

**ROARING FORK TRANSPORTATION AUTHORITY**

**BOARD OF DIRECTORS MEETING AGENDA**

**TIME:** 8:30 a.m. – 11:00 a.m., Thursday, June 12, 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 Thursday, <a href="#">May 8, 2025</a> , <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>			
	A. <a href="#">Resolution</a> 2025-22: Authorization to Request CY26 CDOT FASTER Rural Operating and Administrative Grant Funds – David Johnson, Director of Sustainability and Legislative Affairs, <b>page 9</b>	<b>4.2.5</b>	<b>Approve</b>	<b>8:45 a.m.</b>
	B. <a href="#">Resolution</a> 2025-23: Authorization to Request FY26 FTA 5311 Rural Operating and Administrative Grant Funds through CDOT’s 2026 Consolidated Operating and Administrative Funding Call for Projects – David Johnson, Director of Sustainability and Legislative Affairs, <b>page 12</b>	<b>4.2.5</b>	<b>Approve</b>	<b>8:45 a.m.</b>
6	<b>Presentations/Action Items:</b>			
	A. <a href="#">Maroon Bells</a> 2025 Operational Update – David Pesnichak, COO and Jennifer Schuller, Deputy District Ranger Aspen-Sopris Ranger District, White River National Forest, <b>page 15</b>	<b>2.10</b>	<b>Discussion</b>	<b>8:50 a.m.</b>
	B. <a href="#">Proposed</a> update to Management of the Mid-Valley Trails Program - Angela Henderson, Director of the Rio Grande Corridor, <b>page 18</b>	<b>4.7.1.5.A</b>	<b>Discussion</b>	<b>9:20 a.m.</b>
7	<b>Information/Updates:</b>			
	A. <a href="#">CEO Report</a> – Kurt Ravenschlag, CEO, <b>page 20</b>	<b>2.10</b>	<b>FYI</b>	<b>10:00 a.m.</b>
8	<b>Executive Session:</b>			
	A. Pursuant to C.R.S. 24-6-402 3(a)(II): Matters concerning potential litigation – Paul Taddune, General Counsel	<b>3.5.2.B</b>	<b>Executive Session</b>	<b>10:10 a.m.</b>
	<b>(Agenda Continued on Next Page)</b>			

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
9	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at the Thursday, June 12, 2025 Board Meeting	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:25 a.m.</b>
10	<b>Next Meeting:</b> 8:30 a.m. – 11:00 a.m., Thursday, July 10, 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>10:26 a.m.</b>
11	<b>Adjournment:</b>		<b>Adjourn</b>	<b>10:30 a.m.</b>

# ROARING FORK TRANSPORTATION AUTHORITY

## BOARD MEETING MINUTES

May 8, 2025

### Board Members Present via WebEx:

Greg Poschman, Chair (Pitkin County); Alyssa Shenk, Vice-Chair (Town of Snowmass Village); Art Riddile (Town of New Castle); Colin Laird (Town of Carbondale); David Knight (Town of Basalt); Erin Zalinski (City of Glenwood Springs); Jeanne McQueeney (Eagle County); Rachael Richards (City of Aspen)

### Voting Alternate:

### Non-Voting Alternates Present via WebEx:

Ben Bohmfalk (Town of Carbondale); Bill Guth (City of Aspen); Francie Jacober (Pitkin County); Tom Fridstein (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; Ben Ludlow, Interim Capital Programs Director; David Johnson, Director of Sustainability and Legislative Affairs; Ian Adams, Director of Operations; Jason Schelhaas, Director of Information Technology; Mike Christenson, Director of Maintenance; Paul Hamilton, Director of Finance; Tammy Sommerfeld, Director of Procurement; Blake Williams, Computer Help Desk Technician; Jason White, Sustainability Program Administrator; Mark Scranton, Talent Acquisition Specialist; Mary Harlan, Mobility Coordinator; Mike Hermes, Project Manager; Zac Sutherland, Safety, Security, & Risk Manager

### Visitors Present via WebEx:

Gruffie Clough (Gruffie Clough & Associates); Linda DuPriest (EOTC)

## Agenda

*NOTE: Hyperlinks to the May 8, 2025 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.*

*Due to a technical issue some of the Board meeting did not have sound, please click here for the video that was available with sound: [https://youtu.be/cJbWVX5-YIo?si=xJ\\_9WbDmj2IHuqhO](https://youtu.be/cJbWVX5-YIo?si=xJ_9WbDmj2IHuqhO)*

### 1. Call to Order/Roll Call:

Greg Poschman called the May 8, 2025 RFTA Board of Directors meeting to order at 8:32 a.m. Poschman declared a quorum to be present (8-member jurisdictions), and the meeting began at 8:33 a.m.

### 2. Approval of Minutes:

Rachael Richards moved to approve the April 10, 2025 meeting minutes, and Colin Laird 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 May 8, 2025, Board agenda.**

Trish Savoy, Brad Call, and Clifford Millet conveyed their appreciation to the Board for allowing them to voice their concerns. She indicated that the Roaring Fork Transportation Authority (RFTA) plans to launch a Zero-Fare Pilot Program in fall 2025, a period characterized by typically lower ridership, allowing for an increase in passenger numbers without necessitating additional buses.

Savoy expressed her concerns regarding potential safety risks for bus operators during the forthcoming Zero-Fare Pilot Program. Savoy indicated that the pilot program inadequately incorporates crucial safety protocols for bus operators, which are essential for their well-being and for promoting a sense of empowerment when managing disruptive or threatening passengers. She emphasized the importance of ensuring a secure environment for all bus operators, noting that safety precautions are essential, particularly in a program designed to significantly boost ridership. She highlighted the significance of maintaining a secure environment for all bus operators noting that safety precautions are crucial, especially in a program aimed at significantly increasing ridership, she emphasized. According to Savoy, RFTA must develop a thorough strategy aimed at safeguarding both passengers and operators during the duration of this pilot project.

Call and Millet echoed her sentiment, emphasizing the importance of ensuring a safe environment for all bus operators.

Savoy also observed that there are existing capacity constraints affecting most of RFTA's Park n' Rides and bus passengers. She indicated that, owing to overcrowded bus stops, bus operators might need to leave some passengers behind during times of higher passenger volume. According to the data, the current infrastructure is already under strain, which could make the transition to a no-fare system more difficult, she said. Addressing the capacity challenges faced by RFTA buses and the Park n' Ride facilities is essential for enhancing the overall efficiency of public transportation in the area, she emphasized.

Call highlighted an article from the Aspen Daily News where a Glenwood Springs resident mentioned that RFTA already has very reasonable prices and that the real issue is over-crowding on buses and in Park n' Ride lots. Call emphasized that RFTA should focus on increasing the frequency of buses during peak ridership times and finding solutions to non-RFTA riders freeloading on the Park n' Ride parking lots.

**Poschman closed Public Comments at 8:38 a.m.**

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

**Poschman asked if there were any items that needed to be added to the May 8, 2025, Board meeting Agenda.**

No items were added to the May 8, 2025, Board Agenda.

**Poschman asked if any Board member had any comments or questions regarding issues not on the May 8, 2025, Board meeting Agenda.**

No member of the Board had any comments.

