

Elected Officials Transportation Committee (EOTC)

AGENDA

Thursday, July 16, 2015 - 4pm

Location-Snowmass Town Hall-Council Chambers

Snowmass to Host and Chair Meeting

-
- | | | |
|--------------------|--|----------------|
| 4:00 - 4:10 | REVIEW OF DECISIONS REACHED AT THE
March 5, 2015 MEETING
John D. Krueger-City of Aspen | page-1 |
| 4:10 - 4:15 | PUBLIC COMMENT – Regarding Any Item Not on the Agenda
(Comments limited to three minutes per person) | |
| 4:15 - 4:30 | 2015 BUDGET & MULTI-YEAR PLAN UPDATE
Tom Oken - Pitkin County
<i>Decision Needed: None-information only</i> | page-4 |
| 4:30 – 5:00 | GRAND AVENUE BRIDGE - TRANSIT MITIGATION
FUNDING REQUEST
Michael Olson - CDOT
<i>Decision Needed: Approval of Funding Request</i> | page-6 |
| 5:00 – 5:30 | BRUSH CREEK PARK N RIDE IGA REVISION
Brian Pettet-Pitkin County
<i>Decision Needed: Approval of revised IGA</i> | page-16 |
| 5:30 – 6:00 | SNOWMASS TOUGH MUDDER EVENT
Justin Erickson – Aspen Skiing Company
<i>Decision Needed: Approval of the Use of the Brush Creek Park N Ride Lot</i> | page-24 |
| 6:00 - 6:15 | COZY POINT MASTER PLAN
Austin Weis-City of Aspen
<i>Decision Needed-None-Information Only</i> | page-35 |
| 6:15 – 6:45 | UPDATES <ul style="list-style-type: none">▪ RFTA/BRT-Dan Blankenship-RFTA▪ Rubey Park Transit Facility Renovation – John D. Krueger-City of Aspen▪ Buttermilk Parking Lot Paving-Brian Pettet-Pitkin County▪ Basalt Underpass Project-Town of Basalt | |

***Next meetings scheduled for: October 15, 2015 Aspen to Host & Chair**

ELECTED OFFICIALS TRANSPORTATION COMMITTEE (EOTC)

March 5, 2015

Aspen-Council Chambers
Pitkin County - Host & Chair

AGREEMENTS & DECISIONS REACHED

Elected Officials in Attendance:

Aspen - 4

Adam Frisch
Dwayne Romero
Ann Mullins
Art Daly

Pitkin County - 5

George Newman
Michael Owsley
Rachel Richards
Steve Child
Patti Clapper

TOSV - 4

Markey Butler
Bill Madsen
Chris Jacobson
Alyssa Shenk

Absent:

Aspen:

Snowmass:

Steve Skadron

Bob Sirkus

Agreements & Decisions Reached:

I. REVIEW OF DECISIONS REACHED AT THE OCTOBER 16, 2014 MEETING

John D. Krueger-City of Aspen

Incorrect future meeting locations corrected

II. PUBLIC COMMENT

None

III. REVISED FINANCIAL POLICY LANGUAGE

Tom Oken & Brian Pettet-Pitkin County

Decision Reached: Adoption of Revised Financial Policy Language

The financial policy language was revised and adopted as follows:

The Aspen Transportation Savings Fund will replace the ETA lockbox and be targeted for **mass transportation projects** in the greater Aspen Area.

The Snowmass Village Transportation Savings Fund will replace the SVTC lock box and be targeted for **mass transportation projects** in the greater Snowmass area.

VOTE: Approved

Aspen Yes 4-0

Pitkin County Yes 4-0

Snowmass Yes 4-0

IV. UPDATED 2015 BUDGET & MULTI-YEAR PLAN

Tom Oken-Pitkin County

Decision Reached: None-update only

Tom Oken-Pitkin County provided an update to the 2015 Budget and Multi-year Plan with two scenarios. One scenario with the existing funding and one scenario that included the new funding requests/changes. It was noted that the AABC Pedestrian Crossing project returned \$100,000 in savings to the EOTC fund.

V. RUBEY PARK PROJECT UPDATE & FUNDING REQUEST

John D. Krueger-City of Aspen

Decision Reached: Approval of Funding Request for \$1,000,000

John D. Krueger-City of Aspen provided an update and funding request for the Rubey Park project. The EOTC approved a supplemental funding request of \$1,000,000 out of the Aspen Savings fund in 2015 for the Rubey Park project. This brings the total funding for the project to \$4,900,000.

VOTE:	Approved	
Aspen	Yes	4-0
Pitkin County	Yes	5-0
Snowmass	Yes	4-0

VI. BASALT UNDERPASS UPDATE & FUNDING REQUEST

Brian Pettet-Pitkin County & Mike Scanlon-Basalt

Decision Reached: Approval of Funding Request for \$750,000 in 2016

The funding request of \$750,000 for the construction of the Basalt Underpass was approved for 2016.

VOTE:	Approved	
Aspen	Yes	3-1 (Adam F = no)
Pitkin County	Yes	5-0
Snowmass	Yes	4-0

VII. GRAND AVENUE BRIDGE UPDATE & FUNDING REQUEST

Joe Elsen-CDOT & Dan Blankenship-RFTA

Decision Reached: None-Funding Request Continued Until Next meeting

CDOT requested \$335,000 in 2017 for transit mitigation funding during the 90 day closure of the Grand Avenue Bridge. The request was continued until the July 16 meeting for consideration.

VIII. BUTTERMILK PARKING LOT UPDATE & FUNDING REQUEST

Brian Pettet-Pitkin County

Decision Reached: Approval of Funding Request for \$280,000 in 2015

The funding request for the paving of the parking lot at Buttermilk was approved for 2015.

VOTE:	Approved
Aspen	Yes 4-0
Pitkin County	Yes 5-0
Snowmass	Yes 4-0

FUTURE AGENDA ITEMS

- Aspen-Snowmass No-Fare Service Analysis
- Brush Creek Park n Ride IGA Revision
- Brush Creek Park n Ride Lease
- RFTA/BRT Update

*Next meetings scheduled for:

July 16, 2015	Snowmass to Host & Chair
October 15, 2015	Aspen to Host & Chair

2015 EOTC BUDGET AND MULTI-YEAR PLAN

EOTC Transit Project Funding		Actual	Actual	Budget	Plan	Plan	Plan	Plan
		2013	2014	2015	2016	2017	2018	2019
FUNDING SOURCES:								
a)	Pitkin County 1/2% sales tax	4,185,934	4,567,135	4,655,000	4,888,000	5,059,000	5,236,000	5,419,000
b)	Pitkin County 1/2% use tax	813,034	1,009,393	918,000	946,000	974,000	1,003,000	1,033,000
c)	Investment income & misc.	41,522	50,288	61,000	128,000	226,000	280,000	330,000
Total Funding Sources		5,040,490	5,626,816	5,634,000	5,962,000	6,259,000	6,519,000	6,782,000
FUNDING USES:								
1)	Use tax collection costs	48,874	45,415	85,100	87,653	90,283	92,991	95,781
2)	Administrative cost allocation & meeting costs	16,725	19,982	17,937	18,475	19,029	19,600	20,188
2a)	Planning retreat		8,306					
3)	Cab ride in-lieu of bus stop safety imprvs	5,527	5,788	10,000	10,300	10,809	10,927	11,255
4)	X-Games transit subsidy	100,000	100,000	115,000	115,000	115,000	115,000	115,000
5)	Brush Creek Intercept Lot operating costs	18,057	32,058	36,000	37,080	38,192	39,338	40,518
6)	RFTA contribution (81.04% of 1/2% sales tax)	3,392,281	3,701,206	3,772,412	3,961,235	4,099,814	4,243,254	4,391,558
7)	No-fare Aspen-Snowmass-Woody Creek bus service - year-round			551,900	551,900	551,900	551,900	551,900
7a)	requested increase			69,768	132,479	195,199	204,959	215,207
8)	No-fare bus service - winter, spring, fall	478,148	478,211					
9)	No-fare bus service - summer (funded from Snowmass Village Savings)	75,689	75,689					
10)	Capital projects pool (advanced equally from Aspen & Snowmass Savings)							
10a)	AABC pedestrian crossing design & engineering (addtl \$125,000)	20,720						
10b)	AABC pedestrian crossing construction contribution	2,025,000						
10c)	AABC pedestrian crossing construction - savings returned		(100,000)					
11)	AABC ped. crossing design & engineering (\$250k advanced from Aspen Savings)							
12)	Rubey Park (funded from Aspen Savings)							
12a)	scoping & conceptual design	204,216						
12b)	final design, land use & permitting		491,630	158,370				
12c)	construction			4,900,000				
13)	Regional Travel Patterns study		30,000					
14)	Buttermilk lot paving			280,000				
15)	Basalt pedestrian underpass				750,000			
16)	Grand Ave Bridge construction - transit funding request					335,000		
Total Uses		6,383,237	4,886,264	9,996,477	5,884,122	5,455,028	5,277,970	5,441,407
EOTC ANNUAL SURPLUS/(DEFICIT)		(1,342,747)	740,552	(4,362,477)	297,878	803,974	1,241,030	1,340,593
EOTC CUMULATIVE SURPLUS FUND BALANCE		9,423,154	10,163,706	5,801,229	6,099,107	6,903,081	8,144,111	9,484,704
Revenue projections:								
a)	sales tax	7.0%	9.1%	1.9%	5.0%	3.5%	3.5%	3.5%
b)	use tax	3.6%	24.2%	-9.1%	3.0%	3.0%	3.0%	3.0%
c)	investment earnings rate	0.5%	0.5%	0.6%	2.2%	3.7%	4.1%	4.1%
DISTRIBUTION OF ANNUAL SURPLUS (excludes projects funded from savings funds)				896,893	297,878	803,974	1,241,030	1,340,593
25% to Snowmass Village Savings until restored to \$8,278,787				173,973	74,470	200,993	310,258	265,289
remainder to Aspen Savings				621,920	223,409	602,980	930,773	1,075,303

2015 EOTC BUDGET AND MULTI-YEAR PLAN

	Actual	Actual	Budget	Plan	Plan	Plan	Plan
	2013	2014	2015	2016	2017	2018	2019
Savings Fund for greater Snowmass Village Area							
less summer no- fare service	(75,689)	(75,689)	-	-	-	-	-
less 1/2 of advance to capital pool	(1,022,860)	50,000	-	-	-	-	-
plus reimbursement of advance to capital pool	-	-	173,973	74,470	200,993	310,258	265,289
Savings Fund for greater Snowmass Village Area (\$6,278,787 max)	5,278,493	5,253,804	6,427,777	5,502,247	5,703,240	6,013,498	6,278,787

	Actual	Actual	Budget	Plan	Plan	Plan	Plan
	2013	2014	2015	2016	2017	2018	2019
Calculation of amount allocated to Savings Fund for greater Aspen Area							
Pitkin County 1/2% sales tax	4,185,934	4,587,135	4,685,000	4,888,000	5,059,000	5,236,000	5,419,000
Pitkin County 1/2% use tax	813,034	1,009,393	918,000	948,000	974,000	1,003,000	1,033,000
Investment income & misc.	-	-	61,000	128,000	228,000	280,000	330,000
less committed funding	(187,183)	(211,528)	(1,165,895)	(1,702,887)	(1,355,212)	(1,034,716)	(1,048,849)
less RFTA contribution (81.04% of 1/2% sales tax)	(3,392,281)	(3,701,208)	(3,772,412)	(3,981,235)	(4,089,814)	(4,243,254)	(4,391,558)
Annual Surplus to be allocated	1,419,504	1,663,794	695,893	297,878	803,974	1,241,030	1,340,593
Annual 2/3's allocation to Aspen Savings through 2014	946,336	1,109,196	-	-	-	-	-
Annual surplus remaining after reimbursement of advances	-	-	-	-	208,543	930,773	1,075,303
plus reimbursement for \$250,000 pedestrian crossing funding	36,542	98,675	114,783	-	-	-	-
less 1/2 of advance to capital pool	(1,022,860)	50,000	-	-	-	-	-
plus reimbursement of advance to capital pool	-	-	407,137	223,409	394,437	-	-
less Rubey Park funded from Aspen Savings	(204,216)	(491,630)	(5,088,370)	-	-	-	-
Savings Fund for greater Aspen Area	4,143,861	4,909,902	373,452	596,861	1,199,841	2,130,614	3,205,917

