

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

**TIME:** 8:30 a.m. – 12:00 p.m., Thursday, July 9, 2015

**USUAL LOCATION:** *Town Hall (Room 1), 511 Colorado, Carbondale, CO*

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

	Agenda Item	Policy	Purpose	Est. Time
1	<b>Call to Order / Roll Call:</b>		<b>Quorum</b>	<b>8:30 a.m.</b>
2	<b>Executive Session:</b>			
	A. <b><u>Two Matters:</u></b> Paul Taddune, General Counsel:  1) Pursuant to C.R.S. 24-6-402(4)(b) conferences with an attorney for the local public body for the purposes of receiving legal advice on specific legal questions concerning potential and pending litigation; and 2) Pursuant to C.R.S. 24-6-402 4(e)(l) 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.	<b>3.5.2</b>	<b>Executive Session</b>	<b>8:31 a.m.</b>
3	<b>Approval of <u>Minutes:</u></b> RFTA Board Meeting, June 11, 2015, <b>pg. 3</b>		<b>Approve</b>	<b>9:15 a.m.</b>
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)		<b>Public Input</b>	<b>9:16 a.m.</b>
5	<b>Items Added to Agenda – Board Member Comments:</b>	<b>4.3.3.C</b>	<b>Comments</b>	<b>9:17 a.m.</b>
6	<b>Consent Agenda:</b>			<b>9:25 a.m.</b>
	A. <b><u>First</u></b> Amended And Restated Intergovernmental Agreement Between The City Of Aspen (City) And The Roaring Fork Transportation Authority (RFTA) To Complete The Rubey Park Transit Center (Rubey Park) Development Project With One Construction Contract Managed By RFTA – Dan Blankenship, CEO, <b>page 5</b>	<b>4.2.5</b>	<b>Approve</b>	
	B. <b><u>Resolution</u></b> 2015-12: Supporting the Application for a Grant from the Colorado Department of Local Affairs Alt Fuels Program for the Incremental Cost, Over Standard Gasoline, of One (1) Compressed Natural Gas (CNG) Van for the Carbondale Circulator Service – Jason White, Assistant Planner, <b>page 6</b>	<b>4.2.5</b>	<b>Approve</b>	
	C. Resolution 2015-13: <b><u>Supporting</u></b> the Application for a Grant from the Colorado Department of Local Affairs (DOLA) Energy Mineral Impact Assistance (EMIA) Program for the Renovation and Expansion of the Glenwood Springs Maintenance Facility – David Johnson, Director of Planning, <b>page 9</b>	<b>4.2.5</b>	<b>Approve</b>	
	D. Resolution 2015-14: Supporting the Grant <b><u>Application</u></b> for a Grant from the Garfield County Federal Mineral Lease District (GCFMLD) for a Renovation and Expansion of the Glenwood Springs Maintenance Facility – David Johnson, Director of Planning, <b>page 12</b>	<b>4.2.5</b>	<b>Approve</b>	
	E. <b><u>Intergovernmental</u></b> Agreement - Brush Creek Park-N-Ride Management, Maintenance And Use Plan – Dan Blankenship, CEO, <b>page 15</b>	<b>4.2.4</b>	<b>Approve</b>	
<b>(This Agenda Continued on Next Page)</b>				

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
7	<b>Public Hearing:</b>			
	A. <a href="#">Supplemental</a> Budget Resolution 2015-15 – Michael Yang, Director of Finance, <b>page16</b>	4.2.5	Approve	9:30 a.m.
8	<b>Presentations/Action Items:</b>			
	A. RFTA 2014 <a href="#">Audited</a> Financial Statements Presentation – Mike Yang, Director of Finance and Paul Backes, McMahan & Associates, LLC, <b>page 26</b>	2.5	Approve	9:45a.m.
	B. <a href="#">Change</a> of RFTA Board of Directors Meeting Time – Dan Blankenship, CEO, <b>page27</b>	4.3.2.A	Discussion Decision	10:15 a.m.
	C. Draft Rio Grande Railroad <a href="#">Corridor</a> Access Control Plan Update Presentation – Angela Henderson, Assistant Director, Project Management and Facilities Operations, <b>page 28</b>	1.1.C	Discussion Direction	10:30 a.m.
	D. RFTA Board of Directors <a href="#">Strategic</a> Planning Retreat Follow-up – David Johnson, Director of Planning & Dan Blankenship, CEO <b>page 31</b>	4.3.2.A	Discussion Direction	11:10 a.m.
9	<b>Information/Updates:</b>			
	A. CEO Report – Dan Blankenship, <a href="#">CEO</a> , <b>page 32</b>	2.8.6	FYI	11:40 a.m.
10	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at July 9, 2015 Meeting	4.3	Meeting Planning	11:50 a.m.
11	<b>Next Meeting:</b> 8:30 a.m. – 12:00 p.m., August 13, 2015 at Carbondale Town Hall.	4.3	Meeting Planning	11:55 a.m.
12	<b>Adjournment:</b>		Adjourn	12:00 p.m.

**Mission/Vision Statement:**

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

**Values Statements:**

- ✓ **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.
- ✓ **Safe** – Safety is RFTA’s highest priority.
- ✓ **Sustainable** – RFTA will be environmentally responsible.

**ROARING FORK TRANSPORTATION AUTHORITY  
BOARD MEETING MINUTES  
June 11, 2015**

**Board Members Present:**

Stacey Patch Bernot, Chair (Town of Carbondale); Kathy Chandler-Henry, Vice-Chair (Eagle County); Mike Gamba (City of Glenwood Springs); Michael Owsley (Pitkin County); Bob Gordon (Town of New Castle); Jacque Whitsitt (Town of Basalt).

**Voting Alternates Present:**

Ann Mullins (City of Aspen).

**Non-Voting Alternates Present:**

George Newman (Pitkin County); Patrick Stuckey (Town of New Castle); John Hoffmann (Town of Carbondale).

**Staff Present:**

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Edna Adeh, Board Secretary; Mike Hermes, Angela Kincade, Dina Farnell, Facilities & Trails Department; Collina Washington, Procurement Department; Michael Yang Finance Department; Kenny Osier, Maintenance Department; John Hocker, Kent Blackmer, Operations Department; David Johnson, Jason White, Planning Department; Phil Schultz, IT Dept., John Filippone, Safety Manager; Rich Burns, Garfield County Traveler ; Linda Forgacs, HR Dept.

**Visitors Present:**

John Kruger, City of Aspen; Dave Peckler, Town of Snowmass Village;

**Agenda**

**1. Roll Call:**

Stacey Bernot, Chair, declared a quorum to be present (7 member jurisdictions present) and the meeting began at 8:36 a.m.

**2. Approval of Minutes:**

**Jacque Whitsitt moved to approve the minutes of the May 14, 2015 Board Meeting and Michael Gamba seconded the motion. The motion was unanimously approved.**

**3. Public Comment:**

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

There were no comment(s) from the public.

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

Stacey Bernot asked if there were any items that needed to be added to the meeting agenda. There were no items added to the meeting agenda.

Bernot next asked if any Board member had comments or questions regarding issues not on the meeting agenda. There were none.

**5. Consent Agenda:**

**A. Bustang Access Agreement – Mike Hermes**

**B. Resolution 2015-10: Resolution Supporting the commitment of \$1.5 Million as RFTA's Local Match for a Department of Local Affairs (DOLA) Energy and Mineral Impact Assistance Program (EMIAP) Grant to Construct Phase 1 of the Glenwood Springs Maintenance Facility Renovation and Expansion Project ("GMF Project") – Dan Blankenship, CEO**

**C. Proposed Maroon Bells Bus Service Increase – Dan Blankenship, CEO**

**Jacque Whitsitt made a motion to approve the Consent Agenda in its entirety and Kathy Chandler Henry seconded the motion. The motion was unanimously approved.**

**6. Information/Updates:**

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

Dan Blankenship referred Board members to the CEO Report starting on page 16 of the Board packet and asked if any Board member had questions.

Dan Blankenship highlighted APTA's Transit Board Support Seminar in Denver, July 18-21. If any Board member is interested in attending, RFTA will pay for the accommodation.

**8. Issues to be Considered at Next Meeting: To be determined at June 11, 2015 Meeting.**

**9. Next Meeting/Retreat: 8:30 – 12:00 p.m., July 9, 2015 at Carbondale Town Hall**

**10. Adjournment:**

**Bernot moved to adjourn the Board meeting at 8:45**

The Board Meeting adjourned at 8:45 a.m. Stacey Bernot requested a 10 minute break prior to the beginning of the 2015 RFTA Board Retreat.

Respectfully Submitted:

Edna Adeh  
Board Secretary

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	First Amended And Restated Intergovernmental Agreement Between The City Of Aspen (City) And The Roaring Fork Transportation Authority (RFTA) To Complete The Rubey Park Transit Center (Rubey Park) Development Project With One Construction Contract Managed By RFTA
<b>POLICY #</b>	N/A
<b>Strategic Goal:</b>	Facilities Department: Rubey Park Renovation Project (bid and begin construction)
<b>Recommendation:</b>	Authorize the RFTA Chair to execute the First Amended and Restated IGA.
<b>Presented By:</b>	Dan Blankenship, CEO
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. When the bids came in for the Rubey Park renovation project, the low bid cost was approximately \$1.418 million higher than the funding available for the project at that time.</li> <li>2. Subsequently, the EOTC agreed to contribute \$1 million more and the City Council approved \$418,000 in additional funding for the project.</li> <li>3. RFTA and the City had previously entered into a construction management IGA which had the lower amount of funding included.</li> <li>4. The 1<sup>st</sup> Amended IGA merely adds approximately \$1.418 million in additional funding for the project.</li> <li>5. Staff recommends that the Board authorize the RFTA Chair to execute the First Amended and Restated IGA.</li> </ol>
<b>Background Info:</b>	See Core Issues.
<b>Policy Implications:</b>	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).”
<b>Fiscal Implications:</b>	This IGA adds \$1.418 million in EOTC and City of Aspen funding to the budget for the Rubey Park renovation project. It has no effect on RFTA’s budget.
<b>Attachment?</b>	Yes, please see “Council Memo-Rubey Park Amended IGA.pdf and “Rubey Park IGA Amended Restated.pdf” that are included in the July 2015 RFTA Board Meeting Portfolio.pdf that is attached to the e-mail transmitting the Board agenda packet.

