

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

TIME: 8:30 a.m. – 11:30 a.m., Thursday, July 11, 2024

Regular Location: In-Person at Town Hall (Room 1), 511 Colorado, Carbondale, CO 81623

Instructions regarding how to participate in the meeting remotely via WebEx are attached to the e-mail transmitting the Board Agenda Packet, on the second page of this agenda, or at www.rfta.com on the Board Meeting page.

(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	Approval of Minutes:		Approve	8:31 a.m.
	A. RFTA Board Meeting June 13, 2024, page 3			
3	Public Comment: Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person)		Public Input	8:33 a.m.
4	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	8:35 a.m.
5	Consent Agenda:			8:45 a.m.
	A. RFTA 2023 Audited Financial Report – Michael Yang, CFAO and Paul Hamilton, Director of Finance, page 6	4.2.5	Approve	
	B. Termination and Release of Assignment and Assumption (UPRR Easement and Shared Use Agreement) – Dan Blankenship, CEO, page 12	2.3.7	Approve	
	C. Update and Restate the Bylaws of the Roaring Fork Transportation Authority – Paul Taddune, General Counsel, page 14	2.10	Approve	
6	Presentations/Action Items:			
	A. CEO Succession Planning – David Knapp, PhD, page 15	3.6	Update	8:55 a.m.
	B. Presentation Regarding Glenwood Springs South Bridge Project - Ryan Gordon, City Engineer, page 16	4.2.4	Presentation	9:10 a.m.
	C. Strategic Plan Update – Kurt Ravenschlag, COO, page 18	2.9	Discussion /Action	9:40 a.m.
	D. Presentation of Final RFTA Zero Emission Vehicle (ZEV) Fleet Plan – Stantec, page 22	1.6	Discussion /Action	10:10 a.m.
7	Information/Updates:			
	A. CEO Report – Dan Blankenship, CEO, page 25	2.8.6	FYI	10:40 a.m.
8	Executive Session: 2 Issues: 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 instructions for negotiators: RFTA-ATU Collective Bargaining Agreement; and 2) Pursuant to C.R.S. 24-6-602 (e) and (f): Personnel Matters: Succession Planning.			10:50 a.m.

	Agenda Item	Policy	Purpose	Est. Time
9	Issues to be Considered at Next Meeting:			
	To Be Determined at the July 11, 2024 Board Meeting	4.3	Meeting Planning	11:25 a.m.
10	Next Meeting: 8:30 a.m. – 11:30 a.m., August 8, 2024, In- person at Carbondale Town Hall or via WebEx Teleconference (Details to be provided later).	4.3	Meeting Planning	11:27 a.m.
11	Adjournment:		Adjourn	11:30 a.m.

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**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES**

June 13, 2024

Board Members Present (In-Person or via WebEx):

Shelley Kaup, (City of Glenwood Springs); Greg Poschman, Vice-Chair (Pitkin County); Colin Laird, (Town of Carbondale); David Knight (Town of Basalt); Art Riddile, (Town of New Castle); Alyssa Shenk, (Town of Snowmass Village); Torre, (City of Aspen); Jeanne McQueeney (Eagle County)

Non-Voting Alternates Present (In-Person or via WebEx):

Sam Rose (City of Aspen); Bill Madsen (Town of Snowmass Village); Francie Jacober (Pitkin County);

Staff Present (In-Person or via WebEx):

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial Administrative Officer (CFAO); Kurt Ravenschlag, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Mike Hermes and Sarah Faichney, Facilities Department; Angela Henderson, Director of Trails and Rail Corridor; Paul Hamilton, Director of Finance Department; Craig Dubin, Special Projects Manager; David Johnson and Jason White, Planning Department; Mike Christenson, Director of Vehicle Maintenance; Ian Adams, Director of Operations; Dawn Dexter, Operations Manager; Tammy Sommerfeld, Director of Procurement; Jamie Tatsuno, Director of Communications; David Pesnichak, Mobility Coordinator; Jason Smith, Director of Safety and Training; Jason Schelhaas and Blake Williams, Department of Technology; Erin Kemp, Director of HR; Ed Cortez, President ATU Local 1774

Visitors Present (In-Person or via WebEx):

Lynn Rumbaugh (City of Aspen); Sushma Pradmod, Brian Duffany, and Rachel Shindman (EPS); Tanya Allen (Eagle County); Lee Barger (City of Glenwood Springs); Sarah Adey (Labor Attorney)

Agenda

1. Call to Order/Roll Call:

Shelley Kaup called the June 13, 2024 RFTA Board of Directors meeting to order at 8:31 a.m. Kaup declared a quorum to be present (8-member jurisdictions present) and the meeting began at 8:32 a.m.

2. Approval of Minutes:

Torre moved to approve the May 9, 2024 Meeting Minutes and Colin Laird seconded the motion. The motion was unanimously approved.

3. Public Comment:

Kaup asked if any member of the public would like to address the Board or make a comment regarding items not on the June 13, 2024 Board Agenda.

Rachel Richards thanked the Board for allowing her time to expressed her concerns regarding work the Aspen City Council has been directing its staff and consultants to perform to determine the feasibility of rehabilitating and, possibly, expanding the existing, aged Castle Creek Bridge. Ms. Richards favors the 1998 Entrance to Aspen Final Environmental Impact Statement Record of Decision (ROD) Preferred Alternative (PA).

The 1998 ROD PA envisioned a two-lane parkway from Buttermilk Ski Area to Aspen with a companion light rail system or dedicated bus lanes, if the cost of rail was unaffordable. Rather than use the existing Castle Creek Bridge, the ROD PA alignment would use a modified-direct alignment that, just up valley from the Maroon Creek Roundabout, would divert off of the existing Highway 82 alignment, cross the Marolt Open Space, pass through a cut and cover tunnel, cross a new Castle Creek Bridge, and line up with Main Street in Aspen.

Aspen spent over \$500,000 to determine 'If a 3-lane bridge could go where the old 2-lane bridge is, what it might cost, how it could be constructed, and what could 'ease' the two 90-degree turns on Main St. leading to the bridge. Richards said she believes the cost estimates/design in the report exclude many crucial items from the public (overhead signalization for the reversible lanes) but it does estimate the extensive daily travel disruptions that a new bridge's construction in the current location will cause.

City staff has now been directed to ask CDOT if the City can get rid of the ROD and self-fund the reversible 3-lane concept without an EIS analysis. The '3-lane' design is inferior to the Modified Direct Alignment PA, as it leaves mass transit in mixed traffic in one direction or the other for half the day. The reversible 3-lane design proposes only 'bus priority' in one direction at a time, accomplished via 2 traffic lights. The current PA calls for Bus Only lanes in each direction, connecting with the already constructed Bus Only lanes from the Aspen Airport Business Center (AABC) to the Roundabout and it removes the Cemetery Lane traffic light.

Residents in the RTA district, paying RFTA sales & property taxes, deserve design solutions that increase, not decrease the operational efficiency, cost, and timeliness of RFTA services. Richards said she believes the 3-lane design will fail review when an Origin & Destination study, and regional population growth needs are projected out 30 years, as an EIS requires.

All designs for State Hwy 82 must be fully tested against all other alternatives, including those using the Marolt and the standing PA. Richards further requests that the environmental impacts for any temporary detour bridges, either through the West End or the Marolt property, be fully reviewed and mitigated, if selected, via a full EIS process.

Richards formally requests that any effort to reconfigure Main St. in Aspen with tree removals, sidewalk or trail relocations to accommodate the 3-lane design or to approve a new corridor for the Entrance to Aspen through the standing ROD PA, be denied. Richards thanked the RFTA Board for listening to her concerns today. She also requested that should this issue need RFTA Board input that it weigh all of the options and have all of the facts before making a decision that will impact such a significant number of our community members and visitors to our valley.

Kaup closed Public Comments at 8:38 a.m.

4. Executive Session:

1 Item: Pursuant to C.R.S. 24-6-402 4(e)(I): Determining positions that may be subject to negotiations; developing strategy for negotiations and instructions for negotiators: RFTA-ATU Local 1774 2025 – 2027 Collective Bargaining Agreement

Alyssa Shenk moved to adjourn from the Regular Board Meeting into the Executive Session, and Jeanne McQueeney seconded the motion. The motion was unanimously approved. Executive Session began at 8:41 a.m.

Staff Present: Dan Blankenship, CEO; Kurt Ravenschlag, COO; Michael Yang, CFAO; Paul Taddune,

General Counsel; Nicole Schoon, Secretary to the Board of Directors; Ian Adams, Director of Operations; Erin Kemp, Director of HR

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

No action was taken during the Executive Session, which adjourned at 9:27 a.m.

5. Items Added to Agenda – Board Member Comments:

Kaup asked if there were any items that needed to be added to the June 13, 2024, Board meeting Agenda.

No items were added to the June 13, 2024, Board Agenda.

Kaup asked if any Board member had any comments or questions regarding issues not on the June 13, 2024, Board meeting Agenda.

No members of the Board had any comments

Kaup closed Board Comments at 9:29 a.m.

6. Information/Updates:

A. CEO Report – Dan Blankenship, CEO

For the month of April 2024, RFTA's year-to-date system-wide ridership was 2,091,408, up 3.3%. Overall, April 2024 year-to date system-wide ridership was down 7% compared to the same period in pre-pandemic 2019. Similarly, City of Aspen ridership was down 28%, Valley ridership was up 6%, Hogback ridership was up 83%, and Other ridership was down 9%.

7. Issues to be Considered at Next Meeting:

8. Next Meeting: 8:30 a.m. – 11:00 a.m.; July 11, 2024, In- person at Carbondale Town Hall or via WebEx Teleconference for those who are unable to attend in person.