	Actual	Actual	Budget	Plan	Plan	Plan	Plan
	2013	2014	2015	2016	2017	2018	2019
Advances from Aspen and Snowmass Village Savings Funds							
remaining balance to reimburse Snowmass Savings for advance to capital pool	1,074,983	1,024,983	881,010	776,540	575,547	265,289	-
remaining balance to reimburse Aspen Savings for advance to capital pool	1,074,983	1,024,983	617,846	394,437	-	-	-
remaining balance to reimburse Aspen Savings for 2011-12 \$250,000 advance	213,458	114,783	-	-	-	-	-

	Actual	Actual
	2013	2014
Calculation of amount allocated to discretionary funding (N/A after 2014)		
EOTC ANNUAL SURPLUS (after funding operations)	(1,342,747)	740,552
less annual 2/3's allocation to Aspen Savings through 2014	(946,336)	(1,109,196)
plus advance for capital projects pool	2,045,720	(100,000)
plus Rubey Park planning funded from Aspen Savings	204,216	491,630
plus summer no-fare bus service funded from Snowmass Village Savings	75,689	75,689
Remaining annual discretionary funding	36,542	98,675
less reimbursement to Aspen Savings for \$250,000 ped crossing funding	(36,542)	(98,675)
less reimbursement of advance to capital pool	-	-
Net annual discretionary funding after reimbursements	-	-
Cumulative remaining discretionary funding after reimbursements	-	-



COLORADO

Department of Transportation

Region 3

Program Engineer Central
202 Centennial Drive
Glenwood Springs, CO 81601

February 25, 2015
SH 82 Grand Avenue Bridge

Dear Elected Officials Transportation Committee (EOTC):

CDOT has been working on the planning and environmental clearance for the replacement of the 1953 State Highway 82, Grand Avenue Bridge, since the fall of 2011. We're hopeful to receive all clearances, complete design, commit funding from various sources, and execute a construction contract during the summer of 2015. The majority of the construction would take place during calendar years 2016 and 2017. A significant event involving the necessary closure of SH 82 for approximately 3 months will likely occur in the late summer/fall of 2017. During this time period we will demolish the existing bridge and accelerate the construction of the portion of the new bridge that overlaps with the existing bridge.

The attached presentation will be delivered at the March 5th EOTC meeting and CDOT is respectfully requesting financial assistance for "enhanced transit" service by RFTA to get people out of their cars during the closure period; this will lessen the vehicular demand on the detour route and improve travel times for valley-wide users.

CDOT has been working very closely with RFTA on this issue, as well as with staff from the City of Glenwood Springs, and also City of Aspen Travel Demand Management (TDM) resources. We are exploring other TDM measures as well, and plan to coordinate with other Roaring Fork Valley agencies for support on those other measures.

We have determined an EOTC "ask" amount of \$335,000 for Calendar Year 2017 that would go directly to RFTA for this enhanced transit component of the project.

As you are aware, CDOT has put forth requests for capital funding on the project to the City of Aspen and Pitkin County, and we were asked to examine whether a transit-focused investment could be put forth for consideration.

CDOT has funding commitments from Garfield County, Eagle County, and the City of Glenwood Springs totaling \$6.3M and we are getting much closer to balancing the project's sources and uses for this important project.

We respectfully request your financial assistance with the transit component to help move people efficiently and effectively during the detour phase.

Sincerely,

Joe Elsen, P.E.
Region 3 Central Program Engineer

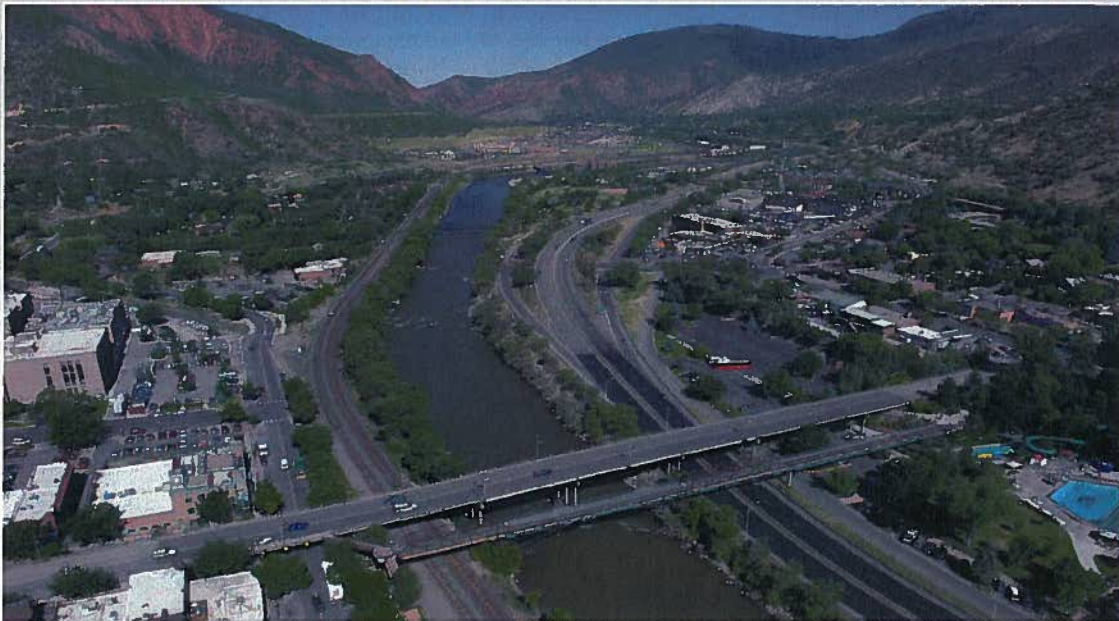


SH82

GRAND AVENUE BRIDGE

March 5th, 2015

Grand Ave Bridge –EOTC Request for 2017 Transit Mitigation Funds

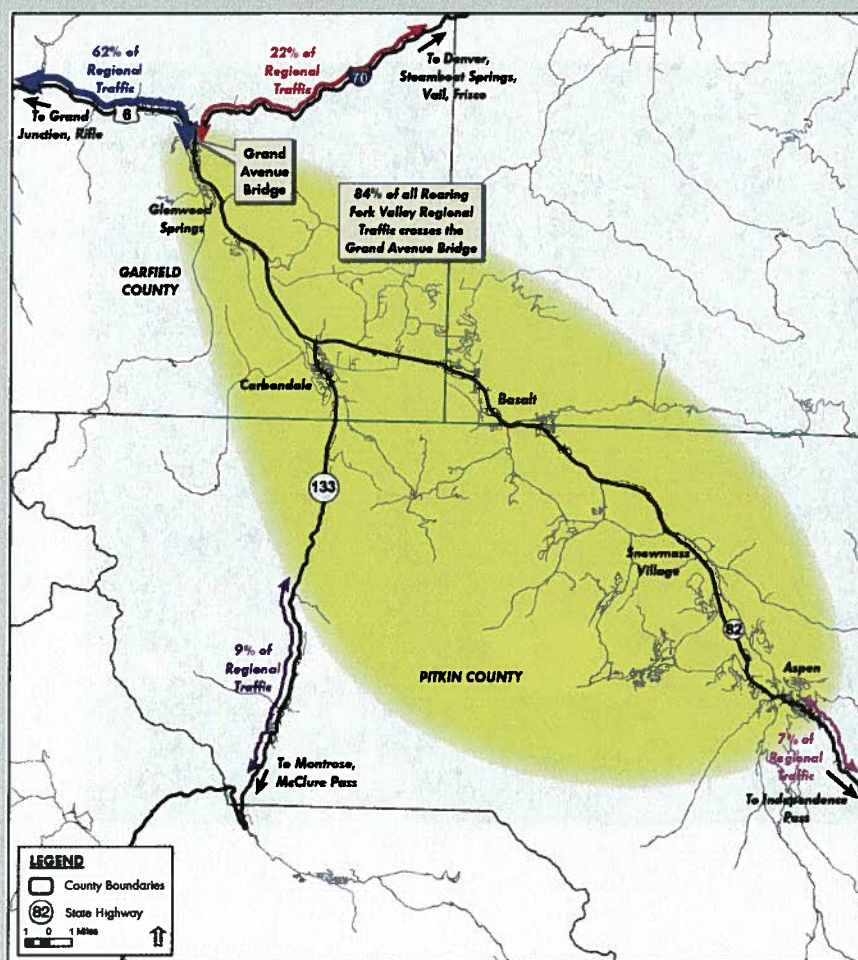


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SH 82 GRAND AVENUE BRIDGE

Regional Need for Bridge



84% of all regional vehicular traffic into and out of the Roaring Fork Valley uses the Grand Avenue Bridge

