

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

TIME: 8:30 a.m. – 11:30 a.m., Thursday, November 10, 2016

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

(This Agenda may change before the meeting.)

	Agenda Item	Policy	Purpose	Est. Time
1	Call to Order / Roll Call:		Quorum	8:30 a.m.
2	Executive Session:			
	A. One Matter: Paul Taddune, General Counsel: A) Pursuant to Section 24-6-402 (4) (b), Colorado Revised Statutes, to confer with attorneys for RFTA for the purpose of receiving legal advice with regard to the specific question of whether litigation should be initiated to enforce the property rights of RFTA along the railroad/trail corridor.		Executive Session	8:31 a.m.
3	Approval of Minutes: RFTA Board Meeting, October 13, 2016, page 3		Approve	8:44 a.m.
4	Public Comment: Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person)		Public Input	8:45 a.m.
5	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	8:50 a.m.
6	Consent Agenda:			9:00 a.m.
	A. Roaring Fork Transportation Authority To City Of Glenwood Springs 14th Street Pedestrian Stairs And Landing Easement Agreement – Dan Blankenship, CEO, page 11	2.3.7	Approve	
	B. Resolution 2016-14: Supporting the Application for a Grant from the Colorado Department of Local Affairs (DOLA) Energy Mineral Impact Assistance (EMIA) Program for the Incremental Cost of Three (3) Compressed Natural Gas (CNG) Engines on Two (2) RFTA Transit Buses and One (1) Traveler Van – Jason White, Assistant Planner, page 12	2.8.9	Approve	
	C. Correction and Extension of CEO Employment Agreement – Dan Blankenship, CEO, page 15	3.0	Approve	
	D. Alpine Bank ACH Origination/Third Party Sender Service Agreement – Renewal; and Alpine Bank Wire Transfer Service Agreement – Renewal - Paul Taddune, General Counsel and Mike Yang, Director of Finance, page 16	2.89	Approve	
	E. Resolution 2016-15: Appointment of Secretary to the RFTA Board of Directors – Dan Blankenship, CEO, page 17	Bylaws	Appoint	
7	Public Hearing:			
	A. Resolution 2016-16: 2016 Supplemental Budget Appropriation Resolution – Michael Yang, Director of Finance, page 19	4.2.5	Approve	9:10 a.m.
	B. Resolution 2016-17: Adoption of 2017 RFTA Budget and Resolution 2016-18: Appropriating Sums of Money for the 2017 Budget Year – Michael Yang, Director of Finance, page 27	4.2.5	Approve	9:20 a.m.
	(Agenda Continued on Next Page)			

	Agenda Item	Policy	Purpose	Est. Time
8	Presentation/Action Items:			
	A. Prioritization of Board Policy Issues for Future Board Meetings – Dan Blankenship, CEO, page 36	4.3	Meeting Planning	10:10 a.m.
	B. Integrated Transportation System Plan Update – Ralph Trapani, Parsons Transportation Group, page 38	4.2.1	Discussion/ Direction	10:40 a.m.
9	Information/Updates:			
	A. CEO Report – Dan Blankenship, CEO, page 39	2.8.6	FYI	11:10 a.m.
10	Issues to be Considered at Next Meeting:			
	To Be Determined at November 10, 2016 Meeting	4.3	Meeting Planning	11:20 a.m.
11	Next Meeting: 8:30 a.m. – 12:00 p.m., January 12, 2017 at Carbondale Town Hall	4.3	Meeting Planning	11:25 a.m.
12	Adjournment:		Adjourn	11:30 a.m.

Mission/Vision Statement:

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

Values Statements:

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

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
October 13, 2016**

Board Members Present:

Jeanne McQueeney, Chair (Eagle County); Jacque Whitsitt (Town of Basalt); Michael Owsley (Pitkin County); Markey Butler (Town of Snowmass Village); George Newman, (Pitkin County); Steve Skadron (City of Aspen); Ben Bohmfalk (Town of Carbondale)

Voting Alternates Present:

Greg Russi (Town of New Castle); Kathryn Trauger (City of Glenwood Springs);

Non-Voting Alternates Present:

George Newman (Pitkin County); Ann Mullins (City of Aspen)

Staff Present:

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Kelley Collier, Chief Operating Officer (COO); Mike Hermes, Angela Henderson, Amy Burdick, and Maura Masters, Facilities & Trails Department; David Johnson, Jason White, Planning Department; Michael Yang, Finance Department; Brett Meredith, Trails; Tammy Sommerfeld, Procurement

Visitors Present:

Walt Downing (Hall and Evans); Ralph Trapani (Parsons); John Kruger (City of Aspen); William Hahn, Ed Cortez (ATU 1774); Tanya Allen (City of Glenwood Springs); Larry Dragon, Jeanne Golay (LOVA Trail); Jim Breasted; Emzy Veazy III

Agenda

1. Roll Call:

Jeanne McQueeney, Chair, declared a quorum to be present (8 member jurisdictions present) and the meeting began at 8:32 a.m.

2. Executive Session

A. **One Matter:** Paul Taddune, General Counsel:

McQueeney read the topics and legal justifications for the scheduled Executive Session prior to the motion to adjourn into Executive Session:

Pursuant to Section 24-6-402(4)(b), Colorado Revised Statutes, to confer with attorneys for RFTA for the purpose of receiving legal advice with regard to the specific question of whether litigation should be initiated to enforce the property rights of RFTA along the railroad/trail corridor.

Owsley moved to adjourn into Executive Session and Whitsitt seconded the motion and it was unanimously approved. The Board adjourned into Executive Session at 8:33 a.m.

RFTA staff present at the Executive Session included: Dan Blankenship, Kelley Collier, David Johnson, Brett Meredith, Paul Taddune, Mike Hermes, and Angela Henderson. Walt Downing also was present in the Executive Session.

Whitsitt moved to adjourn from Executive Session into the regular Board Meeting and Owsley seconded the motion. The motion was unanimously approved. The Executive Session adjourned at 9:11 a.m.

3. Approval of Minutes:

Whitsitt moved to approve the minutes of the September 8, 2016 Board Meeting and Bohmfalk seconded the motion. The motion was unanimously approved at 9:14 a.m.

4. Public Comment:

McQueeney asked if any member of the public would like to address the Board or make a comment.

Emzy Veazy discussed ways to “eliminate liabilities to become more responsible in the public eye and in the Colorado General Assembly financial mind set vis-à-vis the US Justice Department’s eyeing operations.”

His suggestions included:

- Create a safe pedestrian crossing of SH82 at the RFTA Aspen Maintenance Facility bus stop
- Make sure that bus stop shelters are well lit, well maintained, and cleaned with soap and water routinely for people’s safety and health
- Use cheap paper and ink for bus schedules, and use the money saved to cover RFTA operating and policy liabilities
- Do not let people drink alcoholic beverages or smoke on the buses

Next, Jim Breasted of Carbondale commented that his brother, who is a paraplegic, used to rent an accessible vehicle when he visited. When he discovered that all buses had ramps, he stopped using the car. Breasted also asked RFTA to take advantage of Greyhound connections.

He cited his letter to the editor in July regarding trail closures. He asked RFTA to open the trail year round.

City of Aspen Transportation Manager John Krueger thanked the Board and staff (particularly Mike Hermes, Nick Senn, and Ben Ludlow) for assistance with Rubey Park redevelopment. It was a joint project funded by the State and Federal government and RFTA. The project is complete and the City is closing out the grant.

5. Items Added to Agenda – Board Member Comments:

Taddune asked the Board to consider allowing RFTA to engage in litigation to enforce its property rights on the trail. Henderson explained that there is a landowner in Satank that is challenging the ownership of the corridor and is physically and legally threatening RFTA staff. That is why RFTA is pursuing necessary legal action to enforce its property rights.

Taddune suggested the following motion: “Move to approve the initiation of litigation to enforce the property rights of RFTA as recommended by special counsel (Downing and Hall and Evans) as approved by RFTA CEO and General Counsel.”

Whitsitt moved, and Trauger seconded at 9:23 a.m. The motion was approved unanimously.

6. **Consent Agenda:**

A. Resolution 2016-12: A Resolution Authorizing and Approving a Lease Purchase Agreement for the Lease (With the Option to Purchase) of Certain Equipment Comprised Generally of Six CNG Commuter Coach Buses, and, in Connection Therewith, Certain Related Documents and Transactions - Dan Blankenship, CEO and Michael Yang, Director of Finance

B. CEO Treatment of the Public Policy 2.1 Certification – Dan Blankenship, CEO

Owsley moved to approve the Resolution 2016-11 and CEO Treatment of the Public Policy 2.1 in its entirety. Whitsitt seconded the motion. The motion was unanimously approved at 9:23 a.m.

7. **Public Hearing**

A. Resolution 2016-13: Supplemental Budget Appropriation Resolution – Michael Yang, Director of Finance

Yang discussed a number of projects that require supplemental appropriations. RFTA is entering into a lease-purchase agreement for six (6) MCI Commuter Coaches. RFTA received a \$1 million grant from the Colorado Department of Local Affairs (DOLA) to fund the incremental cost of the CNG engine upgrades on all six vehicles. These grant funds will be restricted in RFTA's General Funds, as outlined on page 20 of the Board packet.

RFTA staff is assisting the Town of Basalt with project management of the Basalt underpass project. The project will incur approximately \$99,174 in consultant costs, which will be paid by RFTA, and then RFTA will be reimbursed 100% by the Town of Basalt.

Blankenship added that RFTA is refurbishing 4 MCI Commuter Coaches this year. While the vehicles have a 12-year/500,000-mile service life, RFTA typically keeps them in regular service for 15 years or longer. With refurbishments, the life will be extended to 17-20 years and about 1,000,000 miles. We have received a considerable amount of feedback from passengers that these buses are favored, and these buses hold more passengers than standard 40-foot coaches.

The 6 new MCI buses will have Wi-Fi, ITS equipment, and outlets to plug in laptops and phones. They are expensive, but the CNG engine upgrade adds about \$160,000 to the cost, and the ITS equipment costs \$40,000. A few hundred thousand or more passengers will travel on each vehicle over its service life.

Veazy commented that he was riding a bus equipped with seat belts and no one was instructed to use the belts. Also, he said that the lift is not being deployed for passengers when it should.

Butler moved to approved the Supplemental Budget and Whitsitt seconded. It was unanimously approved at 9:35 a.m.

8. **Presentation/Action Items:**

A. Identification and Prioritization of Board Policy Issues for Future Board Meetings – Dan Blankenship, CEO

Blankenship said that the Board has indicated a desire to spend more time addressing policy issues. He heard some potential policy issues today from Breasted and Veazy, such as winter closures of the Rio Grande right of way. Previously, RFTA retained a wildlife biologist to assess the

potential impacts of the trail closure. At first, the assessment was yearly, now the interval is more like 2-3 years.

