

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

**TIME:** 8:30 a.m. – 9:05 a.m., Thursday, July 14, 2016

**New Location:** Third Street Center's Calaway Room, 520 South Third Street, Carbondale, CO 81623

*(This Agenda may change before the meeting.)*

	Agenda Item	Policy	Purpose	Est. Time
1	<b>Call to Order / Roll Call:</b>		Quorum	8:30 a.m.
2	<b>Executive Session:</b>			
	A. <b>Two Matters:</b> Paul Taddune, General Counsel: Pursuant to C.R.S. 24-6-602 (4)(b)(1): Sos and Carroll Litigation		Executive Session	8:31 a.m.
3	<b>Approval of <u>Minutes</u>:</b> RFTA Board Meeting, May 12, 2016, <b>page 2</b>		Approve	8:40 a.m.
4	<b>Public Comment:</b> 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	8:41 a.m.
5	<b>Items Added to Agenda – Board Member Comments:</b>	4.3.3.C	Comments	8:45 a.m.
6	<b>Consent Agenda:</b>			8:50 a.m.
	A. First Amendment to <u>Parking</u> Agreement – Paul Taddune, General Counsel, <b>page 9</b>	2.3.7	Approve	
	B. RFTA 2015 <u>Audited</u> Financial Report – Mike Yang, Director of Finance, <b>page10</b>	2.4.8	Accept	
	C. Contract between <u>CDOT</u> and RFTA Covering Construction of the Temporary Detour for the New Replacement Roadway Overpass Grade Separation Crossing Structure on State Highway 82 – Angela Henderson, Assistant Director, Project Management and Facilities Operations, <b>page 12</b>	2.3.7	Approve	
	D. Temporary <u>Easement</u> for Construction of a Temporary Detour – Angela Henderson, Assistant Director, Project Management and Facilities Operations, <b>page 12</b>	2.3.7	Approve	
	E. Approval of Three- <u>Party</u> IGA between RFTA, Pitkin County, and the Town of Basalt, for Construction Management of the Basalt Underpass Project – Nick Senn, Senior Project Manager, <b>pg. 13</b>	4.2.5	Approve	
7	<b>Public Hearing:</b>			
	A. Resolution 2016-07: <u>Supplemental</u> Budget Resolution; Michael Yang, Director of Finance, <b>page15</b>	4.2.5	Approve	8:52 a.m.
8	<b>Information/Updates:</b>			
	A. <u>CEO</u> Report – Dan Blankenship, CEO, <b>page 23</b>	2.8.6	FYI	9:00 a.m.
9	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at July 14, 2016 Meeting	4.3	Meeting Planning	9:02 a.m.
10	<b>Next Meeting:</b> 8:30 a.m. – 12:00 p.m., August 11, 2016 at Carbondale Town Hall	4.3	Meeting Planning	9:03 a.m.
11	<b>Adjournment:</b> Directly followed by RFTA Board Strategic Retreat		Adjourn	9:05 a.m.

**ROARING FORK TRANSPORTATION AUTHORITY  
BOARD MEETING MINUTES  
May 12, 2016**

**Board Members Present:**

Stacey Patch Bernot, Chair (Town of Carbondale); Jacque Whitsitt (Town of Basalt); Michael Owsley (Pitkin County); Mike Gamba (City of Glenwood Springs); Jeanne McQueeney (Eagle County); Markey Butler (Town of Snowmass Village).

**Voting Alternates Present:**

Ann Mullins (City of Aspen).

**Non-Voting Alternates Present:**

Kathryn Trauger (City of Glenwood Springs); George Newman (Pitkin County); Bernie Grauer (Town of Basalt).

**Staff Present:**

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Edna Adeh, Board Secretary; Kelley Collier, Chief Operating Officer (COO); Mike Hermes, Angela Henderson, Amy Burdick, Facilities & Trails Department; David Johnson, Planning Department; Mike Yang, Finance Department; Ed Cortez, Bus Operator and ATU Local 1774 President.

**Visitors Present:**

Collin Szewczyk, Reporter (Aspen Daily News); John Stroud, Reporter (Post Independent); Leslie Bethel, DDA Glenwood Springs; Emzy Veazy III, (Citizen); Terri Partch, Jon Hoisted (City of Glenwood Springs); Eva Wilson (Eagle County); Walt Downing (RFTA Attorney); Ralph Trapani, Parsons; Martha Moran and Clark Wooley, US Forest Service; John Beckius , Mark O'Meara, Robbi O'Meara, Cole Subdivision.

**Agenda**

**1. Roll Call:**

Mike Gamba, Vice-Chair, declared a quorum to be present (7 member jurisdictions present) and the meeting began at 8:36 a.m.

**2. Executive Session**

**Mike Gamba read the topics and legal justifications of the scheduled Executive Session prior to the motion to adjourn into Executive Session:**

**A. Three Matters: Paul Taddune, General Counsel:**

Pursuant to C.R.S. 24-6-402 4(e)(I) Determining positions that may be subject to negotiations; developing strategy for negotiations and instruction negotiators; and 24-6-402(4)(a) The purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interests:

- 1) Glenwood Springs Wye Area;
- 2) Cole Subdivision; and,
- 3) Pursuant to C.R.S. 24-6-602 (4)(b)(1): Sos Litigation.

**Jacque Whitsitt moved to adjourn into Executive Session, Markey Butler seconded the motion, and it was unanimously approved. The Board adjourned into Executive Session at 8:38 a.m.**

RFTA staff present at the Executive Session included: Dan Blankenship, Edna Adeh, Paul Taddune, Mike Hermes, Angela Henderson; and Walt Downing; City of Glenwood Springs staff present were Terri Partch; and Jon Hoisted for the first section of the Executive Session; for the next 2 items of Executive Session only RFTA staff were present.

Stacey Bernot joined the meeting at 8:39 a.m. increasing the member jurisdictions present to 8.

**Mike Gamba moved to adjourn from Executive Session into the regular Board Meeting and Jacque Whitsitt seconded the motion. The motion was unanimously approved.**

**No action was taken during the Executive Session. The Executive Session adjourned at 9:48 a.m.**

**3. Approval of Minutes:**

**Jacque Whitsitt moved to approve the minutes of the April 14, 2016 Board Meeting and Markey Butler seconded the motion. The motion was unanimously approved.**

**4. Public Comment:**

Ed Cortez, RFTA bus operator and President of ATU Local 1774 addressed the Board and commented on the traffic impacts of the Grand Avenue Bridge Project in Glenwood Springs. As a RFTA bus operator, he had noticed frustration and aggressiveness among the drivers of private vehicles, particularly to the relatively slow movement and frequent stopping of buses. He expressed concern for safety of bus drivers and passengers, and suggested increased police presence in Glenwood Springs.

Emzy Veazy, III reported that he sent an outline regarding Transit TV to Dan Blankenship and requested time for a future Board presentation. He also suggested that RFTA's charter be modified to mandate that all Board members ride RFTA buses to the meetings, to better understand passenger perspectives.

**5. Items Added to Agenda – Board Member Comments:**

Bernot stated that her last day on Carbondale Town Council is Monday, May16th.

The Board thanked Stacey Bernot for her service to RFTA. Blankenship presented Bernot with a plaque for her service on RFTA Board from May 2012 to May 2016 and for serving as Board Chair from January 2015 to the present.

Bernot thanked everyone and noted the commitment of the other Board members to RFTA.

**6. Consent Agenda:**

- A. Myers' 12-inch Pipeline Agreement** – Mike Hermes, Director of Facilities, Property, and Trails
- B. Sarah Meserve Settlement** – Paul Taddune, General Counsel  
Nick Senn, Senior Project Manager
- C. CEO Salary Increase**– Dan Blankenship, CEO

**Mike Gamba made a motion to approve the Consent Agenda in its entirety and Markey Butler seconded the motion. The motion was unanimously approved.**

**7. Presentation/Action Items:**

**A. Intergovernmental Agreement between the City of Glenwood Springs and The Roaring Fork Transportation Authority to Acquire Easements and Develop Transportation Infrastructure – Dan Blankenship, CEO and Paul Taddune, General Counsel.**

Blankenship referred to the bullet points on the *Summary of Major IGA Provisions* from the handout:

- Correction Deed from City to RFTA for exception parcel
- Transfer of parcels A,B,C, & D to City
- RFTA grant of 8<sup>th</sup> St. easement to City
- RFTA grant of pedestrian tunnel easement to City
- RFTA and City cooperate to extinguish UPRR easement on east leg of Wye Area and mutually agree on cost-sharing
- City constructs bridge abutments and RFTA reserves \$500K for railroad bridge, if needed
- RFTA to support City's 8<sup>th</sup> Street crossing with the Colorado PUC contingent upon:
  - Preserving corridor's rail-banked status
  - Cost of bridge, if needed, acceptable to the parties
- Seek approval by Great Outdoors Colorado
- Cooperate to site a multi-modal transit center in Wye

Bernot expressed enthusiasm for the IGA, saying it creates tremendous opportunities for both RFTA and the City.

