before moving forward with the purchase of additional BEB's as replacement buses. The cost for each 40' transit

diesel bus is approximately \$557,000. Lead times for bus purchases is generally around 12 months after the order has been placed. Financing alternatives and grant funding will continue to be explored prior to the receipt of and payment for the buses:

Battery Electric Bus Pilot (BEB) Program: True-up budget for buses to include charging bars for on-route charging stations and extended 12-year warranties on the BEB power trains/propulsion system. Staff has communicated with the City of Aspen and it plans to confirm its commitment to fund its share of the additional costs by the end of January. After placing the BEB's in service, staff will evaluate whether, how many, and where, on-route charging stations might be required to extend the operating range of the BEB's. The estimated cost per on-route charging station is \$300k - \$400k depending upon installation costs. Equipping the BEB's now with the rooftop charging bars preserves the option of subsequently installing on-route chargers if desirable. If on-route chargers prove to be advantageous in the future, staff will return to the Board for a budget request.

Replace 3G Modems on all buses: True-up budget already included in the 2019 budget to replace modems on all buses. The additional funding needed is \$50,000 which staff has identified savings from RFTA's estimated corporate insurance budget to fund 100% of the additional cost. Staff is requesting to repurpose the savings to fund the increase in cost:

Butler moved to approve Resolution 2019-02: 2019 Supplemental Budget Appropriations and Whitsitt seconded the motion. The motion was unanimously approved.

8. [Presentations:](#)

A. [The People's Resolution](#) – Dorothea Farris

Sue Coyle, Sophia Clark, and Shawna Foster addressed the Board about the need for immigration reform. A small group of local citizens is working to gather support for a resolution that will be presented to Colorado's governor and to members of our Colorado delegation requesting consideration and action toward creating a path forward on immigration issues affecting residents and families in Colorado.

Sophia Clark requested that the RFTA Board of Directors join in support of The People's Resolution and endorse the Resolution on behalf of the Roaring Fork Transportation Authority.

Whitsitt moved to approve the RFTA Board of Directors support The People's Resolution and endorse the Resolution, Butler seconded the motion. A Roll Call vote was taken.

George Newman	Yes
Jeanne McQueeney	Yes
Art Riddile	No
Jacque Whitsitt	Yes
Markey Butler	Yes
Mike Gamba	No
Steve Skadron	No
Ben Bohmfalk	Yes

The motion failed because it did not receive the required super-majority vote of six (6) RFTA Board members in favor.

B. [Covenant Enforcement Commission Update](#) – Angela Henderson, Assistant Director of Project Management and Facilities

The Rio Grande Corridor is a 34-mile long stretch of property running from Glenwood Springs to Woody Creek, Colorado. The Roaring Fork Transportation Authority (RFTA) owns the corridor and is charged with maintaining the property for public transportation and recreation purposes. As a requirement of the \$1.5 million Great Outdoors Colorado (GOCO) grant that RFRHA received to help acquire the corridor, nine Conservation Covenant Areas were established. To monitor and enforce the covenants, RFTA created a Covenant Enforcement Commission (RFTA CEC) made up of representatives from each of the entities that the Authority serves. It is the responsibility of the Commission to meet annually to assess the rail corridor and to recommend to RFTA that it make any corrections necessary to ensure that the conservation values of the areas described within the Conservation Covenant are not compromised. An annual assessment of the nine Conservation Areas is conducted to determine if any potential violations exist.

There were five new potential violations this year, but overall the corridor is in outstanding condition. The trail is well used and maintained; most notably, no weed infestations or trash accumulations were present. The following is a list of new/existing encroachments.

- Conservation Area #2: Ironbridge to CMC Road: Above ground irrigation pipes are feeding water from the Glenwood Ditch to two residences across the rail corridor.
- Conservation Area #6: Catherine Store Bridge to Sopris Creek: Berm and structure in rail corridor and yard and plant waste left on rail corridor.
- Conservation Area #7: Sopris Creek to Wingo Junction: Fence has been placed for unknown reasons, possibly by adjacent rancher. Excavation work is being conducted in the rail corridor as it passes through the Roaring Fork Club.
- Conservation Area #9: Phillips Trailer Park to Woody Creek Road: An irrigation system has been placed in the rail corridor and a new private access point to the corridor, including ornamental vegetation and irrigation.

Violations, which have been remedied by RFTA staff include areas 2, 5, 6, 8, and 9. RFTA staff is working with the CEC to address the longstanding encroachment in area #6 and will be actively working to remedy this encroachment by the end of summer 2019. Staff contacted the property owner in area #7 about the excavation and fill issue and the property owner will be cleaning up the area, removing the irrigation system and revegetating the area to meet RFTA's revegetation plan. We are in the process of drafting a letter requesting the removal of a small vehicle (ATV) and pedestrian access for a private property in Area #9.

C. [2019 Strategic Plan Update](#) – Kurt Ravenschlag, COO

Staff has updated the RFTA Strategic Plan to recognize 2018 Accomplishments and identify key initiatives for 2019, including implementation activities related to RFTA Destination 2040. RFTA's Strategic Plan has historically helped guide RFTA's work in accordance with its Principal Objectives. In 2019, RFTA continues to use the Strategic Plan to acknowledge accomplishments and guide RFTA's work year to year as reflected in the 2019 Strategic Plan presented for Board consideration. RFTA staff views 2019 as a year that provides more clarity for the organization's future and one that provides opportunity to review the organization's strategy as it moves into implementing RFTA Destination 2040. As this year's Strategic Plan provides guidance for this year's work plan, it is staff's desire to work with the Board of Directors at this year's Annual Retreat to review the structure of the Strategic Plan and ensure it is providing the proper policy guidance to RFTA staff to continue meeting the organization's strategic goals.

9. **Board Governance Process:**

A. Resolution 2019-03: Election of RFTA Board Officers for 2019 – Paul Taddune, General Counsel

Whitsitt nominated Art Riddle to be the 2019 RFTA Board Chairperson and Markey Butler as the 2019 RFTA Vice-Chairperson.

Whitsitt moved to approve Resolution 2019-03: Election of RFTA Board Officers for 2019: Art Riddle as Board Chairperson; Markey Butler as Vice-Chairperson; Nicole Schoon as Board Secretary; and Michael Yang as Board Treasurer. Mike Gamba seconded the motion and the motion was unanimously approved.

10. **Information/Updates:**

A. CEO Report – Dan Blankenship, CEO

RFTA Board Members Markey Butler and Art Riddle, along with Jason White, Assistant Planner, will be attending the Conference on the Impact of Autonomous Vehicles on Public Transport, January 23-24, 2019 at Sheraton, Palo Alto, California. It will address issues in policy, planning, funding, technology, procurement, market development, testing and deployment of AVs.

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

12. **Next Meeting:** RFTA Board Meeting 8:30 a.m. – 11:30 a.m., February 14, 2019, Carbondale Town Hall

13. **Adjournment:**

Newman adjourned the January 10, 2019 Board Meeting at 10:52 a.m.