9. Adjournment:

Shenk moved to adjourn from the June 13, 2024 RFTA Board meeting, and Laird seconded the motion. The motion was unanimously approved.

The June 13, 2024 RFTA Board Meeting adjourned at 9:34 a.m.

The June 13, 2024 RFTA Board Meeting was immediately followed by the 2024 RFTA Board Summit Retreat.

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

**RFTA BOARD OF DIRECTORS MEETING
“CONSENT” AGENDA SUMMARY ITEM # 5. A.**

Meeting Date:	July 11, 2024
Agenda Item:	RFTA 2023 Audited Financial Report
Strategic Outcome:	Financial Sustainability
Strategic Objective:	2.3: Financial Condition and 2.4: Asset Protection
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance Paul Backes, McMahan & Associates, LLC (Auditor)
Recommendation:	Accept RFTA 2023 Audited Financial Report
Core Issues:	<ol style="list-style-type: none"> 1. The annual financial statement audit is required by third parties, which includes the Federal Transit Administration, Colorado Department of Transportation, Municipal Securities Rulemaking Board, and Standard & Poor’s 2. McMahan & Associates LLC conducted the audit and is responsible for expressing an opinion on: <ol style="list-style-type: none"> a. RFTA’s financial statements and the budget and actual individual fund statements for the year ended December 31, 2023, and b. RFTA’s compliance requirements described in the U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement applicable to each of its major federal programs for the year ended December 31, 2023. 3. An unqualified or “clean” opinion was received from the auditors that RFTA’s 2023 financial statements conform to U.S. generally accepted accounting principles and that RFTA is in compliance with the requirements for each of its major federal programs. 4. No deficiencies were reported; no current year findings or questioned costs were identified. 5. On June 17, 2024, the RFTA Board Audit Subcommittee (RFTA Board members: Alyssa Shenk, Town of Snowmass Village, and Torre, City of Aspen; Independent Financial Experts: Ann Driggers, Pitkin County Chief Financial and Administrative Officer, Treasurer, and Public Trustee, and Anna Earl, Eagle County Director of Finance) met with RFTA’s Auditor, which included an in-depth review and discussion of the 2023 audit. RFTA staff was available for a portion of the meeting to answer questions from the subcommittee. The subcommittee agreed that the 2023 audited financials be recommended for acceptance by the RFTA Board of Directors. 6. Based on the unqualified or “clean” opinion from the auditors, and with the RFTA Board Audit Subcommittee approval, as evidenced by the attached meeting minutes prepared by the subcommittee, staff recommends that the RFTA Board accept the 2023 Audited Financial Report.

Policy Implications:	Board Asset Protection Policy 2.4.8 states, “The CEO may not compromise the independence of the Board’s audit or other external monitoring or advice.”
Fiscal Implications:	Failure to comply with annual financial statement audit requirements by third parties can negatively affect existing agreements and future grant awards resulting in unfavorable financial conditions.
Attachments:	<p>Yes, please see, “RFTA Board Audit Subcommittee Meeting Minutes,” attached below.</p> <p>Please also click on: “Communication to the Governing Board Letter from Auditor.pdf,” and “RFTA 2023 Audited Financial Statements – FINAL.pdf,” or see “Communication to the Governing Board Letter from Auditor,” and “RFTA 2023 Audited Financial Statements – FINAL.pdf,” included in the July 2024 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.</p>

RFTA Board Audit Subcommittee Meeting Minutes
June 17, 2024

Hybrid in-person (1340 Main Street)/WebEx Virtual Meeting Started at 11:02 a.m.

Attendees:

Audit subcommittee members:

1. Torre (City of Aspen)
2. Alyssa Shenk (Town of Snowmass Village)
3. Ann Driggers (independent financial expert and Chief Financial and Administrative Officer, Treasurer, and Public Trustee for Pitkin County)
4. Anna Earl (independent financial expert and Director of Finance for Eagle County)

External auditors:

5. Paul Backes, CPA (Partner at McMahan & Associates)

RFTA staff:

6. Dan Blankenship (RFTA CEO)
7. Kurt Ravenschlag (RFTA COO)
8. Michael Yang, CPA (RFTA CFAO)
9. Paul Hamilton, CPA (RFTA Finance Director)
10. David Carle (RFTA Budget Manager)

Paul Hamilton provided an overview of the meeting agenda. Michael Yang thanked the participants and provided background regarding the audit subcommittee, which was created in 2011. The purpose of the subcommittee is to provide an opportunity for more in-depth discussion of RFTA's financial audit with staff and the auditors in advance of the full RFTA Board's acceptance of the annual financial report at the July Board meeting. This meeting provides an opportunity to ask questions. The meeting then moved to group introductions.

Paul Backes gave an overview of McMahan & Associates, LLC as their firm performs hundreds of audits and has offices in both Avon, Colorado and Alabama.

Paul explained their audit overview and approach, as follows:

- 1) Shared an overview and walkthrough of McMahan and Associates' audit workpapers for RFTA
- 2) Reviewed the planning, fieldwork, and audit process
- 3) Provided an overview of testing procedures, staff interviews, data analytics, and a year-over-year trend review
- 4) Reviewed internal controls
- 5) Used software analytics instead of random sampling
- 6) Discussed new governmental lease provisions, including subscription-based information technology arrangements

Torre asked questions regarding the audit approach and whether McMahan and Associates had any concerns. Paul Backes stated there weren't any issues. Paul shared all the work going into the final report and is comfortable with the audit workpapers, which include 465 items ultimately uploaded into McMahan and Associates' auditing software. Paul Backes indicated McMahan and Associates produces the financial statements and RFTA management is responsible for the financial statements. He reviewed their auditors'

opinion letter, which states RFTA's financial statements are materially correct and you can rely on them. The 2023 financial statements reflect a clean audit opinion.

Paul Backes reviewed the Management Discussion and Analysis (MD&A) portion of the Financial Statements and various highlights of this section. The MD&A section is unaudited and provides a summary from management describing highlights during 2023. The audited Financial Statements ultimately get shared with the SEC, banking institutions, and other outside parties. The MD&A is very high-level financial information and is prepared on an accrual basis. The MD&A provides summary financial information for assets, liabilities, revenues, expenditures, and fund balance.

Paul Backes then provided a review of RFTA's audited financial statements. He mentioned that RFTA, as a single-purpose entity, qualifies for presenting financial statements in a format that combines fund level and government-wide statements.

On the balance sheet, each fund is shown in a separate column and is designed to show each fund's net worth. RFTA's net worth at the end of 2023 is \$217 million, of which \$108 million is available to be currently spent and rolled forward to 2024.

RFTA's 2023 income statement is in the same format as the balance sheet, and shows what changed during the year. Overall, \$115 million came in during the year as revenues and \$7.4 million was added to the General Fund's Fund Balance. \$18.8 million of capital expenditures are shown in the Capital Projects fund, which also decrease the Fund Balance by the same amount. Across all of RFTA's funds, approximately \$11.3 million of funds came out of RFTA's bank accounts in 2023.

Both the balance sheet and the income show the short-term view in the first columns, up to the "Total" column. The "Adjustments" column includes the needed adjustments in order to show the long-term view of RFTA's financial position in the very last "Statement of Activities Column".

In terms of Fund Balance, Paul Backes noted that RFTA has a very healthy Fund Balance of \$107 million in the General Fund at the end of 2023. RFTA also had net income in 2023, which is what you like to see. For the long-term view, RFTA reflected a \$45 million increase in fund balance, which was primarily due to the capital grants that RFTA received in 2023.

Paul Backes elaborated on the Notes section of the Financial Statements and how they are intended for users of the financial statements and not just the RFTA Board. The notes show items such as how RFTA was formed, accounting policies, new policies adopted during the year, descriptions of the various types and breakouts of fund balance, budget appropriations, investments by type, the breakout of capital assets, types of debts, and other disclosures.

On a side note, McMahan and Associates audits hundreds of government entities and Paul noted that RFTA has really been a leader for other transit agencies.

McMahan and Associates performed a single audit, testing compliance with federal program requirements. Three major federal programs were tested for RFTA in 2023 with no findings in either 2023 or 2022. Paul Backes mentioned that RFTA has done a great job of getting Federal Grants as RFTA received approximately \$28.5 million in grant funding. Paul Backes explained that the federal government, as one of the main users of financial statements, requires a single audit of all major program funds received by an entity.

Paul Backes then reviewed McMahan and Associates' letter to RFTA's Governing Board. This letter outlines the various assumptions and estimates that were included in RFTA's 2023 Financial Statements, including an estimated allowance for uncollectible accounts receivable, estimated useful lives for capital assets, and

estimated discount rates. Paul expressed appreciation to the RFTA Finance Team for providing his team with all the information needed, in a clean and balanced format. McMahan and Associates did not have any material adjustments for the RFTA team. There may be tax credits from the Internal Revenue Service (IRS) that RFTA may be eligible for.

Paul Backes concluded his review of RFTA's 2023 financial statements by stating overall the audit was clean and RFTA has a really good financial statement and financial position.

Michael Yang brought up the benefits of having the Audit Subcommittee meeting and how this is a good forum to have a discussion of the financial statement with select board member in advance of the July Board meeting, with not only RFTA Staff, but with outside financial experts as well. Michael asked both Anna Earl and Ann Driggers for their comments.

Anna Earl mentioned that, while she hadn't visited RFTA's website or looked at past financial statements, she didn't realize RFTA was such a large organization. She was impressed by the large amount of grant revenues received and that RFTA is in a good safe position with healthy reserves. She did not note any red flags or see any issues that should be dug further into.

Ann Driggers said she is familiar with RFTA due to the sales tax revenues that pass through from Pitkin County to RFTA. She is also familiar with McMahan and Associates and has full confidence in their auditing. She believes if any issues came up during the audit, McMahan and Associates would bring them to our attention.