Robbi O'Meara asked about whether part of the Wye area was federal grant land. Blankenship responded that the area was owned in fee simple and was not federal land.

Karl Hanlon, City of Glenwood Springs' Attorney, thanked Bernot for her service and the RFTA staff for its diligence in finalizing the IGA in the best interest of both entities.

**Michael Owsley made a motion to approve the Intergovernmental Agreement between the City of Glenwood Springs and The Roaring Fork Transportation Authority to Acquire Easements and Develop Transportation Infrastructure and Jacque Whitsitt seconded the motion. The motion was unanimously approved.**

**The Board took a break from 10:21 to 10:31 a.m.**

**B. Update Regarding Integrated Transportation System Plan - David Johnson, Director of Planning**

Johnson referred to his presentation in the Board meeting portfolio and to his printed copies. Johnson reviewed the purpose and background of the Plan. The first stage of the ITSP is focused on gathering background information and on meetings with local governments, major employers and other stakeholders, in order to understand transportation visions and priorities. RFTA and the consultant team have met with almost all local government staff, and are now meeting with elected officials. Themes that have emerged from these meetings include:

- Multi-modal Mobility and Community Connectivity (with an emphasis on bicycle, pedestrian and transit use) are prevalent priorities

- Most commuting occurs between Parachute and Glenwood Springs, and between Carbondale and Aspen (consistent with the findings of the **2014 Regional Travel Patterns Study**)
- School-related traffic is a major issue in many communities
- New or improved local bus systems are desired in Parachute, New Castle, Glenwood Springs, Carbondale, EL Jebel, Basalt, Snowmass
- Park and Ride Improvements are also desired (quality a priority in I-70 corridor; quantity in SH82)
- Transit Service levels - More overall service suggested in I-70 corridor; more consistency between peak and off-peak seasons in SH82 corridor

Ralph Trapani reviewed the scope of the Organizational Capacity & Efficiency Review, which is underway; and Johnson summarized the topics of the ITSP that staff intends to discuss at the RFTA Board Retreat on June 9<sup>th</sup>. Butler asked Trapani for more detail on the OC/E Review. Bernot noted that it will be critical to elaborate at the June Retreat.

Johnson reviewed the Stage 1 remaining schedule in June through August. In June, RFTA and consultants will meet with elected officials to discuss transportation visions and priorities. In July, RFTA will host two public workshops to review goal statements. In August, RFTA will finalize the transportation vision and goals, which will lay the foundation for all remaining aspects of the ITSP. Blankenship stated that the cost for Phase 1 is \$260,000 which is \$60,000 over the existing budget for this project. The request for remaining funds is in **Resolution 2016-06: Supplemental Budget Appropriation**, for the Board's approval.

Whitsitt asked what RFTA will do with this information after the completion of Phase 1. Blankenship responded that the Board will need to review the information and make decisions on a number of issues. One issue in particular is whether RFTA should focus on living within its means and what that will look like from a regional transportation perspective; or whether RFTA should grow and evolve to meet regional transportation needs and demands, and to what extent, what pace, what improvements, and what funding scenarios.

Owsley asserted that the ITSP should establish a vision for overall transportation needs and priorities for the region. Blankenship responded that the vision established will be a collective one, and it will be based on the Board's input and approval.

Newman stated that he perceived this ITSP process as a springboard to EOTC plans, and for helping to determine the transportation future of the I-70 communities.

Gamba asked if it would be possible to include additional partners, such as CDOT. Trapani responded that CDOT partnership is critical, and that CDOT will be engaged.

Whitsitt asked at what stage we are going to start looking at land use planning issues and potentially developing a regional planning organization. Trapani responded that these issues will be addressed more comprehensively in later stages of the ITSP.

## 8. **Public Hearing:**

### A. **Resolution 2016-06: 2016 Supplemental Budget Resolution** – Dan Blankenship, CEO

Bernot commented that the staff provided thorough background for the Supplemental Resolution, in the previous discussion. With no further questions from the Board members, **Bernot opened the Public Hearing at 10:59 a.m. and closed at the same time** with no further comments from the public.

**Jacque Whitsitt made a motion to approve the 2016 Supplemental Budget Resolution and Ann Mullins seconded the motion. The motion was unanimously approved.**

**B. Potential Maroon Bells Fare Increase – Dan Blankenship, CEO and Mike Yang, Director of Finance**

Yang provided information outlining potential ridership and revenue impacts of proposed fare increases. Since the last Board meeting, RFTA and SkiCo officials discussed sharing revenues generated from increased parking fees. SkiCo officials responded that they already make an in-kind contribution to the Maroon Bells service, and the parking fees are intended to cover the operations and maintenance costs of the parking structure.

Mullins asked if the goal of the fare increase is to decrease ridership. Yang and Blankenship explained that the \$2 per passenger increase is intended to recover some of the loss in revenues anticipated from the \$5 parking fee increase. The assumption is that this \$5 parking fee will reduce fare revenue by \$50,000, based on a 4% reduction in ridership for each 10% increase in fares.

Board members generally concurred that the \$2 increase and the \$5 parking fee were fair, but they did not wish to increase fees any further; however, RFTA should not be in a position to subsidize this service.

The critical assumption, said Butler, is that people will visit the Maroon Bells less frequently. There is less demand elasticity than RFTA assumes, she stated, but the parking fee should still be capped at \$5. Newman concurred, stating that the fare elasticity is based on general transit service scenarios, and is not as relevant to at tourist-based service.

The application of the APTA elasticity formula could be speculative because this is a different situation, Yang responded that the parking fee increase and other factors could expose RFTA to risk. RFTA commits to a schedule, commit drivers and other resources. RFTA has financial risk every season. RFTA is attempting to address the potential impacts by applying this model.

Gamba said he appreciated the conservative estimates, but he questioned whether RFTA should subsidize the Maroon Bells service at all.

Blankenship responded, for background, that there were discussions about regional cost allocations during the formation of RFTA in 2000, but consensus was not achieved. There was an assumption that donor and recipient communities would exist, but we still needed extra incentives to make the RTA work. Pitkin County contributed the entire portion of its 1% county wide sales tax (collected in unincorporated areas) with the condition that RFTA would continue to provide services such as Maroon Bells, the Woody Creek Van, and the Senior Van. The marginal cost of these services is far less than what RFTA would need to return to Pitkin County if RFTA did not operate these services. Farebox recovery in terms of operating costs for the Maroon Bells service is very high, but not 100%.

Owsley commented that public agencies should speak to affected parties before imposing a fee. The tourists that are coming to the Maroon Bells are coming to the Roaring Fork Valley in general. He endorsed a \$2 increase, but stated the matter should be revisited each year.

McQueeney said that when the fare increase is spread across a family, the cost adds up and influences decisions. Bernot agreed, stating that she did not want the increase to be an issue for a normal family. She did not wish for people to visit only because they have the money. Trauger suggested a family rate cap.

Whitsitt said she hoped that there would be some thought about protecting these areas, and ensuring that we do not “crush the Bells” and watch them degrade. Butler suggested considering a \$1 fare increase, and absorbing the additional \$22,000 estimated deficit. Yang responded that the last price increase was 8 years ago, and the price hikes did not appear to reduce demand.

**Bernot opened the Public Hearing at 11:26 a.m.** and asked if any member of public has any comment. Ed Cortez commented that he does not support fare increases generally, because mass transit primarily takes workers to jobs. But this is a recreational service. As a taxpayer, he said, nothing makes him angrier than getting a price hike for public use, and then getting hit again next year. He advised the Board to make sure the increase is adequate, and refrain from increasing the fare again in the near future.

**Bernot closed the Public Hearing at 11:34 a.m.**

**Mike Gamba made a motion to approve the \$2 increase on Maroon Bells Fare and Jacque Whitsitt seconded the motion. The motion was unanimously approved.**

Markey Butler left at 11:34 a.m. Board still maintained its quorum.