Other suggested issues to consider are outlined on page 26 of the Board packet, such as the time frame of the Strategic Plan. Whitsitt asked if there was a reason why there is a difference in time frames between the Strategic Plan and the financial forecast. Blankenship said both time frames can be changed; he is just hesitant to have the Strategic Plan go out too far beyond five years. We have enough projects and priorities for the 5-year plan, many of which we cannot complete in a short time frame. However, a longer time frame for the long-range financial forecast is appropriate due to the need to program bus and other capital replacement items.

Security and enforcement powers for the trail and transit services are other topics for discussion. In response to Veazy's comments, the Board could have a discussion about alcohol on the buses. The policy is not to allow people to get on with an open container, but not to mandate that the driver police drinking once people are on the bus, unless they become a problem. You could change the policy to prohibit drinking on the buses, encourage people to comply, and press charges when they become a problem.

The Board has also briefly discussed the role of RFTA in supporting WE-cycle. This might be something to discuss next year.

Newman and Butler suggested carving having a mini-retreat, or some combination in order to discuss policy issues, because there may not be enough time during the regularly scheduled Board meetings. Trauger requested a discussion regarding the philosophy for the trail. Is it recreation, transportation, or something else?

Butler asked if there were any items that could be prioritized. Blankenship suggested addressing one item per meeting, and carrying over to another meeting if necessary. There are policy issues that need to be decided, and it was difficult to get a quorum for the last Board retreat. So it may be best to address during regular meetings.

McQueeney asked that the Board read the packet information thoroughly before the meeting to streamline the discussion. Whitsitt concurred, stating that if everyone does their homework, the lesser questions could be directed to staff outside of the meeting. Then the Board can better utilize its talents. Skadron also concurred, stating that the Board needs to be focused on the future, big policy, and strategic components, not the little comments and questions.

McQueeney asked Blankenship to condense each policy issue into a paragraph, and to suggest a prioritization at the next meeting.

Newman stated that these policy questions are more appropriate for retreats. The Board meetings are not just for the Board, but for the public, and we need to remember that, so longer term visions and goals should be addressed at the Retreat.

Owsley said he wished to revisit the Rock Bottom Ranch trail closure, to see if it still applies.

McQueeney responded that trail closures and trail priorities seem to be an important topic, and that the Board wishes some compromise between strictly addressing policy at Board meetings and exclusively doing at Board retreats.

B. Presentation of Second Draft of 2017 RFTA Budget - Michael Yang, Director of Finance

Health insurance premiums are flat, while the budget assumed an 8% increase. Those savings can be reallocated.

Butler asked about the status of RFTA's proposal to increase Grand Avenue Bridge mitigation service from weekdays to 7 days per week. Blankenship responded that the rationale was that the consistency of the service would better promote ridership and would help people who work on weekends. There will still be congestion before and after the closure, and on weekends. The closure also increased from 90 to 117 days.

Butler asked what Garfield County is contributing. Blankenship said that RFTA did not have the costs tabulated when it first suggested the extension of the service, but we are in a better position to ask. Whether or not they contribute, we should proceed. Garfield County is contributing \$3 million already and its revenues are constricting and did agree to increase its contribution for the baseline Hogback commuter bus service to \$703,000, or by 3% from 2016.

Butler said she did not want RFTA to suffer long-term budget impacts from taking on all these expenses.

Trauger reported that the City of Glenwood Springs would like to discontinue the North-South connector, and use those resources on the North side of Glenwood, to make the North side and South side level of service consistent.

Yang and Blankenship said that RFTA's current budget policy threshold for grant requests is \$50,000; the four requests total \$67,000. Staff recommends fully funding the 4 projects. The \$67,000 includes a late request of \$3,500 from Lower Valley Trails Group. There are future ITSP phases that are unfunded at this time, and bus refurbishments that are out to bid, with costs unknown. Staff will come back to Board later with updates on these budget issues, and may ask for supplemental budget appropriation on 2017.

Owsley asked about the scope of the bus refurbishments. Blankenship responded that the engine and transmission are replaced, interiors are overhauled, and other critical components are replaced. They are returned substantially like a new vehicle. The engines are from that generation of bus, but they are not CNG, so they are not as clean from an emissions standpoint. If there was a future property tax, RFTA could replace buses more easily.

Owsley said that the Aspen Chamber Resort Association has reported that peak seasons have extended, and are not consistent with the seasonal changes in bus service. Blankenship responded that this is an issue reflected in passenger surveys and ITSP outreach, from both transit users and elected officials. We need to find a way to make service more consistent. Perhaps we can reduce BRT headways during off peak and transfer those resources to other time periods.

C. ITSP Update – Ralph Trapani, Parsons Transportation Group (PTG)

Trapani reported that the land use information is completed, and the Air Sage cellular data was received. Modelers are pouring through about 2.8 million cells of data in a spreadsheet. Parsons was able to get 45 transportation analysis zones for the same price as the 30 originally specified. Parsons is setting up small group meetings to review progress and to continue to solicit feedback. A new round of meetings with elected officials will occur at the end of the year.

Based on extensive outreach with government staff, elected officials, transit riders and other stakeholders, status quo transit service will not be satisfactory for the long term.

PTG also completed RFTA's **Organizational Capacity and Efficiency (OCE) Review**. Main findings of the OCE review show that RFTA's service area is vast and demographically diverse with unique seasonal demands. RFTA is now more of a transportation agency than strictly a transit

provider. Mobility demands are increasing and RFTA has responded. Ridership has increased by 25% over the last three years.

PTG tried to find peer agencies for comparative purposes. It is difficult; RFTA has no peers in terms of service environment. RFTA meets or exceeds performance measures in terms of its most similar peers. RFTA's BRT system is larger and more sophisticated than the transit service of other agencies. All other peer BRT systems are about 5 miles in length, versus RFTA's 40 mile system. RFTA's fares are higher, reflecting the area's cost of living.

PTG recommended adding a data analyst position to monitor and report on all the data generated by new intelligent transportation systems on the buses, and to facilitate integration with Google Transit, based on RFTA's 5 seasons of service and other aspects of RFTA service plans. Another recommendation is to devote more resources to Asset Management training.

Mid-day BRT service is probably too robust. RFTA established a high level of mid-day service to comply with Very Small Starts grant requirements. The VSS grant was instrumental in constructing the BRT system. The operational requirements of the VSS grant lasted three years, ending September 2016. Parsons may recommend a reduction in mid-day service levels, but we will know more when we analyze ridership information.

Newman asked if this would be a reduction of operating hours or a reallocation. Trapani responded that it would likely be a reallocation.

Trapani also recommended exploring Public-Private Partnerships for employee housing. In my experience, said Trapani, not offering these opportunities really curtails the ability to have the best employees. More funding will be needed to maintain current service; moreover, the public wants more service, not the same or less.

The OCE has place holders that will be filled in with information generated in later stages. The final report will provide an opportunity to explore funding.

Owsley inquired if increasing the number of transit riders will reduce road congestion. Trapani replied that, in Aspen, the increases in bus service freed up demand in the general purpose lanes, but that extra capacity seemed to fill up quickly. At some point, perhaps we can have a conversation on how to improve overall mobility.

Whitsitt stated that in previous campaigns for transportation improvements, we always had a specific project to offer. RFTA can't just go to the electorate and say it doesn't have enough money for bus replacements.

Trapani responded that the next big things involve resolving some of the issues in Aspen, which is the subject of the Upper Valley Mobility Study. At the other end of the region, there will be different, but increasing demands as well. Extension of the LoVa trail, for instance, might be attractive to voters.

Whitsitt said that it has to focus on member jurisdictions of RFTA. LoVa trail may be attractive to some, but she questioned whether it would be attractive to RFTA's general electorate.

Trauger said that in Glenwood Springs, the main priority for people for the A&I (Arts and Infrastructure) tax was transportation improvements. That's the carrot for voters, in her opinion.

D. Grand Avenue Bridge (GAB) Transit Mitigation Plan Update – Dan Blankenship, CEO

Blankenship outlined the four major components of the GAB transit mitigation plan:

- 27th street to Amtrak
- West Glenwood Springs Park-and-Ride to 27th Street
- West Glenwood Springs Park-and-Ride to the North side of the Grand Avenue Bridge
- Grand Hogback Service (increased routes, extension to Parachute, fare-free service during bridge closure)

Butler asked about the impacts of 8th street closure. Blankenship said it was creating delays for everyone. They had a flagger at Exit 114 this morning. From there it was 10 mph stop and go. Something will need to be done at roundabout and signal at 27th street. Trauger said the City was considering a mini-roundabout at the East side of Sunlight Bridge.

E. RFTA Solar Array First-Year Performance Report – Dan Blankenship, CEO

Blankenship's stated that RFTA's most significant "green" effort is taking cars off the road. However, the potential to save money over the 20 year lease-purchase period for the solar array was appealing from a financial and environmental aspect. Moreover, the Power Purchase Agreement and site lease last 20 and 25 years respectively, and then RFTA would achieve significant savings if the array remains operational after that time.

However, there are a lot of variables in terms of credits across the system, inflation costs of energy, cloud cover, and other factors that impact forecasts. For instance, we have 10 meters, and we have some generating credits and some deficits. There is a \$120,000 lease payment, and we still had to pay Holy Cross Energy (HCE) some energy costs, so the first-year gross cost of the array was about \$39,680, compared to just purchasing electricity from HCE. We stranded \$8,000 in credits, but they can be used in future years. Originally we estimated that the array would run a \$2,257 deficit in the first year, so the adjusted net cost was \$29,042 greater than the plan.

Based on an estimated 2% cost escalation of electricity costs over 20 years, the revised forecast is that the solar array will cost about \$85,000, or \$4,500 a year more than just buying electricity from HCE. If we can hold onto the array, everything after 25 years will be a savings. So, we are paying more than forecasted now, but if energy costs escalate, we may be doing better; and we have to consider the greenhouse gas emission reductions as well. After 25 years, when we have retired the lease payments, the savings will be significant. In a normal year, CEC believes that the credits will be more like \$110,000 than the \$89,000 the array produced last year. In addition, staff reached out to HCE and we are now able to net all meters against each other, and we will no longer be stranding solar production credits.

9. Information/Updates:

A. CEO Report – Dan Blankenship, CEO

Blankenship highlighted the following:

CDOT 5311 funding realignment: CDOT wanted to finalize the changes of revised Section 5311 grant allocations by April 2017. All changes have varying but significant impacts to RFTA. They are now proposing to adopt in 2019, but phase in changes over a number of years, so RFTA and other impacted agencies can adjust.