SH 82

GRAND AVENUE BRIDGE

Build Alternative



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SH 82

GRAND AVENUE BRIDGE

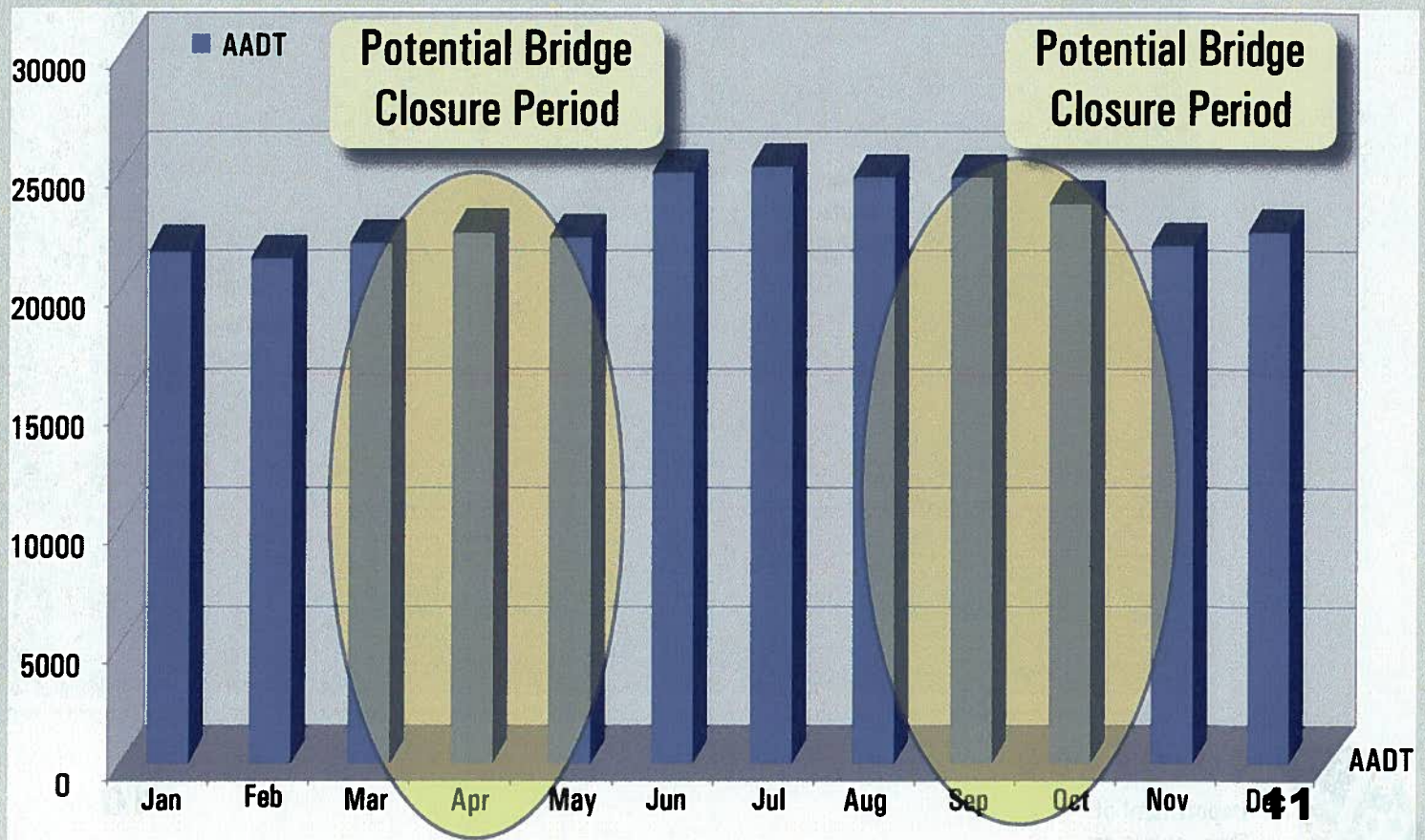
SH 82 Detour



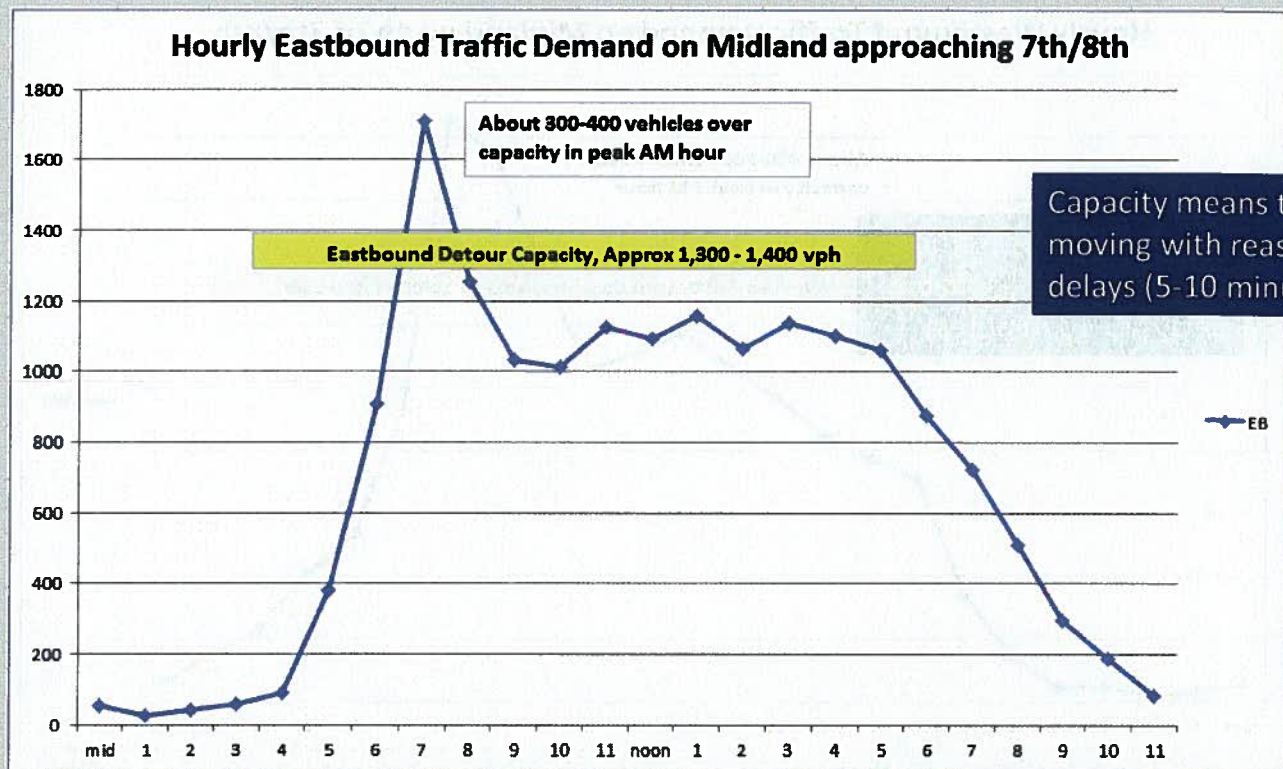
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Detour Demand Management - 2017



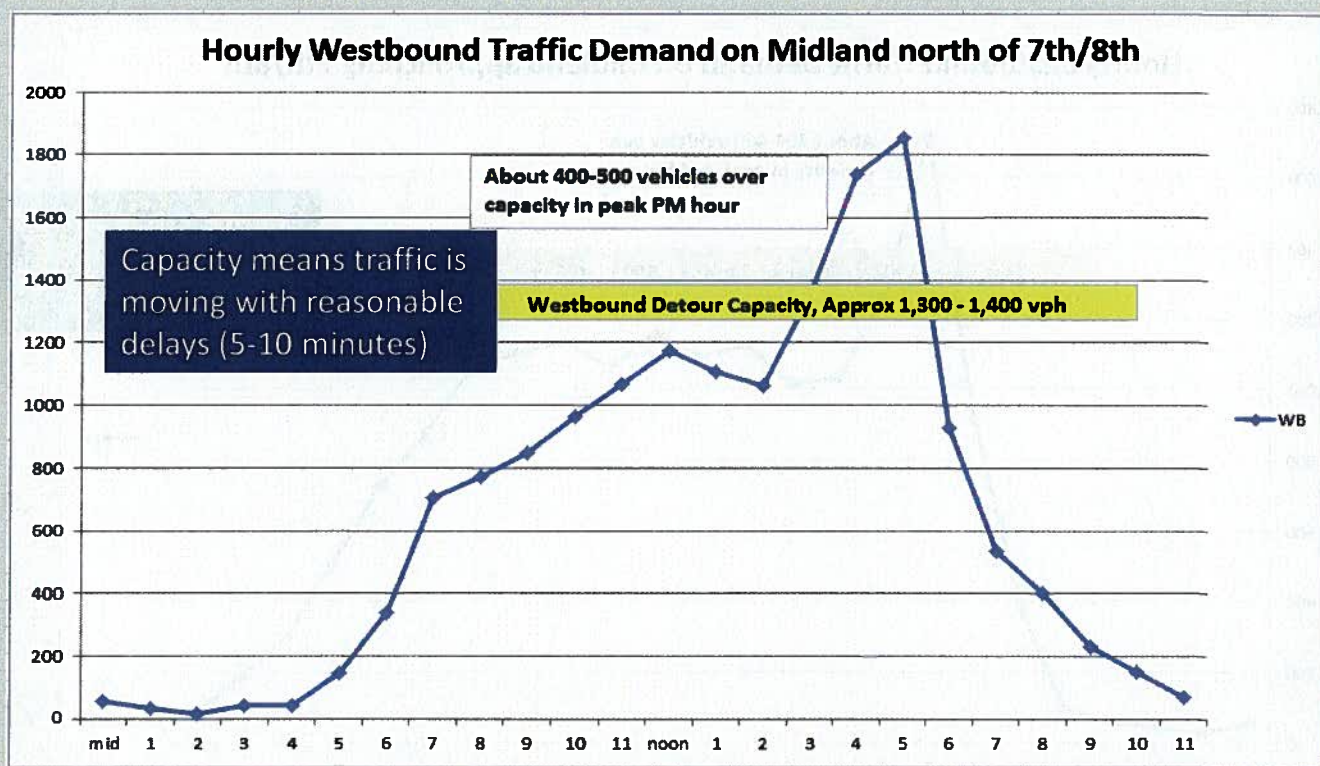
Midland Avenue Inbound capacity during detour



SH 82 GRAND AVENUE BRIDGE

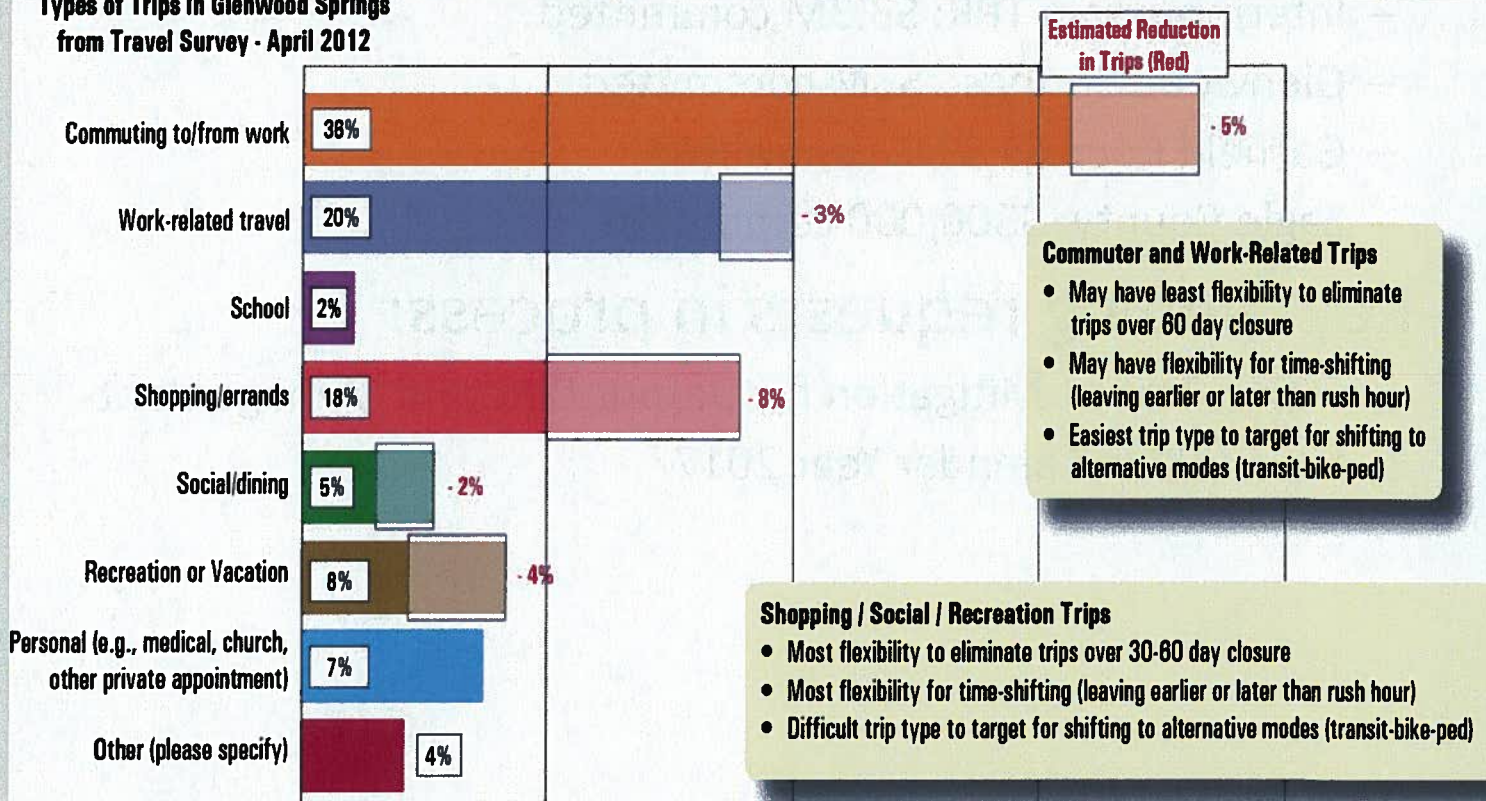
SH 82 Detour

Midland Avenue Outbound capacity during detour



Detour Demand Management

Types of Trips in Glenwood Springs
from Travel Survey - April 2012





- **Committed:**
 - Intermountain TPR: \$3.3M committed
 - Glenwood Springs: \$3M committed
 - Garfield County: \$3M committed
 - Eagle County: \$300,000 committed
- **Key funding requests in process:**
 - EOTC: Transit Mitigation for Detour Demand Management
 - \$335,000 in Calendar Year 2017

AGENDA ITEM SUMMARY

EOTC MEETING DATE: July 16, 2015

AGENDA ITEM TITLE: Brush Creek Park and Ride IGA

STAFF RESPONSIBLE: Brian Pettet

ISSUE STATEMENT:

The existing IGA governing use of the Brush Creek Park and Ride is ten years old and needs to be updated given experience managing the lot over the last decade.

BACKGROUND:

The 27.2 acres known as the Brush Creek Park and Ride (AKA Brush Creek Intercept Lot) is owned by the Colorado Department of Transportation and is leased to the City of Aspen as a park and ride facility. The EOTC improved the unpaved portion of the Park and Ride Facility ten years ago and in doing so created an IGA that outlined responsibilities and processes governing use of the Lot.

This updated IGA simplifies prior outlined processes and allows special event use approvals to be issued at a staff level given the authority granted to the City of Aspen through the lease with CDOT. This has been completed given the intermittent timing of EOTC meetings. Additionally, standard operational guidelines have historically been applied to parking and traffic flow management with each special event. This has worked well and will continue to be used with future special use events.

Please see attached IGA with strike through edits and additional language.