- C. First Reading of Rio Grande Railroad Corridor Access Control Plan Update** – Angela Henderson, Assistant Director of Project Management and Facilities Operations, and Dan Blankenship, CEO

Bernot and Gamba suggested a continuance of this item to the July meeting for further discussion. Bernot noted that the provision allowing public easements appears to show a willingness to treat public entities differently, but she wished to be certain that this is the outcome. Whitsitt agreed with the continuance, provided that the conversations among jurisdictions and RFTA progress. Blankenship advocated continuance, stating that he did not wish to rush to agreement and intended to make sure agreement was unanimous. The working group can continue discussions for the next two months, with the first reading in July.

**Bernot opened the public hearing regarding the continuation of this item to July Board meeting at 11:41 a.m. and closed the public hearing at the same time** since there were no comments from the public.

**Jacque Whitsitt made a motion to approve the continuance of the First Reading of Rio Grande Corridor Access Control Plan to July Board Meeting and Ann Mullins seconded the motion. The motion was unanimously approved.**

**9. Board Governance Process:**

- A. 2015 RFTA Board of Directors Strategic Retreat Planning** – David Johnson, Director of Planning

Blankenship suggested starting at 8:30 a.m. with a brief, 30-minute Board meeting, followed by the Retreat from 9:00 a.m. to 1:30 p.m.

Newman suggested having a sub-committee to outline the issues for discussion. Bernot commented that a sub-committee is beneficial as long as its suggestions are followed. She stated that last year the facilitator did not follow the agenda of the retreat. Blankenship asked the Board members for volunteers to serve on the sub-committee, with the meeting to be scheduled as early as next week.

Newman and Whitsitt volunteered. Blankenship said that he would contact them to schedule.

- B. Resolution No. 2016-07: Election of RFTA Board Chair for the Balance of 2016 – Dan Blankenship, CEO**

**Jacque Whitsitt made a motion nominating Jeanne McQueeney for Board Chair position until January 2017.**

Bernot inquired if Gamba would be a candidate, since he has served longer and is more familiar with some of the key issues. Gamba responded he did not think he could invest the time, but would be willing if necessary. McQueeney stated that she lacked the expertise in RFTA, but she would be honored to take the position. Whitsitt responded that she had seen McQueeney chairing other meetings with competence. Bernot concurred, quipping that being the chair was like The Hunger Games, that it is just a matter of who is willing to get up there and put themselves at risk.

**Frank Breslin seconded the motion of having Jeanne McQueeney as Board Chair. The motion passed unanimously.**

Frank Breslin and Art Riddle left the meeting at 11:55 a.m.

**9. Information/Updates:**

- A. CEO Report – Dan Blankenship, CEO**

Dan Blankenship noted that the City of Glenwood Springs' North-South Connector route would begin operating mid-May, at 20-minute intervals. Michael Yang would contact Skadron and Butler, who volunteered to be on the audit subcommittee. RFTA received solid, favorable bids for construction of the New Castle Park and Ride.

Jacque Whitsitt and Bernie Grauer left the meeting at 11:58 a.m. The Board lost its quorum with only 5 member jurisdictions left.

George Newman left at 11:59 a.m.

- 10. Issues to be Considered at Next Meeting: To be determined at May12, 2016 Meeting.**

There were none.

- 12. Next Meeting/Retreat: 8:30 a.m. – 9:00 a.m., June 9, 2016 at Carbondale Library, 320 Sopris Avenue. An abbreviated Board meeting will be directly followed by RFTA Board of Directors' Strategic Retreat**

- 13. Adjournment:**

**Stacey Bernot adjourned the Board meeting at 12:00 p.m.**

Respectfully Submitted:

Edna Adeh  
Board Secretary



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

<b>Meeting Date:</b>	July 14, 2016
<b>Agenda Item:</b>	First Amendment to Parking Agreement
<b>Policy #:</b>	<b>2.3.7: Financial Condition and Activities</b>
<b>Strategic Goal:</b>	2015: Bid and Build the Carbondale VelociRFTA Park and Ride Expansion Project
<b>Presented By:</b>	Paul Taddune, General Counsel
<b>Recommendation:</b>	Approve First Amendment to Parking Agreement and authorize the CEO to sign it.
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. This First Amendment is a clarification of an existing parking agreement that RFTA inherited when RFTA purchased Lot 1 B as depicted on the Amended Final Plat, Lots 1 and 2 Kay Planned Unit Development, Carbondale in connection with the Carbondale BRT station.</li> <li>2. The predecessor-owners of Lot 2 and Lot 1 B had entered into a Parking Agreement dated November 21, 2007. This First Agreement amends and clarifies RFTA's right as successor to provide additional parking in support of the BRT Station and landscaping as appears on Exhibit A to the First Amendment.</li> <li>3. The First Amendment confirms RFTA's license to construct, use, maintain, repair and replace, in its sole discretion, twenty-three (23) parking spaces on Lot 2 for the purpose of serving RFTA's park and ride facility on Lot 1B, which shall be available for exclusive use by RFTA's customers.</li> <li>4. The First Amendment further confirms RFTA's rights and obligations to install landscaping, irrigation and lighting improvements on Lot 2 The landscape, irrigation and lighting improvements include an automatic irrigation system sufficient to water all installed landscaping, and RFTA shall be responsible to obtain, provide, and pay for all necessary water rights, tap fees, and water service fees to serve such landscaping all as set forth.</li> <li>5. This First Amendment is the product of several meetings with the owners of the adjacent property to reach a mutually advantageous accord and working relationship, with the end result of providing improvements in accordance with RFTA's CDOT grant.</li> <li>6. The parking spaces referenced in this agreement have already been constructed. The First Amendment to Parking Agreement was not finalized before construction of the park and ride expansion was completed.</li> </ol>
<b>Background Info:</b>	Please see Core Issues above.
<b>Policy Implications:</b>	RFTA Board Financial Condition and Activities Policy 2.3.7 states, “The CEO shall not acquire, encumber or dispose of real property.”
<b>Fiscal Implications:</b>	None.
<b>Attachments:</b>	Yes, please see attached Parking Agreement – Execution Copy – 4-19-16, included in the July 2016 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

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

<b>Meeting Date:</b>	July 14, 2016
<b>Agenda Item:</b>	RFTA 2015 Audited Financial Report
<b>Presented By:</b>	Michael Yang, Director of Finance, and
<b>Recommendation:</b>	<b>Accept RFTA 2015 Audited Financial Report</b>
<b>Policy #:</b>	<b>2.3: Financial Condition and 2.4: Asset Protection</b>
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. The annual financial statement audit is required by third parties, including the Federal Transit Administration, Colorado Department of Transportation, Municipal Securities Rulemaking Board, and Standard &amp; Poor’s, among others.</li> <li>2. McMahan &amp; Associates LLC conducted the audit and is responsible for expressing an opinion on: <ol style="list-style-type: none"> <li>a. RFTA’s financial statements and the budget and actual individual fund statements, and</li> <li>b. RFTA’s compliance requirements described in the U.S. Office of Management and Budget (OMB) <i>Circular A-133 Compliance Supplement</i> applicable to each of its major federal programs.</li> </ol> </li> <li>3. An unqualified or “clean” opinion was received from the Auditors that RFTA’s 2015 financial statements conform to U.S. generally accepted accounting principles and that RFTA is in compliance with the requirements for each of its major federal programs.</li> <li>4. No deficiencies were reported; no prior or current year findings or questioned costs were identified.</li> <li>5. On June 30, 2016, the RFTA Board Audit Subcommittee (RFTA Board members: Markey Butler, Town of Snowmass Village, and Ann Mullins, City of Aspen; Independent Financial Expert: John Lewis, Eagle County Finance Director) had a two hour meeting with our Auditor which included an in-depth review and discussion regarding the 2015 audit. RFTA staff was available for a portion of the meeting to answer questions from the subcommittee.</li> <li>6. In prior years, the Annual Audited Financial Report was presented to the RFTA Board at the July Board meeting for acceptance. However, due to the RFTA Board Annual Retreat being rescheduled from June to July, there is a limited amount of time for a formal presentation of the 2015 audit. In order to fulfill RFTA’s third party filing requirements in July, the 2015 audit is included as a consent agenda item.</li> <li>7. Based on the unqualified or “clean” opinion from the Auditors and after completion of the RFTA Board Audit Subcommittee meeting as evidenced by the attached meeting minutes prepared by the subcommittee, <b>staff</b></li> </ol>