Respectfully Submitted:

Nicole R. Schoon

Secretary to the RFTA Board of Directors

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

Meeting Date:	February 14, 2019
Agenda Item	Intergovernmental Agreement for Transit Services in Unincorporated Garfield County and to Non-Member Municipalities.
POLICY #:	4.2.5: Board Job Products
Strategic Goal:	Build partnerships with Garfield County and Western Garfield County communities.
Presented By:	Dan Blankenship, Chief Executive Officer
Recommendation:	Authorize the Chair to Execute the IGA Renewal Letter
Core Issues:	<ol style="list-style-type: none"> 1. In December 2009, the RFTA Board approved the IGA for Transit Services (the Hogback agreement). The agreement committed Garfield County to providing up to \$614,000 in operating assistance to RFTA for the Grand Hogback bus service in 2010. 2. In 2011, Garfield County amended the IGA by adding a paragraph that will allow its \$650,000 contribution to the Grand Hogback bus service (and its contributions in subsequent years) to be approved by means of an Intergovernmental Agreement Renewal or Change Order Letter instead of amending the IGA every year. 3. In 2017, Garfield County crafted a new IGA, which incorporated most of the provision included in the original 2010 IGA, but updated the language and eliminated some of the unnecessary provisions. 4. For 2019, RFTA greatly appreciates the willingness of the County to increase its contribution for this worthwhile commuter bus service to \$760,240, which is 4% over the \$731,000 amount provided in 2018. 5. Staff is seeking the Board’s authorization for the RFTA Board Chairman to execute the IGA, which will formalize Garfield County’s \$760,240 contribution for the Grand Hogback bus service. The IGA has been reviewed and approved as to form by the RFTA General Counsel.
Background:	See Core Issues
Policy Implications:	Board Job Products Policy 2.4.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	Garfield County has budgeted \$760,240 for the Hogback bus service in 2019. RFTA relies on this funding to help support the Hogback bus service.
Attachments:	Yes, please see “IGA for Transit Services,” attached below.

**INTERGOVERNMENTAL AGREEMENT
FOR TRANSIT SERVICES IN UNINCORPORATED GARFIELD COUNTY AND TO NON-
MEMBER MUNICIPALITIES**

THIS AGREEMENT is made and entered as of January 1, 2019, by and between the ROARING FORK TRANSPORTATION AUTHORITY ("RFTA") and the BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY, STATE OF COLORADO, ("the County" or "BOCC") (together, "the Parties").

RECITALS

- A. RFTA is a regional transportation authority created pursuant C.R.S. § 43-4-601 *et seq.*
- B. The County is a body politic and corporate of the State of Colorado whose powers are exercised by the BOCC pursuant to C.R.S. §§ 30-5-125 and 30-11-103.
- C. The Parties are authorized to make the most efficient and effective use of their powers and responsibilities by cooperating and contracting with each other pursuant to Section 18(2)(a) and (2)(b) of Article XIV and Section 2 of Article XI of the Colorado Constitution and C.R.S. §§ 29-1-201, *et seq.*
- D. The Parties are further authorized to contract and cooperate with one another to develop, maintain and operate mass transit systems pursuant to the provisions of C.R.S. §§ 30-11-101(1)(f) and (1)(g) and C.R.S. 43-4-605, as amended.
- E. The County is not currently a member of RFTA but has partnered with RFTA in numerous ways, including providing financial support to help fund regional bus services and trails.
- F. Since at least 2008, the County has partnered with RFTA to help fund public bus service along the Grand Hogback corridor between the cities of Rifle, New Castle and Glenwood Springs, serving the Town of Silt and parts of unincorporated Garfield County (the "Grand Hogback Corridor").
- G. The County desires to continue to provide financial support for the Grand Hogback Corridor public bus service for 2019 pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived here from, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the understanding of the Parties and terms of agreement with respect to the provision of transit services by RFTA to the citizens of and visitors to Garfield County and the non-RFTA member jurisdictions therein.

2. **Transit Services.**

- A. **State Highway 82/Roaring Fork River Corridor.** The County hereby consents to RFTA providing transit services to visitors and inhabitants of Garfield County on or along the State Highway 82 corridor, providing service stops at Catherine Store (CR 100), the Ranch at Roaring Fork, CMC Road (CR 154) and Buffalo Valley. Additional Service stops in this corridor may be permitted through written agreement of the parties.

B. Grand Hogback Corridor. For the period of time set specified in this agreement, RFTA agrees to maintain the Grand Hogback public bus service at the same or comparable times as those published in the Grand Hogback public bus schedule effective 12/08/2018 - 04/21/2019, which is attached as **Exhibit A**. The County further consents to RFTA providing bus service to the Cottonwood Mobile Home Park as the sole stop along the Grand Hogback Corridor in unincorporated Garfield County. Additional service and additional stops may be agreed upon through future written agreement of the parties.

3. Public Input Regarding Service Plan. RFTA, through its Board of Directors, Chief Executive Officer, and Management Staff, shall take appropriate means to elicit public input regarding its policies and procedures, its service plan, rate structure, level of service, routing and other matters affecting the delivery of public bus service to residents and visitors of the County. In furtherance of this objective, to the extent not contrary to law, the County shall be entitled to appoint one (1) County Commissioner to the RFTA Board of Directors in a non-voting advisory role.

4. Financial Support. RFTA estimates that the operating cost to provide Grand Hogback commuter bus service for 2019 at current service levels will be One Million One Hundred and Fifty-four Thousand Three Hundred and Thirteen Dollars (\$1,154,313.00). As a result, RFTA has requested, and the BOCC has agreed to contribute, Seven Hundred Sixty Thousand, Two Hundred Forty Dollars (\$760,240.00) to the Grand Hogback service costs for 2019. The BOCC has budgeted and appropriated this amount for payment in 2019. The amount paid pursuant to this Agreement will be utilized for the purpose of providing transit service in the Grand Hogback Corridor for 2019. The County will remit to RFTA, in equal quarterly installments, payment within thirty (30) days of receipt of an invoice from RFTA for such quarterly payment.

5. Time of Performance. The transit services along the Grand Hogback Corridor shall be provided by RFTA commencing on January 1, 2019, no matter the date of execution of this Agreement.

6. Reduction in Grand Hogback Corridor Public Bus Service. If, during the term of this Agreement, RFTA decreases the level of the Grand Hogback public bus service from that which is comparable to the service levels set forth in **Exhibit A**, the County, at its sole discretion, may reduce the amount set forth above as payment to RFTA on a pro rata basis or may terminate this Agreement within thirty (30) days of written notice to RFTA. In either event, RFTA's decision to change service levels or fares along the Grand Hogback Corridor is not a breach of this Agreement or of any obligation to the County, and no prior permission or agreement with the County is required.

7. Insurance and Indemnification. To the extent permitted by Colorado law, RFTA shall defend, hold harmless and indemnify the County from and against any injury, claim or damage to any third party arising out of or in connection with RFTA's operations under this Agreement. The County shall be added as an additional named insured on RFTA's errors and omission and general liability policies and provide the County with evidence of such insurance coverage. Nothing herein is intended or shall be construed to constitute a waiver on the part of RFTA or the County of the provisions of C.R.S. § 24-10-101, as amended, otherwise known as the Colorado Governmental Immunity Act.

8. Termination.

A. Termination for Convenience. Either Party may terminate this Agreement upon ninety (90) days prior written notice to the other Party.

B. **Termination for Breach.** Either Party may terminate this Agreement for breach of the terms and conditions set forth herein if thirty (30) days' notice of breach has been provided to the other Party and that Party has failed to correct the alleged deficiency within that time frame.

9. **Entire Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representation of the Parties. To the extent this Agreement is inconsistent with prior written and oral agreements, the Agreement set forth herein shall control, supersede and constitute the entire agreement of the Parties.

10. **Amendments and Modifications.** This Agreement shall not be amended or modified except by written agreement of the Parties.

11. **No Assignment.** RFTA may not assign any of its obligations under this Agreement without the written consent of the County.

12. **Captions.** The captions and headings in this Agreement are inserted only for the purpose of convenient reference and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

13. **Binding Effect.** This Agreement shall be recorded with the Clerk and Recorder of Garfield County, shall be binding upon and inure the benefit of the Parties hereto and their respective successors.

14. **Invalid Provision.** If any provisions of this Agreement shall be determined to be void by any court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the Intention of the Parties that, if any provision of this Agreement is capable of two (2) constructions, one of which would render the provision void, the other of which would render the provision valid, then the provision shall have the meaning which renders it valid.

15. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligations contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

16. **Survival.** All rights concerning remedies shall survive any termination of this Agreement.

17. **Authority.** Each person signing this Agreement represents and warrants that person is fully authorized to enter into and execute this Agreement, and to bind the party represented to the terms and conditions hereof.

18. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original, all of which, when taken together, shall be deemed on and the same instrument. Facsimile or photocopy signature copies of, or on behalf of, any party to this Agreement, or any subsequent modifications hereto, shall be effective for all purposes, including delivery, as an original.

19. **Notices.** All notices required under this Agreement shall be in writing and shall be hand delivered or sent by registered or certified mail, return receipt requested, postage prepaid, to the addresses set forth herein. All notices so given shall be considered effective

72 hours after deposit in the United States mail with the proper address as set forth below. Any party by notice so given may change the address to which future notices shall be sent.

Notice to RFTA:

Dan Blankenship
Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, CO 81601
Telephone: (970) 925-8484

Notice to the County:

Kevin Batchelder, County Manager
Garfield County, Colorado
108 8th Street, Suite 101
Glenwood Springs, CO 81601
Telephone: (970) 945-5004

IN WITNESS WHEREOF, the Parties have executed duplicate originals of this Agreement.

ATTEST:

ROARING FORK TRANSPORTATION AUTHORITY

Nicole Schoon, Secretary to the Board

By: _____
Art Riddile, Chairman, RFTA Board

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF GARFIELD COUNTY, COLORADO

Jean Alberico, Clerk of the Board

By _____
John Martin, Chairman

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

Meeting Date:	February 14, 2019
Agenda Item:	RFTA Letter of Support for Roaring Fork School District’s (RFSD) “Safe Routes” to Riverview School proposal, for Garfield County Federal Mineral Lease District (FMLD) Grant Funding
POLICY #	1.2: Trail and Transit Users Move Safely, Quickly and Efficiently
Strategic Goal:	Continue to monitor and participate in all municipality development projects that may impact the Rio Grande Railroad Corridor and Rio Grande Trail (RGT).
Presented By:	David Johnson, Director of Planning
Recommendation:	Authorize the CEO to execute RFTA’s “Draft” Letter of Support for the FMLD grant application for the “Safe Routes” to Riverview School project, subject to any minor revisions prior to finalization.
Core Issues:	<ul style="list-style-type: none"> • The Roaring Fork School District (RFSD) built Riverview School below the new FedEx Facility on County Road 154. • The RFSD requested from RFTA, and was granted permission to install a pedestrian access to connect to the Rio Grande Trail on the north side of CR154. This access allows students and faculty coming from Glenwood Springs, direct access to the new Riverview school campus. • Currently students and faculty coming from the neighborhoods south of the school, Ironbridge and Westbank, do not have a safe pedestrian option to get to Riverview and are forced to travel on CR154. • Because of the lack of a safe pedestrian access for the students and faculty living south of the new school, the RFSD engaged a local firm to work with Garfield County and other stakeholders in the area to identify and design a safe pedestrian access. • The firm has developed a conceptual plan that includes upgrades to the historic Ironbridge, a formal pedestrian path across CR154 near the boat ramp access, an ADA connection to the Rio Grande Trail and pedestrian signals at the intersection where the Rio Grande Trail crosses CR154. • Garfield County, in partnership with RFSD and RFTA, submitted the concept for a CDOT “Safe Routes” grant on 11/01/2018. RFTA committed to providing construction management oversight for the project as in-kind matching funds. • RFSD is now seeking a letter of support from RFTA for FMLD grant funds; similar to the CDOT Safe Routes grant proposal, RFSD is requesting construction management oversight from RFTA as in-kind match for the project. • This project will provide the neighborhoods south of the school with a safer and more direct access point to the Rio Grande Trail, which will benefit not just the students and faculty, but other RGT users living in this area.
Policy Implications:	RFTA Board Governing Policy 4.2.4 states, “The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization’s regional goals and the organization’s ability to achieve its Ends.”
Fiscal Implications:	Construction Management Oversight Provided by the RFTA Engineering Team – will be treated as an “In Kind” contribution to the project.
Attachments:	Yes, please see “Letter of Support” attached below.



February 14, 2019

Gregg Rippy
President, Board of Directors
Garfield County Federal Mineral Lease District
817 Colorado Ave., Suite 201
Glenwood Springs, CO 81601

RE: RFSD's Safe Route to Riverview School Project

Dear Mr. Rippy:

On behalf of the Board of Directors of the Roaring Fork Transportation Authority (RFTA), which represents eight local governments in the Roaring Fork Valley and the Colorado River Valley region, I am writing to confirm RFTA's support for the Roaring Fork School District's (RFSD) Safe Route to Riverview School Project. This project will address critically needed improvements that will create a safe bicycle and pedestrian route for students to/from the new PreK-8 Riverview School near Glenwood Springs, CO in unincorporated Garfield County.

The Roaring Fork School District, and Garfield County, are dedicated to improving pedestrian access from the Ironbridge and Westbank neighborhoods to/from Riverview School. They intend to repurpose a historic bridge for pedestrian only access, create an ADA connection up to the Rio Grande Trail, and install pedestrian-friendly crossing signals to provide students, school staff, and the general public, a safer crossing of County Road 154 to/from the school. As the owner of the Rio Grande Railroad Corridor and Rio Grande Trail, RFTA is partnering with the School District, Garfield County, and other stakeholders to develop safe pedestrian access for students, the public, and trail users in the vicinity of Riverview School.

As an important stakeholder in this process, RFTA commits to providing construction management oversight of the project as an in-kind donation. The value of construction management oversight generally accounts for 5% to 10% of the overall construction cost, an amount that will be determined once the plan set is finalized. RFTA also commits to allowing an ADA connection up to the existing Rio Grande Trail and to working with RFSD and Garfield County to secure Colorado Public Utilities Commission (CPUC) permission for upgraded pedestrian crossing signals where the Rio Grande Trail crosses County Road 154. RFTA also supports the pursuit of additional grant opportunities to fund the costs associated with a future soft surface trail connection to the Rio Grande Trail.

RFTA urges the Garfield County Federal Mineral Lease District (GCFMLD) to provide RFSD with grant funding to create necessary public bicycle/pedestrian access safety improvements to/from the vicinity of Riverview School.

Sincerely,

Art Riddile
Chair

Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
Phone: (970) 384-4974
Fax: (970) 384-4937
www.rfta.com

**RFTA BOARD OF DIRECTORS MEETING
 “PUBLIC HEARING” AGENDA SUMMARY ITEM # 8. A.**

Meeting Date:	February 14, 2019
Agenda Item:	Resolution 2019-04: 2019 Supplemental Budget Appropriation
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Finance Director
POLICY #:	2.5: Financial Planning/Budgeting
Strategic Goal:	N/A
Recommendation:	Adopt Supplemental Budget Appropriation Resolution 2019-04

