

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

TIME: 8:30 a.m. – 11:30 a.m., Thursday, November 8, 2018

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

(This Agenda may change before the meeting)

	Agenda Item	Policy	Purpose	Est. Time
1	Call to Order / Roll Call:		Quorum	8:30 a.m.
2	Approval of Minutes: RFTA Board Meeting, October 11, 2018, page 3		Approve	8:31 a.m.
3	Executive Session: None at this Time		Executive Session	8:32 a.m.
4	Public Comment: Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person).		Public Input	8:35 a.m.
5	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	8:45 a.m.
6	Consent Agenda:			8:50 a.m.
	A. Resolution 2018-20: Supporting the Grant Application for a Grant from the Colorado Department of Transportation (CDOT) Year 2019 Consolidated Call for Capital Projects Program for Replacement of Two (2) Transit Vehicles and for Renovation and Expansion of the Glenwood Springs Maintenance Facility – David Johnson, Director of Planning, page 8			
	B. CDOT Highway 82 Resurfacing Project with ADA Improvements that Impact RFTA Property - Angela Henderson, Assistant Director, Project Management and Facilities Operations, page 11			
7	Presentation/Action Items:			
	1. RFTA Ballot Question 7A Election Update – Dan Blankenship, CEO, page 15	4.2.1	Discussion /Direction	9:00 a.m.
	2. Approval of Intergovernmental Agreement Between the City Of Glenwood Springs and the Roaring Fork Transportation Authority to Acquire Easements And Develop Transportation Infrastructure – Bill Mullins, Baker and Miller, Paul Taddune, General Counsel, page 20	2.3.7	Approve	9:30 a.m.
	3. Consent to Assignment of Union Pacific Railroad Company Easement and Shared Use Agreement to the City of Glenwood Springs – Bill Mullins, Baker and Miller and Paul Taddune, General Counsel, page 24	2.37	Approve	9:50 a.m.
8	Public Hearing:			10:05 a.m.
	A. Resolution 2018-21: Supplemental Budget Appropriation – Michael Yang, CFAO, page 26			
	B. Resolution 2018-22: Adoption of the 2019 RFTA Budget – Michael Yang, CFAO, page 32	4.2.5	Approve	
	C. Resolution 2018-23: Appropriation of Sums for the 2019 Budget Year – Michael Yang, CFAO, page 32	4.2.5	Approve	
	(Agenda Continued on Next Page)			

9	Information/Updates:			
	A. CEO Report – Dan Blankenship, CEO, page 41	2.8.6	FYI	11:00 a.m.
10	Issues to be Considered at Next Meeting:			
	To Be Determined at November 8, 2018 Meeting	4.3	Meeting Planning	11:15 a.m.
11	Next Meeting: 8:30 a.m. – 11:30 a.m., December 13, 2018 at Carbondale Town Hall	4.3	Meeting Planning	11:25 a.m.
12	Adjournment:		Adjourn	11:30 a.m.

Mission/Vision Statement:

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

Values Statements:

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

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
October 11, 2018**

Board Members Present:

George Newman (Pitkin County); Jacque Whitsitt (Town of Basalt); Michael Gamba (City of Glenwood Springs); Art Riddile (Town of New Castle); Markey Butler (Town of Snowmass Village); Steve Skadron (City of Aspen); Dan Richardson (Town of Carbondale)

Voting Alternates Present:

Non-Voting Alternates Present:

Jonathan Godes (City of Glenwood Springs)

Staff Present:

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

Visitors Present:

David Pesnichak (EOTC); Tanya Allen (City of Glenwood Springs); Paula Stepp (Candidate, Garfield County Commissioner); John Krueger (City of Aspen); Scott Condon (Aspen Times); and Laura Kirk and Chris Brandt (DHM Design Outreach Consultants)

Agenda

Note: Blue Hyperlinks to the October 11, 2018 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

1. Roll Call:

George Newman called the RFTA Board of Directors to order at 8:40 a.m. Newman declared a quorum to be present (7 member jurisdictions present) and the meeting began at 8:40 a.m.

2. Approval of Minutes:

Markey Butler moved to approve the minutes of the September 13, 2018 Board Meeting, and Jacque Whitsitt seconded the motion. The motion was unanimously approved.

3. Executive Session:

Whitsitt moved to adjourn into Executive Session and Michael Gamba seconded the motion. The motion was unanimously approved. The Board adjourned into Executive Session at 8:42 a.m.

A. 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 instructing negotiators (Sos/Alpine Tire);
- 2) C.R.S 24-6-402 (e) and (f); CEO Performance Review; 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: 09/28/2018 bus accident.
- 4) Pursuant to C.R.S. 43-4-61 consider the imposition of a mill levy of 2.65 (.00265) mills on all taxable property within the territory of RFTA as set forth in Ballot Question 7A.

RFTA staff present at the Executive Session included: Dan Blankenship, Paul Taddune, Michael Yang, Kurt Ravenschlag, and Nicole Schoon.

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

No action was taken during the Executive Session. The Executive Session adjourned at 9:23 a.m.

4. Public Comment:

Newman asked if any member of the public would like to address the Board or make a comment regarding items not on the October 11, 2018 Board Agenda. No members of the public had any comments.

Newman closed Public Comments at 9:26 a.m.

5. Items Added to Agenda – Board Member Comments:

Newman 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.

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

Newman discussed the upcoming November 6, 2018 General Election which RFTA has ballot measure 7A, requesting a tax mill levy of 2.65 mills. It is extremely important for each member of the Board and RFTA staff members to endorse this measure. Without ballot measure 7A passing, RFTA will have to decrease its services by 20% to 25%, which will have a major impact on riders in the Roaring Fork Valley.

Newman closed Board comments at 9:29 a.m.

6. Consent Agenda:

A. Revised RFTA Investment Policy – Michael Yang, CFAO

The purpose of RFTA Investment Policy is to provide guidelines by which the funds that are not otherwise needed to meet the cash flow demands of RFTA can be best invested. This Policy is intended to identify objectives, assign responsibility, and address the problems of risk inherent in the investment of public funds. The primary objectives of investment activities, in order of priority, shall be safety, liquidity, and yield.

The existing RFTA Investment Policy was last revised in July 2011. Since then, the Federal government was downgraded to AA+ from Standard and Poor's and a number of changes have been made to State law and rules related to local government investment pools. The banking industry also

operates new Dodd-Frank regulations. Given these changes, it is important to review RFTA's Investment Policy and make revisions as necessary.

Dan Richardson moved to approve the Revised RFTA Investment Policy, and Whitsitt seconded the motion. The motion was unanimously approved.

B. RFTA Letter of Support of the Garfield County – CDOT “Safe Routes” to Riverview School Grant Application – Angela Henderson, Assistant Director, Project Management and Facilities Operations

Angela Henderson explained that the Roaring Fork School District (RFSD) built the new Riverview School on County Road 154. RFTA granted permission to the RFSD to install a pedestrian access to connect to the Rio Grande Trail on the north side of CR154. This access allows students and faculty coming from Glenwood Springs, direct access to the new Riverview school campus. Currently students and faculty coming from the neighborhoods south of the school, Ironbridge and Westbank, do not have a safe pedestrian option to get to Riverview and are forced to travel on CR154. Because of the lack of a safe pedestrian access for the students and faculty living south of the new school. A conceptual plan was developed that includes upgrades to the historic Ironbridge, an ADA connection to the Rio Grande Trail and pedestrian signals at the intersection where the Rio Grande Trail crosses CR154.

Garfield County, in partnership with RFSD and RFTA, plans to submit the concept for a CDOT “Safe Routes” grant is seeking a letter of support from RFTA and in addition, construction management oversight from RFTA. This project will provide the neighborhoods south of the school with a safer and more direct access point to the Rio Grande Trail, which will benefit not just the students and faculty, but other RGT users living in this area.

Whitsitt moved to approve the minutes of the RFTA Letter of Support of the Garfield County – CDOT “Safe Routes” to Riverview School Grant Application, and Gamba seconded the motion. The motion was approved 6 in favor and 1 opposed.

7. Presentation/Action Items:

A. RFTA Ballot Question 7A Election Update – Dan Blankenship, CEO

The RFTA Board set the ballot language and referred the 2.65-mill levy ballot question, RFTA is now subject to the Fair Campaign Practices Act, and cannot use government resources to influence voters to vote for or against an election question. A campaign committee has been formed, titled “On Board with RFTA.” The Campaign committee is chaired by Markey Butler and Art Riddile.

The revenues from such taxes and the earnings thereon and on the proceeds of such bonds would be considered a voter-approved revenue change allowing RFTA to collect, retain and expend without limitation under Article X, Section 20 of the Colorado Constitution (TABOR), Section 29-1-301, C.R.S., or any other law, i.e. the revenue would be De-Bruced.

After discussions with several of the counties, regarding the residential property tax assessment rates, RFTA came to the conclusion that it has mistakenly determined the residential assessment rate for 2018 incorrectly. RFTA assumed a residential assessment rate of 6.11% for 2018, but the rate will actually be 7.2%. RFTA has been communicating to the public that based on 2.65 mills and a residential assessment rate of 6.11%, the RFTA tax on residential properties with an actual value of \$500,000 for 2018 (paid in 2019), would be \$6.75 per month and \$80.95 per year. However, based on a 7.2% residential assessment rate, the tax in 2018 on a residential property valued at \$500,000 would be \$7.95 per month or \$95.40 per year, which was inconsistent with what RFTA had been communicating to the public. The Board discussed this matter and generally agreed that in order to

keep the messaging consistent, if Ballot Question 7A passes, it would provide a temporary 0.401-mill tax credit for 2018 when it certifies the mill levy to the County Assessors. This would keep the amount paid by residential property owners on a \$500,000 home at \$6.75 per month or \$80.95 per year, consistent with what RFTA had previously communicated. However, the temporary 0.401-mill tax credit will also apply to commercial properties, so instead of paying \$64.04 per month and \$768.50 per year on a commercial property valued at \$1 million, the amount for 2018 would be \$54.35 per month and \$652.21 per year. In 2019, the temporary 0.401-mill tax credit would not be applied so the amount paid on a commercial property valued at \$1 million would increase to \$640.04 per month and \$768.50 per year, as previously communicated, based upon a 29% commercial property assessment rate.

If RFTA 7A does not pass, RFTA would have to significantly decrease its service throughout the Roaring Fork Valley. The reductions would be in the range of 20-25%.

B. Presentation of Second Draft of RFTA 2019 Budget – Michael Yang, CFAO and Paul Hamilton, Director of Finance

Michael Yang and Paul Hamilton highlighted the most recent changes to the 2019 Draft Budget which include:

RFTA's County Health Pool renewal rates reflected a 3.5% increase. RFTA was dropped from Rate Band 3 to 2 (the lower the rate band, the better your claims are running and vice versa). This resulted in a 2% reduction. Employee contributions will stay the same.

RFTA was awarded a FTA 5339(b) Grant to replace diesel buses with four (4) clean diesel bus commuter coaches. The draft budget includes \$2.79 million in capital outlay for 4 diesel bus replacements and \$2.23 million in grant revenues, with a local match of approximately \$558,000.

Sales Tax revenue for the Town of Carbondale estimated a 3.0% increase.

RFTA estimates receiving capital grant revenue of \$2,231,500 from the FTA 5339(b) capital grant for 4 diesel bus replacements.

The Elected Officials Transportation Committee (EOTC) contribution for the enhanced service between the Snowmass Mall and Brush Creek is \$419,587, but may need further discussion based on the potential outcomes of Ballot measure 7A in November.