	<p><b>recommends that the RFTA Board accept the 2015 Audited Financial Report.</b></p> <p>8. If the Board wishes, a presentation on the audit can be made at a subsequent Board meeting when more time is available.</p>
<b>Policy Implications:</b>	Board Asset Protection Policy 2.4.8 states, “The CEO may not compromise the independence of the Board’s audit or other external monitoring or advice.”
<b>Fiscal Implications:</b>	Failure to comply with annual financial statement audit requirements by third parties can negatively affect existing agreements and future grant awards resulting in unfavorable financial conditions.
<b>Attachments:</b>	<p>Yes please find the following documents included in the July 2016 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet:</p> <ol style="list-style-type: none"> <li>1. RFTA 2015 Audited Financial Report with Auditor’s opinion letters: RFTA 2015 audited financial statements (final draft).pdf</li> <li>2. Communication to the Governing Board Letter from Auditor: RFTA 2015 Auditor letter to the Board (final draft).pdf</li> <li>3. RFTA Board Audit Subcommittee memorandum: RFTA Board Audit Subcommittee MINUTES OF THE JUNE 30th.pdf</li> </ol>

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

<b>Meeting Date:</b>	July 14, 2016
<b>Agenda Items:</b>	<ol style="list-style-type: none"> <li>1. Contract between CDOT and RFTA Covering Construction of the Temporary Detour for the New Replacement Roadway Overpass Grade Separation Crossing Structure on State Highway 82</li> <li>2. Temporary Easement for Construction of a Temporary Detour</li> </ol>
<b>Policy #:</b>	<b>2.3.7: Financial Condition and Activities</b>
<b>Strategic Goal:</b>	CEO: Continue to work with RFTA member jurisdictions to implement safe and affordable public crossings of the railbanked Rio Grande Railroad Corridor
<b>Presented By:</b>	Angela Henderson – Assistant Director, Project Management & Facilities Operations
<b>Recommendation:</b>	In order to expedite construction of the 8 <sup>th</sup> Street detour, staff requests the Board to authorize the CEO to execute the final CDOT agreements listed above and any other associated documents, subject to approval as to form by RFTA General Counsel.
<b>Core Issues:</b>	<ul style="list-style-type: none"> <li>• RFTA is being asked by CDOT to enter into a contract covering the construction of the temporary Grand Avenue Bridge project 8<sup>th</sup> Street Detour and to grant CDOT an easement for the detour and construction staging area on RFTA’s portion of the Wye.</li> <li>• The current Grand Avenue Bridge is scheduled for removal and replacement beginning August 2017. During this estimated three month timeframe, traffic from Grand Avenue will be rerouted to Midland Avenue, and a significant portion of it is expected to utilize the 8<sup>th</sup> Street detour.</li> <li>• CDOT is requesting the use of a Temporary Easement (TE) for a period of 28 months beginning March 28, 2016. The length of time for the TE is to allow the City of Glenwood Springs time to design a permanent grade-separated crossing in roughly the same location as the temporary crossing.</li> <li>• CDOT has an agreement in place with the Union Pacific Railroad (UPRR) to remove and replace all rail components associated with this portion of RFTA’s Railroad Corridor. The UPRR removed all rail components as of March 28, 2016.</li> <li>• Staff has not received the final Temporary Easement agreement from CDOT but it should be forthcoming.</li> </ul>
<b>Background Info:</b>	See Core Issues, above.
<b>Policy Implications:</b>	RFTA Board Financial Condition and Activities Policies 2.3.7 states, “The CEO shall not Acquire, encumber, or dispose of real property.”
<b>Fiscal Implications:</b>	RFTA will be reimbursed by CDOT for use of the Temporary Easement – amount is still being negotiated
<b>Attachments:</b>	<p>Yes please find the following documents included in the July 2014 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet:</p> <ol style="list-style-type: none"> <li>1. Draft CDOT/ RFTA Construction Management (CM) agreement (exhibits and Easement still being finalized): 2016-07-14 RFTA CDOT CM agreement.pdf</li> <li>2. Map of the WYE area and “rough” location of the temporary easement: 2016-07-14 Wye Area (rough) TE Location.pdf</li> </ol>

**RFTA BOARD OF DIRECTORS MEETING  
"CONSENT" AGENDA ITEM SUMMARY # 6. E.**

<b>Meeting Date:</b>	July 14, 2016												
<b>Agenda Item:</b>	Approval of Three-Party IGA between RFTA, Pitkin County and the Town of Basalt for the Construction Management of the Basalt Underpass Project.												
<b>Policy #:</b>	<b>4.25 Board Job Products.</b>												
<b>Strategic Goal:</b>	2017: Assist or lead the design and construction of underpasses at strategic locations throughout the valley to improve safety and transit service												
<b>Presented By:</b>	Nicholas Senn, Senior Project Manager												
<b>Recommendation:</b>	Authorize the CEO to execute the IGA with the Town of Basalt and Pitkin County subject to the approval as to form by the RFTA General Counsel.												
<b>Core Issues:</b>	<p>1. The Basalt Underpass project has an overall construction budget of \$7,140,000, as follows:</p> <table style="margin-left: 40px;"> <tr> <td>RFTA</td> <td style="text-align: right;">\$ 500,000</td> </tr> <tr> <td>CDOT (RPP, TAP, FASTER)</td> <td style="text-align: right;">\$2,016,000</td> </tr> <tr> <td>Town of Basalt</td> <td style="text-align: right;">\$2,954,000</td> </tr> <tr> <td>County (OST, EOTC, Basalt Gen Fund)</td> <td style="text-align: right;">\$1,390,000</td> </tr> <tr> <td><u>Safe Routes to School (SRS)</u></td> <td style="text-align: right;"><u>\$ 280,000</u></td> </tr> <tr> <td><b>Total Funding</b></td> <td style="text-align: right;"><b>\$7,140,000</b></td> </tr> </table> <p>2. RFTA's direct cost for the Basalt Underpass project will be limited to \$500,000, which has previously been budgeted for in 2015 and 2016.</p> <p>3. As part of its contribution to the Basalt Underpass project, staff recommends that RFTA and Pitkin County allocate necessary personnel to the Town of Basalt to manage the construction of the improvements.</p> <p>4. The balance of the funding for the project will be provided by the Town of Basalt, Pitkin County and CDOT. All financial transactions with the contractor will be handled by the Town of Basalt. Consultants necessary to support staff (materials testing, public information and design assistance) will be paid by the Town of Basalt.</p> <p>5. The funding arrangement and responsibilities for managing the construction and funding of the Basalt Underpass project will be set forth in an Intergovernmental Agreement (IGA) between RFTA, Pitkin County and the Town of Basalt. A draft of the IGA is included in the July 2016 Board Meeting Portfolio.pdf.</p> <p>6. The Draft IGA is still in the process of being finalized by the parties; therefore, staff recommends that the RFTA Board authorize the CEO to execute the IGA subject to its approval as to form by the RFTA General Counsel, since the project is going to get underway relatively soon.</p>	RFTA	\$ 500,000	CDOT (RPP, TAP, FASTER)	\$2,016,000	Town of Basalt	\$2,954,000	County (OST, EOTC, Basalt Gen Fund)	\$1,390,000	<u>Safe Routes to School (SRS)</u>	<u>\$ 280,000</u>	<b>Total Funding</b>	<b>\$7,140,000</b>
RFTA	\$ 500,000												
CDOT (RPP, TAP, FASTER)	\$2,016,000												
Town of Basalt	\$2,954,000												
County (OST, EOTC, Basalt Gen Fund)	\$1,390,000												
<u>Safe Routes to School (SRS)</u>	<u>\$ 280,000</u>												
<b>Total Funding</b>	<b>\$7,140,000</b>												

<b>Background Info:</b>	See core issue above
<b>Policy Implications:</b>	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).
<b>Fiscal Implications:</b>	RFTA has previously contributed its \$500,000 contribution to this project. In addition, due to its construction management experience, RFTA will contribute staff time to help jointly manage the project with Pitkin County and the Town of Basalt.
<b>Attachments:</b>	Please see the basaltpedcrossingiga final.pdf included in the July 2016 RFTA Board Meeting Portfolio pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

