

**ROARING FORK TRANSPORTATION AUTHORITY**

**BOARD OF DIRECTORS MEETING AGENDA**

**TIME:** 8:30 a.m. – 10:30 a.m., Thursday, April 10, 2025

**Regular Location:** In-Person at Town Hall (Room 1), 511 Colorado, Carbondale, CO 81623

*To participate via WebEx go to <https://www.rfta.com/board-meetings/>.*

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

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
1	<b>Call to Order / Roll Call:</b>		<b>Quorum</b>	<b>8:30 a.m.</b>
2	<b>Approval of Minutes:</b>		<b>Approve</b>	<b>8:31 a.m.</b>
	A. RFTA Board Meeting <a href="#">March 13</a> , 2025, <b>page 3</b>			
3	<b>Public Comment:</b> Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person)		<b>Public Input</b>	<b>8:33 a.m.</b>
4	<b>Items Added to Agenda – Board Member Comments:</b>	<b>4.3.3.C</b>	<b>Comments</b>	<b>8:35 a.m.</b>
5	<b>Consent Agenda:</b>			<b>8:45 a.m.</b>
	A. <a href="#">Resolution</a> 2025-17: Authorization to Approve the IGA for a Regional Planning Commission for Transportation Planning, Intermountain Regional Planning Commission (IMRPC), representing the Intermountain Transportation Planning Region (IMTPR) – David Johnson, Director of Sustainability and Legislative Affairs, <b>page 11</b>	<b>4.2.4</b>	<b>Approve</b>	<b>8:49 a.m.</b>
	B. <a href="#">Resolution</a> 2025-18: Authorization to Request State of Colorado Multimodal Transportation and Mitigation Options Fund (MMOF) for First and Last Mile Mobility (FLMM) Operations, <b>page 21</b>	<b>4.2.5</b>	<b>Approve</b>	<b>8:49 a.m.</b>
6	<b>Presentations/Action Items:</b>			
	A. Fare <a href="#">Free</a> Pilot Project Update – David Johnson, Director of Sustainability and Legislative Affairs, <b>page 26</b>	<b>2.1.2.D</b>	<b>FYI</b>	<b>8:50 a.m.</b>
7	<b>Board Governance Process:</b>			
	A. RFTA <a href="#">Board</a> Strategic Planning Summit – Kurt Ravenschlag, CEO, <b>page 28</b>	<b>2.9.3</b>	<b>Discussion/ Approve</b>	<b>9:20 a.m.</b>
8	<b>Information/Updates:</b>			
	A. <a href="#">CEO</a> Report – Kurt Ravenschlag, CEO, <b>page 32</b>	<b>2.10</b>	<b>FYI</b>	<b>9:50 a.m.</b>
9	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at the April 10, 2025 Board Meeting	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:15 a.m.</b>
	<b>(Agenda Continued on Next Page)</b>			

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
10	<b>Next Meeting:</b>			
	8:30 a.m. – 11:00 a.m., May 8, 2025, In- person at Carbondale Town Hall or via WebEx Teleconference (Details to be provided later).	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:16 a.m.</b>
12	<b>Adjournment:</b>		<b>Adjourn</b>	<b>10:20 a.m.</b>

**ROARING FORKTRANSPORTATION AUTHORITY**  
**BOARD MEETING MINUTES**  
**March 13, 2025**

**Board Members Present via WebEx:**

Greg Poschman, Chair, (Pitkin County); David Knight, (Town of Basalt); Colin Laird, (Town of Carbondale); Jeanne McQueeney, (Eagle County); Art Riddile (Town of New Castle); Torre, (City of Aspen); Erin Zalinski, (City of Glenwood Springs)

**Voting Alternate:**

Tom Fridstein, (Town of Snowmass Village)

**Non-Voting Alternates Present via WebEx:**

Sam Rose, (City of Aspen)

**Board Members Absent:** Alyssa Shenk (Town of Snowmass Village)

**Staff Present via WebEx:**

Kurt Ravenschlag, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Craig Dubin, Chief of Staff (CoS); Erin Kemp, Chief Human Resources Officer (CHRO); David Pesnichak, Chief Operating Officer (COO); Jamie Tatsuno, Public Information Officer (PIO); Michael Yang, Chief Financial Administrative Officer (CFAO); Nicole Schoon, Executive Assistant; Kim Wells, Executive Assistant; Ian Adams, Director of Operations; Mike Christenson, Director of Maintenance; Paul Hamilton, Director of Finance; Angela Henderson, Director of Rio Grande Corridor; David Johnson, Director of Sustainability & Legislative Affairs; Ben Ludlow, Interim Capital Projects Director; Jason Schelhaas, Director of Information Technology; Tammy Sommerfeld, Director of Procurement; John Blair, Operations Manager; Mike Hermes, Project Manager; Brett Meredith, Trails & Corridor Manager; Zac Sutherland, Safety, Security, & Risk Manager; Maria Vazquez, HR & Risk Management Manager; Joni Christenson, Communications Specialist; Abbey Pascoe, Trails & Corridor Specialist; Mark Scranton, Talent Acquisition Specialist; Jerediah Burianek, Transit Service Planner; Terri Glenn, Accounting Technician I; Jason White, Sustainability Program Administrator

**Visitors Present via WebEx:**

Lee Barger, (Transportation Engineer, City of Glenwood Springs); Linda DuPriest (EOTC); Sam Guarino (Transportation Director, Town of Snowmass Village); Lynn Rumbaugh, (City of Glenwood Springs)

**Agenda**

*NOTE: Hyperlinks to the March 13, 2025 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.*

**1. [Call to Order/Roll Call:](#)**

**Greg Poschman called the March 13, 2025 RFTA Board of Directors meeting to order at 8:30 a.m. Poschman declared a quorum to be present (8-member jurisdictions), and the meeting began at 8:31 a.m.**

**2. [Approval of Minutes:](#)**

*[Laird mentioned that when RFTA brought this topic to the Board several ‘months’ ago, Shelly Kaup, the representative from the City of Glenwood Springs, expressed multiple concerns.]*

Following the amendment above, Laird moved to approve the February 13, 2025 meeting minutes, and Art Riddile seconded the motion. The motion was unanimously approved.

3. [Public Comment:](#)

Poschman asked if any member of the public would like to address the Board or make a comment regarding items not on the March 13, 2025, Board agenda.

No members of the public had any comments.

Poschman closed Public Comments at 8:34 a.m.

4. [Items Added to Agenda – Board Member Comments:](#)

Poschman asked if there were any items that needed to be added to the March 13, 2025, Board meeting Agenda.

No items were added to the March 13, 2025, Board Agenda.

Poschman asked if any Board member had any comments or questions regarding issues not on the March 13, 2025, Board meeting Agenda.

No member of the Board had any comments.

Poschman closed Board Comments at 8:35 a.m.

5. [Consent Agenda:](#)

- A. Resolution 2025-12: Authorization to submit FY25 FTA 5339b Bus & Bus Facilities, and 5339c Low or No Emissions Grant Applications to Replace Diesel Buses with Six (6) 40' Diesel-Hybrid and Seven (7) 45' Diesel Coach Buses – David Johnson, Director of Sustainability & Legislative Affairs
- B. Resolution 2025-13: Authorization to Submit FY26 Congressionally Directed Spending (CDS) Requests for Diesel Coach Buses – David Johnson, Director of Sustainability & Legislative Affairs
- C. Resolution 2025-14: Approve and Authorize the Execution of a Public Utility Easement with the City of Glenwood Springs at Iron Mountain Place Employee Housing – Ben Ludlow, Capital Projects Interim Director

Prior to the March 13, 2025 Board meeting, all Board members received and reviewed all documents related to items listed on the Consent Agenda. No items were requested for removal from the Consent Agenda for clarification or further discussion.

Laird moved to approve Resolution 2025-12: Authorization to submit FY25 FTA 5339b Bus & Bus Facilities, and 5339c Low or No Emissions Grant Applications to Replace Diesel Buses with Six (6) 40' Diesel-Hybrid and Seven (7) 45' Diesel Coach Buses, Resolution 2025-13: Authorization to Submit FY26 Congressionally Directed Spending (CDS) Requests for Diesel Coach Buses, and Resolution 2025-14: Approve and Authorize the Execution of a Public Utility Easement with the City of Glenwood Springs at Iron Mountain Place Employee Housing, and Erin Zalinski seconded the motion. The motion was unanimously approved.

6. [Presentations/Action Items:](#)

A. **FLMM Update** – Mary Harlan, Mobility Coordinator, and David Pesnichak, COO

Mary Harlan presented the First/Last Mile Mobility (FLMM) Update to the Board.

Torre indicated that the committee has made it a priority to stay focused on FLMM issues and not stray from its objectives. He noted that the committee has begun mapping out service area locations, assessing serviceability for each jurisdiction, and plotting the locations of bike share depots and bus stop pick locations to identify areas that are underserved by FLMM solutions. He mentioned that once the information is generated, the committee would be able to have more in-depth conversations about which locations require additional FLMM services.

Poschman questioned whether there has been any discussion about electrification of the FLMM fleet and if doing so would save RFTA money in the long term.

Although the group is in favor of moving forward with electrification, Torre suggested that there have not been any substantial conversations about it. He mentioned that all jurisdictions support electrification, and although there was no detailed conversation about it, one may assume that the fleet is headed in that direction.

David Pesnichak stated that a key outcome of this committee meeting and the discussions it has had is the individual planning process for each jurisdiction. He commented that the electrification aspect will be incorporated into RFTA staff's collaboration with each jurisdiction to assess whether fleet electrification would be cost-effective. Regarding electrifying the fleet, he said that each jurisdiction is unique and requires a case-by-case analysis.

7. **Public Hearing:**

A. **Resolution 2025-15: 2024 Supplemental Budget Appropriations** – Paul Hamilton, Director of Finance

The Board received the request to carry-forward unexpended budget from 2024 to 2025 for various projects that would be made after 2024 invoices have been received and paid.

**Poschman asked if any member of the public would like to address the Board or make a comment regarding Resolution 2025-15: 2024 Supplemental Budget Appropriations**

No members of the public had any comments.

**Poschman closed Public Comments at 8:58 a.m.**

**Torre moved to approve Resolution 2025-15: 2024 Supplemental Budget Appropriations and David Knight seconded.**

**A Roll Call Vote was Taken for Resolution 2025-15: 2024 Supplemental Budget Appropriations.**

<b><u>Voting Member</u></b>	<b><u>Vote</u></b>
Greg Poschman	Aye
Tom Fridstein	Aye
David Knight	Aye
Colin Laird	Aye

Jeanne McQueeney	Aye
Art Riddile	Aye
Torre	Aye
Erin Zalinski	Aye

**The motion was unanimously approved.**

**B. Resolution 2025-16: 2025 Supplemental Budget Appropriations – Paul Hamilton, Director of Finance**

The Board received the identified unexpended project budgets and related revenues being requested to be carried forward from 2024 and re-appropriated to 2025.

**Poschman asked if any member of the public would like to address the Board or make a comment regarding Resolution 2025-16: 2025 Supplemental Budget Appropriations**

No members of the public had any comments.

**Poschman closed Public Comments at 9:00 a.m.**

**Zalinski moved to approve Resolution 2025-16: 2025 Supplemental Budget Appropriations and Torre seconded.**

**A Roll Call Vote was Taken for Resolution 2025-16: 2025 Supplemental Budget Appropriations.**

<b><u>Voting Member</u></b>	<b><u>Vote</u></b>
Greg Poschman	Aye
Tom Fridstein	Aye
David Knight	Aye
Colin Laird	Aye
Jeanne McQueeney	Aye
Art Riddile	Aye
Torre	Aye
Erin Zalinski	Aye

**The motion was unanimously approved.**

**8. [Information/Updates:](#)**

**A. CEO Report – Kurt Ravenschlag, CEO**

The Board received the March Board CEO Report from Kurt Ravenschlag, CEO, and the Board had a more in-depth discussion.

Ravenschlag stated that there has been a recent rise in public inquiries and comments regarding the bus-only lanes in the upper valley. He mentioned that discussions have focused on the bus-only lanes between Buttermilk and the roundabout for use by the general public during peak traffic periods. Ravenschlag stated that RFTA intends to clarify and officially state that it has never consented for the public to utilize the bus-only lane during peak traffic times or at any other times, except in emergency situations.

Poschman stated that the Pitkin County Sheriff has previously opened the bus-only lane during instances of severe traffic congestion in both directions. He asked about the procedure the sheriff follows to classify a particular situation as an emergency and what chain of events is initiated by such a declaration. Poschman asked about the sheriff's authority during emergencies, the duration of such powers, and whether RFTA staff or the appropriate parties have met to discuss the sheriff's responsibilities and limitations. He mentioned that should the sheriff declare an emergency and open the bus lane, the sheriff's office would be responsible for enforcing the lane's opening, while also having certain authority during the emergency.