Michael Yang discussed a couple RFTA projects that potentially could qualify for the IRS's tax credits and it's good to know about these programs, as RFTA is currently working on a zero-emission vehicle study.

Michael Yang also indicated that RFTA has a lot going on, as evidenced by the agenda from the June Board retreat that took place last Thursday. He also noted that RFTA's 2023 Financial Statements had savings in the operating budget. One of the reasons for this was due to hiring challenges and RFTA's transit service had to be adjusted downward accordingly. As a result, expenditures were less than expected. On the revenue side, sales and use tax revenues were better than expected and investment income was higher due to higher interest rates. When RFTA budgets for these items, RFTA does budget conservatively and monitors these items over the course of the year.

Michael Yang asked Ann Driggers about what she is seeing on her end with respect to sales tax revenues. She said sales tax is continuing to grow and defy all expectations. February 2024 was one of the largest months in history for sales and use tax and this is normally not the case. Paul Backes mentioned the impacts of inflation upon sales and use tax revenue. Anna Earl mentioned she is seeing a leveling off of sales and use tax in the last year.

Torre said that Paul Backes' presentation highlighted accurate accounting and no red flags. He feels confident in RFTA's ability as a well-managed and high-performing organization. This could lead to a discussion on where we could improve and what RFTA's challenges are. Michael Yang mentioned the upcoming ERP implementation, which is a multi-year project, and is a heavy-lift for RFTA staff. RFTA staff has spoken with Finance Departments from several of its member jurisdictions. In his experience, Torre has noted underperforming returns and ongoing costs that keep escalating when ERP systems are implemented. He wants to be supportive of whatever ERP system RFTA gets, in addition to leveraging technology. Torre is also interested in long-range budget planning, particularly fuel cost and fleet mix and the trajectory for those items. Michael mentioned that these items are on staff's radar, including labor cost and capital costs. There is also a focus on capital improvement plans.

Following up on the Board Retreat, Torre is interested in employee housing, particularly the average length of employee tenure and financial numbers are a part of this discussion.

Alyssa Shenk mentioned she has served on RFTA's Audit Subcommittee for a number of years now and believes the Financial Statement Audit is a very thorough report and all of her questions are answered. She asked about financial fraud in the cyber world and she wants to see that proper procedures are in place when invoices are paid. Paul Backes said that McMahan and Associates has developed an IT checklist on this topic and will meet with each client's IT Director to review the checklist. Some items included are: updating the password policy, multi-factor authentication, changing passwords from factory settings, carrying cybersecurity insurance, and email security training. Paul Backes also discussed the vendor portal of new ERP systems, where vendors can manage their profiles, shifting the liability from RFTA to the vendors.

At approximately 12:35pm, RFTA staff left the room and Webex meeting to allow the audit subcommittee members to talk with the auditors without staff present. The meeting adjourned at approximately 1:00pm.

RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA ITEM SUMMARY # 5. B.

Meeting Date:	July 11, 2024
Subject:	Termination and Release of Assignment and Assumption (UPRR Easement and Shared Use Agreement)
Strategic Outcome:	2.0 RFTA will provide accessible, effective and easy to use mobility options that connect our region for all user types.
Strategic Objective:	2.1 Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected and utilized.
Presented By:	Dan Blankenship, CEO
Recommendation:	Authorize the CEO to execute the agreement with the City of Glenwood Springs terminating and releasing the assignment and assumption of the Union Pacific Railroad Company (UPRR) Easement and Shared Use Agreement
Executive Summary:	<p>On October 3, 1996, when the Rio Grande Railroad Corridor was acquired by the Roaring Fork Railroad Holding Authority, the Southern Pacific Transportation Company (SP), predecessors in interest to the UPRR, retained a perpetual exclusive freight rail easement covering the Glenwood Springs Wye Area and the tail trackage that extends from the mainline south to approximately 13th Street. In addition, on June 28, 1997, RFRHA and the SP entered into a Shared Use and Pedestrian Walkway Agreement. This Agreement conferred to RFRHA the right to operate its public railroad system, under certain conditions, within the area of the Wye governed by the SP’s easement. It also granted RFRHA the right to install two pedestrian walkways within the easement area and, in 1999, RFRHA quit claimed a non-exclusive easement to the City that enabled it to construct the River Walk Trail along the edge of the Wye area.</p> <p>In 2002, RFTA, RFRHA’s successor in interest to RFRHA, conveyed portions of the East Leg of the Wye area to the City of Glenwood Springs, in exchange for land in the Glenwood Meadows upon which RFTA’s Glenwood Maintenance Facility was constructed. Subsequently, in May 2016, RFTA and the City of Glenwood Springs entered into an Intergovernmental Agreement to correct a scrivener’s error in the initial conveyance to the City, and also conveyed easements to allow for the construction of the 8th Street crossing and for an existing pedestrian walkway tunnel located in the West Leg of Wye, north of 7th Street. Also, to facilitate and share in a portion of the cost of a future grade-separation of the 8th Street connect, if passenger rail or some other transit system is activated in the Wye Area, some additional parcels were granted to the City. As a result, nearly the entirety of the East Leg of the Wye area was transferred to the City. The Agreement also committed RFTA and the City to work together to extinguish the UPRR’s exclusive easement covering the Wye area.</p> <p>Subsequently, in September 2016, on behalf of the City, RFTA petitioned the Surface Transportation Board (STB) to remove the City’s East Leg portion of the Wye area from the Notice of Interim Trail Use (NITU), which Railbanked the corridor in 1998. The request was subsequently granted by the STB on May 12, 2017. The STB authorization to remove the East Leg of the Wye from the Railbanked corridor allows the City to use its portion of the Wye area as it sees fit, without any potential repercussions related to the Railbanked status of the remainder of the Rio Grande Railroad Corridor owned by RFTA.</p>

	<p>In November 2018, to effectuate the purchase of the easement from the UPRR, the City of Glenwood Springs requested RFTA to assign its interest in the easement to the City along with its interest in the Shared Use Agreement. The RFTA Board approved this assignment, which was executed by the RFTA Chair and dated November 16, 2018. According the Letter of Agreement with RFTA, after the purchase, the City agreed to assign back to RFTA its interest in the UPRR easement and the Shared Use Agreement.</p> <p>On November 28, 2018, the UPRR assigned to the City all of its rights, title and interest in and to the Railroad Easement and Shared Use Agreement.</p> <p>Due to an administrative oversight, the assignment by the City of RFTA's interest in the UPRR easement and Shared Use Agreement was not completed until June 20, 2024, when it was approved by the Glenwood Springs' City Council.</p> <p>However, because the UPRR no longer has any interest in the easement or Shared Use Agreement, legal counsel for the City and RFTA agreed that the best approach would be for the City to terminate and release the easement and Shared Use Agreement, making them of no effect for either RFTA or the City. This action, in essence, will allow RFTA to conduct rail operations within the West Leg of the Wye area, unfettered by any previous conditions placed on such operations by the UPRR easement and Shared Use Agreement.</p>
Governance Policy:	RFTA Board Financial Condition and Activities policy 2.3 states, "The CEO shall not acquire, encumber or dispose of real property."
Fiscal Implications:	There are no fiscal implications related to this issue.
Attachments:	Yes, please click on: " Termination and Release Agreement-Signed.pdf " or see "Termination and Release Agreement-Signed.pdf," included in the July 2024 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

**RFTA BOARD OF DIRECTORS
 “CONSENT” AGENDA ITEM SUMMARY # 5. C.**

Meeting Date:	July 11, 2024
Subject:	Update and Restate Bylaws of the Roaring Fork Transportation Authority
Strategic Outcome:	7.0 High Performing Organization
Strategic Objective:	7.5 Ensure appropriate transparency of all RFTA business 7.7 Continually seek ways to improve business process
Presented By:	Dan Blankenship, CEO and Paul Taddune, General Counsel
Recommendation:	Approve updated and restated RFTA Bylaws.
Executive Summary:	<p>Attached for affirmation is an updated version of the Bylaws of the Roaring Fork Transportation Authority that integrates all prior amendments into one comprehensive restatement.</p> <ul style="list-style-type: none"> - The RFTA Bylaws were amended as of February 11, 2010 and signed at that time by Board Chair Bruce Christensen. - The Bylaws were amended on October 14 by Resolution 2021-17, due to the COVID epidemic to allow remote participation during the course of the pandemic, and further amended as of July 14, 2022 to make the make the allowance of remote participation permanent. - The attached Bylaws update and restate the Bylaws as a housekeeping measure to incorporate the amendments allowing remote participation in RFTA Board meetings. The amendment appears in Section 6.07 which is highlighted for ease of reference.
Governance Policy:	Board Awareness and Support Policy 2.10 states, “The CEO shall supply for the Board’s Consent Agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation or contract to be Board-approved.
Fiscal Implications:	There are no fiscal implications related to this monitoring report.
Attachments:	Yes, please click on: “ RFTA.Bylaws.Amended.7.11.2024.pdf ,” or see “RFTA.Bylaws.Amended.7.11.2024,” included in the July 2024 RFTA Board Meeting Portfolio, attached to the e-mail transmitting the RFTA Board Agenda packet.