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

<b>Meeting Date:</b>	July 14, 2016
<b>Agenda Item:</b>	Resolution 2016-07: 2016 Supplemental Budget Appropriation
<b>Presented By:</b>	Michael Yang, Director of Finance
<b>Recommendation:</b>	<b>Adopt Supplemental Budget Appropriation Resolution 2016-07</b>
<b>Policy #:</b>	<b>2.5: Financial Planning/Budgeting</b>
<b>Core Issues:</b>	<p>As part of our ongoing review of new information and the completion of the 2015 audited financial statement audit, staff has identified and requesting the following 2016 budget appropriations that are needed:</p> <p><b>General Fund:</b></p> <ol style="list-style-type: none"> <li>1. <b>Integrated Transportation System Plan (ITSP): Stage 2</b> – The total cost estimate to complete Stage 2 is \$300,000. This resolution requests the additional funds needed to complete the ITSP through Stage 2: <ol style="list-style-type: none"> <li>a. \$300,000 increase in Transit</li> </ol> </li> <li>2. <b>Bus Refurbishment</b> –Staff has researched the possibility of repowering existing MCI over-the-road coach transit buses by replacing the engine and transmission while also installing new seats and seat belts. At a fraction of the cost of a new bus, this option can help extend the useful life of the buses and push back the timing of replacements. Staff estimates that there are about 10 buses that could be candidates for refurbishment. At the March 10, 2016 Board meeting, the RFTA Board approved additional budget of \$140,000 for an initial test refurbishment for 1 bus. At this time, additional budget is requested for the refurbishment of 3 additional buses. <i>Staff recommends using capital reserves for the refurbishment costs:</i> <ol style="list-style-type: none"> <li>a. \$450,000 increase in Capital Outlay</li> </ol> </li> <li>3. <b>Rio Grande Trail Soft Surface &amp; Shouldering Project</b> – RFTA’s grant application was approved for Federal Recreational Trails Program funding to repair and maintain the shoulders and avoid degradation of the asphalt. At this time, the additional budget requested is: <ol style="list-style-type: none"> <li>a. \$183,653 increase in Capital Outlay</li> <li>b. \$183,653 increase in Grant Revenue</li> </ol> </li> <li>4. <b>GMF Improvements and West Glenwood Park and Ride Project</b> – this project started in 2015 and unexpended budget was re-budgeted in 2016. At this time, additional budget is needed to appropriate funds for a \$500,000 CDOT FASTER grant RFTA had received for this project, which requires a \$125,000 local match. Additional funding of \$485,867 is also needed to cover the cost of bathrooms at the park and ride and some of the GMF expansion costs. <i>Staff recommends using capital reserves to fund the \$610,867 of local match and additional costs, which can be reimbursed using proceeds from the upcoming 2016 bond issuance later this year.</i></li> </ol>

	2015 Audited	2016 Budget	Total Project	Supplemental Budget Needed
Capital Outlay	\$ 97,527	\$ 704,473	\$ 1,912,867	\$ 1,110,867
Grant Revenue (5311)	\$ (78,826)	\$ (563,174)	\$ (642,000)	\$ -
Grant Revenue (FASTER)		\$ -	\$ (500,000)	\$ (500,000)
<b>Net Impact</b>	<b>\$ 18,701</b>	<b>\$ 141,299</b>	<b>\$ 770,867</b>	<b>\$ 610,867</b>

At this time, the additional budget requested is:

- a. \$1,110,867 increase in Capital Outlay
- b. \$500,000 increase in Grant Revenue

5. **New Castle Park and Ride Project** – The original budget reflects total project cost of \$800,000; however, since then, the project cost estimate has decreased based on bids received. As a result, this resolution seeks to true-down the cost of the project by \$119,967. The original budget also includes a CDOT FASTER Grant revenue of \$600,000; however due to unanticipated grant-approval delays, this grant will be repurposed for the GMF Expansion Project and included in the 2017 budget. *Staff recommends using capital reserves to fund the \$480,033 of net project costs and reimburse itself with proceeds from the upcoming 2016 bond issuance later this year.*

	2016 Budget	Total Project	Supplemental Budget Needed
Capital Outlay	\$ 800,000	\$ 680,033	\$ (119,967)
Grant Revenue (GCFMLD)	\$ (200,000)	\$ (200,000)	\$ -
Grant Revenue (FASTER)	\$ (600,000)	\$ -	\$ 600,000
<b>Net Impact</b>	<b>\$ -</b>	<b>\$ 480,033</b>	<b>\$ 480,033</b>

At this time, the budget adjustments requested are:

- a. \$119,967 decrease in Capital Outlay
- b. \$600,000 decrease in Grant Revenue

6. **Facilities Equipment** – RFTA has approximately \$17,000 remaining from a FTA 5311 grant for facilities equipment. The 2016 budget currently includes these funds along with approximately \$21,000 in capital outlay. In order to utilize the remainder of these grant funds, staff has determined to take this opportunity to invest in a much needed fork lift to support ongoing operations. The estimated cost is \$45,000. At this time, the additional budget requested is:

- a. \$24,000 increase in Capital Outlay

7. **Trails Equipment** – The 2016 budget includes \$20,000 for trails equipment. Since then staff has reevaluated the existing trails equipment and determined that a Bobcat Toolcat (estimated cost of \$51,000) is the preferred equipment to have due to increased effectiveness and safety. In order to offset the cost, approximately \$21,000 of sales proceeds have already been received from an online auction of an existing tractor and staff anticipates an additional \$5,000 as trade-in value for an existing Bobcat. At this time, the additional budget requested is:

- a. \$31,000 increase in Capital Outlay
- b. \$26,000 increase in Other Financing Sources



	<p><b><u>AMF Capital Project Fund:</u></b></p> <ol style="list-style-type: none"> <li>1. <b>True-up</b> to audited 12/31/15 fund balance: <ol style="list-style-type: none"> <li>a. \$58,153 increase in Capital Outlay</li> </ol> </li> <li>2. <b>AMF Recommissioning Project Phase 4</b> – At this time, additional budget is needed to appropriate funds for an \$896,278 CDOT 5311 capital grant RFTA has received for this project which requires a \$224,070 local match. The following budget appropriations are needed: <ol style="list-style-type: none"> <li>a. \$1,120,348 increase in Capital Outlay</li> <li>b. \$896,278 increase in Grant Revenue (CDOT 5311 Capital)</li> </ol> </li> <li>3. <b>AMF Recommissioning Project Phase 3 &amp; 4 Minor Contract Revisions</b> – the following appropriations are needed to fund unanticipated capital costs that are occurring as the project moves towards completion. <i>At this time, staff recommends to transfer capital reserves from the General Fund to cover these additional costs, which can be reimbursed using proceeds from the upcoming 2016 bond issuance later this year:</i> <ol style="list-style-type: none"> <li>a. \$200,000 increase in Capital Outlay</li> <li>b. \$200,000 increase in Other Financing Sources (transfer from GF)</li> </ol> </li> </ol> <p><b><u>VSS BRT Capital Project Fund:</u></b></p> <ol style="list-style-type: none"> <li>1. <b>True-up</b> to audited 12/31/15 fund balance: <ol style="list-style-type: none"> <li>a. \$8,721 increase in Capital Outlay</li> </ol> </li> </ol> <p><b><u>Series 2013A Capital Project Fund:</u></b></p> <ol style="list-style-type: none"> <li>1. <b>True-up</b> to audited 12/31/15 fund balance: <ol style="list-style-type: none"> <li>a. \$51,548 increase in Capital Outlay</li> </ol> </li> </ol>										
<p><b>Policy Implications:</b></p>	<p>Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”</p>										
<p><b>Fiscal Implications:</b></p>	<p>Net increase (decrease) to 2016 fund balance by fund:</p> <table border="1" data-bbox="678 1304 1281 1482"> <tr> <td>General Fund</td> <td>\$ (2,069,900)*</td> </tr> <tr> <td>AMF CPF</td> <td>(282,223)</td> </tr> <tr> <td>VSS BRT CPF</td> <td>(8,721)</td> </tr> <tr> <td>Series 2013A CPF</td> <td>(51,548)</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ (2,412,392)</b></td> </tr> </table> <p>*Approximately \$1,290,900 can be reimbursed from bond proceeds (\$610,867 from GMF &amp; WGW PNR, \$200,000 from the AMF Phases 3 and 4, and \$480,033 from NC PNR), which would reduce the net reduction in General Fund fund balance to \$779,000. Through May 2016 the General Fund has a positive variance actual to budget of approximately \$268,000. If this trend continues through year-end, the use of fund balance can be further reduced. Additionally, the transfer of the \$600,000 FASTER grant from the New Castle Park and Ride Project to the GMF Expansion Project will ultimately help offset the use of bond proceeds that would otherwise have been expended on this project.</p>	General Fund	\$ (2,069,900)*	AMF CPF	(282,223)	VSS BRT CPF	(8,721)	Series 2013A CPF	(51,548)	<b>Total</b>	<b>\$ (2,412,392)</b>
General Fund	\$ (2,069,900)*										
AMF CPF	(282,223)										
VSS BRT CPF	(8,721)										
Series 2013A CPF	(51,548)										
<b>Total</b>	<b>\$ (2,412,392)</b>										
<p><b>Backup Memo</b></p>	<p>Yes, please see Resolution 2016-07 attached below.</p>										