Core Issues:	<p>As part of our on-going planning efforts with the implementation of the Destination 2040 Plan, staff has identified the items described below requiring additional budget appropriations (please visit https://www.rfta.com/2040roadmap/ for project updates).</p> <p>General Fund:</p> <p>1. Service Enhancements (Destination 2040):</p> <table border="1"> <thead> <tr> <th></th> <th>Description</th> <th>Est. Start</th> <th>Added Hours</th> <th>Added Miles</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>30-min Valley (after 8:15pm)</td> <td>Spring 19</td> <td>3,200</td> <td>73,800</td> </tr> <tr> <td>2</td> <td>Enhanced Snowmass-Intercept to support 30-min Valley</td> <td>Spring 19</td> <td>750</td> <td>10,000</td> </tr> <tr> <td>3</td> <td>Off-Season Weekend BRT</td> <td>Spring 19</td> <td>6,500</td> <td>166,200</td> </tr> <tr> <td>4</td> <td>Off-Season Weekend Carbondale Circulator</td> <td>Spring 19</td> <td>700</td> <td>8,600</td> </tr> <tr> <td>5</td> <td>30-min Peak Grand Hogback</td> <td>Winter 19/20</td> <td>550</td> <td>9,700</td> </tr> <tr> <td></td> <td>Total</td> <td></td> <td>11,700</td> <td>268,300</td> </tr> </tbody> </table> <p>Includes five Full-time Bus Operators, one Operations Supervisor (3/1), two CDL Service Workers (4/1), and one Shop Forman (10/1). At this time, staff requests the following budget appropriation in order to move forward with the implementation of the service enhancements:</p> <ol style="list-style-type: none"> a. \$108,823 increase in Fuel b. \$730,450 increase in Transit <p>2. Capital Projects (Destination 2040):</p> <table border="1"> <thead> <tr> <th></th> <th>Description</th> <th>Cost</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Hwy 82 Mid Valley Stop Improvements - Design</td> <td>\$ 138,853</td> </tr> <tr> <td>2</td> <td>Feasibility Study of Grade Separated Pedestrian Crossings of Hwy 82 & 27th Street</td> <td>\$ 112,421</td> </tr> <tr> <td></td> <td>Total</td> <td>\$ 251,274</td> </tr> </tbody> </table> <p>At this time, staff requests the following budget appropriation in order to move forward with these projects:</p> <ol style="list-style-type: none"> a. \$251,274 increase in Capital Outlay <p>3. Battery Electric Bus (BEB) Pilot Program: At the January Board meeting, the board approved Resolution 2019-02 which included an increase of \$352,520 to this project. Since then, the City of Aspen confirmed their commitment to fund half (\$176,260) of the additional costs. Staff is requesting to increase the existing budget accordingly:</p> <ol style="list-style-type: none"> a. \$176,260 increase to Other Governmental Contributions 		Description	Est. Start	Added Hours	Added Miles	1	30-min Valley (after 8:15pm)	Spring 19	3,200	73,800	2	Enhanced Snowmass-Intercept to support 30-min Valley	Spring 19	750	10,000	3	Off-Season Weekend BRT	Spring 19	6,500	166,200	4	Off-Season Weekend Carbondale Circulator	Spring 19	700	8,600	5	30-min Peak Grand Hogback	Winter 19/20	550	9,700		Total		11,700	268,300		Description	Cost	1	Hwy 82 Mid Valley Stop Improvements - Design	\$ 138,853	2	Feasibility Study of Grade Separated Pedestrian Crossings of Hwy 82 & 27th Street	\$ 112,421		Total	\$ 251,274
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Battery Electric Bus Pilot Project Financing Plan						
Updated 1/4/2019				2018 Budget	2019 Budget Adj	Total Budget
Item	Quantity	Unit Cost	Total Cost			
1 Est. 40-foot Battery Electric Buses (BEB) and Chargers	8	\$ 969,605	\$ 7,756,843	\$ 237,640	\$ 7,994,483	
2 Chargers	3	N/A	\$ 399,000		\$ 399,000	
3 Miscellaneous Charger Costs	N/A	N/A	\$ 36,628		\$ 36,628	
4 Infrastructure Installation	1	\$ 208,000	\$ 208,000		\$ 208,000	
5 Extended Propulsion Warranty	8	\$ 14,000	\$ 112,000	\$ 114,880	\$ 226,880	
6 Total	N/A	N/A	\$ 8,512,471	\$ 352,520	\$ 8,864,991	
Sources of Funding		Committed	Total	Adjustment	Total Adjusted	
7 EOTC Funding		Yes	\$ 500,000		\$ 500,000	
8 FY18/19 Statewide FASTER Grant/SB 228 Grant/LoNo		Yes	\$ 4,273,531		\$ 4,273,531	
9 RFTA FASTER Grant Local Match		Yes	\$ 1,068,383		\$ 1,068,383	
10 Additional RFTA Funding		Yes	\$ 801,087	\$ 176,260	\$ 977,347	
11 Subtotal RFTA Funding			\$ 1,869,470	\$ 176,260	\$ 2,045,730	
12 City of Aspen		Yes	\$ 1,869,470	\$ 176,260	\$ 2,045,730	
13 Subtotal Local BEB Funding			\$ 8,512,471	\$ 352,520	\$ 8,864,991	

Service Contract Special Revenue Fund

1. As a result of the implementation of the regional service enhancements related to the Destination 2040 Plan, it is anticipated that an estimated net cost of \$265,373 will be re-allocated away from RFTA's Service Contracts and to RFTA's regional services included in the General Fund. In turn, the service contract revenue is anticipated to decrease by the same amount. Staff is requesting to adjust the existing budget accordingly:
 - a. **(\$265,373) decrease in Service Contract Revenue**
 - b. **\$5,177 increase to Fuel**
 - c. **(\$270,550) decrease to Operating**

Please note that at the March Board meeting, staff will plan to prepare a supplemental budget appropriation resolution for 2018 and 2019 which will carry forward any unexpended budgets for capital projects due to timing reasons. Staff anticipates closing the 2018 books this week and will then be able to calculate the unexpended budget to carry forward to 2019.

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:

Net increase (decrease) to 2019 fund balance by fund:

General Fund	\$ (914,287)
Service Contract SRF	-
Total	\$ (914,287)

Attachments:

Yes, please see Resolution 2019-04 attached.

Director _____ moved adoption of the following Resolution:

BOARD OF DIRECTORS

ROARING FORK TRANSPORTATION AUTHORITY

RESOLUTION NO. 2019-04

2019 SUPPLEMENTAL BUDGET RESOLUTION

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, certain revenues will become available and additional expenditures have become necessary that were not anticipated during the preparation of the 2019 budget; and

WHEREAS, upon due and proper notice, published in accordance with the state budget law, said supplemental budget was open for inspection by the public at a designated place, a public hearing was held on, February 14, 2019 and interested taxpayers were given an opportunity to file or register any objections to said supplemental budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the following adjustments will be made to the 2019 budget as summarized herein:

General Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Other govt contributions	\$ 176,260	True-up COA's contribution for BEB Pilot Program per Resolution 2019-02
Total	\$ 176,260	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$ 23,236,000	-	\$ 23,236,000
Property tax	8,457,000	-	8,457,000
Grants	3,547,310	-	3,547,310
Fares	5,151,000	-	5,151,000
Other govt contributions	1,625,633	\$ 176,260	1,801,893
Other income	804,300	-	804,300
Other financing sources	155,000	-	155,000
Total	\$ 42,976,243	\$ 176,260	\$ 43,152,503

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Capital	\$ 138,853	Destination 2040: Design for SH 82 Mid-Valley Stop Improvements
Capital	112,421	Destination 2040: 27th Street Grade Separation Feasibility Study
Fuel	108,823	Destination 2040: Service Enhancements
Transit	730,450	Destination 2040: Service Enhancements
Total	\$1,090,547	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 1,724,454	\$ 108,823	\$ 1,833,277
Transit	23,318,555	730,450	24,049,005
Trails & Corridor Mgmt	589,025	-	589,025
Capital	10,850,943	251,274	11,102,217
Debt service	1,539,921	-	1,539,921
Other financing uses	2,769,053	-	2,769,053
Total	\$ 40,791,951	\$ 1,090,547	\$ 41,882,498

The net change to Fund balance for this amendment is as follows:

Revenues and other financing sources	\$ 176,260
Less Expenditures and other financing uses	(1,090,547)
Net increase (decrease) in fund balance	\$ (914,287)

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 17,686,222*
2018-21 & 2018-22	\$ 17,686,222	\$ 453,899	18,140,121
2018-26 & 2018-27	18,140,121	7,652,913	25,793,034
2019-02	25,793,034	(5,922,520)	19,870,514
2019-04	19,870,514	(914,287)	18,956,227
Total Change		\$ 1,270,005	

* Budgeted

Service Contract Special Revenue Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Service contract revenue	\$ (265,373)	Change in cost allocation due to Destination 2040 service enhancements
Total	\$ (265,373)	

Revenue & OFS Summary	Previous	Change	Current
Service contract revenue	\$ 11,878,825	\$ (265,373)	\$ 11,613,452
Grant revenue	30,000	-	30,000
Other financing sources	135,885	-	135,885
Total	\$ 12,044,710	\$ (265,373)	\$ 11,779,337

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Fuel	\$ 5,177	Change in cost allocation to due to Destination 2040 service enhancements
Operating	(270,550)	Change in cost allocation due to Destination 2040 service enhancements
Total	(265,373)	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 798,450	\$ 5,177	\$ 803,627
Operating	10,357,888	(270,550)	10,087,338
Capital	888,372	-	888,372
Total	\$ 12,044,710	\$ (265,373)	\$ 11,779,337

The net change to Fund balance for this amendment is as follows:

Revenues and other financing sources	\$ (265,373)
Less Expenditures and other financing uses	265,373
Net increase (decrease) in fund balance	\$ -

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			-*
2018-21 & 2018-22	-	-	-
2018-26 & 2018-27	-	-	-
2019-04	-	-	-
Total Change		-	

* Budgeted

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2019 budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

That the amended budget as hereby approved and adopted shall be signed by the Chair of the Roaring Fork Transportation Authority.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14th day of February, 2019.

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

By: _____
Art Riddile, Chair

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 February 14, 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 ____ day of _____, 2019.

RFTA BOARD OF DIRECTORS MEETING
“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 9. A.

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: February 14, 2019

RFTA Board Members and Staff Attend Conference on Impact of Autonomous Vehicles on Public

Transport: Art Riddile (RFTA Board Chair), Markey Butler (RFTA Board Vice-Chair) and Jason White (RFTA Assistant Planner) all attended the *Impact of Autonomous Vehicles on Public Transit Conference*, held in Palo Alto, CA from Jan. 23rd to Jan. 24th, 2019. There were about 100 attendees, including representatives from 25 transit agencies from across the nation and RFTA was the only Colorado transit agency present. This was the first time that RFTA has attended a conference focused on this type of emerging technology.

Although the conference was light on transit case studies and heavier on industry research/development and salesmanship, several great presentations and discussions integrated automation, public safety, electrification and first-last mile transport solutions. It became apparent that bus manufacturers are not likely to build automated bus models anytime soon, although there are some retrofit options. It also seems possible that a smaller 12-person, electric pod (*EZMile, Local Motors, Zooks*) could be utilized by RFTA in a controlled environment such as a bus lane. In February 2019, an *EZMile* driverless shuttle pilot will be unveiled on a new RTD route, AV61, starting at the A-line Pena Blvd. transit station, picking up passengers across the sparse Panasonic business campus and ending at a RTD park-n-ride facility:

<https://denver.streetsblog.org/2019/01/22/rtd-will-launch-a-driverless-shuttle-next-week/>.

The RFTA Board will continue to consider how AV technology fits into future policy and strategic planning goals. RFTA Staff will continue to track AV technology and take advantage of any opportunities for innovative technology funding or manufacturers that may be looking to operate a pilot project in a rural, mountainous region.

Upon his return from the conference, Art Riddile, was interviewed by Aspen Public Radio regarding his thoughts on the state of AV technology and its possible application in New Castle in the future:

<https://www.aspenpublicradio.org/post/new-castle-considers-driverless-circulator-bus> .

2019 X-Games Report – John Hocker, Co-Director of Operations

ESPN reported that this year’s attendance over the course of the four days of the 2019 X Games tied the old attendance record of 117,000. RFTA buses, along with the 20 contracted buses, provided by Rocky Mountain Transportation and Ramblin Express, handled the record number of attendees rather efficiently throughout the day and into the early evening throughout the four day event.

The biggest challenge for RFTA and the private charter bus companies this year were the late evening concerts on Friday and Saturday night. The sold out Friday night concert at Buttermilk, with a reported 8,000 attendees, started at 10pm in the evening. Egress from the venue after the main on-mountain X Games event was still in progress when RFTA buses were carrying full loads of concertgoers into the venue at Buttermilk. RFTA buses, as well as the other X Games transportation contractors, had full to capacity buses from Aspen, Snowmass and all down valley locations bringing people into the venue at the same time as we were tasked with getting large crowds out of the venue. The 10:00pm concert lasted until approximately 11:00pm at which time the egress of 8,000 plus people started again. The egress from the venue on Friday night was not finished until 12:15 am.

Saturday evening’s ingress to another sold out X Games concert of 8,000 plus attendees went a lot smoother than Friday evening. The reason being is that there were not the large number of folks trying to get to the

venue just before the start of the 9:30pm concert. It appeared to us and the event organizers that most of the folks attending the Saturday night concert arrived at the venue during the late afternoon or a few hours before the actual start of the concert. Egress from the concert on Saturday night was over at 12:00pm.

Even though Sunday's X Games attendance was reported to be 43,000, another new record, the X Games transportation team handled the crowds without any major issues. The X Games concert on Sunday started at 4:00pm and was over about 5:15pm. There were a few more on-mountain events after the concert on Sunday which helped us spread the egress out throughout the late afternoon into the evening. The queue lines for buses at the venue moved quickly on Sunday evening and the egress from the event was over by 9:00pm and it was lights out until next year.

Once again this year I am truly amazed how everyone associated with the X Games at RFTA, drivers, supervisors, mechanics, hostlers, facilities personnel, information clerks and security personnel, rises to the occasion. It truly is an 'all hands on deck' effort to transport the tens of thousands of X Games spectators, often in some adverse weather conditions and on standing room only buses, and at the same time maintain our robust winter season schedule for our customers throughout the valley and I70 corridor as well as to our visitors.

It generally takes two weeks after the end of the month to process all of the ridership data, so we are hopeful that X-Games ridership for the four days of the event will be available at the February 14th Board meeting.

Operations Update – Kurt Ravenschlag, Chief Operations Officer

RFTA 2040 Implementation Update

2019 Capital Infrastructure

- Battery Electric Bus Infrastructure
 - Construction Bids due February 21st
 - Construction March – August
 - Supplemental appropriation planned for March to support project construction
- LOVA Trail
 - Met with Glenwood Springs, New Castle and LOVA, Feb. 4th to discuss trail implementation and grant opportunities.
 - Budget appropriated in November 2018 as part of 2019 budget
- Trail Maintenance
 - Bridge deck repair bid package accepted 1/11/2019
 - Construction April - June.
 - Asphalt Repair Plan in progress. Asphalt repairs planned for summer of 2019
 - Budget appropriated in November 2018 as part of 2019 budget
- Mid Valley Stop Improvements
 - Received scope of work to design 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
 - Supplemental appropriation planned for February to support design efforts for Mid Valley Stop Improvements

