

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

**TIME:** 8:30 a.m. – 11:30 a.m., Thursday, September 12, 2019

**Usual Location:** Town Hall (Room 1), 511 Colorado, Carbondale, CO 81623

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

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
1	<b>Call to Order / Roll Call:</b>		<b>Quorum</b>	<b>8:30 a.m.</b>
2	<b>Executive Session:</b>			
	A. Paul Taddune, General Counsel: <b>Two Matters:</b> 1) Pursuant to C.R.S. 24-6-402 4l(l) Determining positions that may be subject to negotiations; developing strategy for negotiations and instruction negotiators: Possible acquisition of Glenwood Springs Maintenance Operations Center Property; and 2) Pursuant to C.R.S. 24-6-402(4)(b)(1) conferences with an attorney for the public body for the purposes of receiving legal advice on specific legal questions concerning potential and pending litigation: Michael Baker/RocSol Indemnification regarding Sos/Alpine Tire Legal Expenses	<b>3.5.2.B.</b>	<b>Executive Session</b>	<b>8:31 a.m.</b>
3	<b>Approval of <a href="#">Minutes</a>:</b> RFTA Board Meeting, August 8, 2019, <b>pg. 3</b>		<b>Approve</b>	<b>9:00 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>9:05 a.m.</b>
5	<b>Items Added to Agenda – Board Member Comments:</b>	<b>4.3.3.C</b>	<b>Comments</b>	<b>9:10 a.m.</b>
6	<b>Consent Agenda:</b>			<b>9:20 a.m.</b>
	A. Resolution 2019-21: <a href="#">Resolution</a> in Support of Garfield County Federal Mineral Lease District Grant Application for LoVa Trail Construction Funding – Dan Blankenship, CEO <b>page 9</b>	<b>4.2.5</b>	<b>Adopt</b>	
7	<b>Presentation/Action Items Agenda:</b>			
	A. Approval of the 2019 RFTA <a href="#">Strategic</a> Plan – Kurt Ravenschlag, COO, <b>page 12</b>	<b>2.10</b>	<b>Approve</b>	<b>9:25 a.m.</b>
	B. Resolution 2019-22: Amending RFTA Board <a href="#">Governance</a> Policy Global 1.0 Ends Statement – Kurt Ravenschlag, COO, <b>page 13</b>	<b>1.0</b>	<b>Adopt</b>	<b>9:50 a.m.</b>
	C. Resolution 2019-23: Adoption of RFTA <a href="#">Fare</a> Policies – David Johnson, Director of Planning, <b>page 17</b>	<b>4.2.5</b>	<b>Adopt</b>	<b>10:00 a.m.</b>
	D. Presentation of 1 <sup>st</sup> Draft of RFTA 2020 <a href="#">Budget</a> – Michael Yang, CFAO, Paul Hamilton, Finance Director <b>page 20</b>	<b>2.5</b>	<b>Direction</b>	<b>10:15 a.m.</b>
8	<b>Public Hearing Agenda:</b>			
	A. Resolution 2019-24: <a href="#">Supplemental</a> Budget Appropriation – Michael Yang, CFAO, <b>page 37</b>	<b>4.2.5</b>	<b>Adopt</b>	<b>11:00 a.m.</b>
9	<b>Information/Updates:</b>			
	A. <a href="#">CEO</a> Report – Dan Blankenship, CEO, <b>page 48</b>	<b>2.8.6</b>	<b>FYI</b>	<b>11:15 a.m.</b>
10	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at September 12, 2019 Meeting	<b>4.3</b>	<b>Meeting Planning</b>	<b>11:20 a.m.</b>
	<b>(Agenda Continued on Next Page)</b>			

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
11	<b>Next Meeting:</b> 8:30 a.m. – 11:30 a.m., October 10, 2019 at Carbondale Town Hall	<b>4.3</b>	<b>Meeting Planning</b>	<b>11:25 a.m.</b>
12	<b>Adjournment:</b>		<b>Adjourn</b>	<b>11:30 a.m.</b>

**Mission/Vision Statement:** *“RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities.”*

**Values Statements:**

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

**ROARING FORK TRANSPORTATION AUTHORITY  
BOARD MEETING MINUTES  
August 8, 2019**

**Board Members Present:**

Art Riddile (Town of New Castle); Dan Richardson (Town of Carbondale); George Newman (Pitkin County); Jacque Whitsitt (Town of Basalt); Jeanne McQueeney (Eagle County); Jonathan Godes (City of Glenwood Springs)

**Voting Alternates Present:**

Alyssa Shenk (Town of Snowmass Village)

**Non-Voting Alternates Present:**

**Staff Present:**

Dan Blankenship, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial Administrative Officer (CFAO); Kurt Ravenschlag, Chief Operating Officer (COO); Nicole Schoon, Secretary to the Board of Directors; Mike Hermes, Angela Henderson, Abbey Pascoe, and Amy Burdick, Facilities & Trails Department; David Johnson, Planning Department; Paul Hamilton, Director of Finance

**Visitors Present:**

David Pesnichak (Pitkin County); John Krueger (City of Aspen)

**Agenda**

***Note: August 8, 2019 Board meeting video was corrupted, we apologize for the inconvenience.***

**1. Roll Call:**

**Art Riddile called the RFTA Board of Directors to order at 8:30 a.m. Riddile declared a quorum to be present (7 member jurisdictions present) and the meeting began at 8:31 a.m.**

**2. Executive Session:**

**Three Matters** – Paul Taddune, General Counsel

1) Pursuant to C.R.S. 24-6-402 4(e)(I) Determining positions that may be subject to negotiations; developing strategy for negotiations and instruction negotiators (RFTA-ATU Collective Bargaining Agreement 2019-2021); and 2) possible acquisition of Glenwood Springs Maintenance Operations Center Property; and 3) Pursuant to C.R.S. 24-6-402(4)(b)(1) conferences with an attorney for the public body for the purposes of receiving legal advice on specific legal questions concerning potential and pending litigation: Michael Baker/RocSol Indemnification regarding Sos/Alpine Tire Legal Expenses.

**George Newman moved to adjourn from the Regular Board Meeting into the Executive Session and Jacque Whitsitt seconded the motion. The motion was unanimously approved.**

**Staff Present:** Dan Blankenship, CEO; Paul Taddune, General Counsel; Michael Yang, CFAO; Kurt Ravenschlag, COO; and Nicole Schoon, Secretary to the Board

**Jeanne McQueeney moved to adjourn from the Executive Session into the Regular Board Meeting and Dan Richardson seconded the motion. The motion was unanimously approved.**

**No action was taken during the Executive Session. The Executive Session adjourned at 9:10 a.m.**

**3. Approval of Minutes:**

Riddile moved to approve the August 8, 2019 Board Meeting Minutes, and Richardson seconded the motion. The motion was unanimously approved.

**4. Public Comment:**

Riddile asked if any member of the public would like to address the Board or make a comment regarding items not on the August 8, 2019 Board Agenda.

No members of the public had any comments.

Riddile closed Public Comments at 9:12 a.m.

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

Riddile next asked if there were any items that needed to be added to the Board meeting Agenda. There were no items added to the Board meeting Agenda.

Riddile asked if any Board member had comments or questions regarding issues not on the Board meeting Agenda.

Riddile stated that the employee lunch and gathering at Veltus Park, in Glenwood Springs, on July 13, 2019 was a wonderful and valuable event for employees

Riddile thanked Mike Hermes and Kurt Ravenschlag for the tour of the RFTA facilities and suggested that these be performed more frequently and include all of the valley.

George Newman stated that regionalism has been a hot topic in many of the jurisdictions. This needs to be a continued effort by RFTA to help with the 1<sup>st</sup>/last mile mobility solutions.

Jonathan Godes thanked RFTA for its work with the City of Glenwood Springs on parking and structure plans.

Riddile closed Board comments at 9:19 a.m.

**6. Consent Agenda:**

**A. Letter of Support for Proposed Pitkin County Solar Project – Jason White, Assistant Planner**

Newman excused himself from the discussion of this Agenda item due to a potential conflict of interest.

Dan Blankenship stated that RFTA and Holy Cross Energy (HCE) have been discussing the possibility of RFTA purchasing additional solar energy, generated by the proposed Pitkin County Solar Project, which would offset the electrical demand at the Aspen Maintenance Facility (AMF) due to the Battery Electric Bus pilot project.

Jacque Whitsitt abstained from voting on the Letter of Support for Proposed Pitkin County Solar Project Agenda item. No vote was taken because the quorum was not met.

**Whitsitt moved to remove the Letter of Support for Proposed Pitkin County Solar Project from the August 8, 2019 Consent Agenda, and Riddile seconded the motion. The motion was unanimously approved.**

**B. Resolution 2019-19: Colorado Statewide Investment Pool – Michael Yang, CFAO**

RFTA's Investment Policy allows the investment of RFTA funds to Local Government Investment Pools (LGIPs) with a credit rating of AAAM, AAAf, or the equivalent. Since August 2011, RFTA has participated in one of the three LGIPs, known as Colotruster.

The Colorado Statewide Investment Pool (CSIP) is a statutory trust, which provides professional investment services designed to meet the cash management needs of Colorado governments. CSIP's TERM portfolio is AAAf rated by Fitch Ratings, the highest rating in its category. The investment manager and administrator for CSIP is PFM Asset Management LLC, the trustee bank is US Bank.

**Whitsitt moved to approve Resolution 2019-19: Colorado Statewide Investment Pool, and Godes seconded the motion. The motion was unanimously approved.**

**7. Presentation/Action Items Agenda:**

**A. RFTA Strategic Plan Update – Kurt Ravenschlag, COO**

Ravenschlag stated that RFTA staff has updated the 2019 RFTA Strategic Plan to reflect the work performed by the RFTA Board of Directors at the June 2019 Board Retreat. It clearly identifies objectives that support RFTA's seven key outcome areas: Safe Customers, Workforce, and General Public; Accessibility and Mobility; Sustainable Workforce; Financial Sustainability; Satisfied Customers; Environmental Sustainability; and High Performing Organization. These Outcomes and Objectives will also replace the Ends Statements of RFTA's Governing Policies.

The Draft Strategic Plan provides the framework to guide RFTA's decision making, budgeting, and daily operations. Outcomes represent the high level deliverables that RFTA strives to provide the communities it serves. Each Outcome Area includes several more specific Objectives that define different areas of focus in achieving the Outcome. Performance measures are identified for Objectives with performance targets set annually by staff. Staff will then develop Strategic Initiatives that are designed to move the needle in achieving the identified performance targets associated with the Objectives. The Strategic Initiatives become a part of the annual budget requests, and if funded, directly influence daily operations. Each task completed or dollar spent by RFTA should be linked back to the Strategic Plan and ultimately the Mission and Vision of this organization.

RFTA staff determined that the current RFTA Vision and Mission were reversed and so the new Vision is, RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities. The new Mission is connecting our region with transit and trails.

**Jeanne McQueeney felt as though there were too many objectives and asked if there was a way to narrow them down, which could be more beneficial.**

Ravenschlag stated that after much collaboration with staff these were the key Objectives identified.

**Jacque Whitsitt questioned if there could be long-term vs. short-term objectives.**

Ravenschlag stated that staff would look into the possibility of breaking them out into long-term vs. short-term objectives.

**George Newman stated that RFTA needs to continue looking for ways to increase partnerships within the valley.**

Other suggestions made to the Strategic Plan Update included grammar and editing changes.

**B. RFTA Fare Policy Update – David Johnson, Director of Planning**

David Johnson stated that RFTA currently lacks policies that confirm why the fares and fare structures have been established, and how RFTA will justify future fare changes. RFTA's Fare policy should align with the Strategic Plan Outcome Areas and Objectives. Included in the new proposed Fare Policy:

1. Fares shall be affordable;
2. Fares shall meet financial sustainability goals; RFTA's regional routes shall have an overall fare recovery of 20% minimum;
3. Fare structure shall encourage and support mobility and accessibility;
4. Fare structure and systems shall be easy for customers to understand and use;
5. Fare structure shall provide choices that meet a wide variety of travel needs; and
6. Fares shall enable all people in RFTA's service area to use public transportation.

RFTA's Fare Policy is based on three fare-related goals found in the Strategic Plan Outcome Areas and Smart Objectives. These goals are:

- **Affordability:** RFTA must provide an affordable means for transit users to access employment, medical care, education and other critical daily needs.
- **Mobility & Accessibility:** RFTA services must allow people to travel reliably to a variety of destinations, with reasonable headways, and with a wide time span of service.
- **Financial Sustainability:** RFTA must be able to offer affordable mobility options within its budgetary means, in a financial reasonable and sustainable manner.

The RFTA Board indicated general support for the proposed fare policy, which will be brought back for adoption at the September 12<sup>th</sup> Board meeting.

**C. 2020 RFTA Budget – Preliminary Planning Initiatives, Assumptions, and Issues – Michael Yang, CFAO**

Paul Hamilton presented the 2020 Preliminary Budget and highlighted initiatives, assumptions and issues.

**General Fund**

1. *Budget Initiatives, Assumptions and Issues:*
  - a) Align budget with Outcomes and Objectives identified in RFTA's Strategic Plan.
  - b) Consider adjustments to services.
  - c) Develop revenue estimates for Operating and Capital Grants, and other governmental contributions.
  - d) Fare revenue.
  - e) Develop Transit Service Plan.
  - f) Departments submit their draft budget requests.
  - g) Departments submit their capital item and project requests.
  - h) Unexpended capital items and projects budgeted for in 2019 may need to be re-budgeted in 2020.
  - i) Board priorities incorporated into the budget's planning assumptions.

2. *New Budget issues:*
  - a) Potential new services that are being discussed:
    - i) Shuttle from Brush Creek PNR to Highlands via Buttermilk
    - ii) Garfield County – Rifle / Parachute Service
    - iii) Maroon Bells Bus Tour – impacts of a potential reservation system
  - b) Outcomes and timing from RFTA Destination 2040 Planning
    - i) First full year of service enhancements
    - ii) Capital projects: *Bike Sharing*
  
3. *Continuing Budget issues and considerations:*
  - a) In 2019, Sales and Use tax revenues through April have exceeded budget estimates by approximately 11%. Transit fares are on pace with budget estimates.
  - b) For the 2019 tax year, with collections in 2020, the full 2.65 mill levy will be assumed for the 2020 budget.
  - c) For 2019, management obtained fixed price transit diesel fuel contracts.
  - d) The preliminary estimated annual increase for 2020 healthcare costs is anticipated to be around 10%.
  - e) Occupancy rate for RFTA employee housing (seasonal and year-round) is at 88%.
  - f) The deadline for Request for Funding Application Forms related to the 2020 budget year will be in September.
  - g) WE-cycle additional funding above the annual \$100,000 RFTA contribution is anticipated to support planning for and implementation of Destination 2040 Bike Share expansion.
  - h) The \$30,000/year contribution to Garfield Clean Energy (GCE) will be incorporated into the 2020 draft budget, which will represent the final year of the three-year funding request.

### **Bus Stops/PNR Special Revenue Fund**

1. *Budget Initiatives, Assumptions and Issues:*
  - a) Develop Vehicle Registration Fee estimate.
  - b) Budget bus stops and park and ride operating expenditures.
  - c) Operating and maintenance costs associated with BRT stations and park and rides will be transferred from the General Fund using available Sales Tax Revenues.

The first draft of the 2020 budget will be brought back for Board review at the September 12<sup>th</sup> meeting.

## **8. Public Hearing Agenda:**

### **A. Resolution 2019-20: 2019 Supplemental Budget Appropriation – Michael Yang, CFAO**

Michael Yan stated, as part of RFTA's ongoing review and planning efforts with the implementation of Destination 2040 Plan, the following supplemental budget appropriations are needed:

#### **General Fund**

1. New Projects: (Extend BRT to Downtown Glenwood Springs and SH6/24, Bike Share Expansion, In-Line Transit Stops in Downtown Glenwood Springs, New Transit Station in Glenwood Springs, Parking Expansion of 27th Station, Pedestrian Crossing of 27<sup>th</sup>)
  - a) Glenwood Springs Corridor Study
    - i) Capital Outlay increase of \$610,000
    - ii) Other Government Contributions increase of \$341,000
  - b) WE-cycle Bike Share Expansion Planning
    - i) Transit Expenditures increase of \$50,000
2. Adjustments to Existing Projects
  - a) Camera System Equipment for City of Aspen Vans/Shuttles

- i) Other Government Contributions increase of \$24,561
- b) Sopris Creek/Emma Bridget Rehabilitation Project
  - i) Other Government Contributions decrease of \$146,000
- c) Repurpose savings from Capital
  - i) Capital Outlay decrease of \$34,000
  - ii) Transit Expenditures increase of \$34,000
- 3. Insurance Recovery
  - a) Other Financing Sources increase of \$108,978

The overall Net decrease to the 2019 General Fund Balance is \$331,461.

**Richardson moved to approve Resolution 2019-20: 2019 Supplemental Budget Appropriation, and Whitsitt seconded the motion. The motion was unanimously approved.**

**9. Information/Updates:**

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

Blankenship highlighted that RFTA has won a Grand Award from the American Public Transportation Association' 2019 AdWheel Awards Competition. RFTA was the Grand Prize winner of Category 3: Best Marketing and Communications to Highlight Transit Needs/Funding. A special thanks and congratulations to Jamie Tatsuno and Jennifer Balmes from the Marketing and Communications Department. Kurt Ravenschlag will be attending the APTA Annual Meeting and will accept the award on behalf of RFTA.

Blankenship also highlighted that RFTA was upgraded by S&P Global Ratings from 'AA-' to 'AA' for its sales tax bonds. The stable outlook reflects S&P's view that the sales tax revenue produces maximum annual debt service (MADS) coverage at levels it considers very strong. S&P does not expect to change the rating during their two-year outlook horizon.