Director \_\_\_\_\_ moved adoption of the following Resolution:

**BOARD OF DIRECTORS**

**ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2016-07**

**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, July 14, 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:

## General Fund

### Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Grants	\$ 500,000	CDOT FASTER Grant for West Glenwood PNR
Grants	183,653	FHWA RTP Grant for RGT Soft Surface & Shouldering Project
Grants	(600,000)	CDOT FASTER Grant originally for NC PNR and repurposed for GMF Expansion in 2017
Other financing sources	26,000	Sale Proceeds - Equipment
<b>Total</b>	<b>\$ 109,653</b>	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$ 20,678,000	-	\$ 20,678,000
Grants	3,549,447	\$ 83,653	3,633,100
Fares	4,594,000	-	4,594,000
Other govt contributions	2,865,886	-	2,865,886
Other income	449,140	-	449,140
Other financing sources	5,172,000	26,000	5,198,000
<b>Total</b>	<b>\$ 37,308,473</b>	<b>\$ 109,653</b>	<b>\$ 37,418,126</b>

### Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Transit	\$ 300,000	ITSP Stage 2
Capital	450,000	Bus refurbishment (3 buses)
Capital	183,653	RGT Soft Surface & Shouldering Project
Capital	625,000	GMF Improvements & WGW PNR (CDOT FASTER plus local match)
Capital	485,867	Additional costs for GMF Improvements & WGW PNR
Other financing uses	200,000	Transfer to AMF CPF
Capital	(119,967)	True down NC PNR Project
Capital	24,000	True up Facilities Equipment
Capital	31,000	True up Trails Equipment
<b>Total</b>	<b>\$ 2,179,553</b>	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 1,548,415	-	\$ 1,548,415
Transit	19,907,227	\$ 300,000	20,207,227
Trails & Corridor Mgmt	452,827	-	452,827
Capital	10,005,284	1,679,553	11,684,837
Debt service	2,318,980	-	2,318,980
Other financing uses	3,242,874	200,000	3,442,874
<b>Total</b>	<b>\$ 37,475,607</b>	<b>\$ 2,179,553</b>	<b>\$ 39,655,160</b>

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

Revenues and other financing sources	\$ 109,653
Less Expenditures and other financing uses	(2,179,553)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (2,069,900)</b>

**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
2016-07	16,952,877	(2,069,900)	14,882,977
<b>Total Net Change</b>		<b>\$ (2,237,034)</b>	

\* Audited

**AMF Capital Project Fund**

**Revenue and Other Financing Sources (OFS):**

Type	Amount	Explanation
Grants	\$ 896,278	CDOT 5311 Capital Grant for AMF Phase 4
Other financing sources	200,000	Transfer from General Fund
<b>Total</b>	<b>\$ 1,096,278</b>	

Revenue & OFS Summary	Previous	Change	Current
Grants	\$ 4,637,699	\$ 896,278	\$ 5,533,977
Other financing sources	225,000	200,000	425,000
<b>Total</b>	<b>\$ 4,862,699</b>	<b>\$ 1,096,278</b>	<b>\$ 5,958,977</b>

**Expenditures and Other Financing Uses (OFU):**

Type	Amount	Explanation
Capital	\$ 58,153	True-up AMF Phase 3
Capital	1,120,348	AMF Phase 4
Capital	200,000	AMF Phase 3 & 4 Minor Contract Revisions
<b>Total</b>	<b>\$ 1,378,501</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ 5,700,000	\$ 1,378,501	\$ 7,078,501
<b>Total</b>	<b>\$ 5,700,000</b>	<b>\$ 1,378,501</b>	<b>\$ 7,078,501</b>

**The net change in the Fund balance for this amendment is as follows:**

Revenues and other financing sources	\$ 1,096,278
Less Expenditures and other financing uses	(1,378,501)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (282,223)</b>

**Fund balance Roll Forward: Net Change in Fund balance**

Resolution	Beginning Balance	Change	Ending Balance
			\$ 1,119,524*
2015-20 & 2015-21	\$ 1,119,524	\$ 225,000	1,344,524
2016-04	1,344,524	(1,062,301)	282,223
2016-07	282,223	(282,223)	-
		<b>\$ (1,119,524)</b>	

\* Audited

**BRT Capital Project Fund**

**Revenue and Other Financing Sources (OFS):**

Type	Amount	Explanation
No change noted		

Revenue & OFS Summary	Previous	Change	Current
Grant	\$ 50,043	\$ -	\$ 50,043
<b>Total</b>	<b>\$ 50,043</b>	<b>\$ -</b>	<b>\$ 50,043</b>

**Expenditures and Other Financing Uses (OFU):**

Type	Amount	Explanation
Capital	\$ 8,721	True-up BRT Project
<b>Total</b>	<b>\$ 8,721</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ 300,000	\$ 8,721	\$ 308,721
<b>Total</b>	<b>\$ 300,000</b>	<b>\$ 8,721</b>	<b>\$ 308,721</b>

**The net change in the Fund balance for this amendment is as follows:**

Revenues and other financing sources	\$ -
Less Expenditures and other financing uses	(8,721)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (8,721)</b>

**Fund balance Roll Forward: Net Change in Fund balance**

Resolution	Beginning Balance	Change	Ending Balance
			\$ 258,678*
2015-20 & 2015-21	\$ 258,678	-	258,678
2016-04	258,678	\$ (249,957)	8,721
2016-07	8,721	(8,721)	-
		<b>\$ (258,678)</b>	

\* Audited

**Series 2013A Capital Project Fund**

**Revenue and Other Financing Sources (OFS):**

Type	Amount	Explanation
No change noted		

Revenue & OFS Summary	Previous	Change	Current
	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Expenditures and Other Financing Uses (OFU):**

Type	Amount	Explanation
Capital	\$ 51,548	True up AMF Recommissioning
<b>Total</b>	<b>\$ 51,548</b>	

<b>Expenditures &amp; OFU Summary</b>	<b>Previous</b>	<b>Change</b>	<b>Current</b>
Capital	\$ 1,080,000	\$ 51,548	\$ 1,131,548
<b>Total</b>	<b>\$ 1,080,000</b>	<b>\$ 51,548</b>	<b>\$ 1,131,548</b>

**The net change in the Fund balance for this amendment is as follows:**

Revenues and other financing sources	-
Less Expenditures and other financing uses	\$ (51,548)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (51,548)</b>

**Fund balance Roll Forward: Net Change in Fund balance**

<b>Resolution</b>	<b>Beginning Balance</b>	<b>Change</b>	<b>Ending Balance</b>
			\$ 1,131,548*
2015-20 & 2015-21	\$ 1,131,548	-	1,131,548
2016-04	1,131,548	\$ (1,080,000)	51,548
2016-07	51,548	(51,548)	-
		<b>\$ (1,131,548)</b>	

\* 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 14<sup>th</sup> day of July, 2016.

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

By: \_\_\_\_\_  
Jeanne McQueeney, 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 July 14, 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.

**“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 8. A.**

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Dan Blankenship, CEO  
**DATE:** July 14, 2016

**Request for Letter of Support and \$5,000 Local Match Contribution for Lower Colorado River**

**Valley Trail:** Representatives of the Town of New Castle have requested a Letter of Support and a \$5,000 local match commitment from RFTA for a Transportation Alternatives Program (TAP) grant for planning, engineering and permitting for a vital section of the Lower Colorado River Valley Trail. The Town and the City of Glenwood Springs would also like to have time on the August Board Meeting Agenda to discuss the development of a closer working partnership with RFTA on the development of this important trail link from West Glenwood Springs to New Castle.

**Town Request:** In order to improve transportation in Garfield County, enhance economic development, and provide greater recreation alternatives, the Town of New Castle wishes to connect to the existing trail systems which terminate in Glenwood Springs; the Glenwood Canyon Trail and the Rio Grande Trail.