C. Recreational Trails Plan Update – Jason White, Assistant Planner

Jason White stated that the Recreational Trails Plan (RTP) has not been updated since 2005, and much of the information contained in it has changed significantly. RFTA conducted a survey of trail users and some important issues were found and incorporated into the RTP update. Major components that have been incorporated into the 2019 RTP update include; ownership/awareness, user groups, facilities/amenities, connections to/from RFT and behavior/etiquette education. RFTA had several regional events including three (3) trailside pop-ups at the Pitkin County Open Space, Basalt Farmers Market, Carbondale Farmers Market, Rubey Park and the Glenwood Farmers Market.

Several themes that emerged from the outreach were multi-use awareness, safe and good facilities/amenities, center striping, wayfinding/mileage, drinking water stations/restrooms, tree roots/bumps, passing etiquette, speed control, e-bikes, goats, and entrepreneurial vending.

The Board viewed the “Goat” documentary, which can be found on YouTube:
<https://www.youtube.com/watch?v=U1NRQLjaZvM&feature=youtu.be>.

8. Information/Updates:

A. CEO Report – Dan Blankenship, CEO

Blankenship stated that On Tuesday, October 2nd, Roaring Fork Transportation Authority (RFTA) was honored to have K. Jane Williams, Acting Administrator of the Federal Transit Administration (FTA) tour the VelociRFTA BRT system and stations along the Highway 82 Corridor. Ms. Williams held a media event at 11:00 a.m. at the 27th Street VelociRFTA BRT Station in Glenwood Springs, to personally announce that RFTA was awarded a \$2.2 million FTA Section 5339 Grant.

Recently, CDOT nominated RFTA for the Colorado Association of Transit Agencies’ (CASTA) “Outstanding Coordination Initiative Award,” because of the ramped up transit services RFTA provided during the Grand Avenue Bridge closure. Instead, this past week, CASTA presented RFTA with its “2018 Large Community Transit Agency of the Year Award.”

In accordance with requirements of the United States Department of Transportation (DOT), as set forth in 49 C.F.R. Part 26, as amended, the Roaring Fork Transportation Authority (RFTA) in Glenwood Springs, Colorado, hereby notifies the public that it is recommending the following Disadvantaged Business Enterprise (DBE) goal for applicable federally funded contracts during Federal Fiscal Years (FFY) 2019-2021, beginning October 1, 2018 and ending September 30, 2021. The overall total DBE goal for FFY 2019-2021 is 2.0%.

RFTA was notified via letter dated July 17, 2018 that it had received the Distinguished Budget Presentation Award for the current budget (2018) from the Government Finance Officers Association (GFOA). This marks the 12th consecutive year (2007-2018) where RFTA has received this recognition.

RFTA’s CFAO, Michael Yang, successfully completed the program and celebrated with his graduating Class of 2018 at the 2018 APTA Annual Conference in Nashville, Tennessee.

9. Issues to be Considered at Next Meeting:

10. Next Meeting: RFTA Board Meeting 8:30 a.m. – 11:30 a.m., November 8, 2018, Carbondale Town Hall

11. Adjournment:

Newman adjourned the October 11, 2018 Board Meeting at 11:00 a.m.

Respectfully Submitted:
Nicole R. Schoon
Secretary to the RFTA Board of Directors

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

Meeting Date:	November 8, 2018																										
Agenda Item:	Resolution 2018-20: Authorization to Submit Grant Application for CDOT’s Consolidated Call for Capital Projects (CCCP) program.																										
Policy #	2.8.11 Board Awareness & Support																										
Strategic Goal:	Maintenance: The fleet will be maintained and replaced in a financially sustainable manner.																										
Presented By:	David Johnson, Director of Planning																										
Recommendation:	Approve Resolution 2018-20																										
Core Issues:	<p>Each year, the Colorado Department of Transportation (CDOT) invites transit agencies to submit grant requests for nearly all grant programs that CDOT administers. This year, these grant programs include:</p> <ul style="list-style-type: none"> • FTA Section 5311: Rural Public Transit (all areas outside of urban areas) • FTA Section 5339: Bus and Bus Facilities (Rural) • FASTER • VW Alt Fuel Settlement Program • Senate Bill 228 • Senate Bill 267 <p>RFTA intends to apply for grant funding for the following projects:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Project</th> <th style="text-align: center;">Grant</th> <th style="text-align: center;">Match</th> <th style="text-align: center;">Project Cost</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">(6) Diesel Commuter Coaches</td> <td style="text-align: right;">\$3,120,000</td> <td style="text-align: right;">\$780,000</td> <td style="text-align: right;">\$3,900,000</td> </tr> <tr> <td style="text-align: center;">Incremental cost of upgrading two (2)Commuter Coaches to BEB + (1) depot charger</td> <td style="text-align: right;">\$1,025,000</td> <td style="text-align: center;">\$0</td> <td style="text-align: right;">\$1,025,000</td> </tr> <tr> <td style="text-align: center;">GMF Phase 1 Renovation and Expansion: Horizontal Components</td> <td style="text-align: right;">\$1,707,942</td> <td style="text-align: right;">\$569,314</td> <td style="text-align: right;">\$2,277,256</td> </tr> <tr> <td style="text-align: center;">AMF Phase 9: Fuel Tank Replacement</td> <td style="text-align: right;">\$2,336,250</td> <td style="text-align: right;">\$778,750</td> <td style="text-align: right;">\$3,115,000</td> </tr> <tr> <td></td> <td style="text-align: right;">\$8,189,192</td> <td style="text-align: right;">\$2,128,064</td> <td style="text-align: right;">\$10,317,256</td> </tr> </tbody> </table>			Project	Grant	Match	Project Cost	(6) Diesel Commuter Coaches	\$3,120,000	\$780,000	\$3,900,000	Incremental cost of upgrading two (2)Commuter Coaches to BEB + (1) depot charger	\$1,025,000	\$0	\$1,025,000	GMF Phase 1 Renovation and Expansion: Horizontal Components	\$1,707,942	\$569,314	\$2,277,256	AMF Phase 9: Fuel Tank Replacement	\$2,336,250	\$778,750	\$3,115,000		\$8,189,192	\$2,128,064	\$10,317,256
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Policy Implications:	RFTA Board Governing Policy 2.8.11 states, “The CEO may not fail to supply for the Board’s consent agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation or contract to be Board-approved.”																										
Fiscal Implications:	If RFTA receives funding from this consolidated grant program according to the scopes and amounts estimated herein, RFTA will need to provide up to \$2.1 million in local matching funds.																										
Attachments:	Yes, please see Resolution 2018-20, attached below.																										

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-20**

**RESOLUTION SUPPORTING THE GRANT APPLICATION FOR A GRANT FROM THE COLORADO
DEPARTMENT OF TRANSPORTATION (CDOT) YEAR 2019 CONSOLIDATED CALL FOR CAPITAL
PROJECTS PROGRAM FOR VEHICLE REPLACEMENT AND FOR FACILITY RENOVATION AND
EXPANSION**

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 CDOT through its Year 2019 Consolidated Call for Capital Projects program; and

WHEREAS, RFTA will submit a Grant Application for vehicle replacement and for facility renovation and expansion, requesting a minimum total award of **\$8 million**.

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

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors strongly supports the Grant Application submitted by RFTA and has appropriated matching funds for a grant with the FTA.
3. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of the projects.
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 FTA.
5. The buses will be owned by RFTA and will be registered to and operated by RFTA for the next 12-15 years. The RFTA Board of Directors will continue to maintain the buses in a high quality condition and will appropriate funds for maintenance annually.
6. If a grant is awarded, the RFTA Board of Directors hereby authorizes the CEO to sign a Grant Agreement with CDOT.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 8th day of November, 2018.

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

By: _____
George Newman, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 8, 2018; (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 8th day of November, 2018

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

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

Meeting Date:	November 8, 2018
Agenda Item	CDOT Highway 82 Resurfacing Project with ADA Improvements that Impact RFTA Property
Policy #:	1.2: Trail and Transit Users Move Safely, Quickly and Efficiently
Strategic Goal:	Continue to monitor and participate in all municipality development projects that may impact the Rio Grande Railroad Corridor and Rio Grande Trail (RGT)
Staff Recommends:	Approve Staff’s recommendation to waive appraisals and donate the RFTA property for the ADA improvements.
Presented By:	Angela Henderson, Assistant Director, Project Management and Facilities Operations
Core Issues:	<ul style="list-style-type: none"> • CDOT is planning to resurface Highway 82 between 23rd Street in Glenwood Springs and Highway 133 in Carbondale. • As a part of this project, CDOT will also be updating some of the ADA access points in a few locations. • One of the locations marked for ADA improvements will involve RFTA property, • The first ADA location identified by CDOT for improvements will be to both sides of 27th Street in Glenwood Springs. CDOT will be upgrading and changing the angle of the ADA ramp on the up valley side of 27th Street to align it with the ADA ramp on the BRT (down valley) side of 27th Street. CDOT is asking for a very small permanent easement on the BRT sidewalk to allow them to complete ongoing maintenance of these improvements. • CDOT will also be cleaning up the underpass structure under SH82 at Cattle Creek. This work will adjacent to the existing Cattle Creek Rio Grande Railroad Bridge, but there are no impacts to the RFTA Bridge anticipated. • CDOT is obligated by the Uniform Act, to offer RFTA the opportunity to secure appraisals of the properties being impacted by this project, but the impacts will be minimal and in the case of the ADA improvements, benefit RFTA.
Background Info:	See Core Issues.
Policy Implications:	None
Fiscal Implications:	None
Attachments:	<ul style="list-style-type: none"> • CDOT exhibits with impacts to RFTA property and requests for temporary easements and one permanent easement

Sheet Revisions		
Date	Description	Initials
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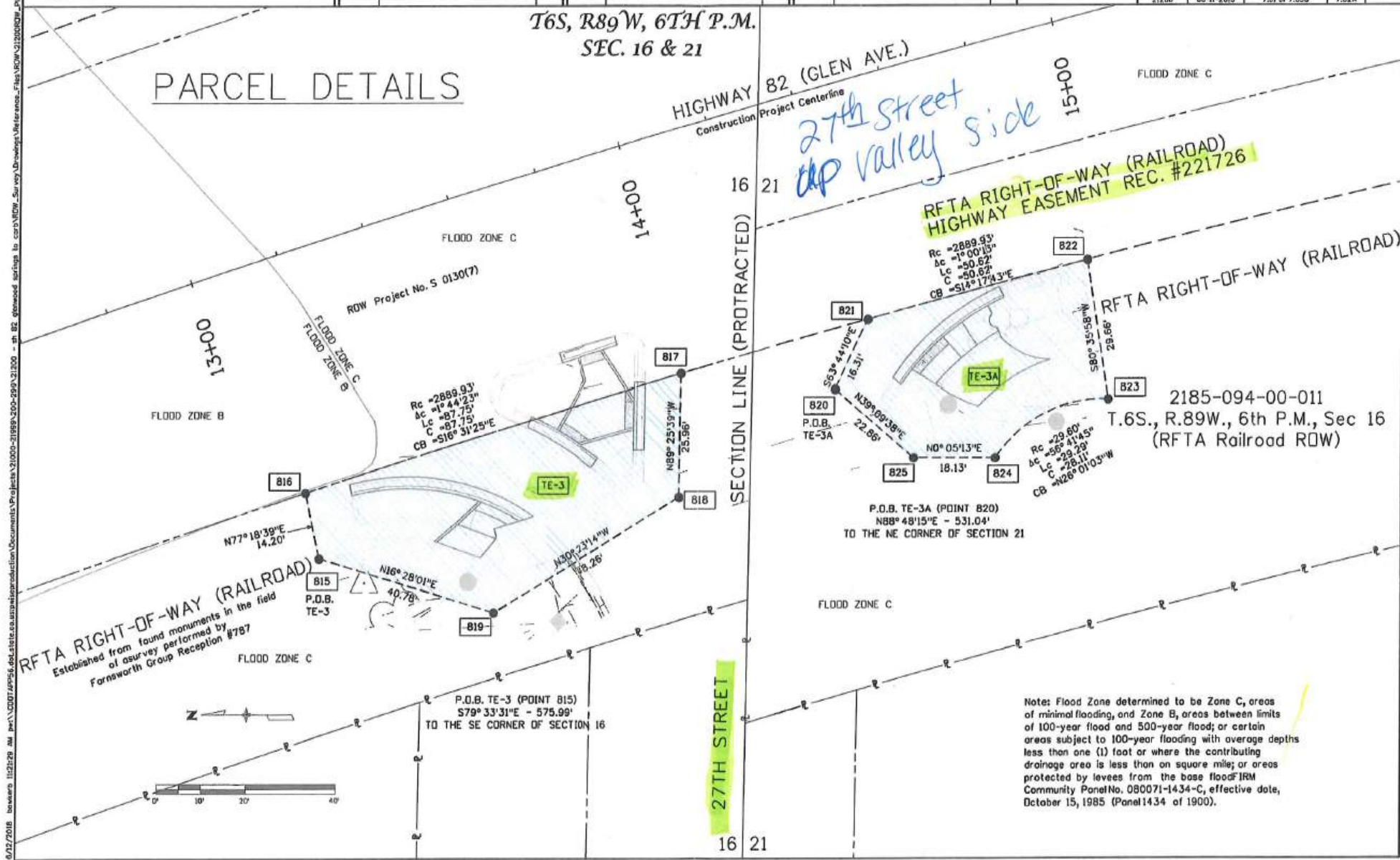
Sheet Revisions		
Date	Description	Initials
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Sheet Revisions		
Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Right of Way Plans			
Plan Sheet			
Project Number: NHPP 0821-107			
Project Location: SH2 GLENWOOD SPRINGS TO CAREFREE (MP. 1.4 TO MP. 11.7)			
GARFIELD COUNTY			
Project Code	Last Mod. Date	Sheet	Sheet No.
21200	08-11-2018	7.01 of 7.02B	7.02A