**10. Issues to be Considered at Next Meeting:**

**11. Next Meeting:** 8:30 a.m. – 11:30 a.m., September 12, 2019, Carbondale Town Hall, Room 1

**12. Adjournment:**

**Riddile adjourned the August 8, 2019 Board Meeting at 8:53 a.m.**

Respectfully Submitted:

Nicole R. Schoon

Secretary to the RFTA Board of Directors



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

<b>Meeting Date:</b>	September 12, 2019
<b>Agenda Item:</b>	<b>Resolution No. 2019-21:</b> Resolution in Support of Garfield County Federal Lease District Application for LoVa Trail Construction Funding
<b>Policy #:</b>	<b>2.8: Board Awareness and Support</b>
<b>Strategic Outcome:</b>	Accessibility and Mobility: RFTA will provide accessible, effective and easy to use mobility options that connect our region for all user types.
<b>Recommendation:</b>	Adopt Resolution No. 2019-21
<b>Presented By:</b>	David Johnson, Director of Planning
<b>Core Issues:</b>	<ul style="list-style-type: none"> <li>• The Town of New Castle, the City of Glenwood Springs, and RFTA are jointly applying for a \$1,000,000 Garfield County Federal Mineral Lease District (GCFMLD) grant administered by Garfield County. The Town of New Castle is the primary applicant.</li> <li>• The GCFMLD funding, along with a \$100,000 local match from Glenwood Springs and a \$100,000 match from RFTA, would be used to construct 690 linear feet of the LoVa Trail from Grand River Park to the Old Midland Rail Grade, just west of Glenwood Springs.</li> <li>• As the Primary Applicant, New Castle will contribute \$650,000 in local matching funds secured through a \$500,000 Colorado Parks &amp; Wildlife (CPW) Colorado the Beautiful grant with \$30,000 in match from New Castle, \$100,000 in match from Glenwood Springs, and \$20,000 in match from RFTA, designated to be spent on the extension of the western portion of the LoVa South Canyon Trail.</li> <li>• The total cost for both segments of the trail would be \$1,850,000, with the local share representing 46% of the total cost.</li> <li>• Garfield County requires applicants for FMLD grant funds to provide resolutions from their Boards of Directors authorizing the submission of the applications.</li> <li>• Staff recommends that the Board adopt Resolution 2019-21.</li> </ul>
<b>Policy Implications:</b>	RFTA Board Awareness and Support Policy 2.8 states, “The CEO may not fail to supply for the Board’s consent agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation or contract to be Board-approved.
<b>Fiscal Implications:</b>	If the GCFMLD grant is awarded, RFTA will need to provide \$100,000 in local match. RFTA’s approved Destination 2040 plan designated \$2 million to help leverage funding from other partners for the construction of the LoVa Trail. In 2019, RFTA previously budgeted \$20,000 in match for the New Castle segment of the LoVa Trail.
<b>Attachments:</b>	Yes, please see Resolution 2019-21, attached below.

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2019-21**

**Resolution in Support of Garfield County Federal Mineral Lease District Grant Application for  
LoVa Trail Construction Funding**

**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 (“GCFMLD”); and

**WHEREAS**, RFTA has recognized the value of a non-motorized Lower Valley Trail (“LoVa Trail”) connecting the City of Glenwood Springs to the town of New Castle; and

**WHEREAS**, RFTA will submit a Joint Grant Application for the Trail in partnership with the City of Glenwood Springs and the Town of New Castle (as the primary applicant), and commits a \$100,000 match; and

**WHEREAS**, RFTA supports the completion of the project if a grant is awarded by the GCFMLD.

**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 and, if approved, will appropriate matching funds for a grant with GFMLD.
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 GCFMLD.
5. If a grant is awarded, the RFTA Board of Directors hereby authorizes the CEO to sign a Grant Agreement with the GCFMLD.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12<sup>th</sup> day of September, 2019.

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

By: \_\_\_\_\_  
Art Riddile, 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 September 12, 2019 (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 12th day of September, 2019.

\_\_\_\_\_  
Nicole R. Schoon, Secretary to the RFTA Board of Directors

**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM. #7. A.**

<b>Meeting Date:</b>	September 12, 2019
<b>Agenda Item</b>	Approval of the 2019 RFTA Strategic Plan
<b>Policy #:</b>	<b>4.2.A: Board Job Products</b>
<b>Strategic Outcome:</b>	<b>High Performing Organization:</b> With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective and collaborative regional transportation services that reflect community values.
<b>Recommendation:</b>	Staff recommends that the Board approve the 2019 Strategic Plan
<b>Presented By:</b>	Kurt Ravenschlag, Chief Operating Officer, RFTA
<b>Core Issues:</b>	Staff has updated the 2019 RFTA Strategic Plan to reflect the work performed by the RFTA Board of Directors at the June 2019 Board Retreat. The Board’s work provides a roadmap to achieve the vision of pursuing excellence and innovation in providing preferred transportation choices that connect and support vibrant communities. It clearly identifies objectives that support RFTA’s seven key outcome areas: Safe Customers, Workforce, and General Public; Accessibility and Mobility; Sustainable Workforce; Financial Sustainability; Satisfied Customers; Environmental Sustainability; and High Performing Organization.
<b>Background Info:</b>	RFTA’s Strategic Plan has historically helped guide RFTA’s work in accordance with its Principal Objectives. The 2019 RFTA Board Retreat conducted in June allowed the Board to review the structure of the Strategic Plan and make modifications to the structure to provide the needed policy guidance to RFTA staff to meet the organization’s Strategic Outcomes. The Draft Strategic Plan provides the framework to guide RFTA’s decision-making, budgeting, and daily operations. Outcomes represent the high level deliverables that RFTA strives to provide the communities it serves. Each Outcome Area includes several more specific Objectives that define different areas of focus in achieving the Outcome. Performance measures are identified for Objectives with performance targets set annually by staff. Staff will then develop Strategic Initiatives that are designed to move the needle in achieving the identified performance targets associated with the Objectives. The Strategic Initiatives become a part of the annual budget requests and, if funded, directly influence daily operations. Each task completed or dollar spent by RFTA should be linked back to the Strategic Plan and ultimately the Mission and Vision of this organization.
<b>Policy Implications:</b>	Board Job Products policy 4.2.A states, “ The Board will develop and maintain written governing policies that realistically address the broadest levels of all organizational decisions and situations: A) ENDS: Organization products, effects, benefits, outcomes, recipients, and their relative worth (what good for which recipients at what cost).
<b>Fiscal Implications:</b>	The Strategic Plan, when adopted, will guide the decision making, budgeting, and daily operations of RFTA.
<b>Attachments:</b>	Yes, please see “2019 RFTA Strategic Plan.pdf” included in the September RFTA Board Meeting Portfolio.pdf attached to e-mail transmitting the RFTA Board Agenda packet.

**RFTA BOARD OF DIRECTORS MEETING  
 “PRESENTATION/ACTION” AGENDA SUMMARY ITEM #7. B.**

<b>Meeting Date:</b>	September 12, 2019
<b>Agenda Item</b>	Resolution 2019-22: Amending RFTA Board Governance Policy 1.0 Global Ends Statement
<b>Policy #:</b>	<b>4.2.A: Board Job Products</b>
<b>Strategic Outcome:</b>	<b>High Performing Organization:</b> With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective and collaborative regional transportation services that reflect community values.
<b>Recommendation:</b>	Adopt Resolution 2019-22
<b>Presented By:</b>	Kurt Ravenschlag, Chief Operating Officer, RFTA
<b>Core Issues:</b>	This resolution is aimed at aligning Governing Policy 1.0 Global Ends Statement and the RFTA Strategic Plan Outcomes. This Resolution is Amending Governing Policy 1.0 to reflect the seven recently adopted Strategic Plan Outcomes, thus replacing the current Global Ends Statement in its entirety.
<b>Background Info:</b>	<p>By Resolution 2019-22, RFTA Board Policy 1.0 will be amended to read as follows:</p> <p><b>1.0 Outcomes</b></p> <p align="center"><i>RFTA’s Mission</i>  <b>Connecting our Region with Transit and Trails</b></p> <p><b>1.1 Safe Customers, Workforce and General Public</b>  RFTA will ensure the safety of its workforce, customers and general public through its safety first culture, systematic procedures, practices, and policies for managing risks and hazards.</p> <p><b>1.2 Accessibility and Mobility</b>  RFTA will provide accessible, effective and easy to use mobility options that connect our region for all user types.</p> <p><b>1.3 Sustainable Workforce</b>  RFTA will ensure organizational sustainability by enhancing its ability to continue to recruit and retain an engaged, well-trained, resilient professional workforce.</p> <p><b>1.4 Financial Sustainability</b>  RFTA will ensure cost effective and responsible use of funding, maintain and monitor its short-term and long-term financial forecasts, seek funding partnerships and diversification of revenues.</p> <p><b>1.5 Satisfied Customers</b>  RFTA will strive to exceed customer expectations by providing modern, courteous, safe, convenient, highly reliable, dependable, comfortable, sustainable, cost efficient, and affordable transportation choices to our residents and visitors.</p> <p><b>1.6 Environmental Sustainability</b>  RFTA will research and implement innovative, environmentally sustainable practices in all areas of transit and trails management.</p>

	<p><b>1.7 High Performing Organization</b>  With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.</p>
<b>Policy Implications:</b>	Board Job Products policy 4.2.A states, “ The Board will develop and maintain written governing policies that realistically address the broadest levels of all organizational decisions and situations: A) ENDS: Organization products, effects, benefits, outcomes, recipients, and their relative worth (what good for which recipients at what cost).
<b>Fiscal Implications:</b>	None at this time.
<b>Attachments:</b>	Yes, please see Resolution 2019-22, (attached below).

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2019-22**

**AMENDING THE RFTA BOARD GOVERNING POLICY 1.0 GLOBAL ENDS STATEMENT**

**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**, pursuant to Resolution 2003-17, the Board of Directors of the Roaring Fork Transportation Authority adopted new governance policies, including RFTA Global Ends Statement Policy 1.0; and

**WHEREAS**, the Roaring Fork Transportation Authority would like to Amend Governing Policy 1.0 to reflect the newly adopted 2019 Strategic Plan Outcomes.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Roaring Fork Transportation Authority that RFTA Board Governing Policy 1.0 is hereby amended, in its entirety, to read as follows:

**POLICY TYPE: Outcomes**

**POLICY 1.0**

**POLICY TITLE: Outcomes**

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2.0 Outcomes

*RFTA’s Mission*

**Connecting our Region with Transit and Trails**

**1.3 Safe Customers, Workforce and General Public**

RFTA will ensure the safety of its workforce, customers and general public through its safety first culture, systematic procedures, practices, and policies for managing risks and hazards.

**1.4 Accessibility and Mobility**

RFTA will provide accessible, effective and easy to use mobility options that connect our region for all user types.

**1.3 Sustainable Workforce**

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

**1.7 Financial Sustainability**

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

**1.8 Satisfied Customers**

RFTA will strive to exceed customer expectations by providing modern, courteous, safe, convenient, highly reliable, dependable, comfortable, sustainable, cost efficient, and affordable transportation choices to our residents and visitors.

**1.9 Environmental Sustainability**

RFTA will research and implement innovative, environmentally sustainable practices in all areas of transit and trails management.

**1.7 High Performing Organization**

With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12<sup>th</sup> day of September, 2019.

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

By: \_\_\_\_\_  
Art Riddile, Chairman

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 September 12, 2019 (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 \_\_\_\_\_, 2019.

\_\_\_\_\_  
Nicole R. Schoon, Secretary to the RFTA Board of Directors



**RFTA BOARD OF DIRECTORS MEETING  
PRESENTATION/ACTION AGENDA ITEM SUMMARY #7. C.**

<b>Meeting Date:</b>	September 12, 2019
<b>Agenda Item:</b>	Resolution 2019-23: Adoption of RFTA Fare Policies
<b>Policy #:</b>	<b>2.1: Treatment of the Public</b>
<b>Strategic Outcome:</b>	Satisfied Customers: Smart Objective 5.2: Transit services are affordable for all user types
<b>Presented By:</b>	David Johnson, Planning Director
<b>Recommendation:</b>	Approve Fare Policy Resolution 2019-24
<b>Core Issues:</b>	<p>RFTA's current fare information can be found at <a href="http://www.rfta.com/fares/">www.rfta.com/fares/</a> . This fare information consists of general information on fares, fare structure, and the cost of various fare options. RFTA's fare information is outlined as simply as possible, considering the inherent complexity of fare structure for a 70-mile corridor.</p> <p>However, RFTA currently lacks material that confirms why the fares and fare structures (that have evolved over time) have been established, and how RFTA will justify future fare changes.</p> <p>At the August 2019 RFT Board meeting, staff presented draft fare policies for review. The following fare policies have been revised, based on Board comments.</p> <ol style="list-style-type: none"> <li>1. RFTA routes shall have a minimum overall fare recovery ratio to meet financial sustainability goals.</li> <li>2. Fare structure shall encourage and support affordability, mobility and accessibility</li> <li>3. Fare structure and systems shall be easy for customers to understand and use</li> <li>4. Fare structure shall provide choices that meet a wide variety of travel needs</li> <li>5. Fares shall enable all people in RFTA's service area to use public transportation</li> </ol> <p>These fare policies, which are aligned with RFTA Strategic Plan Outcome Areas and Objectives, shall be the foundation for RFTA's current fare structure; future changes to fares and investments in fare collection systems; and for other fare-related matters.</p>
<b>Background Info:</b>	See Core Issues
<b>Policy Implications:</b>	RFTA Board Treatment of the Public policy 2.1.3 states, "The CEO shall not fail to clearly communicate to the public what may be expected from the services offered. The public shall be provided an opportunity to comment on proposed "major" service reductions and to any changes in fares at least thirty (30) days prior to implementation of them."
<b>Fiscal Implications:</b>	There are no specific fiscal implications for this fare policy clarification.
<b>Attachments:</b>	Yes, please see Resolution 2019-23 attached below.

Director \_\_\_\_\_ moved to adopt the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2019-23**

**ADOPTION OF RFTA FARE POLICIES**

**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**, 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 USDOT; and

**WHEREAS**, RFTA has drafted Fare Policies, which the Board reviewed, revised and recommended for adoption at the August 8, 2019 Board meeting.

**WHEREAS**, these Fare Policies are as follows:

1. RFTA routes shall have a minimum overall fare recovery ratio to meet financial sustainability goals.
2. Fare structure shall encourage and support affordability, mobility and accessibility
3. Fare structure and systems shall be easy for customers to understand and use
4. Fare structure shall provide choices that meet a wide variety of travel needs
5. Fares shall enable all people in RFTA’s service area to use public transportation

**WHEREAS**, these Fare Policies are aligned with RFTA Strategic Plan Outcome Areas and Objectives and shall serve as the foundation for RFTA’s current fare structure; future changes to fares and investments in fare collection systems; and for other fare-related matters.

**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.

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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 12<sup>th</sup> day of September, 2019.

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

By:

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Arthur Riddile, 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 September 12, 2019; (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 12<sup>th</sup> day of September, 2019.

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Nicole R. Schoon, Secretary to the Board

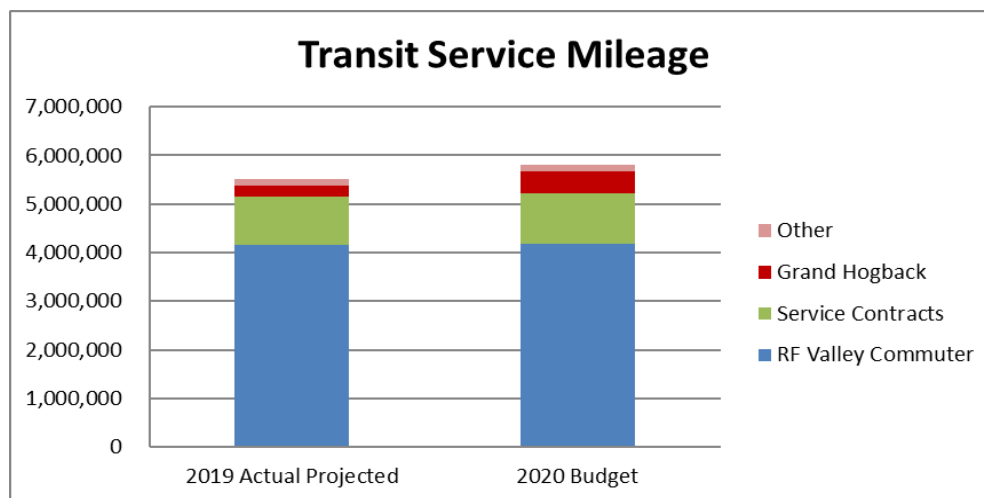
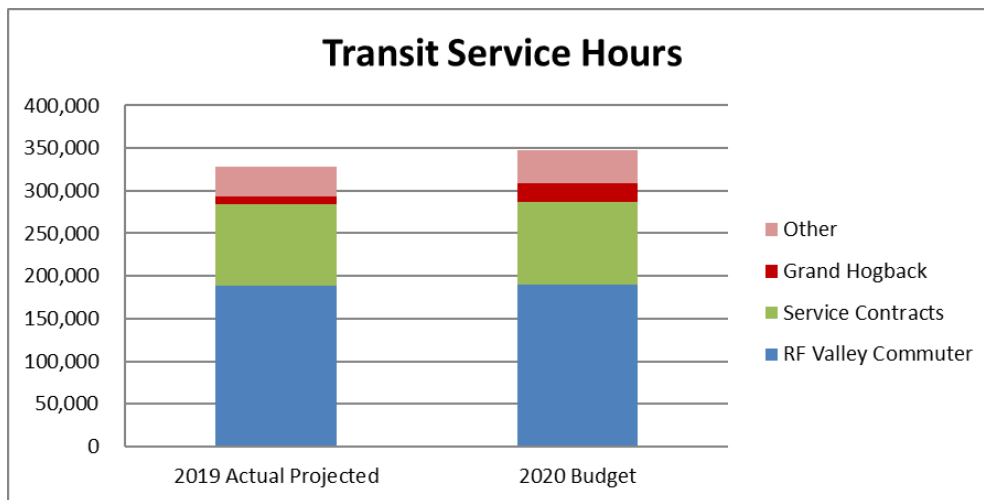
**RFTA BOARD OF DIRECTORS MEETING  
PRESENTATIONS AGENDA SUMMARY ITEM # 7. D.**

<b>Meeting Date:</b>	September 12, 2019
<b>Agenda Item:</b>	Presentation of 1 <sup>st</sup> Draft of RFTA 2020 Budget
<b>POLICY #:</b>	<b>2.5: Financial Planning/ Budgeting</b>
<b>Strategic Outcome:</b>	<b>Financial Sustainability:</b> 4.1) Ensure accurate budgeting and accounting; 4.2) Develop a capital planning prioritization process
<b>Action Requested:</b>	Approval of 2020 Budget priorities, revenue and expenditures assumptions.
<b>Presented By:</b>	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
<b>Recommendation:</b>	Approve prioritization and assumptions of the 2020 Budget with revisions as the Board feels necessary
<b>Core Issues:</b>	Limited financial resources require the establishment of priorities and expenditures assumptions to meet the 2020 budget goals established by the Board at the August 2019 Board meeting.
<b>Background Info:</b>	<p>At the August 2019 Board meeting, staff presented the 2020 budget initiatives, assumptions and issues.</p> <p>The 1<sup>st</sup> draft of the 2020 budget has been prepared based on the approved budget initiatives and assumptions. The budget is a work-in-progress and will be refined in September and October as more actual expenditure and revenue data become available, which can affect the General Fund's current forecast for 2019.</p> <p>The 1<sup>st</sup> draft of the budget will be presented in the following order:</p> <ol style="list-style-type: none"> <li>1. Services</li> <li>2. Challenges, Issues, and Opportunities</li> <li>3. Consolidated Financial Overview</li> <li>4. Estimated Revenue Composition and Assumptions</li> <li>5. Budgeted Expenditures by Program/Department and Assumptions</li> <li>6. Budgeted Other Financing Sources/Uses</li> <li>7. Staffing</li> <li>8. Major Goals</li> <li>9. Fund Balance</li> <li>10. Background information</li> </ol>
<b>Policy Implications:</b>	Board Job Products Policy 2.4.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
<b>Fiscal Implications:</b>	Limited resources will require prioritization of Authority projects; revenue and expenditures assumptions could affect Fund balance.
<b>Attachments?</b>	Yes, please see 2020 1 <sup>st</sup> Draft Budget presentation on the following pages.