BUDGETARY IMPACT:

None

RECOMMENDED EOTC ACTION:

Discuss, amend and approve the resolution and revised IGA.

ATTACHMENTS:

Resolution with tracked changes

IGA with tracked changes

Site map

INTERGOVERNMENTAL AGREEMENT
BRUSH CREEK PARK-N-RIDE MANAGEMENT, MAINTENANCE AND USE PLAN

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement"), is made and entered into as of this 23rd day of May, 2005, by and among the CITY OF ASPEN, Colorado, a home-rule municipal corporation ("Aspen"), THE TOWN OF SNOWMASS VILLAGE, Colorado, a home-rule municipal corporation ("TOSV") and the BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF PITKIN, Colorado, a body corporate and politic ("County"), THE ROARING FORK TRANSPORTATION AUTHORITY, a political subdivision of the State of Colorado.

RECITALS

WHEREAS, the parties to this Agreement have the authority pursuant to Article XIV, Section 18, of the Colorado and Section 29-1-20. *et seq.*, of the Colorado revised Statutes, to enter into intergovernmental agreements for the purpose of providing any service or performing any function which they can perform individually; and

WHEREAS, the members of the EOTC agree that the amount of all expenditures and all projects to be funded with revenues derived from the one-half (1/2) cent sales and one-half (1/2) cent use tax shall be agreed upon by all three members of the EOTC in advance of any such expenditure and/or project as evidenced by a resolution duly adopted by the governing bodies of each party; and

WHEREAS, the Aspen City Council, the Pitkin County Board of County Commissioners, and the Town Council of Snowmass Village, as members of the Elected Officials Transportation Committee known as the EOTC, are working together to solve common transportation problems; and

WHEREAS, the Brush Creek Park and Ride Lot owned by the Colorado Department of Transportation (CDOT) located on 27.2 acres, in Pitkin County, on the east side of State Highway 82 across from Brush Creek Road is currently used for transit and parking purposes; and

WHEREAS, The entire area identified on the attached Exhibit A commonly referred to as the Brush Creek Park and Ride Lot (Park and Ride Lot) is jointly leased by the City of Aspen (Aspen) and the Roaring Fork Transportation Authority (RFTA) from the Colorado Department of Transportation (CDOT) for transit and parking use; and

WHEREAS, the City of Aspen and the Roaring Fork Transportation Authority (RFTA) have been required to enter into a joint lease agreement with CDOT, the owner of the site, to permit the construction of site improvements, management, maintenance and use of the site for transit and parking purposes; and

WHEREAS, the RFTA shall continue to operate in and out of the transit area and maintain the transit facilities in the Brush Creek Park and Ride; and

WHEREAS, the Brush Creek Park and Ride Management, Maintenance, and Use Plan will regulate and assign responsibilities for the management, maintenance and use of the Brush Creek Park and Ride lot; and

Deleted:

Deleted: 23rd day of May of 2005

Deleted: WHEREAS, the Aspen City Council, the Pitkin County Board of County Commissioners, and the Town Council of Snowmass Village, have adopted Joint Resolution # 61-1993, approving a comprehensive valley transportation plan and endorsing a one-half (1/2) cent sales tax and one-half cent use tax to fund the general elements of the transportation plan and the formation of the Elected Officials Transportation Committee (EOTC); and

Deleted: ~~object~~ WHEREAS, the EOTC has agreed to design and fund the construction of additional unpaved parking spaces at the Brush Creek Park-N-Ride parking lot owned by the Colorado Department

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of Transportation (Coon located on 27.2 acres, in Pitkin County, on the east side of State Highway 82 across from Brush Creek Road, and)

Deleted: WHEREAS, the City of Aspen, on behalf of the EOTC has submitted a State Highway Access Permit Application to CDOT for approval in order to make access changes and site improvements to the Brush Creek Park-N-Ride parking lot; and

WHEREAS, the EOTC wishes to further define and clarify the method and process by which the Brush Creek Management, Maintenance and Use Plan will be implemented and funded; and

NOW, THEREFORE, for and in consideration of the mutual covenants and agreement of the parties, and other good and valuable consideration, the adequacy and sufficiency of which is hereby acknowledged, the parties agree as follows:

PURPOSE

This Intergovernmental Agreement is designed and intended to assign, define and clarify the management, maintenance and use of the Brush Creek Park and Ride Lot through the Brush Creek Park and Ride Lot Management, Maintenance and Use Plan.

BRUSH CREEK PARK-N-RIDE MANAGEMENT MAINTENANCE AND USE PLAN

The purpose of the Park and Ride Lot is to provide parking and shuttle service for commuters, visitors, day skiers, special event attendees/**event staging** and others traveling to the Town of Snowmass Village, Pitkin County and/or the City of Aspen.

Exhibit A, appended hereto and made a part hereof, designates three areas of responsibility: the City of Aspen Maintenance Area, the RFTA Maintenance Area, and the CDOT Maintenance Area. The responsibility for the management, maintenance and use of those respective areas of the Park and Ride Lot shall be as indicated on Exhibit A.

The EOTC shall budget for and fund the annual operating and capital costs associated with the portion of the Park and Ride Lot area to be maintained by the City of Aspen for the EOTC. An annual operating and capital budget shall be presented to the EOTC for review and approval during the annual EOTC budget process.

RFTA at its own expense shall maintain the portion of the Park-and-ride Lot associated facilities designated as the RFTA Maintenance Area on Exhibit A with the exception of the landscaping, irrigation and irrigation pond in the RFTA Maintenance Area, which will be maintained by the City of Aspen.

CITY OF ASPEN RESPONSIBILITIES

The Director of Parking for the City of Aspen shall be responsible for developing an operational plan for the daily and minor special use, management, maintenance, and enforcement of the portion of the Park-and-ride Lot designated as the City of Aspen Maintenance Area on Exhibit A. Any special event use of the Lot will require prior approval of the Director of Parking for the City of Aspen. A special event applicant may appeal a decision of the City of Aspen Parking Director to the EOTC Staff. If there no resolution through this appeal, the applicant may appeal to the EOTC at the next available EOTC meeting.

Any special event request shall require a written transportation and parking plan detailing the proposed use of the transit facilities, parking areas, traffic control and impacts to the intersection or access roads to or from the parking lot. The entity requesting the special use shall be responsible for

Deleted: The budget approval process shall be consistent with the EOTC budget approval process and require unanimous approval by all member jurisdictions, provided that the individual jurisdictions do not have to have a unanimous vote but simple majority vote.¶

¶ The EOTC shall review the current transit, parking operations, and special event use of the facility annually and must unanimously approve any proposed major changes in use of the lot in conjunction with COOT.¶

Deleted: CHANGE OR FUTURE USE OF THE PARKING LOT¶

Any proposed change or special event use of the Park-and-ride Lot shall require the unanimous approval of the member jurisdictions of the EOTC consistent with existing IGAs governing the EOTC, providing that the individual jurisdictions do not have to have a unanimous vote, rather a simple majority vote, and in coordination with CDOT.¶

acquiring the necessary permits and may be charged a fee. Any fees assessed shall be used to recoup costs associated with management and maintenance of the Park-and-ride Lot.

The City of Aspen shall maintain and repair the parking area and facilities including but not limited to the paved asphalt lot, striping, parking islands, landscaping, existing lighting, signage, curb and gutter, the gravel RAP or green engineered parking surface, pedestrian trail, drainage pond, drainage piping and system, irrigation systems and any other facilities in the parking area. The City of Aspen shall also maintain and repair the drainage pond and fence, drainage piping and system and the irrigation systems in the RFTA Maintenance Area.

Specifically, maintenance shall include:

1. **Snow Removal.** Snow shall be removed from the parking lot, the parking lot access road, the sidewalk and the concrete pads by private contractor. Plowing shall be required after every snowfall of 3 inches or more. If necessary, snow shall be hauled from the site.
2. **Lot Sweeping and Flushing.** Sanding shall be limited to critical areas, and sand shall only be applied during extremely icy conditions. The City shall, within four days of the sanded areas becoming dry, flush and/or sweep with water. After the snow and ice have melted and

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Deleted: RFTA

the parking lot has cured next spring, the City shall sweep and/or flush the lot and access lanes (depending on the condition of the recycled asphalt surface) on a monthly basis.

3. **Daily Maintenance.** A part-time day maintenance worker shall pick up trash and empty trash bins, sweep and/or remove snow and ice from pedestrian walkways, clean and stock the portable rest rooms, perform weed management, repair and replace irrigation system as needed, and replace lights.
4. **Preventative Maintenance.** The Aspen Director of Parking shall conduct monthly inspections of parking lot and road surfaces, checking for enlarged cracks, potholes or other surface problems. Problems shall be corrected within three days of discovery, with assistance from County Road and Bridge Department, City Streets Department, or CDOT, as appropriate. The existing signs, lighting, striping, irrigation and landscaping shall be repaired or replaced as needed.
5. **Enforcement.** Enforcement of parking restrictions, rules and regulation shall be performed by the City of Aspen.

RFTA RESPONSIBILITIES

RFTA shall be responsible for the maintenance of all facilities in the RFTA maintenance area including, but not limited to bus shelters, benches, lights, bike racks, portable toilets, trash cans, signage, roadway striping, asphalt roadway, islands, curb and gutter and passenger plaza.

RFTA shall also provide the following services: trash removal, cleaning of bus shelters, snow removal of roadways and pedestrian plaza

RFTA shall continue to operate its services in and out of the Park-and-ride Lot.

Deleted: SPECIAL AND FUTURE USES¶

Any requests to use the Park-and-Ride Lot outside of commuter parking shall be submitted in writing to the City of Aspen's Director of Parking, the manager of the lot, and will require unanimous approval of the EOTC, provided that the individual jurisdictions do not have to have a unanimous vote but simple majority vote. These other uses include special event parking, construction staging and long-term parking ¶

¶ Any special event request shall require a written transportation and parking plan detailing the proposed use of the transit facilities, parking areas, traffic control and impacts to the intersection or access roads to or from the parking lot. The entity requesting the special use shall be responsible for acquiring the necessary permits and may be charged a fee. Any fees assessed shall be used to recoup costs associated with management and maintenance of the Park-and-ride Lot.¶

¶ Nothing contained within this Agreement shall foreclose any member of the EOTC to suggest changes in the future uses of the Park-and-ride Lot. Any such future changes in use shall require¶ the unanimous approval of the EOTC member jurisdictions, provided that the individual¶

jurisdictions do not have to have a unanimous vote but simple majority vote.¶

III. ANNUAL RENEWAL AND TERMINATION

This Agreement shall be perpetual unless one or more parties to this agreement shall provide written notice that it desires to terminate the Agreement. Any party to this Agreement may terminate the Agreement upon 90 days prior written notice to the other parties. Upon termination of this Agreement, this Agreement shall become null and void.