T6S, R89W, 6TH P.M.
 SEC. 16 & 21

PARCEL DETAILS



Notes: Flood Zone determined to be Zone C, areas of minimal flooding, and Zone B, areas between limits of 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base Flood IRM Community Panel No. 080071-1434-C, effective date, October 15, 1985 (Panel 1434 of 1900).

6/12/2018 10:52:28 AM p:\CDOT\APPS\delstetec\usa\production\Documents\Projects\21000-01989\200-299\21200 - sh 82 - easement\surveys to cdot\H20_Survey_Drawings\References_Files\H20_01200000_Par_702A.dgn

Sheet Revisions		
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Sheet Revisions		
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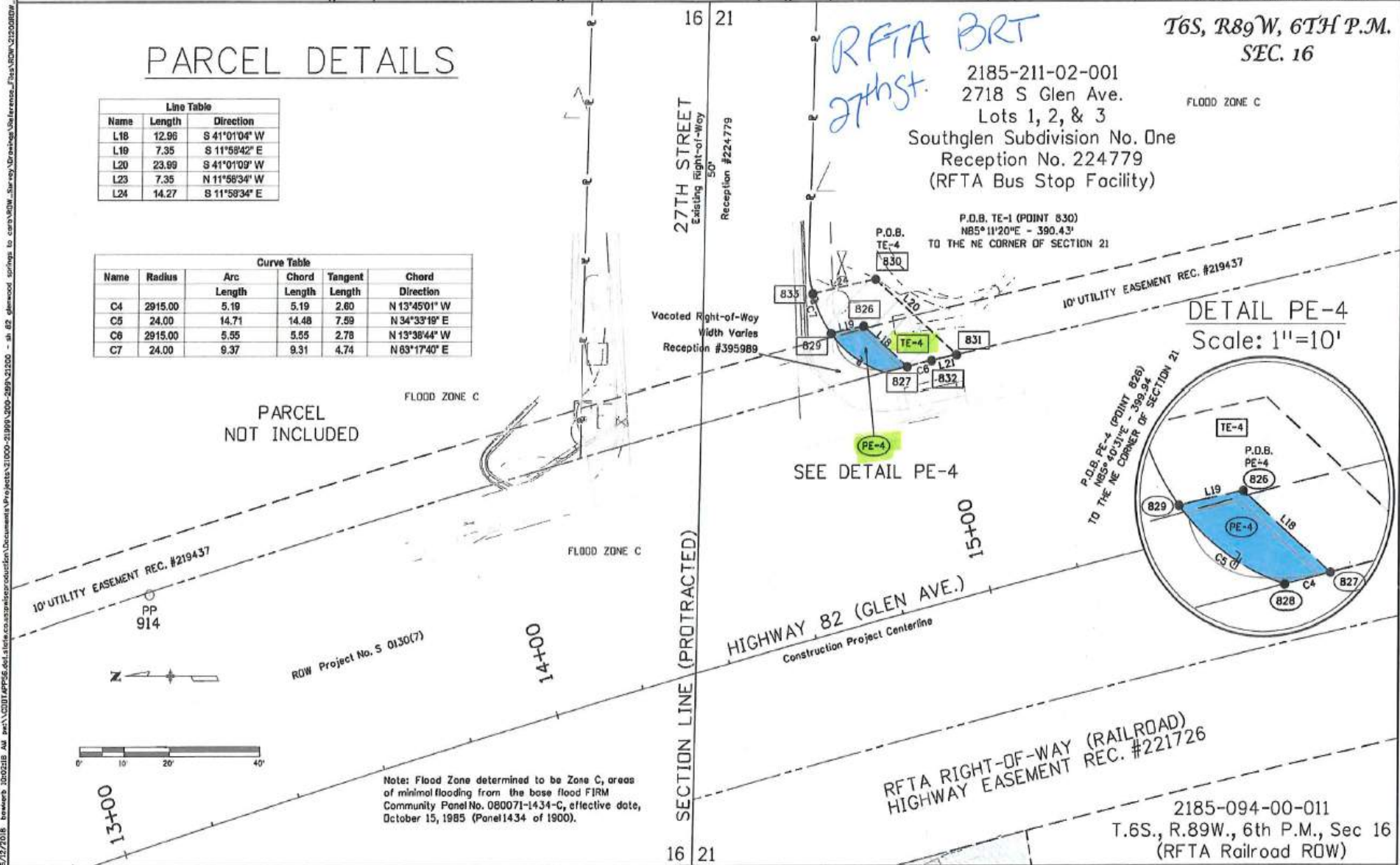
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Right of Way Plans			
Plan Sheet			
Project Number: NHPP 0821-107			
Project Location: SH2 GLENWOOD SPRINGS TO CARROLLA (AV. 14 TO MP. 11.3)			
GARFIELD COUNTY			
Project Code:	Local Mod. Date:	Subst:	Sheet No.
21200	06-12-2016	7.06 of 7.05B	7.02B

PARCEL DETAILS

Line Table		
Name	Length	Direction
L18	12.96	S 41°01'04" W
L19	7.35	S 11°58'42" E
L20	23.99	S 41°01'09" W
L23	7.35	N 11°58'34" W
L24	14.27	S 11°58'34" E

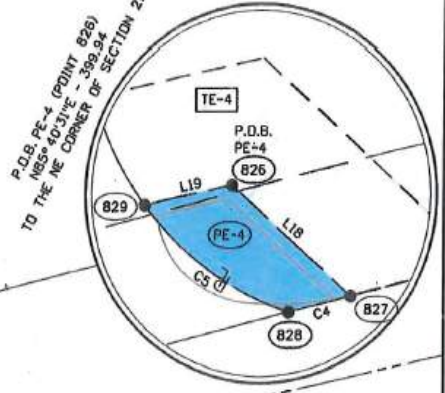
Curve Table					
Name	Radius	Arc Length	Chord Length	Tangent Length	Chord Direction
C4	2915.00	5.19	5.19	2.80	N 13°45'01" W
C5	24.00	14.71	14.48	7.59	N 34°33'19" E
C6	2915.00	5.55	5.55	2.78	N 13°38'44" W
C7	24.00	9.37	9.31	4.74	N 63°17'40" E



T6S, R89W, 6TH P.M.
 SEC. 16

2185-211-02-001
 2718 S Glen Ave.
 Lots 1, 2, & 3
 Southglen Subdivision No. One
 Reception No. 224779
 (RFTA Bus Stop Facility)

DETAIL PE-4
 Scale: 1"=10'



Note: Flood Zone determined to be Zone C, areas of minimal flooding from the base flood FIRM Community Panel No. 080071-1434-C, effective date, October 15, 1985 (Panel 1434 of 1900).

2185-094-00-011
 T.6S., R.89W., 6th P.M., Sec 16
 (RFTA Railroad ROW)

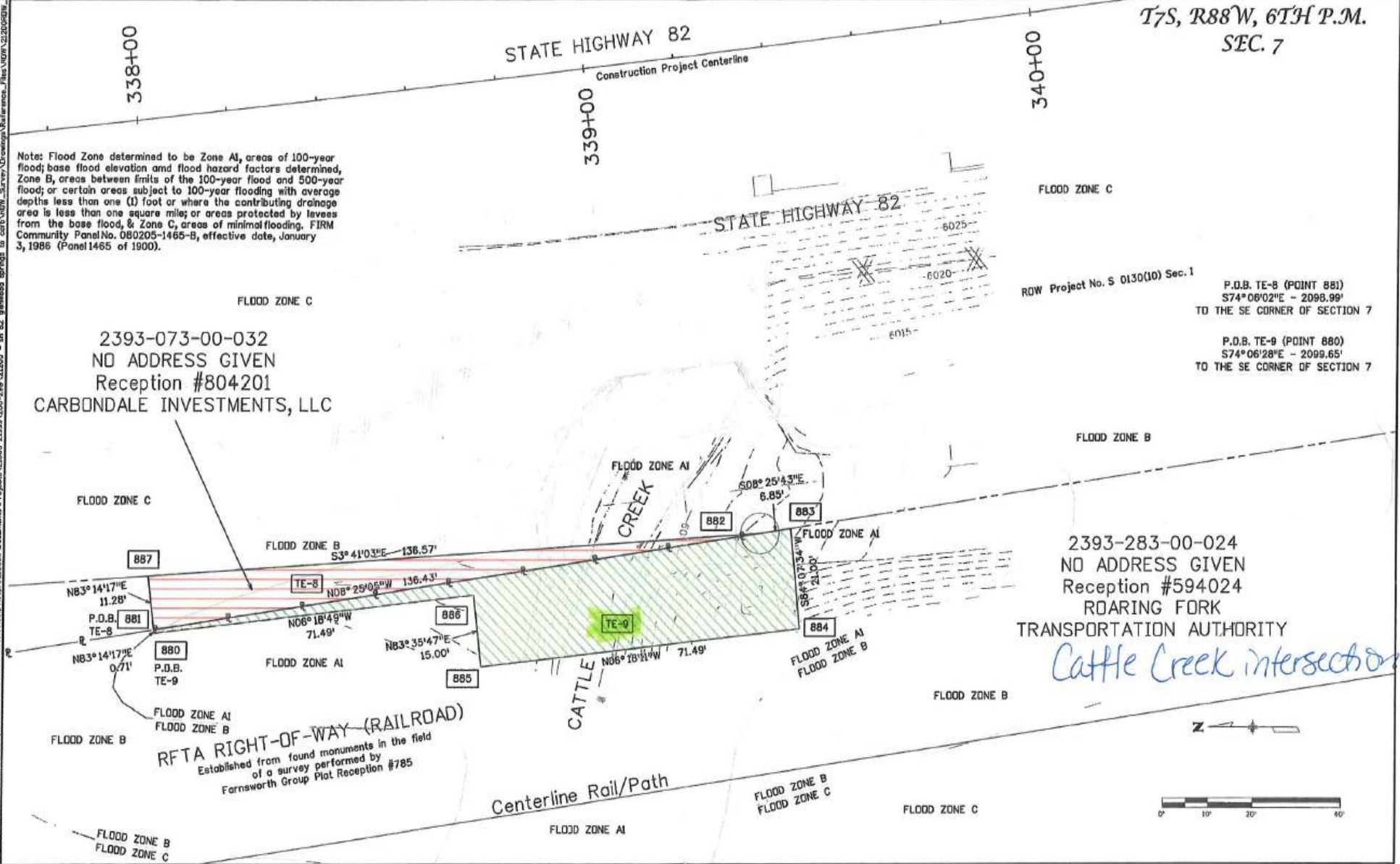
Colorado Department of Transportation
 222 South 6th Street
 Room 317
 Grand Junction, CO 81501
 Phone: 970-683-6234 FAX: 970-683-6227
Region 3 LED

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX	mm/dd/yy	XXXXXXXX	XXX	mm/dd/yy	XXXXXXXX	XXX

Right of Way Plans			
Plan Sheet			
Project Number: NHP 0821-107			
Project Location: 5982 GLENWOOD SPRINGS TO CARBONDALE DWP 1.4 TO W.P. 11.7			
GARFIELD COUNTY			
Project Code	Last Mod. Date	Sheet	Sheet No.
71200	06-12-2018	7.01 of 7.05A	7.05A

**T7S, R88W, 6TH P.M.
 SEC. 7**

Note: Flood Zone determined to be Zone A1, areas of 100-year flood; base flood elevation and flood hazard factors determined, Zone B, areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood, & Zone C, areas of minimal flooding. FIRM Community Panel No. DB0205-1465-B, effective date, January 3, 1986 (Panel 1465 of 1900).