## 2020 RFTA BUDGET – 1<sup>ST</sup> DRAFT PRESENTATION

### 1. Services

- The budget assumes status quo service levels with updates for seasonal changes. The 2020 calendar year contains the first full year of additional 30-minute New Castle service (part of Destination 2040), is a leap-year, and contains the new Brush Creek to Buttermilk/Aspen Highlands skier shuttle as part of the contracted services with the Aspen Skiing Company.
- The 2020 calendar year also includes increased transit service hours and miles from 2019 to 2020. Hours increased from a projected amount of 325,800 hours in 2019 to a budgeted amount of 347,200 hours in 2020, which is a 5.6% increase. Mileage increased from a projected amount of 5,511,000 miles in 2019 to a budgeted amount of 5,811,000 miles in 2020, which is a 5.4% increase.



## 2. Challenges, Issues and Opportunities

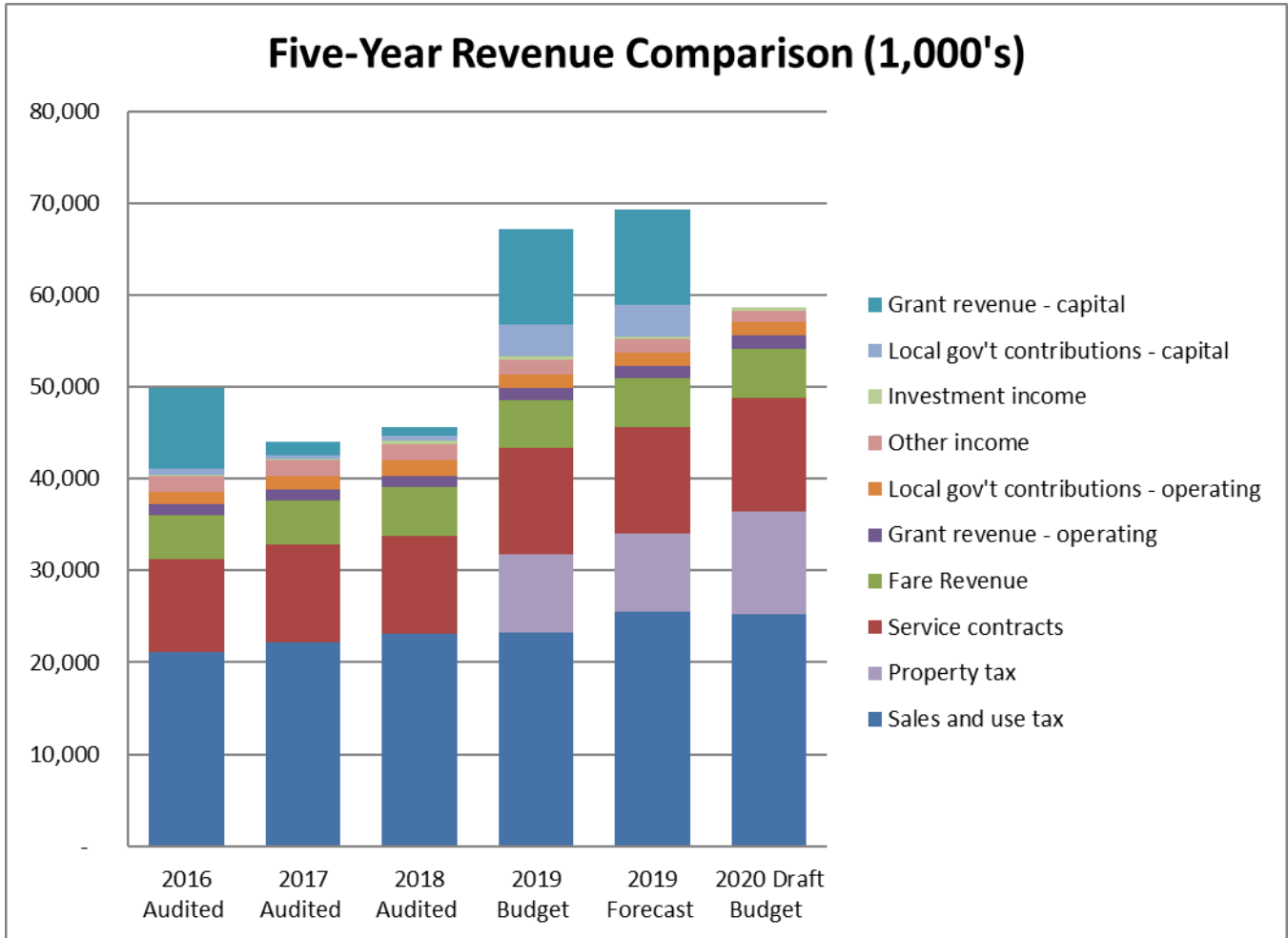
- As the Authority's primary funding mechanism, **Sales and Use tax** revenues can be volatile and growth can vary among our eight member jurisdictions.
  - The Authority relies on each member jurisdiction's Finance Department's assumptions and trend analysis for estimate preparation. Staff corresponded with each Finance Department to obtain their sales tax estimate for 2020. Of the eight jurisdictions, staff has heard back from seven and made our own assumptions for the remaining one jurisdiction until new information becomes available. There is general caution of a potential slowdown in the economy as evidenced by the information received. As a result, the preliminary overall sales tax increase is approximately 1.4% over the 2019 forecast.
  - Use tax reflects a decrease of approximately 44% under the 2019 forecast which represents a portion collected from a single taxpayer and an estimate of the potential impacts from HB19-1240. Staff will maintain a conservative approach and refrain from including the use tax collected from this single taxpayer in our use tax estimates.
- With respect to **Property tax** revenues, the temporary tax credit of 0.401 mill applied in the initial year of RFTA's new 2.65 mill levy is scheduled to end on December 31st. For the 2019 tax year, with collections in 2020, the full 2.65 mill levy and a 7.15% residential assessment rate is assumed in the 2020 budget. In addition, 2019 is a reassessment year in which the various Assessors inform all property owners of their new value for the 2019 tax year. Staff corresponded with the Assessors in Pitkin, Eagle, and Garfield Counties to obtain preliminary assessed valuations. As a result, the preliminary increase in property tax revenues is approximately 31% over the 2019 forecast. Staff will continue to work with the Assessors to obtain final assessed valuations within RFTA's district.
- **Transit fuel** prices are known to be volatile. For 2019, management obtained fixed price transit diesel fuel contracts to manage the volatility normally associated with fuel prices. In April 2019, transit diesel contracts were entered into for 2020 fuel pricing and reflects a 10% decrease in the weighted average price per gallon. Our current CNG pricing is assumed in our budget preparations.
- **Health care** costs continue to rise and the preliminary estimate for the increase is approximately 10%. The final estimate is anticipated to become available in September. Staff will review and analyze various scenarios before recommending any changes to employee contributions and employer contributions to the various plans.
- Historically, the high cost of living in the Roaring Fork Valley has negatively affected the Authority's ability to hire and retain qualified personnel. Management continues to review and refine the Authority's **compensation** package with respect to wages, incentive programs and benefit enhancements, including employee housing, in order to remain competitive in the local job market. A market survey for all job descriptions and benefits is currently underway. Any potential adjustments will be identified and considered as needed. The Collective Bargaining Unit comprised of full-time bus operators are subject to scheduled pay increases in accordance with their contract.
- With the capital intensive nature of the transit industry, management continues to develop funding strategies for short and long term **capital needs**. The funding strategy includes a combination of financing options, seeking out grant opportunities, pay-go using fund balance, seeking additional revenue, and reducing operating costs. The **Destination 2040** Plan has secured additional funding through property tax revenues and increased bonding authority. Management has started to implement several service enhancements and design and planning efforts for multiple capital projects.

### 3. Consolidated Financial Overview

(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2020 Draft Budget	%
<b>Beginning fund balance (Budget)</b>	\$ 23,848	\$ -	\$ 97	\$ 108	\$ 2,499	\$ 26,552	
<b>Revenues:</b>							
Sales and use tax	\$ 25,153	\$ -	\$ -	\$ 60	\$ -	\$ 25,213	43%
Property tax	\$ 11,183	\$ -	\$ -	\$ -	\$ -	\$ 11,183	19%
Service contracts	\$ -	\$ 12,374	\$ -	\$ -	\$ -	\$ 12,374	21%
Operating revenue	\$ 5,331	\$ -	\$ -	\$ -	\$ -	\$ 5,331	9%
Grant revenue - operating	\$ 1,402	\$ 30	\$ -	\$ -	\$ -	\$ 1,432	2%
Local gov't contributions - operating	\$ 1,510	\$ -	\$ -	\$ -	\$ -	\$ 1,510	3%
Other income	\$ 527	\$ -	\$ 487	\$ -	\$ 170	\$ 1,184	2%
Investment income	\$ 409	\$ -	\$ 1	\$ 4	\$ 74	\$ 488	1%
<b>Total revenue</b>	<b>\$ 45,515</b>	<b>\$ 12,404</b>	<b>\$ 488</b>	<b>\$ 64</b>	<b>\$ 243</b>	<b>\$ 58,714</b>	<b>100%</b>
<b>Program expenditures:</b>							
Fuel	\$ 1,811	\$ 742	\$ -	\$ -	\$ -	\$ 2,553	4%
Transit	\$ 27,827	\$ 11,834	\$ 988	\$ -	\$ -	\$ 40,648	67%
Trails & Corridor Mgmt	\$ 601	\$ -	\$ -	\$ 59	\$ -	\$ 660	1%
<b>Subtotal operating exp.</b>	<b>\$ 30,238</b>	<b>\$ 12,576</b>	<b>\$ 988</b>	<b>\$ 59</b>	<b>\$ -</b>	<b>\$ 43,860</b>	<b>72%</b>
Capital	\$ 11,649	\$ -	\$ -	\$ -	\$ -	\$ 11,649	19%
Debt Service	\$ 2,421	\$ -	\$ -	\$ -	\$ 2,733	\$ 5,155	8%
<b>Total expenditures</b>	<b>\$ 44,308</b>	<b>\$ 12,576</b>	<b>\$ 988</b>	<b>\$ 59</b>	<b>\$ 2,733</b>	<b>\$ 60,664</b>	<b>100%</b>
<b>Other financing sources</b>	<b>\$ 7,905</b>	<b>\$ 172</b>	<b>\$ 499</b>	<b>\$ -</b>	<b>\$ 2,490</b>	<b>\$ 11,067</b>	
<b>Other financing (uses)</b>	<b>\$ (3,162)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (3,162)</b>	
<b>Change in Fund Balance</b>	<b>\$ 5,950</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>\$ 5</b>	<b>\$ (0)</b>	<b>\$ 5,955</b>	
<b>Ending fund balance</b>	<b>\$ 29,798</b>	<b>\$ 0</b>	<b>\$ 97</b>	<b>\$ 113</b>	<b>\$ 2,499</b>	<b>\$ 32,507</b>	

For an explanation of each fund, please refer to the Background section at the end of this report.

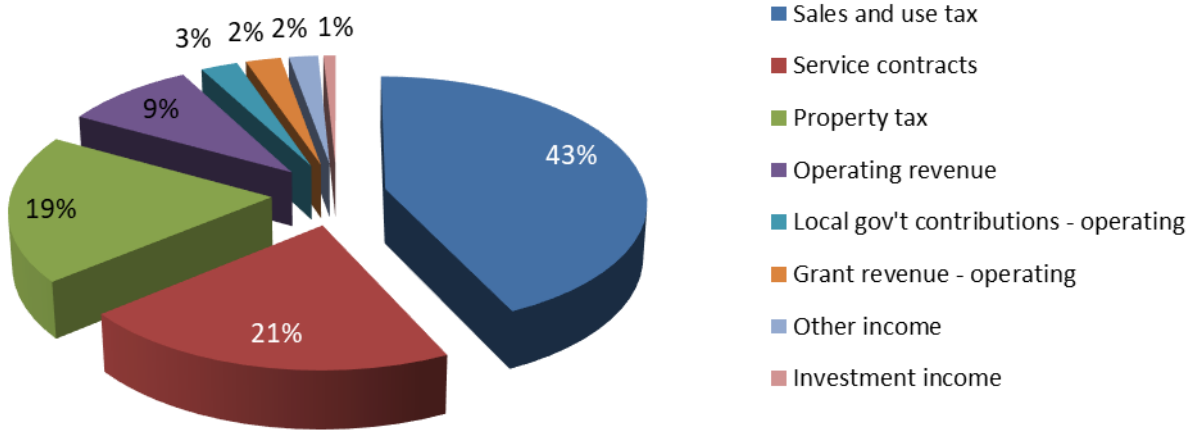
#### 4. Estimated Revenue Composition & Assumptions



Revenues (in thousands)	2016	2017	2018	2019	2019	2020 Draft	20/19 Budget	
	Audited	Audited	Audited	Budget	Forecast	Budget	\$ Dif	% Dif
Sales and use tax	\$ 21,123	\$ 22,153	\$ 23,124	\$ 23,297	\$ 25,575	\$ 25,213	\$ 1,916	8%
Property tax	-	-	-	8,457	8,513	11,183	2,726	32%
Service contracts	10,056	10,616	10,699	11,613	11,560	12,374	760	7%
Fare Revenue	4,810	4,853	5,265	5,151	5,265	5,331	180	3%
Grant revenue - operating	1,245	1,245	1,244	1,346	1,346	1,432	86	6%
Local gov't contributions - operating	1,364	1,379	1,736	1,480	1,482	1,510	31	2%
Other income	1,696	1,731	1,682	1,638	1,490	1,184	(455)	-28%
Investment income	89	167	332	336	287	488	152	45%
<b>Subtotal Revenues - Operating</b>	<b>40,383</b>	<b>42,143</b>	<b>44,084</b>	<b>53,318</b>	<b>55,516</b>	<b>58,714</b>	<b>5,396</b>	<b>10%</b>
Local gov't contributions - capital	706	472	535	3,416	3,344	-	(3,416)	-100%
Grant revenue - capital	8,774	1,433	981	10,496	10,496	-	(10,496)	-100%
<b>Subtotal Revenues - Capital</b>	<b>9,480</b>	<b>1,905</b>	<b>1,515</b>	<b>13,913</b>	<b>13,840</b>	<b>-</b>	<b>(13,913)</b>	<b>-100%</b>
<b>Total</b>	<b>\$ 49,863</b>	<b>\$ 44,048</b>	<b>\$ 45,599</b>	<b>\$ 67,231</b>	<b>\$ 69,357</b>	<b>\$ 58,714</b>	<b>\$ (8,517)</b>	<b>-13%</b>