Ravenschlag clarified that RFTA neither owns nor operates the bus-only lanes; it simply utilizes them. He stated that the Colorado Department of Transportation (CDOT) has designated these lanes exclusively for RFTA buses, school buses, and emergency vehicles, and RFTA is not considering making any modifications to authorize individuals to use the bus-only lanes. He elaborated that the situation requires additional information, particularly if it is a one-time incident or if the sheriff has deemed it a daily emergency, leading to its reopening every day during peak times. If daily traffic congestion is declared an emergency, then RFTA, the Pitkin County Sheriff, CDOT, and possibly the EOTC should be involved in discussions regarding possible solutions, Ravenschlag concluded.

Torre stated that the conversations regarding the bus-only lane arose from a specific location and incident and were not intended to designate it for regular commuter use. According to Torre, this is unique to the roundabout outside the City of Aspen, when westbound traffic flows down valley during afternoon rush hour. He stated that the bus-only lane starts immediately after the roundabout; prior to entering the roundabout, there is a single lane for traffic. The sheriff responded to the situation by declaring an emergency, allowing vehicles to utilize the bus-only lane to alleviate traffic congestion in that area, Torre explained. Torre indicated that this action was not intended to be a long-term, system-wide solution; rather it aimed to alleviate vehicle congestion in that particular area.

Ravenschlag stated that RFTA is currently planning the 2025 Board of Directors Strategic Summit, scheduled for May 8, 2025, from 9:00 a.m. to 2:00 p.m. at Carbondale Town Hall (Room 1), Carbondale, CO 81611. He stated that the Summit will be facilitated by Gruffie Clough co-founder and project director of Gruffie Clough and Associates, and will be preceded by a brief regularly scheduled Board meeting at 8:30 a.m. He proposed that topics under consideration for the Summit include: 1) the role of RFTA in providing mobility solutions to the region, 2) RFTA as a Regional Transportation Authority (RTA) and the pertinent issues it should address, 3) regional transportation demand management, and 4) the coordination of grant efforts at a regional level. Ravenschlag stated that RFTA could engage in discussions regarding optimal positioning to address regional transportation needs over the next 30 years. He stated that RFTA would subsequently align these discussions with its strategic plan and make any necessary amendments.

Poschman suggested that during the Board Summit the board should discuss how to anticipate the best use of RFTA services during the month-long City of Aspen Airport's closure in May 2025.

Poschman proposed that, given that the region – particularly the upper valley – which hosts an increasing number of large-scale events, it may be essential to engage in discussions regarding RFTA's role in transporting attendees to and from these events. According to Poschman, RFTA could gain an advantage by playing a more prominent role at these events, since many of them include outsourcing contracts with bus agencies or van companies.

An update on grant status and the implications of federal funding for future RFTA projects should be included in the Summit, according to Laird. He inquired whether RFTA staff could provide the Board with information

regarding any alternative plans that RFTA has developed to advance specific projects in the absence of grant funding.

Michael Yang briefly updated the Board with current information it has on grant statuses. He stated that RFTA staff has been in contact with Senator Michael Bennet and John Hickenlooper's staff and Colorado Association of Transit Agencies (CASTA) Executive Director Ann Rajewski, and a meeting is scheduled with Congressman Jeff Hurd to discuss federal funding; however, RFTA has not currently received good, if any, feedback on the status of grants at this time. Yang acknowledged that there is a degree of uncertainty; nonetheless, RFTA staff remains committed to advocating for its grant projects and will continue to have discussions with its delegations.

McQueeney reported to the Board that during her time in Washington, Congressman Joe Neguse suggested his readiness to make phone calls on behalf of organizations to facilitate the disbursement of grant funds. She indicated that upon her return, the grant funds from Eagle County that had been promised were received. She highlighted that the current congress is anticipated to be a "transactional" congress, necessitating representatives to adopt proactive measures for the processing of these grant funds. According to McQueeney, Congressman Hurd is focused on issues related to infrastructure problems, particularly transit and transportation, which is great news for RFTA.

Poschman agreed with McQueeney and stated that Congressman Hurd attended the Pitkin County Board Retreat, where he expressed his interest in aviation and transportation issues. He encouraged the Board to contact him for ongoing assistance in securing funding for the RFTA grants.

Ravenschlag stated that RFTA has been able to draw on and receive funds for grants that are obligated and have a signed contract. He pointed out that the grants in question are those for which RFTA has received an award and has yet to finalize the contract with the Federal Transit Administration (FTA). He indicated that the funds will not be obligated for disbursement until the contracts for those grants are signed by RFTA and the FTA. He noted that RFTA has approximately \$50 million in grants, mainly allocated for the completion of the Glenwood Maintenance Facility (GMF). He mentioned that construction includes the RFTA Transit Center and Administration and Training Facility, which currently lack a contractual agreement and therefore are not obligated.

Ravenschlag highlighted the 2025 Board of Directors priorities, which were decided during the 2024 RFTA Board Summit. He stated that the current tracking of these priorities aims to identify the key results associated with each objective. Although some of these targets are slightly delayed, he stressed that staff are working hard to realign them and get them back on schedule.

Yang indicated that the financial statement audit for 2024 is scheduled to occur in the coming months, and a schedule for the audit was provided. He indicated that the financial auditors will commence their fieldwork in early May, with the final draft audit report expected to be available around mid-June. Yang stated that the RFTA Board Audit Subcommittee will meet to review and discuss the auditor's findings at that time. Yang requested the appointment of at least two Board members to the Board Audit Subcommittee.

Laird stated that he was unfortunately unable to be a part of the audit subcommittee last year and volunteered to be a member on the audit subcommittee for this year.

Poschman stated that Alyssa Shenk had previously served on the audit subcommittee; however, she is absent from today's Board meeting. It may be beneficial for RFTA staff to contact her to inquire about her current



interest in participating in the audit subcommittee. He inquired whether additional Board members who wish to participate may do so, or if all audit subcommittee members must be appointed today.

Yang insisted that the Board must reaffirm or verify the members of the audit subcommittee at today's Board meeting. All Board members are welcome to participate; however, staff requires prior notification to ensure that appropriate notice is posted in the event that there are three or more Board members present, Yang explained.

Poschman expressed willingness to serve on the audit subcommittee, dependent upon his availability. He requested an invitation to the audit subcommittee meeting.

Erin Zalinski expressed her willingness to serve on the audit subcommittee.

Yang confirmed the appointment of Colin Laird, Greg Poschman, Alyssa Shenk, and Erin Zalinski to the Board Audit Subcommittee. The audit subcommittee is scheduled to convene for approximately two hours in mid-June to evaluate audit findings and propose necessary actions to the full Board.

Yang updated the Board regarding the status of RFTA's efforts to modify the Regional Transportation Authority (RTA) legislation, which currently prohibits RTAs from obtaining tax-exempt status for employee housing. He reported that RFTA aims to introduce a draft bill, with late bill status the week prior to the Board meeting; however, it currently remains under development. The introduction of this bill involves RFTA staff coordinating with CASTA and lobbyist Jerry Brayden, who recommended that the Board contact the Colorado Municipal League (CML) and Colorado Counties Inc. (CCI), Yang noted. For the purpose of reaching out to the two organizations that are in favor of the draft bill, Yang stated that a template letter has been created and will be shared with the Board.

In addition to the individual Board letters from each jurisdiction, Poschman questioned if it would be beneficial to receive a letter directly from the RFTA Board Chair.

Yang stated that the template letter was intended for effortless customization to accommodate individual letters or the full Board response. He emphasized that the Board would determine the most effective approach, whether it be an individual letter or a single Board letter.

## 9. [Executive Session:](#)

### A. **One Matter: 1) Pursuant to C.R.S. 24-6-402 (4)(f): Personnel Matters: CEO Performance Review Process – Paul Taddune, General Counsel**

**Jeanne McQueeney moved to adjourn from the Regular Board meeting into Executive Session, and Zalinski seconded the motion. The motion was unanimously approved.**

Executive Session began at 9:43 a.m.

**Staff Present:** Paul Taddune, General Counsel, Kurt Ravenschlag, CEO, and Nicole Schoon, Executive Assistant

**Torre moved to adjourn from Executive Session into the Regular Board meeting, and Knight seconded the motion. The motion was unanimously approved.**

No action was taken during the Executive Session, and adjourned at 10:09 a.m.

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

**11. Next Meeting:** 8:30 a.m. – 11:00 a.m.; April 10, 2025, Carbondale Town Hall, Room 1 and via WebEx Teleconference, for those who are unable to attend in person.

**12. [Adjournment:](#)**

**McQueeney moved to adjourn from the March 13, 2025 RFTA Board meeting, and Torre seconded the motion. The motion was unanimously approved.**

**The March 13, 2025 RFTA Board Meeting adjourned at 10:12 a.m.**

Respectfully Submitted:

Nicole R. Schoon  
Secretary to the RFTA Board of Directors

**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 5. A.**

<b>Meeting Date:</b>	April 10, 2025
<b>Subject:</b>	Resolution 2025-17: Authorization to Approve the Intergovernmental Agreement for a Regional Planning Commission for Transportation Planning, Intermountain Regional Planning Commission (IMRPC), representing the Intermountain Transportation Planning Region (IMTPR)
<b>Strategic Outcome:</b>	4.0 FINANCIAL SUSTAINABILITY 7.0 HIGH PERFORMING ORGANIZATION
<b>Strategic Objective:</b>	4.4 Pursue financing opportunities to complete future capital projects 7.1 Optimize the use of RFTA assets through capital improvement planning, preventative maintenance and asset management 7.3 Proactively influence policy and legislative development that benefits public transportation to our region
<b>Presented By:</b>	David Johnson, Director of Sustainability and Legislative Affairs Brian Pettet, Pitkin County Director of Public Works; Chair, IMTPR
<b>Staff Recommendation:</b>	Approve the Intergovernmental Agreement (IGA) for a Regional Planning Commission for Transportation Planning, Intermountain Regional Planning Commission (IMRPC), representing the Intermountain Transportation Planning Region (IMTPR), and authorize the RFTA Chair to execute the Certificate of Participation, which allows RFTA’s continued participation.
<b>Executive Summary:</b>	<p>The Intermountain Regional Planning Commission (IMRPC) promotes regional transportation planning, cooperation, and coordination among federal and state government, local or special-purpose governments, and transportation stakeholders within the Intermountain Transportation Planning Region (IMTPR). The IMTPR is comprised of local jurisdictions in the areas within the counties of Eagle, Garfield, Lake, Pitkin and Summit. It is one of the State’s 15 TPRs that coordinate with CDOT to administrate statewide transportation planning. These 15 TPRs have been in existence since 1993.</p> <p>The IMRPC has updated its governing framework with updated Bylaws and an IGA/Certificate of Participation.</p> <p>The Bylaws clarify the purpose of the IMRPC to:</p> <ul style="list-style-type: none"> <li>• Provide a forum to identify, study, and recommend solutions to IMTPR transportation concerns.</li> <li>• Develop and formalize policies involving IMTPR transportation planning and coordination of federal and state funding assistance.</li> <li>• Serve as a vehicle for the collection and exchange of transportation information and expertise.</li> <li>• Develop and approve IMTPR transportation plans in accordance with relevant federal, state, and local laws, regulations, and policies.</li> </ul>

	<ul style="list-style-type: none"> <li>• Encourage action and implementation of regional plans and policies for transportation improvement by local, state, and federal agencies.</li> <li>• Maintain an IMTPR Contact List that includes IMRPC members, all general and relevant special-purpose local governments, and private or public organizations and individuals with an expressed or implied stakeholder interest in transportation planning</li> </ul> <p>The IGA addresses the following:</p> <ul style="list-style-type: none"> <li>• Designation of Regional Planning Commission</li> <li>• Responsibilities</li> <li>• Chairperson and Officers</li> <li>• Contracting</li> <li>• Distribution of State and Federal funds</li> <li>• Meetings</li> <li>• Quorum and Voting</li> <li>• Meeting Minutes and Agendas</li> <li>• Terms of the IGA</li> <li>• Modifications and Changes</li> </ul> <p>The Northwest Colorado Council of Governments, who currently is administering the process, has requested that all parties to the agreement sign the IGA by April 18, 2025.</p>
<p><b>Background/Discussion:</b></p>	<p>The Intermountain Transportation Planning Region (IMTPR) is a comprised of local jurisdictions in the areas within the counties of Eagle, Garfield, Lake, Pitkin and Summit that work in conjunction with CDOT to promote regional transportation planning, cooperation, and coordination among federal and state government, local or special-purpose governments, and transportation stakeholders within the IMTPR.</p> <p>The IGA and Bylaws presented herein are the outcomes of Colorado <a href="#">HB 23-1101: The Ozone Season Transit Grant Program Flexibility bill</a>, which stipulated that CDOT complete a Study and Report of:</p> <ul style="list-style-type: none"> <li>• The Consistency and Transparency of the Transportation Planning Process Across the TPRs</li> <li>• The boundaries of the Transportation Planning Regions (TPRs)</li> <li>• Membership of the State Transportation Advisory Committee (STAC)</li> <li>• Membership of the Special Interim Transit and Rail Advisory Committee (TRAC)</li> </ul> <p><b>CDOT's stated objects of the study were:</b></p> <ul style="list-style-type: none"> <li>• <b>Analyze Boundaries:</b> While Transportation Commission Rule 2 CCR 601-22 requires TPR boundaries to be reviewed at the beginning of each state planning cycle, they have not been meaningfully analyzed since 1993, and Colorado has changed significantly over those thirty years.</li> </ul>