**Poschman closed Board Comments at 8:41 a.m.**

#### **5. Consent Agenda:**

**Kurt Ravenschlag provided the Board with a brief overview of Resolution 2025-19 and 2025-20.**

**David Johnson provided the Board with a brief overview of Resolution 2025-21.**

- A. Resolution 2025-19: CEO Internal Monitoring Report - Treatment of the public – Kurt Ravenschlag, CEO**
- B. Resolution 2025-20: CEO Internal Monitoring Report – Treatment of Staff – Kurt Ravenschlag, CEO**
- C. Resolution 2025-21: Authorization to CEO and/or financial delegates to open bank account(s) at Alpine Bank – Paul Hamilton Director of Finance**

**Alyssa Shenk moved to approve Resolution 2025-19: CEO Internal Monitoring Report, Resolution 2025-20: CEO Internal Monitoring Report – Treatment of Staff, Resolution 2025-21: Authorization to CEO and/or financial delegates to open bank account(s) at Alpine Bank, and Erin Zalinski seconded the motion. The motion was unanimously approved.**

**6. Information/Updates:**

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

Ravenschlag provided an update to the Board concerning the Public Comment made on April 10, 2025, regarding the RFTA bus operators' perception of the Alert Meter. He confirmed that Alert Meter is a tool that RFTA has started to use to assess whether an employee is experiencing fatigue or impairment. He observed that at present, all employees occupying safety-sensitive positions are required to complete the assessment. This group includes dispatchers, supervisors, vehicle maintenance personnel, and bus operators.

An assessment was conducted by RFTA staff on April 15, 2025, to evaluate the effectiveness of Alert Meter, as noted by Ravenschlag. He indicated that there were 42,000 check-ins recorded among the participants. He noted that among the 42,000 check-ins, 700 safety conversations were initiated as a result of an employee testing outside of their normal range. He clarified that out of the 700 safety discussions, 51 led to the conclusion that the individual was fatigued and unfit for duty. He stated that these conclusions were mainly derived from self-reporting. He pointed out that the percentage of individuals identified as fatigued and subsequently sent home was approximately 0.12% of all check-ins that occurred during that time.

Ravenschlag indicates that the findings suggest there were 51 instances in which a fatigued individual could have been operating one of our vehicles. This tool provides additional protection, mitigates organizational risk, and contributes to the safety of both personnel and the public, he emphasized.

Poschman shared with the Board that he had the opportunity to evaluate Alert Meter, and he found it to be both informative and enjoyable. It ensures the protection of private information, and after a few iterations, you can establish a baseline figure, allowing you to clearly observe your results, he stated.

Laird inquired whether there is a procedure for assessing the tool from an external viewpoint, specifically from an entity outside of RFTA, to evaluate its effectiveness.

Ravenschlag noted that RFTA staff had the chance to engage with the employees who shared their perspectives during the public comment period at the April Board meeting. He indicated that the objective

was to identify the primary challenges associated with the assessment. He confirmed that the main issue is that employees do not support it, and it does not correspond with their preferred approach to beginning the workday. RFTA also regularly receives feedback from employees and implements changes as necessary. He pointed out that the employees were assured that RFTA will continue to evaluate the program. RFTA also regularly receives feedback from employees and implements changes as necessary. He stated that employees expressed discomfort with taking the assessment in an open environment, where noise and distractions were prevalent. RFTA subsequently established several quiet rooms and provided noise-cancelling headphones as an alternative method for taking the test in an open, distracting environment, he indicated. Ravenschlag emphasized that this tool is not designed to make decisions on behalf of an employee; rather, it indicates that there may be an issue with an employee and encourages discussion to assess their fitness for duty.

Ravenschlag explained that the information he has received suggests that the concerns expressed relate to the individual's perception of the tool being utilized. Their understanding is that this tool is assessing their cognitive ability and making decisions based on the results of that assessment, he indicated. He concluded that for future safety initiatives, RFTA will enhance communication regarding the what, why, and how, which is expected to address some of those concerns.

Ben Bohmfalk arrived at the Board meeting at 8:57 a.m. a quorum was still present.

Poschman questioned if it would be beneficial for bus drivers to know—and possibly notice—that higher-ups, such as the Chief Executive Officers, and the directors, are taking part in the test to gauge their cognitive attentiveness.

Ravenschlag pointed out that management is striving to set a positive example, and as such, he along with all safety-sensitive directors and managers complete the assessment prior to commencing work.

Francie Jacober inquired about the method by which the tool determines an individual's baseline.

Ravenschlag explained that drivers undergo ten (10) 60-second image-based assessments designed to establish a baseline reaction time profile for each employee. Once the baseline is established, the employee completes the assessment each day before commencing work, which monitors trends and identifies deviations from that established baseline, he continued. He pointed out that any deviations from that baseline will prompt an alert to the supervisors, who will then engage in a discussion with the employee to assess whether they are impaired or fatigued.

Jeanne McQueeney expressed her gratitude to the RFTA staff for their follow-up regarding this public comment. She noted that the Board has, at times, engaged in public comments and sought to respond without sufficient information and discussion regarding the matter at hand. She requested that staff provide further details concerning the public comment from today's meeting at the upcoming Board meeting.

Michael Yang reported that throughout the Iron Mountain Place (IMP) employee housing project, RFTA maintained its capacity to reimburse itself for up to \$14 million in proceeds from a forthcoming project. He indicated that with the completion of the IMP, RFTA staff is collaborating with its financial advisor, PFM, and bond counsel, Kutak Rock, to prepare for the forthcoming solicitation for financing that project. He indicated that no action is required today; this serves merely as an informational update to inform the Board that RFTA will present this item at a future Board meeting.

Bill Guth inquired whether the Board will have the chance to review all relevant information prior to the approval of the final bond terms.

Yang confirmed that the staff will present the Board with the bond terms and rates before seeking approval.

Richards inquired whether the affordable housing tax should be more broadly defined and if there are additional taxes from which RFTA requires relief for other purchases.

Yang explained that the purpose of the amendment is to clarify RFTA's understanding of what was believed to have already been encompassed within the Regional Transportation Authority (RTA) law. RFTA considered this law to be quite comprehensive in granting RTAs the necessary powers to effectively operate and sustain a regional transportation system, he continued. He confirmed that RFTA believes that providing housing for employees shares some similarities with housing for RFTA equipment. He stated that the primary reason for RFTA's examination of this legislative solution is that, in the IMP project, tax exemption status was denied to both our contractor and RFTA when materials were procured for the project. This serves as the clarification.

Paul Taddune noted that RFTA amended the measure, and Yang excelled in compiling this project. He commended Yang for his testimony and for his cooperation with all the individuals who assisted RFTA. He stated that the feedback RFTA received during the process was overwhelmingly positive, with individuals expressing their pride in RFTA and affirming that it is a valuable organization. He clarified that RFTA is currently coordinating with the Attorney General's office to discuss the rationale for litigation, given that the law encompasses provisions indicating that housing for employees falls within the implied powers of a Regional Transportation Authority, which has been RFTA's position from the outset. He mentioned that the RFTA team is presently engaged in evaluating the total sales taxes that were remitted for the IMP. He confirmed that this matter could have been addressed with one simple phone call, and he is taken aback by the complications that have emerged.

Yang announced that House Bill 25-272 concluded its final round of testimony last week at the House Finance Committee and is now moving forward to the governor's office. He expressed his gratitude to Anne Rajewski, Executive Director of the Colorado Association of Transit Agencies (CASTA), for her testimony before the House in support of this bill. Yang stated that RFTA is working in partnership with CASTA, which has drafted a letter to be released by the CASTA Board of Directors. Yang stated that RFTA staff is requesting the Board's approval to incorporate the RFTA Board of Directors information into that correspondence. CASTA will then send the letter of support to the Governor's office before securing approval and signature, he confirmed.

Richards indicated that including all eight (8) Board jurisdictions in the letter could enhance its impact.