Carbondale will allow RFTA to use its audio and video recording system for about \$95 per month. We received a quote from a vendor who can assist with recording meetings, for a cost of about

\$5,000 year, as opposed to a \$25,000 estimate last time. The videos would be posted on RFTA's website and not live-streamed. Blankenship said that the Granicus system is more convenient for the public because it allows you to click to certain sections of the agenda, but it is more expensive. The Board directed staff to assess what would be involved in broadcasting the video recordings on Public Television throughout the region and come back with a cost estimate.

10. **Issues to be Considered at Next Meeting:** To be determined at October 13, 2016 Meeting. None

11. **Next Meeting:** 8:30 a.m. – 12:00 p.m., November 10, 2016 at Carbondale Town Hall, 511 Colorado Avenue.

12. **Adjournment:** Jeanne McQueeney adjourned the Board meeting at 11:36 a.m.

Respectfully Submitted:

David Johnson
Director of Planning (Acting Secretary)

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

Meeting Date:	November 10, 2016
Agenda Item:	Roaring Fork Transportation Authority To City Of Glenwood Springs 14th Street Pedestrian Stairs And Landing Easement Agreement
Policy #:	2.3.7: Financial Condition and Activities
Strategic Goal:	CEO: Continue to work with RFTA member jurisdictions to implement safe and affordable public crossings of the railbanked Rio Grande Railroad Corridor
Presented By:	Dan Blankenship, CEO
Recommendation:	<ol style="list-style-type: none"> 1. Authorize the RFTA Board Chair to execute the Glenwood Springs 14th Street Pedestrian Stairway Easement Agreement subject to approval as to form by the RFTA General Counsel. 2. In addition, authorize the CEO to execute a temporary construction easement for the stairs, subject to approval as to form by the RFTA General Counsel.
Core Issues:	<ol style="list-style-type: none"> 1. In order to improve connectivity for pedestrians before, during, and after the Grand Avenue Bridge closure in summer/fall 2017, the City is installing a pedestrian bridge from Midland Avenue across the Roaring Fork River near 14th Street. 2. The City would like to have an easement for a stairway for the pedestrian bridge. The bridge crosses the Roaring Fork River and lands on a City-owned parcel some distance below the Rio Grande Railroad Corridor. The stairway for which the easement is requested will enable pedestrians to access the River Walk Trail that is situated on the east side of the RFTA railroad corridor above. 3. The easement will be for a relatively small parcel of land on the embankment of the railroad corridor, and it should not pose any problems for RFTA as far as Railbanking is concerned. A legal description is included as Exhibit A in the “draft” agreement. 4. The “draft” easement agreement is patterned after the easement agreements approved by the RFTA Board in May 2016 as part of the Wye Area land swap IGA and is consistent with easement language contained in the draft Access Control Plan Update that the Board will consider for first reading in January 2017. 5. There may be a few remaining issues related to the easement that need finalization, so staff is requesting that the Board authorize the RFTA Board Chair to execute the easement agreement subject to approval as to form by the RFTA General Counsel. 6. Also, a temporary construction easement will need to be drafted to allow the construction of the stairway on RFTA’s railroad corridor. Staff seeks authorization for the CEO to execute agreement after it has been drafted, subject to approval as to form by the RFTA General Counsel.
Background Info:	See above.
Policy Implications:	RFTA Board Management Limitations policy 2.3.7 states, “The CEO shall not acquire, encumber, or dispose of real property.”
Fiscal Implications:	There are no fiscal implications anticipated to be associated with the granting of this easement, unless freight rail is reactivated and the stairway needs to be relocated.
Attachments:	Yes, please see the “14 th Street Pedestrian Stairs and Landing Easement Agreement.pdf” included in the November 2016 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board Agenda packet.

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

Meeting Date:	November 10, 2016										
Agenda Item:	Resolution 2016-14: Supporting the Application for a Grant from the Colorado Department of Local Affairs (DOLA) Energy Mineral Impact Assistance (EMIA) Program for the Incremental Cost of Three (3) Compressed Natural Gas (CNG) Engines on Two (2) RFTA Transit Buses and One (1) Traveler Van										
Policy #:	2.8: Board Awareness and Support										
Strategic Goal:	Fleet: Continue to work on a 3-5 year Growth and Vehicle Replacement Plan										
Presented By:	Jason White, Assistant Planner										
Recommendation:	Adopt Resolution 2016-14										
Core Issues:	<ul style="list-style-type: none"> RFTA is applying for a DOLA EMIA Program grant for the incremental CNG engine costs for two (2) Commuter Coaches for RFTA regional transit services and one (1) CNG van engine for the Traveler Senior Transportation program. The application will be for an estimated \$142,000 in DOLA grant funding, representing 11% of the estimated total eligible project cost of \$1,336,500. RFTA’s share of the total project cost is \$164,000, or 12% (see chart below): <p>Proposed project funding:</p> <table border="1"> <thead> <tr> <th>DOLA</th> <th>FASTER</th> <th>FLMD</th> <th>RFTA</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>\$ 142,000</td> <td>\$ 950,000</td> <td>\$ 80,500</td> <td>\$ 164,000</td> <td>\$ 1,336,500</td> </tr> </tbody> </table> <ul style="list-style-type: none"> DOLA requires applicants for grant funds to provide resolutions from their Board of Directors authorizing the submission of the applications and the commit of the local match if a grant is awarded. RFTA will coordinate with DOLA for the most appropriate grant cycle for this CNG bus application. Staff recommends that the Board adopt Resolution 2016-14 <i>attached</i> below. 	DOLA	FASTER	FLMD	RFTA	TOTAL	\$ 142,000	\$ 950,000	\$ 80,500	\$ 164,000	\$ 1,336,500
DOLA	FASTER	FLMD	RFTA	TOTAL							
\$ 142,000	\$ 950,000	\$ 80,500	\$ 164,000	\$ 1,336,500							
Policy Implications:	RFTA Board Awareness and Support Policy 2.8 states, “The CEO may not fail to 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:	If RFTA is awarded this DOLA EMIA program grant, it would receive up to \$142,000 in revenue for the Incremental CNG engine costs for two (2) Commuter Coaches for RFTA regional transit services and one (1) CNG van engine for the Traveler Senior Transportation program. RFTA’s share of the total \$1,336,500 cost of this CNG vehicle acquisition project would be \$164,000 or 12%.										
Attachments:	Yes, please see Resolution 2016-14, below.										

BOARD OF DIRECTORS

ROARING FORK TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-14

Supporting the Application for a Grant from the Colorado Department of Local Affairs (DOLA) Energy Mineral Impact Assistance (EMIA) Program for the Incremental Cost of Three (3) Compressed Natural Gas (CNG) Engines on Two (2) RFTA Transit Buses and One (1) Traveler Van

WHEREAS, the Roaring Fork Transportation Authority (RFTA) is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Colorado Department of Local Affairs (DOLA); and

WHEREAS, RFTA has submitted a Grant Application for the 3 CNG Engines requesting a total award of \$142,000; and

NOW, THEREFORE, BE IT RESOLVED BY THE RFTA BOARD OF DIRECTORS THAT:

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors strongly supports the Grant Application submitted by RFTA and has appropriated matching funds for a grant with the Colorado Department of Local Affairs.
3. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of the project.
4. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with the Colorado Department of Local Affairs.
5. The vehicles will be owned by RFTA and Garfield County, and will be registered to and operated by RFTA for the useful life of the vehicles. The RFTA Board of Directors will continue to maintain the CNG vehicles and engines in a high quality condition and will appropriate funds for maintenance annually.
6. If a grant is awarded, the RFTA Board of Directors hereby authorizes the CEO to sign a Grant Agreement with the Colorado Department of Local Affairs.

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INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of November, 2016.

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

By: _____
Michael Gamba, Acting Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 10, 2016 (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this ____ day of _____, 2016.

Secretary

**RFTA BOARD OF DIRECTORS MEETING
“CONSENT AGENDA” AGENDA ITEM SUMMARY # 6. C.**

Meeting Date:	November 10, 2016
Agenda Item:	Correction and Extension of CEO Employment Agreement
Policy #:	3.0: Governance – Management Connection
Presented By:	Dan Blankenship, CEO
Recommendation:	Approve Correction and Extension of CEO Employment Agreement
Core Issues:	<ol style="list-style-type: none"> 1. In April 2016, the Board met with the CEO in Executive Session to discuss his performance review. During the meeting the CEO informed the Board that the existing CEO Employment Agreement has an error in it involving the term. 2. The intent of the Board at the time the Agreement was originally developed was to have a 3-year term with two one-year renewal options, with the 3-year automatically renewing term effective January 1, 2014 through December 31, 2016. However, due to an administrative error, the Agreement incorrectly indicates that the initial automatically renewing term is from January 1, 2014 through December 31, 2017, with two additional one-year renewal options. 3. The Board is being asked to approve a correction to the CEO Employment Agreement to reflect the Board’s original intent and, in addition, to elect to extend the Agreement for up to two additional one year terms (i.e. January 1, 2017 through December 31, 2017 and January 1, 2018 through December 31, 2018). 5. <u>Termination.</u> Either party may cancel this agreement, with ninety (90) days written notice. The Board reserves the right to cancel this Agreement for unsatisfactory performance of Employee's obligations as determined by the Board in its sole discretion. Pursuant to C.R.S. 24-19-104, no compensation, whether as a buy-out of the remaining term of the contract, as liquidated damages, or as any other form of remuneration, shall be owed or paid to EMPLOYEE upon or after the termination of such contract except for compensation that was earned prior to termination prorated to the date of termination.
Policy Implications:	RFTA Board – Management Delegation policy 3.0 states, “The Board’s sole connection to the operation organization, its achievements and conduct will be through a Chief Executive Officer (CEO).
Fiscal Implications:	In addition to any merit increases the Board may award during the Term of this Agreement, the Employee shall receive an automatic two and one-half percent (2.5%) increase in annual salary effective on January 1, 2015, January 1, 2016, and on January 1st of any additional year that the Board elects to exercise its option to extend this Agreement. The CEO shall receive the same benefits package as other year-round RFTA employees with similar years of service. The Board agrees to pay for Employee's dues and subscriptions, general expenses, and professional development in an amount that is approved in the annual budget, within the Board's sole discretion. Currently, the CEO’s annual salary is \$154,624.
Attachments:	Yes, please see “RFTA.Blankenship .Employ.Mod.Agmt.10.26.16.final.pdf” included in the November 2016 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board Agenda packet.