- **Consistency and Transparency:** With increased responsibility for TPRs, ensuring their approach to planning is consistent and transparent is an important priority

#### **Consistency and Transparency Recommendations**

Among the TPRs, CDOT noted apparent inconsistency within IGA's, Bylaws, meeting notices, and governance structures, which might benefit from some standardization. There was general agreement from the TPRs that this is a valid concern. CDOT has suggested the TPRs adopt governing documents (and ensuing practices) containing the following information:

- Who: The name of the organization, the members
- What: The duties of the organization, ability to spend and receive funds, ability to sue and be used, enter into contracts
- Ability to terminate and amend
- When/Where: Overview of general meeting cadence and locations
- Officers, Elections of Officers, Length of term of Officers
- Quorum & Voting structure (if not simple majority)
- Ensures all meetings are open to the public and will be publicly noticed
- Agendas and meeting minutes are available and accessible to the public
- Meetings allow time for public comment on the agenda
- Identifies how STAC representative is chosen
- Provides for how the TPR is to be administered
- Includes a Conflict of Interest Statement
- Ensure TPR information can be found on the internet

CDOT has also noted it needs to standardize its governance and oversight of the 15 TPRs, with the following recommendations for CDOT staff:

- Lead annual or semi-annual meetings of TPR administrators to ensure consistency among planning regions. In 2024, meetings focused on:
  - Content of TPR websites and what information CDOT should post for all TPRs (such as bylaws, website links, contact information, etc.)
  - Consider whether current financial support for TPRs should be changed or increased (with the added administrative efforts recommended for each TPR)
- Increase CDOT's interface with elected officials, particularly with newly elected officials and prepare "Transportation 101" briefings and other information that articulate the state and regional planning processes and encourage participation in regional planning activities.

#### **In April 2024, the IMTPR focused on:**

- Reviewing and finalizing the IGA and Bylaws templates.
- Determining quorum number
- Establishing voting procedures
- Voting on primary and secondary representatives for each jurisdiction
- Developing a Purpose Statement and developing goals for project prioritization

The IGA and by-laws herein were drafted and finalized in April 2024; however, there was still an issue of whether the IMTPR would split into two TPRs. At this point, the IMTPR will remain the same. The Northwest Colorado Council of Governments, who currently is

	administering the process, has requested that all parties to the agreement sign the IGA by April 18, 2025.
<b>Governance Policy:</b>	Board Governance Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
<b>Fiscal Implications:</b>	None
<b>Exhibits/Attachments:</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Exhibit 1</a>: Resolution 2025-17: Authorization to Approve the Intergovernmental Agreement for a Regional Planning Commission for Transportation Planning, Intermountain Regional Planning Commission (IMRPC), representing the Intermountain Transportation Planning Region (IMTPR)</li> <li>2. <a href="#">Exhibit 2</a>: Intergovernmental Agreement for a Regional Planning Commission for Transportation Planning Intermountain Regional Planning Commission (IMRPC), Representing the Intermountain Transportation Planning Region (IMTPR)</li> <li>3. <a href="#">Attachment 1</a>: Bylaws – RCP Bylaws - Final</li> </ol>

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2025-17**

**APPROVE THE INTERGOVERNMENTAL AGREEMENT FOR A REGIONAL PLANNING COMMISSION FOR TRANSPORTATION  
PLANNING, INTERMOUNTAIN REGIONAL PLANNING COMMISSION (IMRPC), REPRESENTING THE INTERMOUNTAIN  
TRANSPORTATION PLANNING REGION (IMTPR)**

**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 an influential part of continuing, cooperative, and comprehensive transportation planning for the Intermountain Transportation Planning Region (IMTPR); and

**WHEREAS**, the RFTA Board of Directors supports RFTA’s participation in the Intergovernmental Agreement for a Regional Planning Commission for Transportation Planning, Intermountain Regional Planning Commission (IMRPC), representing the IMTPR.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Roaring Fork Transportation Authority:

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors supports both the updated IGA and Bylaws.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]**

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10<sup>th</sup> day of April, 2025.

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

By: \_\_\_\_\_  
Greg Poschman, 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 April 10, 2025; (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 10<sup>th</sup> day of April, 2025.

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



**INTERGOVERNMENTAL AGREEMENT FOR A  
REGIONAL PLANNING COMMISSION FOR TRANSPORTATION PLANNING  
INTERMOUNTAIN REGIONAL PLANNING COMMISSION (IMRPC), REPRESENTING THE INTERMOUNTAIN  
TRANSPORTATION PLANNING REGION (IMTPR)**

THIS AGREEMENT made this eighteenth day of April 2025 by and among the following local governments in the  
Intermountain Transportation Planning Region:

Eagle County  
Town of Avon  
Town of Eagle  
Town of Gypsum  
Town of Minturn  
Town of Red Cliff  
Town of Vail  
Garfield County  
Town of Carbondale  
City of Glenwood Springs  
Town of New Castle  
Town of Parachute  
City of Rifle  
Town of Silt  
Lake County  
City of Leadville  
Pitkin County  
City of Aspen  
Town of Basalt  
Town of Snowmass Village  
Summit County  
Town of Blue River  
Town of Breckenridge  
Town of Dillon  
Town of Frisco  
Town of Keystone  
Town of Montezuma  
Town of Silverthorne  
CORE Transit  
Roaring Fork Transportation Authority (RFTA)

Participation in this agreement by each aforementioned party is made only upon execution of a Certificate of Participation.

This Agreement is thereby executed in multiple Certificates of Participation, each of which shall constitute an original, but all of which, taken together, shall constitute the same document.

**WHEREAS**, the parties to this Agreement have the authority pursuant to Article XIV, Section 18 of the Colorado Constitution and Section 29-1-201, et seq., Colorado Revised Statutes, to enter into intergovernmental agreements for the purpose of providing any service or performing any function which they can perform individually; and

**WHEREAS**, Section 43-1-1101 C.R.S. recognizes Regional Planning Commissions as the proper forum for transportation planning; and

**WHEREAS**, Section 43-1-1102(5) C.R.S. requires that Regional Planning Commissions formed for the purpose of transportation planning must be formed pursuant to Section 30-28-105 C.R.S.; and

**WHEREAS**, the parties to this Agreement desire to cooperate in developing and maintaining a long-range Regional Transportation Plan, the purpose of which is to identify the mobility needs of the Intermountain Transportation Planning Region, and prepare a plan for addressing the needs; and

**WHEREAS**, Section 43-1-1103 C.R.S. requires that any Regional Planning Commission formed for the purpose of transportation planning is responsible for regional transportation planning for said region; and

**WHEREAS**, the Intermountain Transportation Planning Region, consisting of the areas within the counties of Eagle, Garfield, Lake, Pitkin, and Summit was designated in the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22) as adopted by the Transportation Commission of Colorado and effective April 18, 2025; and

**WHEREAS**, the parties to this Agreement are governing bodies or officials having charge of public improvements within their jurisdictions in the Intermountain Transportation Planning Region.

**NOW, THEREFORE**, the parties hereby mutually agree as follows:

1. **Designation of Regional Planning Commission.** The parties to this Agreement shall have one representative each on the Regional Planning Commission for the Intermountain Transportation Planning Region.
2. **Responsibilities of Regional Planning Commission.** The Regional Planning Commission shall be responsible, in cooperation with the state and other governmental agencies, for carrying out necessary continuing, cooperative, and comprehensive transportation planning for the Intermountain Transportation Planning Region; for creating, amending, and updating Regional Transportation Plans pursuant to all applicable federal and state laws and rules or regulations including public participation provisions; for recommending the priority for any transportation improvements planned for the region; for abiding by the Regional Planning Commission Bylaws and for participating in the State Transportation Improvement Program development process. The Regional Planning Commission shall keep records of its resolutions, transactions, contractual undertakings, findings, and determinations, which shall be public records.
3. **Chairperson and Officers.** The Regional Planning Commission shall elect its Chairperson and Vice Chairperson, whose terms shall be two years, with eligibility for reelection. The Chairperson, or the Vice Chairperson, shall be the representative of the Intermountain Transportation Planning Region on the State Transportation Advisory Committee (STAC).
4. **Contracting.** The Regional Planning Commission may, with the consent of the parties to this Agreement, contract the services of other eligible individuals or entities to carry out all or any portion of the responsibilities assumed by the Regional Planning Commission under this Agreement.

5. **Distribution of State or Federal Funds.** The Regional Planning Commission may, through contracts or Memoranda of Agreement, receive and expend state or federal funds designated for regional transportation planning.

6. **Meetings must be held at least quarterly and shall be open to the public.** Notice of the meeting shall be provided to its members and Contact List and posted on the TPR website no less than one week prior to the meeting. If the meeting provides a virtual option, the meeting link will be included in the public notice.

7. **Quorum and Voting.** Each member is entitled to one vote, either in person or via email. A quorum is required and shall be as determined by the Bylaws of the Commission.

8. **Meeting Minutes and Agendas.** The Commission is responsible for recording minutes of its meetings and posting them publicly on its website. The Commission's Administrator and Chairperson are responsible for creating the meeting agenda. The meeting agenda shall be posted on the Commission's website and distributed to members and interested parties on its TPR Contact List.

9. **Terms of this Agreement.** This Agreement shall remain in full force and effect for so long as the parties to this Agreement consider necessary to complete and maintain Regional Transportation Plans for the Intermountain Transportation Planning Region and for periodic updates or amendments as may be required. Any party to this Agreement may, however, terminate its participation in this Agreement 60 days after providing written notice of such termination to the other parties of this Agreement. This Agreement may be terminated at any time by agreement of all parties to this Agreement unless a grant contract is in effect with the State. In this case, the State must approve such termination and arrangements for completing the project.

10. **Modification and Changes.** The terms of this Agreement may be modified at any time by agreement of all parties to this Agreement.

**CERTIFICATE OF PARTICIPATION  
IN THE INTERGOVERNMENTAL AGREEMENT FOR  
A REGIONAL PLANNING COMMISSION FOR TRANSPORTATION PLANNING**

Intermountain Transportation Planning Region (IMTPR)

**THIS** is to certify that Roaring Fork Transportation Authority (RFTA) has agreed to participate in this Intergovernmental Agreement for the Intermountain Regional Planning Commission.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement on the day first written above on page 1.