Yang indicated that he will reach out to Rajewski and ask her to include all eight jurisdictions in the letter prior to its submission to the governor's office.

During the 2025 budget presentations, Yang indicated that RFTA recognized multiple projects that lacked funding. He observed that the underground storage tank replacement initiative at the Glenwood Maintenance Facility (GMF) was among the projects that were recognized. He further elaborated that RFTA has moved the project savings into a capital contingency account and intends to dedicate the full amount to the replacement of the GMF underground storage tank, as outlined in the budget. According to Yang, there are currently \$32.8 million in federal funds that are allocated but not accessible for this capital project. He

concluded that the current request is to reallocate up to 2 million to finance the GMF replacement of underground storage tanks.

Art Riddle recognized that there are several unfamiliar Board members and noted that he may also be unknown to others. He announced that he has held the position of mayor of New Castle for the past nine years and has been a member of the New Castle Town Council since 2006. He continued by stating that he has been a member of the RFTA Board for the past nine years, served as Board chair for two years during the COVID-19 pandemic, and acted as co-chair during the Destination 2040 initiative, which sought and received increased taxes to fund essential RFTA projects.

**7. Executive Session:**

- A. One Matter: 24-6-402(4)(b) – Conferences with RFTA Attorney; 24-6-402(f)(i) – Personnel Matters, for the Purpose of Discussing a Pending Complaint Made to the Colorado Civil Rights Commission ("CCRD") – Paul Taddune, General Counsel**

**Shenk 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 9:17 a.m.**

**Staff Present:** 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); Michael Yang, Chief Financial Administrative Officer (CFAO); Nicole Schoon, Executive Assistant

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

No action was taken during the Executive Session, which adjourned at 9:25 a.m.

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

- 9. Next Meeting:** 8:30 a.m. – 11:00 a.m.; June 12, 2025, Carbondale Town Hall, Room 1 and via WebEx Teleconference, for those who are unable to attend in person.

**10. Adjournment:**

**McQueeney moved to adjourn from the May 8, 2025 RFTA Board meeting, and Riddle seconded the motion. The motion was unanimously approved.**

**The May 8, 2025 RFTA Board Meeting adjourned at 9:32 a.m.**

The May 8, 2025 Board meeting was followed immediately by the 2025 RFTA Board Summit.

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>	June 12, 2025
<b>Subject:</b>	Resolution 2025-22: Authorization to Request CY26 CDOT FASTER Rural Operating and Administrative Grant Funds
<b>Strategic Outcome:</b>	4.0 FINANCIAL SUSTAINABILITY
<b>Strategic Objectives:</b>	4.5 Optimize RFTA services and expenditures for more efficiency and/or costs savings 4.7 Monitor, evaluate and present new revenue sources
<b>Presented By:</b>	David Johnson, Director Sustainability & Legislative Affairs
<b>Staff Recommendation:</b>	Authorize staff to apply for up to \$300,000 from the CY26 CDOT FASTER grant program with a required 50% local match of up to \$300,000, for a total estimated cost not to exceed \$600,000.
<b>Executive Summary:</b>	RFTA staff intends to apply for up to \$300,000 in CY26 CDOT FASTER grant funding with a required 50% local match of up to \$300,000, for a total project cost estimate not to exceed \$600,000.  CDOT has yet to release the notice of funding opportunity (NOFO). This Resolution allows for reasonable changes in FY2026 allocations.
<b>Background/Discussion:</b>	Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), was signed into law on March 2, 2009. FASTER allows the state of Colorado to improve roadway safety, repair deteriorating bridges, and support and expand transit. The bill generates about \$200 million every year for state transportation projects across Colorado. CDOT has traditionally awarded RFTA FASTER operating funding for the Grand Hogback service, \$200,000 per year.
<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 up to \$300,000 in grant funding, RFTA will need to provide up to \$300,000 in matching funds.
<b>Exhibits/Attachments:</b>	1. <a href="#">Exhibit 1</a> : Resolution 2025-22: Authorization to Request CY26 CDOT FASTER Rural Operating and Administrative Grant Funds

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2025-22**

**AUTHORIZATION TO REQUEST CY26 CDOT FASTER RURAL OPERATING AND ADMINISTRATIVE GRANT FUNDS**

**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 CDOT; and

**WHEREAS**, the RFTA Board of Directors supports the completion of the project if the CDOT request is 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 of up to \$300,000, and will appropriate a total combined local match of up to \$300,000.
3. If the CDOT grant request is awarded, the RFTA Board of Directors supports the project.
4. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to CDOT grant agreements.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12<sup>th</sup> day of June, 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 June 12, 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 12<sup>th</sup> day of June, 2025.

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

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

<b>Meeting Date:</b>	May 8, 2025
<b>Subject:</b>	Resolution 2025-23: Authorization to Request FY26 FTA 5311 Rural Operating and Administrative Grant Funds through CDOT’s 2026 Consolidated Operating and Administrative Funding Call for Projects
<b>Strategic Outcome:</b>	4.0 FINANCIAL SUSTAINABILITY
<b>Strategic Objectives:</b>	4.5 Optimize RFTA services and expenditures for more efficiency and/or costs savings 4.7 Monitor, evaluate and present new revenue sources
<b>Presented By:</b>	David Johnson, Director Sustainability & Legislative Affairs
<b>Staff Recommendation:</b>	Authorize staff to apply for up to \$1,800,000 from the FTA 5311 grant program with a required local match of up to \$1,800,000, for a total estimated cost not to exceed \$3,600,000.
<b>Executive Summary:</b>	<p>RFTA staff intends to apply for up to \$1,800,000 in FY26 FTA 5311 Operating and Administrative grant funding with a required 50% local match of up to \$1,800,000, for a total project cost estimate not to exceed \$3,600,000. This will support RFTA’s general operations throughout its service area.</p> <p>CDOT has not released the 2026 Notice of Funding Opportunity (NOFO) for CDOT-administered Operating and Administrative funding. In FY2025, RFTA received about \$1.2 million. This Resolution allows for reasonable changes in FY2026 allocations</p>
<b>Background/Discussion:</b>	The Federal Transit Administration (FTA) established the Formula Grants for Nonurbanized Areas (5311) program to provide capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000. Each State, including Colorado, receives funding by formula. CDOT distributes the funding to approximately 60 transit agencies in nonurbanized areas statewide.
<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 up to \$1,800,000 in grant funding, RFTA will need to provide up to \$1,800,000 in matching funds.
<b>Exhibits/Attachments:</b>	1. <a href="#">Exhibit 1</a> : Resolution 2025-23: Authorization to Request FY26 FTA 5311 Rural Operating and Administrative Grant Funds through CDOT’s 2026 Consolidated Operating and Administrative Funding Call for Projects

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2025-23**

**AUTHORIZATION TO REQUEST FY26 FTA 5311 RURAL OPERATING AND ADMINISTRATIVE GRANT FUNDS THROUGH  
CDOT 2026 CONSOLIDATED OPERATING AND ADMINISTRATIVE FUNDING CALL FOR PROJECTS**