2393-073-00-032
 NO ADDRESS GIVEN
 Reception #804201
 CARBONDALE INVESTMENTS, LLC

ROW Project No. S 0130(10) Sec. 1
 P.O.B. TE-8 (POINT 881)
 S74°08'02"E - 2098.99'
 TO THE SE CORNER OF SECTION 7
 P.O.B. TE-9 (POINT 880)
 S74°06'28"E - 2099.65'
 TO THE SE CORNER OF SECTION 7

2393-283-00-024
 NO ADDRESS GIVEN
 Reception #594024
 ROARING FORK
 TRANSPORTATION AUTHORITY
Cattle Creek intersection

RFTA RIGHT-OF-WAY (RAILROAD)
 Established from found monuments in the field
 of a survey performed by
 Farnsworth Group Plot Reception #785

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

Meeting Date:	November 8, 2018
Agenda Item	RFTA Ballot Question 7A Election Update
Policy #:	4.2.1: Board Job Products
Strategic Goal:	2018 Major Goal: Sustainability/Existence Planning: Complete Stage 4 of the Destination 2040 Plan
Presented By:	Dan Blankenship, CEO and Paul Taddune, General Counsel
Recommendation:	Recap of Ballot Measure 7A
Core Issues:	<p>At the Board Meeting on August 9, 2018, the Board unanimously approved referring a 2.65-mill RFTA property tax question to voters on the November 6, 2018 ballot. The measure was designated to appear as 7A on the ballot by the County Clerks in Garfield, Eagle, and Pitkin Counties.</p> <p>If Ballot Measure 7A is approved on November 6 by voters with RFTA’s eight member jurisdictions, the RFTA Board will be required to certify the mill levy to the County Assessors at a RFTA Board meeting on December 13.</p> <p>With respect to certifying the mill levy to the County Assessors, the RFTA Board is planning to apply a temporary 0.401-mill tax credit for property assessed in 2018. Due to a misunderstanding RFTA staff had about when the Gallagher Amendment ratchet-down on the residential property assessment rate, from 7.2% to 6.11%, was going to take effect, RFTA assumed that the 6.11% rate would apply to residential property taxes assessed in 2018 and collected in 2019. However, prior to the October 11 Board meeting, staff learned that the 7.2% residential assessment rate will remain in effect for the 2018 assessment. This means that the cost to residential property owners for a home with \$500,000 market value would be \$7.95 per month or \$95.40 per year, whereas we have been communicating to the public that the amount would be \$6.75 per month or \$81 per year. These latter numbers should be correct for property taxes assessed in 2019 and collected in 2020, assuming the 6.11% assessment rate forecasted by the Legislative Council holds true.</p> <p>In order to maintain a consistent message with the public, at its October 11 meeting, the RFTA Board indicated that if RFTA Ballot Measure 7A is successful on November 6, it will apply a 0.401-mill tax credit for the 2018 property tax assessment when it certifies the mill levy to the County Assessors. With the 0.401-mill tax credit that the Board indicated it would apply for the 2018 residential property tax assessment, the amount that residential property owners would pay in 2019 for their 2018 assessment would be about \$6.75 per month or \$81 per year on \$500,000 of market value, consistent with what RFTA been communicating to this point in time.</p> <p>However, the tax credit must be applied evenly to both residential and commercial properties. Based on 2.65 mills, commercial property owners would normally pay \$64.04 per month or \$768.50 per year on \$1 million worth of market value. However, due to the 0.401-mill tax credit applied to the 2018 assessment rate for commercial property owners, commercial property owners will actually pay less when the 2018 taxes are collected in 2019; about \$54.35 per month or \$652.21 per year on \$1 million in market value.</p> <p>For the 2019 assessment, the 0.401-mill tax credit would most likely not be applied, so the cost for commercial properties with \$1 million of market value, when collected in 2020, would go back to what we communicated it would originally be, i.e. \$64.04 per month or</p>

	\$768.50 per year.
Background Info:	<p>For over two years, RFTA has been engaged in long-range planning culminating in the project list and the 2.65-mill property tax ballot question. RFTA’s Organizational Structure, existing conditions, and efficiencies have been reviewed. Population and bus ridership over a 20-year planning horizon have been forecasted. Numerous meetings with elected officials, jurisdictional staffs, business leaders, and the public have been conducted. Stakeholders have assisted with the development of proposed service and capital improvements, and several financing scenarios were analyzed. At its August 9, 2018 meeting, the RFTA Board adopted RFTA Resolution 2018-18, which referred a 2.65-mill property tax ballot measure to the voters. Some of the key provisions of the ballot measure are as follows:</p> <ul style="list-style-type: none"> • RFTA taxes would be increased up to \$9.5 million annually (first full fiscal year dollar increase, for collection in 2019) and by such amounts as are generated in future fiscal years from an ad valorem property tax mill levy imposed at a rate of 2.65 mills • RFTA debt authorization would be increased up to \$74.675 million, with a maximum repayment cost of up to \$145.744 million, for purposes including but not limited to: <ul style="list-style-type: none"> ✓ Purchase of new buses, including electrification of buses for emission and noise reductions; ✓ Improvements to bus rapid transit and local bus service to reduce congestion along Highway 82; ✓ Enhancements for mobility and safety of pedestrians, bicyclists and transit users; ✓ Improved access and maintenance for the Rio Grande trail and construction of the lower valley trail; ✓ Construction and maintenance of park and rides, bus stops and other transit and transportation facilities; • The revenues from such taxes and the earnings thereon and on the proceeds of such bonds would be considered a voter-approved revenue change allowing RFTA to collect, retain and expend without limitation under Article X, Section 20 of the Colorado Constitution (TABOR), Section 29-1-301, C.R.S., or any other law, i.e. the revenue would be De-Bruced. • More information and FAQ can be found at www.rfta2040.com .
Policy Implications:	Board Job Products Policy 4.2.1. A. & B. states, “The Board is the link between the “ownership” and the operation organization. The Board will assess the needs of the ownership as they relate to RFTA’s activities and scope of influence, and will develop Ends policies identifying the results RFTA is to produce to meet those needs. The Board will inform the ownership of the organizations expected future results, and its present accomplishments and challenges.”
Fiscal Implications:	The budgeted cost of the Integrated Transportation System Plan process, now referred to as Destination 2040, can be seen in the chart below:

Study Phase and Stage	Budget
Phase 1, Stage I: Organizational Capacity and Efficiency Review Phase 1, Stage II: Forecast Future Demand	\$461,471
Phase 1, Stage III: Develop/Analyze Alternatives	\$465,561
Phase 1, Stage IV: Develop Financial Sustainability Plan	\$237,200
Public Engagement/Public Policy (Bill Ray-WR Communications)	\$158,000
Financial Planning Model (PFM Consultants)	\$110,000
Total	\$1,432,232

In addition to the costs listed above, approximately \$59,000 was needed to fund the public outreach phase of the Destination 2040 Plan, which was completed prior to referring Ballot Measure 7A to the voters. Of this amount, approximately \$15,000 was derived from savings from Parsons' Task Order 4 and the balance of approximately \$44,000 will be derived from anticipated capital project savings in the approved 2018 RFTA Budget.

Currently, Parsons Transportation Group will be analyzing options related to bus priority, access to stops, and bus movements at the Maroon Creek Roundabout. Deliverables include: (1) an alignment design concept to allow RFTA buses to exit directly to SH 82 from the Maroon Creek Stop, (2) design concept for the Maroon Creek station to support direct bus access to SH 82, (3) Signing and striping, and (4) Relocation of existing Kiss and Ride stops. Project cost is \$75,576, which will be funded by unexpended remaining funds of approximately \$80,000 in Task Order 4 (Establish Financial Plan).

Attachments:

Yes, please see RFTA Ballot Measure 7A and the Project List identified in the proposed 2.65 mill property tax mill levy, attached below.

BALLOT MEASURE 7A

Roaring Fork Transportation Authority Property Tax Mill Levy Increase

SHALL ROARING FORK TRANSPORTATION AUTHORITY TAXES BE INCREASED UP TO \$9.5 MILLION ANNUALLY (FIRST FULL FISCAL YEAR DOLLAR INCREASE, FOR COLLECTION IN 2019) AND BY SUCH AMOUNTS AS ARE GENERATED IN FUTURE FISCAL YEARS FROM AN AD VALOREM PROPERTY TAX MILL LEVY IMPOSED AT A RATE OF 2.65 MILLS, AND SHALL AUTHORITY DEBT BE INCREASED UP TO \$74.675 MILLION, WITH A MAXIMUM REPAYMENT COST OF UP TO \$145.744 MILLION, FOR PURPOSES INCLUDING BUT NOT LIMITED TO:

- BUS RAPID TRANSIT AND LOCAL BUS SERVICE IMPROVEMENTS TO REDUCE CONGESTION ALONG HIGHWAY 82;
- MOBILITY ENHANCEMENTS FOR PEDESTRIANS, BICYCLIST AND TRANSIT USERS;
- CONSTRUCTION OF THE LOWER VALLEY TRAIL;
- IMPROVED ACCESS AND MAINTENANCE FOR THE RIO GRANDE TRAIL;
- CONSTRUCTION AND MAINTENANCE OF PARK AND RIDES, BUS STOPS AND OTHER TRANSIT AND TRANSPORTATION FACILITIES;
- PURCHASE OF NEW BUSES, INCLUDING ELECTRIFICATION OF BUSES FOR EMISSION AND NOISE REDUCTIONS;

SUCH DEBT TO BE INCURRED BY THE ISSUANCE OF REVENUE BONDS PAYABLE FROM THE REVENUES OF SUCH TAX AND, TO THE EXTENT MONEYS FROM SUCH TAX ARE NOT SUFFICIENT FOR THE REPAYMENT OF SUCH BONDS, FROM ANY OTHER LEGALLY AVAILABLE REVENUES OF THE AUTHORITY, INCLUDING, BUT NOT LIMITED TO, AUTHORITY SALES AND USE TAXES, VEHICLE REGISTRATION FEES, FARE REVENUES, TAXES AND OTHER MONEYS RECEIVED PURSUANT TO INTERGOVERNMENTAL AGREEMENT WITH PITKIN COUNTY, EAGLE COUNTY, OR ANY OTHER MEMBER OF THE AUTHORITY, SERVICE CONTRACT REVENUES, AND STATE OR FEDERAL GRANTS; WHICH BONDS SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD AT SUCH TIME OR TIMES, AT SUCH PRICES (AT, ABOVE OR BELOW PAR) AND IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HERewith, AS THE BOARD OF THE AUTHORITY MAY DETERMINE; AND SHALL THE REVENUES FROM SUCH TAXES AND THE EARNINGS THEREON AND ON THE PROCEEDS OF SUCH BONDS BE A VOTER-APPROVED REVENUE CHANGE THAT THE AUTHORITY MAY COLLECT, RETAIN AND EXPEND WITHOUT LIMITATION UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION (TABOR), SECTION 29-1-301, C.R.S., OR ANY OTHER LAW?