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Greg Poschman, Chair  
Roaring Fork Transportation Authority

Date: April 10, 2025

**ATTEST:**

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

Seal:

Date: April 10, 2025

**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 5. B.**

<b>Meeting Date:</b>	April 10, 2025
<b>Subject:</b>	Resolution 2025-18: Authorization to Request State of Colorado Multimodal Transportation and Mitigation Options Fund (MMOF) for First and Last Mile Mobility (FLMM) Operations
<b>Strategic Outcome:</b>	1.0 ACCESSIBILITY AND MOBILITY 6.0 ENVIRONMENTAL SUSTAINABILITY
<b>Strategic Objective:</b>	1.2 Trail and transit users move safely, quickly and efficiently 1.3 Increase alternative mode splits throughout the region 1.4 Provide increased first and last mile options for customers throughout service area 1.6 Provide convenient connections to key activity centers in service area 1.7 Connect all member jurisdictions by transit and trails 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled (VMT) in region
<b>Presented By:</b>	Mary Harlan, Mobility Coordinator
<b>Staff Recommendation:</b>	Authorize staff to apply for \$400,000 from the State of Colorado MMOF program with a required local match of \$400,000, for a total estimated cost of \$800,000. This will support microtransit operations in Glenwood Springs, Carbondale, and Basalt in 2026.
<b>Executive Summary:</b>	<p>The State of Colorado MMOF program seeks to fund multimodal transportation projects throughout the state to promote a complete and integrated multimodal transportation system. Grants are eligible for the following multimodal projects, including capital or operating costs:</p> <ul style="list-style-type: none"> <li>• Fixed route and on-demand transit</li> <li>• Transportation Demand Management (TDM) programs</li> <li>• Multimodal mobility projects enabled by new technology</li> <li>• Multimodal transportation studies</li> <li>• Bicycle or pedestrian projects</li> <li>• Modeling Tools, and</li> <li>• Greenhouse Gas (GHG) mitigation projects that reduce Vehicle Miles Traveled (VMT) or increase multimodal travel</li> </ul> <p>RFTA intends to apply for \$400,000 in MMOF program funds to support microtransit in Glenwood Springs, Carbondale and Basalt. These three jurisdictions will invest an estimated \$2.2 million in microtransit operations in 2026, with RFTA committed to offsetting these costs by approximately \$775,000.</p> <p>Absent grant funding, RFTA plans to allocate this \$775,000 from FLMM Reserve funds; however, this reserve fund will be exhausted by 2029 without support from grants.</p>

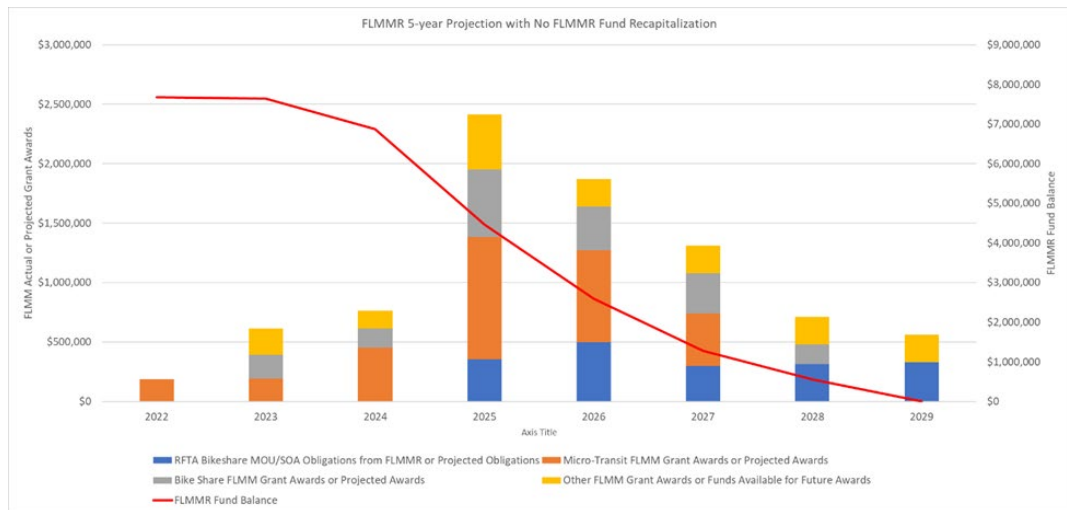
**Background/  
Discussion:**

During the post-Destination 2040 planning process for bike share, which culminated in a comprehensive regional bike share plan, many participating jurisdictions expressed an interest in considering additional FLMM strategies. The development of FLMM options emerged as a priority from the Board's July 8, 2021 Strategic Retreat. In December 2021, the RFTA Board approved the creation of an FLMM Reserve category of the General Fund to set aside resources to help fund discretionary grant applications for FLMM projects submitted by RFTA member jurisdictions. RFTA proposed to serve as a limited grantor to fund FLMM services, in partnership with member jurisdictions. This appeared to be the most feasible opportunity to implement FLMM services more rapidly and at a lower overall cost to the partners and RFTA. However, funding for FLMM was established from 10% of any available surplus in the General Fund at year end, which is a volatile source of funding.

As an overview of the FLMM Grant program to date, below outlines the grants received or granted through the program between 2022 and 2025.

FLMM Grant Awards – 2022-2025	Applications Received / Granted	Total Requests
Bike Share	14	\$931,934
Micro-Transit	7	\$1,861,560
Infrastructure	5	\$983,849.40
<b>Total</b>	<b>26</b>	<b>\$3,777,343.40</b>

Following analysis of the previous, current and anticipated future demands on the FLMMR fund through the FLMM grant program, the graph below depicts the trend currently anticipated out to 2029, which is the end of the Bike Share Memorandum of Understanding (MOU) and Service Operating Agreement (SOA).



At the March 3, 2025 FLMM Committee meeting, the following actions (among others) were proposed:

- RFTA staff to work with jurisdictions on FLMM planning efforts
- Continue the FLMMR Seed-Funding Grant program, prioritizing bikeshare, microtransit, planning, and infrastructure, in that order, for three years at 50% funding of project costs

	<ul style="list-style-type: none"> <li>• Following 3-year seed funding for microtransit (at 50% of total project costs) RFTA FLMM grant funding eligibility will taper by 10% per year, to where the 10% taper reaches the percentage of microtransit trips taken to and from RFTA's trunk line,</li> <li>• Local, state, and federal funding opportunities will be continually explored and possibly applied to at a regional level</li> </ul>
<b>Governance Policy:</b>	Board Governance Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
<b>Fiscal Implications:</b>	This grant program requires a 50% match. If RFTA receives \$400,000 funding, RFTA will need to provide \$400,000 in matching funds.
<b>Exhibits/Attachments:</b>	1. <a href="#">Exhibit 1</a> : Resolution 2025-18: Authorization to Request State of Colorado Multimodal Transportation and Mitigation Options Fund (MMOF) for First and Last Mile Mobility (FLMM) Operations

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2025-18**

**AUTHORIZATION TO REQUEST STATE OF COLORADO MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS  
FUND (MMOF) FOR FIRST AND LAST MILE MOBILITY (FLMM) OPERATIONS**

**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 requests from Colorado Department of Transportation (CDOT); and

**WHEREAS**, the RFTA Board of Directors supports the completion of the project if CDOT requests are granted.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Roaring Fork Transportation Authority that:

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors supports the grant application and will appropriate a total combined local match of up to \$400,000, if the grant is awarded.
3. If the CDOT grant is awarded, the RFTA Board of Directors supports the project funding being appropriated to microtransit operations in the jurisdictions of the Town of Basalt, the Town of Carbondale, the City of Glenwood Springs, and RFTA’s FLMM Reserve Grant Fund.
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 CDOT Grant Agreements.

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**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of April, 2025.

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

By: \_\_\_\_\_  
Greg Poschman, 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 April 10, 2025; (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 10th day of April, 2025.

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

**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6. A.**

<b>Meeting Date:</b>	April 10, 2025
<b>Subject:</b>	Zero Fare Pilot Program
<b>Strategic Outcome:</b>	1.0 ACCESSIBILITY AND MOBILITY 5.0 SATISFIED CUSTOMERS 6.0 ENVIRONMENTAL SUSTAINABILITY
<b>Strategic Objective:</b>	1.3 Increase alternative mode splits throughout the region 1.5 Identify and reduce barriers to riding transit and accessing trails 5.2 Transit services are financially accessible for diverse user groups 5.4 Deliver easy-to-use, modern and reliable services 5.9 Actively engage with the community to gather feedback and suggestions for improving services 6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled (VMT) in region
<b>Presented By:</b>	David Johnson, Director of Sustainability and Legislative Affairs
<b>Staff Recommendation:</b>	Launch a new Zero Fare Pilot Program in the Fall 2025 season for 62 days from Monday September 22 <sup>nd</sup> thru Sunday November 23 <sup>rd</sup> . Program implementation will be contingent upon finding a financial partner to help offset the estimated loss in fare and pass revenues. The preliminary estimate is approximately \$550,000 of fare revenues.
<b>Executive Summary:</b>	<p>This Zero Fare Pilot Program is a climate action strategy to offset regional greenhouse gas (GHG) emissions due to mode shift by boosting ridership on regional routes without adding service. This program directly aligns with the RFTA Board of Director’s 2025 Environmental Sustainability OKR to “implement fare reductions to increase ridership.” This innovative program will demonstrate RFTA’s commitment to environmental sustainability, while also testing how free fares may impact transit ridership.</p> <p>There will be zero fare on all system routes, all days of the week, in all directions, excluding the Maroon Bells route. The most affected routes will be the existing routes with fares: VelociRFTA BRT, Valley/Local and the Grand Hogback.</p> <p>If RFTA were to experience a 40% increase in ridership due to the free-fare pilot, then the estimated ridership increase is approximately 100,000, based on the experience of peer transit agencies implementing fare-free service during the roughly three-month summer season. The estimated revenue loss from fare and pass sales is approximately \$550,000. Program implementation is contingent upon finding a financial partner to help offset the fare/pass revenue loss.</p>

<b>Background/Discussion:</b>	<p>During the Climate Action Plan planning process, Staff learned that while RFTA emits greenhouse gases from operating its fleet and facilities (scope 1 and 2 emissions), RFTA offsets regional GHG emissions by transferring vehicle trips from private automobiles to transit.</p> <p>Staff purposefully chose the Fall 2025 season for a zero-fare pilot program because ridership is often lower in the fall off-season and there is passenger capacity on all routes. Pilot program success will be measured by comparing ridership and passenger capacity to Fall 2024, and lessons learned will inform future planning decisions. Staff will begin evaluating the pilot program in late November and will create a findings report in early 2026. Lessons learned will be used to inform future program planning.</p> <p>This interdepartmental project has been in the design phase for several months. Due diligence has included data analytics, a revenue and ridership impact model and interviewing transit agency peers that have conducted similar programs. For example, during the three-month Zero-Fare for Clean Air Program, Vail Transit observed a 38% average monthly ridership increase.</p>
<b>Governance Policy:</b>	<p>Board Job Governance Policy 2.1.2.D. states, “...The public shall be provided an opportunity to comment on proposed “major” service reductions and to any changes in fares at least 30 days prior to implementation of them. Major Service changes are defined as Other Changes that RFTA staff may deem significant.”</p>
<b>Fiscal Implications:</b>	<p>A high-end estimated decrease of \$550,000 in fare and pass revenue during the 62-day period from September 22<sup>nd</sup> through November 23<sup>rd</sup>. However, RFTA would seek financial partners to help backfill the lost fare revenues.</p>
<b>Exhibits/Attachments:</b>	<p>1. <a href="#">Attachment 1</a>: Zero Fare Pilot Program Presentation</p>

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

<b>Meeting Date:</b>	April 10, 2025
<b>Subject:</b>	2025 RFTA Board Strategic Planning Summit Agenda
<b>Strategic Outcome:</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>Strategic Objective:</b>	7.5 Ensure appropriate Transparency of all RFTA Business 7.7 Continually seek ways to improve business process and service delivery
<b>Presented By:</b>	Kurt Ravenschlag, CEO
<b>Staff Recommendation:</b>	That the RFTA Board of Directors review the 2025 RFTA Board Strategic Planning Summit agenda to ensure that staff’s recommended agenda aligns with Board priorities.
<b>Executive Summary:</b>	The RFTA Board of Directors Annual Summit will provide a strategic forum to evaluate the organization’s current role and potential areas for growth. Through discussions on planning, transportation demand management, and grant coordination, the Board will explore opportunities to enhance RFTA’s impact within the region. This summit will help align RFTA’s scope with its long-term vision while considering the full range of capabilities available under Colorado RTA laws.
<b>Background/Discussion:</b>	<p>The RFTA Board of Directors Annual Summit provides an opportunity to engage in a focused discussion about the organization’s current and future role within the region. This year’s summit will center on aligning our strategic objectives with the broader capabilities available to RFTA under Colorado Regional Transportation Authority laws. Through a structured dialogue, we will examine RFTA’s existing scope, evaluate potential areas for growth, and assess how these align with our mission and long-term vision.</p> <p>The discussion will explore key topics such as planning, transportation demand management, and grant coordination, with the goal of determining where RFTA can provide additional value to the region. The Board’s guidance will be critical in shaping the organization’s direction, ensuring that we continue to serve our communities effectively while considering the full range of opportunities available to us.</p>
<b>Governance Policy:</b>	Board Governance Policy 2.9.3 states, "With respect to Long-Range Strategic Plan, the CEO shall not: Fail to solicit RFTA Board and staff input on the Five-Year Strategic Plan on an annual basis.."
<b>Fiscal Implications:</b>	None at this time
<b>Exhibits/Attachments:</b>	1. <a href="#">Exhibit 1</a> : RFTA Summit Facilitator Agenda Draft 4

# Roaring Fork Transportation Authority Summit May 8, 2025

DRAFT 4 on April 2<sup>nd</sup>

**Outcomes:** Explore community ideas and recommendations that could enhance RFTA’s mission and support (or expand) this Regional Transportation Authority’s (RTA) activities.