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	<b>Resolution 2015-12:</b> Supporting the Application for a Grant from the Colorado Department of Local Affairs Alt Fuels Program for the Incremental Cost, Over Standard Gasoline, of One (1) Compressed Natural Gas (CNG) Van for the Carbondale Circulator Service
<b>Policy #:</b>	<b>2.8: Board Awareness and Support</b>
<b>Strategic Goal:</b>	CEO Department: Decision on Continuation of Carbondale Commuter Connector (by September 2015)
<b>Recommendation:</b>	Adopt Resolution 2015-12 and authorize staff to purchase a CNG 20+ passenger van for the Carbondale Circulator service.
<b>Presented By:</b>	Jason White, Assistant Planner and Dan Blankenship, CEO
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. RFTA received a \$96,000 CDOT grant for a Carbondale Circulator vehicle, requiring a \$24,000 local match (a total of \$120,000), which RFTA budgeted in 2015.</li> <li>2. If RFTA buys a gasoline-powered vehicle, and adds all of the onboard IT equipment, the price would be approximately \$133,700 or \$13,700 over our RFTA’s current 2015 budget.</li> <li>3. If RFTA wants the vehicle to operate on CNG it will cost about \$167,000, or \$47,000 over the current budget.</li> <li>4. Since there is about a 6-month delivery schedule, RFTA should place an order for the vehicle in the near future in order to take delivery of it February or March next year.</li> <li>5. RFTA can’t order the vehicle without having a budget for it, even though the budget would most likely be rolled over into 2016.</li> <li>6. RFTA is applying for a \$33,300 DOLA EMIAP grant to offset the cost of the CNG upgrade, but might not be successful. By approving the attached resolution the Board, in effect, will be authorizing staff to move forward with ordering a CNG 20+ passenger van for the Carbondale Circulator service.</li> <li>7. Staff recommends approval of Resolution 2015-12 and the purchase of a CNG 20+ passenger van for the Carbondale Circulator service.</li> </ol>
<b>Policy Implications:</b>	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).”
<b>Fiscal Implications:</b>	If RFTA is not awarded an EMIAP grant funding for this purchase, RFTA would be required to commit approximately \$33,000 more for the purchase of a CNG 20+ passenger van than it would cost to purchase a gasoline-powered van. Supplemental Budget Resolution 2015-15 includes \$47,000 in addition funding for the necessary IT equipment (\$13,700) for the van and the CNG upgrade (\$33,300).
<b>Attachments:</b>	Yes, please see Resolution 2015-12, attached below.

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

**BOARD OF DIRECTORS**

**ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2015-12**

**Resolution Supporting the Grant Application for a Grant from the Colorado Department of Local Affairs Alt Fuels Program for the Incremental Cost, Over Standard Gasoline, of One (1) Compressed Natural Gas (CNG) Van for the Carbondale Circulator Service**

**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; and

**WHEREAS**, RFTA has submitted a Grant Application for the INCREMENTAL COST OF CNG VEHICLES.

**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 will be operated by RFTA for the next 15 years. The RFTA Board of Directors will continue to maintain the CNG vehicles in high quality condition and will appropriate funds for annual maintenance.
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 **9<sup>th</sup> day of July 2015**.

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

By: \_\_\_\_\_  
Stacey Patch Bernot, 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 9, 2015 (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 9th day of July, 2015.

\_\_\_\_\_  
Edna Adeh, Secretary to the Board of Directors



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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	Resolution No. 2015-13: Supporting the Application for a Grant from the Energy & Mineral Impact Assistance Program (EMIAP) from the State of Colorado Department of Local Affairs (DOLA) for the Renovation and Expansion of the Glenwood Springs Maintenance Facility
<b>Policy #:</b>	<b>2.8: Board Awareness and Support</b>
<b>Strategic Goal</b>	Complete Design of Glenwood Maintenance Facility – Contingent upon Resources
<b>Recommendation:</b>	Approve Resolution 2015-13.
<b>Presented By:</b>	David Johnson, Director of Planning and Dan Blankenship, CEO
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. Staff intends to apply for ongoing funding Energy &amp; Mineral Impact Assistance (EMIAP) grant from DOLA to help fund conceptual design of the Glenwood Maintenance Facility (GMF) expansion project, as well as permitting, utility relocations, construction of site drainage improvements and additional surface parking for 20 buses and, subsequently, other phases of the project.</li> <li>2. RFTA currently has a \$1.5 million EMIAP grant application pending approval by DOLA.</li> <li>3. If the grant is awarded, it may be necessary to draw upon RFTA's for up to \$1.5 million; although, staff will be applying for other grants from a variety of sources to help defray all or as much of this amount as possible.</li> <li>4. If RFTA's current application is unsuccessful, RFTA will resubmit the application in the EMIAP grant funding cycle that begins on 8/1/15, and will need a resolution from the Board authorizing the grant submission.</li> <li>5. If RFTA's current application is successful, staff will either tailor its EMIAP grant request to another phase of the GMF project (in which case the attached Board resolution will be needed) or it will submit the grant during some future EMIAP grant cycle (in which case the attached resolution would not be needed). Given uncertainty about the status of the pending EMIAP grant application, staff is attempting to hedge its bets.</li> <li>6. Expansion of the GMF onto the adjacent 2+ acre parcel owned by RFTA is necessary because bus parking at the existing facility is over-capacity due to the implementation of BRT. Also, more bus parking capacity will be needed in order to provide transit mitigation for the Grand Avenue Bridge construction project and to grow RFTA regional services in the future.</li> <li>7. Staff recommends approval of Resolution 2015-13.</li> </ol>
<b>Policy Implications:</b>	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).”
<b>Fiscal Implications:</b>	If RFTA is awarded this DOLA EMIA grant it would receive up to \$2 million in revenue for the GMF expansion project. RFTA would most likely also need to provide approximately \$500,000 in local matching funds.
<b>Attachments:</b>	Yes, please see Resolution 2015-13, below.

**BOARD OF DIRECTORS**

**ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2015-13**

**Supporting the Grant Application for an Energy & Mineral Impact Assistance Program (EMIAP) Grant from the State of Colorado Department of Local Affairs for the Renovation and Expansion of the Glenwood Springs Maintenance Facility**

**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; and

**WHEREAS**, RFTA is submitting an EMIAP Grant Application for the RENNOVATION AND EXPANSION OF THE GLENWOOD SPRINGS MAINTENANCE FACILITY (GMF), with such project elements and costs set forth in the application.

**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 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 Department of Local Affairs.
5. The GMF is already owned and operated by RFTA. The RFTA Board of Directors will continue to maintain and upgrade the Glenwood Springs Maintenance Facility, as budget allows.
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 9<sup>th</sup> day of July 2015.

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

By: \_\_\_\_\_  
Stacey Patch Bernot, 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 9, 2015 (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 9th day of July, 2015.

\_\_\_\_\_  
Edna Adeh, Secretary to the Board of Directors

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	Resolution No. 2015-14: Supporting the Application for a Grant from the Garfield County Federal Mineral Lease District (GCFMLD)
<b>Presented By:</b>	David Johnson, Director of Planning and Dan Blankenship, CEO
<b>Recommendation:</b>	Adopt Resolution 2015-14.
<b>Policy #:</b>	<b>2.8: Board Awareness and Support</b>
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. Staff is planning to apply for a \$450,000 Garfield County Federal Mineral Lease District (GCFMLD) grant to assist with Phase I of the Glenwood Springs Maintenance Facility (GMF) Renovation and Expansion Project.</li> <li>2. RFTA’s previous GCFMLD application for the GMF Renovation and Expansion Project was not awarded funding, so staff will be resubmitting the application on or before the 8/28/15 deadline. Award of this grant would help to defray a portion of RFTA’s \$1.5 million local match requirement if it is also successful in garnering the pending \$1.5 million DOLA EMIAP grant.</li> <li>3. Higher service levels associated with the operation of VelociRFTA BRT have necessitated the staging of more buses at the GMF than it was originally designed to comfortably accommodate.</li> <li>4. To provide more parking capacity for existing service levels and in order to provide additional capacity for bus staging during the Grand Avenue Bridge construction project in the summer/fall of 2017, so that RFTA can help to mitigate traffic congestion during the anticipated 3-month bridge closure, RFTA needs to create more parking spaces for buses at the GMF.</li> <li>5. Staff has developed a plan to create additional bus storage, maintenance space, and office capacity on a 2-acre parcel adjacent to the GMF that RFTA purchased in 2009. To support Phase 1 of the expansion, staff is applying for grant funding from every potential source, such as the FMLD grant program.</li> <li>6. Garfield County requires applicants for FMLD grant funds to provide resolutions from their Boards of Directors authorizing the submission of the applications.</li> <li>7. Staff recommends that the Board adopt Resolution 2015-14 attached below.</li> </ol>
<b>Policy Implications:</b>	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).”
<b>Fiscal Implications:</b>	If RFTA is awarded this GCFMLD grant it would receive up to \$450,000 in revenue to support the construction of Phase 1 of the GMF Renovation and Expansion Project. RFTA would likely propose a 20% or \$112,500 match for the grant.
<b>Attachments:</b>	Yes, please see Resolution 2015-14, below.