**RFTA BOARD OF DIRECTORS
 “PRESENTATIONS/ACTION” AGENDA ITEM SUMMARY # 6. A.**

Meeting Date:	July 11, 2024
Subject:	CEO Succession Planning
Strategic Outcome:	3.0 Sustainable Workforce
Strategic Objective:	3.6 Ensure organization resilience through thoughtful succession planning and workforce development.
Presented By:	David Knapp, PhD, Denver Training Group
Recommendation:	Listen to and discuss update regarding the CEO Succession Planning process
Executive Summary:	<p>Dr. Knapp will provide updates to the Board on his work in the following areas:</p> <ul style="list-style-type: none"> • Roles & Responsibilities • Coaching • Facilitation <p>He also will briefly provide an update on the current funding/status of his contract, before answering any questions Board members may have for him.</p>
Governance Policy:	RFTA Board Governing Policy 1.3 Sustainable Workforce Outcome states, “RFTA will ensure organizational sustainability by enhancing its ability to continue to recruit and retain an engaged, well-trained, resilient professional workforce.”
Fiscal Implications:	In 2023, the RFTA Board approved a contract with Dr. Knapp in the amount of \$30,000 for his assistance with the CEO Succession Planning process. Of that amount, \$16,115 was expended in 2023 and \$13,885 of the original contract budget was carried into 2024. Of that amount \$9,019 had been expended through May 31, 2024, leaving a balance as of that time of \$4,866. It is anticipated that additional budget for Dr. Knapp’s CEO transition support, in the amount of \$13,350, will be needed this year.
Attachments:	Yes, please click on: “Succession Plan Presentation 07.11.2024.pdf,” or see “Succession Plan Presentation 07.11.2024.pdf,” which is included in the July 2024 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

RFTA BOARD OF DIRECTORS
“PRESENTATIONS/ACTION” AGENDA ITEM SUMMARY # 6. B.

Meeting Date:	July 11, 2024
Subject:	Presentation Regarding Glenwood Springs South Bridge Project
Strategic Outcome:	Accessibility and Mobility
Strategic Objective:	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
Presented By:	Ryan Gordon, City Engineer, City of Glenwood Springs
Recommendation:	Receive and discuss presentation regarding the South Bridge Project.
Executive Summary:	<p>Ryan Gordon, City Engineer, City of Glenwood Springs will provide an update to the RFTA Board of Directors regarding the status of the South Bridge project, which will include some of the following details:</p> <ul style="list-style-type: none"> • South Bridge will provide a critical evacuation route for the south part of Glenwood Springs and the Four-mile corridor. • South Bridge has been in design since 2005 and, after receiving a Federal grant in December 2023, the project is moving forward. The plan is to go to bid in late 2025. The project includes: <ul style="list-style-type: none"> ○ A new bridge over the Roaring Fork River; ○ A new interchange at SH82; ○ A grade-separated Rio Grande Trail crossing for pedestrians and cyclists in a box culvert beneath the new South Bridge roadway; and ○ A new concrete shared use path from South Glenwood neighborhoods to the Rio Grande Trail.
Background:	<p>In the summer of 2002, the destructive Coal Seam fire threatened neighborhoods in West Glenwood Springs. It incinerated trees and brush along the I-70 corridor in South Canyon, burned the hillsides in the Meadows area, and came very near to RFTA’s newly constructed Glenwood Maintenance Facility. The fire underscored the critical need for an additional escape route on the South end of Glenwood Springs, especially for people living along Midland Avenue, up 4 Mile and 3 Mile Roads, in the Mountain Valley residential neighborhood, and in Cardiff Glen.</p> <p>For more than two decades the City of Glenwood Springs has been planning the construction of the South Bridge project and, thanks to receipt of a \$49.7 million Rural Surface Transportation Grant, and some creative value engineering, it is on the verge of making this goal a reality.</p> <p>To help facilitate a cost-effective connection of the new South Bridge roadway to State Highway 82, the City requested RFTA to grant it easements that will allow the roadway to be constructed across the railroad corridor. In 2018, the RFTA Board approved an Intergovernmental Agreement (IGA) granting the City a perpetual, non-exclusive, easement across, over, and under the railroad corridor for the South Bridge roadway connection. The IGA and easement(s) will allow the City to construct the roadway on top of and over the railroad corridor, while accepting some risk that the crossing might need to be reconstructed/modified or removed at the City’s expense if</p>

	<p>impairs RFTA’s ability to operate a rail or other transportation system in the corridor at a future time.</p> <p>The language in the IGA is intended not only to ensure RFTA’s ability to operate a future rail or other transportation system in the corridor, but also to preserve the corridor’s Railbanked status in the interim.</p> <p>Inasmuch as the design for the project has been evolving, the IGA and Easement Agreement conveying the easement have not, as yet, been executed by RFTA and the City, pending the finalization of legal descriptions of the easements required for the project. Assuming no substantive changes of the IGA are required, the Chair has previously been authorized to execute the IGA and Easement Agreement subject to approval as to form by the RFTA General Counsel.</p>
<p>Governance Policy:</p>	<p>RFTA Board Job Products Policy 4.2 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/Outcomes.”</p>
<p>Fiscal Implications:</p>	<p>There are no fiscal implications related to this monitoring report. In the Destination 2040 Plan, voters approved \$4 million that is designated for RFTA’s contribution to a grade-separated crossing for the Rio Grande Trail that will pass underneath the new South Bridge roadway alignment.</p>
<p>Attachments:</p>	<p>Yes, please click on: “South Bridge RFTA Memo 110510.pdf,” or see “South Bridge RFTA Memo 110510.pdf,” included in the July 2024 RFTA Board Meeting Portfolio.pdf, attached to the e-mail transmitting the RFTA Board Agenda packet.</p>

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

Meeting Date:	July 11, 2024
Subject:	Strategic Plan Update
Strategic Outcome:	High Performing Organization
Strategic Objective:	7.5. Ensure Appropriate Transparency of all RFTA Business 7.7. Continually seek ways to improve business process
Presented By:	Kurt Ravenschlag, COO Jamie Tatsuno, Communications Manager
Staff Recommends:	That the RFTA Board of Directors engage in conversation with staff to update the RFTA Strategic Plan.
Executive Summary	<p>The latest version of the RFTA Five-year Strategic Plan was last updated in 2019. RFTA staff will be facilitating conversations with the RFTA Board of Directors (BOD) from March through July of 2024 to update this planning document, which guides RFTA’s five-year strategic planning, annual budgeting, annual work plans and day to day operations. This strategic planning document provides the RFTA organization with the BOD’s desired Outcomes from the organization as well as more specific Objectives. The Strategic Plan is developed not only from the specific Outcomes and Objectives the BOD desires to accomplish, but also addresses the various challenges and opportunities the organization may face in the five-year planning term. RFTA staff will be facilitating a discussion at the July BOD meeting to finalize the Draft 2025-2030 Strategic Plan to be ready for Board adoption at the August Board meeting.</p>
Background/ Discussion:	<p>Policy 2.9 of the RFTA Governing Policies requires RFTA to maintain a five-year strategic plan. The current plan was created in 2019 and is due for its five-year update. The RFTA Strategic Plan provides the framework to guide RFTA’s decision making, budgeting, and daily operations. Outcomes represent the high-level deliverables that RFTA strives to provide the communities it serves. Each Outcome Area includes several more specific Objectives that define different areas of focus in achieving the Outcome. Staff then develops Strategic Initiatives that are designed to move the needle in achieving the identified performance targets associated with the Objectives. The Strategic Initiatives become a part of the annual budget requests and, if funded, directly influence daily operations. Each task completed or dollar spent by RFTA should be linked back to the Strategic Plan and ultimately the Mission and Vision of this organization.</p> <p>The Board of Directors have now reviewed and provided feedback on draft strategic plan over the course of three Board meetings and the Board summit. The following Outcomes and Objectives reflect that work. This Board Agenda item is to take one last look before finalizing the plan at the August Board meeting.</p>

Safe Customers, Workforce & General Public

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 The Public is safe and comfortable using RFTA services, at RFTA facilities and on RFTA property
- 1.2 Ensure safe work environment for all RFTA employees
- 1.3 The general public has a positive perception of the safety of RFTA services
- 1.4 Staff are well trained and safety focused
- 1.5 Ensure RFTA is knowledgeable, prepared and coordinated with Regional Emergency response plans

Accessibility & Mobility

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, utilized and accessible to all users
- 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 Identify and reduce barriers to riding transit and accessing trails
- 2.6 Provide convenient connections to key activity centers in service area
- 2.7 Develop trail connections from Glenwood Springs to New Castle

Sustainable Workforce

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

- 3.1 Attract and retain top talent to the organization
- 3.2 Provide competitive compensation and benefit packages
- 3.3 Provide comfortable and affordable short-term (3-5 year) housing solutions
- 3.4 Find ways to reduce the hardship 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 Increase employee engagement
- 3.8 Provide employees with the tools, technology, space and equipment to maximize efficiency and safety
- 3.9 Provide appropriate staffing to meet business needs of RFTA

Financial Sustainability

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

- 4.1 Ensure fiscal integrity
- 4.2 Develop and maintain a capital planning and prioritization process, while also reviewing and updating RFTA's financial policies.

- 4.3 Preserve financial sustainability and develop, improve and maintain a balanced long-range budget and financial forecast
- 4.4 Pursue financing opportunities to 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

Satisfied Customers

RFTA will exceed customer expectations by providing modern, courteous, safe, convenient, reliable, comfortable, sustainable, and affordable transportation for residents and visitors.