**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 FTA and CDOT; and

**WHEREAS**, the RFTA Board of Directors supports the completion of the project if the FTA request is 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 of up to \$1,800,000, and will appropriate a total combined local match of up to \$1,800,000.
3. If the FTA request is granted, the RFTA Board of Directors supports the project.
4. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to FTA or CDOT grant agreements.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12<sup>th</sup> day of June, 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 June 12, 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 12<sup>th</sup> day of June, 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>	June 12, 2025
<b>Subject:</b>	Maroon Bells 2025 Operational Update
<b>Strategic Outcome:</b>	1.0 ACCESSIBILITY AND MOBILITY
<b>Strategic Objective:</b>	1.3 Increase alternative mode splits throughout the region 1.6 Provide convenient connections to key activity centers in service area
<b>Presented By:</b>	David Pesnichak, Chief Operating Officer, RFTA Jennifer Schuller, Deputy District Ranger, Aspen-Sopris Ranger District, White River National Forest
<b>Staff Recommendation:</b>	Informational Only
<b>Executive Summary:</b>	The United States Forest Service (USFS) will update the RFTA Board of Directors about the operational outlook for the Maroon Bells Scenic Area (MBSA) in 2025.
<b>Background/Discussion:</b>	<p>RFTA has long provided shuttle services from Highlands Ski Area to the Maroon Bells Scenic Area (MBSA), which regularly sees over 200,000 visits between May and October of each year. Over time, RFTA has become a key player in not only providing transportation services, but also engaging in revenue sharing with the United States Forest Service (USFS) and jointly managing the reservation system through a RFTA contracted vendor. Below is an outline of roles that RFTA currently plays in and around MBSA:</p> <ul style="list-style-type: none"> <li>• Shuttle Services with 15-20 min. Headways</li> <li>• RFTA contract vendor manages shuttle and parking reservation system, including: <ul style="list-style-type: none"> <li>○ Year-round customer sales and service</li> <li>○ Reservation management and tracking</li> <li>○ Staffing provided at Highlands, welcome center, and top of loop</li> <li>○ Reporting</li> </ul> </li> <li>• Revenue sharing through collections agreement with USFS for shuttle tickets</li> <li>• Revenue pass through for parking fees to USFS</li> </ul> <p>A long-sustained partnership of agencies helps to provide visitors access to the MBSA. Below is an outline of the responsibilities of each of the partners:</p> <ul style="list-style-type: none"> <li>• The USFS constructed, owns, and maintains all of the hardened areas within the MBSA as well as the entirety of the White River National Forest (WRNF). The USFS also issue permits to outfitters and guides and sets permit limits to different areas of the greater MBSA.</li> <li>• Pitkin County owns and maintains Maroon Creek Road, which is the access road to MBSA.</li> <li>• Aspen Ski Company (ASC) operates Aspen Highlands, which is the primary parking garage and origin point for shuttle service to the MBSA.</li> <li>• Aspen Chamber Resort Association (ACRA) hosts the current reservations website, provides information to the visiting public, and markets the MBSA as a top natural destination in the country.</li> </ul>

These partners, including RFTA, meet regularly and as-needed to discuss, day-to-day operations as well as to attain long-term strategic goals (as articulated in the Maroon Bells Comprehensive Recreation Management Plan).

RFTA began providing shuttle service to MBSA in 1978. The shuttle service operates seasonally from May to October from the Aspen Highlands/Boomerang Road parking garage to the shuttle turnaround at the end of Maroon Creek Road. Due to the area's increasing popularity, it became necessary to limit the number of daily visitors to the MBSA and a shuttle and parking reservation system was implemented in 2020. From May through October, reservations are required to access the MBSA. While day-of tickets are sometimes available, visitors are strongly encouraged to either reserve a seat on RFTA's shuttle bus or to purchase a parking reservation to drive their private vehicle to the trailhead parking lot. Parking reservations are checked at the Welcome Station, which is located 3.5 miles from Aspen Highlands up Maroon Creek Road towards the MBSA.

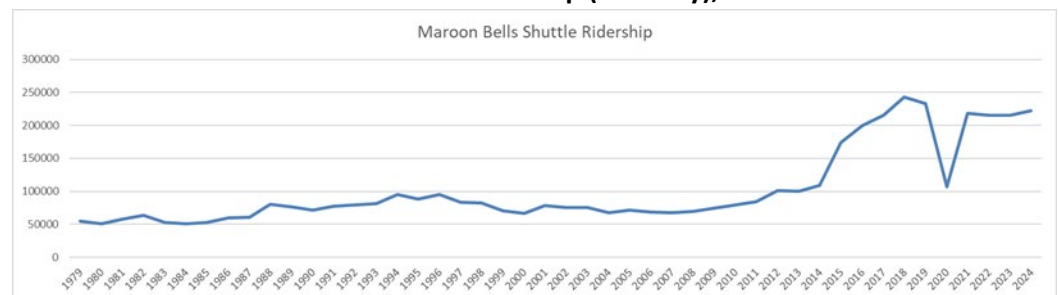
In 2024, estimated visitation by mode was:

- 111,026 – shuttle (roundtrip)
- 83,708 – passenger vehicle
- 17,345 – bicycle (slightly more than half of which are e-bikes)
- 701 – motorcycle
- **Total: 212,780 visitors**

Looking ahead, several items have materialized that will likely impact operations at the MBSA in 2025. The purpose of this presentation is to update the RFTA Board on the impacts that greater USFS funding and staffing is projected to have on the MBSA for this season and potentially 2026 and beyond.

RFTA continues to work with the USFS and the other operating partners as the USFS regulatory, staffing, and funding structure evolves.

**Maroon Bells Shuttle Ridership (one-way), 1979 to 2024**



The below graph outlines the net revenue RFTA brings in through shuttle reservations after providing the fee to maintain the reservation system and accessory demands such as staffing and customer service, compared to the cost to provide the service. The reservation system was implemented in 2020 as a part of the COVID response. Inflation has contributed to the steady rise in operating costs since 2020.

	<div><div>Maroon Bells Shuttle Revenue and Cost, 2015-2025</div><div><div>Maroon Bells Bus Tour</div><table><tr><th>Year</th><th>Total Operating Cost w Training/Other</th><th>RFTA Fare Revenue (net)</th><th>Excess/(Shortage)</th></tr><tr><td>2015</td><td>\$510,000</td><td>\$450,000</td><td>(\$60,000)</td></tr><tr><td>2016</td><td>\$560,000</td><td>\$630,000</td><td>\$70,000</td></tr><tr><td>2017</td><td>\$640,000</td><td>\$640,000</td><td>\$0</td></tr><tr><td>2018</td><td>\$730,000</td><td>\$750,000</td><td>\$20,000</td></tr><tr><td>2019</td><td>\$690,000</td><td>\$700,000</td><td>\$10,000</td></tr><tr><td>2020</td><td>\$910,000</td><td>\$720,000</td><td>(\$190,000)</td></tr><tr><td>2021</td><td>\$850,000</td><td>\$1,330,000</td><td>\$480,000</td></tr><tr><td>2022</td><td>\$960,000</td><td>\$1,220,000</td><td>\$260,000</td></tr><tr><td>2023</td><td>\$1,150,000</td><td>\$1,280,000</td><td>\$130,000</td></tr><tr><td>2024</td><td>\$1,280,000</td><td>\$1,350,000</td><td>\$70,000</td></tr><tr><td>2025</td><td>\$1,320,000</td><td>\$1,330,000</td><td>\$10,000</td></tr></table></div></div>	Year	Total Operating Cost w Training/Other	RFTA Fare Revenue (net)	Excess/(Shortage)	2015	\$510,000	\$450,000	(\$60,000)	2016	\$560,000	\$630,000	\$70,000	2017	\$640,000	\$640,000	\$0	2018	\$730,000	\$750,000	\$20,000	2019	\$690,000	\$700,000	\$10,000	2020	\$910,000	\$720,000	(\$190,000)	2021	\$850,000	\$1,330,000	\$480,000	2022	\$960,000	\$1,220,000	\$260,000	2023	\$1,150,000	\$1,280,000	\$130,000	2024	\$1,280,000	\$1,350,000	\$70,000	2025	\$1,320,000	\$1,330,000	\$10,000
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<b>Governance Policy:</b>	Board Governance Policy 2.10.2 2. “Make the Board aware of anticipated adverse media coverage, threatened or pending lawsuits, and material internal and external changes.”																																																
<b>Fiscal Implications:</b>	None																																																
<b>Exhibits/Attachments:</b>	None																																																