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

**BOARD OF DIRECTORS**

**ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2015-14**

**Resolution Supporting the Grant Application for a Grant from the  
Garfield County Federal Mineral Lease District (GCFMLD) for a  
Renovation and Expansion of the Glenwood Springs Maintenance Facility**

**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 Garfield County Federal Mineral Lease District; and

**WHEREAS**, RFTA has submitted a Grant Application for A GLENWOOD SPRINGS MAINTENANCE FACILITY (GMF) RENOVATION/EXPANSION PROJECT.

**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 Garfield County Federal Mineral Lease District.
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 Garfield County Federal Mineral Lease District.
5. The GMF is already owned and operated by RFTA. The RFTA Board of Directors will continue to maintain and upgrade the Glenwood Springs Maintenance Facility, as budget allows.
6. If a grant is awarded, the RFTA Board of Directors hereby authorizes the CEO to sign a Grant Agreement with the Garfield County Federal Mineral Lease District.

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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 **9<sup>th</sup> day of July 2015**.

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

By: \_\_\_\_\_  
Stacey Patch Bernot, 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 9, 2015 (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 9th day of July, 2015.

\_\_\_\_\_  
Edna Adeh, Secretary to the Board of Directors

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	Intergovernmental Agreement - Brush Creek Park-N-Ride Management, Maintenance And Use Plan
<b>POLICY #</b>	N/A
<b>Strategic Goal:</b>	N/A
<b>Recommendation:</b>	Authorize the RFTA Chair to execute the First Amended and Restated IGA subject to approval as to form by the RFTA General Counsel.
<b>Presented By:</b>	Dan Blankenship, CEO
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. RFTA, Aspen, Snowmass Village, and Pitkin County are parties to an IGA governing uses and maintenance of the Brush Creek Park &amp; Ride facility. The existing IGA is ten years old and needs to be updated given experience managing the lot over the last decade.</li> <li>2. The 27.2-acre parcel known as the Brush Creek Park and Ride (Brush Creek Intercept Lot) is owned by the Colorado Department of Transportation and is leased to the City of Aspen as a park and ride facility. RFTA is responsible for the station, passenger platform, and bus turnaround area. The EOTC improved the unpaved portion of the Park and Ride Facility ten years ago and in doing so created an IGA that outlined responsibilities and processes governing use of the Lot.</li> <li>3. This proposed update to the IGA simplifies prior outlined processes and allows special event use approvals to be issued at a staff level given the authority granted to the City of Aspen through the lease with CDOT.</li> <li>4. Standard operational guidelines have historically been applied to parking and traffic flow management with each special event. This has worked well and will continue to be used with future special use events.</li> <li>5. None of the proposed changes to the IGA should have an impact on RFTA, therefore, staff recommends that the Board authorize the RFTA Chair to execute the agreement once it has been finalized and approved as to form by the RFTA General Counsel.</li> </ol>
<b>Background Info:</b>	See Core Issues.
<b>Policy Implications:</b>	N/A
<b>Fiscal Implications:</b>	None
<b>Attachment?</b>	Please see the revised IGA with strike through edits and additional language which can be found as “BCPandRpacket.pdf.” in the July 2015 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board agenda packet.

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	Resolution 2015-11: 2015 Supplemental Budget Appropriation
<b>Presented By:</b>	Michael Yang, Director of Finance
<b>Options:</b>	Adopt, amend and adopt, or not adopt Supplemental Budget Appropriation Resolution 2015-15
<b>Recommendation:</b>	<b>Adopt Supplemental Budget Appropriation Resolution 2015-15</b>
<b>POLICY #:</b>	<b>2.5: Financial Planning/Budgeting</b>
<b>Core Issues:</b>	<p>As part of our ongoing review it is noted that sales tax revenues are up approximately 11% over budget. We will continue to monitor this and will adjust the budget at a future board meeting. In the meantime, with new information and the completion of the 2014 financial statement audit, staff has identified and is requesting the following budget appropriations that are needed:</p> <p><b><u>General Fund:</u></b></p> <ol style="list-style-type: none"> <li>1. <b>Bus Purchase</b> – In February, the Board approved Resolution 2015-03 which appropriated funds to purchase a commuter coach fueled with compressed natural gas (CNG). Since then, RFTA has been awarded a capital grant from the Department of Local Affairs (DOLA) Alternative Fuels Funding Program to help fund three CNG fleet vehicles, which includes this commuter coach and also two CNG vans for the Traveler Program already included in the original adopted budget. This additional funding will reduce Garfield County’s contribution for the vans by \$36,636, from \$68,303 to \$31,667.       <ol style="list-style-type: none"> <li>a. \$165,049 increase in Grant Revenues (DOLA)</li> <li>b. \$36,636 decrease in Other Governmental Contributions (Garfield County)</li> </ol> </li> <li>2. <b>Rubey Park Transit Center Remodel Project</b> – in accordance with the recently amended IGA between the City of Aspen (COA), the following budget appropriations are required to true up the funds appropriated in Resolution 2015-08 in March:       <ol style="list-style-type: none"> <li>a. \$1,418,000 increase in Capital Outlay</li> <li>b. \$1,418,000 increase in Other Government Contributions (EOTC &amp; COA)</li> </ol> </li> <li>3. <b>Lease Purchase Acquisition of Clean Energy Collective Solar Array</b> – the CEO executed the Board-approved Solar Array acquisition on May 27. A true-up of the budget is needed to the funds appropriated in Resolution 2015-08 in March, which assumed a closing in April and a larger sized array:       <ol style="list-style-type: none"> <li>a. \$217,089 decrease in Other Financing Sources</li> <li>b. \$217,089 decrease in Capital Outlay</li> <li>c. \$44,050 decrease in Debt Service</li> </ol> </li> </ol>



4. **Glenwood Maintenance Facility Renovation & Expansion** – RFTA has been awarded a grant from the DOLA Energy & Mineral Impact Assistance Funding Program (EMIAP) to fund the design, engineering and permitting for the initial phases of the GMF renovation and expansion. The following budget appropriations are needed:
  - a. \$192,818 increase in Capital Outlay
  - b. \$105,000 increase in Grant Revenues (DOLA)
  
5. **Maroon Bells Bus Service Increase** – In June, the Board approved the proposed increase in service with an estimated net impact of \$28,000. The following budget appropriations are needed for the additional service on Mondays through Thursdays after Labor Day and also the one hour earlier start time this season not included in the original adopted budget.
  - a. \$26,000 increase in Fare Revenue
  - b. \$8,100 increase in Fuel Expenditures
  - c. \$45,900 increase in Transit Expenditures
  
6. **Parcel C Due Diligence** – In May, the Board authorized staff to perform due diligence for a potential acquisition of Parcel C, located on Blake Street above the 27<sup>th</sup> Street BRT station in Glenwood Springs. The following budget appropriation is needed to perform the appraisal, Phase 1 environmental, and schematic layout.
  - a. \$11,300 increase in Capital Outlay
  
7. **Carbondale Shuttle Vehicle** – The originally adopted budget included \$120,000 for this vehicle, which did not include the cost for Clever Devices equipment, a radio and CNG engine option. The following budget appropriation is needed for these three items. *[Note that RFTA will be applying for a DOLA EMIAP grant funds to help pay for the incremental cost of CNG, which is about \$33,300.]*
  - a. \$50,000 increase in Capital Outlay
  
8. **Transit Equipment** – In order to help maintain business continuity, staff is requesting the purchase of spare equipment, specifically one GFI Genfare farebox (\$15,000) and one Printing Encoding Machine (\$18,100) which is used to refund damaged fare media. The following budget appropriation is requested.
  - a. \$33,100 increase in Capital Outlay
  
9. **AMF Recommissioning Project** – There's a \$73,000 shortfall on Phase III of this project. Staff requests to transfer funds from the General Fund to the AMF Capital Project Fund to pay for the shortfall. The following budget appropriation is needed to fund the shortfall:
  - a. \$73,000 increase in Other Financing Uses (transfer to AMF CPF)
  
10. **Carbondale Park and Ride Expansion** – construction bids have been received and the following budget appropriations are needed:
  - a. \$797,447 increase in Capital Outlay
  - b. \$797,447 increase in Grant Revenues (CDOT Faster)

**Bus Stops & PNR Special Revenue Fund:**

1. **West Glenwood Park and Ride Project** – The originally adopted budget appropriated \$802,000 of Capital Outlay for this project with \$642,000 of grant revenues and \$160,000 of local match from RFTA using available bond

proceeds. Instead of using bond proceeds, staff would like to change the funding source of its local match and use available fund balance in the Bus Stops & PNR Special Revenue Fund. The available fund balance is \$239,840.

- a. \$160,000 increase in Capital Outlay

**AMF Capital Project Fund:**

- 1. **True-up** to audited 12/31/14 fund balance
  - a. \$51,560 increase in Capital Outlay
- 2. **AMF Recommissioning Project Phase III** – bids have been received and the following budget appropriations are needed:
  - a. \$4,865,992 increase in Capital Outlay
  - b. \$4,792,992 increase in Grant Revenue (FTA SGR)
  - c. \$73,000 increase in Other Financing Sources (transfer from GF)

**VSS BRT Capital Project Fund:**

- 1. **True-up** to audited 12/31/14 fund balance
  - a. \$53,844 increase in Capital Outlay

**Series 2013A Capital Project Fund:**

- 1. **True-up** to audited 12/31/14 fund balance
  - a. \$20,342 increase in Capital Outlay
- 2. **Re-purpose** the already budgeted \$160,000 for local match on the West Glenwood Park and Ride to be used for the local match on the Carbondale Park and Ride Expansion.