IV. MISCELLANEOUS

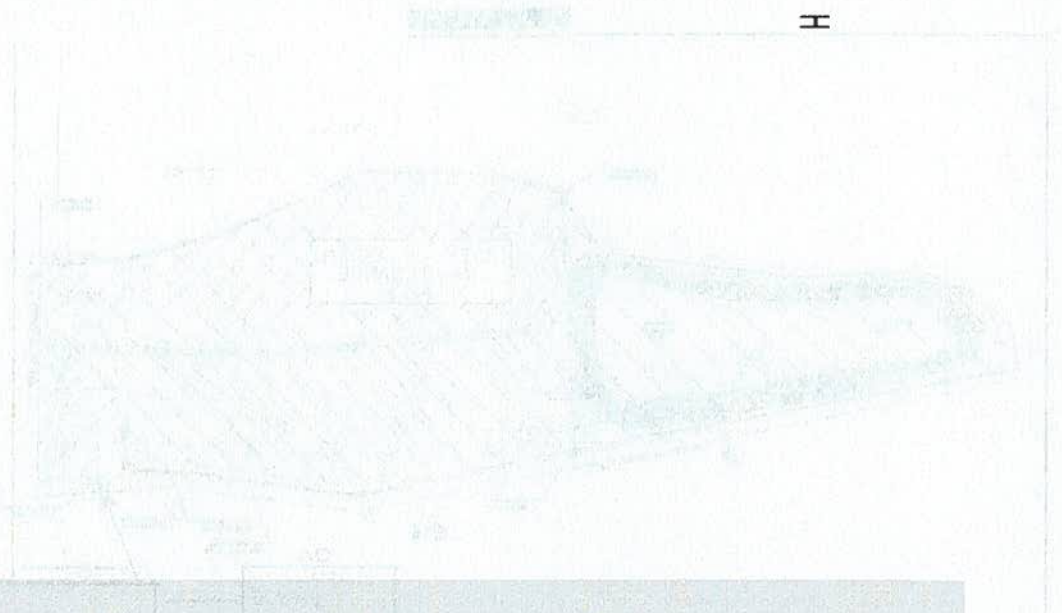
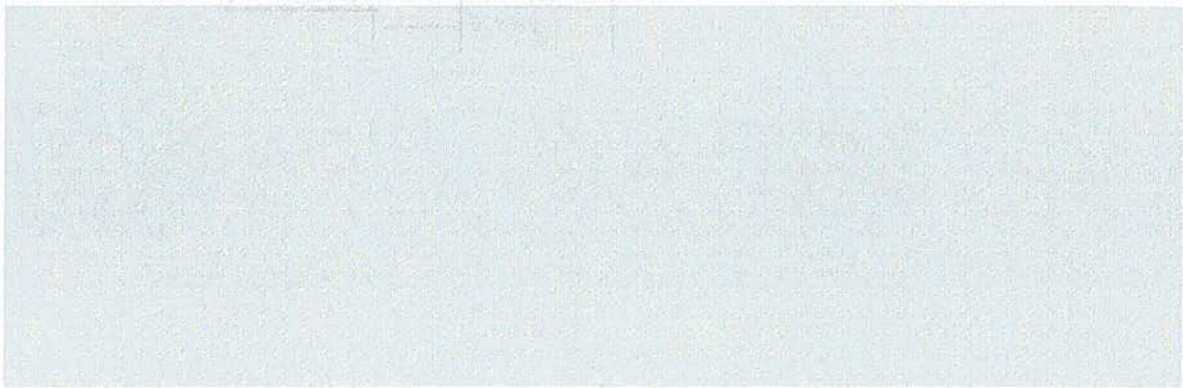
This Agreement may be modified only by written amendment approved by all parties acting separately.

Nothing contain in this Agreement shall mean or be construed to mean that an individual party to this Agreement may not independently fund or implement a specific element of the Plan or some other transportation related project without the consent of the other parties.

If any provision of this Agreement or the application thereof to any person, entity or circumstance is held invalid, illegal, or unenforceable for any reason, such invalidity shall not affect other provisions or applications of the Agreement which can be given effect without the invalid provisions or application, and to this end the provisions of the Agreement are declared to be severable.

This Intergovernmental Agreement is not intended to create any right in or for the public, or any member of the public, including any contractor, supplier or any other third party, or to authorize anyone not a party to this Agreement to maintain a suit to enforce or take advantage of its terms. The duties, obligations and responsibilities of the parties with respect to third parties shall remain as imposed by law.

Each party represents that it has the specific power and authority to enter into and consummate this Agreement according to law and that it has followed the proper legal procedures to authorize those persons whose names are subscribed below to execute this Agreement and obligates that party to perform this Agreement.

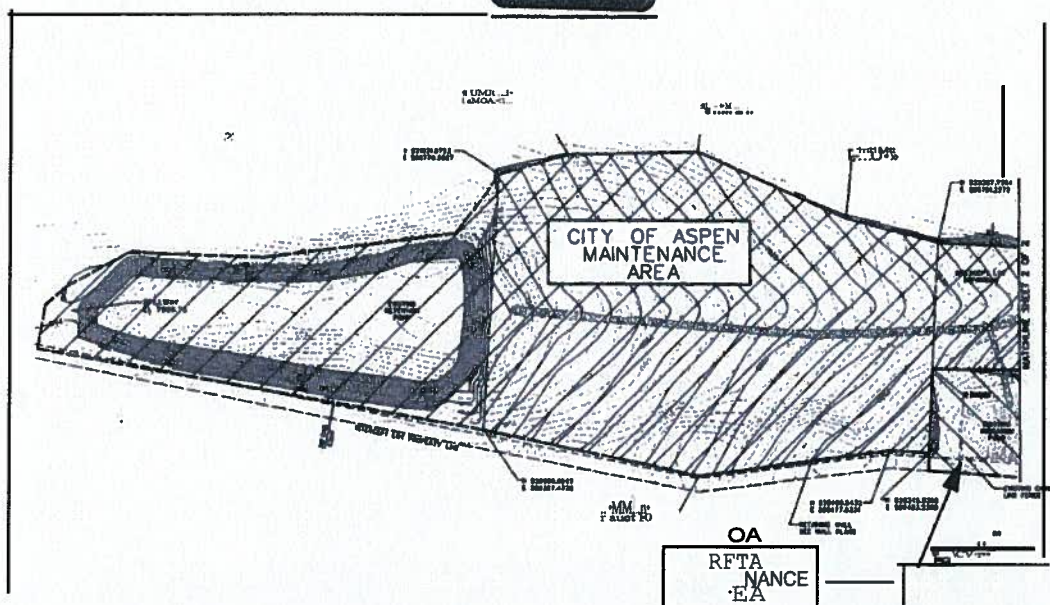


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A)



**AGENDA ITEM SUMMARY
ELECTED OFFICIALS TRANSPORTATION COMMITTEE**

Meeting Date:	July 16, 2015
Agenda Item:	Tough Mudder request for use of the Intercept lot for their event on Saturday, September 12, 2015
Presented By:	Justin Erickson of the Aspen Skiing Company will be representing the promoter for this request.
Core Issues:	This is the second year for this event in Snowmass Village. The event last year was well attended and the operational plan for the Intercept lot, built on the operational plan for the Winter X-Games, worked fairly well. The promoter is projecting attendance to be roughly 8,000 participants and spectators combined. This is a slight reduction from the projected attendance for last year's event. The operating plan for the Intercept lot will remain the same as the Winter X-Games plan for parking and traffic circulation in relation to the lot. Event buses will have a boarding area just off the Southeast corner of the paved parking lot and will not disrupt the regional and BRT services in the RFTA bus facility. Parking attendants will be stationed in the lot to manage the parking in the event parking site East of the paved lot. Parking on the paved lot will be reserved for commuters using the regional and BRT services of RFTA. Parking in the Intercept lot will be free to participants of the event.
Description:	The promoter is requesting use of the lot on Saturday, September 12, 2015 for their event parking from 7:00 am until the last participants return to the lot around 9:00 pm. The promoter will be arranging transportation between the parking lot and the event site and will work to keep impacts to the regional and BRT services to a minimum. Parking attendants will be on site to manage the parking of the event lot until the last participants start their race.
Financial Impact:	The promoter will be covering the cost of the services related to the event, so there will be no financial impact to the EOTC budget. Lodging and retail activity within the Roaring Fork valley should increase due to the planned number of participants attending the event.
EOTC Options:	• Approve the use of the lot for the event. • Direct the promoter to improve the operational plan. • Deny the use of the lot.
Staff Recommendation:	Staff recommends approval with the condition that the promoter work with the Aspen Parking Director to ensure that the operational plan is consistent with the X-games parking plan and the allowed use of the property.

TOUGH MUDDER COLORADO EOTC PROPOSAL

Buck Erickson

Aspen Ski Company, Transportation Management



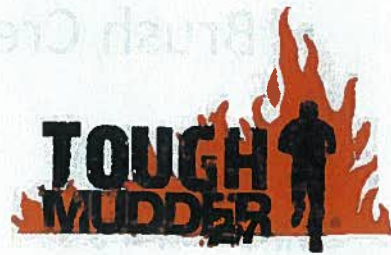
AGENDA

- 2015 Operations
- General Event Info
- Site Overview & Traffic Plans
- Brush Creek Park N' Ride Operation



2015 OPERATIONS

- Aspen Ski Company = 2015 Parking & Shuttle Management
- Request to use Intercept Lot Saturday Only
- RFTA buses will be contracted for Saturday Only – Sunday operations all on Snowmass property with Ramblin' buses.



GENERAL EVENT INFO

Event Date	Saturday, September 12 - Sunday, September 13, 2014
Venue Name	Snowmass / Aspen Ski Co.
Anticipated number of Starters on Saturday	6,000 potential starters
Anticipated number of Spectators on Saturday	2,000 potential spectators on Saturday
Anticipated Total Bodies on Site Saturday	8,000 potential bodies on site on Saturday (2K less than 2014)
Anticipated number of Starters on Sunday	1,500 potential starters on Sunday
Anticipated number of Spectators on Sunday	500 potential spectators on Sunday
Anticipated Total Bodies on Site Sunday	2,000 potential bodies on site on Sunday
Challenge Start Times	8:00 AM Saturday 9:00 AM Sunday