- 5.1 Transit and trail experiences are enjoyable
- 5.2 Transit services are financially accessible for diverse user groups
- 5.3 Leverage technology to enhance customer experience
- 5.4 Deliver easy-to-use, modern and reliable services
- 5.5 Conduct triennial on-board passenger surveys
- 5.6 Provide a centralized, user-friendly Customer Relationship Management system
- 5.7 Provide clean and well-maintained facilities, trails and equipment
- 5.8 Staff are well trained and focused on providing exceptional customer service
- 5.9 Actively engage with the community to gather feedback and suggestions for improving services

ENVIRONMENTAL SUSTAINABILITY

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 will strive for 100% renewable energy use
- 6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget
- 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled in region
- 6.5 Promote and support transit-oriented land use patterns
- 6.6 Integrate technology to optimize energy, reduce our carbon footprint, and promote eco-friendly practices wherever possible

HIGH PERFORMING ORGANIZATION

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 Strategically integrate innovative technology to enhance service delivery and business process efficiency across all key performance areas.
- 7.3 Proactively influence policy and legislative development that benefits public transportation to our region
- 7.4 Actively engage the public about plans, projects and service changes
- 7.5 Ensure appropriate transparency of all RFTA business

	<p>7.6 Actively plan for business continuity and resilience in the event of crisis</p> <p>7.7 Continually seek ways to improve business process and service delivery</p> <p>7.8 Prioritize cybersecurity measures to protect integrity of systems and data</p> <p>7.9 Prioritize Strategic Planning at all levels of the RFTA organization</p> <p>7.10 Implement a system to routinely compare RFTA performance with industry standards and best practices</p>
Governance Policy:	Policy 2.9 Five-Year Strategic Plan
Fiscal Implications:	None at this time.
Attachments:	Please also click on: " 2025 RFTA Strategic Plan.pdf ," or see "2025 RFTA Strategic Plan.pdf," included in the July 2024 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

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

Meeting Date:	July 11, 2024
Subject:	RFTA Zero Emission Vehicle (ZEV) Transition Plan
Strategic Outcomes:	6.0 ENVIRONMENTAL SUSTAINABILITY
Strategic Objectives:	6.1 Trail and transit users enjoy environmentally friendly equipment and facilities 6.2 RFTA organization will strive for 100% renewable energy use 6.3 Maximize energy efficiencies within RFTA organization with cost-effective solutions 6.4 Provide alternative and innovative travel solutions to help slow the growth of vehicle miles traveled in region 6.5 Advance renewable/sustainable projects without sacrificing our existing services and responsible budget
Presented By:	Jason White, RFTA Planning Department, and Stantec Consulting Team
Staff Recommends:	Based on feedback and direction from the Board at the April 11 th Board of Directors' Meeting (BOD), Staff recommends that the Board approve the final plan, as well as staff's preferred ZEV fleet option: 2050 Mixed Battery Electric Bus (BEB) & Fuel Cell Electric Bus (FCEB) Fleet, or more simply, the 2050 Mixed ZEV Fleet . At the August 8, 2024 BOD Meeting, staff will bring forward a formal resolution for plan adoption.
Executive Summary:	<p>The primary goal of this planning project is to create a roadmap to transition the revenue bus fleet, and the non-revenue, light-duty admin/support fleet, to zero-emission vehicles by 2050, aligning with the State of Colorado and RFTA climate action and ZEV transition goals.</p> <p>In November 2018, with voter approval of the Destination 2040 property tax initiative, RFTA committed to a fleet of 1/3 diesel, 1/3 CNG, and 1/3 ZEVs by 2040. The preferred 2050 Mixed ZEV Fleet Plan meets the State's goal of 100% ZEV public transit fleets by 2050. The State goal was promulgated in 2023, about five-years after the passage of Destination 2040.</p> <p>All technical data and future cost estimates are based on a 2023 planning baseline, with slight adjustments for 2024 plan adoption. Similar to RFTA's Strategic Plan and Climate Action Plan (CAP), this living ZEV Fleet Transition Plan should be periodically revisited and adjusted in response to regional transit demand, changes in service delivery, and funding realities over the 26-year ZEV transition period from 2024-2050.</p>
Background/ Discussion:	<p>RFTA was an early adopter of battery electric bus technology in 2019, with the purchase of eight BEBs for the RFTA-City of Aspen Battery Electric Bus Pilot Project. This innovative transit pilot project has placed RFTA on the national and State radar, and Staff regularly shares information and data with transit peers.</p> <p>The <i>State of CO 2023 EV Plan Update</i> maintains a bold goal of achieving 1,000 ZEV transit vehicles by 2030, and 100% ZEV fleets by 2050. Recognizing that RFTA is the second largest transit agency in CO, and there are an estimated 200 BEBs either in operation or on order, RFTA will play a major support role in helping the</p>

	<p>State to achieve its goals. RFTA also has the opportunity to help regional utilities achieve their climate goals and emissions reduction targets by simply purchasing renewable grid electricity from Holy Cross Energy, City of Aspen Utility and City of Glenwood Springs Utility.</p> <p>While there have been some operational and technical lessons learned, in general, the pilot BEB buses are performing well on City of Aspen routes, logging over a combined 800,000 miles since early 2020. An estimated 160,000 gallons of diesel have been avoided, with a reduction of 712,000 lbs. of carbon dioxide (CO₂) equivalent, equal to the greenhouse gas (GHG) emissions from 826,000 passenger miles driven. This is not to mention the cumulative regional Scope 3 GHG emissions offset for each passenger that rides a BEB, and avoids a private vehicle trip.</p> <p>Once additional depot chargers are installed at the Glenwood Maintenance Facility (GMF)/Regional Transportation Center (RTC) by the end of 2024, staff intends to start operating additional BEBs on higher-ridership, higher-profile commuter routes, thus greatly increasing zero-emission services for upwards of 5 million passengers each year.</p> <p>In May 2023, the RFTA Board of Directors adopted the following Climate Action Plan (CAP) emissions reduction goals:</p> <ul style="list-style-type: none"> • Reduce Scope 1 GHG emissions (from vehicles) and Scope 2 GHG emissions (from facilities) by 50% by 2030 and 90% by 2050, and • Reduce transportation-related emissions throughout the region by increasing emissions offset (from ridership) compared to emissions produced in 2019 to 3x by 2030 and 5x by 2050. <p>During the CAP process, staff learned that 76% of Scope 1 and Scope 2 emissions source from diesel and CNG buses, therefore the most effective CAP strategy to reduce agency emissions is to transition more buses and support vehicles to ZEVs.</p> <p>This project started in earnest at the June 8, 2023 RFTA Board Summit, where staff presented the final Climate Action Plan (CAP), and kicked off the ZEV Transition Plan process with a presentation from Stantec staff.</p> <p>Stantec modeled and recommended six future ZEV fleet scenarios for the RFTA Leadership Team to consider:</p> <ol style="list-style-type: none"> 1) 2040 BEB Fleet 2) 2040 FCEB Fleet 3) 2040 Mixed BEB & FCEB Fleet 4) 2050 BEB Fleet 5) 2050 FCEB Fleet 6) 2050 Mixed BEB & FCEB Fleet* <p>*The preferred fleet scenario is a 2050 Mixed BEB & FCEB Fleet, based on report findings, consultant expertise, and direction from a fleet evaluation/decision workshop conducted with the RFTA Leadership Team on February 20, 2024.</p>
<p>Governance Policy:</p>	<p>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).”</p>

<p>Fiscal Implications:</p>	<p>None at this time. It is important to note that the Destination 2040 Plan stated estimated costs for replacing old buses, and maintaining a diversified fleet of 100 total revenue buses, with 1/3 diesel, 1/3 CNG and 1/3 ZEB, or 33 of each. The current estimated cost for a 100% ZEV fleet in 2050 is \$676 million, approximately 14% higher than the base case of \$590 million, based on the Final ZEV Transition Plan. Budget has not yet been identified for this bold fleet conversion. RFTA likely will need to aggressively pursue State and Federal grants in order to achieve the goal of transitioning its fleet to 100% ZEVs by 2050.</p>
<p>Attachments:</p>	<p>Yes, please click on "Final Zero-Emission Fleet Transition Plan 7-11-24.pdf," and "Final ZEV Transition Plan Presentation Slides 07.11.2024.pdf," or see "Final Zero-Emission Fleet Transition Plan 7-11-24.pdf," and "Final ZEV Transition Plan Presentation Slides 07.11.2024.pdf," included in the July 11, 2024, RFTA Board Meeting Portfolio.pdf, attached to the e-mail transmitting the Board Agenda Packet.</p>

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

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: July 11, 2024

Construction Update: Glenwood Maintenance Facility Phase 3, 4, 5, & 7: The Operations Center at the Glenwood Maintenance Facility (GMF) has made remarkable progress! Join us in this third video update, led by RFTA's Capital Projects Program Manager, Ben Ludlow, as we showcase the latest developments. Experience the advancements at the GMF, explore the fully operational Operations Center, and learn about the significant milestones we've achieved. This video will provide you with updated insights into the GMF's impact and the future goals we are excited to accomplish. Check out the video: <https://youtu.be/5iyaOIJmmyw>



The GMF Expansion will include: Operations Center, 60-Bus Storage Building, Bus Inspection, Facilities Parts and Equipment Warehouse, Multi-fuel Fueling, and Bus Wash Facility

Construction Update: 27th Street Underpasses Project: Check out the Phase 3 progress at the RFTA 27th Street Project in Glenwood Springs. This is the final phase of this project that is located on CO HWY 82 and the intersection of the RFTA 27th street BRT Station, in Glenwood Springs. The project includes traffic impacts in Glenwood Springs, reconfiguration of the Rio Grande Trail, drainage improvements and construction of two underpasses under 27th St and CO HWY 82. Check out the video: <https://youtu.be/9N8lkpEksr0>

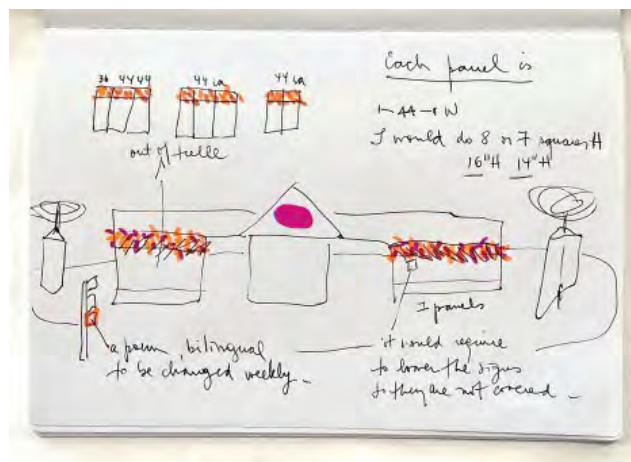


Rubey Park Transit Center Art Installation: A public art installation project is planned for the Rubey Park Transit Center in Aspen this summer. Organized by Aspen’s Red Brick Center for the Arts, the installation will bring the visual art and poetry of world-renowned artist Ana Maria Hernando to RFTA riders and passers-by alike.