Destination 2040 2.65 Mill Levy Scenario

updated 7/23/18

***Phased
Implementation
Analysis:
2.65 Mill

Alternative	Service Improvement Alternative	
C1	Service Increase, 30-minute Valley service	Included
C3	Service Increase, Weekend BRT (Spring/Fall)	Included
C4	I-70 Grand Hogback Service - 27th Street to New Castle, 30 minute headways	Included
C5	Expand Service in Glenwood Springs (Val to GWPNR and BRT to Downtown GWS)	Included
C6	Better transit service connections to Snowmass Village on Brush Creek Road	Included

Alternative	Capital Projects Alternative Description	
E5	Rio Grande Trail Maintenance and Improvements	**Included
C7	Improvements to Highway 82 Bus Stations	Included
S6	Aspen Maintenance Facility Expansion Phase 9 (Replacement of Fuel Farm)	Included
S6	Aspen Maintenance Facility Expansion Phase 5 (Two Story Offices and Electric Charging)	Included
S6	Aspen Maintenance Facility Expansion Phase 6 (Parts Room and Storage)	Included
S7	RFTA Glenwood Springs Maintenance Facility Expansion	*Included
S10	Replacement of Employee Housing and Carbondale Office Space	**Included
E2	Bike Share Expansion	Included
E3	Real Time Traveler Information	Included
C8	Glenwood Springs 27 Street BRT Station Parking Expansion	Included
C9	Willits BRT Station Parking Expansion	Included
C10	Carbondale BRT Station Parking Expansion	Not Included
C11	Aspen Junction (Basalt) PNR Expansion	Not Included
C12	New Castle Park and Ride Expansion Burning Mountain Avenue	Not Included
C13	Improvements to Town of Snowmass Village Transit Center	Included
C14	Upper Valley Parking Management System Study	Not Included
C15	Buttermilk Parking Management	Included
C16	BRT Enhancements to Brush Creek Intercept Lot	Not Included
C17	Micro Transit Accommodations at BRT Stations	Not Included
S1	Pedestrian Crossings of 27 Street and Highway 82 in Glenwood Springs	Included
S6	Aspen Maintenance Facility Expansion Phase 7 (Additional Indoor Bus Storage)	Not Included
S8	900 Block Grand Avenue In-Line Transit Stations in Glenwood Springs	**Included
S9	New Transit Station in Glenwood Springs	Included
S10	Expansion of Employee Housing and Carbondale Office Space	Not Included
E4	LOVA Trail Construction from Glenwood Springs to New Castle	Included
S2	South Bridge Highway 82 Connection in Glenwood Springs	Included
S3	Pedestrian Crossing at 23 Street in Glenwood Springs	Not Included
S4	Buttermilk Pedestrian Crossing in Pitkin County	Included
S5	Enhanced Crossing of Rio Grande Trail at 14th Street in Glenwood Springs	Not Included
S6	Aspen Maintenance Facility Expansion Phase 8 (CNG Compressor/Fueling)	Not Included
C18	Expanded Circulators: Carbondale	Not Included
C19	Expanded Circulators: Basalt	Not Included
C20	Expanded Circulators: New Castle	Not Included
E6	Rio Grande Trail Connectivity and Safety Improvements	Not Included

* Project cost reduced and Grant share increased

** Project cost reduced

***2.65 Financial Planning Model assumes:

4% average annual increase in assessed valuation

5% reduction in existing BRT service as a placeholder

6.11% residential property assessment rate effective 2019

A revised capital project list with projects highlighted in red moved from the constrained projects' list to the unconstrained projects' list and/or the cost of the project reduced and/or the grant share increased.

A reduction of 6 expansion buses.

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

Meeting Date:	November 8, 2018
Agenda Item	Approval of Intergovernmental Agreement Between the City Of Glenwood Springs and the Roaring Fork Transportation Authority to Acquire Easements And Develop Transportation Infrastructure
Policy #:	2.3.7: Financial Condition and Activities
Strategic Goal:	CEO: Continue to work with RFTA member jurisdictions to implement safe and affordable public crossings of the railbanked Rio Grande Railroad Corridor that meet RFTA Design Guidelines and preserve the corridor’s railbanked status
Presented By:	Bill Mullins, Baker and Miller and Paul Taddune, General Counsel
Recommendation:	Approve IGA and Easement Agreements subject to approval as to form by RFTA General Counsel
Core Issues:	<p>For many years, the City of Glenwood Springs (the City) has been planning to extend South Midland Avenue to the vicinity of the municipal airport, construct a bridge across the Roaring Fork River, and make a roadway connection to State Highway 82 (SH82), at a location just south of the Holy Cross Energy headquarters (see South Bridge Connection project map, attached below).</p> <p>Because the Rio Grande railroad corridor rail bed is approximately 10 feet lower than the grade of SH82, the City’s initial plan was to construct an earthen barrier crossing of the rail bed so that it could intersect SH82 at grade, and insert a 10-foot high box culvert underpass beneath the roadway to separate trail users from automobile traffic.</p> <p>Due to RFTA concerns that the City’s design might be considered a severance of the corridor by the Surface Transportation Board (STB), or could create an unfunded future financial liability for RFTA that could impair either the reactivation of freight rail service or passenger rail, the City redesigned the South Bridge Connection to cross the rail corridor at grade. However, this necessitated the design of a grade-separated interchange at SH82, which caused the overall cost of the South Bridge Connection project to escalate by an additional \$20 - \$25 million over the cost of the interim earthen barrier design; making the South Bridge Connection project financially infeasible for the City.</p> <p>Based on the advice of Bill Mullins, Baker and Miller, who is an expert in matters involving the STB, which regulates rail banked corridors, RFTA staff now believes that an interim earthen ramp barrier design for a crossing of the rail corridor at South Bridge can be effected without creating a severance of the corridor.</p> <p>To that end, RFTA and the City have crafted a “draft” Intergovernmental Agreement (IGA) which, if approved by the RFTA Board of Directors, will grant a perpetual non-exclusive Easement to the City for the South Bridge Connection.</p> <p>The “draft” Easement Agreement, which is the subject of the IGA, preserves RFTA’s right to reactivate freight and/or passenger rail, or some other transportation option, on the corridor. Because the proposed crossing is not consistent with RFTA’s Access Control Plan and Design Guidelines, Paragraph 3. <u>Maintenance</u>, of the Easement Agreement states the following:</p>

In the event that the activation of freight or passenger rail or another transportation option service upon the Railroad Corridor has been approved by the RFTA Board of Directors and any other applicable federal or state authorities, ***the City shall design, fund, and construct a grade-separated rail crossing consisting of:*** (i) a vehicular bridge; (ii) lowering the grade of the rail corridor to accommodate the crossing; and, if directed by RFTA (iii) reconstructing the ballast without tracks to the same condition as it was at the time of the initial construction by the City so as to ensure that freight or passenger rail service or some other transportation option can be operated on, under, or over the Railroad Corridor; however, the City's financial obligation for a transportation option other than freight or passenger rail service shall not exceed what the cost of completing (i) and (ii) above would have been. ***Alternatively, the City, at its sole discretion and cost, may elect to eliminate and abandon the South Bridge Connection.***

If RFTA needs to extend, modify, or relocate the South Bridge Connection for any other reason, not related to paragraph 9, RFTA will be responsible for the cost of doing so. However, paragraph 9. **Railbanking Protection**, states the following, among other things:

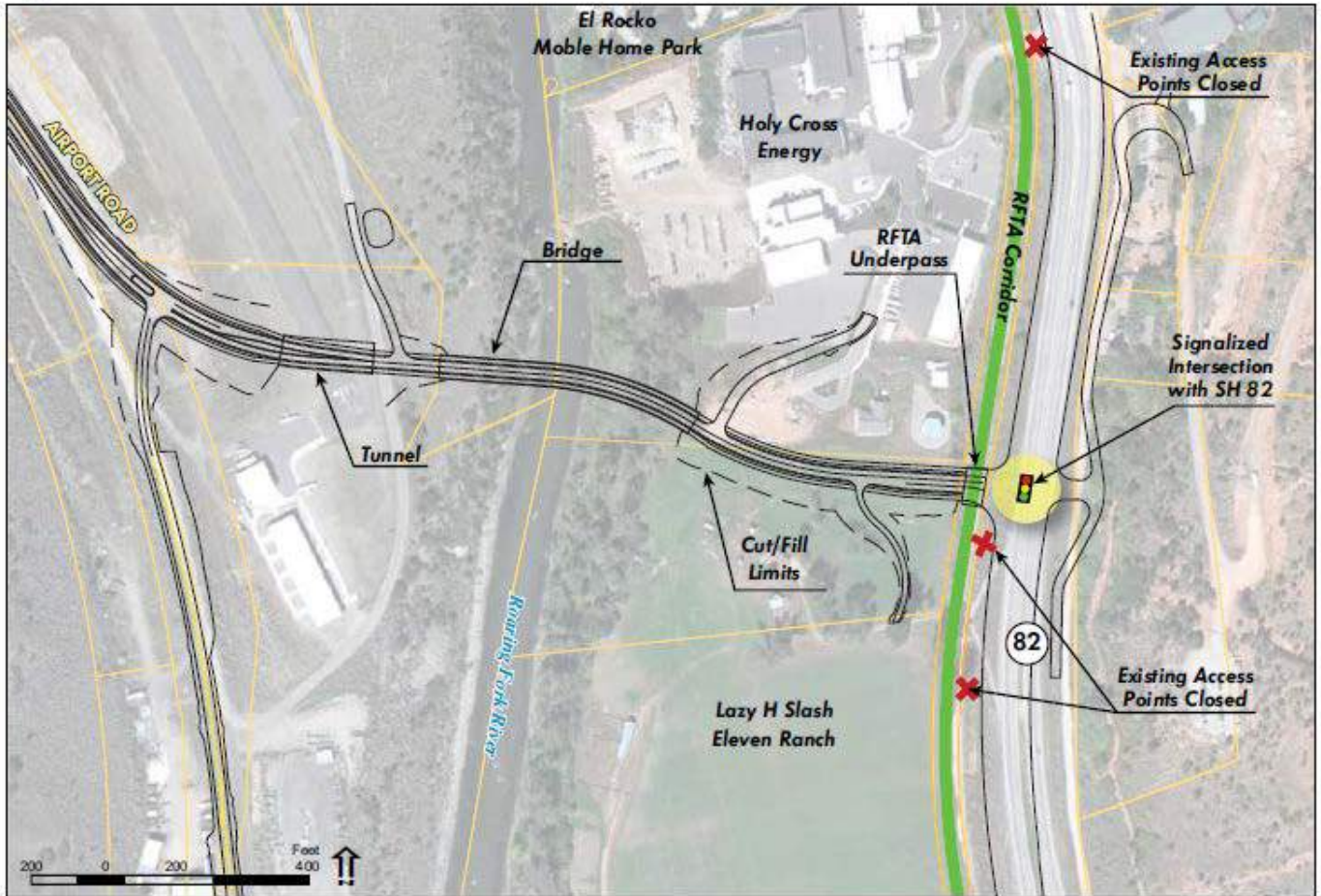
If RFTA in its sole discretion upon advice of legal counsel believes that an action permitted by this Easement has or will cause a severance of the Corridor from the interstate freight rail network so as to jeopardize the rail banked status of the Corridor, RFTA shall notify the City and RFTA and the City shall work together to revise this Easement to correct the potential severance or impediment to freight rail service. ***If the conveyance or existence of the Easement at any time results in a third-party petition to the STB or a court of law that the Corridor has been severed from the interstate freight rail network so as to jeopardize the rail banked status of the Corridor, the City shall bear the cost of defending RFTA against such claim. If the STB or a court of law determines that the Corridor is no longer eligible for rail banked status under 16 U.S.C. §1247(d) due to the existence of the interim earthen roadway barrier crossing, the City, at its own expense, shall either grade-separate the South Bridge crossing in a manner consistent with Paragraph 3 or remove the City's earthen barrier crossing from the Corridor and restore the Corridor in a manner consistent with Paragraph 3. In the event the City fails to act, RFTA shall have the right, at its sole discretion, to terminate this Easement and remove the City's earthen barrier crossing from the Corridor using any RFTA reserved funds designated for that purpose, or a combination of City, state, and RFTA funds. Unless otherwise agreed between the City and RFTA, any such funds used by RFTA to remove the earthen barrier crossing and restore the Corridor shall be reimbursed by the City.***