\*\*\*\*\*

**General Fund Summary:**

Grant increase by \$1,067,496  
Fares increase by \$26,000  
Other Government Contributions increase by \$1,381,364  
Other Financing Sources decrease by \$217,089  
Fuel expenditures increase by \$8,100  
Transit expenditures increase by \$45,900  
Capital outlay increase by \$2,285,576  
Debt Service decrease by \$44,050  
Other Financing Uses increase by \$73,000

**Bus Stops & PNR Special Revenue Fund Summary:**

Capital outlay increase by \$160,000

**AMF Capital Project Fund Summary:**

Grant increase by \$4,792,992  
Other Financing Sources increase by \$73,000  
Capital outlay increase by \$4,917,552

**VSS BRT Capital Project Fund Summary:**

Capital outlay increase by \$53,844

**Series 2013A Capital Project Fund Summary:**

Capital outlay increase by \$20,342

<b>Policy Implications:</b>	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)."												
<b>Fiscal Implications:</b>	<p>Net increase (decrease) to 2015 fund balance by fund:</p> <table border="1" data-bbox="581 300 1383 510"> <tr> <td>General Fund</td> <td>\$ (110,755)</td> </tr> <tr> <td>Bus Stops &amp; PNR SRF</td> <td>(160,000)</td> </tr> <tr> <td>AMF CPF</td> <td>(51,560)</td> </tr> <tr> <td>VSS BRT CPF</td> <td>(53,844)</td> </tr> <tr> <td>Series 2013A CPF</td> <td>(20,342)</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ (396,501)</b></td> </tr> </table>	General Fund	\$ (110,755)	Bus Stops & PNR SRF	(160,000)	AMF CPF	(51,560)	VSS BRT CPF	(53,844)	Series 2013A CPF	(20,342)	<b>Total</b>	<b>\$ (396,501)</b>
General Fund	\$ (110,755)												
Bus Stops & PNR SRF	(160,000)												
AMF CPF	(51,560)												
VSS BRT CPF	(53,844)												
Series 2013A CPF	(20,342)												
<b>Total</b>	<b>\$ (396,501)</b>												
<b>Backup Memo</b>	Yes, please see Resolution 2015-15 attached below.												

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

**BOARD OF DIRECTORS**

**ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2015-15**

**2015 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 2015 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 9, 2015 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 2015 budget as summarized herein:

**General Fund**

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

Type	Amount	Explanation
Grants	\$ 165,049	DOLA Alt Fuels Program (\$132,136 for MCI CNG, \$32,914 for 2 Traveler Vans)
Other govt contributions	(36,636)	Reduction of Garfield County's share of local match on 2 Travelers Vans
Other govt contributions	1,000,000	EOTC - Rubey Park
Other govt contributions	418,000	COA - Rubey Park
Other financing sources	(217,089)	Reduction of Lease Purchase Proceeds for Community Solar Array to actual
Grants	105,000	DOLA GMF expansion architectural/engineering services
Fares	26,000	Additional Maroon Bells service
Grants	797,447	CDOT Faster Grant - Carbondale PNR Expansion
<b>Total</b>	<b>\$ 2,257,771</b>	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$18,934,000	-	\$ 18,934,000
Grants	5,937,550	\$ 1,067,496	7,005,046
Fares	4,642,000	26,000	4,668,000
Other govt contributions	5,877,388	1,381,364	7,258,752
Other income	413,000	-	413,000
Other financing sources	1,670,374	(217,089)	1,453,285
<b>Total</b>	<b>\$ 37,474,312</b>	<b>\$ 2,257,771</b>	<b>\$ 39,732,083</b>

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

Type	Amount	Explanation
Capital	1,418,000	Rubey Park Renovation
Capital	(217,089)	Reduction of Community Solar Array Panel Purchase Price to actual
Debt service	(44,050)	Reduction of P&I payments on new Community Solar Array Lease to actual
Capital	192,818	GMF expansion architectural/engineering
Fuel	8,100	Additional Maroon Bells service
Transit	45,900	Additional Maroon Bells service
Capital	11,300	Due diligence costs for Parcel C
Capital	50,000	Carbondale Shuttle - additional cost
Capital	15,000	Spare farebox
Capital	18,100	Spare printing encoding machine
Other financing uses	73,000	Transfer to the AMF CPF to fund shortfall
Capital	797,447	Carbondale PNR Expansion (80%)
<b>Total</b>	<b>\$ 2,368,526</b>	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 1,949,623	\$ 8,100	\$ 1,957,723
Transit	18,219,320	45,900	18,265,220
Trails & Corridor Mgmt	398,960	-	398,960
Capital	12,396,412	2,285,576	14,681,988
Debt service	2,383,459	(44,050)	2,339,409
Other financing uses	2,640,032	73,000	2,713,032
<b>Total</b>	<b>\$ 37,987,806</b>	<b>\$ 2,368,526</b>	<b>\$ 40,356,332</b>

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

Revenues and other financing sources	\$ 2,257,771
Less Expenditures and other financing uses	(2,368,526)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (110,755)</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ 16,470,415*
2014-24 & 2014-25	\$ 16,470,415	\$ 381,826	16,852,241
2015-03	16,852,241	(521,000)	16,331,241
2015-08	16,331,241	(178,607)	16,152,634
2015-09	16,152,634	(195,713)	15,956,921
2015-15	15,956,921	(110,755)	15,846,166
		<b>\$ (624,249)</b>	

\* Audited

**Bus Stops and Park and Ride Special Revenue Fund**

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

Type	Amount	Explanation
No change		

Revenue & OFS Summary	Previous	Change	Current
Fees	\$ 489,000	-	\$ 489,000
Other financing sources	198,251	-	198,251
<b>Total</b>	<b>\$ 687,251</b>	<b>-</b>	<b>\$ 687,251</b>

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

Type	Amount	Explanation
Capital	160,000	West Glenwood PNR Local Share
<b>Total</b>	<b>\$ 160,000</b>	

Expenditures & OFU Summary	Previous	Change	Current
Transit	\$ 687,251	-	\$ 687,251
Capital	-	\$160,000	160,000
<b>Total</b>	<b>\$ 687,251</b>	<b>\$160,000</b>	<b>\$ 847,251</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	\$ (160,000)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (160,000)</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ 239,840*
2013-12 & 2013-13	\$ 239,840	-	239,840
2015-15	239,840	\$ (160,000)	79,840
		<b>\$ (160,000)</b>	

\* Audited

**AMF Capital Project Fund**

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

Type	Amount	Explanation
Grants	\$ 4,792,992	FTA SGR Phase III
Other financing sources	73,000	Transfer from GF to cover shortfall
<b>Total</b>	<b>\$ 4,865,992</b>	

Revenue & OFS Summary	Previous	Change	Current
Grants	\$ 964,697	\$ 4,792,992	\$ 5,757,689
Other financing sources	-	73,000	73,000
<b>Total</b>	<b>\$ 964,697</b>	<b>\$ 4,865,992</b>	<b>\$ 5,830,689</b>

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

Type	Amount	Explanation
Capital	\$ 51,560	True-up AMF Recommissioning Project
Capital	4,865,992	AMF Phase III
<b>Total</b>	<b>\$ 4,917,552</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ 2,787,000	\$ 4,917,552	\$ 7,704,552
<b>Total</b>	<b>\$ 2,787,000</b>	<b>\$ 4,917,552</b>	<b>\$ 7,704,552</b>

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

Revenues and other financing sources	\$ 4,865,992
Less Expenditures and other financing uses	(4,917,552)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (51,560)</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ 1,873,863*
2014-24 & 2014-25	\$ 1,873,863	-	1,873,863
2015-08	1,873,863	\$ (1,822,303)	51,560
2015-15	51,560	(51,560)	-
		<b>\$ (1,873,863)</b>	

\* Audited

**BRT Capital Project Fund**

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

Type	Amount	Explanation
No change		

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	\$ 53,844	True-up BRT Project
<b>Total</b>	<b>\$ 53,844</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ 425,000	\$ 53,844	\$ 478,844
<b>Total</b>	<b>\$ 425,000</b>	<b>\$ 53,844</b>	<b>\$ 478,844</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	\$ (53,844)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (53,844)</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ 428,801*
2014-24 & 2014-25	\$ 428,801	-	428,801
2015-08	428,801	\$ (374,957)	53,844
2015-15	53,844	(53,844)	-
		<b>\$ (428,801)</b>	

\* Audited

**Series 2013A Capital Project Fund****Revenue and Other Financing Sources (OFS):**

Type	Amount	Explanation
No change		

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	\$ 20,342	True-up various projects
<b>Total</b>	<b>\$ 20,342</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ 1,228,000	\$ 20,342	\$ 1,248,342
<b>Total</b>	<b>\$ 1,228,000</b>	<b>\$ 20,342</b>	<b>\$ 1,248,342</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	\$ (20,342)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (20,342)</b>



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

<b>Resolution</b>	<b>Beginning Balance</b>	<b>Change</b>	<b>Ending Balance</b>
			\$ 1,248,342*
2014-24 & 2014-25	\$ 1,248,342	\$ (1,153,000)	95,342
2015-08	95,342	(75,000)	20,342
2015-15	20,342	(20,342)	-
		<b>\$ (1,248,342)</b>	

\* Audited

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2015 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 9<sup>th</sup> day of July, 2015.

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

By: \_\_\_\_\_  
Stacey Patch-Bernot, 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 9, 2015 (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 \_\_\_\_\_, 2015.