The installation will be positioned atop the plant trellises at the facility. The City of Aspen Transportation Department has coordinated with RFTA Facilities, Operations and Communications staff to ensure that the project does not impede transit service operations. The City of Aspen’s public art staff are confident in the durability of Ana Maria's pieces, previously installed in parks in New York City, and will manage any required repairs independently; RFTA will not assume responsibility for any damage incurred.

Ms. Hernando’s work will incorporate a bilingual, bicultural element designed to enrich the experience for riders and visitors to Rubey Park. Her concept also includes an interactive component through a QR code leading to a spoken experience in English and Spanish. This exciting project will be in place by mid-July through mid-September. Additionally, the artist and the City of Aspen may organize a rider appreciation event to introduce the artwork, with further details forthcoming.

To complement the Rubey Park installation, 3 additional works by Ana Maria will be installed at Sister Cities Plaza. This work includes 3 “Cloud” pieces by Ana Maria that were recently installed in Madison Square Park in New York City. Conceptual sketches by Ana Maria of the installation at Rubey Park can be viewed below. Additionally, examples of Ana Maria tulle works can be viewed on her website <https://anamariahernando.com/>.



Ana María's conceptual sketch shows a site-specific installation at Rubey Park. The installation includes orange and coral pink tulle attached to a structural frame along the top of the planter trellis.



Image of Ana María’s Cloud pieces installed in Madison Square Park

Hot off the presses: For the Summer edition of the Behind the Wheel, click here: [2024 Summer Edition Behind the Wheel](#)

Behind The Wheel

RFTA'S INTERNAL NEWSLETTER



SUMMER 2024

Ridership: For the month of **May 2024**, RFTA's year-to-date system-wide ridership was **2,324,338**, up **3.4%** compared to **2,247,250** year-to-date system-wide passengers for **May 2023**. Please see chart on page 33, below, for a detailed comparison of March 23/24 year-to-date ridership by route.

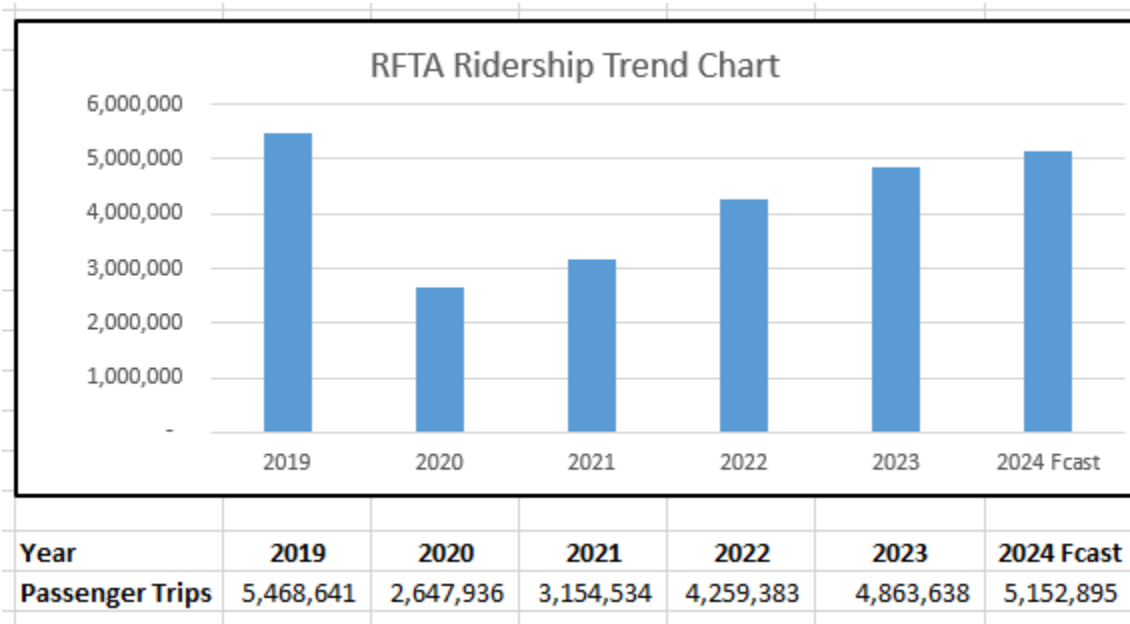
The chart below compares **May 2024** year-to-date ridership with **May 2019** pre-pandemic year-to-date ridership. Overall, **May 2024** year-to date system-wide ridership was down **6%** compared to system-wide year-to-date ridership for **May 2019**. City of Aspen ridership was down **29%**, Valley ridership was up **5%**, Hogback ridership was up **90%**, and Other ridership was down **6%** compared with **May 2019** year-to-date ridership.

Total Ridership YTD Comparison: 2019 vs. 2024			
Service	YTD May 2019	YTD May 2024	% Vari YTD 2024 to YTD 2019
Aspen	705,674	502,585	-29%
Valley	1,145,937	1,201,457	5%
Hogback	41,124	78,030	90%
Other	574,031	542,269	-6%
Total	2,466,766	2,324,341	-6%

The chart below compares ridership for the month of **May 2024** with ridership for the month of **May 2019**. Systemwide ridership in **May 2024** was up 2% compared to systemwide ridership in **May 2019**. Compared to 2019, Aspen ridership was down 37%, Valley ridership was down .34%, Hogback ridership was up 118%, and Other ridership was up 125%.

Ridership Comparison: May 2019 vs. May 2024			
Service	May-19	May-24	% Vari May 2024 to May 2019
Aspen	56,604	35,770	-37%
Valley	150,526	150,010	-0.34%
Hogback	7,831	17,104	118%
Other	13,383	30,046	125%
Total	228,344	232,930	2%

The RFTA Ridership Trend Chart (below) reflects how RFTA ridership has been rebuilding since 2019 and is forecasted to reach in 2024:



Bikeshare and Microtransit Report

Community	Bikeshare Rides Year- To-Date/May	% To/From Transit
Aspen	7,164	39.57%
Carbondale	24,718	44.56%
Mid-Valley	18,939	55.02%
Snowmass	510	97.45%
Total	51,331	48.25%

Community	Microtransit Rides Year- To-Date/May	% To/From Transit
Basalt	14,988	*

*** Will need to work with contractor to develop this data**

Note: The Aspen and Snowmass systems began operating in May. The Carbondale system is year-round, and the Mid-Valley system began operating in March.

Operational Readiness

The Roaring Fork Transportation Authority utilizes an Operational Readiness calculator to determine whether or not we have the appropriate level of staffing to deliver a particular season scheduled service. For example, a 100% readiness means RFTA has the exact number of bus operators to cover the scheduled service. However, 100% readiness does not account for vacations, sick absences, FMLA or other reasons an employee might be away from work. RFTA targets a 120% readiness to account for all the various absences the operations staff would be dealing with on a day-to-day basis and avoid excessive overtime. RFTA has established a threshold of 105% readiness before service reductions would be necessary to reliably deliver scheduled service.

Summer 2024: **Currently at 107%** or 158 Full-time CDL bus operators

RFTA 2024 Work Plan for Destination 2040 Implementation

E1 - Bus Replacement – 10, 40’ Electric Buses

2024 Budget: \$15,860,000	Last Updated: June 2024
<ul style="list-style-type: none"> 2024 Budget includes funding to purchase 10 all electric buses to replace 10 diesel buses. Delivery of buses will not occur until 2025. 	<ul style="list-style-type: none"> Vendor has been selected Waiting on grant award information before placing order 10 all electric buses to be ordered in Spring 2024 with a 2025 delivery.

E2 - Bike Share Expansion

2024 Capital Budget: \$1,877,500	Last Updated: January 2024
<ul style="list-style-type: none"> 2024 Budget includes \$1,877,500 O&M, Capital and Planning of Bike Share. 	<ul style="list-style-type: none"> Regional operation, capital expansion of bike share and planning for bike share expansion is underway.

E5 – Rio Grande Trail Maintenance

2024 Capital Budget: \$2,465,320	Last Updated: July 2024
<ul style="list-style-type: none"> 2024 Budget includes \$2,465,320 to: Repave/crack seal 5.7 miles of Rio Grande Trail from Catherine Store to Emma Rd; and Replace all bear proof trash cans along the trail corridor; and. Repair abutment on Roaring Fork Bridge in Carbondale. 	<ul style="list-style-type: none"> Asphalt repairs on Rio Grande trail are underway: <ul style="list-style-type: none"> Phase One: Emma Rd to Hooks Spur Trailhead (MP 21.5 to 20.5) RE-OPENED Phase Two: Hooks Spur Trailhead to Rock Bottom Ranch (MP 20.5 to 18.5). RE-OPENED Phase Three: Rock Bottom Ranch to the Catherine Bridge Trailhead (Wildlife section – MP 18.5 to 16.0). CLOSED from July 8, 2024 until further notice. Phase Four: Crack Sealing along the RGT from 29th St in GWS up valley to Emma Rd; the trail will remain open during this phase of work. (MP 2.0 to 21.5). Emma Rd; the trail will remain open during this phase of work. (MP 2.0 to 21.5).