The IGA and Easement Agreement as written will allow Glenwood Springs to move forward with designing South Bridge Connection. The agreement will also allow Glenwood Springs to save \$25 million in expenses when it constructs the South Bridge Connection, by allowing an at-grade connection to Highway 82. It also places the financial responsibility on the City for a future grade-separated interchange at SH82, or a tunnel through the interim earthen barrier crossing (with all that might entail), or the removal of the earthen barrier crossing, in the event:

	<ol style="list-style-type: none"> 1. The STB determines the corridor has been severed by the interim earthen barrier crossing; or 2. RFTA decides to reactivate freight or implement passenger rail. <p>Bill Mullins plans to attend the RFTA Board meeting to answer any questions the Board may have regarding the IGA and the Easement Agreement.</p>
Background Info:	See Core Issues.
Policy Implications:	RFTA Board Financial Condition and Activities policy 2.3.7 states, “The CEO shall not acquire, encumber or dispose of real property.”
Fiscal Implications:	N/A
Attachments:	<p>Yes, please see the following documents that are included in the November 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet:</p> <ol style="list-style-type: none"> 1. 20181002 RFTA-GWS IGA – South Bridge.pdf 2. RFTA-GWS Easement South Bridge 11-01-18 <p>Please also see South Bridge Connection project map, attached below.</p>

South Bridge Connection Project Map

Figure 2-17 **Alternative No. 10B**



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

Meeting Date:	November 8, 2018
Agenda Item	Consent to Assignment of Union Pacific Railroad Company Easement and Shared Use Agreement to the City of Glenwood Springs
Policy #:	2.3.7: Financial Condition and Activities
Strategic Goal:	CEO: Continue to work with RFTA member jurisdictions to implement safe and affordable public crossings of the railbanked Rio Grande Railroad Corridor that meet RFTA Design Guidelines and preserve the corridor’s railbanked status
Presented By:	Bill Mullins, Baker and Miller and Paul Taddune, General Counsel
Recommendation:	Approve Consent to Assignment of Union Pacific Railroad Company Easement and Shared Use Agreement to the City of Glenwood Springs
Core Issues:	<ol style="list-style-type: none"> 1. This year, Glenwood Springs negotiated the purchase of the exclusive easement burdening the east and west leg of the Wye from the Union Pacific Railroad Company (UPRR) for \$1.5 million dollars. 2. As part of the transaction between Glenwood Springs and the UPRR the UPRR’s interests in two agreements are being assigned to Glenwood Springs: 1) the rail road easement across the Wye area, and 2) the Joint Use Agreement between RFTA and UPRR regarding UPRR’s operations in the Wye. 3. Both agreements require that RFTA consent to the assignment which is the action requested today. Once approved by RFTA, Glenwood Springs can close on the transaction with the UPRR and the UPRR will no longer have rights to operate in the Wye or on the corridor. 4. The Letter of Agreement (attached below) clarifies Glenwood Springs’ intent to assign these rights as to the west leg of the Wye to RFTA at no cost. In return, Glenwood Springs is seeking agreement that RFTA will continue to work with Glenwood Springs on its planning efforts at the Confluence of the Roaring Fork and Colorado Rivers.
Background Info:	See Core Issues.
Policy Implications:	RFTA Board Financial Condition and Activities policy 2.3.7 states, “The CEO shall not acquire, encumber or dispose of real property.”
Fiscal Implications:	N/A
Attachments:	<p>Yes, please see “Agreement for Assignment of Easement-UPRR.pdf” included in the November 2018 RFTA Board Meeting Portfolio.pdf, attached to the e-mail transmitting the RFTA Board Agenda packet.</p> <p>Please also see Letter Agreement between RFTA and City of Glenwood Springs attached below.</p>

Letter of Agreement

between

Roaring Fork Transportation Authority (“RFTA”)

and

City of Glenwood Springs

Regarding Transfer of Easement Rights in Wye Area

The City of Glenwood Springs (“City”) is receiving as assignee, the rights, title, and interest to the Railroad Easement reserved to the Union Pacific Railroad (“UPRR”) in that certain Bargain and Sale Deed recorded at Reception No. 735399 and the Shared Use Agreement by and between RFTA and UPRR, which includes all of UPRR’s rights, title, and interest on both the east and west legs of the Wye in Glenwood Springs as depicted on Exhibit A (collectively, UPRR’s Rights”).

It is the City’s intent to transfer in a timely fashion UPRR’s Rights on and in the west leg of the Wye to RFTA. In consideration for the transfer of the UPRR Rights in the west leg of the Wye, RFTA shall continue cooperation with the City in the redevelopment of the confluence area in Glenwood Springs, including but not limited to considering the re-design of the main line connection of the rail corridor in order to facilitate development. Any such redevelopment must be consistent with the requirements of 16 U.S.C. §1247(d) or as otherwise agreed between both parties.

CITY OF GLENWOOD SPRINGS, COLORADO

By: _____
Michael Gamba, Mayor

ATTEST:

Catherine Mythen Fletcher, City Clerk

Date: _____

ROARING FORK TRANSPORTATION AUTHORITY

By: _____
George Newman, Chair

ATTEST:

Secretary to the Board of Directors

Date: _____

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

Meeting Date:	November 8, 2018
Agenda Item:	Resolution 2018-21: 2018 Supplemental Budget Appropriation
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Finance Director
POLICY #:	2.5: Financial Planning/Budgeting
Strategic Goal:	N/A
Recommendation:	Adopt Supplemental Budget Appropriation Resolution 2018-21
Core Issues:	<p>As part of our on-going review, staff has identified the items described below requiring additional budget appropriations, most of which relate to previously budgeted items based on current projections. With respect to revenues, staff is taking a conservative approach regarding growth from a budgetary perspective. The amount of additional Sales and Use tax revenue requested represents the excess collections through August while revenues may continue to exceed budget for the remainder of the year.</p> <p><u>General Fund:</u></p> <ol style="list-style-type: none"> 1. \$1,547,455 increase in Revenues and Other Financing Sources due to the following items: <ol style="list-style-type: none"> a. \$920,000 <i>increase</i> to Sales & Use tax revenues to true-up to August actuals (comprised of \$591,000 for Sales Tax and \$329,000 for Use Tax). b. \$534,725 <i>increase</i> to Local Government Contributions in accordance with the First Amendment to the IGA between the City of Glenwood Springs (COGS) and RFTA to Acquire Easements and Develop Transportation Infrastructure dated February 28, 2017. This amount represents the required contribution by the COGS to be held by RFTA and restricted for future use to either reestablish rail by restoring the 8th Street crossing or to acquire in fee simple private property interests underlying the Rail Corridor per the IGA. c. \$87,000 <i>increase</i> to Other income to true-up interest income as a result of rising interest rates. d. \$5,730 <i>increase</i> to Other Financing Sources which represents a transfer in from unexpended fund balance in the Capital Projects Fund. 2. \$600,000 <i>increase</i> to Capital Outlay for the purchase of one MCI CNG Commuter Coach Bus (\$550,000) and estimated installation cost for the wiring harness (\$50,000). <ol style="list-style-type: none"> a. During the October Board meeting, staff mentioned to the Board that a bus was available for purchase at a discount from MCI to potentially replace bus #428, which was involved in an accident earlier in the year. The costs to repair bus #428 was estimated to be up to \$200,000. Considering that bus #428 had exceeded its 12-year estimated useful life, staff determined that replacing this bus appeared to be a better long-term option than repairing the bus. <p><u>AMF Capital Project Fund:</u></p> <ol style="list-style-type: none"> 1. \$5,730 <i>increase</i> in Other Financing Uses to transfer out unexpended fund balance to the General Fund.

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:	<p>Net increase (decrease) to 2018 fund balance by fund:</p> <table border="1" data-bbox="721 310 1247 409"> <tr> <td data-bbox="721 310 1029 344">General Fund</td> <td data-bbox="1029 310 1247 344">\$ 947,455</td> </tr> <tr> <td data-bbox="721 344 1029 378">AMF CPF</td> <td data-bbox="1029 344 1247 378">(5,730)</td> </tr> <tr> <td data-bbox="721 378 1029 409">Total</td> <td data-bbox="1029 378 1247 409">\$ 941,725</td> </tr> </table>	General Fund	\$ 947,455	AMF CPF	(5,730)	Total	\$ 941,725
General Fund	\$ 947,455						
AMF CPF	(5,730)						
Total	\$ 941,725						
Attachments:	Yes, please see Resolution 2018-21 attached.						

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-21
2018 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 2018 budget; and

WHEREAS, upon due and proper notice, published in accordance with the state budget law, said supplemental budget was open for inspection by the public at a designated place, a public hearing was held on, November 8, 2018 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 2018 budget as summarized herein:

General Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
Sales tax	\$ 920,000	True-up to actual August collections
Other govt contributions	534,725	Deposit per IGA with COGS re: 8th Street Easement
Other income	87,000	True-up Interest Income to actuals
Other financing sources	5,730	Transfer unexpended fund balance from AMF CPF
Total Revenue & OFS	\$ 1,547,455	

Revenue & OFS Summary	Previous	Change	Current
Sales tax	\$ 21,591,000	\$ 920,000	\$ 22,511,000
Grants	6,524,625	-	6,524,625
Fares	5,021,000	-	5,021,000
Other govt contributions	4,102,426	534,725	4,637,151
Other income	651,440	87,000	738,440
Other financing sources	150,000	5,730	155,730
Total	\$ 38,040,491	\$ 1,547,455	\$ 39,587,946

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Capital	\$ 600,000	MCI CNG Commuter Coach Bus & installation of wiring harness to replace Bus #428
Total	\$ 600,000	

Expenditures & OFU Summary	Previous	Change	Current
Fuel	\$ 1,433,758	-	\$ 1,433,758
Transit	21,708,348	-	21,708,348
Trails & Corridor Mgmt	540,120	-	540,120
Capital	13,562,016	\$ 600,000	14,162,016
Debt service	1,512,971	-	1,512,971
Other financing uses	2,757,871	-	2,757,871
Total	\$ 41,515,084	\$ 600,000	\$ 42,115,084

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

Revenues and other financing sources	\$ 1,547,455
Less Expenditures and other financing uses	(600,000)
Net increase (decrease) in fund balance	\$ 947,455

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 20,213,360*
2017-12 & 2017-13	\$ 20,213,360	\$ (499,767)	19,713,593
2018-02	19,713,593	(895,106)	18,818,487
2018-08	18,818,487	(576,160)	18,242,327
2018-10	18,242,327	(27,355)	18,214,972
2018-15	18,214,972	(1,476,205)	16,738,767
2018-20	16,738,767	947,455	17,686,222
Total Change		\$ (2,527,138)	

* Audited

AMF Capital Project Fund

Revenue and Other Financing Sources (OFS):

Type	Amount	Explanation
None noted		
Total		

Expenditures and Other Financing Uses (OFU):

Type	Amount	Explanation
Other financing use	\$ 5,730	Transfer unexpended fund balance to GF
Total	\$ 5,730	

Expenditures & OFU Summary	Previous	Change	Current
Other financing use	-	\$ 5,730	\$ 5,730
Total	\$ -	\$ 5,730	\$ 5,730

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

Revenues and other financing sources	-
Less Expenditures and other financing uses	\$ (5,730)
Net increase (decrease) in fund balance	\$ (5,730)

Fund balance Roll Forward: Net Change in Fund balance

Resolution	Beginning Balance	Change	Ending Balance
			\$ 5,730*
2018-20	\$ 5,730	\$ (5,730)	-
Total Net Change		\$ (5,730)	

* Audited

That the amended budget as submitted and herein above summarized be, and the same hereby is approved and adopted as the amended 2018 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 8th day of November, 2018.