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	RFTA 2014 Audited Financial Report
<b>Presented By:</b>	Michael Yang, Director of Finance, and Paul Backes, McMahan & Associates LLC (Auditor)
<b>POLICY #:</b>	<b>2.3: Financial Condition and 2.4: Asset Protection</b>
<b>Recommendation:</b>	<b>Accept RFTA 2014 Audited Financial Report</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 2014 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 24, 2015, the RFTA Board Audit Subcommittee (RFTA Board members: Jacque Whitsitt, Town of Basalt, and Kathy Chandler-Henry, Eagle County; Independent Financial Experts: John Lewis, Eagle County Finance Director, and John Redmond, Pitkin County Finance Director) had a two hour meeting with our Auditor which included an in-depth review and discussion regarding the 2014 audit. RFTA staff was available for a portion of the meeting to answer questions from the subcommittee.</li> </ol>
<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>For the following reports, please click on this link:</p> <p><a href="http://www.rfta.com/Finance_2014AuditPortfolio.pdf">http://www.rfta.com/Finance_2014AuditPortfolio.pdf</a></p> <ol style="list-style-type: none"> <li>1. RFTA 2014 Audited Financial Report with auditor’s opinion letters (separate document attached)</li> <li>2. Communication to the Governing Board Letter from Auditor</li> <li>3. RFTA Board Audit Subcommittee Memorandum</li> </ol>

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	Change of RFTA Board Meeting Time
<b>Presented By:</b>	Dan Blankenship, CEO
<b>Recommendation:</b>	Discuss and agree on a mutually workable time and day for Board meetings.
<b>POLICY #:</b>	<b>4.5: Board Members’ Code of Conduct</b>
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. It has been requested by the RFTA Board Chair that the Board give consideration to moving the time of RFTA Board meetings from 8:30 a.m. on the 2<sup>nd</sup> Thursday of each month to a start time of 2:00 p.m. or later on the 2<sup>nd</sup> Thursday of each month.</li> <li>2. The reason for this request is so that the working public might have better access to Board meetings.</li> <li>3. A number of the Board members present at the June 11<sup>th</sup> Retreat indicated willingness, if not a preference, to schedule Board meetings later in the day; although a willingness to move the meeting day and/or time did not seem unanimous.</li> <li>4. It was suggested that the Board vote on this issue at the July 9<sup>th</sup> Board meeting</li> <li>5. A 2:00 p.m. start time would generally mean that Board meetings would end by approximately 5:00 p.m. which, except for winter months, might alleviate the concern that some Board members have about night driving, especially in bad weather conditions.</li> <li>6. If night driving is a major concern, perhaps Board meetings could be held in the morning or earlier in the afternoon during the winter months and later the rest of the year.</li> <li>7. Although some members indicated a willingness to also consider moving the day of the meeting, it would probably be best from a room availability standpoint to stick with the 2<sup>nd</sup> Thursday of the month if possible.</li> <li>8. Before the July 9<sup>th</sup> Board meeting, staff will attempt to contact Board Members and Alternates to see if moving the meeting to 2:00 p.m. on the 2<sup>nd</sup> Thursday of the month is workable for at least 6 jurisdictions.</li> </ol>
<b>Policy Implications:</b>	Board Members’ Code of Conduct Policy 4.5.6 states, “Board members and/or alternates are expected to attend Board meetings. If a jurisdiction has no representation (regular or alternate) for more than two (2) of the Board’s regularly scheduled meetings in any fiscal year, this will constitute notification to the appointing authority of RFTA’s request for more active participation.”
<b>Fiscal Implications:</b>	None.
<b>Attachments?</b>	No.

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

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	FYI – Corridor Access Control Plan (ACP) “Draft” Update
<b>Policy #:</b>	<b>1.1: The Rio Grande Corridor is Appropriately Protected and Utilized</b>
<b>Strategic Goal:</b>	Complete Corridor Access Control Policy
<b>Presented By:</b>	Angela Henderson, Assistant Director, Project Management & Facilities Operations.
<b>Recommendation:</b>	This is an update regarding the process for updating the draft Access Control Plan and the <i>newly developed</i> 2014 RFTA Railroad Corridor Design Guidelines & Standards
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. Staff is in the process of updating the 2005 Comprehensive Plan. The first document to be updated is the Access Control Plan (ACP). In addition to updating the ACP, staff has also worked with Rail Engineers to develop Design Guidelines and Standards (DG) to assist the local jurisdictions, CDOT and adjacent private property owners with a process for all existing and/or proposed uses of the RFTA Railroad Corridor.</li> <li>2. The ACP &amp; DG were put out for a 120-day public comment period. In addition staff held 8 open houses to outline discuss and answer questions related to the updates. The public comment period closed on May 9, 2015 and staff is working with the attorneys, engineers and a work group to develop initial responses to each of the comments received.</li> <li>3. Staff was directed to form an ACP Work Group, made up of staff members from RFTA’s member jurisdictions, Garfield County and CDOT to work through the comments received and develop an updated version of the ACP &amp; DG. To date staff has held two joint jurisdictional meetings, one on May 13<sup>th</sup> from 1pm to 4pm, and one on June 30<sup>th</sup> from 9am to noon. The Work Group has discussed a path for moving forward on finalizing the ACP and DG. The Work Group has been assisting staff with reviewing the comments received and RFTA’s initial draft responses to the comments. It was determined during the June 30<sup>th</sup> meeting that it might be easier to send out short sections of the ACP to the group in Word format to allow members to review the ACP provisions and provide suggested revisions to address language and other concerns. As a result the ACP Adoption Timeline will need to be extended. An updated schedule for the ACP timeline process is attached below that allows for some additional time to complete this process.</li> <li>4. The Board directed staff to work with the City of Glenwood Springs staff and the Carbondale staff to develop a strategy for approaching the Surface Transportation Board (STB) for a Declaratory Order regarding whether a potential crossing design would constitute a severance of the Railroad Corridor. The Board would also like STB guidance as to whether proposed draft ACP document appropriate in terms of its requirements or excess for managing the Railroad Corridor. Dan Blankenship (RFTA CEO), Paul Taddune (RFTA General Counsel), Stephen Bershenyi (Glenwood Springs City Councilman) Jeff Hecksel (Glenwood Springs - City Manager), Karl Hanlon (City of Glenwood Springs Counsel) and Stacey Bernot (RFTA Chair and Carbondale Mayor) met to discuss a strategy for approaching the STB, but recognized that the STB strategy would need to be very well thought-through and timed in such a way that it wouldn’t further complicate or delay the 8<sup>th</sup> Street Crossing Project. A collaborative approach for moving forward with the 8<sup>th</sup> Street Crossing project was also discussed with everyone in favor of working together to ensure the completion of the project before the Grand Avenue Bridge closure in the summer/fall of 2017.</li> </ol>

	<p>5. Engineers and attorneys also have been researching the issue of acquiring Federal land grant areas as a fallback position to railbanking; however, preliminary indications are that this process appears to be complex and potentially time-consuming and expensive.</p>
<b>Background Info:</b>	<p>The ACP update, along with the DG, is one of the first sections that will be addressed as part of the Rio Grande Railroad Corridor Comprehensive Plan update. RFTA's staff and team of Railroad attorneys and engineers have completed a thorough review and <b>update</b> to the <b>current</b> ACP and developed the DG to assist our local jurisdictions and adjacent property owners with any third party requested use of the Railroad Corridor. In summary the ACP and DG are intended to:</p> <ul style="list-style-type: none"> <li>• Enable RFTA to uphold and preserve the Railroad Corridor's "railbanked" and "designated trail" status pursuant to a Notice of Interim Trail Use ("NITU") under 16 U.S.C. 1247(d), which was issued to RFTA by the Surface Transportation Board ("STB"). The ACP is intended to ensure that RFTA complies not only with STB's construction of 16 U.S.C. 1247(d), but also maintains the Railroad Corridor intact consistent with freight rail reactivation, possible future commuter rail use, interim trail use, open space uses, and other lawful public purposes.</li> <li>• Enable RFTA to continue to adhere to the planning and stewardship requirements of the Great Outdoors Colorado (GOCO) Conservation Covenants.</li> <li>• Enable RFTA to meet the terms of the CDOT funding requirements for acquisition of the Railroad Corridor "A multi-modal transportation system utilizing the Railroad Corridor shall be implemented by the year 2020"</li> <li>• Provide minimum Design Guidelines &amp; Standards and a review process for any third party requested uses of the Railroad Corridor to limit the financial exposure to RFTA and the public for any third party requested uses</li> <li>• Copies of the 2000 and the 2005 Comprehensive Plans which contain, the <b>current</b> Policy for Managing Railroad Crossings, The <b>current</b> Access Control Plan and the Recreational Trails Plan. The "Draft" update of the <b>current</b> Access Control Plan, a copy of the "<b>Newly developed</b>" Design Guidelines and Standards (a several hundred page document) and a copy of the Land Schedule (the Railroad Corridor Survey superimposed over a Bing Map) are posted on the RFTA website at <a href="http://www.rfta.com/traildocs.html">http://www.rfta.com/traildocs.html</a></li> </ul> <p>With the 120-day public comment period closed, staff is working with the attorneys, engineers and the ACP Work Group to respond to comments and to review and update the ACP and DG documents. Staff will continue to update the Board monthly throughout this process.</p>
<b>Policy Implications:</b>	Board End Statement 1.1 says, "The Rio Grande Corridor is Appropriately Protected and Utilized.
<b>Fiscal Implications:</b>	RFTA's team of legal and railroad engineering consultants is under contract and has been working on the Corridor Access Control Plan and an overall update to the Comprehensive Plan. Approximately \$150,000 has been budgeted in 2015 for the Comprehensive Plan Update and other corridor management-related tasks.
<b>Attachments:</b>	The ACP Review and Adoption Timeline (Updated) is attached on the next page.