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

<b>Meeting Date:</b>	June 12, 2025
<b>Subject:</b>	Proposed Update to Management of the Mid-Valley Trails Program
<b>Strategic Outcome:</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>Strategic Objective:</b>	7.7 Continually seek ways to improve business process and service delivery
<b>Presented By:</b>	Angela M. Henderson – Director - Railroad Corridor and Trails
<b>Staff Recommendation:</b>	Information Only
<b>Executive Summary:</b>	<ul style="list-style-type: none"> <li>• In 1995 Eagle County voters authorized the County to impose and collect a 0.5% sales tax (“County Mass Transportation Tax”) to be used for the purposes of financing, constructing, operating, maintaining, establishing or supporting a mass transportation system to include any means of transporting the general public, but not to be limited to bus, bike paths, bikeways, rail, fixed guideway rapid transit, or other means of conveyance, excluding air, within Eagle County” (“Mass Transit Uses”). The County Mass Transportation Tax is to be credited into a special fund in the County’s treasury known as the “County Mass Transportation Fund.”</li> <li>• Pursuant to the 1995 ballot question not less than “ten percent (10%) of all revenue collected pursuant to this transportation tax shall be dedicated to bikepath or bikeway purposes”.</li> <li>• In accordance with the 1995 Ballot Question, the County has historically and continuously transferred the portion of the County Mass Transportation Tax collected in the Eagle County portion of the RFTA service area for RFTA’s transportation and trails programs, and has allocated no less than 10% of the remaining County Mass Transportation Tax “dedicated to bikepath or bikeway purposes”.</li> <li>• In 2002, RFTA adopted management of the Mid-Valley Trails Committee (MVTC) which was originally established by the Eagle County Regional Transportation Authority to administer the portion of the Eagle County half-cent (1/2) transportation tax collected in the Roaring Fork Valley that is dedicated to bikeway and bikepath purposes.</li> <li>• In 2011 the IGA was updated to acknowledge the RFTA RTA, and to reaffirm the 1995 IGA.</li> <li>• The MVTC is currently responsible for selecting projects within the Eagle County portion of the Roaring Fork Valley (El Jebel and Part of Basalt).</li> <li>• The MVTC is tasked with making recommendations to the RFTA Board concerning studies, phasing and contracting of trail projects each budget year; and <ul style="list-style-type: none"> <li>○ To work with RFTA staff and the Town of Basalt to plan and coordinate trail projects; and</li> <li>○ To cooperate with RFTA Trails staff and/or the Town of Basalt Trails staff to follow procurement procedures and approve and process invoices submitted by contractors when a project is satisfactory; and</li> <li>○ Participate with RFTA and other valley jurisdictions to do long range planning for Trails.</li> </ul> </li> </ul>
<b>Background/Discussion:</b>	<ul style="list-style-type: none"> <li>• In order to bring decision making for these bikeway and bike path funds closer to those who use, manage, and plan the greater trail network in the Eagle County portion of the Roaring Fork Valley, RFTA staff is proposing a change in the program</li> </ul>

	<p>management and administration to allow for the Town of Basalt to assume responsibility and oversight of a citizen advisory committee to allocate these funds to specific projects.</p> <ul style="list-style-type: none"> <li>• The Eagle County sales tax collected in the Eagle County portion of the Roaring Fork Valley is conveyed to RFTA. In accordance with current agreements, RFTA then segregates 10% of the funds provided by Eagle County to be dedicated for bikeway and bike path projects located within the Eagle County portion of the Roaring Fork Valley (roughly \$125K± per year). No change in this allocation is proposed.</li> <li>• It is RFTA staff's opinion that the Town of Basalt is in a better position to manage the project allocation of these bikeway and bike path funds on behalf of Eagle County and RFTA.</li> <li>• RFTA will still retain and segregate the "bikeway" funds, but Basalt will lead the program, working directly with the Eagle County residents to determine how and where the funds will be used. As proposed, the Town of Basalt, with the assistance of a citizen advisory committee, will allocate the funds to bikeway and bike path projects in accordance with all agreements. The Town of Basalt will then invoice RFTA for reimbursement of those funds as these projects are completed. RFTA will verify all funds spent are in conformance with all governing agreements at the time of invoice and will remain engaged with the Town of Basalt throughout the project selection process.</li> <li>• Eagle County is supportive of Basalt assuming the day to day management of the Mid-Valley Trails program.</li> <li>• Next steps: <ul style="list-style-type: none"> <li>○ RFTA and Eagle County staff will review all agreements for conformity with this direction. If modification of any agreements is necessary, then Staff will bring the agreement to the RFTA Board for consideration and approval.</li> <li>○ An agreement that outlines the roles and responsibilities between RFTA and the Town of Basalt will be drafted and presented to the RFTA Board of Director's for review and approval at an upcoming RFTA Board of Director's meeting.</li> </ul> </li> </ul>
<b>Governance Policy:</b>	Board Governance Policy 4.7.1.5.A states, "Community Advisory Committee, Assists the Board as a resource for needs assessment and public input for policy considerations and recommendations. Identifies critical conditions, trends and strategic issues deserving Board attention."
<b>Fiscal Implications:</b>	No new financial impacts are expected at this time.
<b>Exhibits/Attachments:</b>	1. <a href="#">Attachment 1</a> : Mid-Valley Trails Presentation

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

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Kurt Ravenschlag, CEO  
**DATE:** June 12, 2025



**Status of Federal Grant Funding**

Staff updated the RFTA BOD in April that several of our awarded but unobligated grant funds had been frozen as a result of the January 20th Presidential Executive Order on "Unleashing American Energy" (and the subsequent January 22 memorandum on that Executive Order), and the January 27 Office of Management and Budget Memorandum on the "Temporary Pause of Agency Grant, Loan, and Other Financial Assistance Programs."

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, Obligated
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>\$33,866,114</b>	

**Update on Zero Fare October & November Pilot Program**

This fall RFTA will launch a "Zero Fare October & November" pilot program to test how removing fares can increase ridership, expand access to transit, reduce congestion, and reduce greenhouse gas emissions.

From October 1, 2025 through November 30, 2025, the public can ride for free on all RFTA regional routes, specifically the VelociRFTA BRT, Valley/Local and Hogback. RFTA will launch a coordinated outreach and communications campaign to inform, engage, and motivate riders, new and existing, throughout the service area. RFTA has actively engaged with its member jurisdictions to seek financial partners to help offset the estimated fare revenue loss of \$550,000. At this time, RFTA has received commitments from the City of Aspen for up to \$275,000, the Elected Officials Transportation Committee (EOTC) – comprised of Pitkin County, Town of Snowmass Village and City of Aspen – for up to \$275,000, and City of Glenwood Springs for \$10,000. RFTA will continue reaching out to other communities.

Based on the experience of peer agencies temporarily offering fare-free service, they saw an average increase in ridership of 35-40%. It is unknown as to how RFTA's ridership will change during this traditionally under-utilized period with available capacity.