- Confirm prioritization of the current strategic plan objectives.

## Meeting Agenda:

Approx. Time	Topic & Outcome	Process Notes	Materials	Who
8:30 a.m.	<b>RFTA Board Meeting</b>	<ul style="list-style-type: none"> <li>• Topics TBD</li> <li>• Breakfast provided</li> </ul>		Kurt / Greg
9:00 a.m.	<b>Summit Opening</b>	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> <li>• Set context for this Summit <ul style="list-style-type: none"> <li>◦ Why this meeting / why now? (<i>The reason / rational for having this Summit?</i>)</li> </ul> </li> <li>• Introduce Gruffie &amp; her role</li> <li>• Review agenda and outcomes for the day</li> <li>• Use of working agreements and time keeping</li> <li>• Include guidelines regarding any public comments</li> </ul>	Agenda / Objective Chart	<p>Greg</p> <p>Kurt</p> <p>Gruffie</p>
9:10 a.m.	<b>Our Starting Point / Common Alignment</b>	<p>Part 1: Set-Up &amp; Alignment:</p> <ul style="list-style-type: none"> <li>• Define a Regional Transportation Authority</li> <li>• Q&amp;A</li> </ul> <p>Part 2: Current State: Review RFTA 2025 Strategic Plan and prioritized objectives</p> <ul style="list-style-type: none"> <li>• Q&amp;A</li> </ul> <p>Part 3: for “What else might we want to put into our RTFA bucket”?</p> <ul style="list-style-type: none"> <li>• Quick overview of types of current RTA and RFTA authorities (legal management guidelines) that we will discussion today</li> <li>• How we will move through each of these ideas</li> <li>• Decisions / input we’re looking for: Green Light / Red Light <ol style="list-style-type: none"> <li>1. Planning</li> <li>2. Transportation Demand Management (TDM)</li> <li>3. Grant &amp; Program Coordination / Assistance</li> </ol> </li> </ul>	<p>Staff slides</p> <p>“In scope” chart?</p>	<p>Kurt</p> <p>Gruffie</p>

9:30 a.m.	<b>Explore RFTA'S Scope of Work</b>	1. Planning – 60 min <ul style="list-style-type: none"> <li>▪ Presentation <ul style="list-style-type: none"> <li>• Where did this idea come from?</li> <li>• Explanation / specific details</li> <li>• Clarifying Q&amp;A (no discussion yet)</li> </ul> </li> <li>▪ Small group activity. Board members discuss this idea, if and how it fall within our RTA &amp; RFTA. The “value-add” of this a idea. Identify any concerns they have. Does this new ideas map to any existing Strategic Plan objectives?) And make a Green Light or Red Light recommendation?</li> <li>▪ Small group sharing</li> <li>▪ Tally green and red lights as we go</li> </ul>	Worksheet provided to guide group discussions. Possibly have staff member as facilitator and note taker	Kurt  Gruffie
10:30 a.m.	<b>BREAK</b>			
10:45 a.m.		2. TDM – 45 min. <ul style="list-style-type: none"> <li>▪ Presentation</li> <li>▪ Q&amp;A</li> <li>▪ Small group activity</li> <li>▪ Small group sharing</li> <li>▪ Green or red?</li> </ul>	Worksheet provided to guide group discussions. Possibly have staff member as facilitator and note taker	Staff  Gruffie
11:30 a.m.	<b>Scope Exploration</b>	3. Grant & Program Coordination / Assistance – 45 minutes <ul style="list-style-type: none"> <li>▪ Presentation</li> <li>▪ Q&amp;A</li> <li>▪ Small group activity</li> <li>▪ Small group sharing</li> <li>▪ Green or red?</li> </ul>	Worksheet provided to guide group discussions. Possibly have staff member as facilitator and note taker	Staff  Gruffie
12:30 p.m.	<b>Eat &amp; Work</b>	Break and a working lunch if need		Gruffie

1:00 p.m.	<b>Current Strategic Objectives &amp; RFTA's Scope of Work</b>	<p>Board Guidance: Given our discussions this morning, what guidance does the board want to provide?</p> <ul style="list-style-type: none"> <li>• Should RFTA “stay within its’ current scope or begin to pursue additional or related strategic objectives?</li> <li>• Review current prioritization of strategic objectives? (May have done this in the 9:10 set up)</li> <li>• Next steps for any new initiatives / ideas that the board wants to add to RFTA’s scope of work.</li> </ul>		Kurt
1:45 p.m. – 2:00 p.m.	<b>Closing</b>	<ul style="list-style-type: none"> <li>• Check on Parking Lot List</li> <li>• Summary of work completed &amp; next steps</li> <li>• Plus / Delta Retreat Reflection</li> <li>• Closing comments &amp; Appreciations</li> </ul>	Charts & Sticky Notes	<p>Gruffie</p> <p>Kurt Gruffie</p>

#### Ongoing Questions to Track:

- What of post Summit report, if any, will be needed? Or is the Summit agenda, proceedings and input captured in the meeting minutes?

**RFTA BOARD OF DIRECTORS MEETING**  
**“INFORMATION/UPDATES” AGENDA SUMMARY ITEM**

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Kurt Ravenschlag, CEO  
**DATE:** April 10, 2025



**Status of Federal Grant Funding**

Staff updated the RFTA Board of Directors in February that several of our awarded, but unobligated grant funds had been frozen as a result of the January 20, 2025, and subsequent January 22, 2025 update to the Presidential Executive Order on “Unleashing American Energy”. Additionally, there was a January 27, 2025 budget memorandum reaffirming the freeze from the Office of Management titled, “Temporary Pause of Agency Grant, Loan, and Other Financial Assistance Programs.”

On March 20, 2025, RFTA received a notice from the Federal Transit Administration (FTA), Region 8 staff that our \$32.8 million Low and No Emission FTA grant to complete the West Glenwood Springs Transit Center and the RFTA Training and Administration building had been unfrozen. FTA staff also indicated that the lead time for execution of the grant contract would be approximately 4-6 weeks. However, on April 1, 2025 we received another call from FTA Region 8 staff indicating that the funds had now been refrozen and that the grant programs and individual grant applications are under review for consistency with the new Administrations priorities.

At this time, the table below indicates that status of RFTA’s awarded Federal Grants:

Grant	Project	Amount	Status
FY24 FTA 5339b/c	Modernize the Glenwood Springs Operations and Maintenance Facility to support its planned zero-emission bus fleet	\$32,837,664	Awarded, Frozen
FY2022 RAISE	West Glenwood Springs Transit Center	\$4,800,000	Awarded, Frozen
FY2025 FTA 5311 Operating	Regional Operating Funding	\$1,274,860	Awarded, Obligated
FY2025 RAISE	BRT Extension Planning Project	\$1,028,450	Awarded, Frozen
FY2020 BUILD	Glenwood Springs Maintenance Facility, Phases 3,4,5,7 – remaining grant balance	\$295,776	Awarded, Obligated
FY2022 5311	Glenwood Springs Maintenance Facility, Phases 3,4,5,7 – remaining grant balance	\$975,211	Awarded, Obligated
<b>Total RFTA Funding Potentially Subject to Freeze</b>		<b>\$41,211,961</b>	

RFTA’s lobbying firm, Sustainable Strategies (S2), stated that details are likely to be uncertain and delayed. S2 made the following recommendations to RFTA staff:

- Expect and plan for delays, use caution about big commitments, manage cash flow.
- Maintain compliance, be in close contact with grant officers, seek executed agreements for grants & grant drawdowns if possible.

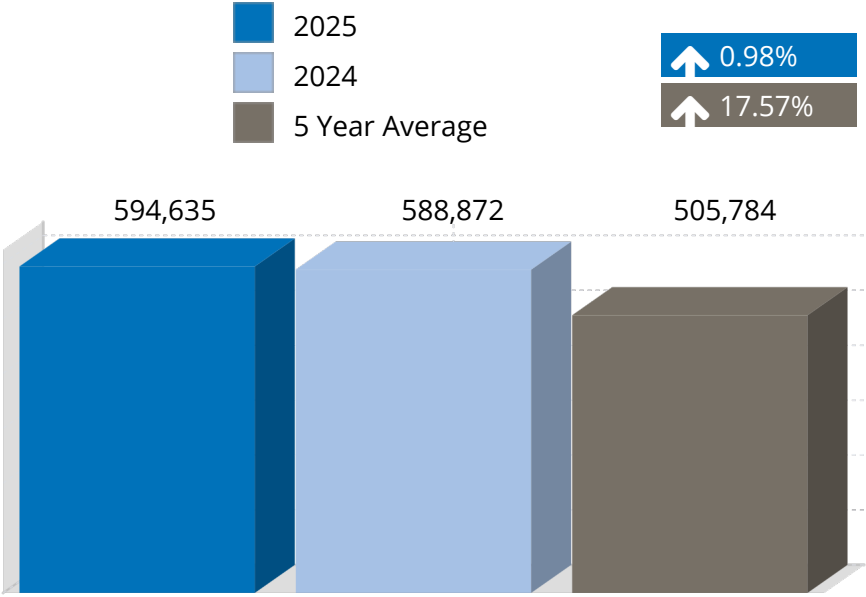


- Assess and document potential negative impacts, and work with S2 to contact your Members of Congress & staff with impact statements. Be ready for the new normal about EVs, green programs, DEI, migrant programs & more.

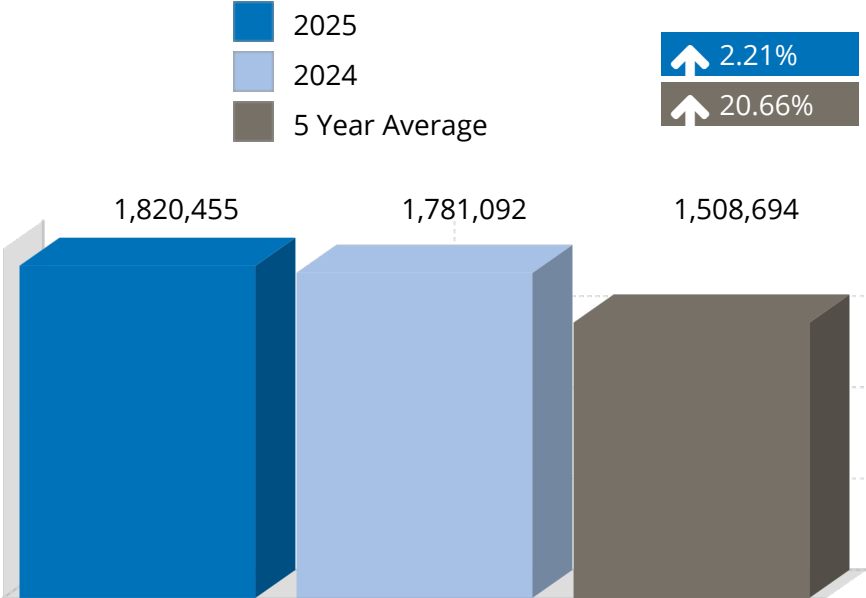
In coordination with S2, RFTA sent an email to RFTA's Delegation, outlining RFTA's concerns and the potential impacts to its grant-funded projects, totaling about \$40 million. RFTA has also met with Senator Hickenlooper's office and is coordinating a meeting with Congressmen Hurd to further illustrate the impacts to our region if these FTA grant funds are not received.