<b>Draft Access Control Plan (ACP) &amp; Draft Design Guidelines (DG) Review &amp; Adoption Timeline</b>	<b>Start Date</b>	<b>End Date</b>
Draft Access Control Plan & Design Guidelines (ACP & DG) to RFTA Board and Jurisdictions	1/2/2015	1/2/2015
Update to the RFTA Board - Engineers will be in Attendance at this Meeting	1/8/2015	1/8/2015
ACP & DG Available for Public Comments on <a href="http://www.rfta.com">www.rfta.com</a>	1/9/2015	5/9/2015
Compilation of ALL Comments, Public, Board and Jurisdictional comments	5/11/2015	5/15/2015
ACP Work Group Meeting	5/11/2015	As Needed
ALL comments, Public, Board and Jurisdictional to RFTA Attorneys and Engineers	6/8/2015	6/12/2015
RFTA Staff, Attorneys and Engineers review ALL comments, Public, Board and Jurisdictional and develop initial responses	6/15/2015	7/10/2015
ACP Work Group Meeting to review and discuss initial responses to public comments and incorporation into the Draft ACP - Will attempt to schedule two separate meetings to work through all of the initial responses	6/30/2015	8/31/2015
TOC Staff, COGS Staff and RFTA staff to convene a meeting to discuss options for managing/maintaining the Railroad Corridor that will protect the Corridor in perpetuity. Some of the ideas are to review existing policies for other "Railbanked" Corridors, discussing our ACP with the STB for direction, taking proposed projects (8th St., Southbridge, 14th St., Industry Way, etc. to the STB for a "Declaratory Order"	6/30/2015	As needed
<b>We are here:</b>  Incorporation of ALL comments, Public, Board and Jurisdictional (this will be an ongoing process as the ACP Team works together to find consensus on the responses) into the ACP & DG as needed.	7/3/2015	8/31/2015
Final Review of ACP & DG by Attorneys and Engineers	7/27/2015	8/31/2015
ACP & DG Update to RFTA Board for review	9/10/2015	9/10/2015
RFTA Board of Director final comments to staff incorporated into the DRAFT ACP & DG	9/11/2015	9/30/2015
Presentation of ACP & DG to RFTA Board and seek direction on remaining tasks to be completed prior to adoption.	10/08/2015	10/08/2015

**RFTA BOARD OF DIRECTORS MEETING  
“GOVERNANCE PROCESS” AGENDA ITEM SUMMARY # 8. D.**

<b>Meeting Date:</b>	July 9, 2015
<b>Agenda Item:</b>	RFTA Board Strategic Planning Retreat Follow-up
<b>Policy #</b>	<b>4.3.2.A: Agenda Planning</b>
<b>Strategic Goal</b>	Update RFTA 5-Year Strategic Plan
<b>Presented By:</b>	David Johnson, Director of Planning
<b>Recommendation:</b>	<ol style="list-style-type: none"> <li>1) Review and discuss the Board Retreat Summary Report</li> <li>2) Provide comments and direction on development of the Integrated Transportation Plan</li> </ol>
<b>Core Issues:</b>	<ol style="list-style-type: none"> <li>1. Policy 4.3.2.A. states, “The annual (planning) cycle will start with the Board’s development of its agenda plan for the next year. The Board will identify its priorities for Ends and other issues to be resolved in the coming year, and will identify information gathering necessary to fulfill its role...”</li> <li>2. Consistent with previous years, the RFTA Board conducted a roughly 6-hour Strategic Planning Retreat on June 11, 2015 at Carbondale Town Hall. Topics included: <ol style="list-style-type: none"> <li>a. 5-Year Strategic Plan Overview: 2014 Achievements/2015 Progress,2016 Strategic Initiatives</li> <li>b. Long-Range Financial Forecast Model Overview</li> <li>c. Service Enhancement vs Service Expansion</li> <li>d. Long-Range Goal Setting</li> </ol> </li> <li>3. All outcomes and direction to staff are listed in the attached <b>Retreat Summary Report</b>. Key outcomes and direction include: <ol style="list-style-type: none"> <li>a. Include growth in staff in the Financial Forecast Model to accommodate commensurate growth in demand</li> <li>b. During the next Budget Cycle, present an earmarked fund or line item for capital replacement of buses</li> <li>c. Present a plan to the Board for increasing revenue (through sales tax, property tax, or other strategies), with respect to what other jurisdictions are considering for their elections.</li> <li>d. <b>Illustrate what a fully integrated transportation system plan looks like and what it might include.</b></li> <li>e. Draw upon previous Board policies regarding expansion of service, and present policy options/recommendations to the Board.</li> <li>f. Resolve the Access Control Plan this year</li> </ol> </li> <li>4. With respect to #3.D (illustrate fully integrated transportation system plan) staff has developed an outline of an Integrated Transportation Plan for Board review, comment and direction. Assuming the Board concurs with the general direction of the Integrated Transit System Plan, staff will refined the scope, budget and schedule for the process and bring the information back at a subsequent Board meeting for the Board’s consideration.</li> </ol>
<b>Background Info:</b>	See Core Issues.
<b>Policy Implications:</b>	See Core Issues.
<b>Fiscal Implications:</b>	If RFTA chooses to contract out development of the Integrated Transportation Plan, there will be a cost to hire a consulting team. Cost will depend on scope of the project, which is still under development.
<b>Attachments:</b>	<p>The following documents are included in the July 2015 Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board agenda packet:</p> <ol style="list-style-type: none"> <li>1) Retreat Summary Report: “Retreat Summary Report 6-11-15 Final.pdf”</li> <li>2) DRAFT Integrated Transportation Plan Outline/Scope of Work: “DRAFT RFTA Integrated Transp Plan Outline 07-09-15.pdf”</li> </ol>

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

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Dan Blankenship, CEO  
**DATE:** July 9, 2015

**Chief Operating Officer (COO) Recruitment:** I am pleased to announce that Kelley Collier has been selected to become RFTA’s next Chief Operating Officer (COO). Ms. Collier has worked for the Eagle County Transportation Authority (ECO Transit) for 15 years and has been serving as the Director of Transportation for the last five years. Ms. Collier has extensive experience in transit planning, management, and operations, and also served as a Dispatcher, Customer Service Representative, a Road Supervisor, and as the Assistant Director of Transportation, prior to becoming the Director. ECO Transit has much in common with RFTA in terms of the services it provides, the communities it serves, the terrain and weather in which it operates, and the challenges it faces. Ms. Collier’s overall experience and proven capability make her ideally suited to help lead RFTA into the future.

Ms. Collier is to be congratulated on being selected as RFTA’s COO, because there were over 70 highly-qualified applicants for the position, 30 of which had impressive transit experience. Seven of the top applicants were given telephone interviews and three finalists were given interviews in person. Ms. Collier spent an entire day meeting with RFTA Directors and Board members and, after an exhaustive process she emerged as the best candidate for the job! Ms. Collier has to complete some important projects at ECO Transit before joining us, so we expect her to begin working at RFTA on July 28<sup>th</sup>. I know that she will make a great addition to the RFTA Team!

**Disadvantaged Business Enterprise (DBE) Program and 2016-2018 Agency Goal:** Edna Adeh, Executive Assistant to the CEO, Board Secretary, and Regulatory Compliance Administrator: Publishing the following statement in the Board report is a Federal Transit Administration requirement:

As a condition of receiving financial assistance (grants) from the U.S. Department of Transportation (USDOT), specifically the Federal Transit Administration (FTA), RFTA must maintain an active DBE program and submit an overall agency DBE goal for federally assisted contracts to FTA every three years. RFTA will submit its DBE Program and overall agency goal for Federal Fiscal Years (FFY) 2016-2018 to the FTA on August 1, 2015. RFTA’s overall goal for the utilization of DBEs in federally assisted contracts in FFY 2016-2018 is 3%, which is obviously minimal but is directly related to the very low number of certified DBEs in RFTA’s local market area (Eagle, Garfield, Mesa and Pitkin Counties) that are able to compete for our federally assisted contracts. In terms of RFTA’s utilization of DBEs on its federally assisted contracts, for the six-month period ending March 31, 2015, RFTA had a DBE utilization rate of 41% (primarily on the construction projects). The goal is determined through a quantitative formula that is approved by FTA. Documentation of how the goal was developed is on file in the office of the CEO, 2307 Wulfsohn Road. A copy of RFTA’s DBE Policy Statement is included below for your information:

**ROARING FORK TRANSPORTATION AUTHORITY**  
**DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**  
**POLICY STATEMENT**  
**August 1, 2015**

The Roaring Fork Transportation Authority (RFTA) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. RFTA has received Federal financial assistance from the Department of Transportation and, as a condition of receiving this assistance, RFTA has signed an assurance that it will comply with 49 CFR Part 26.



It is the policy of RFTA to ensure that DBEs, as defined in Part 26, have an equal opportunity to receive and participate in RFTA's DOT-assisted contracts. It is also our policy (objectives):

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. To ensure that RFTA's DBE Program is narrowly tailored in accordance with applicable law;
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
6. To assist the development of firms that can compete successfully in the marketplace outside the DBE Program.

Edna Adeh, Compliance Officer, has been delegated as RFTA's DBE Liaison Officer. In that capacity, Ms. Adeh is responsible for implementing all aspects of RFTA's DBE program. Implementation of RFTA's DBE program is accorded the same priority as compliance with all other legal obligations incurred by RFTA in its financial assistance agreements with the Department of Transportation.

RFTA has disseminated this policy statement to the RFTA Board of Directors and all of the components of our organization. RFTA has also distributed this statement to DBE and non-DBE business communities that perform work for us on DOT-assisted contracts.

### May 2015 Year-to-Date Ridership Report

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

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

The following is a report of average ridership on Saturday and Sunday Valley and Snowmass bus trips that were added during the Spring off-season in order to make transit services more convenient for people. In general one additional trip per hour was added during peak morning and evening commute times, effectively providing half-hour service frequency. The additional Valley services reflected very high average ridership per trip, whereas ridership on the Snowmass Village connecting service was not as high, but contributed to overall ridership on the Valley services.

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

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

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

The “7-9-2015 Planning Department Update.pdf” can be found in the July 2015 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board Agenda packet.