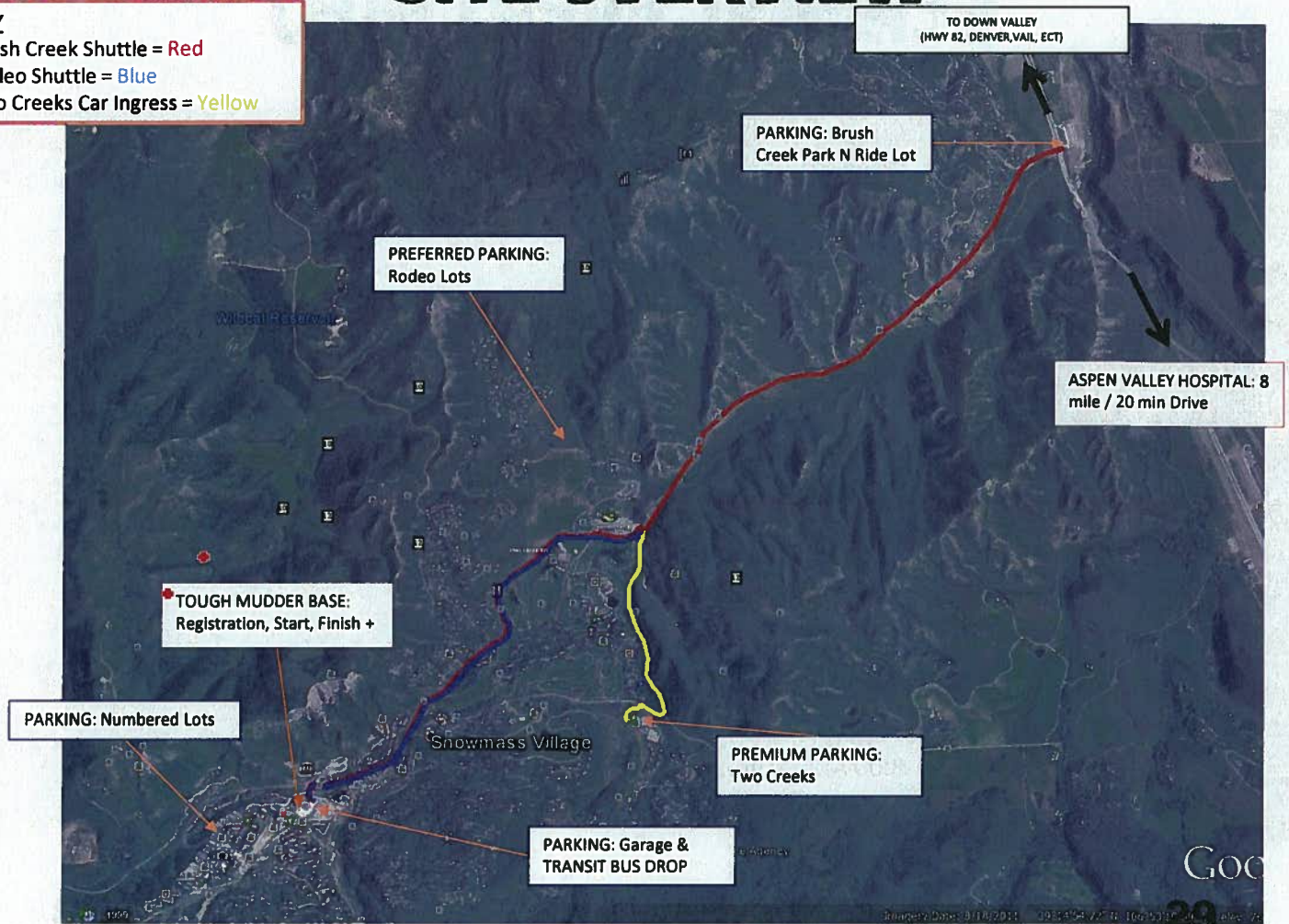
SITE OVERVIEW

KEY

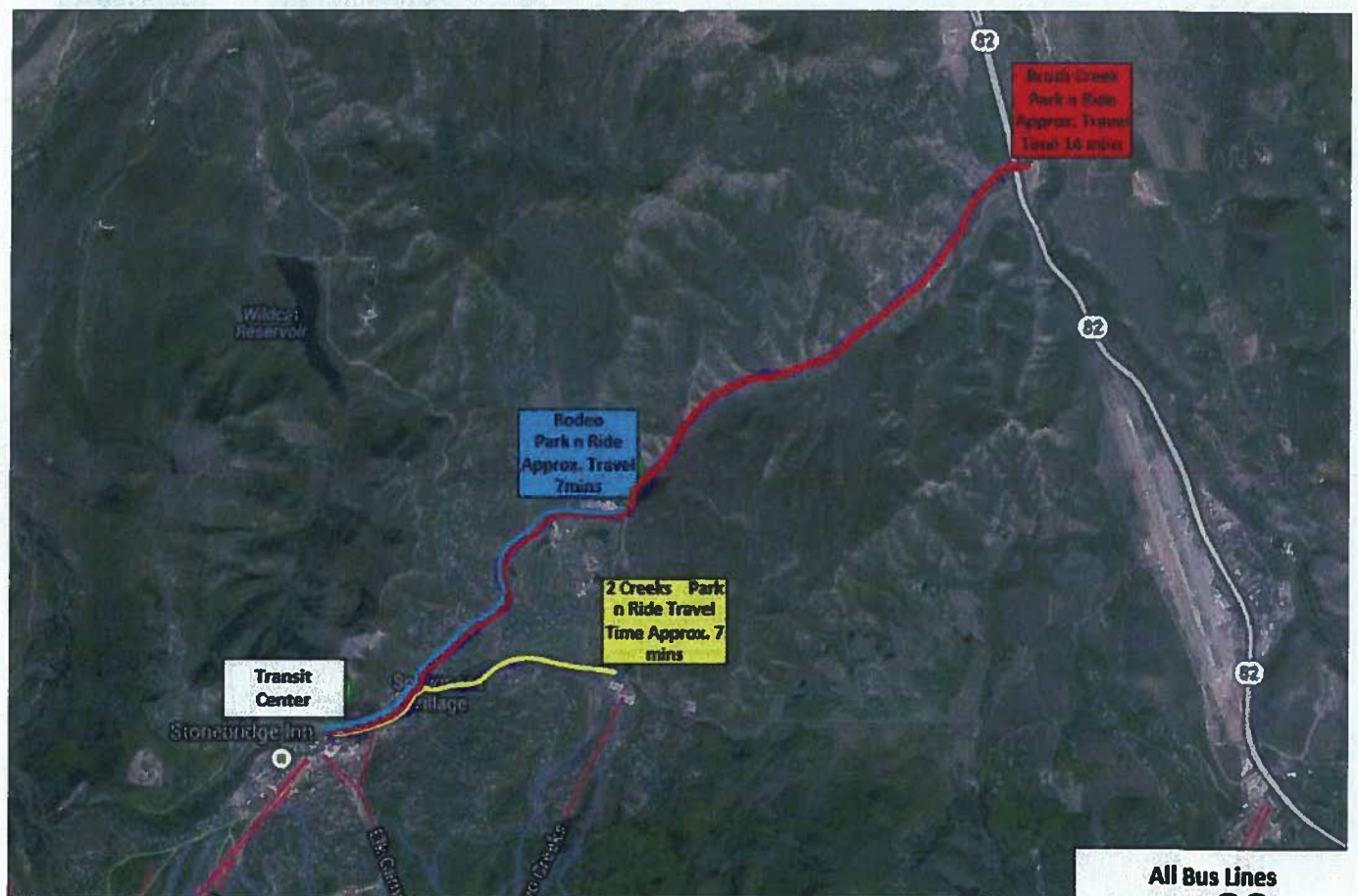
Brush Creek Shuttle = Red

Rodeo Shuttle = Blue

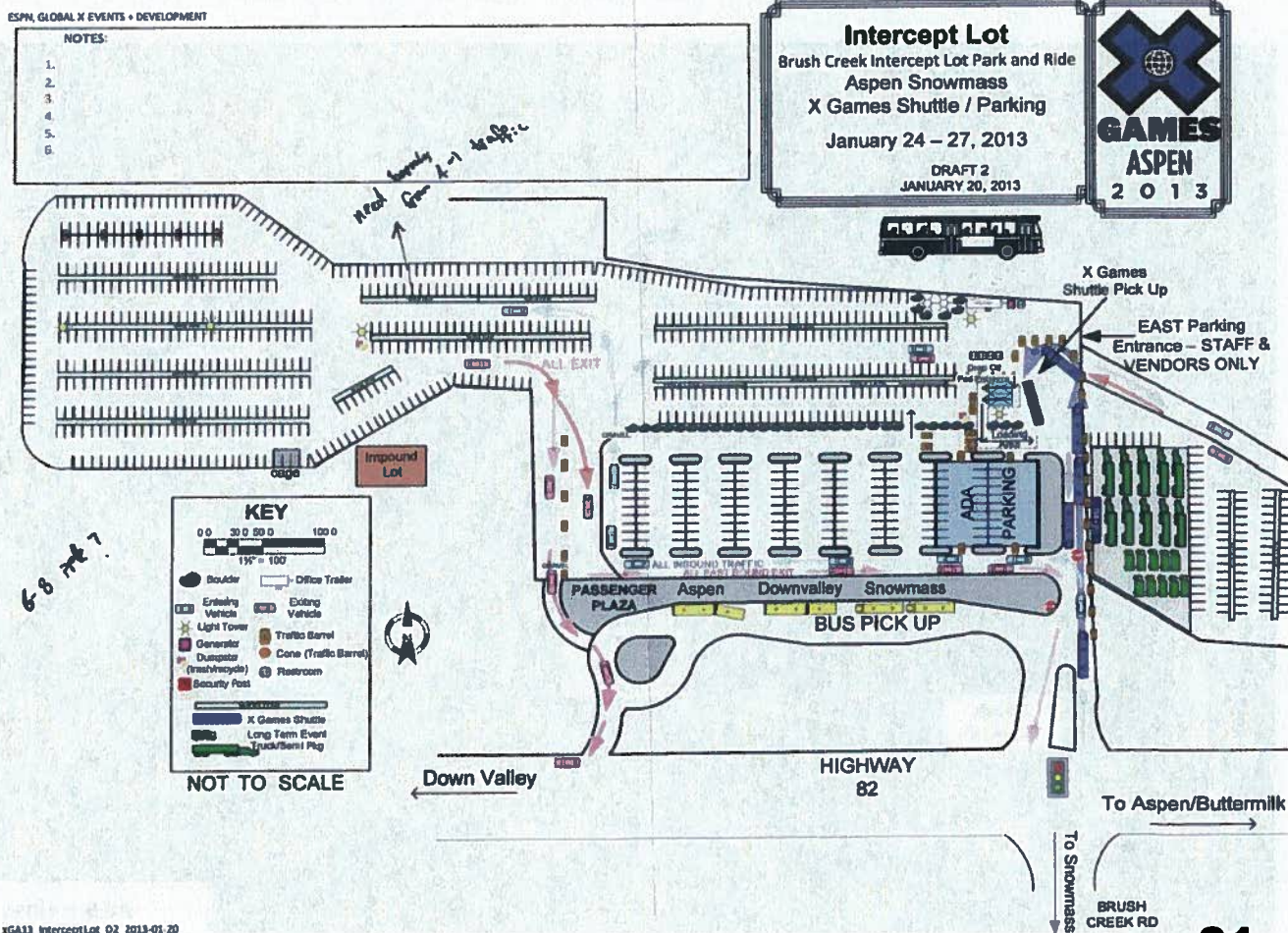
Two Creeks Car Ingress = Yellow



SHUTTLE BUS ROUTES

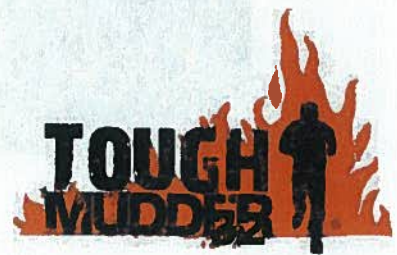


BRUSH CREEK PARK N RIDE OPERATIONS



PARKING SALES

- Premium Parking and Preferred Parking sold in advance of the event, online and closed before event weekend.
- All general parking will be in Intercept Lot and no tickets will be sold.



ANY QUESTIONS?



ESPN, GLOBAL X EVENTS + DEVELOPMENT

NOTES:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

Intercept Lot

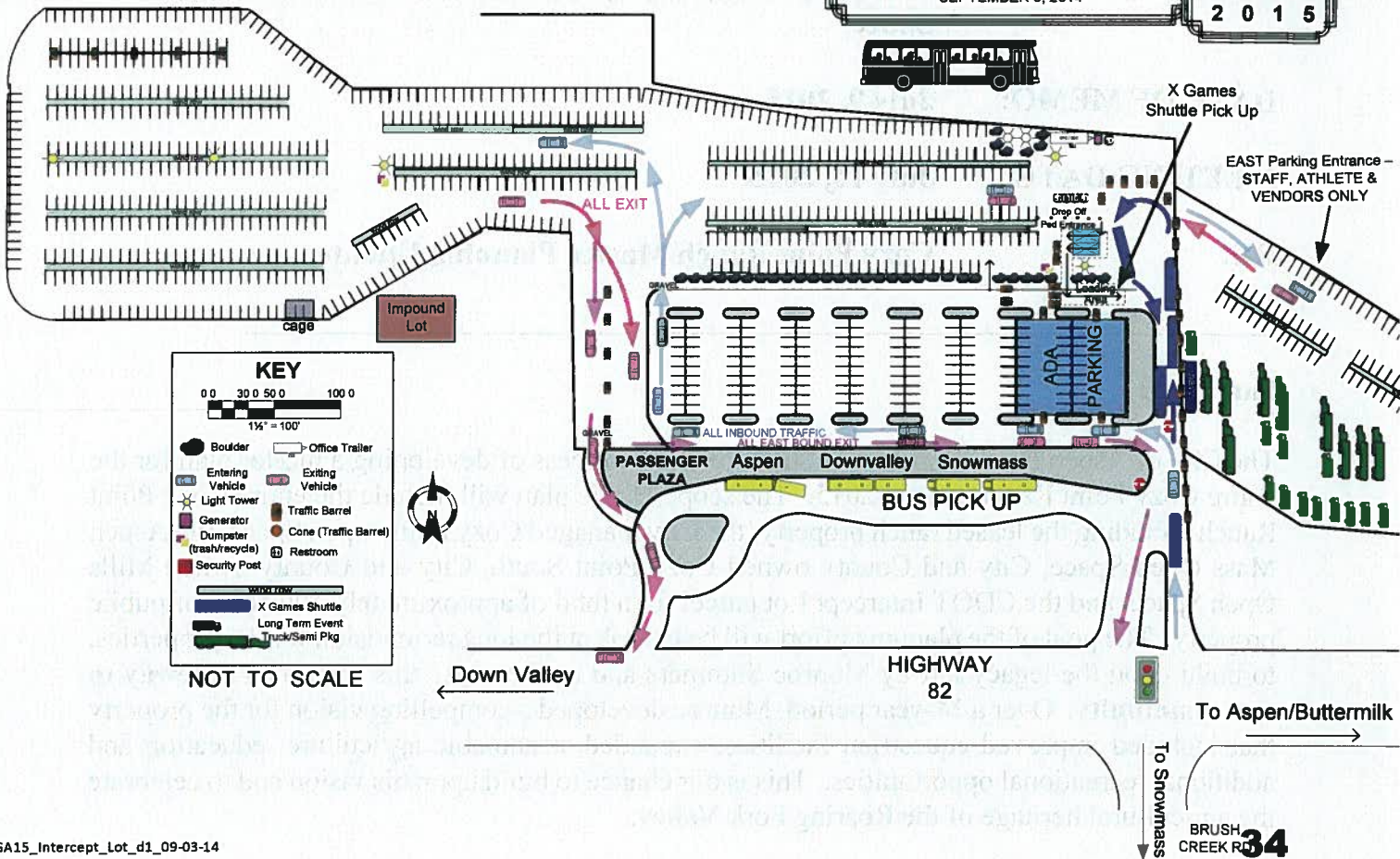
Brush Creek Intercept Lot Park and Ride
Aspen Snowmass
X Games Shuttle / Parking

January 22 – 25, 2015

DRAFT 1
SEPTEMBER 3, 2014



GAMES
ASPEN
2015



XGA15_Intercept_Lot_d1_09-03-14



MEMORANDUM

TO: Elected Officials Transportation Committee

FROM: Austin Weiss, City of Aspen Open Space Manager

THRU: Tom Rubel, City of Aspen, Director of Parks and Open Space

DATE OF MEMO: July 9, 2015

MEETING DATE: July 16, 2015

RE: Cozy Point Ranch Master Planning Update

Summary:

The City of Aspen Parks Department staff are in the process of developing a master plan for the entire Cozy Point Ranch area in 2015. The scope of this plan will include the entire Cozy Point Ranch including the leased ranch property, the City managed Cozy Point Open Space, the Aspen Mass Open Space, City and County owned Cozy Point South, City and County owned Mills Open Space, and the CDOT Intercept Lot parcel for a total of approximately 400 acres of public property. The goal of the planning effort will be to look at the long term vision for the properties, to build upon the legacy left by Monroe Summers and to showcase this important **gateway to our community**. Over a 14-year period, Monroe developed a compelling vision for the property that included improved equestrian facilities, expanded sustainable agriculture, education and additional recreational opportunities. This is our chance to build upon his vision and to celebrate the agricultural heritage of the Roaring Fork Valley.