C13 – Town of Snowmass Village Transit Center


2024 Budget: \$500,000	Last Updated: February 2024
<ul style="list-style-type: none">RFTA staff continue to coordinate with Town of Snowmass on the design and implementation of the Snowmass Transit Center.	<ul style="list-style-type: none">Snowmass is redesigning transit center to address community concerns.RFTA has received and is reviewing preliminary designs for revamped bus station at Snowmass Mall.

S1 - Grade Separated Pedestrian Crossings of Hwy 82 and 27th St.

2024 Budget: \$13,225,512	Last Updated: July 2024
<ul style="list-style-type: none">In 2024 RFTA plans to complete construction of two separate underpasses of Hwy 82 and 27th Street.	<ul style="list-style-type: none">The project is continuing ahead of schedule at the 27th street project.  <p>Video Update of Project: Phoxfer US V20 B4 16x9 VO1 (youtube.com)</p>

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S7 - Glenwood Maintenance Facility (GMF) Expansion

2024 Budget: \$ 29,953,429	Last Updated: July 2024
<ul style="list-style-type: none"> Construction funding for phases 3,4,5,7 has been appropriated in 2024 Annual Budget. Design funding for Phase 6 has been appropriated in 2024 Annual Budget. 	<p>Phase 3,4,5,7</p> <ul style="list-style-type: none"> Project is progressing with an anticipated completion date of October 2024.  <p><i>Looking east at the New 60 Bus Storage building, Operations Center and new Fueling and Wash bay.</i></p> <p>Video Update of Project: Glenwood Maintenance Facility Expansion Project Update - June, 2024 (youtube.com)</p> <p>Phase 6 and 8 (Transit Center and Operations Center and warehouse building)</p> <ul style="list-style-type: none"> Design is underway and nearing at 70%

S10 - Replacement Housing

2024 Budget: \$7,046,900	Last Updated: July 2024
<ul style="list-style-type: none"> The 2024 RFTA budget includes \$50,000 for a comprehensive housing policy effort to provide a RFTA a roadmap for employee housing. The 2024 RFTA budget includes \$6,996,900 to remodel Iron Mountain Place employee housing. 	<p>RFTA Housing Policy</p> <ul style="list-style-type: none"> The top tier strategies were discussed at June Board Summit and staff received guidance on which strategies to move forward into the 2025 budget development. <p>Iron Mountain Place</p> <ul style="list-style-type: none"> Remodel is moving along as scheduled with both buildings being complete December 1, 2024.

Planning Department Update, July 2024 – David Johnson, Director of Planning

Please see the click on the links: "[07.11.2024 Planning Department Update.pdf](#)," or see "07.11.2024 Planning Department Update.pdf," included in the March 2024 RFTA Board Meeting Portfolio.pdf, attached to the email transmitting the RFTA Board Meeting Agenda packet.

2024 Actuals/Budget Comparison (May YTD)

2024 Budget Year	May YTD			
General Fund	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 13,321,345	\$ 12,285,423	8.4%	\$ 40,598,000
Property Tax	\$ 12,955,879	\$ 12,955,879	0.0%	\$ 17,963,000
Grants	\$ 12,286,860	\$ 12,286,860	0.0%	\$ 25,403,044
Fares (2)	\$ 1,620,362	\$ 1,496,780	8.3%	\$ 4,794,360
Other govt contributions	\$ 1,131,342	\$ 1,131,342	0.0%	\$ 1,181,970
Other income	\$ 2,733,849	\$ 2,717,521	0.6%	\$ 3,802,860
Total Revenues	\$ 44,049,637	\$ 42,873,804	2.7%	\$ 93,743,234
Expenditures				
Fuel (3)	\$ 745,829	\$ 1,081,201	-31.0%	\$ 2,593,606
Transit	\$ 16,956,991	\$ 18,040,083	-6.0%	\$ 45,264,326
Trails & Corridor Mgmt	\$ 335,200	\$ 350,009	-4.2%	\$ 1,263,978
Capital	\$ 22,502,338	\$ 22,502,337	0.0%	\$ 81,857,491
Debt service	\$ 622,523	\$ 622,523	0.0%	\$ 1,882,484
Total Expenditures	\$ 41,162,881	\$ 42,596,154	-3.4%	\$ 132,861,885
Other Financing Sources/Uses				
Other financing sources	\$ 3,260	\$ -	#DIV/0!	\$ 15,859,890
Other financing uses	\$ (2,359,904)	\$ (2,359,904)	0.0%	\$ (5,779,993)
Total Other Financing Sources/Uses	\$ (2,356,644)	\$ (2,359,904)	-0.1%	\$ 10,079,897
Change in Fund Balance (4)	\$ 530,112	\$ (2,082,254)	-125.5%	\$ (29,038,754)

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. May sales and use tax revenue will be deposited in July).
- (2) Through May, fare revenue increased by 4% and ridership increased by 8%, respectively, compared to the prior year. The average sale per transaction was approximately \$7.16 in May 2023 compared to \$6.27 in May 2024. The primary driver for this decrease is due to Mobile App functionalities (i.e. one -way purchases) as compared to only offering Stored Value Card purchases at the Ticket Vending Machines. Through May 2024, Stored Value Pass Sales have decreased approximately \$38,000 and Seasonal Zone Pass sales have increased approximately \$3,500 respectively, while Mobile App Single Ride Fares have increased by approximately \$95,000, as compared to the prior year. The chart below provides a YTD May 2023/2024 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 5/2023	YTD 5/2024	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,519,847	\$ 1,570,277	\$ 50,430	3%
Maroon Bells	\$ 37,594	\$ 43,657	\$ 6,063	16%
Total Fare Revenue	\$ 1,557,441	\$ 1,613,934	\$ 56,493	4%
Ridership on RFTA Regional Services*:	YTD 5/2023	YTD 5/2024	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	335,696	377,956	42,260	13%
BRT	445,727	466,712	20,985	5%
SM-DV	48,261	52,972	4,711	10%
Grand Hogback	71,603	78,030	6,427	9%
Maroon Bells	7,112	7,095	(17)	0%
Total Ridership on RFTA Fare Services	908,399	982,765	74,366	8%
Avg. Fare/Ride	\$ 1.69	\$ 1.61	\$ (0.08)	-5%

- (3) Savings in fuel is due to change in fleet usage between CNG and diesel buses and efficiency (miles per gallon) in actual fleet of diesel buses versus the budget.
- (4) Over the course of the year, there are times when RFTA operates in a deficit; however, at this time we are projecting that we will end the year within budget.

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage May YTD				Hours May YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,568,592	1,568,252	340	0.0%	74,314	72,811	1,502	2.1%
City of Aspen	232,834	237,264	(4,430)	-1.9%	26,987	27,394	(406)	-1.5%
Aspen Skiing Company	218,934	216,163	2,771	1.3%	15,660	15,640	20	0.1%
Ride Glenwood Springs	47,284	47,855	(571)	-1.2%	4,140	4,130	10	0.2%
Grand Hogback	160,479	160,403	76	0.0%	7,185	7,236	(50)	-0.7%
Specials/Charters	2,898	1,950	948	48.6%	430	330	100	30.3%
Senior Van	4,688	4,900	(212)	-4.3%	637	635	2	0.3%
Maroon Bells	4,464	4,636	(172)	-3.7%	347	357	(10)	-2.9%
Subtotal - Transit Service	2,240,174	2,241,422	(1,248)	-0.1%	129,699	128,533	1,166	0.9%
Training & Other	9,964	11,100	(1,136)	-10.2%	11,837	11,140	697	6.3%
Total Transit Service, Training & Other	2,250,138	2,252,522	(2,384)	-0.1%	141,536	139,673	1,863	1.3%

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
Service	May-23	May-24	#	%
	YTD	YTD	Variance	Variance
City of Aspen	492,465	502,582	10,117	2.05%
RF Valley Commuter	1,128,857	1,201,457	72,600	6.43%
Grand Hogback	71,603	78,030	6,427	8.98%
Aspen Skiing Company	435,628	415,204	(20,424)	-4.69%
Ride Glenwood Springs	103,478	110,058	6,580	6.36%
X-games/Charter	7,304	8,953	1,649	22.58%
Senior Van	805	959	154	19.13%
MAA Burlingame	-	-	-	#DIV/0!
Maroon Bells	7,112	7,095	(17)	-0.24%
Total	2,247,252	2,324,338	77,086	3.43%
Subset of Roaring Fork Valley Commuter Service with BRT in 2024				
Service	YTD May 2023	YTD May 2024	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	335,696	377,956	42,260	12.59%
BRT	445,727	466,712	20,985	4.71%
Total	781,423	844,668	63,245	8.09%

2023 Financial Statement Audit – Schedule

Date	Activity	Status
4/29/2024 – 5/3/2024	Start of Audit – auditors conducting onsite fieldwork	Completed
6/17/2024	During this period, staff anticipates that the Audit Report will be reviewed by the RFTA Board Audit Subcommittee . A meeting will be held at a RFTA office in Carbondale, with remote participation available, between the Audit Subcommittee, the auditor and staff to discuss the audit in detail.	Completed
7/5/2024	Final Audit Report to be distributed to RFTA Board with July Board Packet	Completed
7/11/2024	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	On schedule

2025 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/8/2024	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>On schedule</i>
9/12/2024	Presentation/Direction/Action: 1 st draft budget presentation	<i>On schedule</i>
10/10/2024	Presentation/Direction/Action: 2 nd draft budget presentation	<i>On schedule</i>
11/14/2024	Presentation/Direction/Action: 3 rd draft budget presentation	<i>On schedule</i>
12/12/2024	Public Hearing: Final budget presentation and adoption Review and approve the final certifications of valuations from the Eagle, Garfield, and Pitkin County Assessors	<i>On Schedule</i>

2024 RFTA Annual Budget Document – GFOA Distinguished Budget Presentation Award

RFTA was notified via letter dated June 24, 2024 that it had received the Distinguished Budget Presentation Award for the current budget (2024) from the Government Finance Officers Association (GFOA). This marks the 18th consecutive year (2007-2024) where RFTA has received this recognition. From the award letter: *“This award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity’s budget serves as a policy document, a financial plan, an operations guide, and a communications device. Budget documents must be rated “proficient” in all four categories, and in the fourteen mandatory criteria within those categories, to receive the award.”*

A copy of the budget document is accessible at [2024-Budget-GFOA.pdf \(rfta.com\)](#)

Rio Grande Corridor and Trail Update, July 2024 – Angela Henderson, Director, Trails & Rail Corridor

Right-of-Way Land Management Project: Along with its legal and engineering consultants, RFTA staff will be working on the following tasks in 2024/2025. (New items in **red**, updates in **green**)

With the RFTA Board’s direction, Staff is in the process of identifying all current unlicensed uses inside the Railroad Corridor and requesting that the adjacent neighbors, utility companies, jurisdictions either license the use (if applicable), or remove the use.