**Finance Department Update – Michael Yang, Director of Finance**

2015 Budget Year				
General Fund				
	May YTD			
	Actual	Budget	% Var.	Annual Budget
<b>Revenues</b>				
Sales tax (1)	\$ 6,840,281	\$ 6,176,426	10.7%	\$ 18,934,000
Grants	\$ 519,675	\$ 496,193	4.7%	\$ 5,937,550
Fares (2)	\$ 1,710,302	\$ 1,947,050	-12.2%	\$ 4,642,000
Other govt contributions	\$ 29,167	\$ 29,167	0.0%	\$ 5,877,388
Other income	\$ 192,044	\$ 187,959	2.2%	\$ 413,000
<b>Total Revenues</b>	<b>\$ 9,291,468</b>	<b>\$ 8,836,794</b>	<b>5.1%</b>	<b>\$ 35,803,938</b>
<b>Expenditures</b>				
Fuel (3)	\$ 828,453	\$ 929,048	-10.8%	\$ 1,949,623
Transit	\$ 7,835,039	\$ 7,896,962	-0.8%	\$ 18,219,320
Trails & Corridor Mgmt	\$ 115,682	\$ 105,765	9.4%	\$ 398,960
Capital	\$ 1,980,785	\$ 1,980,785	0.0%	\$ 12,396,412
Debt service	\$ 584,833	\$ 584,832	0.0%	\$ 2,383,459
<b>Total Expenditures</b>	<b>\$ 11,344,793</b>	<b>\$ 11,497,391</b>	<b>-1.3%</b>	<b>\$ 35,347,774</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ 1,453,285	\$ 1,453,285	0.0%	\$ 1,670,374
Other financing uses	\$ (987,427)	\$ (987,427)	0.0%	\$ (2,640,032)
<b>Total Other Financing Sources/Uses</b>	<b>\$ 465,858</b>	<b>\$ 465,858</b>	<b>0.0%</b>	<b>\$ (969,658)</b>
<b>Change in Fund Balance (4)</b>	<b>\$ (1,587,466)</b>	<b>\$ (2,194,739)</b>	<b>-27.7%</b>	<b>\$ (513,494)</b>

(1) Sales tax is budgeted and received two months in arrears (i.e. March revenues are received in May). Through March, all member jurisdictions are tracking at or above budget.

(2) Through May, fare revenue is down approx. 8% compared to the prior year. This decrease is being monitored and appears to be primarily attributable to the timing of bulk pass orders by outlets and businesses and the increased popularity of the \$5 stored value card transit pass. The chart below provides a May YTD 2014/2015 comparison of actual fare revenues and ridership on RFTA fare services:

Fare Revenue:	May 14 YTD	May 15 YTD	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,844,464	\$ 1,696,377	\$ (148,087)	-8%
Advertising	\$ 18,731	\$ 13,925	\$ (4,806)	-26%
<b>Total Fare Revenue</b>	<b>\$ 1,863,195</b>	<b>\$ 1,710,302</b>	<b>\$ (152,893)</b>	<b>-8%</b>
Ridership on RFTA Fare Services:	May 14 YTD	May 15 YTD	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	432,863	458,254	25,391	6%
BRT	333,004	347,361	14,357	4%
SM-DV	49,982	42,402	(7,580)	-15%
Grand Hogback	35,880	36,570	690	2%
<b>Total Ridership on RFTA Fare Services</b>	<b>851,729</b>	<b>884,587</b>	<b>32,858</b>	<b>4%</b>
Avg. Fare/Ride	\$ 2.17	\$ 1.92	\$ (0.25)	-11%

(3) Fuel appears to be under budget thus far and staff will continue to monitor this situation.

(4) Over the course of the year, there are times when RFTA operates in a deficit; however at this time, we are projecting that we will end the year within the budgeted deficit. Please note that the Board's approval of Resolution 2015-03 included a bus replacement purchase which will use approx. \$227,000 of insurance recoveries currently residing in fund balance to fund a portion of the purchase and Resolution 2015-09 includes a one-time cash purchase portion of the CEC solar array investment for approx. \$196,000

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage May 2015 YTD				Hours May 2015 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,673,731	1,644,824	28,907	1.8%	74,725	75,091	(366)	-0.5%
City of Aspen	214,819	219,988	(5,169)	-2.3%	23,766	23,778	(12)	-0.1%
Aspen Skiing Company	204,679	211,094	(6,415)	-3.0%	14,297	14,154	143	1.0%
Ride Glenwood Springs	51,917	49,790	2,127	4.3%	4,033	4,023	10	0.2%
Grand Hogback	90,215	90,749	(534)	-0.6%	3,476	3,491	(15)	-0.4%
Specials/Charter	3,825	4,100	(275)	-6.7%	551	480	71	14.8%
Senior Van	8,106	8,555	(449)	-5.2%	752	764	(12)	-1.6%
<b>Total</b>	<b>2,247,292</b>	<b>2,229,100</b>	<b>18,192</b>	<b>0.8%</b>	<b>121,600</b>	<b>121,781</b>	<b>(181)</b>	<b>-0.1%</b>

### 2014 Financial Statement Audit – Schedule

2014 Financial Statement Audit Schedule		
Date	Activity	Status
5/4/2015 – 5/8/2015	Start of Audit – auditors conducting onsite fieldwork	<b>COMPLETED</b>
6/24/2015	Audit Report will be reviewed by the <b>RFTA Board Audit Subcommittee</b> . A meeting will be held at RFTA's office at 10am-noon (1340 Main Street, Carbondale) with the Audit Subcommittee, the auditor and staff to discuss the audit in detail.	<b>COMPLETED</b>
7/3/2015	Final Audit Report to be distributed to RFTA Board with July Board Packet	<b>COMPLETED</b>
7/9/2015	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	<i>On schedule</i>

### 2015 RFTA Annual Budget – Distinguished Budget Presentation Award

- RFTA was notified via letter dated May 11, 2014 that it had received the Distinguished Budget Presentation Award for the current budget (2015) from the Government Finance Officers Association (GFOA).
- From the award letter... *“This award is the highest form of recognition in governmental budgeting. The award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. The GFOA’s Distinguished Budget Presentation Awards Program is the only national awards program in governmental budgeting.”*
- This marks the **ninth** consecutive year (2007-2015) where RFTA has received this recognition.
- Letter, press release and award certificate are attached in the July 2015 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board agenda packet.

## 2016 RFTA Annual Budget – Preliminary Schedule

2016 Annual Budget Preliminary Schedule		
Date	Activity	Status
8/13/2015	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>On schedule</i>
9/10/2015	Presentation/Direction/Action: 1 <sup>st</sup> draft budget presentation	<i>On schedule</i>
10/8/2015	Presentation/Direction/Action: 2 <sup>nd</sup> draft budget presentation	<i>On schedule</i>
11/12/2015	Public Hearing: Final budget presentation and adoption	<i>On schedule</i>

### Operations Report – Kent Blackmer, Co-Director of Operations

Pitkin County has adopted an Emergency Operations Plan (EOP) with an Emergency Support Structure. When first responders are dealing with emergencies they have the ability to call upon resources from entities not typically considered first responders – entities like health and human services or public transportation providers. Pitkin County has 15 such support entities. These support entities have been categorized as Emergency Support Functions (ESFs). RFTA is ESF #1 -Transportation.

On Thursday, June 18, 2015, the Incident Management Team in Pitkin County charged with monitoring flooding and river flows became concerned that the Roaring Fork Mobile Home Park in Basalt was in danger of being flooded. Accordingly, the Emergency Manager for Pitkin County was contacted and a number of ESFs went into an activation mode.

Fortunately, the mobile home park did not need to be evacuated. However this tenuous situation did serve as a test for our emergency response capabilities.

So, afterwards RFTA and other ESFs received the following e-mail from Valerie MacDonald Pitkin County Emergency Manager:

*Hello ESF Leads,*

*We have EOC activations so rarely that I wanted to let the group know that on Thursday evening, June 11, the PCIMT IC contacted me to request that the ESF teams create a pre-plan for possible evacuations from the Roaring Fork Mobile Home Park due to flooding concerns.*

*I contacted:*

- *ESF 6 mass care and sheltering Mitzi Ledingham, ARC*
- *ESF 8 Public Health and Medical Liz Stark*
- *ESF 11 Animals/Ag ReRe Baker, Laurie Smith, Tina White*
- *ESF 1 Transportation Kent Blackmer*

*Each Lead contacted their appropriate team members to prepare their plan. Everyone involved stepped up and within about an hour I was giving our written plan to the PCIMT. Ultimately the flooding situation stabilized and no evacuations were ordered. What I want to relay is how professionally and timely our ESF subject experts responded (after hours no less!). It's what we train for. I want to say thanks to all of you for taking your roles so seriously.*

## Facilities and Bus Stop Maintenance July 9, 2015

### Capital Projects Update

**Rubey Park Renovation Project:** The Rubey Park project continues to move forward at an acceptable pace and there are no unusual issues or conditions to report. By dollar value the project is about 15% complete.

**AMF Phase 3- Indoor Bus Storage:** Bids for this project are due to RFTA on July 1, 2015. Staff will be evaluating these bids and have a more detailed update on this project for the Board at the August meeting.

**West Glenwood Park and Ride Project:** Staff continues to work through the review and revision process with the design team at SGM. The final set of plans should be completed by the end of August. From these a cost estimated will be generated and staff can then plan out the projects path from that point.

### **GMF Expansion Project:**

There is no new information to report on the status of this project.

**Carbondale Park and Ride:** Staff is continuing to work through the CDOT approval process and some significant progress has been made with the environmental and ROW issues. Staff still believes that the required approvals can still be obtained in time to construct the park and ride by Thanksgiving. Staff has also been working with the contractor to hold their bid price until the CDOT approval process is complete. However, staff is beginning to grow concerned that if the necessary approvals have not been received from CDOT by sometime around the end of August there will not be enough time left in the construction season for the parking lot to be constructed. Should this scenario occur, staff will have to rebid the project over the winter of 2015-2016, and construct the project in the spring of 2016.