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

Meeting Date:	November 10, 2016
Agenda Item:	Alpine Bank ACH Origination/Third Party Sender Service Agreement – Renewal; and Alpine Bank Wire Transfer Service Agreement - Renewal
Presented By:	Michael Yang, Director of Finance and Paul Taddune, General Counsel
Staff Recommends:	Approve Board Resolutions that Alpine Bank requires to renew the above agreements.
POLICY #:	Bylaws – Article VII, Section 7.02
Core Issues:	<ol style="list-style-type: none"> 1. RFTA’s primary bank is Alpine Bank and we utilize their electronic banking feature on a daily basis to securely process wire and Automated Clearing House (ACH) transactions as part of the Accounts Payable and Payroll processes. 2. Alpine Bank recently changed their electronic banking agreements and essentially created new ones; thus requiring existing electronic banking customers to execute the new renewal agreements effective October 31st. Highlights of the new renewal agreements include: <ul style="list-style-type: none"> o Updates to the security procedures and customer’s responsibility o Updates to the customer’s liability o Added Electronic Banking Resolution to both wire and ACH agreements 3. The RFTA General Counsel has reviewed the agreements and is working through some potential modifications of them with Alpine Bank’s legal counsel. Ultimately, staff does not believe there will be any compelling reasons that would preclude the execution of the renewals. 4. The bank, however, is requiring that the RFTA Board authorize the renewal of the agreements by means of a form resolution included as an attachment to the agreements. 5. Staff recommends, therefore, that the Board authorize the RFTA Chair to execute the bank agreement resolutions subject to approval as to form by the RFTA General Counsel, since the previous agreements expired on October 31st and, ideally, the renewal agreements should be put into place as soon as possible.
Policy Implications:	RFTA Board Awareness and Support Policy 2.8 states, “The CEO may not fail to 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:	None.
Attachments:	Yes, please see “ACH Renewal Agreement.pdf” and “Wire Renewal Agreement.pdf” included in the November 2016 Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board Agenda packet.

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

Meeting Date:	November 10, 2016
Agenda Item:	Resolution 2016-15: Appointment of Secretary to the RFTA Board of Directors
Presented By:	Dan Blankenship, CEO
Staff Recommends:	Appoint Nicole Schoon to be the Secretary to the RFTA Board of Directors.
POLICY #:	Bylaws – Article VII, Section 7.02
Core Issues:	<ul style="list-style-type: none"> • RFTA’s bylaws call for the election of Officers at the first regular meeting of the Board each year. • Section 7.04 of the By-laws, as amended in 2010 states: “Term. With the exception of the CEO, each Officer shall serve a one (1) year term commencing upon election or appointment by the Board. Each Officer shall serve until the end of his/her term or until his/her successor is elected or appointed or s/he is lawfully removed pursuant to State law, these bylaws or the I.G.A. No member may serve as Chair for more than two consecutive one-year terms. No member may serve as Vice-Chair for more than two consecutive one-year terms. The Secretary and Treasurer may serve unlimited terms.” • In January 2016, Edna Adeh was elected to serve as the Secretary to the Board for a one-year term. • Edna Adeh resigned from RFTA effective September 30, 2016. • Following a highly competitive recruitment process among a field of highly qualified candidates, Nicole Schoon was selected to serve as the Executive Assistant to the CEO, Secretary to the Board of Directors, and Compliance Officer for RFTA. • Staff recommends that Nicole Schoon be appointed to serve as Secretary to the Board until the next Election of Officers, anticipated to be in January 2017.
Policy Implications:	Election of officers to the RFTA Board is governed by its By-Laws. Article VII, Section 7.02 of the By-Laws provides that the Board shall elect Officers at the first regular meeting of the Board each year. The officers are a Chair, a Vice Chair, a Secretary and Treasurer/Budget Officer. The Board may appoint staff members to serve as the Secretary and Treasurer/Budget Officer.
Fiscal Implications:	None.
Attachments:	Yes, please see Resolution 2016-15 on following page.

**Director _____ moved adoption
Of the following Resolution:**

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2016-15
APPOINTMENT OF SECRETARY TO THE BOARD OF DIRECTORS**

WHEREAS, pursuant to Section 7.02 of the Bylaws of the Roaring Fork Transportation Authority (“RFTA”), the Board of Directors is required to elect Officers at the first annual meeting of each year.

WHEREAS, on January 14, 2016, following a motion passed by the Board, the following persons were elected by consensus to serve as Officers of the Roaring Fork Transportation Authority Board of Directors for the year 2016.

Jeanne McQueeney, as Chairperson

Michael Gamba, as Vice-chairperson

Edna Adeh, as Secretary; and

Michael Yang, as Treasurer and Budget Officer; and

WHEREAS, Edna Adeh resigned her position as Secretary on September 30, 2016, leaving a vacancy in this office for the remainder of 2016; and

WHEREAS, Nicole Schoon has been selected by RFTA to serve as the Executive Assistant to the CEO, the Secretary to the Board, and the Compliance Officer;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE ROARING FORK TRANSPORTATION AUTHORITY:

THAT Nicole Schoon is hereby appointed to service as Secretary to RFTA Board of Directors until the next election of Officers is held.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held November 10, 2016.

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

By: _____
Michael Gamba, Acting Chair

ATTEST: _____
Secretary to the Board

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

Meeting Date:	November 10, 2016
Agenda Item:	Resolution 2016-16: 2016 Supplemental Budget Appropriation
Presented By:	Michael Yang, Director of Finance
Options:	Adopt, amend and adopt, or not adopt Supplemental Budget Appropriation Resolution 2016-16
Recommendation:	Adopt Supplemental Budget Appropriation Resolution 2016-16
POLICY #:	4.2.5: Board Job Products
Core Issues:	<p>As a result of our ongoing monitoring, staff identified the items described below requiring additional budget appropriations, all of which relate to adjusting previously budgeted items based on current projections.</p> <p>One item previously budgeted for is the new bond issuance for the remaining \$7.105 million of Sales Tax Revenue bonding authority and the use of bond proceeds to fund the estimated cost of issuance, additional debt service reserve requirement, and capital outlay primarily related to the GMF expansion project (note that there are approx. \$1.2 million of capital projects budgeted in the General Fund in 2016 that are reimbursable using bond proceeds from the upcoming issuance). Due to the timing of progress for this project, Staff determined to reschedule the new bond issuance from 2016 to 2017. Therefore, the items previously budgeted surrounding the bond issuance, capital project, and related debt service will need to be reversed and incorporated into the 2017 budget.</p> <p>In terms of revenue, Staff is taking a conservative approach regarding growth from a budgetary perspective. The amount of additional Sales Tax revenue requested represents excess collections through August while revenues may continue to exceed budget for the remainder of the year.</p> <p><u>General Fund:</u></p> <ol style="list-style-type: none"> 1. \$574,400 <i>increase</i> in revenues due to the following items: <ol style="list-style-type: none"> a. \$358,000 <i>increase</i> to Sales tax revenue <ol style="list-style-type: none"> i. YTD August actuals exceed budget by approx. 2.6% b. \$27,400 <i>increase</i> to Grant revenue <ol style="list-style-type: none"> i. Received CORE Green Key Grant to reimburse RFTA for electric charging stations. c. \$189,000 <i>increase</i> to Fare revenue <ol style="list-style-type: none"> i. True-up Maroon Bells Fares; actuals exceed budget by approx. 42% due to a combination of increased ridership and fare increase 2. \$86,000 <i>net decrease</i> in expenditures and other financing uses due to the following items: <ol style="list-style-type: none"> a. \$50,000 <i>increase</i> to Fuel <ol style="list-style-type: none"> i. True-up based on mileage projections. b. \$75,000 <i>increase</i> to Transit <ol style="list-style-type: none"> i. True-up Bus Operator overtime based on projections. c. \$100,000 <i>increase</i> to Capital <ol style="list-style-type: none"> i. True-up engines/transmission rebuilds based on projections. d. \$311,000 <i>net decrease</i> to Other Financing Uses

- i. \$100,000 *increase* in Transfer to Bus Stops and Park & Ride Special Revenue Fund.
- ii. \$411,000 *decrease* in transfer to Debt Service Fund as debt service on new bond issuance will not start until after bonds are issued.

Bus Stops and Park & Ride Special Revenue Fund:

- 1. \$100,000 *increase* in Other Financing Sources
 - a. Transfer from General Fund
- 2. \$100,000 *increase* in Transit
 - a. True-up based on projections

Series 2016A Capital Project Fund:

- 1. \$7,105,000 *decrease* to Other Financing Source
 - a. Reverse as bond proceeds will not be received until after new bonds are issued.
- 2. \$6,691,000 *decrease* to Capital
 - a. Reverse capital outlay for project costs.
- 3. \$142,000 *decrease* to Debt Service
 - a. Reverse for cost of issuance.
- 4. \$272,000 *decrease* to Other Financing Use
 - a. Reverse transfer to Debt Service Reserve Fund as additional debt service reserve requirement will not apply until after new bonds are issued.

Series 2016A Debt Service Fund:

- 1. \$411,000 *decrease* to Other Financing Source
 - a. Reverse transfer from General Fund to use pledged sales tax revenue to pay debt service on new bond issuance.
- 2. \$411,000 *decrease* to Debt Service
 - a. Reverse as debt service on new bond issuance will not start until after bonds are issued.

Debt Service Reserve Fund:

- 1. \$272,000 *decrease* to Other Financing Source
 - a. Reverse transfer from Capital Project Fund as additional debt service reserve requirement will not apply until after new bonds are issued.

Policy Implications:	Board Job Products Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."													
Fiscal Implications:	Net increase (decrease) to 2016 fund balance by fund: <table border="1" data-bbox="690 1539 1268 1732"> <tr> <td>General Fund</td> <td>\$ 660,400</td> </tr> <tr> <td>Bus Stops & PNR SRF</td> <td>-</td> </tr> <tr> <td>Series 2016A CPF</td> <td>-</td> </tr> <tr> <td>Series 2016A DSF</td> <td>-</td> </tr> <tr> <td>Debt Service Reserve Fund</td> <td>(272,000)</td> </tr> <tr> <td>Total</td> <td>\$ 388,400</td> </tr> </table>		General Fund	\$ 660,400	Bus Stops & PNR SRF	-	Series 2016A CPF	-	Series 2016A DSF	-	Debt Service Reserve Fund	(272,000)	Total	\$ 388,400
General Fund	\$ 660,400													
Bus Stops & PNR SRF	-													
Series 2016A CPF	-													
Series 2016A DSF	-													
Debt Service Reserve Fund	(272,000)													
Total	\$ 388,400													
Backup Memo	Yes, please see Resolution 2016-16 attached below.													