# Ridership Performance Metrics

## March Ridership

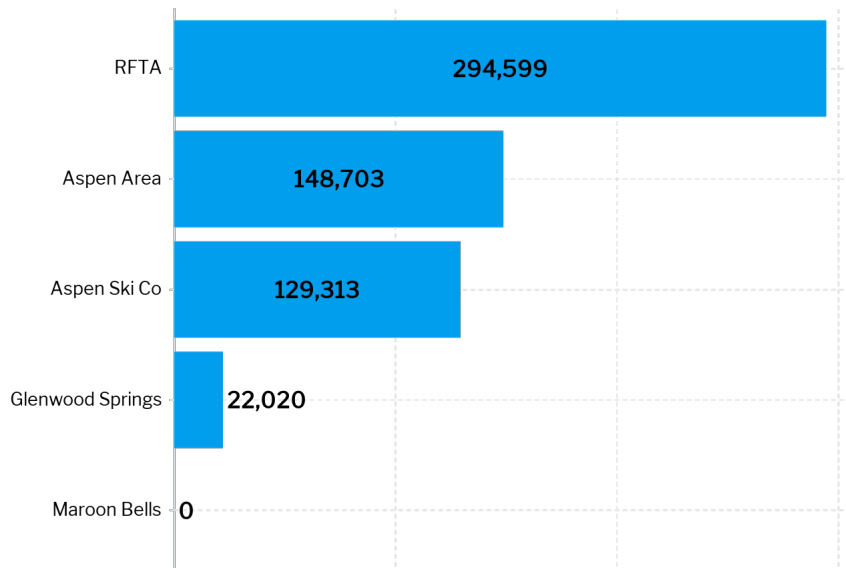


## March Year-to-Date Ridership



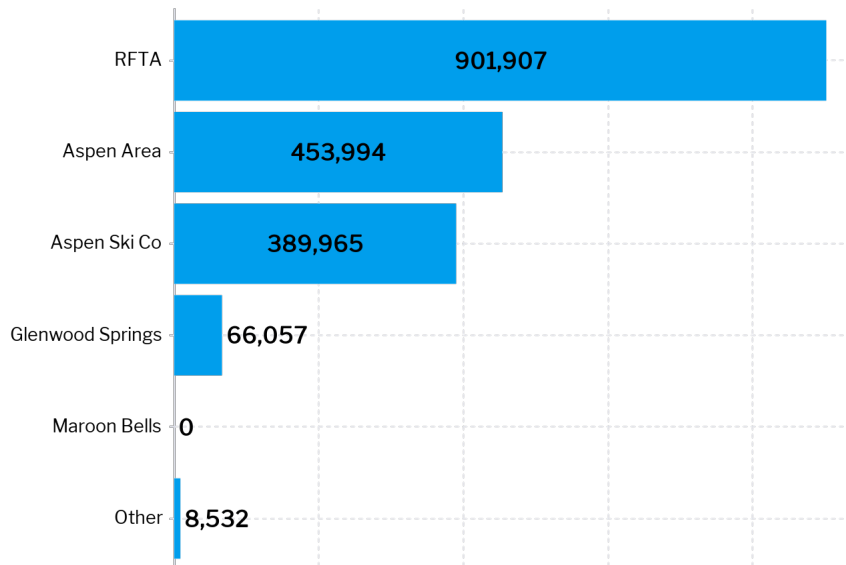
## March 2025 Ridership

594,635 Boardings



## March Year-to-Date 2025 Ridership

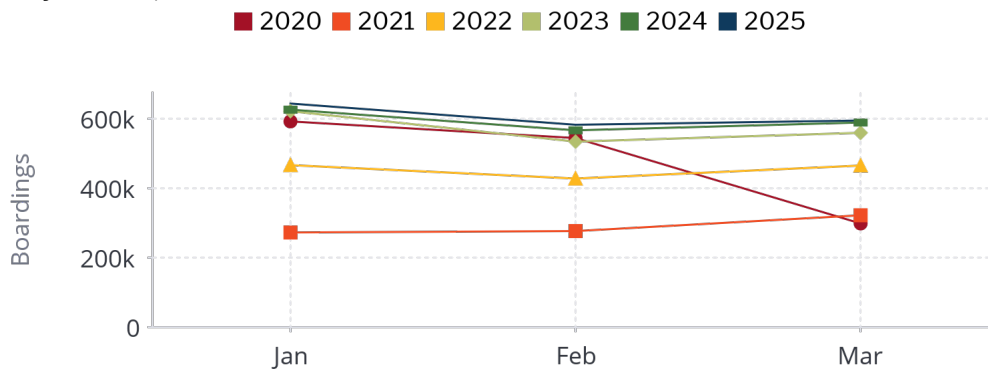
1,820,455 Boardings



- **RFTA:** BRT, Carbondale Circulator, Hogback, Local Valley, Snowmass-Valley, Snowmass/Aspen, Snowmass/Intercept
- **Aspen Area:** Aspen Highlands Direct, Burlingame, Castle Maroon, Cemetery Lane, Cross Town, Galena Street, Hunter Creek, Mountain Valley, Music School
- **Aspen Ski Co:** Aspen Highlands Ski, Buttermilk, Flyer
- **Glenwood Springs:** Ride Glenwood
- **Maroon Bells:** Maroon Bells
- **Other:** Music School (Burlingame), Jazz Aspen Snowmass, X Games

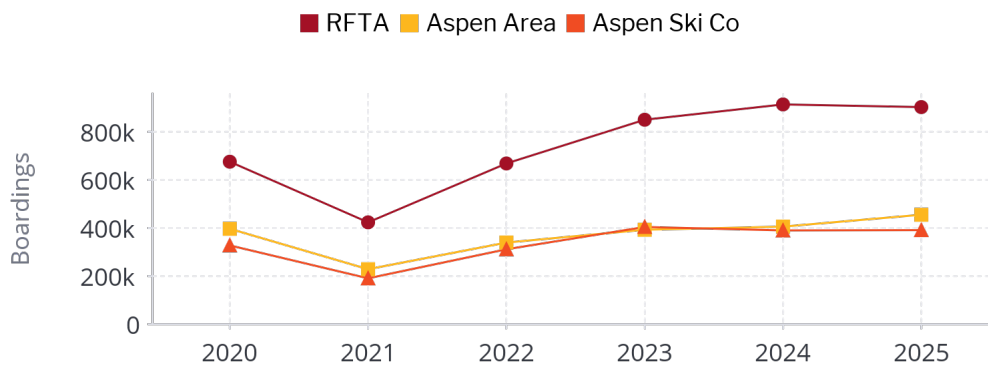
## Ridership by Month Year-to-Date

(Jan - Mar)



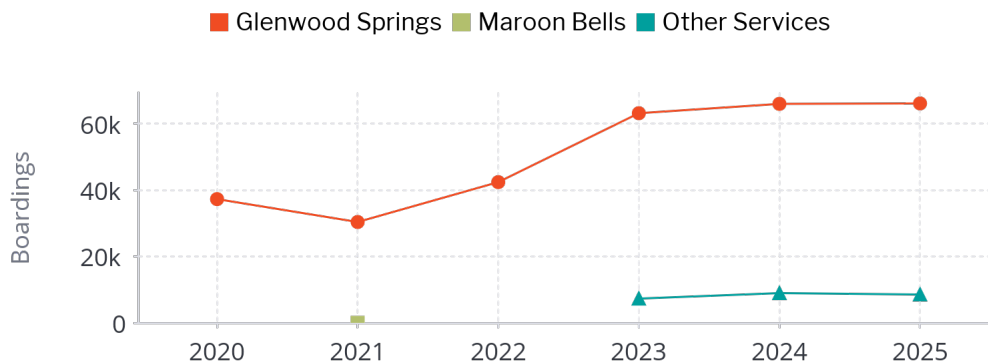
## Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Mar)



## Ridership Year-to-Date: Glenwood Springs, Maroon Bells & Other

(Jan - Mar)



- **RFTA:** BRT, Carbondale Circulator, Hogback, Local Valley, Snowmass-Valley, Snowmass/Aspen, Snowmass/Intercept
- **Aspen Area:** Aspen Highlands Direct, Burlingame, Castle Maroon, Cemetery Lane, Cross Town, Galena Street, Hunter Creek, Mountain Valley, Music School
- **Aspen Ski Co:** Aspen Highlands Ski, Buttermilk, Flyer
- **Glenwood Springs:** Ride Glenwood
- **Maroon Bells:** Maroon Bells
- **Other:** Music School (Burlingame), Jazz Aspen Snowmass, X Games

Ridership Rankings - March			
Route	2025	2024	% Change
VelociRFTA	110,400	108,956	1.3%
Snowmass/Aspen Ski	86,382	89,064	-3.0%
Local Valley	79,206	81,759	-3.1%
Castle Maroon	52,804	59,936	-11.9%
Snowmass/Aspen	50,803	52,690	-3.6%
Hunter Creek	36,005	30,302	18.8%
Aspen Highlands Ski	23,791	21,910	8.6%
Ride Glenwood	22,020	22,388	-1.6%
Buttermilk	19,140	20,536	-6.8%
Burlingame	16,397	14,543	12.7%
Hogback	16,376	15,415	6.2%
Snowmass-Valley	14,554	14,864	-2.1%
Aspen Highlands Direct	14,355	4,166	244.6%
Carbondale Circulator	12,696	16,088	-21.1%
Snowmass/Intercept	10,169	10,064	1.0%
Mountain Valley	9,689	6,216	55.9%
Cemetery Lane	9,379	9,699	-3.3%
Galena Street	8,532	7,269	17.4%
Cross Town	1,542	2,465	-37.4%
Woody Creek	395	542	-27.1%
	<b>594,635</b>	<b>588,872</b>	<b>1.0%</b>

Ridership Rankings - March Year-to-Date			
Route	2025 YTD	2024 YTD	% Change
VelociRFTA	340,679	332,349	2.5%
Snowmass/Aspen Ski	263,473	265,204	-0.7%
Local Valley	242,532	249,844	-2.9%
Castle Maroon	163,951	185,669	-11.7%
Snowmass/Aspen	152,949	159,586	-4.2%
Hunter Creek	114,722	93,161	23.1%
Aspen Highlands Ski	69,325	63,888	8.5%
Ride Glenwood	66,057	65,925	0.2%
Buttermilk	57,167	59,629	-4.1%
Burlingame	50,152	42,598	17.7%
Hogback	49,947	45,346	10.1%
Snowmass-Valley	44,299	45,080	-1.7%
Aspen Highlands Direct	40,699	10,641	282.5%
Carbondale Circulator	39,410	47,966	-17.8%
Snowmass/Intercept	30,665	30,878	-0.7%
Cemetery Lane	29,550	27,269	8.4%
Mountain Valley	25,492	16,933	50.5%
Galena Street	24,310	21,700	12.0%
X Games	8,532	8,953	-4.7%
Cross Town	5,118	6,527	-21.6%
Woody Creek	1,426	1,946	-26.7%
	<b>1,820,455</b>	<b>1,781,092</b>	<b>2.2%</b>

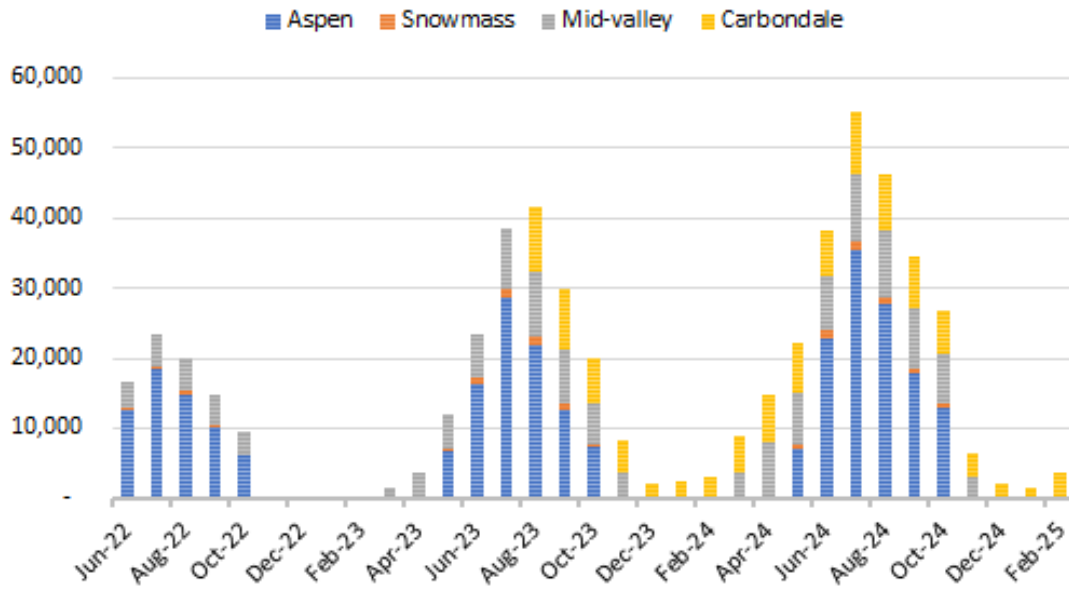
### Passengers per Hour Rankings - March

Route	2025 YTD	2024 YTD	% Change
Hunter Creek	59.18	49.56	19.41%
Aspen Highlands Ski	42.30	39.81	6.25%
Castle Maroon	35.30	40.23	-12.26%
Aspen Highlands Direct	33.57	46.81	-28.28%
Snowmass/Aspen Ski	32.51	35.71	-8.98%
Buttermilk	30.95	34.11	-9.27%
Snowmass/Aspen	29.10	30.62	-4.98%
Snowmass-Valley	28.86	27.35	5.51%
Ride Glenwood	28.45	28.94	-1.67%
Snowmass/Intercept	25.10	27.50	-8.73%
Carbondale Circulator	24.59	32.16	-23.54%
Burlingame	21.71	18.01	20.53%
VelociRFTA	16.97	19.82	-14.36%
Mountain Valley	16.08	10.37	55.04%
Galena Street	15.83	14.41	9.86%
Local Valley	15.81	16.20	-2.40%
Cemetery Lane	15.54	16.02	-3.04%
Hogback	13.13	15.85	-17.15%
Cross Town	3.34	5.28	-36.77%
Woody Creek	1.05	1.48	-28.62%
	<b>22.51</b>	<b>23.93</b>	<b>-5.93%</b>