Background:

The City of Aspen purchased the Cozy Point Ranch property in 1994. The original intent of the purchase of this property was for the preservation of the agricultural heritage of the upper Roaring Fork Valley and as a possible location of additional affordable housing. In 2003 the property became a part of the City of Aspen Open Space program and was put under a conservation easement with the Aspen Valley Land Trust. This conservation easement is

intended to protect the property from further development but does not prohibit the property's existing agricultural, equestrian and other recreational uses.

The property consists of approximately 60 acres of irrigated hay meadows and pasture lands, 30 acres of equestrian facilities and 70 acres of rolling sagebrush shrub lands. In addition to the historic ranching and equestrian operations, the property also has an active archery range and has recently become the home of a four season greenhouse that is being used for community-supported agriculture as a part of the AspenT.R.E.E program.

The City of Aspen currently leases out a significant portion of the property for the equestrian operation to Cozy Point Ranch, LLC, which is owned and managed by Patti Watson. Cozy Point Ranch, LLC offers kids equestrian camps throughout the summer, year round horse boarding services and riding lessons for all ages.

Discussion:

The master planning process for this important community asset will look at how best to manage these Open Space properties as a whole. In recent years, both the City of Aspen and Pitkin County have acquired numerous important properties that connect to Cozy Point Ranch and that have become an incredible gateway to the community. On the south side is the 129-acre Cozy Point South Property and the recently acquired 845-acre Sky Mountain Park. On the east side of the Ranch are the Aspen Mass and Mills properties that combine for an additional 67 acres of public open space. All of these properties together create a network of public lands and trail access points that now link to the Cozy Point Ranch. This collection of publicly-owned open space properties is the result of an effective partnership between the City of Aspen and Pitkin County Open Space and Trails. The partnership has facilitated acquisition opportunities that could not have been completed individually by each entity.

The acquisition of Sky Mountain Park has changed the role of Cozy Point Ranch and all of these adjacent public lands. As part of the purchase of this property, a thorough management plan was completed for not only the Sky Mountain Park property but the surrounding public parcels, including Cozy Point Ranch. The newly-created trails on Sky Mountain Park have been tremendously popular and are designed to facilitate access from Cozy Point Ranch and the Intercept Lot. As a result, we are seeing significant use of Sky Mountain Park from these locations. As new equestrian opportunities present themselves within Sky Mountain Park, Cozy Point Ranch will become an important portal to all the neighboring open space properties.

The equestrian facilities on Cozy Point Ranch are one of its most significant aspects. Staff has met on numerous occasions with representatives from the Roaring Fork Horse Council to ensure that not only will those existing facilities be preserved, but additional opportunities will be identified for the property. Already, staff has begun to look at areas where dedicated equestrian trails could be developed.

There is an opportunity to not only preserve the agricultural heritage of ranching and farming in the Roaring Fork Valley, but to possibly create something even better by integrating additional

models of cutting edge sustainable agricultural practices into the operation. There could be a very significant educational aspect to the operations where the Ranch becomes a part of the educational experience here in the upper Roaring Fork Valley.

The vision for Cozy Point Ranch can also be tied very directly into the discussions regarding climate change and food security. There is a very clear opportunity to address issues of food security and climate change resiliency by having a “locally grown” food aspect to the ranch. The opportunities for a place like Aspen to become a leader in sustainable agriculture should not be limited to the size of this one ranch or the size of our community. The Ranch could have potential as a high-country agricultural think tank that would be a model of farming and ranching best practices.

As a part of the preservation of the ranch as open space, a conservation easement with the Aspen Valley Land Trust (AVLT) was placed on the property. Parks Department staff has already met with representatives from AVLT to share some of the ideas and concepts for the parcel and have received initial support from them for this vision of the ranch. They also feel that we have a unique opportunity to help preserve the agricultural heritage of the valley.

Staff has also already begun to reach out to the members of the agricultural community in the valley and their input will be critical to the success of this effort. In addition to City of Aspen City Council and the Pitkin County Board of County Commissioners, staff has also met with members of the ranching and farming community, the Brush Creek Metro District, the Roaring Fork Horse Council, the Woody Creek Caucus, AspenT.R.E.E., The Roaring Fork Food Policy Council, the Aspen Valley Land Trust, the Aspen Historical Society, and the Aspen Center for Environmental Studies (ACES).

Staff has just begun this lengthy planning process and is expecting it to take 18 to 24 months to complete. Through this effort, numerous opportunities will present themselves for these amazing City and County owned properties, and for building on Monroe Summers’ legacy. An effort to significantly enhance this **gateway to our community** will have lasting rewards for many generations.

ATTACHMENTS:

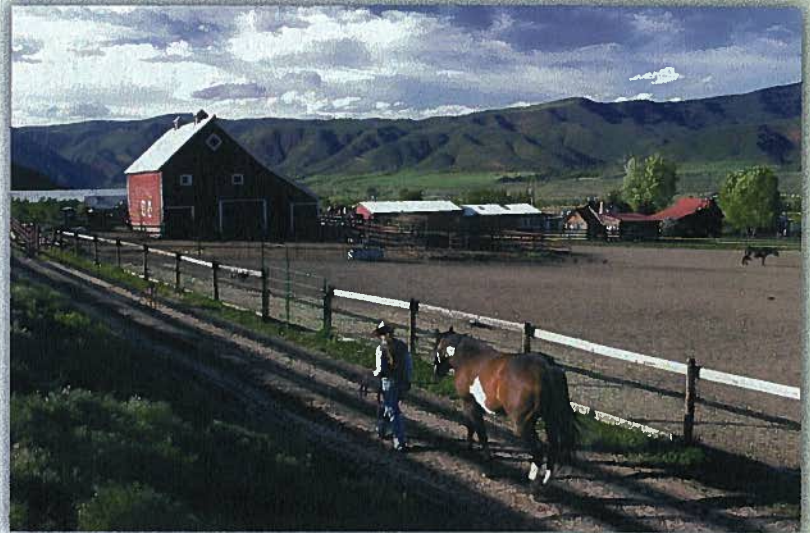
Exhibit A – Cozy Point Ranch Vicinity Map

COZY POINT RANCH GATEWAY TO OUR COMMUNITY

EXHIBIT A



Cozy Point Ranch



Cozy Point Ranch Master Planning

Cozy Point Ranch

- 1994 - Purchased for \$3.2 million by the City of Aspen.

John Bennett, Mayor

City Council Members:

Rachel Richards

Augie Reno

Georgeann Waggaman

Terry Paulson

- 2000 to 2014 - Ranch managed by Monroe Summers, Cozy Point Ranch, LLC.
- 2003 - Ranch preserved as open space.
- 2014 - City Council Site Visit, July 22nd.
- 2014 - Interim Management Plan Implemented.
- 2015 - City of Aspen undertakes Master Plan for Cozy Point Ranch and surrounding open space properties.

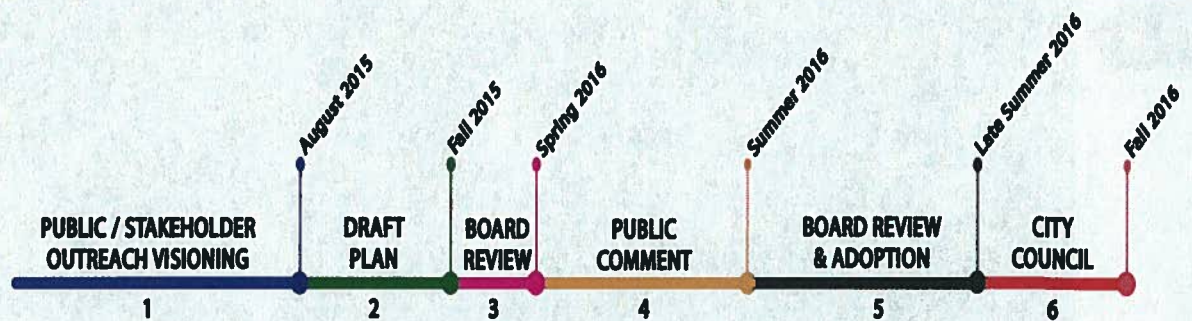


Credit: Aubree Dallas, The Aspen Times

COZY POINT RANCH
GATEWAY TO OUR COMMUNITY

EXHIBIT A





Cozy Point Planning Process

Stakeholders met with to date:

- City of Aspen, City Council
- Pitkin County Open Space and Trails
- ACES & Aspen T.R.E.E.
- Aspen Historical Society
- Pitkin County, BOCC

- City of Aspen Open Space and Trails
- Aspen Valley Land Trust
- Roaring Fork Mtn. Bike Assoc.
- Brush Creek Metro District
- Members of the Ranching Community

- The Roaring Fork Food Policy Council
- The Woody Creek Caucus
- Roaring Fork Horse Council
- Town of Snowmass Village staff