Director _____ moved adoption of the following Resolution:

BOARD OF DIRECTORS

ROARING FORK TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-16

2016 SUPPLEMENTAL BUDGET RESOLUTION

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

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

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

WHEREAS, certain revenues will become available and additional expenditures have become necessary that were not anticipated during the preparation of the 2016 budget; and

WHEREAS, upon due and proper notice, published in accordance with the state budget law, said supplemental budget was open for inspection by the public at a designated place, a public hearing was held on, November 10, 2016 and interested taxpayers were given an opportunity to file or register any objections to said supplemental budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the following adjustments will be made to the 2016 budget as summarized herein:

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General Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Sales Tax	\$ 358,000	True-up based on YTD August actuals
Fares	189,000	True-up based on actual Maroon Bells ticket sales
Grants	27,400	True-up based on actuals
Total	\$ 574,400	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$ 20,678,000	\$ 358,000	\$ 21,036,000
Grants	5,133,522	27,400	5,160,922
Fares	4,594,000	189,000	4,783,000
Other govt contributions	3,459,064	-	3,459,064
Other income	449,140	-	449,140
Other financing sources	4,638,264	-	4,638,264
Total	\$ 38,951,990	\$ 574,400	\$ 39,526,390

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Fuel	\$ 50,000	True-up based on mileage projections
Transit	75,000	True-up Bus Operator OT based on projections
Capital	100,000	True-up engines/transmission rebuilds based on projections
Other financing uses	100,000	Transfer to Bus Stops & PNR SRF
Other financing uses	(411,000)	Reverse transfer to DSF - bond issuance rescheduled from 2016 to 2017
Total	\$ (86,000)	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 1,548,415	\$ 50,000	\$ 1,598,415
Transit	19,647,231	75,000	19,722,231
Trails & Corridor Mgmt	452,827	-	452,827
Capital	12,958,275	100,000	13,058,275
Debt service	2,387,980	-	2,387,980
Other financing uses	3,442,874	(311,000)	3,131,874
Total	\$ 40,437,602	\$ (86,000)	\$ 40,351,602

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

Revenues and other financing sources	\$ 574,400
Less Expenditures and other financing uses	86,000
Net increase (decrease) in fund balance	\$ 660,400

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 17,120,011*
2015-20 & 2015-21	\$ 17,120,011	\$ (104,773)	17,015,238
2016-04	17,015,238	(2,361)	17,012,877
2016-06	17,012,877	(60,000)	16,952,877
2016-08	16,952,877	(2,069,900)	14,882,977
2016-09	14,882,977	-	14,882,977
2016-13	14,882,977	751,422	15,634,399
2016-16	15,634,399	660,400	16,294,799
Total Net Change		\$ (825,212)	

* Audited

Bus Stops and Park & Ride Special Revenue Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Other financing sources	\$ 100,000	Transfer from General Fund
Total	\$ 100,000	

Revenue & OFS Summary	Previous	Change	Current
Other income	\$ 461,000	-	\$ 461,000
Other financing sources	165,640	\$ 100,000	265,640
Total	\$ 626,640	\$ 100,000	\$ 726,640

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Transit	\$ 100,000	True-up based on projections
Total	\$ 100,000	

Expenditures & OFU Summary	Previous	Change	Current
Transit	\$ 626,640	\$ 100,000	\$ 726,640
Capital	142,636	-	142,636
Total	\$ 769,276	\$ 100,000	\$ 869,276

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

Revenues and other financing sources	\$ 100,000
Less Expenditures and other financing uses	(100,000)
Net increase (decrease) in fund balance	\$ -

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 239,840*
2015-20 & 2015-21	\$ 239,840	-	239,840
2016-04	239,840	\$ (142,636)	97,204
2016-16	97,204	-	97,204
Total Net Change		\$ (142,636)	

* Audited

Series 2016A Capital Project Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Other financing sources	\$ (7,105,000)	Reverse bond proceeds - bond issuance pushed from 2016 to 2017
Total	\$ (7,105,000)	

Revenue & OFS Summary	Previous	Change	Current
Other financing sources	\$ 7,105,000	\$ (7,105,000)	\$ -
Total	\$ 7,105,000	\$ (7,105,000)	\$ -

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Capital	\$ (6,691,000)	Reverse capital - bond issuance rescheduled from 2016 to 2017
Debt service	(142,000)	Reverse COI - bond issuance rescheduled from 2016 to 2017
Other Financing Use	(272,000)	Reverse transfer to DSRF - bond issuance rescheduled from 2016 to 2017
Total	\$ (7,105,000)	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ 6,691,000	\$ (6,691,000)	\$ -
Debt service	142,000	(142,000)	-
Other Financing Use	272,000	(272,000)	-
Total	\$ 7,105,000	\$ (7,105,000)	\$ -

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

Revenues and other financing sources	\$ (7,105,000)
Less Expenditures and other financing uses	7,105,000
Net increase (decrease) in fund balance	\$ -

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			-
2015-20 & 2015-21	-	-	-
2016-16	-	-	-
Total Net Change		-	

Series 2016A Debt Service Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Other financing sources	\$ (411,000)	Reverse transfer from GF - bond issuance rescheduled from 2016 to 2017
Total	\$ (411,000)	

Revenue & OFS Summary	Previous	Change	Current
Other financing sources	\$ 411,000	\$ (411,000)	\$ -
Total	\$ 411,000	\$ (411,000)	\$ -

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Debt Service	\$ (411,000)	Reverse debt service - bond issuance rescheduled from 2016 to 2017
Total	\$ (411,000)	

Expenditures & OFU Summary	Previous	Change	Current
Debt service	\$ 411,000	\$ (411,000)	\$ -
Total	\$ 411,000	\$ (411,000)	\$ -

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

Revenues and other financing sources	\$ (411,000)
Less Expenditures and other financing uses	411,000
Net increase (decrease) in fund balance	\$ -

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			-
2015-20 & 2015-21	-	-	-
2016-16	-	-	-
Total Net Change		-	

Debt Service Reserve Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Other financing sources	\$ (272,000)	Reverse transfer from CPF - bond issuance rescheduled from 2016 to 2017
Total	\$ (272,000)	

Revenue & OFS Summary	Previous	Change	Current
Other financing sources	\$ 272,000	\$ (272,000)	\$ -
Total	\$ 272,000	\$ (272,000)	\$ -

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
None noted		

Expenditures & OFU Summary	Previous	Change	Current
None noted			

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

Revenues and other financing sources	\$ (272,000)
Less Expenditures and other financing uses	-
Net increase (decrease) in fund balance	\$ (272,000)

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 2,499,347*
2015-20 & 2015-21	\$ 2,499,347	\$ 272,000	2,771,347
2016-16	2,771,347	(272,000)	2,499,347
Total Net Change		\$ -	

* Audited

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2016 budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

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

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of November, 2016.

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

By: _____
Michael Gamba, Acting Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 10, 2016 (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this ____ day of _____, 2016.

Secretary

**RFTA BOARD OF DIRECTORS MEETING
PUBLIC HEARING AGENDA SUMMARY ITEM # 7. B.**

Meeting Date:	November 10, 2016
Agenda Item:	Resolutions 2016-17 & 2016-18: Adoption of 2017 RFTA Budget; and Appropriating Sums of Money for the 2017 Budget Year.
POLICY #:	2.5: Financial Planning/ Budgeting
Staff Recommends:	Adopt Resolutions 2016-17 & 2016-18
Presented By:	Michael Yang, Director of Finance
Core Issues:	Limited financial resources for the 2017 Budget require the establishment of priorities and expenditures assumptions to meet the 2017 budget goals established by the Board at the August Board meeting.
Background Info:	<p>At the August 2016 Board meeting, staff presented the 2017 budget initiatives, assumptions and issues. Based on these approved budget initiatives and assumptions, staff prepared and presented to the Board two drafts of the 2017 budget September and October, fine-tuning each one as new information became available. Since the draft budget presented in October, staff has fine-tuned its estimates of revenue and expenditures based on updated information available over the past month.</p> <p>The 2017 Budget will be presented in the following order:</p> <ol style="list-style-type: none"> 1. Highlights 2. Consolidated Financial Overview 3. Revenues 4. Expenditures 5. Fund Balance 6. Long Range Financial Forecast
Policy Implications:	Board Job Products Policy 2.4.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority's goals and objectives.
Attachments:	Yes, please see Resolutions 2016-17 & 2016-18 attached below. Also, please see "2017 RFTA Budget Presentation 11-10-20.pdf" and "2017 Budget Narrative for Nov 10 2016 Meeting pdf" included in the November 2016 RFTA Board Meeting Portfolio attached to the e-mail transmitting the RFTA Board Agenda packet.

Director _____ moved adoption of the following Resolution:

BOARD OF DIRECTORS

ROARING FORK TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-17

**IN RE THE MATTER OF THE ADOPTION OF THE BUDGET FOR THE ROARING FORK
TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2017**

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

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

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

WHEREAS, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2017, beginning January 1, 2017, and ending December 31, 2017; and

WHEREAS, public hearings on the proposed 2017 budget for the Authority were held November 10, 2016; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2017 budget for the Authority has continuously been open for public inspection; public hearings were held on November 10, 2016, before the Board to consider the adoption of the subject 2017 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2017 budget; and

WHEREAS, the Board has made appropriations within the 2017 budget for the Authority for expenditures in an amount equal to or less than the total available revenues and beginning fund balances set forth within the subject proposed 2017 budget; and

WHEREAS, The Board of Directors of the Authority has appointed the Chief Executive Officer of the Authority to prepare and submit a proposed budget for their approval, and

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2017 Budget as summarized herein:

THAT, the 2017 budget as submitted and herein below summarized be, and the same hereby is approved and adopted as the 2017 Budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

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

Fund	Revenue Type	Budget
GENERAL FUND		
	Sales tax	\$ 21,288,000
	Grant	\$ 2,245,050
	Fares	\$ 4,869,000
	Other govt contributions	\$ 1,475,961
	Other income	\$ 499,140
	Other financing source:	
	Transfer in from Series 2017A CPF	\$ 1,290,900
	Capital lease proceeds	\$ 40,000
	Total revenue & other financing sources	\$ 31,708,051
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Service contract revenue	\$ 10,367,576
	Grant revenue	\$ 30,000
	Other govt contributions	\$ 335,000
	Other financing source:	
	Transfer in from General Fund	\$ 297,000
	Total revenue & other financing sources	\$ 11,029,576
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Other income	\$ 480,000
	Other financing source:	
	Transfer in from General Fund	\$ 288,939
	Total revenue & other financing sources	\$ 768,939
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Sales tax	\$ 50,000
	Total revenue	\$ 50,000
CAPITAL PROJECTS FUND - Series 2017A		
	Other Financing Source	
	Bond Proceeds	\$ 7,105,000
DEBT SERVICE FUND - SERIES 2009A		
	Other financing source:	

Transfer in from General Fund	\$	688,925
DEBT SERVICE FUND - SERIES 2009B		
Other income	\$	463,699
Other financing source:		
Transfer in from General Fund	\$	965,487
Total revenue & other financing sources	\$	1,429,186
DEBT SERVICE FUND - SERIES 2012A		
Other income	\$	169,943
Other financing source:		
Transfer in from General Fund	\$	377,103
Total revenue & other financing sources	\$	547,046
DEBT SERVICE FUND - SERIES 2013A		
Other financing source:		
Transfer in from General Fund	\$	171,770
DEBT SERVICE FUND - SERIES 2013B		
Other income	\$	45,019
Other financing source:		
Transfer in from General Fund	\$	73,261
Total revenue & other financing sources	\$	118,280
DEBT SERVICE FUND - SERIES 2017A		
Other financing source:		
Transfer in from General Fund	\$	520,000
DEBT SERVICE FUND - RESERVE FUND		
Other financing source:		
Transfer in from Series 2017A CPF	\$	282,000
TOTAL OF ALL FUNDS	\$	54,418,773

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

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

THAT, the adopted 2017 budget made as set forth in this Resolution is to be read as one comprehensive and integrated document.