- Feasibility Study of Grade Separated Pedestrian Crossings of Hwy 82 and 27th St.
 - Received scope and cost to proceed with Feasibility study.
 - Supplemental appropriation planned for February to support grade separation feasibility study.
- Grand Avenue Corridor Study (27th Street Parking Expansion, Glenwood In-line Stations, Transit Center, Extension of BRT Downtown, Connections to 1-70 Corridor)
 - Recurring meetings established with Glenwood Springs' staff to begin scoping this effort.
 - Supplemental appropriation planned for Fall 2019 to support corridor planning study.
- Willits Area Parking Expansion
 - The Capital Planning committee feels that this effort is not ready to study. The Committee became aware that there may be 100 parking spaces under the Whole Foods open to the public. We would like to work with the development to sign and promote this parking to analyze utilization and how that might affect future parking expansion in the mid-valley area.
 - No appropriations planned at this time
- Aspen Maintenance Facility Expansion Phase 9 (Replace Fuel Farm)
 - Non-fuel farm components at 75% design
 - Fuel Farm (tanks, pumps, dispensers, piping) will be design build
 - Solicit bids early summer 2019 for design build contractor
 - Permitting and land entitlement mid-summer 2019
 - Scheduled to break ground April 2020
 - Re-appropriation planned for March to role forward 2018 account balance for final design of non-fuel farm components
 - Supplemental appropriation planned for mid-summer 2019 to support permitting, design and construction activity.
- Glenwood Maintenance Facility (GMF) Expansion
 - Received scope of work from contractor to perform analysis of impacts to GMF expansion if Glenwood Springs Municipal Operations Center (MOC) where available to expand upon.
 - Re-appropriation planned for March to role forward 2018 account balance for GMF programming efforts
 - Supplemental appropriation planned for March to support programming analysis of potential Glenwood MOC purchase.
- Replacement Office/Housing in Carbondale
 - Programming for employee housing continuing.
 - Re-appropriation planned for March to role forward 2018 account balance for employee housing programming efforts
- WE-Cycle
 - RFTA staff is beginning coordination efforts with We-Cycle, Carbondale and Glenwood Springs regarding bike share expansion plans in 2020 and 2021.
 - No appropriations planned at this time

2019 Service Delivery

- Enhanced Snowmass Service
 - Transfer of funding from EOTC to RFTA completed Jan 1
 - Supplemental appropriation planned for March to support service implementation

- 30 minute Valley after 8:15
 - Service planning on track for April 22 Start Date
 - Supplemental appropriation planned for March to support service implementation
- Enhanced SMV service to support 30 minute valley after 8:15
 - Service planning on track for April 22 Start Date
 - Supplemental appropriation planned for March to support service implementation
- Off-Season Weekend BRT
 - Service planning on track for April 22 Start Date
 - Supplemental appropriation planned for March to support service implementation
- Off-season Weekend Carbondale Circulator
 - Service planning on track for April 22 Start Date
 - Supplemental appropriation planned for March to support service implementation
- 30 Minute Peak Hogback Service
 - Service planning on track for December 2019 Start Date
 - Supplemental appropriation planned for March to support service implementation

2019 Bus Procurement

- 8 New Flyer Excelsior Battery Electric Buses
 - Contract issued 10/24/2018
 - Delivery July – August 2019
 - Change order for to provide charge bars and extended warranty in process.
 - Budget appropriated in November 2018 as part of 2019 budget and January 2019 for change order expenses.
 - No additional appropriations planned at this time
- 10 Gillig Clean Diesel, Low Floor Buses
 - Contract issued 1/28/19 to purchase 10 buses with a December 2019 Delivery
 - Budget appropriated in January 2019 as supplemental to 2019 budget
 - No additional appropriations planned at this time
- 4 Motor Coach bus RFP
 - Spec development underway
 - CDOT Procurement Concurrence Request in March
 - RFP on street by mid-April
 - Budget appropriated in November 2018 as part of 2019 budget
 - No additional appropriations planned at this time

Recreational Trail Plan

Recreational Trails Plan (RTP) – The RFTA Planning Department has been working closely with the RFTA Facilities/Trails Department since April 2018 to update the 2005 RFTA Recreational Trails Plan (RTP). The purpose of the plan update process is to confirm goals set forth in the 2005 Corridor Comprehensive Plan and 2005 Recreational Trails Plan Update, and to gather public feedback on trail topics that were either overlooked or may have increased in importance in the last 14 years. Beyond the plan update process, the public dialogue has provided an opportunity for RFTA to celebrate what the Rio Grande Trail has become and gather comments from frequent users of the unique trail system.

To date, the planning team has conducted two regional stakeholder meetings, hired DHM Design to assist with public outreach events from Aspen to Glenwood Springs in the Summer of 2018, solicited an online bilingual survey with 500 responses, raffled off prizes from local bike shops and solicited a draft plan for public comment. Some of the most popular public comments include an appreciation for increased safety with the new trail centerline, a desire for additional restrooms and drinking water stations, identifying cracked asphalt sections, awareness of new e-bike technology and usage and admiration for the non-chemical invasive weed management techniques such as goats.

RFTA Staff has also been meeting with Pitkin County Open Space & Trails Staff to discuss e-bike policy along different sections of the trail. There is recognition that each trail section is very different in topography and user patterns, and public awareness of shared modes is the best tool to promote public safety. This includes a regionally coordinated *Connect, Protect, Respect* trail safety and etiquette campaign that sourced from the RTP Regional Stakeholder Group.

RFTA staff is currently working to finalize a draft plan that addresses issues raised through the public engagement process and provides the necessary guidance to own, operate and maintain the Rio Grande Trail for many years to come. RFTA staff believes that it would be best to delay the first reading/public hearing of the RFTA RTP 2019 Update until new trail design standards are completed in May/June.

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

2018 Actuals/Budget Comparison (December YTD)

2018 Budget Year				
General Fund	December YTD			
	Actual	Projection	Amended Budget	% Var.
Revenues				
Sales and Use tax (1)	\$ 20,311,178	\$ 22,855,000	\$ 22,511,000	1.5%
Grants (2)	\$ 2,195,141	\$ 2,195,141	\$ 6,524,625	-66.4%
Fares (3)	\$ 5,142,627	\$ 5,142,627	\$ 5,021,000	2.4%
Other govt contributions (4)	\$ 2,270,681	\$ 2,270,681	\$ 4,637,151	-51.0%
Other income	\$ 746,339	\$ 746,339	\$ 738,440	1.1%
Total Revenues	\$ 30,665,967	\$ 33,209,788	\$ 39,432,216	-15.8%
Expenditures				
Fuel (5)	\$ 1,110,863	\$ 1,011,000	\$ 1,433,758	-29.5%
Transit	\$ 21,633,449	\$ 21,033,000	\$ 21,708,348	-3.1%
Trails & Corridor Mgmt	\$ 447,473	\$ 465,000	\$ 540,120	-13.9%
Capital (6)	\$ 4,451,290	\$ 4,501,000	\$ 14,162,016	-68.2%
Debt service	\$ 1,492,935	\$ 1,492,935	\$ 1,512,971	-1.3%
Total Expenditures	\$ 29,136,011	\$ 28,502,935	\$ 39,357,213	-27.6%
Other Financing Sources/Uses				
Other financing sources	\$ 34,615	\$ 34,615	\$ 155,730	-77.8%
Other financing uses	\$ (2,588,857)	\$ (2,588,857)	\$ (2,757,871)	-6.1%
Total Other Financing Sources/Uses	\$ (2,554,243)	\$ (2,554,243)	\$ (2,602,141)	-1.8%
Change in Fund Balance	\$ (1,024,287)	\$ 2,152,611	\$ (2,527,138)	-185.2%

(1) Actual sales and use tax revenues exclude December data, which will become available in early February 2019. Through November, revenues are up approx. 5% over the prior year and approx.2% over the current budget.

(2) \$4.2M of budgeted grant revenues for the Battery Electric Bus Pilot Program will be carried over to 2019.