Cozy Point, Aspen Mass and Mills Property Conceptual Land Use Aerial View

January 21, 2015

↑
approx. north

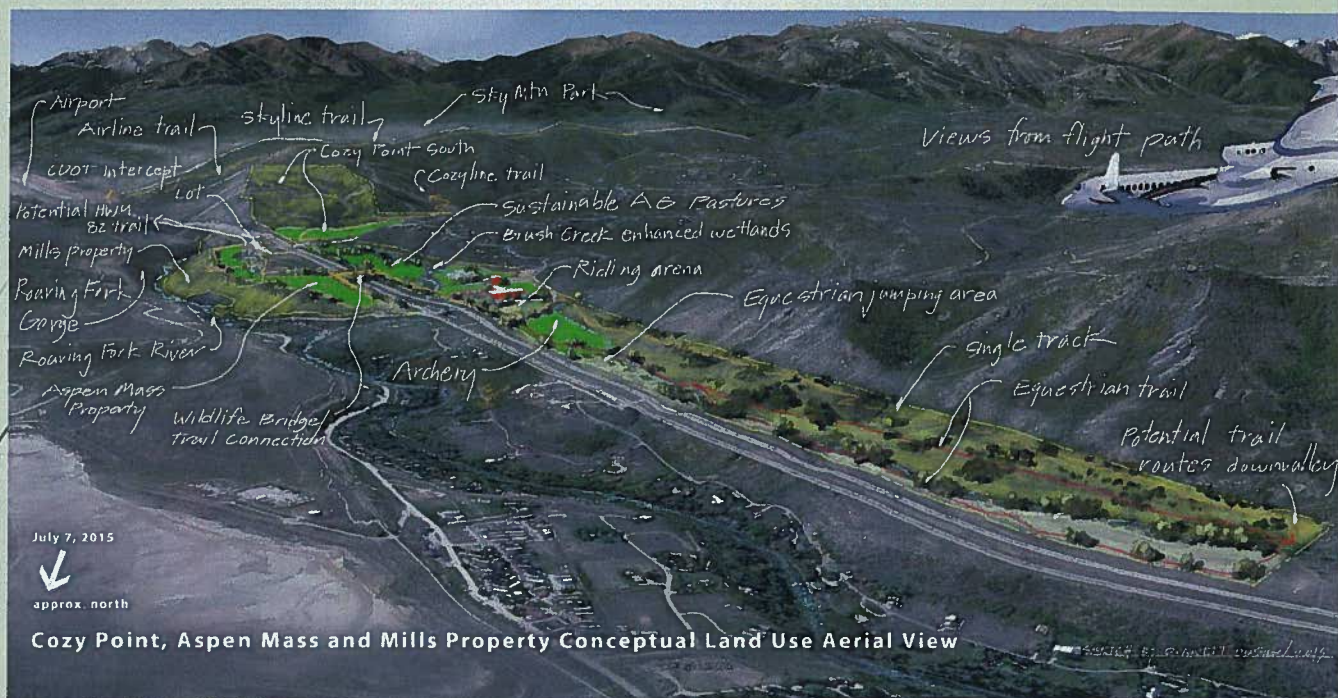


Cozy Point, Aspen Mass and Mills Property Conceptual Land Use Aerial View

July 7, 2015

↑
approx. north



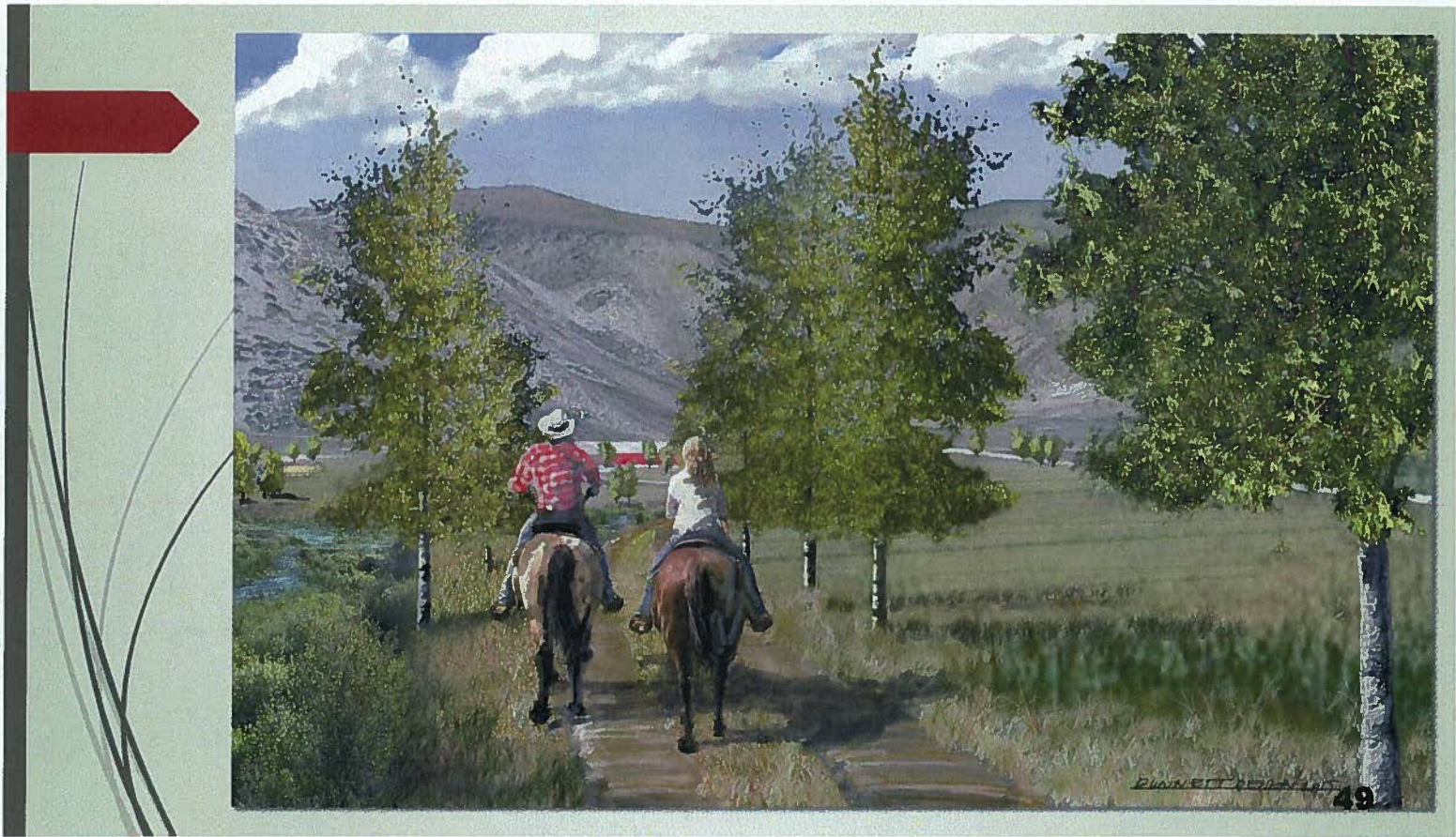




Brush Creek Valley, circa 1930. Courtesy of the Aspen Historical Society



Brush Creek Haystack. Courtesy of the Aspen Historical Society



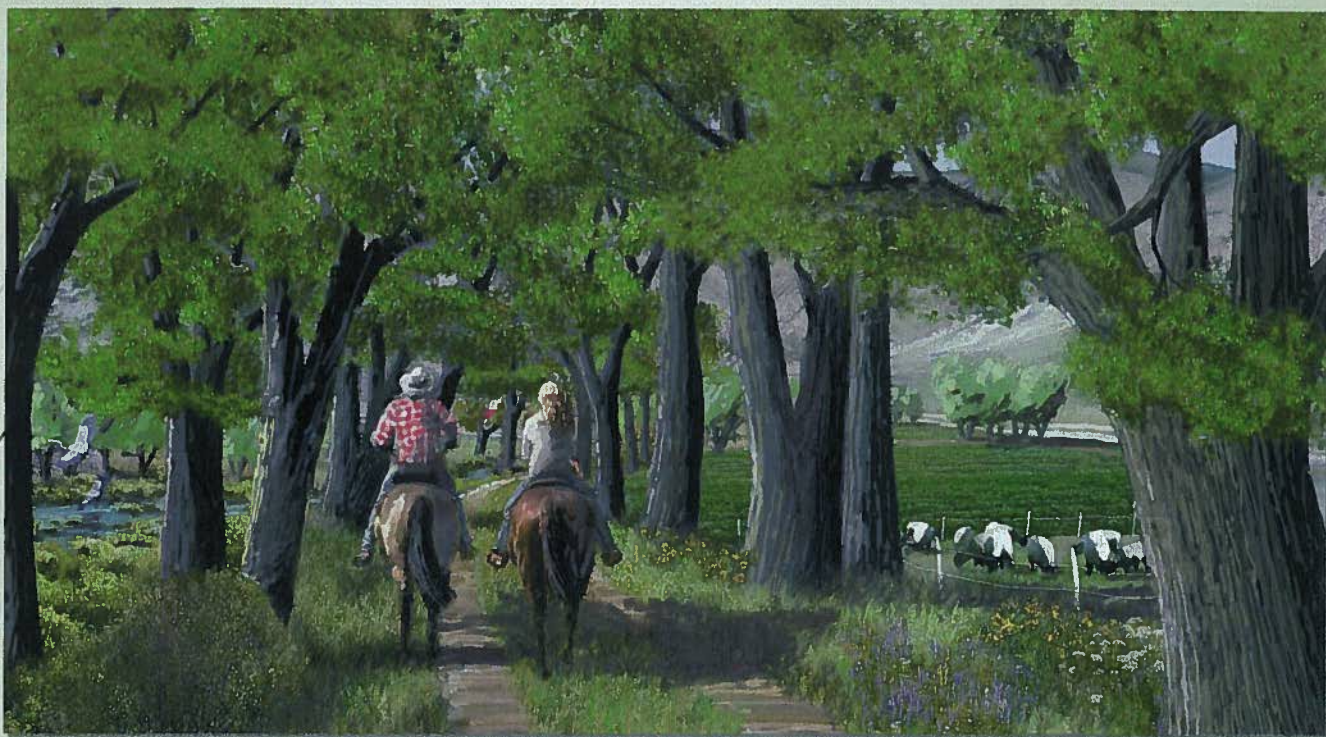


MEMORANDUM

TO: Board of Education, Teton County

FROM: Teton County Board of Education

SUBJECT: Teton County Board of Education





MEMORANDUM

TO: Elected Officials Transportation Committee
FROM: Dan Blankenship, Chief Executive Officer
SUBJECT: RFTA Ridership Update
DATE: 7/8/15

Regional Ridership Report: Owing to a mild winter season and, potentially, to lower fuel prices, regional commuter ridership growth has slowed compared to 2014 and decreases have been experienced in other segments of RFTA services. So far, the summer season seems to be active in terms of tourism and the economy, so ridership may rebound to some extent.

May 2015 Year-to-Date Ridership Report

Service	May-14 YTD	May-15 YTD	# Variance	% Variance
City of Aspen	520,533	489,413	(31,120)	-5.98%
RF Valley Commuter	1,134,056	1,201,853	67,797	5.98%
Grand Hogback	35,880	36,570	690	1.92%
Aspen Skiing Company	449,187	441,194	(7,993)	-1.78%
Ride Glenwood Springs	87,793	82,424	(5,369)	-6.12%
X-games/Charter	15,588	23,165	7,577	48.61%
Senior Van	1,777	1,696	(81)	-4.56%
MAA Burlingame	-	-	-	#DIV/0!
Maroon Bells	-	-	-	#DIV/0!
Total	2,244,814	2,276,315	31,501	1.40%
Subset of Roaring Fork Valley Commuter Service with BRT in 2015				
Service	YTD May 2014	YTD May 2015	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	432,863	458,254	25,391	6%
BRT	333,004	347,361	14,357	4%
Total	765,867	805,615	39,748	5%

Ridership on Additional Valley/Snowmass Weekend Trips Added for Spring 2015:

In response to requests RFTA received for higher weekend service levels for commuters when RFTA transitions from the peak winter and summer seasons into the spring and fall off seasons, RFTA added more peak hour bus trips on Saturdays and Sundays this past spring and plans to do the same in the fall.

Following is a report of average ridership on Saturday and Sunday Valley and Brush Creek/Snowmass Village commuter bus trips that RFTA added during the spring off-season in order to make transit services more convenient for workers. In general, one additional trip per hour was added during peak morning and

evening commute times, effectively providing half-hour service frequency in the morning and evening peak periods instead of the traditional hourly service.

The chart below reflects that the additional spring 2015 Valley services experienced very high average ridership per trip, whereas ridership on the Snowmass Village connecting service was not as high, but did contribute to the overall ridership on the Valley services.

Saturday Upvalley	Average # Riders	Sunday Up Valley	Average # Riders	Saturday Down Valley	Average # Riders	Sunday Down Valley	Average # Riders
5:30	24	5:30	14	7:45	15	7:45	8
6:30	31	6:30	35	8:45	15	8:45	11
7:30	35	7:30	23	9:45	20	9:45	18
13:30	25	13:30	24	15:45	47	15:45	29
14:30	29	14:30	25	16:45	44	16:45	33
15:30	26	15:30	19	17:45	36	17:45	24

Saturday Snowmass	Average # Riders	Sunday Snowmass	Average # Riders
6:45	5	6:45	6
7:45	6	7:45	8
8:45	8	8:45	8
9:45	5	9:45	4
14:45	7	14:45	6
15:45	8	15:45	11
16:45	15	16:45	15
17:45	9	17:45	7

Snowmass/Aspen Ridership on Fourth of July 2015:

On the 4th of July, RFTA experienced a significant increase in bus trips and passengers traveling on the No Fare service between Snowmass Village and Aspen. Overall, things went relatively smoothly even though Rubey Park was under construction. The only recommendation RFTA would make for improvement is that the City of Aspen and RFTA should coordinate when planning events of this magnitude to establish alternative routing that will help to expedite the egress of buses.

Bus Trips			Passengers		
7/4/2014	7/4/2015	% Incr.	7/4/2014	7/4/2015	% Incr.
152	175	15%	5,803	6,790	17%