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

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

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

THAT, this Resolution is necessary by the Board of Directors of the Roaring Fork Transportation Authority.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of November, 2016.

ROARING FORK TRANSPORTATION AUTHORITY

By and through its BOARD OF DIRECTORS:

By: _____

Michael Gamba, Acting Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 10th, 2016; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this ____ day of _____, 2016.

Secretary to the Board

Director _____ moved adoption of the following Resolution:

BOARD OF DIRECTORS

ROARING FORK TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-18

IN RE THE MATTER OF THE MAKING OF APPROPRIATIONS FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2017 BUDGET RESOLUTION

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

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

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

WHEREAS, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2017, beginning January 1, 2017, and ending December 31, 2017; and

WHEREAS, public hearings on the proposed 2017 budget for the Authority were held December 10, 2017; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2017 budget for the Authority has continuously been open for public inspection from; public hearings were held on November 10, 2016, before the Board to consider the adoption of the subject 2017 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2017 budget; and

WHEREAS, the Board has made appropriations within the 2017 budget for the Authority for expenditures in an amount equal to or less than the available revenues and beginning fund balances set forth within the subject proposed 2017 budget; and

WHEREAS, The Board of Directors of the Authority has appointed the Chief Executive Officer of the Authority to prepare and submit a proposed budget for their approval, and

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

WHEREAS, C.R.S. 29-1-108, requires the Board to enact a resolution making appropriations for fiscal year 2017 in accordance with the adopted 2017 budget for the Authority; and

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2017 Budget as summarized herein:

THAT, the sums stated in the 2017 budget as submitted are hereby appropriated for the purposes stated herein and summarized below:

Fund	Expenditure Type	Budget
GENERAL FUND		
	Fuel	\$ 1,408,112
	Transit	\$ 20,512,633
	Trails and Corridor Mgmt	\$ 471,720
	Capital	\$ 3,257,500
	Debt Service	\$ 1,902,244
	Other financing use:	
	Transfer to Series 2009A DSF	\$ 688,925
	Transfer to Series 2009B DSF	\$ 965,487
	Transfer to Series 2012A DSF	\$ 377,103
	Transfer to Series 2013A DSF	\$ 171,770
	Transfer to Series 2013B DSF	\$ 73,261
	Transfer to Series 2017A DSF	\$ 520,000
	Transfer to Bus Stops/PNR SRF	\$ 288,939
	Transfer to Service Contracts SRF-Traveler	\$ 151,000
	Transfer to Service Contracts SRF-GAB	\$ 146,000
	Total expenditures & other financing uses	\$ 30,934,694
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Fuel	\$ 784,188
	Operating	\$ 9,474,358
	Capital	\$ 771,030
	Total	\$ 11,029,576
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Transit	\$ 768,939
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Trails	\$ 139,000
CAPITAL PROJECTS FUND - SERIES 2017A		
	Capital	\$ 5,390,100
	Debt service	\$ 142,000
	Other financing use:	
	Transfer to General Fund	\$ 1,290,900
	Transfer to Reserve Fund DSF	\$ 282,000
	Total	\$ 7,105,000

DEBT SERVICE FUND - SERIES 2009A	
Debt service	\$ 688,925
DEBT SERVICE FUND - SERIES 2009B	
Debt service	\$ 1,429,186
DEBT SERVICE FUND - SERIES 2012A	
Debt service	\$ 547,046
DEBT SERVICE FUND - SERIES 2013A	
Debt service	\$ 171,770
DEBT SERVICE FUND - SERIES 2013B	
Debt service	\$ 118,280
DEBT SERVICE FUND - SERIES 2016A	
Debt service	\$ 520,000
TOTAL OF ALL FUNDS	\$ 53,452,416

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

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

THAT, the 2017 appropriations made as set forth in this Resolution are to be read as one comprehensive and integrated document. In no event shall a Authority fund expend or contract to expend any money; or incur any liability; or enter into any contract which, by its terms, involves the expenditure of money for any purpose for which provision is made in the Resolution, associated working documents and the related public budget meetings/hearings, which is in excess of the amounts appropriated in this Resolution for such fund and/or purpose; nor which involves the expenditure of money inconsistent with the purposes, functions, restrictions, clarifications and/or specified monetary amounts as detailed and set forth within this Resolution, associated working documents and the related public budget meetings/hearings; nor which involves the expenditure of money for any purposes which is not identified within the aforementioned; unless prior to such expenditure the fund of the Authority has presented the same to the Board and the Board duly approves such expenditure in accordance with applicable law.

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

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

- a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and

- b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.

THAT, this Resolution is necessary by the Board of Directors of the Roaring Fork Transportation Authority.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of November, 2016.

ROARING FORK TRANSPORTATION AUTHORITY

By and through its BOARD OF DIRECTORS:

By: _____

Michael Gamba, Acting Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 10th, 2016 (b) the meeting was open to the public; (c) the Authority provided at least 48 hours' written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this ____ day of _____, 2016.

Secretary to the Board

**RFTA BOARD OF DIRECTORS MEETING
PRESENTATIONS/ACTION AGENDA SUMMARY ITEM # 8. A.**

Meeting Date:	November 10, 2016
Agenda Item:	Prioritization of Board Policy Issues for Future Board Meetings
POLICY #:	4.1.2 Governing Style and Values
Presented By:	Dan Blankenship, CEO
Staff Recommends:	Concur with prioritized list of Board policy issues for discussion at future Board meetings, as well as the schedule.
Core Issues:	<ol style="list-style-type: none"> 1. The Board has indicated that it would like to spend more Board meeting time addressing policy issues and decisions. 2. At the October 13th Board meeting, staff was directed to develop a proposed list of prioritized policies for discussion by the Board at upcoming RFTA Board meetings in 2017. 3. On the following page is a list of proposed policy discussion issues for the Board to consider at each Board meeting during the upcoming year. 4. The Board should review the list of policy issues targeted for discussion in 2017 and concur with or modify the proposed list and schedule.
Background Info:	See Core Issues above.
Policy Implications:	Board Governance Process Policy 4.1.2 states, "The Board will direct, control and lead the organization through the careful establishment of written policies reflecting the Board's values and perspectives. The Board's major focus will be on RFTA's intended long-term impacts, with appropriate regard to the administrative or programmatic means of attaining those effects."
Fiscal Implications:	None at this time.
Attachments:	Yes, please see Proposed List of RFTA Board Policy Discussion Issues on the following page.

Proposed List of RFTA Board Policy Discussion Issues

Meeting Date	Policy/Issue	Description
January 10, 2017	Access Control Plan Update	1 st Reading of Access Control Plan Update
February 9, 2017	Access Control Plan Update	2 nd Reading and Adoption of Access Control Plan Update
March 9, 2017	RFTA/WE-cycle Relationship	Determine the structure and extent of RFTA's role in supporting WE-cycle
April 13, 2017	Adoption of Financial Policies Recommended by Financial Advisor	Debt Management Policies govern the issuance and management of debt obligations and typically cover several main categories: use of debt, types of debt allowed, methods of selling debt, debt structuring, and debt affordability. Having such polices could enable RFTA to obtain better financing terms and credit ratings.
May 11, 2017	Rock Bottom Ranch Season Closure	The issue of the seasonal closure comes up periodically and should be revisited. It would take a vote of 6 members of the RFTA Board to change the current seasonal closure period. The last time this came up, there were not 6 votes to change the closure period.
June 8, 2017	RFTA Board Retreat	Determine whether the Strategic Plan should have a horizon of 10 years.
July 13, 2017	Alcohol on Buses	Current policy prohibits anyone from boarding a RFTA bus with an open container. However, people do drink once on the bus. Most people are considerate and discrete about drinking on the bus, but some are not. Drivers need to be able to concentrate on driving and not be held responsible for policies that are difficult to enforce. Some transit systems prohibit all food and beverages on buses and in facilities in order to make it easier to spot people who are drinking. RFTA takes a more relaxed approach to food and drink because of the long commutes and the desire to make riding the bus more attractive and comfortable for users.
August 10, 2017	Review of Non-Profit Grant Threshold	The current policy is that there is a \$50k threshold for RFTA's annual grant awards for non-profit organizations. RFTA has marginally exceeded this threshold the past 2 budget cycles.
September 14, 2017	In-House versus Contract Security	There are pros and cons of having security personnel in-house versus having them on a contract basis. The issue is complex and includes not only security for buses and facilities but, also, enforcement powers for Trail personnel.
October 12, 2017	Development of Quantitative and Qualitative Performance Measures	The development of a dashboard of quantitative and qualitative performance measures could assist the Board and assessing RFTA's performance related to key performance measures.
November 9, 2017	Philosophy for the Rio Grande Trail	Is the goal to encourage greater use of the trail and enhance and increase access to it, or should access be limited to some extent to prevent the user experience from being degraded?

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA ITEM SUMMARY # 8. B.