Other ongoing items:

- Working with Paul on outstanding corridor issues:
 - Zlotnick Quiet Title- **Sent final abatement agreement to Paul Taddune. Property owner is working with their surveyor to update the legal descriptions for the parcel they are conveying back to RFTA.(ongoing)**
 - Eubank Encroachment Removal- **Staff and Paul Taddune met with Property owner’s attorney on 6/17/24. Discussed RFTA needs vs. owner wants. Next meeting 7/9/2024.**
- Covenant Enforcement Commission (CEC) Items:
 - **2024 Trail Ride will be September 25th and 26th. Please reach out to Abbey Pascoe, apascoe@rfta.com to reserve your spot on the tour.**
 - **Staff still needs an alternate member for each member jurisdiction. Please email the alternates list to apascoe@rfta.com**

- Barn and Berm Encroachment- Ongoing Violation, Staff will follow up with property owner in July for 1 year check in on removal plan. Property owners have begun the process of removing the berm. Still need to remove the barn(ongoing)



Start of the Berm Removal

- Trash Enclosure Encroachment- **Trash enclosure has been removed from the RFTA property.** Working with property owner to address revegetation of the area. (ongoing)

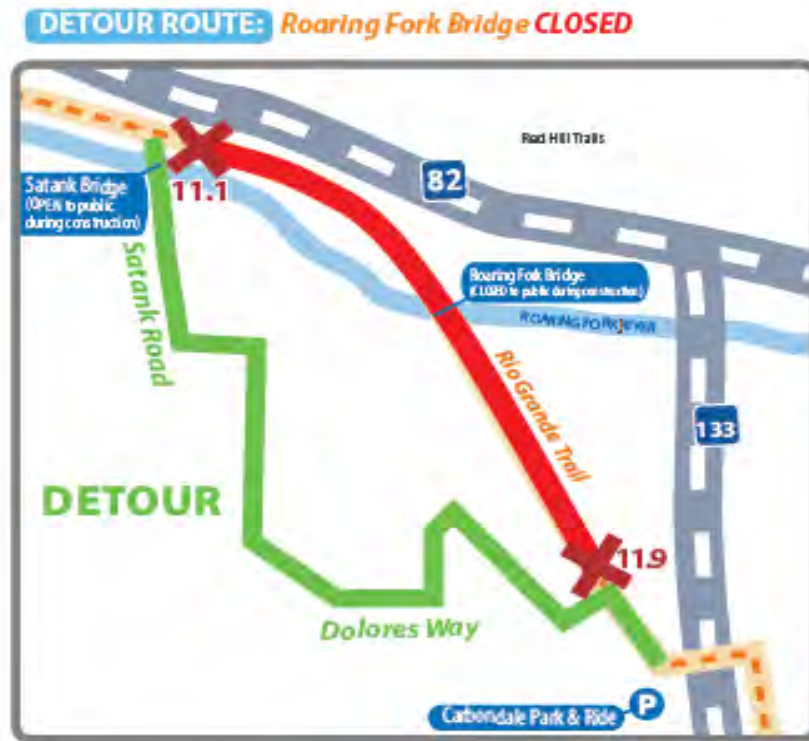


Trash Enclosure Moved outside RFTA Property

- Ongoing Violation, Access Ramp Over Tracks- Ongoing Violation – Staff is working with Pitkin County Open Space and Trails to put a maintenance agreement in place to address this and other projects involving the RFTA Corridor between Emma and Woody Creek.
- Utility Installation- New Violation, Staff is working with Pitkin County Open Space on License agreement as approved by CEC Board. Draft license was sent to Pitkin County 11/16/2023. PCOST provided RFTA with as-builts. RFTA staff has requested some additional revisions to the as-builts. (ongoing)
- Rail Attorney items: *Delayed pending outcome to litigation process*
 - Cedar Networks- Contractor nonresponsive – Attorneys drafted letter for master license agreement and final as-builts for five projects in ROW. (ongoing)
 - Century Link- Representative is non-responsive. Sent to Attorneys for resolution. Attorneys reaching out to Century Link to acquire proper format on As-built. (ongoing)
 - Xcel- Provide missing documentation. Attorneys drafted letter for master license agreement and missing documentation. (ongoing)
 - Ditch Issues- Ongoing Violation, Ditch company doing work to Culvert. Attorneys working on drafting letters to ditch companies regarding dumping spoils in ROW. (ongoing)
- **Litigation:**
 - Letter and draft complaint mailed certified to property owner 4/5/2024. Received response to letter on 4/21/24. Sent second letter on 5/6/2024. Received response to second letter on 5/24/2024. RFTA response to property owner was mailed on 6/12/2024. Received response on 6/24/2024, Attorney preparing letter with final opportunity to comply before claim is filed in court. (ongoing)
- Current Applications:
 - Holy Cross Fiber project – As-builts reviewed and approved for five out of seven locations.
 - Pitkin County Gerbazdale Bridge- Permit issued to begin construction. Ditch work has been completed. Abutments will be placed sometime in the July/August timeframe. (ongoing)
 - Colorado Extreme - Updating access and relocating Trail - Permit issued, Project Ongoing. New leadership in place. Have a meeting scheduled to discuss property owner responsibilities to this crossing
- **Rail Salvage Project** – Staff has been tasked with developing a statement of work for, and removal of all rail between 8th Street and 23rd Street in Glenwood Springs in 2023 and a few other locations throughout the valley. Rail salvage will begin as soon as the 27th underpass project is complete, either late 2024 or early 2025. (ongoing)

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- **Roaring Fork Bridge Rehabilitation Project** – RFTA has contracted with Meridian Contracting to Complete the bridge rehabilitation. The start date for the rehabilitation is July 15, 2024. Certified public notices went out to all the adjacent property owners in this area. The bridge will be closed for the duration of the project which is expected to last through mid to late December or early January, 2025. RGT users headed up-valley will need to cross the Satank bridge, follow along Satank Road to Dolores Way and reconnect with the RGT at the Dolores Way stoplight, or vice versa for their down-valley trips. (ongoing)



- **South Bridge Project** – RFTA staff met with the City of Glenwood Springs staff, to look at the updated design for South Bridge and to discuss use of the RFTA Railroad Corridor for this project. It was a good and productive meeting. **The City staff will provide an update to the RFTA Board on this project at the July 11, 2024 RFTA Board meeting.**



Rio Grande Trail Update

The Rio Grande Trail Staff is staying busy.

- Staff has been out sweeping, debris blowing, mowing, weed whipping, clearing limbs and sightlines, pulling and chopping weeds, cleaning up trailheads and vault toilets, reminding dog owners to leash their pets, etc. to make sure the trail is safe and clean.
- Staff updated our RGT Map/Brochure and we now offer a new spanish version in 2024
- Staff is coordinating with the City of Glenwood Springs on some wayfinding signs for the RGT within the

City of GWS

- Staff continues working with Carbondale Arts to beautify the corridor through the Town of Carbondale, called the “Rio Grande ArtWay”
 - The Youth Art Park is open for play!
 - A park opening celebration was held on May 28 at 3pm
- RFTA Staff hosted a “Bike There” station at DeRail Park on the Rio Grande Trail. It was a good turnout and a great opportunity to connect with our commuters and trail users.
- 2024 Projects that we hope to complete
 - Asphalt Repair – Emma Rd to Catherine Bridge Trailhead
 - Work has begun. The project is broken up into 4 phases, 3 of which will require trail closures and detour routes.
 - Phase 01 is complete!
 - Phase 02 will be complete on July 03
 - Phase 03 will begin on July 08 (closing the wildlife section)
 - Thanks for your patience as we work to improve the asphalt
 - Bridge Inspections (scheduled bi-annual)
 - Goats at Work – 2024 will be the 3rd consecutive year in the Emma area
 - Vegetation Monitoring Program
 - Procure a hydroseeder for restoration projects
 - Contract signed...just waiting for Vendor to build our trailer
 - Replace bearproof trash/recycling enclosures along our 20 miles
 - Our new enclosures have been received, and we have started placing them along the RGT
 - Enhance our trail counter program
 - Procure 2 zero-turn mowers for vegetation management
 - We received our new mowers and the Crew is excited to mow
 - Visit a “rail with trail” system



Photo – completed section of asphalt repair...smooth!



Photo – The Holmes Excavation crew rebuilding the shoulders (very carefully) after the asphalt has been replaced