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

By: _____
George Newman, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 8, 2018; (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 8th day of November, 2018.

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

RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEM # 8. B. AND 8. C.

Meeting Date:	November 8, 2018
Agenda Item:	8.B. Resolution #2018-22: Adoption of 2019 RFTA Budget 8.C. Resolution #2018-23: Appropriating Sums of Money for the 2019 Budget Year
POLICY #:	2.5: Financial Planning/ Budgeting
Staff Recommends:	Adopt Resolutions 2018-22 & 2018-23
Presented By:	Michael Yang, Chief Financial & Administrative Officer Paul Hamilton, Director of Finance
Core Issues:	Limited financial resources for the 2019 Budget require the establishment of priorities and expenditures assumptions to meet the 2019 budget goals established by the Board at the August Board meeting.
Background Info:	<p>At the August 2018 Board meeting, staff presented the 2019 budget initiatives, assumptions and issues. Based on these approved budget initiatives and assumptions, staff prepared and presented to the Board two drafts of the 2019 budget between September and October, fine-tuning each one as new information became available. Since the draft budget presented in October, staff has fine-tuned its estimates of revenue and expenditures based on updated information available over the past month.</p> <p>The 2019 Budget will be presented in the following order:</p> <ol style="list-style-type: none"> 1. Highlights 2. Consolidated Financial Overview 3. Revenues 4. Expenditures 5. Fund Balance 6. Long Range Financial Forecast
Policy Implications:	Board Job Products Policy 2.4.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.
Attachments?	<p>Yes, please see Resolutions 2018-22 & 2018-23.</p> <p>Also please see:</p> <ol style="list-style-type: none"> 1. 2019 RFTA Budget Presentation 11-08-2018.pdf 2. 2019 Budget Narrative for 11-08-2018 Board Meeting.pdf <p>Both of these documents can be found in the November 8, 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.</p>

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-22
IN RE THE MATTER OF THE ADOPTION OF THE BUDGET FOR THE ROARING FORK
TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2019**

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

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

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

WHEREAS, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2019, beginning January 1, 2019, and ending December 31, 2019; and

WHEREAS, public hearings on the proposed 2019 budget for the Authority were held November 8, 2018; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2019 budget for the Authority has continuously been open for public inspection; public hearings were held on November 8, 2018, before the Board to consider the adoption of the subject 2019 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2019 budget; and

WHEREAS, the Board has made appropriations within the 2019 budget for the Authority for expenditures in an amount equal to or less than the total available revenues and beginning fund balances set forth within the subject proposed 2019 budget; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2019 Budget as summarized herein:

THAT, the 2019 budget as submitted and herein below summarized be, and the same hereby is approved and adopted as the 2019 Budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

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

Fund	Revenue Type	Budget
GENERAL FUND		
	Sales tax	\$ 23,236,000
	Grant	\$ 3,547,310
	Fares	\$ 5,151,000
	Other govt contributions	\$ 2,045,220
	Other income	\$ 804,300
	Other financing source:	
	Capital lease proceeds	\$ 155,000
	Total revenue & other financing sources	\$ 34,938,830
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Service contract revenue	\$ 11,878,826
	Grant revenue	\$ 30,000
	Other financing source:	
	Transfer in from General Fund	\$ 135,885
	Total revenue & other financing sources	\$ 12,044,711
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Other income	\$ 474,100
	Other financing source:	
	Transfer in from General Fund	\$ 396,750
	Total revenue & other financing sources	\$ 870,850
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Sales tax	\$ 61,000
	Other income	\$ 2,000
	Total revenue & other financing sources	\$ 63,000
DEBT SERVICE FUND - SERIES 2009A		
	Other income	\$ 21,000
	Other financing source:	
	Transfer in from General Fund	\$ 671,200
	Total revenue & other financing sources	\$ 692,200
DEBT SERVICE FUND - SERIES 2009B		
	Other income	\$ 479,000
	Other financing source:	
	Transfer in from General Fund	\$ 950,186
	Total revenue & other financing sources	\$ 1,429,186

DEBT SERVICE FUND - SERIES 2012A	
Other income	\$ 151,000
Other financing source:	
Transfer in from General Fund	\$ 381,664
Total revenue & other financing sources	\$ 532,664
DEBT SERVICE FUND - SERIES 2013A	
Other income	\$ 4,000
Other financing source:	
Transfer in from General Fund	\$ 159,940
Total revenue & other financing sources	\$ 163,940
DEBT SERVICE FUND - SERIES 2013B	
Other income	\$ 38,900
Other financing source:	
Transfer in from General Fund	\$ 73,428
Total revenue & other financing sources	\$ 112,328
TOTAL OF ALL FUNDS	\$ 50,847,709

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

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

THAT, the adopted 2019 budget made as set forth in this Resolution is to be read as one comprehensive and integrated document.

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

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

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

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

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 8th day of November, 2018.

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

By: _____
George Newman, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 8, 2018; (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 8th day of November, 2018.

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

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2018-23
IN RE THE MATTER OF THE MAKING OF APPROPRIATIONS FOR THE ROARING FORK
TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2019 BUDGET RESOLUTION**

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

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

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

WHEREAS, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2019, beginning January 1, 2019, and ending December 31, 2019; and

WHEREAS, public hearings on the proposed 2019 budget for the Authority were held November 8, 2018; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2019 budget for the Authority has continuously been open for public inspection from; public hearings were held on November 8, 2018, before the Board to consider the adoption of the subject 2019 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2019 budget; and

WHEREAS, the Board has made appropriations within the 2019 budget for the Authority for expenditures in an amount equal to or less than the available revenues and beginning fund balances set forth within the subject proposed 2019 budget; and

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

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

WHEREAS, C.R.S. 29-1-108, requires the Board to enact a resolution making appropriations for fiscal year 2019 in accordance with the adopted 2019 budget for the Authority; and

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2019 Budget as summarized herein:

THAT, the sums stated in the 2019 budget as submitted are hereby appropriated for the purposes stated herein and summarized below:

Fund	Expenditure Type	Budget
GENERAL FUND		
	Fuel	\$ 1,716,151
	Transit	\$ 22,992,358
	Trails and Corridor Mgmt	\$ 589,025
	Capital	\$ 4,878,423
	Debt Service	\$ 1,539,921
	Other financing use:	
	Transfer to Series 2009A DSF	\$ 671,200
	Transfer to Series 2009B DSF	\$ 950,186
	Transfer to Series 2012A DSF	\$ 381,664
	Transfer to Series 2013A DSF	\$ 159,940
	Transfer to Series 2013B DSF	\$ 73,428
	Transfer to Bus Stops/PNR SRF	\$ 396,750
	Transfer to Service Contracts SRF-Traveler	\$ 135,885
	Total expenditures & other financing uses	\$ 34,484,931
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Fuel	\$ 806,753
	Operating	\$ 10,349,586
	Capital	\$ 888,372
	Total	\$ 12,044,711
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Transit	\$ 870,850
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Trails	\$ 120,500
DEBT SERVICE FUND - SERIES 2009A		
	Debt service	\$ 692,200
DEBT SERVICE FUND - SERIES 2009B		
	Debt service	\$ 1,429,186
DEBT SERVICE FUND - SERIES 2012A		
	Debt service	\$ 532,664
DEBT SERVICE FUND - SERIES 2013A		
	Debt service	\$ 163,940
DEBT SERVICE FUND - SERIES 2013B		
	Debt service	\$ 112,328
TOTAL OF ALL FUNDS		\$ 50,451,310

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

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

THAT, the 2019 appropriations made as set forth in this Resolution are to be read as one comprehensive and integrated document. In no event shall a Authority fund expend or contract to expend any money; or incur any liability; or enter into any contract which, by its terms, involves the expenditure of money for any purpose for which provision is made in the Resolution, associated working documents and the related public budget meetings/hearings, which is in excess of the amounts appropriated in this Resolution for such fund and/or purpose; nor which involves the expenditure of money inconsistent with the purposes, functions, restrictions, clarifications and/or specified monetary amounts as detailed and set forth within this Resolution, associated working documents and the related public budget meetings/hearings; nor which involves the expenditure of money for any purposes which is not identified within the aforementioned; unless prior to such expenditure the fund of the Authority has presented the same to the Board and the Board duly approves such expenditure in accordance with applicable law.

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

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

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

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

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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 8th day of November, 2018.

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

By: _____
George Newman, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on November 8, 2018; (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 8th day of November 2018.

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

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

CEO REPORT

TO: RFTA Board of Directors
FROM: Dan Blankenship, CEO
DATE: November 8, 2018

Finance Department Update – Mike Yang, Chief Financial and Administrative Officer

2018 Actuals/Budget Comparison (September YTD)

2018 Budget Year				
General Fund	September YTD			
	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 13,974,112	\$ 12,956,207	7.9%	\$ 21,591,000
Grants	\$ 2,169,752	\$ 2,169,752	0.0%	\$ 6,524,625
Fares (2)	\$ 3,725,435	\$ 3,740,650	-0.4%	\$ 5,021,000
Other govt contributions	\$ 1,725,956	\$ 1,723,191	0.2%	\$ 4,102,426
Other income	\$ 540,492	\$ 453,450	19.2%	\$ 651,440
Total Revenues	\$ 22,135,745	\$ 21,043,248	5.2%	\$ 37,890,491
Expenditures				
Fuel (3)	\$ 839,072	\$ 1,129,149	-25.7%	\$ 1,433,758
Transit	\$ 16,593,134	\$ 16,921,692	-1.9%	\$ 21,708,348
Trails & Corridor Mgmt	\$ 324,834	\$ 322,136	0.8%	\$ 540,120
Capital	\$ 2,864,846	\$ 2,836,155	1.0%	\$ 13,562,016
Debt service	\$ 810,457	\$ 810,457	0.0%	\$ 1,512,971
Total Expenditures	\$ 21,432,343	\$ 22,019,589	-2.7%	\$ 38,757,213
Other Financing Sources/Uses				
Other financing sources	\$ 28,885	\$ 28,885	0.0%	\$ 150,000
Other financing uses	\$ (1,948,611)	\$ (1,948,611)	0.0%	\$ (2,757,871)
Total Other Financing Sources/Uses	\$ (1,919,726)	\$ (1,919,726)	0.0%	\$ (2,607,871)
Change in Fund Balance (4)	\$ (1,216,324)	\$ (2,896,067)	58.0%	\$ (3,474,593)