Meeting Date:	November 10, 2016
Agenda Item:	Integrated Transportation System Plan Update
Policy #:	4.2.1: Board Job Products
Strategic Goal:	Undertake Phase I of the Regional Integrated Transportation System Plan (ITSP)
Presented By:	Ralph Trapani, Parsons Transportation Group (PTG)
Recommendation:	Discuss progress of the ITSP (Phase I, Stage 2: Determine Future Needs)
Core Issues:	<ul style="list-style-type: none"> • Stage 2 of the ITSP (Determine Future Needs) has begun. Key products of this stage will be associated with transit ridership forecasts. • Parsons has completed a draft of the Land Use Report, based on a review of approximately 30 land use-related plans throughout the region. This information, along with population and employment data, will be inputs into the ridership demand model. • PTG received the Air Sage cell phone data—over 2.8 million pieces of information about travel patterns in the region, aggregated into 47 travel zones (43 internal to the regional and 4 external). This data is being evaluated and loaded into the model. Travel patterns depicted by the Air Sage data are largely parallel to the 2014 Regional Travel Patterns Study information, a sound indicator of reasonability. • Ralph Trapani will update the Board regarding the status of the Stage 2 ITSP efforts.
Background Info:	See Core Issues, above.
Policy Implications:	Board Job Products Policy 4.2.1. A. & B. states, “The Board is the link between the “ownership” and the operation organization. The Board will assess the needs of the ownership as they relate to RFTA’s activities and scope of influence, and will develop Ends policies identifying the results RFTA is to produce to meet those needs. The Board will inform the ownership of the organizations expected future results, and its present accomplishments and challenges.”
Fiscal Implications:	<p>In 2016, RFTA has budgeted a total of \$560,000 for Stages I and II of the ITSP, and \$494,000 has been budgeted for the Upper Valley Mobility Study, funded by the EOTC.</p> <p>Phase 1 of the ITSP has 4 stages:</p> <ol style="list-style-type: none"> I. Define the Vision II. Determine Future Needs III. Analyze Options IV. Develop Financial Sustainability/Financing Plan <p>Phase 1, Stages I and II will likely be completed by end of 2016; Stage III and possibly Stage IV are intended to be budgeted by RFTA in 2017.</p> <p>Phase 2 of the ITSP will be the implementation phase, assuming the Board decides to move forward with any of the preferred multi-modal transportation alternatives identified in Phase 1.</p>
Attachments:	Yes, please see “RFTA Board November_2016 Presentation ITSP Update_Trapani 191102 v3.pdf” included in the November 2016 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board Agenda packet.

“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 9. A.

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: November 10, 2016

CDOT Section 5311 Administration and Operating Grant Funding Realignment Process: Staff has previously alerted the Board to a CDOT grant funding realignment process that could result in a significant reduction in Section 5311 Operating grant assistance upon which RFTA relies. RFTA receives approximately \$1,014 million in this Federal assistance annually and the scenarios presented by CDOT for discussion purposes could have resulted in a 31% - 83% reduction in this funding for RFTA effective in 2018.

Due to concerns raised by RFTA and other resort transit agencies, CDOT initially decided to extend the discussion regarding potential changes to the Section 5311 funding by up to an additional year. In addition, CDOT indicated a willingness to consider developing a multi-year transition period to help mitigate any potential reductions in funding for transit agencies that be negatively impacted. CDOT also asked RFTA staff to participate on a CDOT Transit and Rail Division subcommittee to provide input to this process.

However, during the first Transit and Rail Advisory Committee Section 5311 Funding Realignment Subcommittee conference call on October 26th, CDOT staff announced that they had consulted with the Transportation Commission and had been directed to bring the process to a conclusion by April 2017. This was a disappointing turn of events; however, staff will continue to keep the Board apprised of activity on this subcommittee and about potential impacts to the Section 5311 funding that RFTA currently receives.

Video Recordings of RFTA Board Meetings: At Board request, staff has been investigating the feasibility of sharing the video recording equipment owned by the Town of Carbondale. The Town staff has indicated that use of the Town’s audio/video equipment will be possible at a cost of less than \$100 per month. In order to broadcast the recordings on public access television, RFTA would be paying an additional \$310 per meeting for remote recording and \$440 per month for television broadcasts twice per month, at around \$10,000 per year. If we choose to air meetings on television, the vendor recommends an on-site production person to record a higher quality video. The vendor is currently working on quotes for this additional service.

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
Service	Sep-15 YTD	Sep-16 YTD	# Variance	% Variance
City of Aspen	820,592	1,092,195	271,603	33.10%
RF Valley Commuter	2,078,672	1,999,413	(79,259)	-3.81%
Grand Hogback	66,496	74,588	8,092	12.17%
Aspen Skiing Company	434,437	467,171	32,734	7.53%
Ride Glenwood Springs	155,089	143,090	(11,999)	-7.74%
Glenwood N/S Connector		6,098	6,098	N/A
X-games/Charter	38,942	49,471	10,529	27.04%
Senior Van	2,580	3,141	561	21.74%
MAA Burlingame	31,709	58,589	26,880	84.77%
Maroon Bells	164,017	193,691	29,674	18.09%
Total	3,792,534	4,087,447	294,913	7.78%
Subset of Roaring Fork Valley Commuter Service with BRT in 2016				
Service	YTD Sept 2015	YTD Sept 2016	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	781,677	704,640	(77,037)	-10%
BRT	653,445	654,875	1,430	0%
Total	1,435,122	1,359,515	(75,607)	-5%

Planning Department Update – David Johnson, Director of Planning

The “11-10-2016 Planning Department Update.pdf,” can be found in the November 2016 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board meeting Agenda packet.



Finance Department Update – Mike Yang, Director of Finance

2016 Budget Year				
General Fund				
	September YTD			
	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales tax (1)	\$ 12,836,255	\$ 12,541,725	2.3%	\$ 20,678,000
Grants (2)	\$ 1,960,464	\$ 1,933,055	1.4%	\$ 3,633,100
Fares (3)	\$ 3,485,423	\$ 3,277,426	6.3%	\$ 4,594,000
Other govt contributions	\$ 1,739,692	\$ 1,739,692	0.0%	\$ 3,359,890
Other income	\$ 412,111	\$ 370,877	11.1%	\$ 449,140
Total Revenues	\$ 20,433,944	\$ 19,862,775	2.9%	\$ 32,714,130
Expenditures				
Fuel	\$ 1,311,881	\$ 1,367,424	-4.1%	\$ 1,548,415
Transit	\$ 14,385,813	\$ 14,268,270	0.8%	\$ 20,701,231
Trails & Corridor Mgmt	\$ 213,359	\$ 218,705	-2.4%	\$ 452,827
Capital	\$ 3,496,409	\$ 3,446,226	1.5%	\$ 11,684,837
Debt service	\$ 1,185,203	\$ 1,185,203	0.0%	\$ 2,318,980
Total Expenditures	\$ 20,592,664	\$ 20,485,828	0.5%	\$ 36,706,290
Other Financing Sources/Uses				
Other financing sources	\$ 124,953	\$ 124,953	0.0%	\$ 5,198,000
Other financing uses	\$ (1,782,796)	\$ (1,782,796)	0.0%	\$ (3,442,874)
Total Other Financing Sources/Uses	\$ (1,657,843)	\$ (1,657,843)	0.0%	\$ 1,755,126
Change in Fund Balance (4)	\$ (1,816,563)	\$ (2,280,895)	20.4%	\$ (2,237,034)

- (1) Sales tax revenue is budgeted and received two months in arrears (i.e. July sales tax is received in September).
- (2) Grant revenues will be recorded when available for reimbursement.
- (3) Through September, fare revenue is up approx. 9% over the prior year. This increase is primarily attributable to the timing of bulk pass orders by outlets and businesses and the fare increase in the Maroon Bells Bus Tour. The chart below provides a YTD September 2015/2016 comparison of actual fare revenues and ridership on RFTA fare services:

Fare Revenue:	Sep-15	Sep-16	Increase/ (Decrease)	% Change
Regional Fares	\$2,749,005	\$2,873,856	\$ 124,851	5%
Other Service/Maroon Bells	\$ 423,551	\$ 597,554	\$ 174,003	41%
Advertising	\$ 16,151	\$ 14,013	\$ (2,138)	-13%
Total Fare Revenue	\$3,188,707	\$3,485,423	\$ 296,716	9%

Ridership on RFTA Fare Services:	Sep-15	Sep-16	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	781,677	704,640	(77,037)	-10%
BRT	653,445	654,875	1,430	0%
SM-DV	50,084	49,743	(341)	-1%
Maroon Bells	164,017	193,691	29,674	18%
Grand Hogback	66,496	74,588	8,092	12%
Total Ridership on RFTA Fare Services	1,715,719	1,677,537	(38,182)	-2%

Avg. Fare/Ride	\$ 1.77	\$ 1.94	\$ 0.17	9%
Avg. Fare/Ride MB	\$ 2.58	\$ 3.09	\$ 0.50	19%

- (4) Over the course of the year, there are times when RFTA operates in a deficit; however, we are projecting that we will end the year within budget.

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage September 2016 YTD				Hours September 2016 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,976,683	2,989,016	(12,333)	-0.4%	134,974	133,464	1,510	1.1%
City of Aspen	419,423	396,555	22,868	5.8%	46,567	44,333	2,234	5.0%
Aspen Skiing Company	198,791	209,008	(10,217)	-4.9%	14,047	14,017	30	0.2%
Ride Glenwood Springs	90,605	92,866	(2,261)	-2.4%	7,364	7,337	27	0.4%
Grand Hogback	160,457	165,705	(5,248)	-3.2%	6,381	6,142	239	3.9%
Specials/Charter	12,304	5,400	6,904	127.9%	831	751	80	10.7%
Senior Van	14,020	13,848	172	1.2%	1,679	1,415	264	18.7%
MAA Burlingame	24,511	22,683	1,828	8.1%	1,673	1,649	24	1.5%
Maroon Bells	70,501	63,973	6,528	10.2%	5,593	5,265	328	6.2%
Total	3,967,295	3,959,054	8,241	0.2%	219,109	214,373	4,736	2.2%

2017 RFTA Annual Budget – Schedule

2017 Annual Budget Schedule		
Date	Activity	Status
8/11/2016	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>Completed</i>
9/8/2016	Presentation/Direction/Action: 1 st draft budget presentation	<i>Completed</i>
10/13/2016	Presentation/Direction/Action: 2 nd draft budget presentation	<i>Completed</i>
11/10/2016	Public Hearing: Final budget presentation and adoption	<i>On schedule</i>

Line of Credit

The annual renewal process is underway for the \$1 million line of credit with Alpine Bank with a maturity date of December 15, 2017. [For the purposes of complying with the requirements of the Authority's diesel and gasoline fuel provider, \$100,000 of the line of credit amount will continue to be restricted for the Letter of Credit for the benefit of the vendor.]

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

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

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

Facilities and Bus Stop Maintenance November 10, 2016

Capital Projects Update

AMF Phase 3- Indoor Bus Storage:

- The asphalt paving from the entrance of the facility on Hwy 82 to the front of the new building is complete.
- The concrete flooring for the entire new facility is complete.
- All the steel for the structure of the new facility has been erected.
- The new garage doors have arrived and will be installed by mid-November.
- The remainder of the roof for the facility expansion will be dried in by November 4th.
- The installation of the mechanical, electrical and plumbing systems is approximately 75% complete.
- The installation of the fire alarm and suppression system is 75% complete.