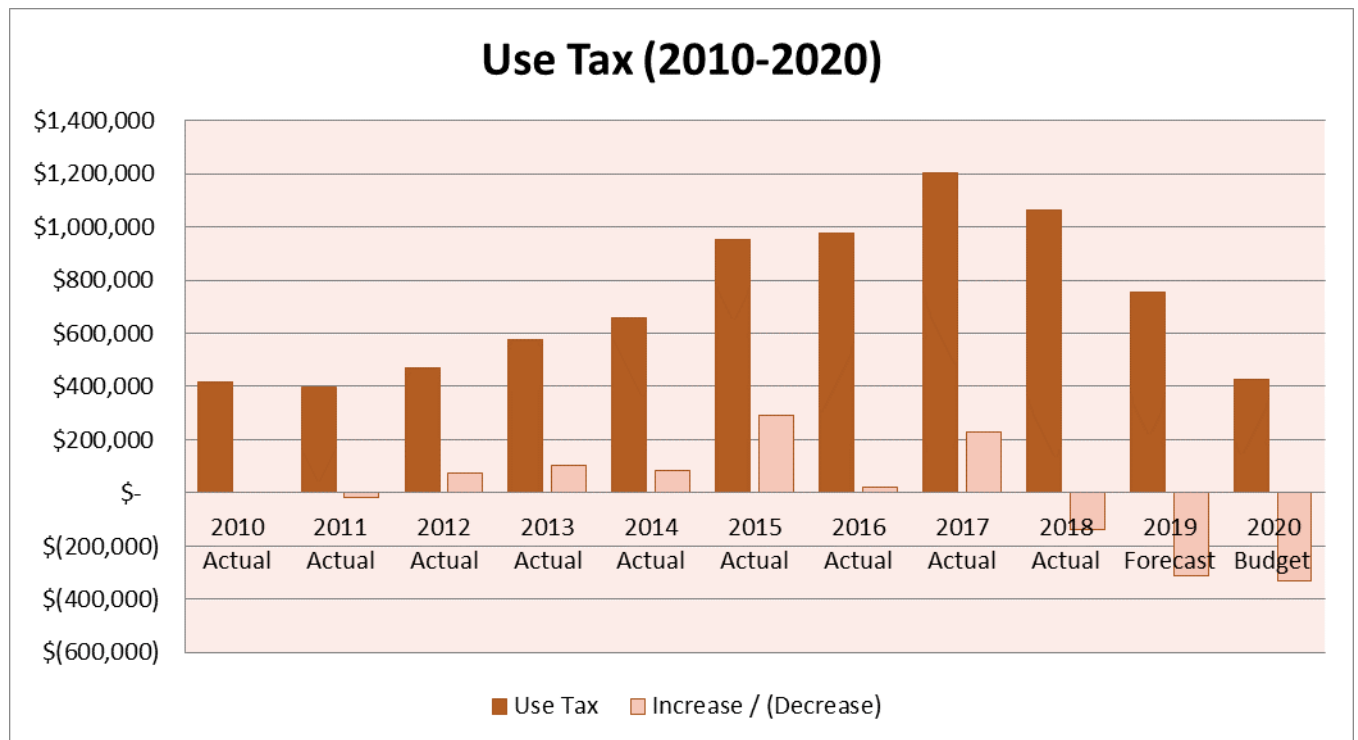
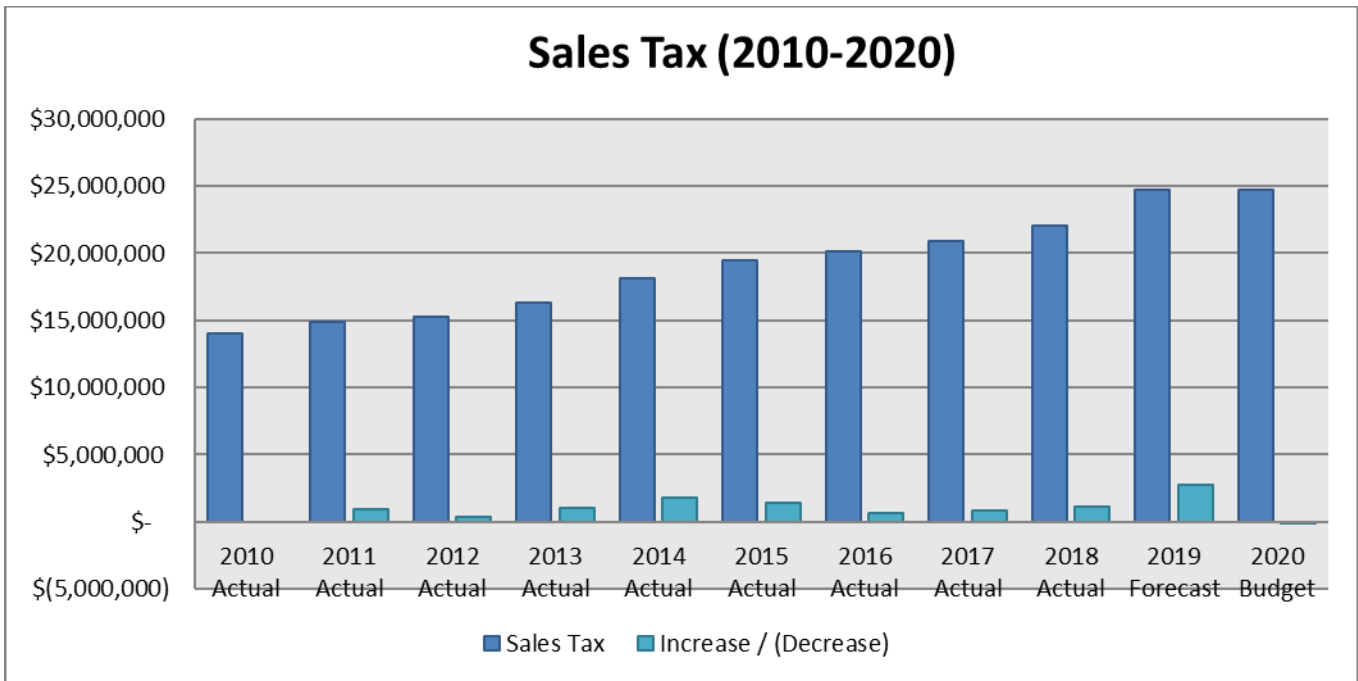
## 2020 Estimated Revenue Composition



- Sales Tax** revenues are dedicated taxes collected from member jurisdictions based on intergovernmental agreements. The chart below shows preliminary estimates by jurisdiction as of August 2019:

Member Jurisdictions	2020 % Increase
Aspen	2.3%
Basalt	1.5%
Carbondale*	1.5%
Glenwood Springs	3.0%
Eagle County	0.0%
New Castle	3.0%
Pitkin County	-2.0%
Snowmass Village	0.0%

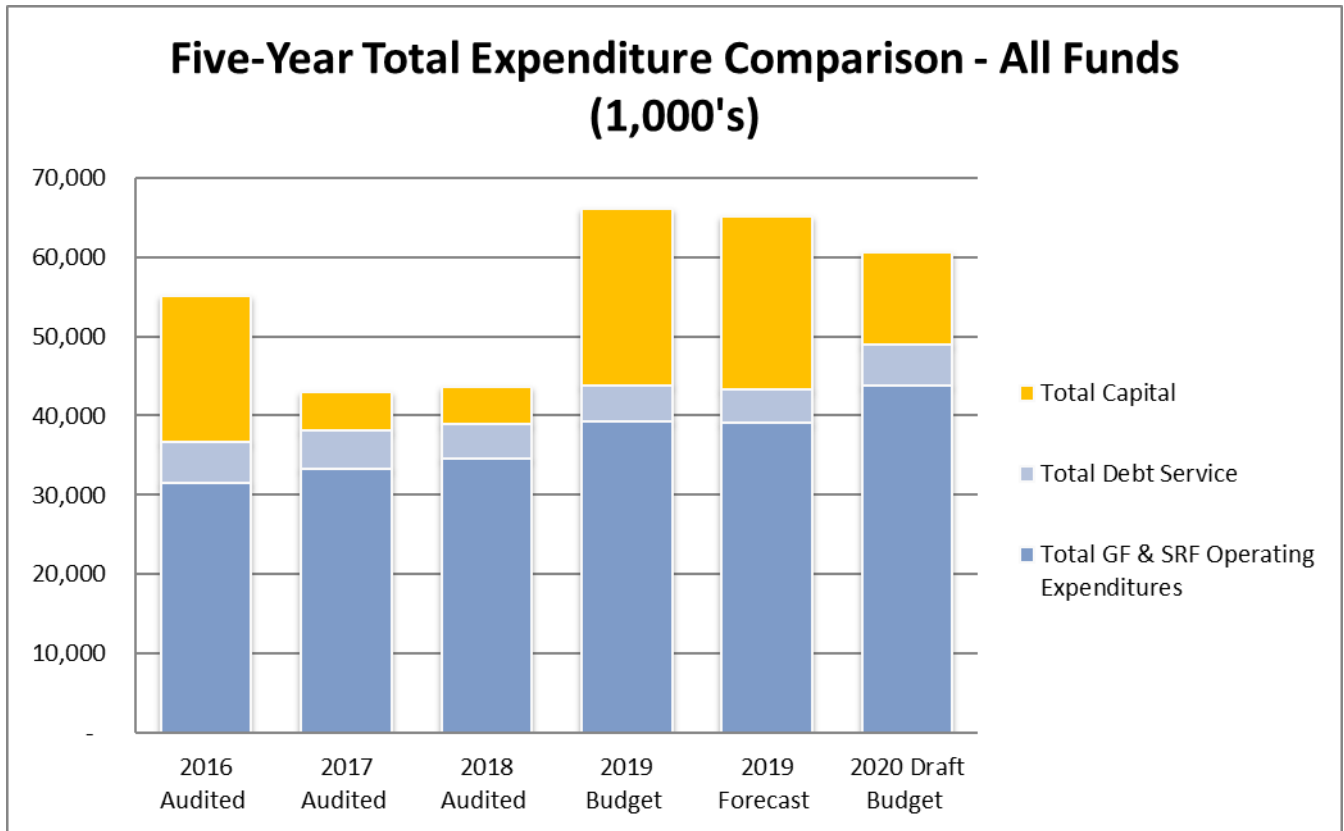
*\*RFTA-derived estimate, awaiting estimate from jurisdiction*



- **Property tax revenues** are collected by the County Treasurer in Pitkin, Eagle and Garfield Counties within RFTA’s member jurisdictions. Based on the preliminary data received from Pitkin, Eagle and Garfield Counties, increases in assessed property values are 10.6%, 5.7% and 27.0%, respectively, within RFTA’s district. Final certifications of assessed valuations will occur in December.
- **Service contract revenues** are for contracted transit services which are billed monthly based on miles and hours by route. The Authority has service contract agreements with the Aspen Skiing Company, the City of Aspen, the City of Glenwood Springs and Garfield County (Travelers Program);
  - The Authority estimated hours and miles by route for each service contract agreement and calculated costs in accordance with each service contract agreement.

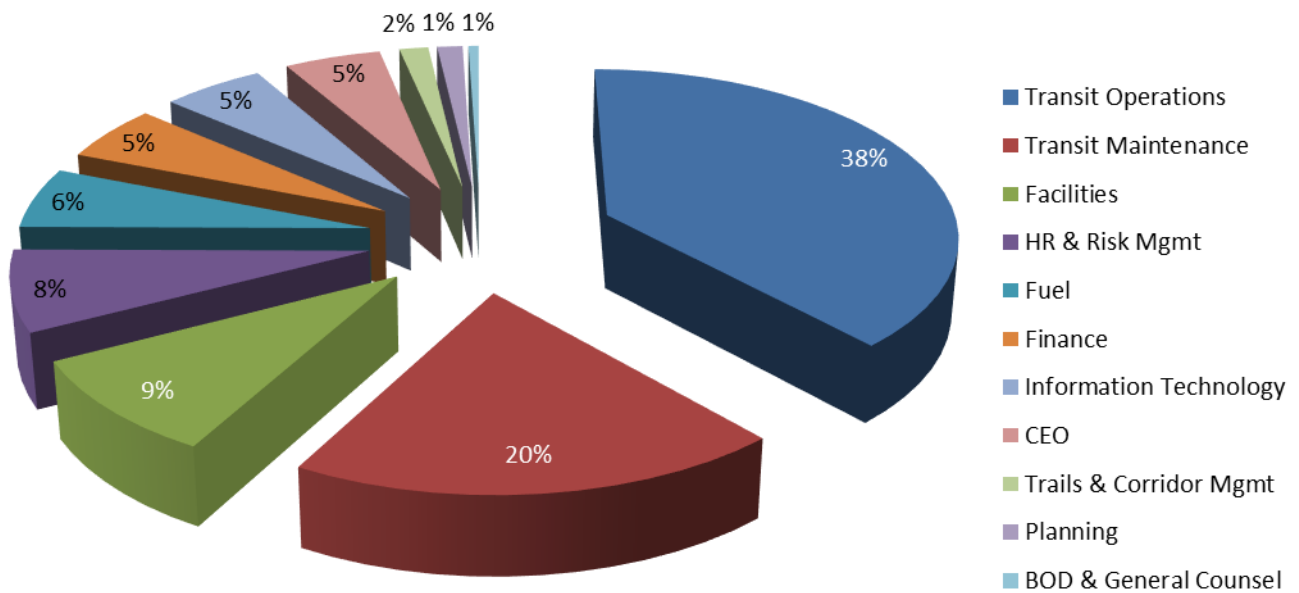
- **Operating revenues** reflect transit fares collected primarily on regional routes traveling on Highway 82 and the I-70 Corridor as well as fares related to the Maroon Bells service;
  - 1.0% increase in transit fares as a result of estimated increase in ridership
  - At this time, there is no fare adjustment assumed; however, a fare policy discussion is currently underway. Any fare changes directed by the Board will be considered and implemented following a 30-day public comment period and a Public Hearing.
  
- The Authority receives **operating and capital grant revenues** from the Federal Transit Administration and the Colorado Department of Transportation;
  - \$1,201,678 from the FTA Section 5311 operating grant (7.7% increase from 2019);
  - \$200,000 from CDOT FASTER operating grant (flat from 2019);
  - Staff will be seeking capital grant funds to help fund various capital needs. Funds will be appropriated after grants have been awarded.
  - Additional grant revenues may be added by the final budget.
  
- **Local governmental contributions** are received to primarily help fund transit programs;
  - The **Elected Officials Transportation Committee (EOTC)** will continue to provide funding for the no-fare Aspen/Snowmass regional transit service. Using the agreed-upon methodology, the preliminary contribution is calculated to be approximately \$690,075 reflecting a 4.7% increase.
  - Assumes that **Garfield County's** support for the Grand Hogback bus service will remain the same at \$760,240.
  - Assumes that the **City of Rifle's** support for the Grand Hogback bus service will remain the same at \$20,000.
  
- **Other income** primarily consists of employee housing rental revenue in the General Fund, vehicle registration fees in the Bus Stop/Park & Ride Special Revenue Fund, and credits from the Federal Government representing a reimbursement on a portion of the interest paid on the Series 2012A Qualified Energy Conservation Bonds in the Debt Service Fund.
  - Assumes year-round employee housing rental revenue will remain the same.
  - Assumes vehicle registration fees will remain the same.
  - Assumes a 5.9% sequestration rate on refundable credits applicable to the Authority's Build America Bonds and the Qualified Energy Conservation Bonds. The sequestration rate is subject to change.

**5. Expenditure by Program/Department & Assumptions**



Expenditures (in thousands)	2016 Audited	2017 Audited	2018 Audited	2019 Budget	2019 Forecast	2020 Draft Budget	20/19 Budget	
							\$ Dif	% Dif
Fuel	1,347	1,189	1,095	1,833	1,699	1,811	(23)	-1%
Transit Maintenance	4,288	4,233	4,745	5,147	5,161	6,174	1,027	20%
Transit Operations	8,381	8,703	9,065	10,283	10,300	11,505	1,222	12%
Administration	4,247	4,664	5,096	6,405	6,441	7,761	1,356	21%
Facilities	1,599	1,961	2,211	2,181	2,034	2,221	40	2%
Attorney & Board of Directors	161	117	142	137	160	166	29	21%
Trails & Corridor Mgmt	430	489	469	589	571	601	12	2%
<b>Total GF Operating Expenditures</b>	<b>\$ 20,453</b>	<b>\$ 21,355</b>	<b>\$ 22,824</b>	<b>\$ 26,575</b>	<b>\$ 26,365</b>	<b>\$ 30,238</b>	<b>\$ 3,663</b>	<b>14%</b>
SRF - Service Contracts	10,252	11,253	10,987	11,779	11,708	12,576	797	7%
SRF - Bus Shelter / PNR	663	624	716	871	883	988	117	13%
SRF - Mid Valley Trails	62	79	21	121	121	59	(62)	-51%
<b>Total GF &amp; SRF Operating Expenditure:</b>	<b>\$ 31,429</b>	<b>\$ 33,310</b>	<b>\$ 34,547</b>	<b>\$ 39,346</b>	<b>\$ 39,077</b>	<b>\$ 43,860</b>	<b>\$ 4,514</b>	<b>11%</b>
GF - Debt Service	2,344	1,900	1,493	1,551	1,535	2,421	870	56%
Debt Service Fund	2,947	2,955	2,950	2,930	2,775	2,733	(197)	-7%
<b>Total Debt Service</b>	<b>\$ 5,291</b>	<b>\$ 4,855</b>	<b>\$ 4,443</b>	<b>\$ 4,482</b>	<b>\$ 4,310</b>	<b>\$ 5,155</b>	<b>\$ 673</b>	<b>15%</b>
<b>Total Operating &amp; Debt Service</b>	<b>\$ 36,720</b>	<b>\$ 38,166</b>	<b>\$ 38,990</b>	<b>\$ 43,828</b>	<b>\$ 43,387</b>	<b>\$ 49,015</b>	<b>\$ 5,188</b>	<b>12%</b>
GF - Capital Outlay	10,553	4,616	4,563	22,284	21,817	11,649	(10,635)	-48%
SRF - Bus Shelter / PNR - Capital Outlay	143	-	16	-	-	-	-	0%
Capital Projects Fund	7,718	223	-	-	-	-	-	0%
<b>Total Capital</b>	<b>\$ 18,414</b>	<b>\$ 4,839</b>	<b>\$ 4,578</b>	<b>\$ 22,284</b>	<b>\$ 21,817</b>	<b>\$ 11,649</b>	<b>\$(10,635)</b>	<b>-48%</b>
<b>Total Expenditures - all funds</b>	<b>\$ 55,134</b>	<b>\$ 43,004</b>	<b>\$ 43,568</b>	<b>\$ 66,111</b>	<b>\$ 65,204</b>	<b>\$ 60,664</b>	<b>\$ (5,447)</b>	<b>-8%</b>