Between Glenwood Springs and New Castle is a topographically challenging corridor along the Colorado River of approximately nine miles. It is best to envision these in three sections. They are (from east to west) (a) West Glenwood to South Canyon, (b) South Canyon to Canyon Creek, and (c) Canyon Creek to New Castle. New Castle received a State Trails (Parks and Wildlife) Planning grant in 2016 for the four mile + westernmost corridor (New Castle Exit 105 to Canyon Creek).

Glenwood Springs has applied for a federal lands access program (FLAP) grant for planning and construction of the roughly two + mile length between west Glenwood (the new Chatfield Park) and South Canyon exit. Between these two areas, each of which is adjacent to a municipality, is a 2.4 mile stretch between South Canyon and Canyon Creek exits. This area does not currently have any trails planning. New Castle wishes to apply for a CDOT/TAP (Transportation Alternatives Program) grant for planning, design and engineering of this 2.4 mile stretch in order to complete the planning aspect of the entire corridor. The TAP request due August 1 is for \$122,600 for engineering and \$52,500 in permitting costs for the 2.4 mile stretch, for a total of \$175,100. The 20% match is \$35,020 for planning/engineering and anticipated permitting.

We look forward to discussing potentially RFTA becoming involved as the operating partner of all or parts of the Trail between its member communities, Glenwood Springs and New Castle, much as it does on the Rio Grande Trail. We would also very much appreciate your participation as a partner in the grant application, as it shows the granting agency regional cooperation with a view toward eventual collaboration to design, build, and operate the trail as a part of a regional system. Our request is for \$5000 which we will pledge to the granting agency as a part of the 20% match for FY 2017, and a Letter of Support from the Board Chair or CEO.

**CEO Recommendation:** Barring any concerns raised by the RFTA Board, staff believes that it should provide a Letter of Support for the Town's TAP grant and also commit to providing \$5,000 to help match the grant if it is awarded. Staff is confident that it will be able to find \$5,000 in the current 2016 RFTA General Fund budget for this worthwhile regional project.

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
Service	May-15	May-16	#	%
	YTD	YTD	Variance	Variance
City of Aspen	489,340	616,869	127,529	26.06%
RF Valley Commuter	1,115,175	1,083,050	(32,125)	-2.88%
Grand Hogback	36,556	41,636	5,080	13.90%
Aspen Skiing Company	434,437	467,171	32,734	7.53%
Ride Glenwood Springs	82,424	79,858	(2,566)	-3.11%
X-games/Charter	23,165	29,440	6,275	27.09%
Senior Van	1,696	1,658	(38)	-2.24%
MAA Burlingame			-	
Maroon Bells			-	
<b>Total</b>	<b>2,182,793</b>	<b>2,319,682</b>	<b>136,889</b>	<b>6.27%</b>
<b>Subset of Roaring Fork Valley Commuter Service with BRT in 2016</b>				
Service	YTD May 2015	YTD May 2016	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	377,363	343,377	(33,986)	-9%
BRT	348,717	348,585	(132)	0%
<b>Total</b>	<b>726,080</b>	<b>691,962</b>	<b>(34,118)</b>	<b>-5%</b>

## Finance Department Update – Mike Yang, Director of Finance

2016 Budget Year				
General Fund				
	May YTD			Adopted Budget
	Actual	Budget	% Var.	
<b>Revenues</b>				
Sales tax (1)	\$ 6,665,170	\$ 6,680,488	-0.2%	\$ 20,678,000
Grants (2)	\$ 372,845	\$ 372,845	0.0%	\$ 3,549,447
Fares (3)	\$ 1,805,854	\$ 1,722,588	4.8%	\$ 4,594,000
Other govt contributions	\$ 1,525,492	\$ 1,525,492	0.0%	\$ 2,865,886
Other income	\$ 239,307	\$ 215,505	11.0%	\$ 449,140
<b>Total Revenues</b>	<b>\$ 10,608,667</b>	<b>\$ 10,516,916</b>	<b>0.9%</b>	<b>\$ 32,136,473</b>
<b>Expenditures</b>				
Fuel	\$ 850,381	\$ 909,094	-6.5%	\$ 1,548,415
Transit	\$ 7,965,272	\$ 8,080,856	-1.4%	\$ 19,907,227
Trails & Corridor Mgmt	\$ 134,470	\$ 138,656	-3.0%	\$ 452,827
Capital	\$ 1,193,094	\$ 1,190,852	0.2%	\$ 10,005,284
Debt service	\$ 621,710	\$ 621,710	0.0%	\$ 2,318,980
<b>Total Expenditures</b>	<b>\$ 10,764,928</b>	<b>\$ 10,941,169</b>	<b>-1.6%</b>	<b>\$ 34,232,733</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ -	\$ -	#DIV/0!	\$ 5,172,000
Other financing uses	\$ (947,974)	\$ (947,974)	0.0%	\$ (3,242,874)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (947,974)</b>	<b>\$ (947,974)</b>	<b>0.0%</b>	<b>\$ 1,929,126</b>
<b>Change in Fund Balance (4)</b>	<b>\$ (1,104,235)</b>	<b>\$ (1,372,226)</b>	<b>19.5%</b>	<b>\$ (167,134)</b>

(1) Sales tax revenue is budgeted and received two months in arrears (i.e. March sales tax is received in May).



(2) Grant revenues will be recorded when available for reimbursement.

(3) Through May, fare revenue is up approx. 6% over the prior year. This increase is primarily attributable to the timing of bulk pass orders by outlets and businesses. The chart below provides a YTD May 2015/2016 comparison of actual fare revenues and ridership on RFTA fare services:

Fare Revenue:	May-15	May-16	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,696,377	\$ 1,796,374	\$ 99,997	6%
Advertising	\$ 13,925	\$ 9,479	\$ (4,446)	-32%
<b>Total Fare Revenue</b>	<b>\$ 1,710,302</b>	<b>\$ 1,805,853</b>	<b>\$ 95,551</b>	<b>6%</b>

  

Ridership on RFTA Fare Services:	May-15	May-16	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	377,363	343,377	(33,986)	-9%
BRT	348,717	348,585	(132)	0%
SM-DV	41,908	42,460	552	1%
Grand Hogback	36,556	41,636	5,080	14%
<b>Total Ridership on RFTA Fare Services</b>	<b>804,544</b>	<b>776,058</b>	<b>(28,486)</b>	<b>-4%</b>
Avg. Fare/Ride	\$ 2.11	\$ 2.31	\$ 0.21	10%

(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 May 2016 YTD				Hours May 2016 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,673,188	1,691,188	(18,000)	-1.1%	76,068	75,417	651	0.9%
City of Aspen	236,940	232,155	4,785	2.1%	26,028	25,756	272	1.1%
Aspen Skiing Company	198,791	209,008	(10,217)	-4.9%	14,047	14,017	30	0.2%
Ride Glenwood Springs	50,228	52,263	(2,035)	-3.9%	4,064	4,060	4	0.1%
Grand Hogback	88,855	93,760	(4,905)	-5.2%	3,555	3,500	55	1.6%
Specials/Charter	4,572	3,825	747	19.5%	435	551	(116)	-21.1%
Senior Van	7,733	8,106	(373)	-4.6%	865	751	114	15.2%
<b>Total</b>	<b>2,260,307</b>	<b>2,290,305</b>	<b>(29,998)</b>	<b>-1.3%</b>	<b>125,062</b>	<b>124,052</b>	<b>1,010</b>	<b>0.8%</b>

## 2015 Financial Statement Audit – Schedule

2015 Financial Statement Audit Schedule		
Date	Activity	Status
5/2/2016 – 5/6/2016	Start of Audit – auditors conducting onsite fieldwork	<b>COMPLETED</b>
6/30/2016	A meeting will be held at the RFTA office (1340 Main Street in Carbondale) between the RFTA Board Audit Subcommittee, the auditor and staff to discuss the audit in detail.	<b>COMPLETED</b>
7/8/2016	Final Audit Report to be distributed to RFTA Board with July Board Packet	<b>COMPLETED</b>
7/14/2016	Final Audit Report acceptance by RFTA Board at July Board meeting	<i>On schedule</i>

### **2015 Internal Revenue Service Examination (No Change from June CEO Report)**

In March, the Authority received an Information Document Request Form 4564 from the Internal Revenue Service (IRS) to examine the 2014 filing of Form 8849, Claim for Refund of Excise Taxes. This filing allows the Authority to seek a claim for refund of \$0.50 for each gasoline gallon equivalents of compressed natural gas used by the Authority for its transit services. The claim was paid in full for a refund of \$152,043.97. As a result of their on-site visit and examination, the Authority received written correspondence dated May 19, 2016 from the IRS agent confirming they have completed their examination and are not recommending any changes to the Authority's tax filing.