AMF Phase 4- Inspection Canopy, Drive Lanes and Building Cladding:

- The installation of the roofing system for the inspection canopy will be completed by November 4th.
- The steel for the inspection canopy has been completed.
- The installation of the new cladding for the facility is approximately 60% complete.
- The installation of the new drive lanes is complete.
- Landscaping and irrigation installation is approximately 85% completed and will be completed by the end of November.

West Glenwood Springs Park and Ride/ GMF Phase 1A Expansion Project:

- All of the excavation work has been completed.
- The paving of the new Park and Ride and drive lanes has been completed.
- All the concrete curb gutter and sidewalk has been completed.
- The landscaping installation has begun and will be completed by the end of November.
- The delivery of some of the components for the restroom has been delayed and the restroom facility might not be available for use until sometime in December.
- The Park and Ride and new bus parking area will be available for use by November 27th.

GMF Expansion Feasibility Study:

- Final draft of the study has been received by staff and is in the final review process.

Basalt Underpass:

- The temporary signal has been installed and will be in use as needed throughout the process.
- Work on the initial drainage system for the underpass will be complete by November 4th.
- Temporary bus shelters are being constructed on both sides of Hwy 82.
- The asphalt patch for the drivelines on the down valley side of Hwy 82 will be done the week of November 3rd.

Facilities, Rail Corridor & Trail Update RFTA Employee Housing

- The Main Street apartment complex in Carbondale, a 5 unit complex with 7 beds, is currently at **100%** occupancy.
- The Parker House apartment complex in Carbondale, a 15 unit complex with 23 beds unit, is currently at **96%** occupancy.
- RFTA's allotment of long-term housing at Burlingame in Aspen, consisting of four one-bedroom units, is currently at **100%** occupancy.
- RFTA Permanent employee housing is currently at **99%**.
- RFTA has secured 15 two bedroom seasonal units with Burlingame for this season as of September 1, 2016. The seasonal housing is filling up and we will be retaining all 15 units until at least November 30th. If we determine that we do not need all 15 units, we will release some of them back to Burlingame beginning December 1st.
- RFTA secured an additional two bedroom summer seasonal housing unit in Snowmass Village from SKICO. This lease agreement ended on October 31st and the tenants have moved over to Burlingame. SKICO housing has been an excellent option for housing our summer employees and we should continue to utilize this option going forward. RFTA signed a master lease agreement with SKICO, similar to the lease RFTA has with Burlingame. Staff will need to decide on securing the summer housing no later than February 2017.

RFTA Railroad Corridor

Right-of-Way Land Management Project: Along with its legal and engineering consultants, RFTA staff is working on completing the following tasks in 2016:

- Staff has secured a new *Federal Railroad attorney*, Bill Mullins of Baker and Miller PLLC, to assist us with several projects related to the Railroad Corridor.
- RFTA has filed a "Notice of Intent to Partially Vacate and Modify the Notice of Interim Trail Use (NITU)" with the Surface Transportation Board (STB). This process will remove the East Leg of the WYE area in Glenwood Springs and designate the West Leg of the WYE as our main connection to the Interstate Rail System. A copy of the filing is available on the STB website at this link:
[https://www.stb.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/aa7b27903e1b5a528525803e00688992/\\$FILE/241632.pdf](https://www.stb.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/aa7b27903e1b5a528525803e00688992/$FILE/241632.pdf).
- An update to the 2005 Comprehensive Plan. ***The first document to be updated is the Access Control Plan. This item will be on the agenda for a first reading at the January 12th meeting with a planned second reading in February.***
- Once the draft versions of ACP and DG are finalized and approved by the RFTA Board then staff will send both documents to GOCO, with an updated list of crossings, including existing crossings that have not been previously approved, any potential new crossings being proposed currently, as well as any new crossings that might be on the horizon, to secure GOCO's approval of the ACP, DG and updated list of crossings. ***A final version of the ACP and DG with all associated documentation is available on the RFTA website at <http://www.rfta.com/trail-documentation/>.***
- With the final version of the ACP accepted by the RFTA Board of Directors, staff will work with the attorneys to review and update the existing templates & formats that RFTA is using for licensing in the Rail Corridor.

- The final version of the ACP and DG will also allow staff to finalize a process and fee structure for RFTA that will enable it to have railroad and legal experts review, assess and report on proposed development impacts along the corridor along with recommendations regarding potential mitigation of the impacts that RFTA can provide to permitting jurisdictions.
- Once the process for the ACP is complete and the forms and review process has been finalized, staff will begin updating the rest of the Comprehensive Plan, the Recreational Trails Plan and the Executive summary documents to bring back to the RFTA Board for review and direction.
- Staff continues working on issues related to the Federal Grant Right-of-Way (fgrow) areas identified up and down the Railroad Corridor. One of the fgrow areas encompasses a neighborhood in Glenwood Springs referred to as the Cole subdivision; this neighborhood is located directly across the street from the Walmart Shopping center at 32nd Street. Staff has been and continues to work with the four (4) adjacent neighbors in this subdivision to do an exchange of bargain and sale deeds to clear up any title issues related to their individual parcels. The properties, and in some cases the structures were unintentionally built into the fgrow area back in 1948 due to some survey errors. Staff will continue to provide an update on this process monthly until a final settlement with the adjacent property owners has been reached.
- **Recreational Trails Plan update** - Staff will begin working on the update for the Recreational Trails Plan sometime in 2017. Staff will be using the Pitkin County Rio Grande Trail Management Plan as the starting point for the update and will be inviting the public to participate in this process. Staff will be working with the Pitkin County Open Space and Trails team to establish a permanent location for their 20' trail easement. Updates on this process will be provided at the February 9th RFTA Board meeting.
- **8th Street Crossing Project by CDOT and the City of Glenwood Springs** - Staff has executed the Temporary Easement Agreement and the Construction agreements with CDOT. CDOT has built a temporary detour at 8th Street in Glenwood Springs. CDOT is also in the middle of updating the Environmental Assessment (EA) for the Grand Avenue Bridge project. Staff is still working with the City of Glenwood Springs on a permanent grade-separated solution for the 8th Street crossing. Staff will provide updates on the CDOT EA process and the City project as updates are made available.
- **Covenant Enforcement Commission (CEC)** – The annual CEC meeting is usually held in November but this year's meeting will be held in January 2017. The CEC was established as a result of an agreement between RFTA's predecessor, the Roaring Fork Railroad Holding Authority ("RFRHA"), and the Board of Trustees of Great Outdoors Colorado ("GOCO"). GOCO provided funds for the purchase of the Corridor in 1997. Originally RFRHA was required to place a conservation easement on the entire Corridor. Based on concerns about getting federal funding for future RFRHA transportation projects, the Conservation Easement was removed from the entire 34 miles of the Corridor and replaced with Conservation Covenants, in ten discrete areas. The obligations of the Conservation Covenants now belong to RFTA. GOCO allowed modification of its original grant agreement in return for RFRHA making the covenants and setting up the CEC. The CEC is made up members from the original members of RFRHA, Pitkin County Open Space and Trails (POST) and two at-large community members that reside in Pitkin County and Eagle County. In practice, a consultant with familiarity with the Corridor and the Covenants performs an inspection of the Conservation areas and presents a report to the CEC. Based on the annual CEC meeting, the report is reviewed by members of the CEC, and a letter is sent on the CEC's behalf to GOCO, along with a copy of the report. The 2016 Conservation Area Report has been prepared by Newland Project Resources, Inc. - Tom Newland. The staff report will be put together by Brett Meredith, RFTA's Trails Manager. Both reports will be emailed to the CEC members and a meeting will be scheduled and noticed. Please watch for an email from ahenderson@rfta.com or mmmasters@rfta.com with a meeting request and details for the annual CEC meeting.

Rio Grande Trail Update

- Staff is actively working to beautify the corridor through Carbondale, called the Rio Grande ArtWay.
- The Masterplan is on RFTA's website. <http://www.rfta.com/trail-documentation/>
 - The public comment period has closed but please feel free to reach out to Brett Meredith, bmeredith@rfta.com if you have any questions, comments and/or concerns regarding this process
- Funding is needed for an irrigation system, picnic areas, art installations, native landscapes, a Latino Folk Art Garden, and creating a Youth Art Park.
 - Staff is working with the Carbondale Rotary Club, Carbondale Arts, and DHM Design to design the DeRail Park (SH 133 across from the Park and Ride) site. Construction will begin in the spring of 2017
 - Staff is working with SGM (Glenwood Springs' office) to design the Roll Zone portion of the ArtWay. Construction will begin in the spring of 2017
 - The public has been supportive and interested groups and businesses are signing up for participation
- Staff secured a Colorado Parks and Wildlife grant to fund a soft-surface trail through Carbondale and shoulder repairs along the lower 20 miles of corridor.
 - The pre-bid construction meeting for this project took place on August 4, 2016
 - RFTA received the executed grant contract on October 6th and staff is coordinating with the contractor and preparing/measuring/budgeting for the project
 - We are hoping to begin construction this fall (shoulder repair) but the soft surface trail project and any remaining shoulder repair will push into next spring
- Staff completed a noxious weed control program utilizing goats.
 - Goat Green and their goats hit the ground on September 1st and worked for 30 days
 - The bid received was \$108,000 for the entire 20+ mile corridor that RFTA maintains. \$40,000 was allocated this year and accomplished a lot, but there is a lot more to do in the battle against invasive weeds. The goats focus on small, high-maintenance areas and eat all components of the weeds as well as fertilize the soil, improving overall soil health allowing native grasses to flourish and thrive
 - The public was very supportive and positive during the entire project
 - Comments we received on social media:
 - "Grazing goats vs pesticide = progress"
 - "I like goats and I cannot lie (come on sing it with me)! I love that RFTA opted for the #greengoat project over chemicals! Way to go!!"
 - "Miss them already! Will they be back?"
 - To see the progress of this project, take the back road out of Carbondale (CR100) upvalley and look at the area in front of the old Mid-Continent building, to see what an AMAZING job the goats did while they were in the valley and why this is an incredibly important tool and much better alternative to chemicals in the fight against noxious weeds
 - Trail Staff broadcast approximately 1,000 lbs. of grass seed as part of the revegetation efforts of the goat project
- Trail staff has still been busy manually pulling weeds. Not a drop of herbicide has been used to date!
- Trail staff installed 2 bicycle fix-it stations along the RGT. One behind the Carbondale Town Hall/Rec Center and one at the Catherine Bridge trail head. SGM volunteered to install the third station at the Rosebud Cemetery trail head.