## 2020 Budgeted Operating Expenditures by Department



Department	Fund				2020 Total Budget	%
	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF		
Fuel	\$ 1,811	\$ 742	\$ -	\$ -	\$ 2,553	6%
Transit Maintenance	\$ 6,174	\$ 2,479	\$ -	\$ -	\$ 8,652	20%
Transit Operations	\$ 11,505	\$ 5,301	\$ -	\$ -	\$ 16,807	38%
CEO	\$ 1,574	\$ 629	\$ -	\$ -	\$ 2,203	5%
Finance	\$ 1,678	\$ 670	\$ -	\$ -	\$ 2,348	5%
Planning	\$ 416	\$ 166	\$ -	\$ -	\$ 582	1%
HR & Risk Mgmt	\$ 2,425	\$ 969	\$ -	\$ -	\$ 3,393	8%
Information Technology	\$ 1,668	\$ 666	\$ -	\$ -	\$ 2,334	5%
Facilities	\$ 2,221	\$ 887	\$ 988	\$ -	\$ 4,096	9%
BOD & General Counsel	\$ 166	\$ 66	\$ -	\$ -	\$ 232	1%
Trails & Corridor Mgmt	\$ 601	\$ -	\$ -	\$ 59	\$ 660	2%
<b>Total</b>	<b>\$ 30,238</b>	<b>\$ 12,576</b>	<b>\$ 988</b>	<b>\$ 59</b>	<b>\$ 43,860</b>	<b>100%</b>

- **Compensation Adjustments:**

- The Collective Bargaining Unit (CBU) comprised of full-time bus operators are subject to a scheduled pay increase at the first full payroll period of 2020 in accordance with their contract. Assuming 158 full-time bus operators, the average increase is estimated to be approximately 3.9% resulting in an additional cost of \$294,000.
- For the upcoming market survey for all job positions and descriptions, included as a placeholder is an increase in compensation of approximately \$279,000.
- For positions outside of the CBU, the budget assumes a merit increase of up to 4% effective at each employee's annual performance review date, resulting in an additional cost of \$261,000. As a reference, the chart below illustrates the impacts of several merit increase scenarios:

Merit Increase Analysis (1,000's)				
Merit Increase Scenario	General Fund	Bus Stop/PNR SRF	Service Contract SRF (Traveler)	Total
1.0%	\$ 62	\$ 2	\$ 2	\$ 66
	0.28%	0.78%	0.44%	0.28%
2.0%	\$ 123	\$ 3	\$ 5	\$ 131
	0.55%	1.18%	1.09%	0.56%
3.0%	\$ 184	\$ 4	\$ 7	\$ 196
	0.82%	1.57%	1.53%	0.84%
4.0%	\$ 245	\$ 7	\$ 9	\$ 261
	1.09%	2.75%	1.96%	1.12%

- The Authority received four **Request for Funding Applications**, two of which were multi-year funding requests that the RFTA Board had approved during the last budget cycle. The budget currently reflects the following:
  - \$100,000 from **WE-cycle**, a 501(c)(3) non-profit organization serving Aspen and Basalt to support bike sharing operations. Funds will be used to help support WE-cycle’s strategic and operational direction, structure, and planning efforts to benefit existing and future bike share services within the Roaring Fork Valley. These funds will provide WE-cycle with essential stability as it plans for its services year over year by allowing WE-cycle to retain year-round office space and support high-level director level positions to provide for a stable and consistent organizational framework. ***WE-cycle applied for a five-year funding request of \$100,000/year which the Board approved during the last budget cycle. This amount represents year three of the five-year funding request.***
  - \$30,000 from **Garfield Clean Energy (GCE)** to support three key program areas and projects: (1) Active Energy Management consultation services to RFTA for its facilities, and hosting of RFTA facilities on the Building Energy Navigator website. (2) Programs to promote and increase availability/use of multi-modal transportation, and adoption of electric and CNG vehicles. (3) Organizational administration, outreach, education, website and reporting. ***GCE applied for a three-year funding request of \$30,000/year which the Board approved during the last budget cycle. This amount represents year the final of the three-year funding request.***
  - \$5,000 from **Lower Valley Trail Association (LoVa)** on behalf of grant applicant, Town of New Castle, to support local match for State Trails/Colorado the Beautiful Construction Grant (submitted August 1, 2018). Total Grant amount is \$500,000 requiring a local match of \$150,000 for a total project cost of \$655,000. *Local match partners:* City of Glenwood Springs \$100,000, Town of New Castle \$30,000, RFTA \$20,000, Nutrient Holdings, LLC \$5,000 (private landowner which is partnering with LoVa to provide trail access). *Project Scope:* Within a 1.65-mile segment between the Canyon Creek and New Castle interchanges, there will be a 3 construction projects: a bridge, an underpass, and rockfall scaling and mitigation.
  - \$4,000 from **Northwest Colorado Council of Governments** to help fund the match for their Section 5310 Mobility Management grant from CDOT.
- Approximately \$11,649,000 of **capital outlay** has been budgeted:

<b>Capital Expenditure by Project</b>			
<b>Description (1,000's)</b>	<b>General Fund</b>	<b>Grant/Local Assistance</b>	<b>Local Share</b>
<b>Transit</b>			
Bus Replacements (15 Diesel)	\$ 7,905	\$ -	\$ 7,905
Facilities Improvements	\$ 1,471		\$ 1,471
Bus engine/transmission rebuilds	\$ 570		\$ 570
Equipment/software	\$ 774		\$ 774
Support vehicles	\$ 249		\$ 249
Planning Studies	\$ 220		\$ 220
<b>Subtotal Transit</b>	<b>\$ 11,189</b>	<b>\$ -</b>	<b>\$ 11,189</b>
<b>Trails</b>			
Trail Repair	\$ 460	\$ -	\$ 460
<b>Subtotal Trails</b>	<b>\$ 460</b>	<b>\$ -</b>	<b>\$ 460</b>
<b>Total</b>	<b>\$ 11,649</b>	<b>\$ -</b>	<b>\$ 11,649</b>

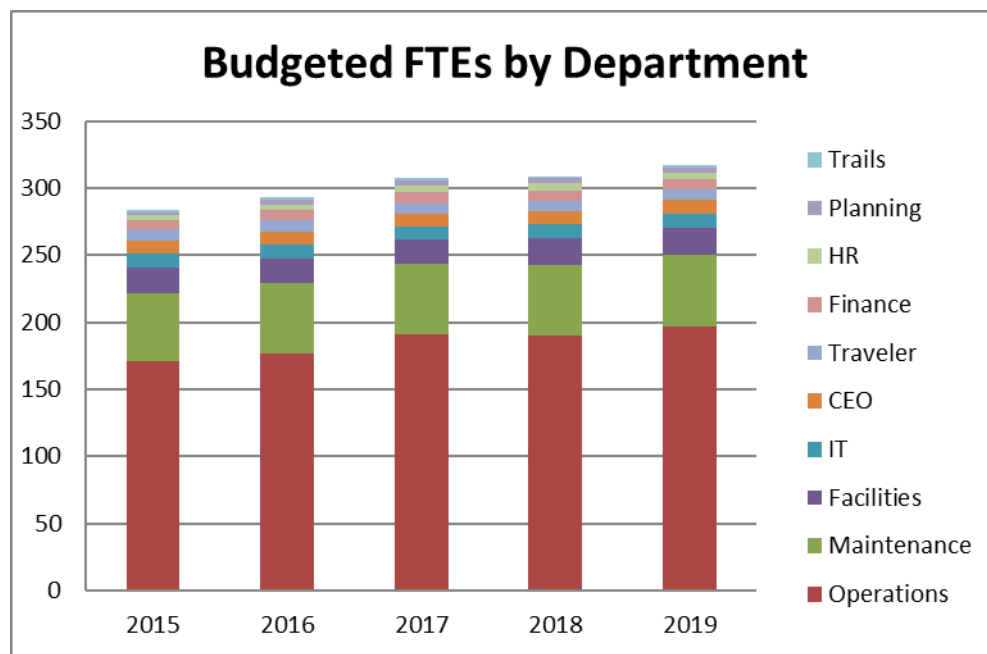
- Includes 10 replacement and 5 expansion diesel buses, through lease-financing but may consider paying cash if warranted
- Includes engine and transmission rebuilds, facility and trail improvements, non-revenue vehicle replacements, planning studies, and various IT equipment.
- This is expected to change as we develop the 2<sup>nd</sup> draft budget in October and finalize the budget in November.
- Certain expenditures may be added into the budget through supplemental budget appropriation resolutions during the budget year when funding is available.

## 6. Other Financing Sources and Uses Assumptions

- Approximately \$499,000 of current available resources is budgeted to be transferred from the General Fund to the **Bus Stops/Park and Ride** Special Revenue Fund to fund the costs to operate and maintain the BRT stations & park and rides and other stops.
- RFTA will continue to contribute to the **Traveler Program** on behalf of its members located in Garfield County as reflected by the budgeted transfer of approximately \$172,000 of current available resources from the General Fund to the Service Contract Special Revenue Fund.
- In accordance with bond resolutions, approximately \$2.49 million of current available resources will be transferred from the General Fund to the **Debt Service** fund which will be used to fund current debt service payments on RFTA's outstanding bonds from 2009, 2010, 2012, 2013, and 2019.

## 7. Staffing

- Assumes 340.9 full-time equivalents (FTEs) compared to 317.1 budgeted in 2019.



- 11.5 FTEs added in the Operations Department
- 7.3 FTEs added in the Vehicle Maintenance Department



- 2.0 FTEs added in the IT Department
- 1.0 FTE added in the CEO Department
- 1.0 FTE added in the Human Resources Department
- 0.5 FTE added in the Finance Department
- 0.4 FTE added in the Trails Department

## **8. Major Goals**

Destination 2040 Projects included in draft budget:

- 10 Replacement Buses, 5 Expansion Buses
- Civil Improvements to the Rio Grande Trail
- RFTA Employee Housing Replacement Design
- \$100,000 funding for LoVa Trail as part of local match on a grant application
- Mobility as a Service: Mobility Services Director, Regional First and Last Mile Study, \$200,000 additional support for WE-cycle operations and maintenance (budget placeholders pending more info)

### **WE-cycle Discussion:**

It is RFTA staff's intent to start proactively addressing RFTA's Strategic Objective 2.4: *Provide increased first and last mile options for our customers*, by developing a Mobility Services Department within RFTA. This department would plan for future mobility options including supporting and expanding existing and future bike share offerings within our service area.

As was discussed in the 2020 Budget Issues and Assumptions presentation at the August 8<sup>th</sup> Board meeting, the existing WE-cycle bike share program does not have the financial capacity to deliver the bike share expansion as described in the Destination 2040 plan without significant additional resources. Concurrently, RFTA plans to develop a more detailed strategy and policies to guide the funding and subsequent deployment of bike share expansion before moving forward on a larger scale. The convergence of these two needs has prompted staff to explore other potential strategies and solutions to facilitate expanded bike share and its interface with other first and last mile services throughout the region beyond 2020. To this end, staff has identified two initial phases to address Strategic Objective 2.4 and delivery of the expanded bike share system envisioned in the RFTA Destination 2040 plan and funded by Ballot Issue 7A.

#### Phase 1 year 2020:

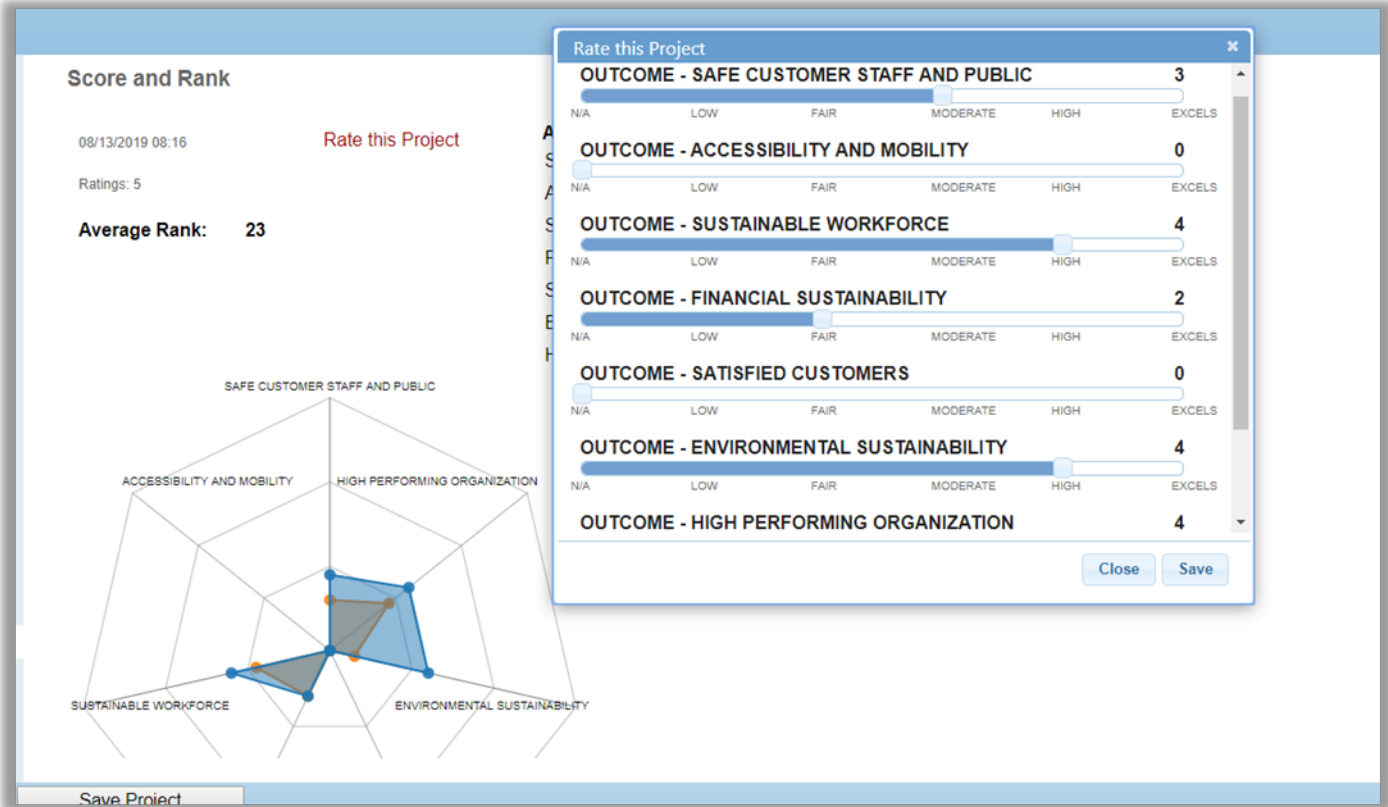
- Create a Mobility Services Director position within RFTA to begin planning the nuts and bolts of a Mobility Services Department within RFTA that would be focused on delivering first and last mile options to customers, inclusive of bike share, by assessing mobility options in a holistic, complementary framework.
- Fund and execute a planning effort to:
  - Determine how to sustain and evolve existing bike share services provided by WE-cycle and expand the services to new jurisdictions, as desired and with the appropriate scale for each community
  - Develop a plan to potentially transition WE-cycle operations into this newly created Mobility Services Department
    - Conduct a comprehensive assessment to identify potential risks, liabilities and issues, and value-adds and opportunities
    - Confirm alignment and seek agreement with the WE-cycle Board of Directors
  - Explore emerging mobility as a service offerings and technologies and how they can enhance and expand first and last mile solutions in all member jurisdictions
- Provide funding support of WE-cycle operations and maintenance to retain existing levels of service and limited expansions of service.