**New Castle Park and Ride:** RFTA staff was successful in obtaining a one year extension of the \$200,000 dollars grant from the GCFLMD Board and now RFTA has until October 15 of 2016 to expend those funds. Staff is in the process of submitting a request to CDOT to advance \$600,000 in FASTER funding they have committed to the project from FY 2017 to FY 2016. If staff is successful in this request, it will begin to work with CDOT to obtain a grant agreement and advance the project approval process concurrently, with the goal of having the project approved and ready to bid by the 2016 February/March time frame. There is a reasonable chance that either CDOT will not be able to reprogram the FASTER grant funds or that staff will not be able to obtain and execute a grant agreement and receive the necessary approvals from CDOT in time for RFTA to bid and construct the park and ride in 2016. Should either of these events occur then project will either need to be postponed until 2017 or an alternative source of funds must identified to construct the project.

### 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:** With the assistance of CLEER, (Clean Energy Economy for the Region) staff has completed an analysis of the energy usage at the facility from April 2006 through March 2015. The replacement of the HVAC and other energy efficiency upgrades at the facility have been in place and operating for approximately one year and there is now sufficient data to make some comments on the success of the project. Please see “RFTA AMF Trend - All Data-fixed.pdf,” which is included in the July Board Meeting

Portfolio.pdf attached to the e-mail transmitting the Board agenda packet, for a representation of the energy usage at the AFM facility.

The Farnsworth Group designed the new HVAC system and other energy upgrades such as the geo exchange field and then calculated that the new system would achieve an overall energy savings of around 45% when compared against the existing system. From the data collected by CLEER it is evident that the building is performing almost exactly as predicted and RFTA has achieved a 44% decrease in energy consumption at the AMF. When measured against other similar transit facilities, the AMF is performing on par with the best performers.

The new HVAC system and other energy upgrades such as the geo exchange field were designed to meet two goals with opposing impacts on the energy efficiency of the facility. The first goal was to improve the working environment for the employees at the facility by adding cooling during the summer and improving the control and distribution of heat during cooler month. Also, air quality has been improved by increasing the number of times per hour the air is turned over and by adding sensors and exhaust fans that automatically and quickly clear the air of exhaust fumes while buses are running inside the facility. These improvements are consumers of energy but were necessary to make the facility more comfortable for it users. The second goals was to make the facility as energy efficient and decrease the facility's overall carbon footprint as practical. From the positive comments on the improvement in the working environment by the Facility's' staff and the analysis of the energy consumption data by CLEER, it is fair to say the project met both of its goals.

**RFTA Bus Stops and Park & Ride Lots: Landscaping:** Recently, staff has received several calls about the condition of the landscaping at the BRT stations. Due to the generous spring rains the grasses at the stations have grown very tall and generally the callers are requesting that RFTA "mow the weeds". Staff has inspected the stations and while there are some invasive species growing at each site, such as Scotch and Russian thistle, the majority of the landscaping looks very good and has established itself as intended. RFTA's landscaping contractor is beginning to deal with the weeds that have sprouted and will continue to do so throughout the summer.

With the exception of small flower gardens around each station, the landscaping was designed to emulate the native meadow ecosystem that is very similar to the hayfields throughout the valley. This landscaping design was chosen to minimize the amount of labor and water the landscaping would require and help control maintenance costs and conserve water. The area around the stations was seeded with a mixture of native grasses, native shrubbery, and flowers, and these plants will thrive and reproduce themselves when they are left to grow through the summer and develop seed heads that are allowed to go to seed. They can be mowed in the fall to mimic being grazed by animals which helps develop the root systems of many of the plant species incorporated in the landscaping design.

While it is tempting to mow the grasses in the early summer to achieve a look similar to the traditional landscaping in parks and suburban residential area's this would interrupt the growing and reseeding cycle of the BRT station landscaping. This would create a situation whereby RFTA would need to reseed the landscaped areas each fall or early spring and create unnecessary work and expense.

**Park and Ride Rules Signage:** Staff has completed the design of the signage for park and rides to convey the rules and regulations that were established by the RFTA board. Please see "RFTA\_parking.pdf," which is included in the July 2015 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the Board agenda packet. In order to make these signs readable at a distance, they will be ordered in a 3'X5' size. Staff has completed the scope of work for the production and installation of the signs and installation and it is out to vendors for quotes. These are due to staff on July 10<sup>th</sup> and staff will update the RFTA board on the progress of this project at the August board meeting.

### **RFTA Employee Housing**

- The Main Street apartment complex in Carbondale, a 5 unit complex with 7 beds, is currently at **86%** occupancy.
- The Parker House apartment complex in Carbondale, a 15 unit complex with 24 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 **94%**.

On June 8<sup>th</sup>, Housing was notified about a possible gas leak by a tenant living at the Parker House apartments. SourceGas was called in and confirmed that there was a gas leak in the lines running underground between the buildings, as well as inside some of the unit walls. The gas was shut off to all of the affected buildings; the affected tenants were moved to a hotel in Glenwood Springs for their safety, and repairs were scheduled to begin on June 9<sup>th</sup>. The gas lines were repaired or replaced where necessary, a leaking furnace was replaced and all interior walls impacted by the repairs were dry walled and painted. The areas excavated for gas line replacement were reseeded and everyone moved back into the units by Sunday, June 14<sup>th</sup>. Staff had planned to complete a sewer line repair project at this facility later in the summer, but because the excavation for the gas lines was in the same location as the sewer project, the sewer line repair was also completed during this emergency repair. The budget impact for the emergency repair, the hotel rooms and the sewer line repair was \$36,000.00. The \$36,000.00 was funded from an existing 2015 Parker House capital project line item.

### **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 2015:

- Review the research completed by the consulting attorneys for RFTA related to the railroad ROW for preparation of a CPP, ACP and Trail Management Plan (*Complete*);
- Research other existing rail-banked corridors to see if policies for these types of corridors already exist that might be applicable and used by RFTA (*Continuing to research*);
- Review and comment on the existing templates & formats that RFTA is using for licensing in the Rail Corridor (*In process*);
- Provide recommendations and criteria for at-grade crossing systems that would be used to allow trains right-of-way, cross bucks, etc. (*Moved to 2016*);
- Completion and recommendation of development of 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 (*In process*);
- Complete the update of utilities, drainage structures, and other related improvements noted, started in 2013, with CAD files for the Survey data for the entire Railroad Corridor (*Moved to 2016*), work in the Wye area has been completed. The Survey will not be formally revised until the entire corridor is completed; however, a draft copy of the affected sheets from the survey will be provided as a matter of information at this time;
- Provided coordination to obtain an appraisal of the UPRR reserved easement area of the railroad right-of-way through RFTA's sub-consultant, H.C. Peck and Associates. The appraisal has been completed and



shared with the City of Glenwood Springs. A portion of the cost of this task will be reimbursed to RFTA by the City of Glenwood Springs, up to a maximum of \$10,000. *(Complete)*;

- **River Edge Colorado** - The developer is proposing new crossing locations as part of their application to Garfield County and the County is in the process of reviewing the developer's latest submittal. The County has been seeking clarification on some of the developer's assumptions and staff has been responding accordingly. Once the final crossing locations are approved by Garfield County, The developer will update some of the current assumptions regarding use of the crossing and then apply to RFTA for review of the design and then to the PUC for final approval of the crossing. RFTA staff, with advice from RFTA's attorneys will work to develop updated agreements for the RFTA Board to review, clarify and/or approve *(Ongoing)*;
- **8<sup>th</sup> Street Crossing Project by the City of Glenwood Springs**—Representatives of the City and RFTA met to discuss ways that they could collaborate in order to ensure that the 8<sup>th</sup> St. crossing is completed prior to the Grand Avenue Bridge closure in the summer/fall of 2017. A number of strategies for collaboration were discussed and are being evaluated. Future meetings are anticipated.
- **Industry Way, Carbondale** – Crossing Review & Coordination: Coordination including conference calls, email correspondence, designs and other related documents for proposed crossing improvements of Industry Way. Prepare response for town staff (The Town of Carbondale will be participating in the cost of this process up to \$2500.00) This process has been delayed until the Access Control Plan (ACP) has been updated and accepted by the RFTA Board; *(On Hold)*

### **Rio Grande Trail Update**

- Staff is in the middle of the weed season. Staff has been mechanically removing weeds and spot spraying weeds, when weather permits. This is consuming most of staff time.
- Staff participated in the Pitkin Co Open Space management planning efforts concerning the Rio Grande Trail corridor.
  - PCOST Board has accepted the plan and it is now in action
- Staff is coordinating with CCAH to discuss art in the corridor and overall beautification through Carbondale.
- Staff is actively working to beautify the corridor through Carbondale
  - This effort will include several small independent projects, creating a single track/dirt trail, installing irrigation (as budget allows)and plantings, edible gardens and artwork.
  - As part of the overall project staff will be acquiring dirt from a project that Gould Construction is currently working on in Carbondale
  - Staff will begin to install a single track/dirt trail adjacent to the paved surface in Carbondale, where space allows. Impact will be very minimal to regular trail use.
    - A professional trail builder is providing input and will assist with construction
    - Staff is seeking advice from Eagle, CO as they are somewhat the pioneers of this idea. Their project is called Singletrack Sidewalks and aims to provide youth (and adults) an alternative way to get around town and to and from school.  
<http://www.outsideonline.com/1930586/connecting-town-singletrack-sidewalks>
    - The local biking community is excited for this addition to the RGT corridor. No jumps will be built and it will rideable for all skill levels
    - Local youth will be asked to participate