- (1) Timing issue, as Sales tax revenue is received 2 months in arrears (i.e. July sales tax is received and recorded in September).
- (2) Through September, fare revenue is up 4% and ridership is 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 September 2017/2018 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 9/2017	YTD 9/2018	Increase/ (Decrease)	% Change
Regional Fares	\$ 2,941,793	\$ 3,005,834	\$ 64,041	2%
Maroon Bells	\$ 639,463	\$ 707,759	\$ 68,296	11%
Total Fare Revenue	\$ 3,581,256	\$ 3,713,593	\$ 132,337	4%
Ridership on RFTA Regional Services*:	YTD 9/2017	YTD 9/2018	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	740,410	714,775	(25,635)	-3%
BRT	687,485	725,020	37,535	5%
Carbondale Shuttle	105,121	115,025	9,904	9%
SM-DV	54,295	53,586	(709)	-1%
SM-INT	176,484	208,972	32,488	18%
Grand Hogback	84,170	78,352	(5,818)	-7%
Maroon Bells	210,799	240,072	29,273	14%
Total Ridership on RFTA Fare Services	2,058,764	2,135,802	77,038	4%
Avg. Fare/Ride	\$ 1.59	\$ 1.59	\$ (0.01)	0%
Avg. Fare/Ride MB	\$ 3.03	\$ 2.95	\$ (0.09)	-3%

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

- (3) The significant savings is primarily attributable to the Alternative Fuel Excise Tax Credit (CNG) from 2017 of approximately \$228,372 which was received and recorded in June 2018 (the Bipartisan Budget Act of 2018 was passed on February 9, 2018 which retroactively reinstated fuel tax credits through the end of 2017).
- (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 September 2018 YTD				Hours September 2018 YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,997,351	3,022,562	(25,211)	-0.8%	136,029	137,652	(1,623)	-1.2%
City of Aspen	440,284	440,211	73	0.0%	49,462	48,632	830	1.7%
Aspen Skiing Company	197,695	216,009	(18,314)	-8.5%	14,852	14,463	389	2.7%
Ride Glenwood Springs	89,511	92,235	(2,724)	-3.0%	7,348	7,733	(385)	-5.0%
Grand Hogback	160,318	161,738	(1,420)	-0.9%	6,286	6,285	1	0.0%
Specials/Charters	11,453	5,459	5,994	109.8%	978	618	359	58.1%
Senior Van	14,982	12,912	2,070	16.0%	1,357	1,347	10	0.7%
MAA Burlingame	23,712	23,313	399	1.7%	1,690	1,681	10	0.6%
Maroon Bells	80,702	74,894	5,808	7.8%	6,456	6,035	421	7.0%
Total	4,016,008	4,049,333	(33,325)	-0.8%	224,459	224,446	13	0.0%

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
Service	Sep-17 YTD	Sep-18 YTD	# Variance	% Variance
City of Aspen	1,167,948	1,115,299	(52,649)	-4.51%
RF Valley Commuter	2,031,965	2,074,380	42,415	2.09%
Grand Hogback	84,170	78,352	(5,818)	-6.91%
Aspen Skiing Company	468,399	433,754	(34,645)	-7.40%
Ride Glenwood Springs	155,096	129,520	(25,576)	-16.49%
X-games/Charter	45,131	35,486	(9,645)	-21.37%
Senior Van	2,800	2,925	125	4.46%
MAA Burlingame	52,333	62,844	10,511	20.08%
Maroon Bells	210,799	240,072	29,273	13.89%
GAB Transit Mitigation Svcs.	-	-	-	N/A
Total	4,218,641	4,172,632	(46,009)	-1.09%
Subset of Roaring Fork Valley Commuter Service with BRT in 2018				
Service	YTD Sept 2017	YTD Sept 2018	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	740,410	714,775	(25,635)	-3%
BRT	687,485	725,020	37,535	5%
Total	1,427,895	1,439,795	11,900	1%

2019 RFTA Annual Budget – Schedule

Date	Activity	Status
8/9/2018	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	Completed
9/13/2018	Presentation/Direction/Action: 1st draft budget presentation	Completed
10/11/2018	Presentation/Direction/Action: 2nd draft budget presentation	Completed
11/8/2018	Public Hearing: Final budget presentation and adoption	<i>On schedule</i>

Planning Department Update – David Johnson, Director of Planning

Monthly Planning Department Update: The “11-08-18 Planning Department Update.pdf,” can be found in the November 8, 2018 RFTA Board Meeting Portfolio.pdf attached to the e-mail transmitting the RFTA Board Agenda packet.

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

Facilities and Bus Stop Maintenance Capital Projects Update

Projects currently under construction:

- The projects to replace the roof at the GMF and to repair the roof at the AMF are both approximately 80% complete. Both projects are expected to be 100% complete by the week of November 5th and both projects are within budget.
- The project at the GMF to replace the fuel bay asphalt drive lane with concrete pavement is completed and is on budget.
- The joint project between RFTA and the Blue Lake HOA to construct two new bus stops and rehabilitate the pullouts at the existing Badger lane and JW drive bus stops has been put on hold until the spring of 2019. The original plan developed by the Blue Lake HOA and RFTA included using recycled asphalt for the bus pull outs for the new bus stop and also to use the same material to rehabilitate the old soft surface bus pull outs at the existing bus stops. When the Eagle County engineering department reviewed the project they include in their comments the requirement that the bus pull outs be paved with either asphalt or concrete instead of the road base pull outs that RFTA and the Blue lake HOA had anticipated. This requirement adds a significant cost to the project and staff will need to complete some redesign of the project and then allocate budget for this cost increase.
- Staff is currently renovating unit 6 at the Parker House apartments.

Construction projects completed to date in 2018:

Staff has completed the following construction projects this year:

- The replacement of the privacy fencing, installation of an irrigation system and the rehabilitation of the landscaping at the Main Street apartments.
- The replacement of the oil/water separator at the GMF.
- The repair of the shower drains in the AMF operations restrooms.
- The replacement of the roof at the GMF.

- Repairs and improvements to the roof at the AMF.
- The replacement of the asphalt drive lane at the GMF where buses exit the fuel and bus wash bay.

Construction projects Currently Out to Bid:

- Rio Grande Trail- Sopris Creek bridge repairs. Although several contractors picked up bid packages for this project and attended the prebid meeting, RFTA did not receive any bids for this project. Staff interviewed the contractors who were interested in the project and found that several were too busy to bid the project but they indicated they would be more interested in the project if we put it back out to bid early in 2019. Based on this input staff will be putting this back out to bid again in the first quarter of 2019.
- Mitigation of the damage done to the CMF procurement offices by the raccoon infestation. Although several contractors picked up bid packages for this project and attended the pre-bid meeting RFTA did not receive any bids for this project RFTA. In order to move forward with this project staff has negotiated hourly rates with Eocs for labor and materials to complete this project on a time and material basis. Eocs began work on October 30 and the project is expected to take 2 weeks to complete.

Projects currently in the design process:

- AMF tank farm replacement.
- Housing design build POR.
- Rio Grande trail design standards.
- Design of the HVAC upgrades necessary to allow CNG buses to be serviced at the AMF.
- Design of the charging system at the AMF for the electric bus pilot project.
- Design of a facilities parts storage area and safe roof access at the GMF.

Facilities, Rail Corridor & Trail Update

RFTA Employee Housing

- The Main Street apartment complex in Carbondale, a 5 unit complex with 7 beds, is currently at **100%** occupancy.
- The Parker House apartment complex in Carbondale, a 14 unit complex with 24 beds unit, is currently at **71%** occupancy.
- RFTA's allotment of long-term housing at Burlingame in Aspen, consisting of four one-bedroom units, is currently at **100%** occupancy.
- RFTA Permanent employee housing is currently at **77%**.
- RFTA had access to five, 3 bedroom SKICO tiny homes in the Basalt Campground. The lease ended on 10/31/18 and the remaining tenants have transitioned back to the Burlingame Seasonal housing.
- As of September 1st, RFTA has access to twenty, 2 bedroom seasonal units at the Burlingame Housing Facility to accommodate the winter seasonal hiring.

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.

- **Recreational Trails Plan (RTP)** – The Planning Department and Facilities departments are working collaboratively with regional stakeholders to update the 2005 Recreational Trails Plan (RTP), or the RFTA Rio Grande Trail Plan. 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. Planning will be providing an update on this process
- **Covenant Enforcement Commission (CEC)** The annual CEC meeting will be held on November 15th, an outlook invitation has been sent out to all of the CEC members. As background, 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 34 miles of the Corridor and replaced with Conservation Covenants, in ten discrete areas. The obligations of the Conservation Covenants now belong to RFTA. GOCO allowed modification of its original grant agreement in return for RFRHA making the covenants and setting up the CEC. The CEC is made up members from the original members of RFRHA, Pitkin County Open Space and Trails (POST) and two at-large community members that reside in Pitkin County and Eagle County. In practice, a consultant with familiarity with the Corridor and the Covenants performs an inspection of the Conservation areas and presents a report to the CEC. Based on the annual CEC meeting, the report is reviewed by members of The CEC, and a letter is sent on the CEC’s behalf to GOCO, along with a copy of the report. The 2018 Conservation Area Report will be prepared by Newland Project Resources, Inc. - Tom Newland. The staff report will be put together by Brett Meredith, RFTA’s Trails Manager. Both draft reports have been finalized and emailed to the CEC members. Please check your inboxes for an email from apascoe@rfta.com for the draft reports and details about the annual CEC meeting.
- **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)
- **South Bridge** – There will be a presentation on South Bridge this month.



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 if you have any questions, comments and/or concerns regarding this process.
 - Projects include irrigation, picnic areas with shelters, art installations, native landscapes, a Latino Folk Art Garden, creating a Youth Art Park, and adding historical interpretive signs.
 - DeRail Park (SH 133 across from the Park and Ride) has come a long way over the last year or so. An “art fence” has been installed, the soft surface trail has been built, irrigation system is up and

running, topsoil and wood mulch have also been spread on site. Trees, shrubs, perennial flowers and grasses have been planted with the help of volunteers.

- ❖ The shade sail has been installed and the picnic bench is on-site for people to enjoy.
- ❖ The ArtWay entry “Arch” is currently being vetted/created. See rendering for the concept below. The idea is to construct a steel arch/structure and add artsy accessories onto the structure that fit the community.
- The Latino Folk Art Garden at 8th St in Carbondale has also begun!
 - ❖ A soft surface trail and picnic area infrastructure has been installed;
 - ❖ Trees, shrubs, and perennial flowers have been planted with the help of volunteers;
 - ❖ The irrigation system is complete as well;
 - ❖ A mosaic table and colorful pots were completed and on-site; and
 - ❖ A shade sail has also been installed.
- The public has been supportive and interested groups and businesses are signing up for participation.
- Staff has been busy completing projects; which includes tree trimming/removal, asphalt repair, goats, revegetation, ArtWay projects, pavement striping, and bridge inspection/repair.
- Goats arrived for duty on August 13 and left on September 21.
 - We had 2 herds this year. Each herd had 225 goats.
 - We created a short film about the project, please share with your colleagues:
<https://youtu.be/U1NRQLjaZvM>.
 - The trail users/public were very enthusiastic and supportive of the project again this year.
 - ❖ Please follow up with Brett Meredith with any questions on the goats and Noxious Weed Management.
- Staff is working on the Recreational Trails Plan update, as a part of the much larger Comprehensive Plan for the corridor.
 - Staff hired DHM to help with public outreach efforts.
 - 3 or 4 “open house” style were held to gather interest and feedback. We attended farmers markets to engage the community.
 - An online survey is open until October 31, 2018 to gather comments.
- Staff conducted the annual Covenant Enforcement Committee Trail Tour in early October with consultant Tom Newland.
 - We will hold the annual CEC Meeting this fall to report our findings to the group.



Rio Grande ArtWay - Arch Rendering



Rio Grande ArtWay - Arch Rendering