#### Phase 2 year 2021:

- Aim to integrate WE-cycle operations into the RFTA Mobility Services Department if not completed in 2020
- Deploy expanded first and last mile solutions in Carbondale (station-based bike share with possibly a mix of e-bike share technology)
- Plan for Glenwood Springs bike share/first and last mile solutions
- Plan for other bike share/first and last mile deployments in other member communities

Items not reflected in draft budget:

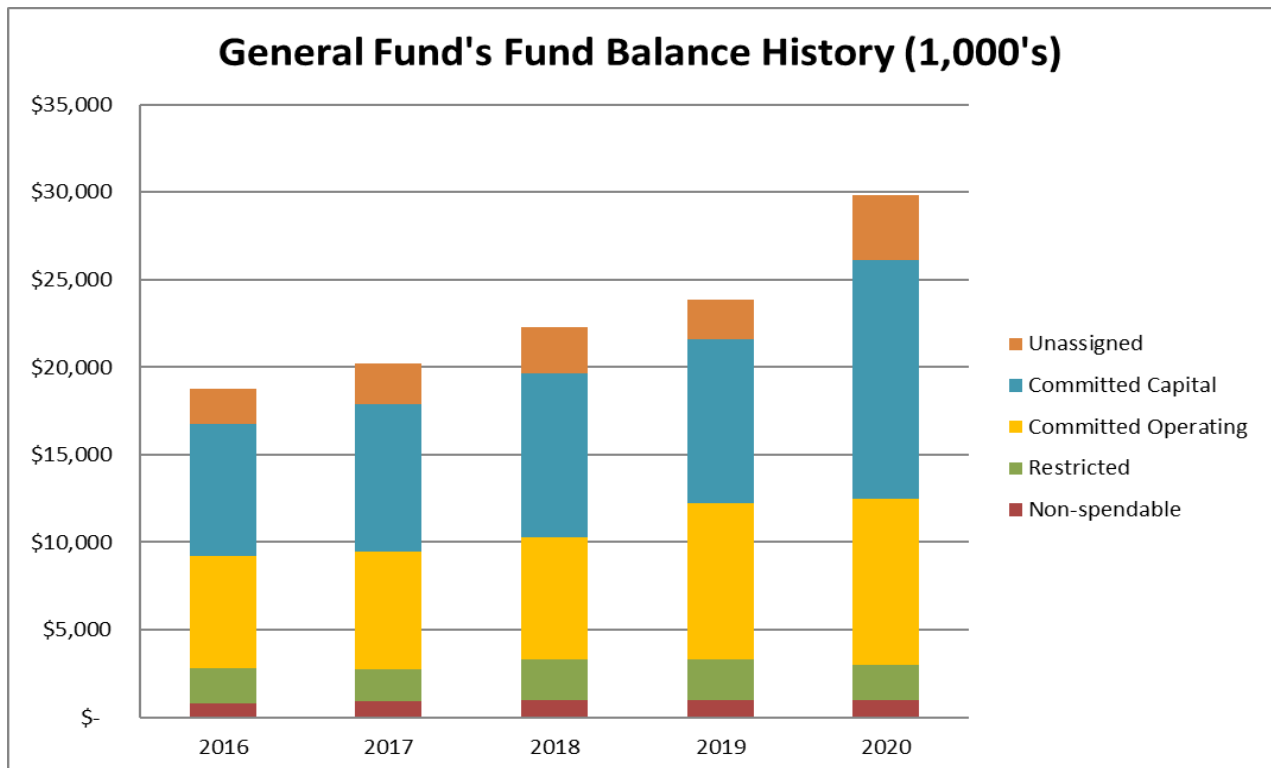
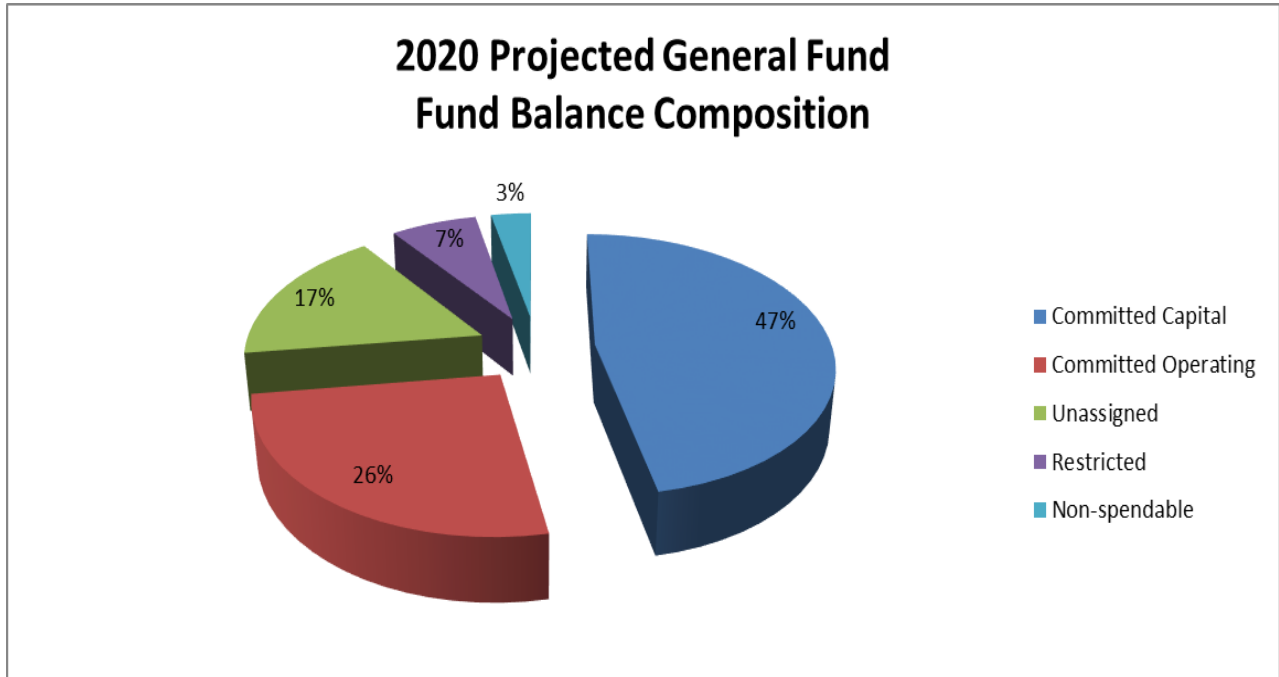
- Replacement vehicles for the Traveler Program



## 9. Fund Balance

	General	Service	Bus	Mid	Debt	
(1,000's)	Fund	Contracts	Stops/ PNR	Valley Trails	Service Fund	Total
<b>Beginning fund balance (budget)</b>	\$ 23,848	\$ -	\$ 97	\$ 108	\$ 2,499	\$ 26,552
Revenues	\$ 45,515	\$ 12,404	\$ 488	\$ 64	\$ 243	\$ 58,714
Expenditures	\$ (44,308)	\$ (12,576)	\$ (988)	\$ (59)	\$ (2,733)	\$ (60,664)
Other financing source/(use)	\$ 4,743	\$ 172	\$ 499	\$ -	\$ 2,490	\$ 7,905
<b>Change in net assets</b>	\$ 5,950	\$ 0	\$ (0)	\$ 5	\$ -	\$ 5,955
<b>Ending fund balance</b>	\$ 29,798	\$ 0	\$ 97	\$ 113	\$ 2,499	\$ 32,507
<b>Ending fund balance composition:</b>						
<b>Non-spendable fund balance</b>	\$ 957					\$ 957
<b>Restricted fund balance</b>	\$ 2,053	\$ 0	\$ 97	\$ 113	\$ 2,499	\$ 4,762
<b>Committed fund balance:</b>						
Operating reserves	\$ 9,482					\$ 9,482
Facilities capital reserves	\$ 3,013					\$ 3,013
Transit capital reserves	\$ 9,477					\$ 9,477
Trails capital reserves	\$ 1,134					\$ 1,134
<b>Unassigned fund balance</b>	\$ 3,681					\$ 3,681
<b>Ending fund balance</b>	\$ 29,798	\$ 0	\$ 97	\$ 113	\$ 2,499	\$ 32,507

**Fund balance** is the difference between assets and liabilities and is divided between Non-spendable and Spendable. **Non-spendable** fund balance includes amounts that cannot be spent either because it is not in spendable form or because of legal or contractual constraints. **Spendable** fund balance is comprised of Restricted, Committed and Unassigned fund balance. **Restricted** fund balance includes amounts that are constrained for specific purposes that are externally imposed by providers. **Committed** fund balance includes amounts that are constrained for specific purposes that are internally imposed by the Board. **Unassigned** fund balance includes residual amounts that have not been classified within the previously mentioned categories and is a measure of current available financial resources.



## **10. Background information**

### **Fund and fund structure**

The Authority Budget and Financial Statement are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting. All Funds are appropriated.

**The General Fund** reports operating activity for regional Valley, Grand Hogback and miscellaneous Transit, Trails and Administrative Support services. Additionally, most Capital and Debt Service activity are reported in the General Fund, unless resolution requires otherwise.

**The Service Contract Special Revenue Fund** reports revenue and operating activity for additional services based on contractual agreement. These services are extra services provided in certain areas within the overall Authority service area.

**Bus Stop and Park n Ride Special Revenue Fund** reports vehicle registration fee revenue and bus stops and park n ride expenditure activity as required by State rural transit authority enabling legislation. Additionally, by resolution, Garfield County has dedicated certain development fees to construct bus stops and park n ride improvements in unincorporated Garfield County.

**Mid Valley Trails Special Revenue Fund** reports activity for certain trails activities within Eagle County. As a condition of becoming a member of the Authority, Eagle County dedicated an existing ½ cent sales tax to the Authority. Part of the sales tax was dedicated to trails. In June of 2002 the Authority by resolution adopted the Eagle County Mid Valley Trails Committee. The Committee administers all aspects of appropriating the funds and the Authority provides accounting of the funds and other services as requested by the Committee.

### **Debt Service Fund:**

**The Series 2009A Debt Service Fund** reports all principal and interest expenditures for the \$6.5 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

**The Series 2012A Debt Service Fund** reports all principal and interest expenditures for the \$6.65 million Qualified Energy Conservation Bonds issuance (QECCB) and interest earned as required by resolution. The QECCBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

**The Series 2013B Debt Service Fund** reports all principal and interest expenditures for the \$1.3 million QECCB issuance and interest earned as required by resolution. The QECCBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

**The Series 2019 Debt Service Fund** reports all principal and interest expenditures for the \$24.545 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

**Reserve Fund** reports all activity related to the required reserves for the Series 2009, Series 2012, Series 2013 Bonds, and Series 2019 Bonds and interest earned as required by resolution.

**RFTA BOARD OF DIRECTORS MEETING**  
**“PUBLIC HEARING” AGENDA SUMMARY ITEM # 8. A.**

<b>Meeting Date:</b>	September 12, 2019
<b>Agenda Item:</b>	Resolution 2019-24: 2019 Supplemental Budget Appropriation
<b>POLICY #:</b>	<b>2.5: Financial Planning/Budgeting</b>
<b>Strategic Goal:</b>	N/A
<b>Recommendation:</b>	<b>Adopt Supplemental Budget Appropriation Resolution 2019-24</b>
<b>Presented By:</b>	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
<b>Core Issues:</b>	<p>This Supplemental Budget Appropriation Resolution 2019-24 primarily relates to the issuance of the <b>Sales and Use Tax Revenue Refunding and Improvement Bonds, Series 2019</b>. In addition, this resolution also seeks to budget for several capital projects as part of the approved Destination 2040 Plan funded through a combination of available bond proceeds, grant revenues, and other local funds. Staff has identified the following supplemental budget appropriations needed with respect to the projects described below.</p> <p>At the May 2019 RFTA Board meeting, the Board approved Bond Resolution 2019-16 which is a “delegation and parameters resolution” authorizing the issuance of the 2019 Bonds within specified parameters. The bonds priced on August 14 and market conditions were favorable for RFTA. After the bonds sold, RFTA’s CEO executed the Bond Purchase Agreement. The aggregate true interest cost (TIC) of the entire deal was approximately 2.57%, compared to the estimate of 3.1% to 3.4%. The net present value savings on the refunding of the Series 2009B Build America Bonds and the Series 2013A Loan was approximately \$4.79 million or 20.95%, compared to the initial estimate of \$3.1 million or 13.62%. The new money portion of the bond issuance provided approximately \$8.49 million for capital projects. The date of closing is scheduled for September 10.</p> <p>In accordance with Bond Resolution 2019-16, Resolution 2019-24 creates the following new funds:</p> <ul style="list-style-type: none"> <li>- <b>Series 2019 Capital Project Fund</b>, which serves as the new Project Fund and appropriates approximately \$8.6 million in bond proceeds and approximately \$8.6 million in expenditures of which \$8.49 million is available for capital projects and the remaining \$107,748 available to cover the cost of issuance, underwriter’s discount, and surety. The capital projects anticipated to be funded using available bond proceeds include: <ul style="list-style-type: none"> <li>o \$2,115,000 for a portion of the <b>AMF Phase 9 Project*</b>,</li> <li>o \$2,679,000 for a portion of the <b>GMF Maintenance Expansion Project*</b>,</li> <li>o \$1,603,000 for the <b>SH82 Mid-Valley Bus Stop Improvement Project</b>, and</li> <li>o \$2,091,810 for a portion of the <b>Battery Electric Bus (BEB) Pilot Project*</b>.</li> </ul> </li> </ul> <p><i>*Note that the remainder of the project is to be budgeted in the General Fund (See charts below for each project).</i></p> <ul style="list-style-type: none"> <li>- <b>Series 2019 Debt Service Fund</b>, which serves as the Bond Fund used for the purpose of paying the principal of and interest on the 2019A and is funded by the</li> </ul>

Pledged Revenues through a transfer from the General Fund. This resolution appropriates approximately \$22 million in bond proceeds from the refunding bonds, approximately \$1.58 million as a transfer in from the Debt Reserve Fund release, \$75,867 as a transfer in from the Series 2009B Debt Service Fund, and \$66,742 as a transfer in from the Series 2013A Debt Service Fund. This resolution also appropriates approximately \$23.5 million for the refunding escrow deposits, and \$266,599 to cover the cost of issuance, underwriter's discount, and surety. This resolution also reflects a transfer in of \$321,468 from the General Fund to fund the initial December 1, 2019 debt service payment.

**General Fund:**

- Resolution 2019-24 seeks to appropriate the remaining capital outlay based on internal cost estimates for the **capital projects** mentioned above along with related grant revenues. The charts below show the additional amounts for each project. Note that the BEB Pilot Project shows a reduction of capital outlay in the General Fund because a portion will be funded using bond proceeds in the Series 2019A CPF.

**Chart 1:**  
AMF - Recommissioning Phase 9

Description	Total Project Estimated Cost	2019 Budget General Fund	Sept Reso 2019-24 General Fund	Sept Reso 2019-24 Series 2019 CPF	Total 2019 Adjusted Budget
Capital Outlay	\$ 3,115,000	\$ 157,079	\$ 842,921	\$ 2,115,000	\$ 3,115,000
Grant Revenue (CDOT SB 267)	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
RFTA Share	\$ 2,115,000	\$ 157,079	\$ (157,079)	\$ 2,115,000	\$ 2,115,000
<b>Total Funding</b>	<b>\$ 3,115,000</b>	<b>\$ 157,079</b>	<b>\$ 842,921</b>	<b>\$ 2,115,000</b>	<b>\$ 3,115,000</b>

**Chart 2:**  
GMF - Maintenance Expansion

Description	Total Project Estimated Cost	2019 Budget General Fund	Sept Reso 2019-24 General Fund	Sept Reso 2019-24 Series 2019 CPF	Total 2019 Adjusted Budget
Capital Outlay	\$ 4,260,000	\$ 634,677	\$ 946,323	\$ 2,679,000	\$ 4,260,000
Grant Revenue (CDOT FASTER)	\$ 1,581,460	\$ -	\$ 1,581,460	\$ -	\$ 1,581,460
RFTA Share	\$ 2,678,540	\$ 634,677	\$ (635,137)	\$ 2,679,000	\$ 2,678,540
<b>Total Funding</b>	<b>\$ 4,260,000</b>	<b>\$ 634,677</b>	<b>\$ 946,323</b>	<b>\$ 2,679,000</b>	<b>\$ 4,260,000</b>

**Chart 3:**  
SH82 Mid-Valley Bus Stop Improvements

Description	Total Project Estimated Cost	2019 Budget General Fund	Sept Reso 2019-24 General Fund	Sept Reso 2019-24 Series 2019 CPF	Total 2019 Adjusted Budget
Capital Outlay	\$ 1,603,000	\$ 138,853	\$ (138,853)	\$ 1,603,000	\$ 1,603,000
RFTA Share	\$ 1,603,000	\$ 138,853	\$ (138,853)	\$ 1,603,000	\$ 1,603,000

**Chart 4:**  
Battery Electric Bus Pilot Project

Description	Total Project Estimated Cost	2019 Budget General Fund	Sept Reso 2019-24 General Fund	Sept Reso 2019-24 Series 2019 CPF	Total Budgeted
Capital Outlay	\$ 9,233,071	\$ 9,233,071	\$ (2,091,810)	\$ 2,091,810	\$ 9,233,071
Grant Revenue (FTA 5339 LoNo/CDOT FASTER/SB 228)	\$ 4,273,531	\$ 4,273,531	\$ -	\$ -	\$ 4,273,531
EOTC Contribution	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 500,000
COA Contribution	\$ 2,201,000	\$ 2,201,000	\$ -	\$ -	\$ 2,201,000
RFTA Share	\$ 2,258,540	\$ 2,258,540	\$ (2,091,810)	\$ 2,091,810	\$ 2,258,540
<b>Total Funding</b>	<b>\$ 9,233,071</b>	<b>\$ 9,233,071</b>	<b>\$ (2,091,810)</b>	<b>\$ 2,091,810</b>	<b>\$ 9,233,071</b>

- **Bus Replacements:** At the January RFTA Board meeting, the Board approved Resolution 2019-02 which appropriated \$5 million for ten (10) 40' Transit Diesel Replacement Buses. At the May RFTA Board meeting, the Board approved Resolution 2019-08 to reflect a FTA 5339 Grant that RFTA was awarded, i.e.

\$3,991,440 for nine (9) diesel buses (7 Transit / 2 Coach). This Resolution 2019-24 is seeking the additional budget of \$1,394,686 for the two (2) Coach buses covered under the FTA 5339 Grant.

Below is a summary by fund for Resolution 2019-24:

**General Fund**

1. \$2,581,460 increase in Grant Revenues
2. \$953,266 increase in Capital Outlay
3. \$262,311 decrease in Other Financing Uses

**Series 2009B Debt Service Fund**

1. \$121,711 decrease in Other Income
2. \$517,015 decrease in Other Financing Source
3. \$714,593 decrease in Debt Service
4. \$75,867 increase in Other Financing Use

**Series 2013A Debt Service Fund**

1. \$3,464 decrease in Other Income
2. \$66,764 decrease in Other Financing Source
3. \$136,970 decrease in Debt Service
4. \$66,742 increase in Other Financing Use

**Debt Service Reserve Fund**

1. \$1,579,630 increase in Other Financing Use

**Series 2019 Capital Project Fund (New)**

1. \$8,596,559 increase in Other Financing Source
2. \$8,488,881 increase in Capital Outlay
3. \$107,748 increase in Debt Service

**Series 2019 Debt Service Fund (New)**

1. \$24,110,244 increase in Other Financing Source
2. \$23,522,177 increase in Other Financing Use
3. \$588,067 increase in Debt Service

**Policy Implications:**

Board Job Products Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."