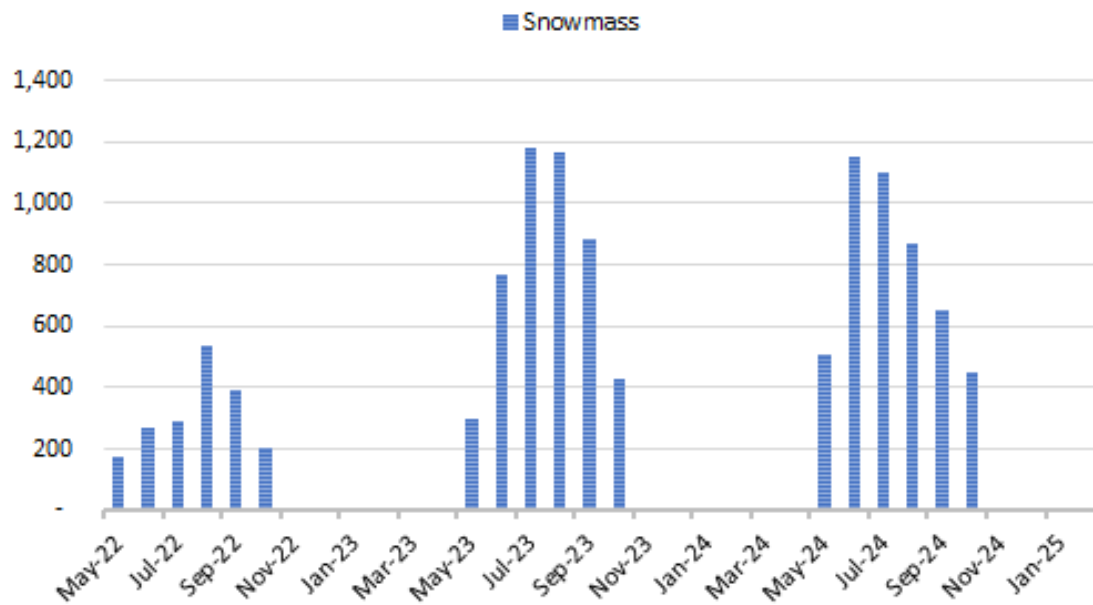
### Passengers per Hour Rankings - March Year-to-Date

Route	2025 YTD	2024 YTD	% Change
X Games	118.34	79.23	49.36%
Hunter Creek	64.88	51.98	24.82%
Aspen Highlands Ski	42.78	39.72	7.71%
Castle Maroon	37.72	42.39	-11.01%
Snowmass/Aspen Ski	34.51	36.28	-4.88%
Aspen Highlands Direct	33.58	46.18	-27.29%
Buttermilk	31.96	33.85	-5.60%
Snowmass-Valley	30.35	28.31	7.20%
Snowmass/Aspen	30.32	31.63	-4.15%
Ride Glenwood	29.42	29.02	1.39%
Carbondale Circulator	26.46	32.72	-19.12%
Snowmass/Intercept	26.02	28.57	-8.91%
Burlingame	22.98	17.99	27.74%
VelociRFTA	18.22	20.59	-11.51%
Cemetery Lane	16.86	15.35	9.79%
Galena Street	16.72	14.63	14.27%
Local Valley	16.67	16.80	-0.75%
Mountain Valley	14.74	9.60	53.59%
Hogback	13.73	15.92	-13.75%
Cross Town	3.81	4.91	-22.40%
Woody Creek	1.30	1.78	-26.87%
	<b>23.86</b>	<b>24.62</b>	<b>-3.11%</b>

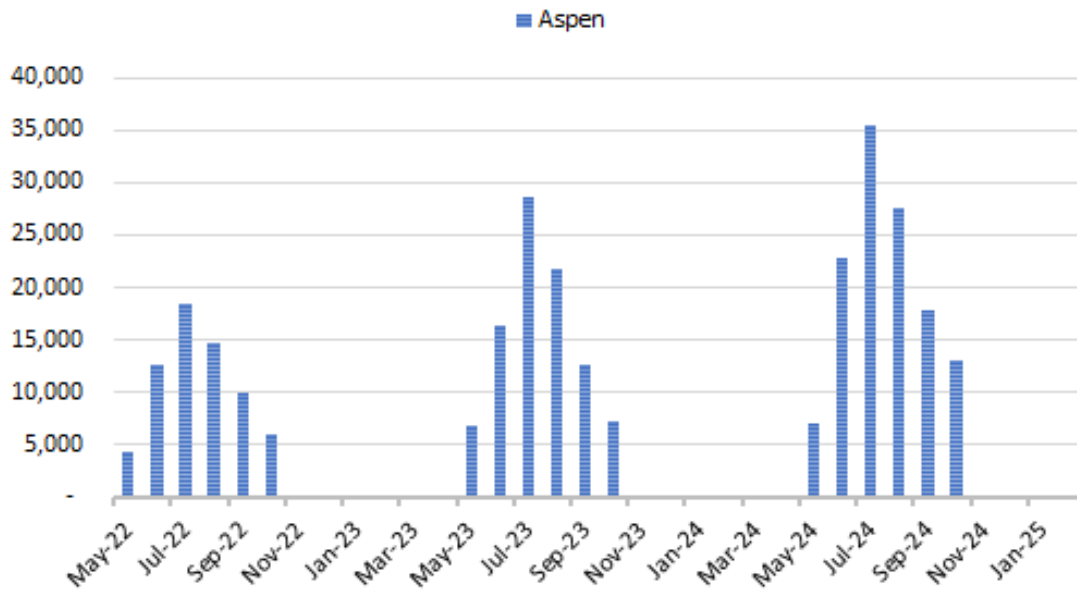
## WE-CYCLE MONTHLY TRIPS



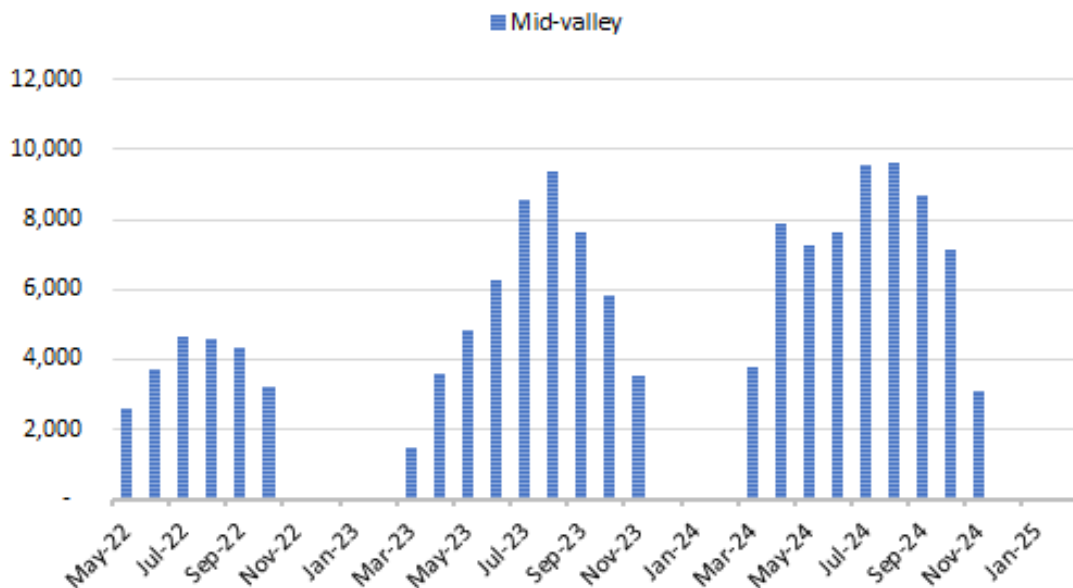
## WE-CYCLE MONTHLY TRIPS



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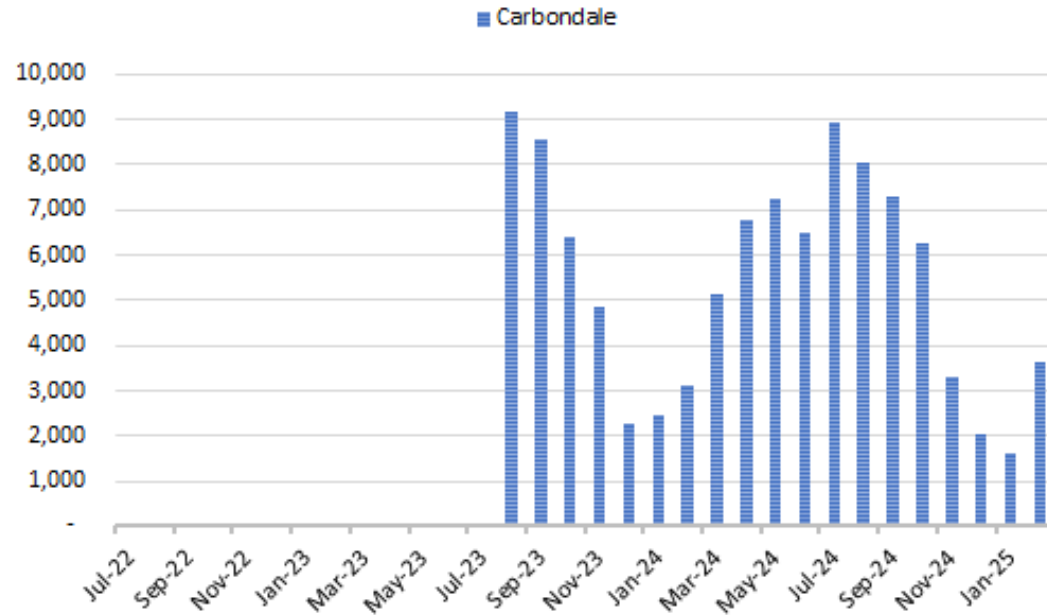