### **Independent Registered Municipal Advisor – PFM (No Change from June CEO Report)**

The Authority has retained an independent registered municipal advisor, Public Financial Management, Inc. (PFM), who provides advice to the Authority as a local government on municipal financial products or the issuance of municipal securities. Municipal advisors have a fiduciary duty to the local government. The Authority anticipates PFM to assist with the financing of the 6 over-the-road coach buses to be delivered in the fall, the next bond issuance, and planning for its future financial sustainability.

### **2016 RFTA Annual Budget Document – Distinguished Budget Presentation Award**

RFTA was notified via letter dated June 9, 2016 that it had received the Distinguished Budget Presentation Award for the current budget (2016) from the Government Finance Officers Association (GFOA).

From the award letter...“This award is the highest form of recognition in governmental budgeting and represents a significant achievement by your organization”. “It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation”. “The GFOA’s Distinguished Budget Presentation Awards Program is the only national awards program in governmental budgeting.”

This marks the tenth consecutive year (2007-2016) where RFTA has received this recognition.

Letter, press release and award certificate are attached. A copy of the budget document can be found online at: <http://www.rfta.com/public-documents/>.

### **2017 RFTA Annual Budget – Preliminary Schedule**

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

### **Planning Department Update – David Johnson, Director of Planning**

The “7-14-16 Planning Department Update.pdf,” can be found in the July 2016 RFTA Board Meeting Portforlio.pdf attached to the e-mail transmitting the RFTA Board meeting Agenda packet.

Facilities and Bus Stop Maintenance July 14, 2016

**Capital Projects Update**

**AMF phase 3- Indoor bus storage:**

- The foundation for the trash enclosure was poured the week of June 1<sup>st</sup>.
- The paving of the employee parking lot in front of the modular office building is schedule for the week of July 4<sup>th</sup>.
- The floor for the first section of the new indoor bus parking is schedule to be poured the week of July 11<sup>th</sup>.
- The first of the steel for the roof of the indoor bus parking expansion is scheduled to be delivered July 18<sup>th</sup>.

**AMF phase 4- Inspection canopy, drive lanes and building cladding:**

- The drive lane from the employee parking lot to the fuel bay was paved Friday June 26<sup>th</sup>.
- The footers for the canopy have been poured.

**West Glenwood Springs Park and Ride/ GMF phase 1A expansion project:**

- Johnson excavation was the low bidder for this project and a contract has been awarded and executed.
- Johnson mobilized and began work on July 5<sup>th</sup>.

**GMF expansion project:**

- Staff is continuing to work with the Shrewsbury/Iron Horse team on the design affirmation report and the 90% draft of this document will be completed and delivered to staff on July 14<sup>th</sup>.

**New Castle Park and Ride:**

- As of the June pay application the project is 28% complete as tracked by dollars paid verses the bid amount. This amount tends to lag actual progress and the project is closer to 50% complete.
- At this time the project is slightly ahead of schedule.

**Basalt Underpass**

- The Town of Basalt, Pitkin County and RFTA staff have concluded that it would be in the best interest of the threes organizations to have RFTA staff manage the construction of the project. A draft of the IGA outlining the terms and responsibilities of the project management and a "CONSENT" AGENDA ITEM SUMMARY" are included in the Board Agenda packet as Item 6. E..

**Facilities Updates**

**Glenwood Maintenance Facility:**

- There are no significant items to report

**Carbondale Maintenance facility:**

- There are no significant items to report

**Aspen Maintenance Facility:**

- There are no significant items to report.

**RFTA Bus Stops and Park and Ride Lots:**

- There are no significant items to report

## 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 **100%** 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 **100%**.
- RFTA has secured a two bedroom seasonal housing unit in Snowmass Village from SkiCo. RFTA will sign a master lease agreement with SkiCo and then sign a RFTA lease with two new RFTA mechanics for use of the unit through October 31<sup>st</sup>. SkiCo as indicated a willingness to allow RFTA to secure some additional summer seasonal units on an ongoing basis.

### 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:

- 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 August 11<sup>th</sup>, 2016 with a second reading in October, 2016.***
- Once the draft versions of ACP and DG are finalized and approved by the RFTA Board then staff will send out 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 Director's, 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 a review and direction.
- Staff continues working on issues related to the Federal Grant Right-of-Way areas identified up and down the Railroad Corridor and will provide updates as necessary (Ongoing);
- **Recreational Trails Plan update** – Staff will begin working on the update for the Recreational Trails Plan in September of 2016. 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. As a part of 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. Staff will begin providing updates on this process at the October 13<sup>th</sup> RFTA Board meeting.

- **River Edge Colorado** (*Sanders Ranch/Bair Chase/River Bend/Cattle Creek development*) No new update on this project (Ongoing);
  - The developer is proposing one at-grade vehicle crossing, an at-grade trail crossing, an emergency vehicle crossing, several utility crossings and pedestrian connections to the Rio Grande Trail
  - The developer has expressed a willingness to terminate all of the existing agreements and develop new agreements for the property
- **South Bridge** – Members of CDOT, City of Glenwood Springs City Council and Staff, Garfield County commissioners and staff, RFTA and the South Bridge design team reconvened on June 21<sup>st</sup> to look at two proposed options, the existing preferred alternative 10B or a new 38<sup>th</sup> alternative location that would cross the conservation easement further south. After a discussion regarding the costs and impacts related to each alternative, it was determined that the updated and most current version of the preferred alternative 10B is the most viable option. The design team will continue working through several design issues related to the South Bridge project. Staff will continue to provide updates as needed (Ongoing);
- **8<sup>th</sup> Street Crossing Project by CDOT and the City of Glenwood Springs**– Staff will be presenting the CDOT agreements for the 8<sup>th</sup> Street temporary cut at the July 14<sup>th</sup> meeting (see separate agenda item). RFTA and the City are also working through the design concepts for a permanent grade separated crossing of 8<sup>th</sup> Street. (Ongoing).

### Rio Grande Trail Update

The Rio Grande Trail between Rock Bottom Ranch and Catherine Store Bridge is now closed due to mountain lion activity (photos of two of three lion cubs in this area, taken yesterday, have made the rounds on social media). A detour has been posted. For more information, contact Brett at 970-384-4975 or Colorado Parks and Wildlife at 970-947-2920.....because of these little guys:



- Staff has been actively participating with the Carbondale Creative District, specifically the Wayfinding and Connectivity task force.
- Wayfinding signs have been installed at 8<sup>th</sup> and 4<sup>th</sup> St in Carbondale, directing people to the creative districts and downtown.



- Staff is actively working to beautify the corridor through Carbondale
  - ACRE Narrative Design has created the master plan for the Rio Grande ArtWay! It is on RFTA's website to get public feedback. <http://www.rfta.com/trail-documentation/>
    - Please review the Master Plan and contact Brett with comments.
  - Staff secured a Colorado Parks and Wildlife grant to fund a soft-surface trail through Carbondale! We will be going out to procure a construction team to build the soft surface trail in July and hope to be under construction by mid to late August!
  - Funding is needed for picnic areas, art installations, native landscapes, a Latino Folk Art Garden, and creating a play area for youth.
  - Staff presented this project to the Carbondale Rotary Club and it was a success! Staff hopes to get support (monetary and hands on) from the Rotary Club.
- Staff has been clearing sight lines along the trail by removing tree limbs and brush.
- Staff has been working with the ACES crew on the Rock Bottom Ranch connections to the Rio Grande Trail.
- Staff has been coordinating with Pitkin County Open Space and Trails regarding an equestrian/multi-use trail from the Hooks Ln Trailhead to the Glassier Open Space.
- Staff has been coordinating a project with RFOV to improve the river access at the Satank Bridge. There is a volunteer day scheduled for August 13! **Would love to get some RFTA Board members out to help us with this great project!**
- Staff has been working with the procurement department on a scope of work and creating an RFI for a noxious weed control program using grazing goats.
  - The intent for using goats is not only to manage the weed problems.....but to help with the overall soil health of the Railroad Corridor.....to discourage weeds and encourage growth of healthier native vegetation. Staff is also hoping to eliminate the need for herbicide use by opting to "Spot-goat" the weeds instead of "Spot-Spraying" the weeds.
  - Staff hosted one goat herding company on a corridor tour.
  - Staff will likely pick some priority areas and spend ~\$40,000 on grazing goats. Each year moving forward, priority areas will be selected. Look for an updates and dates for the goats to be onsite next month!