**Fiscal Implications:**

Net increase (decrease) to 2019 fund balance by fund:

General Fund	\$ 1,890,505
Series 2009B DSF	-
Series 20013A DSF	-
Debt Service Reserve Fund	(1,579,630)
Series 2019 CPF (New)	-
Series 2019 DSF (New)	-
<b>Total</b>	<b>\$ 310,875</b>

**Attachments:**

Yes, please see Resolution 2019-24 attached.

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

**BOARD OF DIRECTORS**

**ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-24**

**2019 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 2019 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, September 12, 2019 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 2019 budget as summarized herein:

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## General Fund

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

Type	Amount	Explanation
Grants	\$ 1,000,000	CDOT SB 267 Grant for AMF Phase 9 Project
Grants	1,581,460	CDOT FASTER CCCP Grant for GMF Expansion Project
<b>Total</b>	<b>\$ 2,581,460</b>	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$ 23,236,000	-	\$ 23,236,000
Property tax	8,457,000	-	8,457,000
Grants	11,812,281	\$ 2,581,460	14,393,741
Fares	5,151,000	-	5,151,000
Other govt contributions	4,895,906	-	4,895,906
Other income	804,300	-	804,300
Other financing sources	365,978	-	365,978
<b>Total</b>	<b>\$ 54,722,465</b>	<b>\$ 2,581,460</b>	<b>\$ 57,303,925</b>

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

Type	Amount	Explanation
Other Financing Uses	\$ (517,015)	Reduce transfer to Series 2009B DSF
Other Financing Uses	(66,764)	Reduce transfer to Series 2013A DSF
Other Financing Uses	321,468	Transfer to Series 2019 DSF
Capital	1,394,686	2 Diesel Coach Buses
Capital	(2,091,811)	Portion of BEB Pilot Project to be funded in 2019 CPF
Capital	842,921	Portion of AMF Phase 9 Project
Capital	946,323	Portion of GMF Expansion of Vehicle Maintenance Project
Capital	(138,853)	SH82 Mid Valley Bus Stop Improvements Project to be funded in 2019 CPF
<b>Total</b>	<b>\$ 690,955</b>	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 1,833,277	-	\$ 1,833,277
Transit	24,153,005	-	24,153,005
Trails & Corridor Mgmt	589,025	-	589,025
Capital	22,283,639	\$ 953,266	23,236,905
Debt service	1,551,321	-	1,551,321
Other financing uses	2,769,053	(262,311)	2,506,742
<b>Total</b>	<b>\$ 53,179,320</b>	<b>\$ 690,955</b>	<b>\$ 53,870,275</b>

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

Revenues and other financing sources	\$ 2,581,460
Less Expenditures and other financing uses	(690,955)
<b>Net increase (decrease) in fund balance</b>	<b>\$ 1,890,505</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ 22,305,268 *
2018-22 & 2018-23	\$ 22,305,268	\$ 453,899	22,759,167
2018-26 & 2018-27	22,759,167	7,652,913	30,412,080
2019-02	30,412,080	(5,922,520)	24,489,560
2019-04	24,489,560	(914,287)	23,575,273
2019-06	23,575,273	(2,760,199)	20,815,074
2019-08	20,815,074	3,364,800	24,179,874
2019-20	24,179,874	(331,461)	23,848,413
2019-24	23,848,413	1,890,505	25,738,918
<b>Total Net Change</b>		<b>\$ 3,433,650</b>	

\* Audited

**Series 2009B Debt Service Fund**

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

Type	Amount	Explanation
Other Income	\$ (113,369)	Reduction to BABs Credit
Other Income	(8,342)	True down interest income
Other Financing Source	(517,015)	Reduction in transfer from GF
<b>Total</b>	<b>\$ (638,726)</b>	

Revenue & OFS Summary	Previous	Change	Current
Other Income	\$ 479,000	\$ (121,711)	\$ 357,289
Other financing sources	950,186	(517,015)	433,171
<b>Total</b>	<b>\$ 1,429,186</b>	<b>\$ (638,726)</b>	<b>\$ 790,460</b>

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

Type	Amount	Explanation
Debt Service	\$ (75,867)	Repurpose to OFU
Other Financing Use	75,867	Bond Fund Release transfer to Refunding Bond, Series 2019 DSF
Debt Service	(638,726)	Reduction of Debt Service Payment due to Refunding
<b>Total</b>	<b>\$ (638,726)</b>	

Expenditures & OFU Summary	Previous	Change	Current
Debt service	\$ 1,429,186	\$ (714,593)	\$ 714,593
Other financing uses	-	75,867	75,867
<b>Total</b>	<b>\$ 1,429,186</b>	<b>\$ (638,726)</b>	<b>\$ 790,460</b>

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

Revenues and other financing sources	\$ (638,726)
Less Expenditures and other financing uses	638,726
<b>Net increase (decrease) in fund balance</b>	<b>\$ -</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ - *
2019-24	\$ -	\$ -	\$ -
<b>Total Net Change</b>		<b>\$ -</b>	

\* Audited

### Series 2013A Debt Service Fund

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

Type	Amount	Explanation
Other Financing Source	\$ (66,764)	Reduce transfer from GF
Other Income	(3,464)	True down interest income
<b>Total</b>	<b>\$ (70,228)</b>	

Revenue & OFS Summary	Previous	Change	Current
Other Income	\$ 4,000	\$ (3,464)	\$ 536
Other financing sources	159,940	(66,764)	93,176
<b>Total</b>	<b>\$ 163,940</b>	<b>\$ (70,228)</b>	<b>\$ 93,712</b>

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

Type	Amount	Explanation
Debt Service	\$ (66,742)	Repurpose to OFU
Other Financing Use	66,742	Bond Fund Release transfer to Refunding Bond, Series 2019 DSF
Debt Service	(70,228)	Reduction of Debt Service Payment due to Refunding
<b>Total</b>	<b>\$ (70,228)</b>	

Expenditures & OFU Summary	Previous	Change	Current
Debt service	\$ 163,940	\$ (136,970)	\$ 26,970
Other financing uses	-	66,742	66,742
<b>Total</b>	<b>\$ 163,940</b>	<b>\$ (70,228)</b>	<b>\$ 93,712</b>

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

Revenues and other financing sources	\$ (70,228)
Less Expenditures and other financing uses	70,228
<b>Net increase (decrease) in fund balance</b>	<b>\$ -</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ - *
2019-24	\$ -	\$ -	\$ -
<b>Total Net Change</b>		<b>\$ -</b>	

\* Audited

**Debt Service Reserve Fund**

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

Type	Amount	Explanation
No change		

Revenue & OFS Summary	Previous	Change	Current
No change			

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

Type	Amount	Explanation
Other Financing Use	\$ 1,579,630	DSRF Release transfer to Refunding Bond, Series 2019 DSF
<b>Total</b>	<b>\$ 1,579,630</b>	

Expenditures & OFU Summary	Previous	Change	Current
Other financing uses	\$ -	\$ 1,579,630	\$ 1,579,630
<b>Total</b>	<b>\$ -</b>	<b>\$ 1,579,630</b>	<b>\$ 1,579,630</b>

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

Revenues and other financing sources	\$ -
Less Expenditures and other financing uses	(1,579,630)
<b>Net increase (decrease) in fund balance</b>	<b>\$ (1,579,630)</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			<b>\$ 2,499,347*</b>
2019-24	\$ 2,499,347	\$ (1,579,630)	919,717
<b>Total Net Change</b>		<b>\$ (1,579,630)</b>	

\* Audited

**Series 2019 Capital Project Fund (NEW)**

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

Type	Amount	Explanation
Other Financing Source	\$ 7,105,000	Bond issuance (New Money)
Other Financing Source	1,491,559	Bond premium (New Money)
<b>Total</b>	<b>\$ 8,596,559</b>	

Revenue & OFS Summary	Previous	Change	Current
Other financing sources	\$ -	\$ 8,596,559	\$ 8,596,559
<b>Total</b>	<b>\$ -</b>	<b>\$ 8,596,559</b>	<b>\$ 8,596,559</b>

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

Type	Amount	Explanation
Debt service	\$ 74,654	Cost of Issuance
Debt service	26,928	Underwriter's Discount
Debt service	6,166	Surety
Capital	2,115,000	Portion of AMF Phase 9 Project
Capital	2,679,000	Portion of GMF Maintenance Expansion Project
Capital	1,603,000	SH82 Mid Valley Bus Stop Improvements Project
Capital	2,091,811	Portion of BEB Pilot Project
<b>Total</b>	<b>\$ 8,596,559</b>	

Expenditures & OFU Summary	Previous	Change	Current
Capital	\$ -	\$ 8,488,811	\$ 8,488,811
Debt service	-	107,748	107,748
<b>Total</b>	<b>\$ -</b>	<b>\$ 8,596,559</b>	<b>\$ 8,596,559</b>

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

Revenues and other financing sources	\$ 8,596,559
Less Expenditures and other financing uses	(8,596,559)
<b>Net increase (decrease) in fund balance</b>	<b>\$ -</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ -
2019-24	\$ -	\$ -	\$ -
<b>Total Net Change</b>		<b>\$ -</b>	

**Series 2019 Debt Service Fund (NEW)**

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

Type	Amount	Explanation
Other Financing Source	\$ 17,440,000	Bond issuance (Refunding)
Other Financing Source	4,626,537	Bond premium (Refunding)
Other Financing Source	1,579,630	Transfer from Reserve Fund
Other Financing Source	75,867	Transfer from Series 2009B DSF
Other Financing Source	66,742	Transfer from Series 2013A DSF
Other Financing Source	321,468	Transfer from GF to fund DS payment
<b>Total</b>	<b>\$ 24,110,244</b>	

Revenue & OFS Summary	Previous	Change	Current
Other financing sources	\$ -	\$ 24,110,244	\$ 24,110,244
<b>Total</b>	<b>\$ -</b>	<b>\$ 24,110,244</b>	<b>\$ 24,110,244</b>

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

Type	Amount	Explanation
Other Financing Use	\$ 1,595,834	Refunding Escrow Deposits (Series 2013A)
Other Financing Use	21,926,343	Refunding Escrow Deposits (Series 2009B)
Debt service	185,366	Cost of Issuance
Debt service	66,098	Underwriter's Discount
Debt service	15,135	Surety
Debt Service	321,468	Initial 12/1 Debt Service Payment
<b>Total</b>	<b>\$ 24,110,244</b>	

Expenditures & OFU Summary	Previous	Change	Current
Debt Service	\$ -	\$ 588,067	\$ 588,067
Other Financing Use	-	23,522,177	23,522,177
Total	\$ -	\$ 24,110,244	\$ 24,110,244

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

Revenues and other financing sources	\$ 24,110,244
Less Expenditures and other financing uses	(24,110,244)
<b>Net increase (decrease) in fund balance</b>	<b>\$ -</b>

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

Resolution	Beginning Balance	Change	Ending Balance
			\$ -
2019-24	\$ -	\$ -	\$ -
<b>Total Net Change</b>		<b>\$ -</b>	

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2019 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.

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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 12<sup>th</sup> day of September, 2019.

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

By: \_\_\_\_\_  
Art Riddile, 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 September 12, 2019 (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 \_\_\_\_\_, 2019.

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

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Dan Blankenship, CEO  
**DATE:** September 12, 2019

**Meeting with Senator Cory Gardner’s Staff:** On August 27<sup>th</sup>, Kelsey Foy, Legislative Assistant for Infrastructure and Transportation, out of D.C. and Betsy Bair, Regional Director, out of Grand Junction met with Art Riddile, Chair, Kurt Ravenschlag, COO, Mike Yang, CFAO, and Dan Blankenship, CEO, at the Glenwood Maintenance Facility. RFTA representatives provided Ms. Foy and Ms. Bair with an overview of RFTA’s pending \$8 million Build Grant application and the need for the expansion of the Glenwood Springs Maintenance Facility (GMF). The meeting was a prelude to the upcoming trip to DC September 16 – 18 that will be undertaken by RFTA Board members Art Riddile and Jeanne McQueeney, along with RFTA staff, Nick Senn, Senior Project Manager, and Dan Blankenship, to share information about RFTA’s Build Grant and GMF expansion plans with RFTA’s Congressional Delegation and U.S. Department of Transportation officials.

**Meeting with Senator Michael Bennet’s Staff:** On August 29<sup>th</sup>, Dan Blankenship, CEO, met with Alyssa Logan, Regional Representative, for Senator Bennet, at the Basalt Library. Similar to the meeting with Senator Gardner’s staff, Ms. Logan was provided with information about RFTA’s pending BUILD grant application and the need for expanding the GMF in order for RFTA to be able to meet increased ridership demand in the years ahead.

**New this Month:** In order to accept our American Public Transportation Association AdWheel award RFTA’s Marketing staff was asked to create a video of the Destination 2040 project that will be presented at the APTA conference in New York on October 15<sup>th</sup>. Here is the draft video that Jennifer Balmes, Graphic Designer and Marketing Assistant, created: <https://rfta.sharefile.com/d-s5746675214d4cc59>

**Roaring Fork Transportation Authority has won a Grand Award in APTA’s 2019 AdWheel Awards competition.**

**RFTA will be honored at the APTA Annual Meeting in New York, NY, October 13-16**

The AdWheel Awards recognize the marketing and communications efforts of APTA members. RFTA was recognized with two awards relating to the Destination 2040 initiative back in February. Both awards were awarded in the “Best Marketing and Communications to Highlight Transit Needs/Funding” category.

One award was for the Destination 2040 print brochure and one was for the overall comprehensive campaign effort and strategy of the Destination 2040 initiative.

These awards are a tribute to everyone who contributed to the outreach effort in regards to Ballot Question 7A

Following the APTA workshop in the spring, a second round of judging was reviewed for the top First Place Awards. Judges reviewed 317 entries this year and 64 first place winners were narrowed down to 12 Grand Award Winners, representing the very best across three core categories.

RFTA was the Grand Prize winner of Category 3: Best Marketing and Communications to Highlight Transit Needs/Funding.

Congratulations Jamie Tatsuno, Communications Manager! Kurt Ravenschlag, COO, will be attending the APTA Annual Meeting and will accept this award on behalf of Jamie and RFTA.



**Awards Galore!!** RFTA wins first prize in National Rural Transit Assistance Program (NRTAP) “Transit Through the Seasons Photo Contest.” Jennifer Balmes, Graphic Designer and Marketing Assistant, entered two photos in the NRTAP photo contest and won first prize with the one below!

Dear Jennifer:

I am delighted to inform you that Roaring Fork Transportation Authority, has been awarded first prize in our Transit through the Seasons Photo Contest. We will be announcing the winners on our website soon, and at our 2019 Technical Assistance Conference in Portland, OR in September, but wanted you to be the first to know. Both photos submitted will be shown on a bulletin board at the conference, and on our upcoming social media. Congratulations!

Sincerely,

Cara Marcus  
Resource Center Manager



RFTA Buses in Shale Bluffs on a Snowy Day

**Chief Operating Officer August Update:** *Kurt Ravenschlag, COO*

## **RFTA 2040 Implementation Update**

### **2019 Capital Infrastructure**

- Battery Electric Bus Infrastructure
  - Construction of charging infrastructure is complete
  - Commissioning of chargers began September 3 and will continue for 8 days.
  - No additional appropriations planned at this time. There are additional expenses for training and tools that will be covered from existing capital budget savings.