This pilot program will serve as an opportunity to evaluate real-world impacts of fare-free service on travel behavior (when, where and how often passenger use transit), the impact on bus capacity during peak and off-peak periods, the

degree to which it attracts new passengers and influences existing passengers, and how it may impact congestion. In addition to accessing transit boarding and alighting data, park-and-ride capacity, and roadway volume data, RFTA plans to conduct a passenger survey during the zero-fare pilot program to measure these impacts. This information will be reported in early 2026, and will guide direction on future planning related to transit operations and fares.

RFTA Bus Operations Department will be particularly interested in operator feedback, passenger conduct, and safety. Operations Supervisors will be strategically placed at high traffic locations to ensure driver and passenger safety. Based on existing trends, these points are anticipated to be at end-of-line and transfer locations such as Rubey Park, 27th Street Station and the West Glenwood Park and Ride. RFTA supervisors are currently resourced to respond to incidents throughout the entire service day at Rubey Park. In the Glenwood Springs area, there is a supervisor on duty until 12:00 am who is available to respond to any incidents up until the final up valley departure of the evening.

### **Response to Public Comment**

The RFTA Board of Directors received public comment about safety concerns to the bus operators from members of the Amalgamated Transit Union (ATU) Local 1774 at the May 8, 2025 RFTA Board meeting regarding the proposed Zero Fare October & November Pilot Program. In response to this feedback, RFTA staff has coordinated with its security contractor, Colorado Protective Services (CPS), to develop an augmented schedule to increase security presence and incident response time. This enhanced schedule will be primarily in the lower valley when RFTA supervision is not as present. In the event that RFTA supervision is unable to adequately respond to an increase in incidents involving passenger removals, RFTA staff and CPS will be prepared to deploy these security services to assist. CPS is regularly deployed to Rubey Park in the evening, and this resource would be maintained at the onset of this program.

### **Covenant Enforcement Commission (CEC) Update**

The railroad corridor was initially purchased on June 30, 1997, by the Roaring Fork Railroad Holding Authority ("RFRHA"), a consortium of Roaring Fork Valley Governments. Additional contributors to the Corridor purchase were Great Outdoors Colorado ("GOCO") and the Colorado Department of Transportation ("CDOT"). When the Roaring Fork Transportation Authority was formed by voter approval in 2000, the operating plan included absorption of an existing transit system, and absorption of RFRHA. In 2001, RFRHA was dissolved and its assets, liabilities and obligations were transferred to RFTA.

Initially the Corridor was held subject to a Conservation Easement administered by the Aspen Valley Land Trust. However, when a Comprehensive Plan was developed for management of the Corridor it was determined that many portions did not contain the attributes described as "conservation values" warranting protection under the conservation easement. Subsequently, RFRHA entered an amended agreement with GOCO to change the Conservation Easement to a Conservation Covenant. One of the requirements of GOCO for removal of the Conservation Easement was the formation of the Covenant Enforcement Commission (CEC). The CEC monitors management by RFTA of the conservation areas called out in the Comprehensive Plan.

The RFTA Board appoints, as members of the Commission, one primary and one alternate elected official from each Member Jurisdiction and two "at-large" members who are residents in the Authority's Boundaries and who are not elected officials or employees of Members or employees of the Authority. The Pitkin County Open Space Board appoints one member of the Commission. Appointees serve three-year terms and may be reappointed to the Commission.

The CEC reports on compliance with the Covenants to the RFTA Board and to GOCO. In practice, a consultant with familiarity of the Corridor and the Covenants performs an inspection of the Conservation Covenant areas each year, and presents a report to the CEC. Based on the annual CEC meeting, the report is reviewed by the RFTA Board of Directors, and a letter is sent on the RFTA Board's behalf to GOCO, along with a copy of the report.

The CEC is not currently fully seated, and as a result, the RFTA Board will need to assign primary representatives from Aspen and Glenwood Springs, and alternates for each of the member jurisdictions to represent the jurisdiction when the primary representatives is unable to make the annual meeting. At an upcoming Board of Directors meeting, staff will request that the Board make appointments to fill the identified below vacancies.