## WE-CYCLE MONTHLY TRIPS



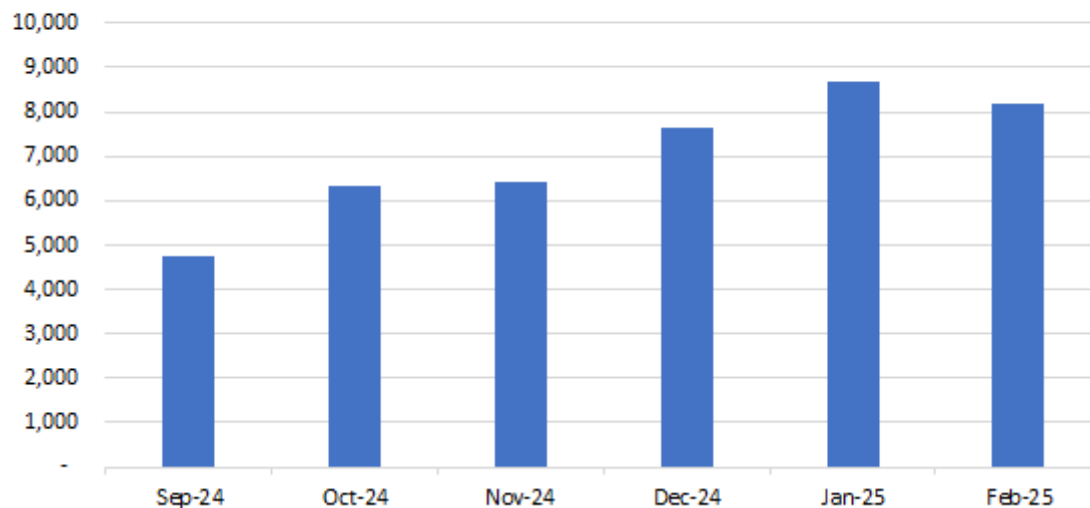


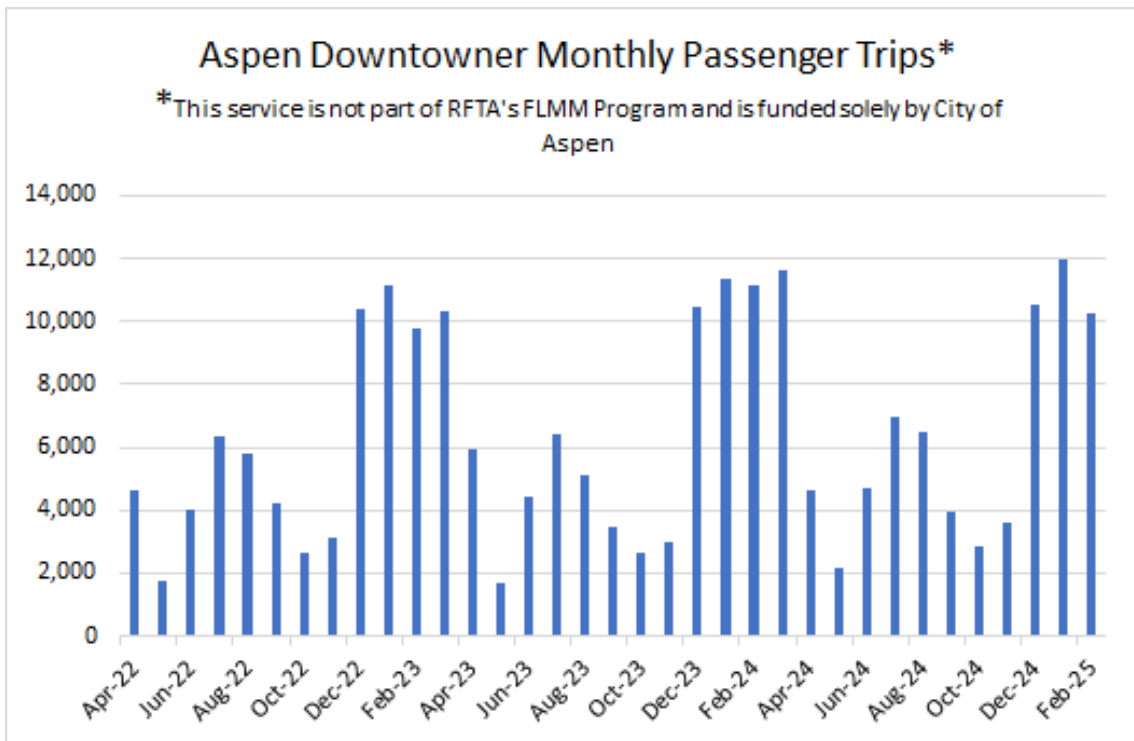
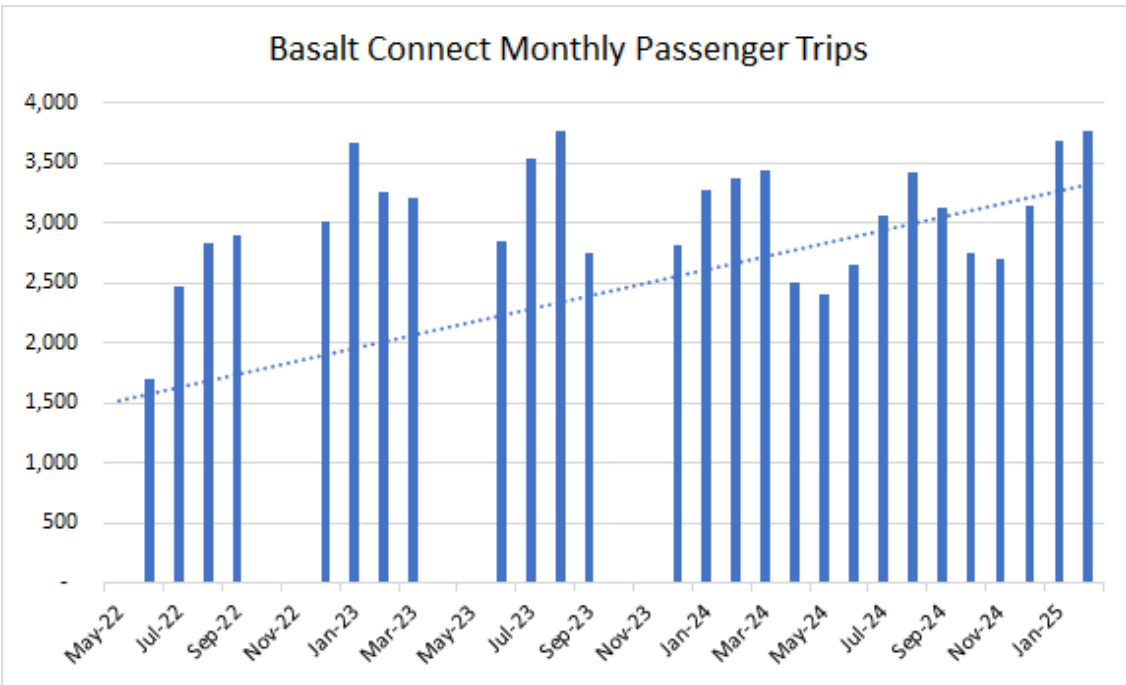
## WE-CYCLE MONTHLY TRIPS



## Carbondale Downtowner Monthly Passenger Trips\*

\*Service Initiated July 1, 2024





# 2025 RFTA Board of Directors Priorities

- Completed
- On Track
- Behind Schedule
- Stalled

## Outcome Area: Accessibility & Mobility

*1.1 Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected, utilized and accessible to all users*

OKR Objective 1: Rio Grande Corridor Protection & Education Implementation in 2025/2026

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- Key Result 1: Develop a formal plan to address encroachments and license agreements.
- Key Result 2: Address all encroachments.
- Key Result 3: Implement a public communication plan explaining RFTA's efforts and the importance of protecting the corridor.
- Key Result 4: Coordinate with jurisdictions on rail banking initiatives.

*1.4 Provide increased first and last mile options for customers throughout service area*

OKR Objective 2: FLMM Program Clarification & Expansion in 2025/2026

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- Key Result 1: Define RFTA's objectives for microtransit services.
- Key Result 2: Continue implementing bikeshare programs. Expand Snowmass Village operations by Q4 2025 and initiate planning for Glenwood.
- Key Result 3: Complete an assessment of current first/last mile mobility (FLMM) solutions to determine effectiveness.
- Key Result 4: Identify and establish sustainable funding sources and mechanisms for FLMM.

## Outcome Area: Sustainable Workforce

*3.3 Provide comfortable and affordable short-term (3-5 year) housing solutions*

OKR Objective 3: Implement RFTA's Comprehensive Housing Policy

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- Key Result 1: Refine Rental Advance Program.
- Key Result 2: Implement a Turnkey Housing Property Management Solution.
- Key Result 3: Develop and Implement a Housing Communication Plan.
- Key Result 4: Enforce Overstay Limits.
- Key Result 5: Develop a Housing Stipend Program.

## Outcome Area: Environmental Sustainability

*6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget*

### *OKR Objective 4: Develop an Energy-Efficient Strategy*

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- Key Result 1: Implement fare reductions to increase ridership.
- Key Result 2: Identify and implement method to measure and monitor energy efficiency across operations.

### *OKR Objective 5: Reduce Greenhouse Gas Emissions*

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- Key Result 1: Take delivery of 10 new battery-electric buses (BEB) by Q2 2026.
- Key Result 2: Develop plan to electrify the non-revenue vehicle fleet.
- Key Result 3: Plan and initiate the RFTA mobility hub and West Glenwood Transit Center by Q4 2025.

## 2025 Actuals/Budget Comparison (February YTD)

2025 Budget Year				
General Fund	February YTD			
	Actual	Budget	% Var.	Annual Budget
<b>Revenues</b>				
Sales and Use tax (1)	\$ 150,524	\$ 146,517	2.7%	\$ 43,820,000
Property Tax	\$ 373,616	\$ 373,616	0.0%	\$ 18,311,200
Grants	\$ 83,611	\$ 83,611	0.0%	\$ 39,578,704
Fares (2)	\$ 494,288	\$ 502,146	-1.6%	\$ 5,065,100
Other govt contributions	\$ 641,483	\$ 641,483	0.0%	\$ 1,616,855
Other income	\$ 813,773	\$ 810,130	0.4%	\$ 3,289,430
<b>Total Revenues</b>	<b>\$ 2,557,295</b>	<b>\$ 2,557,503</b>	<b>0.0%</b>	<b>\$ 111,681,289</b>
<b>Expenditures</b>				
Fuel	\$ 337,834	\$ 414,306	-18.5%	\$ 2,336,539
Transit	\$ 8,333,734	\$ 9,050,706	-7.9%	\$ 48,105,498
Trails & Corridor Mgmt	\$ 120,256	\$ 125,258	-4.0%	\$ 1,338,923
Capital	\$ 886,203	\$ 390,038	127.2%	\$ 73,434,990
Debt service	\$ 266,587	\$ 266,587	0.0%	\$ 1,876,482
<b>Total Expenditures</b>	<b>\$ 9,944,616</b>	<b>\$ 10,246,895</b>	<b>-2.9%</b>	<b>\$ 127,092,432</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ -	\$ -	#DIV/0!	\$ 18,197,470
Other financing uses	\$ (927,386)	\$ (927,386)	0.0%	\$ (5,826,455)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (927,386)</b>	<b>\$ (927,386)</b>	<b>0.0%</b>	<b>\$ 12,371,015</b>
<b>Change in Fund Balance (3)</b>	<b>\$ (8,314,707)</b>	<b>\$ (8,616,778)</b>	<b>-3.5%</b>	<b>\$ (3,040,128)</b>

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. February sales and use tax revenue will be deposited in April).
- (2) Through February, fare revenue decreased by 2% and ridership increased by 1%, respectively, compared to the prior year. The chart below provides a YTD February 2024/2025 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 02/2024	YTD 02/2025	Increase/ (Decrease)	% Change
Regional Fares	\$ 506,197	\$ 494,288	\$ (11,909)	-2%
<b>Total Fare Revenue</b>	<b>\$ 506,197</b>	<b>\$ 494,288</b>	<b>\$ (11,909)</b>	<b>-2%</b>
Ridership on RFTA Regional Services*:	YTD 02/2024	YTD 02/2025	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	168,085	163,326	(4,759)	-3%
BRT	223,393	230,279	6,886	3%
SM-DV	30,216	29,745	(471)	-2%
Grand Hogback	29,931	33,571	3,640	12%
<b>Total Ridership on RFTA Fare Services</b>	<b>451,625</b>	<b>456,921</b>	<b>5,296</b>	<b>1%</b>
Avg. Fare/Ride	\$ 1.12	\$ 1.08	\$ (0.04)	-3%

- (3) 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								
	Mileage February YTD				Hours February YTD			
Transit Service	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	691,711	695,136	(3,426)	-0.5%	32,948	33,183	(235)	-0.7%
City of Aspen	104,864	108,855	(3,990)	-3.7%	12,383	12,547	(165)	-1.3%
Aspen Skiing Company	121,379	122,083	(705)	-0.6%	8,484	8,623	(139)	-1.6%
Ride Glenwood Springs	19,991	18,575	1,416	7.6%	1,610	1,608	2	0.1%
Grand Hogback	69,194	69,010	184	0.3%	3,121	3,153	(32)	-1.0%
Specials/Charters	3,661	2,420	1,241	51.3%	332	380	(48)	-12.7%
Senior Van	2,681	1,640	1,041	63.5%	366	270	96	35.5%
<b>Subtotal - Transit Service</b>	<b>1,013,480</b>	<b>1,017,719</b>	<b>(4,239)</b>	<b>-0.4%</b>	<b>59,242</b>	<b>59,764</b>	<b>(522)</b>	<b>-0.9%</b>
Training & Other	2,883	5,390	(2,507)	-46.5%	3,587	5,125	(1,538)	-30.0%
<b>Total Transit Service, Training &amp; Other</b>	<b>1,016,364</b>	<b>1,023,109</b>	<b>(6,746)</b>	<b>-0.7%</b>	<b>62,829</b>	<b>64,889</b>	<b>(2,060)</b>	<b>-3.2%</b>

## 2024 Financial Statement Audit – Schedule

Date	Activity	Status
4/28/2025-5/2/2025	Start of Audit – auditors conducting onsite fieldwork	<i>On schedule</i>
Mid-June	During this period, staff anticipates that the Audit Report will be reviewed by the <b>RFTA Board Audit Subcommittee</b> . Anticipated subcommittee members include Colin Laird, RFTA Board Member, Erin Zalinski, RFTA Board Member, Alyssa Shenk, RFTA Board Member, Jill Klosterman, independent financial expert and Eagle County Chief Financial Officer or Anna Earl, independent financial expert and Eagle County Director of Finance, and Liz Woods, independent financial expert and Pitkin County Director of Finance, Treasurer/Public Trustee A meeting will be held at a RFTA office in Carbondale between the Audit Subcommittee, the auditors, and staff to discuss the audit in detail.	<i>Email will be sent to Audit Subcommittee to establish date &amp; location of meeting.</i>
7/4/2025	Final Audit Report to be distributed to RFTA Board with July Board Packet	<i>On schedule</i>
7/10/2025	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	<i>On schedule</i>