Staff Commissioning Chargers

- LOVA Trail
  - Glenwood Springs has spearheaded efforts along with LOVA to pursue a series of grants to construct the LOVA trail from New Castle to Glenwood Springs
  - RFTA has appropriated \$20k in the 2019 budget to support LOVA trail grants
  - Glenwood Springs was notified that they did not receive the FLAP grant request of \$14 million to connect the LOVA Trail from New Castle to Glenwood Springs.
  - RFTA is budgeting \$100,000 in local match for 2020 to go towards an FMLD grant that is still pending
  - Maintenance of trail is an outstanding question
  - No additional appropriations planned at this time
- Trail Maintenance
  - Bridge deck repair completed on Emma, Roaring Fork and Wingo Bridges.
  - Trail asphalt repairs have been delayed until 2020 construction season due to inability to secure contractors before construction season is over
  - No additional appropriations planned at this time
- Mid Valley Stop Improvements
  - Currently in design and engineering to create improvements for the following Bus Stops to provide ADA accessibility, improved amenities, connectivity and comfort:
    - Sage wood
    - Lazy Glen
    - Aspen Village
    - Holland Hills
    - Catherine Store
  - Engineering and design to be complete in 2019 with construction in spring of 2020.
  - No additional appropriations planned at this time

- Feasibility Study of Grade Separated Pedestrian Crossings of Hwy 82 and 27th St.
  - RFTA staff is coordinating a feasibility study to analyze options for above grade and below grade bike/pedestrian crossings of HWY 82 and 27<sup>th</sup> street.
  - Completion of study anticipated Sept. 2019
  - Findings from this study will help identify a preferred alternative to move into design
  - No additional appropriations planned at this time
- Grand Avenue Corridor Study (27<sup>th</sup> Street Parking Expansion, Glenwood In-line Stations, Transit Center, Extension of BRT Downtown, Connections to 1-70 Corridor)
  - Scope has been developed for this study between Glenwood Springs and RFTA.
  - Glenwood Springs appropriated funds for their portion of the study on July 18.
  - RFTA supplemental appropriation approved on August 8, 2019 to support RFTA's portion of the corridor planning study.
  - RFP was released in Mid-August and proposals are due September 10.
- Willits Area Parking Expansion
  - Signage and wayfinding plan in development to guide public and RFTA customers to public parking beneath Whole Foods
  - Signage is anticipated to be installed by town of Basalt by late summer 2019
  - No appropriations planned at this time
- Aspen Maintenance Facility Expansion Phase 9 (Replace Fuel Farm)
  - Non-fuel farm components at 80% design
  - Fuel farm mechanical design to commence mid-summer 2019
  - Permitting and land entitlement mid-summer 2019
  - Pitkin County Building Permit submitted on 7/31
  - State permits to be submitted September 9
  - Scheduled to break ground April 2020
  - No appropriations planned at this time
- Glenwood Maintenance Facility (GMF) Expansion
  - Analysis of impacts to GMF expansion if Glenwood Springs Municipal Operations Center (MOC) were available to expand upon has been completed.
  - RFTA has completed its due diligence (structural analysis, site analysis and appraisal) and has a good idea of whether or not to recommend making an offer to purchase the Glenwood Springs MOC by September Board meeting.
  - Vehicle Maintenance Bay expansion design to be at 30% by mid-July.
  - RFTA submitted another BUILD grant on July 14 to help expand the GMF facility
  - RFTA Board and staff to visit D.C. to meet with Congressional Delegation and USDOT staff on BUILD grant application
  - No appropriations planned at this time
- Replacement Office/Housing in Carbondale
  - Programming for employee housing continues
  - No additional appropriations planned at this time
- WE-Cycle
  - RFTA staff is coordinating efforts with We-Cycle, Carbondale and Glenwood Springs regarding bike share expansion plans in 2020 and 2021.
  - RFTA is also working with We-Cycle staff to evaluate technical and operational capacity to facilitate We-Cycle expansion beyond their current operations
  - RFTA staff to discuss next steps with Board at September Board Meeting

## **2019 Service Delivery**

- Enhanced Snowmass Service
  - Transfer of funding from EOTC to RFTA completed Jan 1

- 30 minute Valley after 8:15
  - Service successfully launched April 22
- Enhanced SMV service to support 30 minute valley after 8:15
  - Service successfully launched April 22
- Off-Season Weekend BRT
  - Service successfully launched April 22
- Off-season Weekend Carbondale Circulator
  - Service successfully launched April 22
- 30 Minute Peak Hogback Service
  - Service planning on track for December 2019 Start Date

## 2019 Bus Procurement

- 8 New Flyer Excelsior Battery Electric Buses
  - Contract to purchase issued 10/24/2018
  - Delivery of 8 buses scheduled for August – September 2019
  - First Bus arrived August 22
  - Commissioning and training will occur Sept - November with buses planned to be in revenue service late November 2019
  - No additional appropriations planned at this time



First Battery Electric Bus Arrives in Aspen

- 10 Gillig Clean Diesel, Low Floor Buses
  - Contract to purchase issued 1/28/2019
  - Delivery of 10 buses scheduled for December 2019
  - RFTA was notified on March 28<sup>th</sup> that they received State/Federal grant funding to cover 80% of the purchase price for 7 of the 10 buses
  - Grant funds appropriated at subsequent board meeting
- 6 Motor Coach bus RFP
  - Spec development underway
  - RFTA was notified on March 28<sup>th</sup> that they received State/Federal grant funding to cover 80% of the purchase price for 2 of the 6 buses
  - Grant/local funds will need appropriated at subsequent board meeting

**2019 Actuals/Budget Comparison (June YTD)**

2019 Budget Year				
General Fund	July YTD			Annual Budget
	Actual	Budget	% Var.	
<b>Revenues</b>				
Sales and Use tax (1)	\$ 10,801,455	\$ 9,752,028	10.8%	\$ 23,236,000
Property Tax	\$ 8,247,277	\$ 8,247,277	0.0%	\$ 8,457,000
Grants	\$ 1,253,883	\$ 1,253,883	0.0%	\$ 11,812,281
Fares (2)	\$ 2,906,270	\$ 2,776,986	4.7%	\$ 5,151,000
Other govt contributions	\$ 1,706,917	\$ 1,679,591	1.6%	\$ 4,676,345
Other income	\$ 574,219	\$ 566,634	1.3%	\$ 804,300
<b>Total Revenues</b>	<b>\$ 25,490,021</b>	<b>\$ 24,276,398</b>	<b>5.0%</b>	<b>\$ 54,136,926</b>
<b>Expenditures</b>				
Fuel	\$ 937,209	\$ 1,091,013	-14.1%	\$ 1,833,277
Transit	\$ 13,157,148	\$ 13,935,590	-5.6%	\$ 24,069,005
Trails & Corridor Mgmt	\$ 202,484	\$ 198,061	2.2%	\$ 589,025
Capital	\$ 2,033,025	\$ 1,996,267	1.8%	\$ 21,707,639
Debt service	\$ 546,794	\$ 518,352	5.5%	\$ 1,551,321
<b>Total Expenditures</b>	<b>\$ 16,876,660</b>	<b>\$ 17,739,283</b>	<b>-4.9%</b>	<b>\$ 49,750,267</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources (3)	\$ 194,257	\$ 85,279	127.8%	\$ 257,000
Other financing uses	\$ (1,606,555)	\$ (1,606,555)	0.0%	\$ (2,769,053)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (1,412,298)</b>	<b>\$ (1,521,276)</b>	<b>-7.2%</b>	<b>\$ (2,512,053)</b>
<b>Change in Fund Balance (4)</b>	<b>\$ 7,201,063</b>	<b>\$ 5,015,840</b>	<b>-43.6%</b>	<b>\$ 1,874,606</b>

- (1) Timing issue, as Sales tax revenue is received 2 months in arrears (i.e. May sales tax is received and recorded in July).
- (2) Through July, fare revenue is up at 3% and ridership is slightly up at 4% compared to the prior year. Over the course of the year, the timing of bulk pass orders by outlets and businesses can affect the % change. The chart below provides a YTD July 2018/2019 comparison of actual fare revenues and ridership on RFTA regional services:

<b>Fare Revenue:</b>	<b>YTD 7/2018</b>	<b>YTD 7/2019</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Regional Fares	\$ 2,506,886	\$ 2,641,746	\$ 134,860	5%
Maroon Bells	\$ 284,583	\$ 245,671	\$ (38,912)	-14%
<b>Total Fare Revenue</b>	<b>\$ 2,791,469</b>	<b>\$ 2,887,417</b>	<b>\$ 95,948</b>	<b>3%</b>
<b>Ridership on RFTA Regional Services*:</b>	<b>YTD 7/2018</b>	<b>YTD 7/2019</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Highway 82 (Local & Express)	533,929	531,865	(2,064)	0%
BRT	562,357	613,244	50,887	9%
Carbondale Shuttle	91,832	90,760	(1,072)	-1%
SM-DV	50,063	55,675	5,612	11%
SM-INT	118,538	124,937	6,399	5%
Grand Hogback	61,873	61,436	(437)	-1%
Maroon Bells	97,527	94,797	(2,730)	-3%
<b>Total Ridership on RFTA Fare Services</b>	<b>1,516,119</b>	<b>1,572,714</b>	<b>56,595</b>	<b>4%</b>
Avg. Fare/Ride	\$ 1.77	\$ 1.79	\$ 0.02	1%
Avg. Fare/Ride MB	\$ 2.92	\$ 2.59	\$ (0.33)	-11%

\* Excludes Aspen-Snowmass Regional service which is fare-free due to EOTC contributions.

- (3) One-time insurance recovery settlement amounts that were not budgeted. Board approved Resolution 2019-20 in August to true-up budget.
- (4) Over the course of the year, there are times when RFTA operates in a deficit; however, at this time we are projecting that we will end the year within budget.

**RFTA System-Wide Transit Service Mileage and Hours Report**

Transit Service	Mileage July 2019 YTD				Hours July 2019 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,505,862	2,494,799	11,063	0.4%	113,777	113,067	710	0.6%
City of Aspen (1)	343,688	368,887	(25,199)	-6.8%	39,137	40,135	(997)	-2.5%
Aspen Skiing Company	205,993	227,394	(21,401)	-9.4%	15,673	15,206	467	3.1%
Ride Glenwood Springs	69,226	69,533	(307)	-0.4%	5,718	5,711	7	0.1%
Grand Hogback	126,562	125,418	1,144	0.9%	4,969	4,907	62	1.3%
Specials/Charters	7,701	5,415	2,286	42.2%	675	583	92	15.9%
Senior Van	11,714	11,708	6	0.1%	1,048	1,063	(15)	-1.4%
MAA Burlingame	16,484	16,443	41	0.2%	1,184	1,168	15	1.3%
Maroon Bells	28,799	34,939	(6,140)	-17.6%	2,353	2,829	(476)	-16.8%
<b>Total</b>	<b>3,316,029</b>	<b>3,354,536</b>	<b>(38,507)</b>	<b>-1.1%</b>	<b>184,534</b>	<b>184,669</b>	<b>(134)</b>	<b>-0.1%</b>

(1) Budget includes Brush Creek to Rubey Park Shuttle as part of SHIFT, which the City subsequently decided not to run.

**Roaring Fork Transportation Authority System-Wide Ridership Comparison Report**

Service	Jul-18 YTD	Jul-19 YTD	# Variance	% Variance
City of Aspen	902,377	952,626	50,249	5.57%
RF Valley Commuter	1,605,102	1,675,471	70,369	4.38%
Grand Hogback	61,873	61,436	(437)	-0.71%
Aspen Skiing Company	433,754	471,717	37,963	8.75%
Ride Glenwood Springs	99,501	96,949	(2,552)	-2.56%
X-games/Charter	23,541	36,163	12,622	53.62%
Senior Van	2,392	2,325	(67)	-2.80%
MAA Burlingame	37,060	39,790	2,730	7.37%
Maroon Bells	97,527	94,797	(2,730)	-2.80%
GAB Transit Mitigation Svcs.	-	-	-	N/A
<b>Total</b>	<b>3,263,127</b>	<b>3,431,274</b>	<b>168,147</b>	<b>5.15%</b>

**Subset of Roaring Fork Valley Commuter Service with BRT in 2019**

Service	YTD Jul 2018	YTD Jul 2019	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	533,929	531,865	(2,064)	0%
BRT	562,357	613,244	50,887	9%
<b>Total</b>	<b>1,096,286</b>	<b>1,145,109</b>	<b>48,823</b>	<b>4%</b>

**Series 2019 Bonds Financing – Schedule\***

Date	Activity	Status
8/7/2019	Post POS	Completed
8/14/2019	Bond pricing	Completed
8/21/2019	Distribute Final OS	Completed
9/10/2019	Close	On schedule

## 2020 RFTA Annual Budget – Schedule

Date	Activity	Status
8/8/2019	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<b>Completed</b>
9/12/2019	Presentation/Direction/Action: 1 <sup>st</sup> draft budget presentation	<i>On schedule</i>
10/10/2019	Presentation/Direction/Action: 2 <sup>nd</sup> draft budget presentation	<i>On schedule</i>
11/7/2019	Public Hearing: Final budget presentation and adoption	<i>On schedule</i>
12/12/2019	Public Hearing: Review and approve the final certifications of valuations from the Eagle, Garfield, and Pitkin County Assessors	<i>On Schedule</i>

## 2019 RFTA Annual Budget Document – Distinguished Budget Presentation Award

RFTA was notified via letter dated August 2, 2019 that it had received the Distinguished Budget Presentation Award for the current budget (2019) from the Government Finance Officers Association (GFOA). This marks the 13<sup>th</sup> consecutive year (2007-2019) where RFTA has received this recognition. From the award letter:

*“This award is the highest form of recognition in governmental budgeting and reflects a significant achievement by your organization.” “It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity’s budget serves as a policy statement, a financial plan, an operations guide, and a communications device. Budget documents must be rated “proficient” in all four categories, and in the fourteen mandatory criteria within those categories, to receive the award.”*  
A copy of the budget document is accessible at <http://www.rfta.com/public-documents/>.

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

Please see the “9-12-19 Planning Department Update.pdf” included in the September 2019 RFTA Board Meeting Portfolio.pdf, attached to the email transmitting the RFTA Board Agenda packet.

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

## Facilities and Bus Stop Maintenance September 12, 2019 Capital Projects Update

### Projects currently under construction:

#### Rio Grande Trail improvements:

- The replacement of the decking on the Roaring Fork, Emma and Wingo Junction bridges has been completed. The work to repair the Sopris Creek bridge abutments will be completed this fall when the water levels in the creek are lower.

#### Parker House water delivery system:

- The contract to replace the water delivery system at the Parker House apartments has been awarded and work on this project is scheduled to begin the week of August 5.

**Construction projects completed in 2019:**

Staff has completed the following construction projects in 2019.

- The remodeling of unit 6 and cabin1 at the Parker house has been completed.
- The remediation of the damage done by the raccoons at the CMF has been completed.
- Parker house sewer system repairs
- BEB charging systems
- Blue Lake bus stop construction and rehab

**Construction projects currently out to bid:**

- There are no construction projects currently out to bid.

**Construction projects currently in the design process:**

- AMF tank farm replacement. 100% plans have been delivered, RFTA has submitted a permit application to Pitkin County for this project and the RFP for the project is being developed.
- Phase 2 of the GMF expansion/ RTC project. Staff anticipates 60% plans for this project to be submitted to staff on September 9.
- Rio Grande trail design standards. The final version of the Rio Grande trail standards are currently being prepared.
- Design of the HVAC upgrades necessary to allow CNG buses to be serviced at the AMF and upgrades to both the AMF and GMF building automation systems (BAS). The plan set is currently at 30% design.
- Improvements to 5 Mid-Valley stations. Staff is waiting for the submission of a 30% plan set for review.
- 27 street pedestrian crossing. The conceptual study for this project has been completed.

## **Facilities, Rail Corridor & Trail Update RFTA Railroad Corridor**

**Right-of-Way Land Management Project:** Along with its legal and engineering consultants, RFTA staff is and will be working on the following tasks in 2019:

- Staff has begun to utilize a new review process for projects proposing to make use of the Railroad Corridor. This process will allow staff to have railroad and legal experts review, assess and report on proposed development impacts along the Railroad Corridor along with making recommendations - regarding potential mitigation for the impacts that RFTA can provide to permitting jurisdictions. (Ongoing)
- **Recreational Trails Plan (RTP)** – The Planning Department and Facilities departments are working collaboratively with regional stakeholders to update the 2005 Recreational Trails Plan (RTP). Following unanimous RFTA Board adoption of the Access Control Plan (ACP) in early 2018, the RTP is the second component plan of the larger Corridor Comprehensive Plan that guides management of the entire Rio Grande Railroad Corridor from Glenwood Springs to Aspen. (Ongoing)
- **Federal Grant Right of Way (fgrow) project** – Staff continues to identify and approach adjacent property owners located in the fgrow areas in an attempt to negotiate the exchange of Bargain and Sale deeds. (Ongoing)
- **Covenant Enforcement Commission (CEC)** – Staff is gearing up to complete the annual CEC assessment of the Railroad Corridor on Thursday and Friday, September 19<sup>th</sup> and 20<sup>th</sup>. We would love to invite any RFTA Board members that would like to participate, to ride along this year and learn more about how our consultant and staff complete an assessment of the Corridor. Please feel free to reach out to me if you are interested in participating in this year's assessment, [ahenderson@rfta.com](mailto:ahenderson@rfta.com) or 970-384-4982.



As a reminder, the CEC was established as a result of an agreement between RFTA's predecessor, the Roaring Fork Railroad Holding Authority ("RFRHA"), and the Board of Trustees of Great Outdoors Colorado ("GOCO"). GOCO provided funds for the purchase of the Corridor in 1997. Originally RFRHA was required to place a conservation easement on the entire Corridor. Based on concerns about securing federal funding for future RFRHA transportation projects, the Conservation Easement was removed from the entire 33.4 miles of the Corridor and replaced with Restrictive Covenants, in ten discrete areas. The obligations of the Restrictive Covenants now belong to RFTA. GOCO allowed modification of its original grant agreement in return for RFRHA managing the restrictive covenants and setting up the CEC. The CEC is made up members from the original members of RFRHA, Pitkin County Open Space and Trails (POST) and two at-large community members that reside in Pitkin County and Eagle County. In practice, a consultant with familiarity with the Corridor and the Covenants performs an inspection of the Conservation areas and presents a report to the CEC. The CEC then reviews the report and sends a letter of recommendations to the RFTA Board for review.



### Rio Grande Trail Update

- Staff continues working to beautify the corridor through Carbondale, called the Rio Grande ArtWay.
  - The Masterplan is on RFTA's website. <http://www.rfta.com/trail-documentation/>
    - ❖ Please feel free to reach out to Brett Meredith, [bmeredith@rfta.com](mailto:bmeredith@rfta.com) if you have any questions or comments regarding this community, place-making project.
    - ❖ The ArtWay entry "Arch" is complete!
  - The public has been supportive and there have been 3 volunteer days this spring, to weed and clean up the parks.
  - **An ARTchway Celebration will take place on Sunday, October 6<sup>th</sup> from 2-4pm. Project participants will be recognized for their contributions.**
- Staff has been busy this summer trying to keep the vegetation at bay, other projects include tree trimming/removal, goats, revegetation, noxious weed control, ArtWay projects, and sweeping as necessary.
- Staff is constantly out pulling, chopping, weed whipping, and mowing weeds along the corridor.
- Mueller Construction will come back to finish the Sopris Creek/Emma Bridge Repair Project later this fall. Staff is working on the Recreational Trails Plan update, as a part of the much larger Comprehensive Plan for the corridor.
- Staff launched a trail etiquette campaign. It will be a year long endeavor with each month having different themes. The themes range anywhere from being prepared to following rules to respecting other trail users. The tagline for the campaign is "Connect Protect Respect" and you can find out more here: [www.riograndetrail.com](http://www.riograndetrail.com)
- Staff has been coordinating with Goat Green and visiting the goats on a daily basis. The goats are working down valley to Hooks Ln. from Emma, then we will move to CR 100 outside of Carbondale, and if time and budget allows we will move down to CR 154 area.
- Staff will present the project to the Garfield County Weed Board.
- Staff has been researching to find the best mower for keeping the shoulders and intersection sight lines clear.
- Staff has been collaborating with some consultants to create the Rio Grande Trail Standards, a draft is complete and a final version should be ready shortly.



BEFORE GOATS



**AFTER GOATS**