## Current Appointed Members:

### *City of Aspen*

Primary: VACANT

Alternate: VACANT

### *Eagle County*

Primary: Jeanne McQueeney

Alternate: VACANT

### *Town of Carbondale*

Primary: Colin Laird

Alternate: VACANT

### *Town of Snowmass Village*

Primary: Alyssa Shenk

Alternate: VACANT

### *City of Glenwood Springs*

Primary: VACANT

Alternate: VACANT

### *Pitkin County*

Primary: Greg Poschman

Alternate: VACANT

### *Town of Basalt*

Primary: David Knight

Alternate: VACANT

### *Town of New Castle*

Primary: Art Riddle

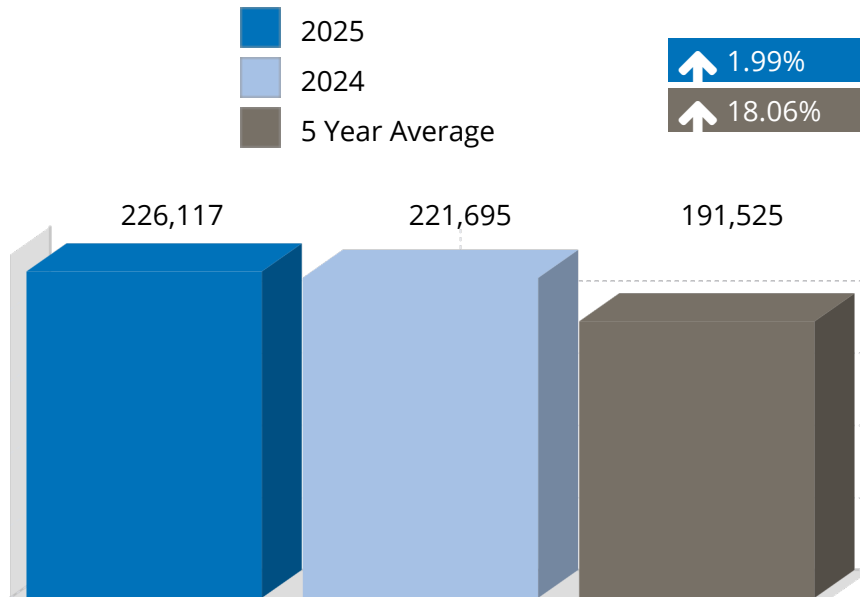
Alternate: VACANT

## Conservation Covenant Area Assessment Tour

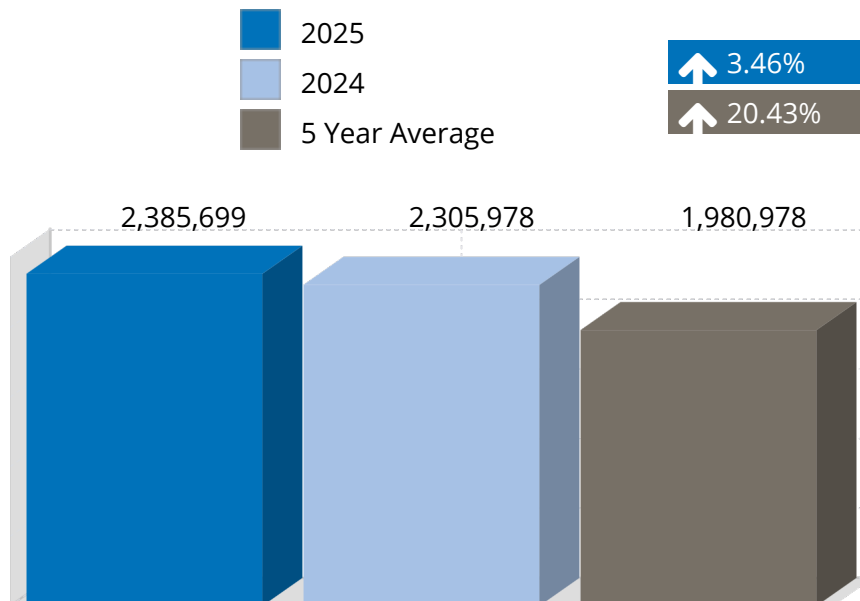
The RFTA Trails and Corridor staff, in collaboration with Tom Newland from Newland Project Resources, will conduct the assessment tour of the Conservation Covenant Area on August 21 and 22, 2025. The RFTA staff cordially invites the Board members and alternates to accompany them on this tour. The first day will commence at 9:00 a.m. at Two Rivers Park in Glenwood Springs. The second day will also begin at 9:00 a.m., with the location to be determined based on the conclusion of the tour on day one. A number of Board members have confirmed their attendance for the tour, including Greg Poschman, Colin Laird, Erin Zalinski, and Tom Fridstein. If any Board member or alternate wishes to participate in the tour, please contact Nicole Schoon at [nschoon@rfta.com](mailto:nschoon@rfta.com), and she will ensure your inclusion on the tour list.

# Ridership Performance Metrics

## May Ridership

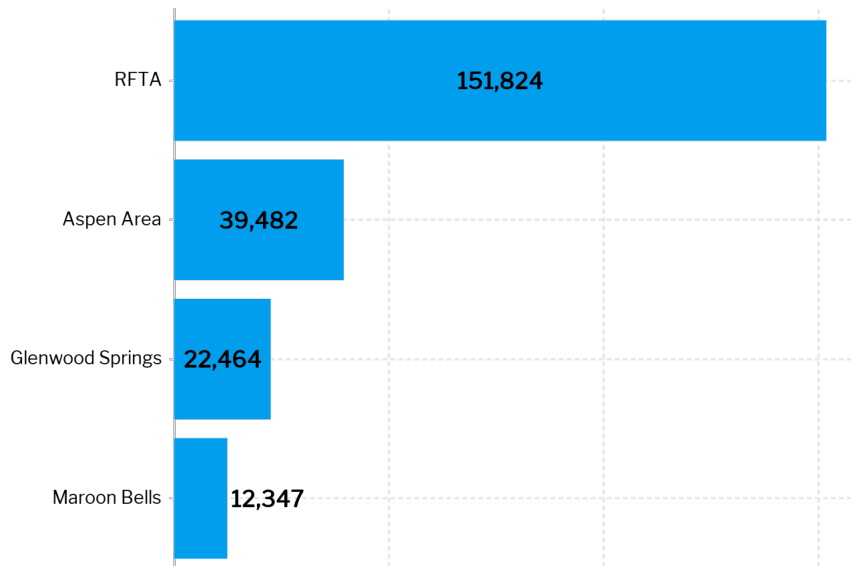


## May Year-to-Date Ridership



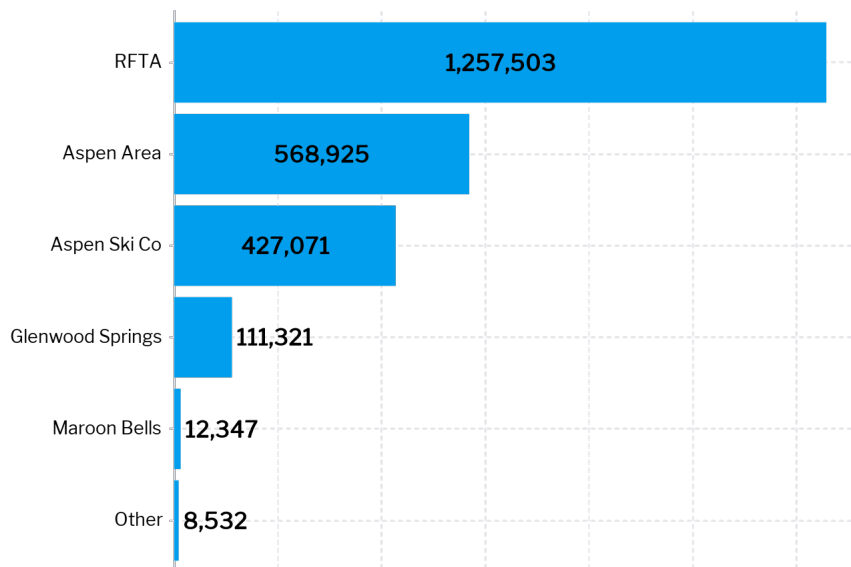
## May 2025 Ridership

226,117 Boardings



## May Year-to-Date 2025 Ridership

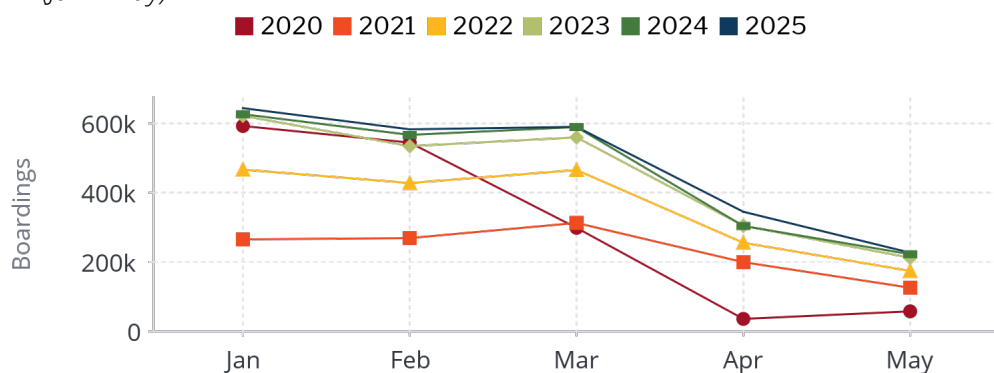
2,385,699 Boardings



- **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

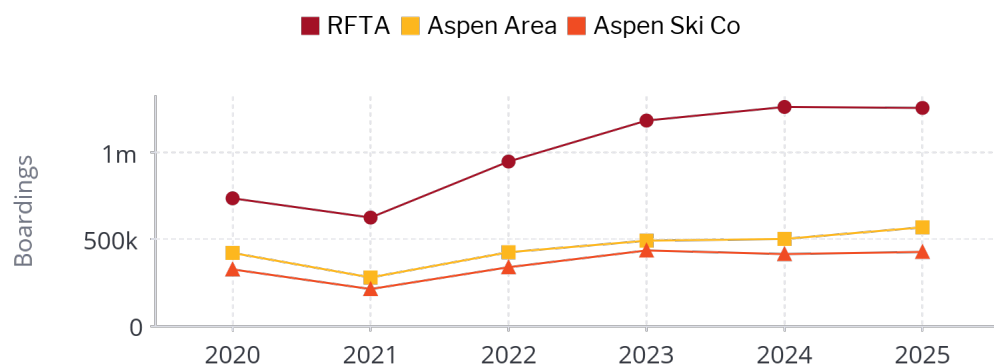
## Ridership by Month Year-to-Date

(Jan - May)