(3) Through December, fare revenue is up 6% and ridership is up at 3% 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 December 2017/2018 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 12/2017	YTD 12/2018	Increase/ (Decrease)	% Change
Regional Fares	\$ 4,160,080	\$ 4,354,913	\$ 194,833	5%
Maroon Bells	\$ 639,779	\$ 749,846	\$ 110,067	17%
Total Fare Revenue	\$ 4,799,859	\$ 5,104,759	\$ 304,900	6%

Ridership on RFTA Regional Services*:	YTD 12/2017	YTD 12/2018	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	948,122	938,304	(9,818)	-1%
BRT	897,557	920,343	22,786	3%
Carbondale Shuttle	140,455	147,950	7,495	5%
SM-DV	66,595	66,927	332	0%
SM-INT	186,301	218,778	32,477	17%
Grand Hogback	106,573	102,482	(4,091)	-4%
Maroon Bells	215,562	243,165	27,603	13%
Total Ridership on RFTA Fare Services	2,561,165	2,637,949	76,784	3%

- (4) \$2.3M of budgeted local gov't contributions for the Battery Electric Bus Pilot Program will be carried over to 2019.
- (5) The significant savings is primarily attributable to the Alternative Fuel Excise Tax Credit (CNG) from 2017 of approximately \$228,372 which was received and recorded in June 2018 (the Bipartisan Budget Act of 2018 was passed on February 9, 2018 which retroactively reinstated fuel tax credits through the end of 2017).
- (6) Unexpended budget for a variety of Facilities-related capital projects will be carried over to 2019 due to timing and also \$8.5M for the Battery Electric Bus Pilot Program.

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage December 2018 YTD				Hours December 2018 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	3,852,756	3,893,173	(40,417)	-1.0%	174,912	177,731	(2,819)	-1.6%
City of Aspen	569,336	572,410	(3,074)	-0.5%	64,308	63,173	1,135	1.8%
Aspen Skiing Company	258,815	288,359	(29,544)	-10.2%	19,594	19,219	376	2.0%
Ride Glenwood Springs	119,766	122,769	(3,003)	-2.4%	9,814	10,185	(370)	-3.6%
Grand Hogback	211,803	216,255	(4,452)	-2.1%	8,337	8,409	(72)	-0.9%
Specials/Charters	11,541	5,838	5,703	97.7%	987	723	263	36.4%
Senior Van	20,035	17,002	3,033	17.8%	1,789	1,790	(1)	0.0%
MAA Burlingame	23,712	23,313	399	1.7%	1,690	1,681	10	0.6%
Maroon Bells	86,354	79,947	6,407	8.0%	6,892	6,433	459	7.1%
Total	5,154,118	5,219,066	(64,948)	-1.2%	288,324	289,343	(1,020)	-0.4%

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
Service	Dec-17 YTD	Dec-18 YTD	# Variance	% Variance
City of Aspen	1,467,157	1,421,664	(45,493)	-3.10%
RF Valley Commuter	2,586,268	2,631,301	45,033	1.74%
Grand Hogback	106,573	102,482	(4,091)	-3.84%
Aspen Skiing Company	589,387	541,804	(47,583)	-8.07%
Ride Glenwood Springs	211,419	169,868	(41,551)	-19.65%
X-games/Charter	45,131	35,486	(9,645)	-21.37%
Senior Van	3,743	3,871	128	3.42%
MAA Burlingame	52,333	62,844	10,511	20.08%
Maroon Bells	215,562	243,165	27,603	12.81%
GAB Transit Mitigation Svcs.	-	-	-	N/A
Total	5,277,573	5,212,485	(65,088)	-1.23%

Subset of Roaring Fork Valley Commuter Service with BRT in 2018				
Service	YTD Dec 2017	YTD Dec 2018	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	948,122	938,304	(9,818)	-1%
BRT	897,557	920,343	22,786	3%
Total	1,845,679	1,858,647	12,968	1%

RFTA Planning Department Monthly Update

February 14th, 2019

RFTA Vision Statement

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

RFTA Planning Department Vision Statement

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

Current Planning Projects

Destination 2040 Regional Project List Implementation

The Planning Department is engaged in all three D2040 Staff Working Groups: Capital Improvements, Service Enhancements and Bus Procurement.

We-Cycle

We are working with We-Cycle to expand service to Carbondale and Glenwood Springs. We met with We-cycle on January 31st and February 5th to prepare for the Town of Carbondale Mobility Work Session on February 19th. RFTA and We-Cycle will present a joint memo to the Town by 2/13.

LoVa Trail

The City of Glenwood Springs hosted a meeting with RFTA and New Castle on February 4th to strategize design, funding, and construction of the 8.5 mile section of the LoVa Trail between West Glenwood Springs and New Castle. This section is the most challenging section of the entire proposed trail system, which is envisioned to extend from Glenwood Springs to Parachute and beyond. The cost estimate for the 8.5-mile section, still being developed, is in the range of \$25 million to \$40 million. Funding sources may include FLAP, GOCO and FMLD grant programs, as well as matching funds from local governments.

Maroon Bells Transportation Study

RFTA, City of Aspen, the USFS and other entities have been working with Volpe Transportation Center to address ways to improve the seasonal Maroon Bells Shuttle System and visitor experience. A final draft report will be issued on February 11th.

Winter Bike to Work Day

RFTA and CLEER coordinated a table at the Carbondale BRT Station for another International Winter Bike and Walk to Work Day on Friday, February 8th. We collected comments on the new Connect, Protect, Respect trail etiquette campaign, and used a new fun Spin the Wheel game to award trail swag and bike tuning coupons. And of course, coffee, donuts and bacon were free to commuters. For more info:

<https://cleanenergyeconomy.net/events/2019-winter-walk-and-bike-to-work-and-school-day/>.

Battery Electric Bus (BEB) Pilot Project

The Planning Department continues to meet internally with appropriate Staff for grant management, bus delivery and AMF infrastructure preparation. We are also meeting externally with Holy Cross Electric and Rocky Mountain Institute (RMI) on a potential local renewable energy source to help offset the increased electrical consumption with the BEB project. We are also working on a transportation rate for electricity that will keep electricity costs for charging BEBs more affordable and predictable.

Autonomous Vehicle (AV) Conference

RFTA Board members Art Riddile and Markey Butler, and RFTA staffer Jason White, attended the *Impact of Autonomous Vehicles on Public Transit Conference*, held in Palo Alto, CA on January 23-24, 2019. There were about 100 attendees, including representatives from 25 transit agencies from across the nation and RFTA was the only Colorado transit agency present. This was the first time that RFTA has attended a conference focused on this type of emerging technology.

Maroon Creek Roundabout BRT Stop Study

During the closure of the 8th street bus stop in Aspen in the summer of 2018, RFTA created a temporary stop at the Maroon Creek Road Roundabout, or Kiss-n-Ride. Parsons Transportation Group is now assisting RFTA with developing options for a potentially permanent BRT stop. Options include placing a stop along up valley SH 82, in various locations near or within the roundabout, in conjunction with potential expansion of bus lanes and transit signal priority.

Intermountain Transportation Planning Region Quarterly Meeting

At the last IMTPR meeting, held on January 18, Garfield County Commissioner Tom Jankovsky was elected Vice-Chair of the IMTPR, replacing Eagle County Commissioner Jill Ryan who was nominated by newly-elected Governor Jared Polis to serve as Executive Director of the Colorado Department of Public Health and Environment (CDPHE).

A key topic at the next IMTPR meeting, on April 11, will be the development of the new 2045 Colorado Statewide Transportation Plan and Regional Transit Plan Updates.

Brush Creek BRT Station (Intercept Lot) Expansion

Pitkin County received a Federal Lands Access Program (FLAP) grant in 2017 to construct an additional 200 paved parking spaces, a restroom (supported by a new well and septic system) and a public information kiosk. Jacobs consulting group is spearheading the design process. Other considerations in the design process include:

- Positive delineation of the parking areas to the north and south of the defined expansion area
- Not precluding additional amenities that help promote the use of the lot (vendors, service providers)
- Adjusting overhead lighting to better match current dark sky initiatives
- Incorporating drainage improvements that utilize the existing storm drain system
- Evaluating the existing irrigation system and recommend potential changes
- Potentially designating some proposed parking areas for long term airport parking with designated transit service to the airport
- The potential for public bike share, which may include electric bikes
- Expansion of existing Electric Vehicle Charging Stations and new opportunity charging stations for RFTA electric buses. Holy Cross Energy will help support the expansion of EV charging stations. Design is scheduled to be completed by Spring 2020, and construction to begin Spring 2021.

Snowmass Village West Village Mall Transit Station Redevelopment

The Town of Snowmass Village has hired a design firm to create conceptual designs for redeveloping the West Village Mall Transit Station. A final concept and cost estimate for a Transit Station, not to exceed an estimated construction cost of \$7 million, will be ready by June 2019. This design concept will then be solicited for public consideration and comment.

RFTA Strategic Plan

Planning/Communications/Marketing Staff has been working closely with the CEO and COO to restructure the plan to align more closely with the Boards Ends Statements and RFTA's core objectives, and provide a more definitive roadmap for RFTA's short and long term project goals.

RFTA Recreational Trails Plan (RTP) 2019 Update

The Planning Department has been working closely with the Facilities/Trail Dept. to lead this plan update process since early 2018. We have also been closely coordinating with DHM Design for public outreach, Pitkin County Open Space & Trails Staff for common trail topics, conducting regional stakeholder meetings and soliciting public feedback via a public survey and draft plan comments.

RFTA Staff believes that it would be best to delay the first reading/public hearing of the RFTA RTP 2019 Update until new trail design standards are completed in May/June.

Regional Land Use Development Referrals

As a regional referral agency, RFTA is able to provide comments on regional commercial and large residential projects that may affect existing or future transit/trail operations. Staff has submitted comments in the last month for the following projects:

- RFTA is an ongoing stakeholder in the Garfield County Riverview Safe Route to School Program
- Flying M Ranch Subdivision, Garfield County
- Aspen Skiing Company Aspen Mountain Master Plan, City of Aspen
- Snowmass Center PUD, Snowmass Village

Grant Funding Management and Development

The Planning Department is responsible for submitting Federal/State/Local capital and operating grant applications, managing grant contract responsibilities and researching creative funding opportunities for the financial sustainability of RFTA. Here is a snapshot of recent grant activity:

Project	Grant Source	Execution Date	Expiration Date	Grant Amount	Match Amount	Total Project Cost
Operating	FTA FY19 5311	12/7/2018	12/31/2019	\$1,115,810	\$1,115,810	\$2,231,620
Operating	CDOT FY19 FASTER	TBD	TBD	\$200,000	\$200,000	\$400,000
Battery Electric Buses (1)	FY17 FTA 5339(c) LoNo	9/7/2018	12/31/2020	\$715,528	\$178,882	\$894,410
Battery Electric Buses (2)	FY19 FASTER (SB 228)	9/7/2018	12/31/2020	\$1,404,000	\$351,000	\$1,755,000
Battery Electric Buses (3)	FY18 and FY19 FASTER	9/7/2018	12/31/2020	\$2,154,400	\$538,600	\$2,693,000
(4) Diesel MCI Replacements	FY18 5339(b) Bus/Facility	TBD	TBD	\$2,231,500	\$557,872	\$2,789,372
				\$7,821,238	\$2,942,164	\$10,763,402

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

Facilities and Bus Stop Maintenance February 14, 2019

Capital Projects Update

Projects currently under construction:

- Mueller construction has been awarded the contract to repair the Emma Bridge over Sopris creek and the re-deck of the bridge over the Roaring Fork River in Carbondale.

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.

Construction projects currently out to bid:

- The infrastructure upgrades required at the AMF to charge the battery electric buses is out to bid.
- The GMF storage area and roof access staircase project is out to bid.

Construction projects currently in the design process:

- AMF tank farm replacement;
- Housing design build Program of Requirements (POR);
- Rio Grande Trail Design Standards;
- Design of the HVAC upgrades necessary to allow CNG buses to be serviced at the AMF.

Design projects completed, not out to bid:

- There are currently no projects that have been designed that are not out to bid.

Service requests for proposals: Several contracts for services that RFTA requires are expiring in 2019 and staff will be working the following RFP's to put out for ad in the coming months.

- HVAC repair and maintenance services;
- Landscape maintenance;
- Parking lot sweeping, asphalt crack sealing and pavement restriping;
- Weed management services.

Service RFP's out to bid: An IFB to provide RFTA with landscaping services is currently out to bid.

Facilities, Rail Corridor & Trail Update RFTA Employee Housing

- The Main Street apartment complex in Carbondale, a 5-unit complex with 7 beds, is currently at **100%** occupancy.
- The Parker House apartment complex in Carbondale, a 14-unit complex with 24 beds unit, is currently at **79%** occupancy.
- RFTA's allotment of long-term housing at Burlingame in Aspen, consisting of four one-bedroom units, is currently at **100%** occupancy.
- RFTA Permanent employee housing is currently at **86%**.
- As of September 1, RFTA has access to sixteen, two-bedroom seasonal units at the Burlingame Housing Facility to accommodate the winter seasonal hiring. RFTA Seasonal housing is at 84% occupancy.

RFTA Railroad Corridor

Right-of-Way Land Management Project: Along with its legal and engineering consultants, RFTA staff is and will be working on the following tasks in 2019:

- Staff has begun to utilize a new review process for projects proposing to make use of the Railroad Corridor. This process will allow staff to have railroad and legal experts review, assess and report on proposed development impacts along the Railroad Corridor along with making recommendations regarding potential mitigation for the impacts that RFTA can provide to permitting jurisdictions. (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. See the COO and Planning Department updates (above) for the status of the plan.
- **Covenant Enforcement Commission (CEC)** Letter to Great Outdoors Colorado (GOCO) and all pertinent documents related to the CEC have been mailed to GOCO.
- **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)



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.
 - ❖ Projects include irrigation, picnic areas with shelters, art installations, native landscapes, DeRail Park, which is a nod to the rail history, a Latino Folk Art Garden, a Youth Art Park, and adding historical interpretive signs.
 - ❖ The ArtWay entry "Artch" is designed and the final changes are in process. Architects and structural engineers have been involved throughout the design process. The idea is to construct a steel arch/structure and add artsy accessories onto the structure that fit the community. Please see rendering of the Artch below...
 - ❖ The Latino Folk Art Garden at 8th St in Carbondale has been constructed!
 - ❖ A soft surface trail and picnic area infrastructure has been installed.
 - ❖ Trees, shrubs, and perennial flowers have been planted with the help of volunteers
 - ❖ The irrigation system is complete as well.
 - ❖ A mosaic table and colorful pots were completed and on-site.
 - ❖ A shade sail has also been installed.
 - The public has been supportive and interested groups and businesses are signing up for participation.
- Staff has been busy preparing for 2019 projects, which includes tree trimming/removal, asphalt repair, goats, revegetation, noxious weed control, ArtWay projects, hiring a seasonal staff person, and bridge repair.
- We are hoping to repair the Sopris Creek Bridge and the Roaring Fork Bridge in 2019.
 - Bridge inspections are complete and we have a design/repair for both bridges. We have hired a Contractor and are working on schedule and details now.
- Staff closed the gates for the winter at Rock Bottom Ranch and Catherine Bridge Trailhead.