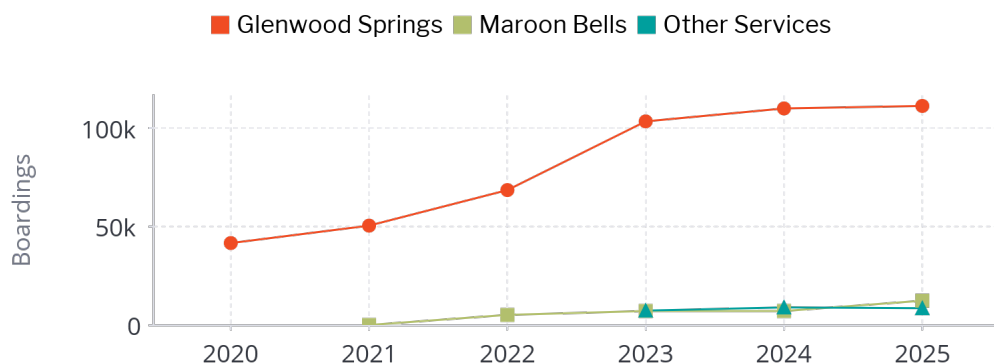
## Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - May)



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

(Jan - May)



- **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 - May

Route	2025	2024	% Change
VelociRFTA	63,216	60,219	5.0%
Local Valley	60,595	62,678	-3.3%
Ride Glenwood	22,464	22,733	-1.2%
Castle Maroon	17,140	16,991	0.9%
Hogback	15,621	17,104	-8.7%
Maroon Bells	12,347	7,095	74.0%
Carbondale Circulator	11,001	13,653	-19.4%
Hunter Creek	10,116	7,653	32.2%
Burlingame	6,933	6,353	9.1%
Cemetery Lane	3,865	3,603	7.3%
Mountain Valley	1,428	1,086	31.5%
Snowmass/Intercept	1,026	628	63.4%
Snowmass-Valley	365	1,899	-80.8%
	<b>226,117</b>	<b>221,695</b>	<b>2.0%</b>

### Ridership Rankings - May Year-to-Date

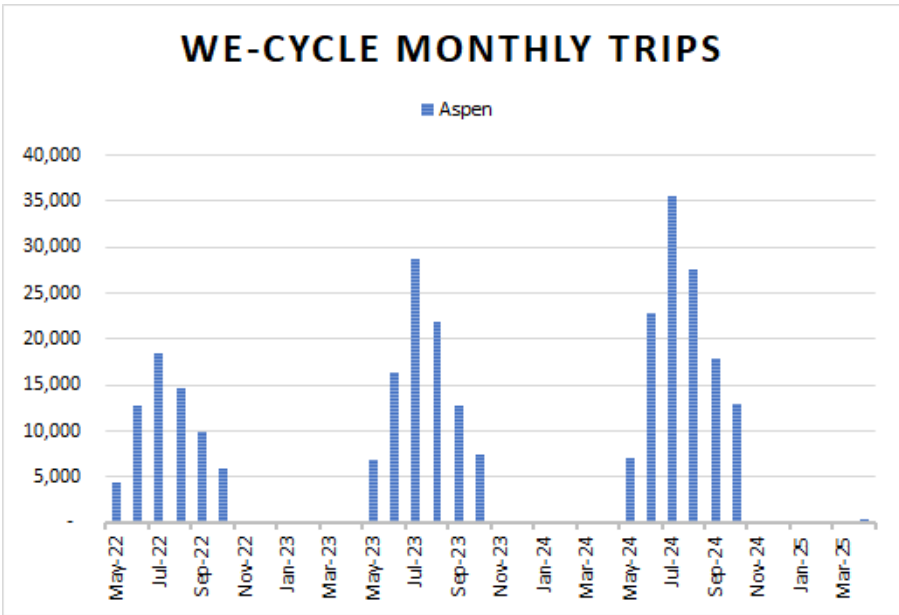
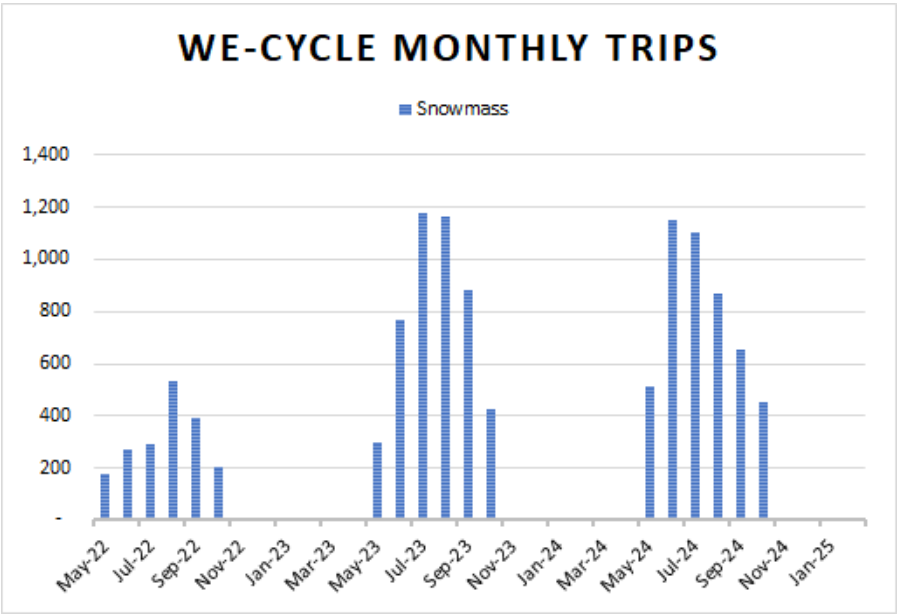
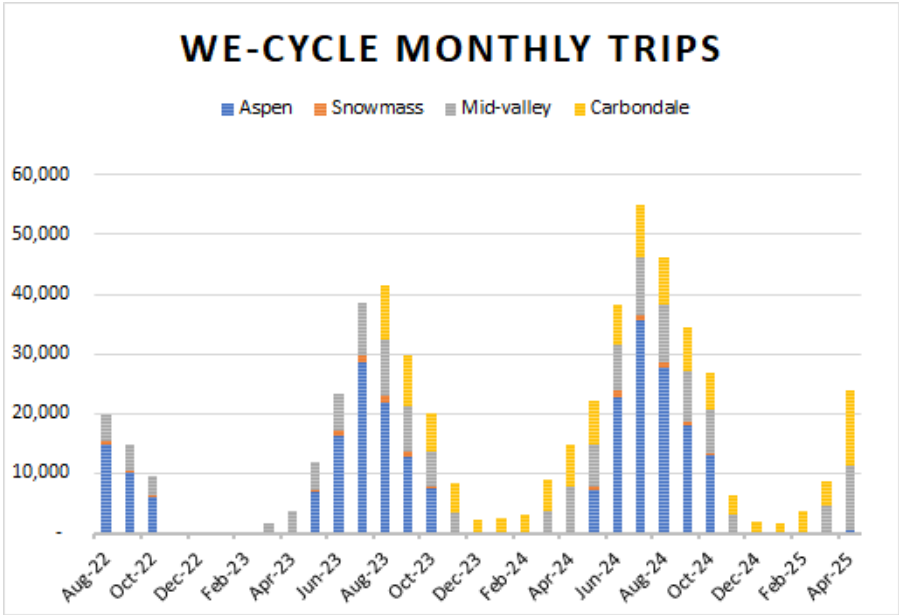
Route	2025 YTD	2024 YTD	% Change
VelociRFTA	482,078	466,712	3.3%
Local Valley	368,340	377,956	-2.5%
Snowmass/Aspen Ski	291,537	287,534	1.4%
Castle Maroon	210,530	230,730	-8.8%
Snowmass/Aspen	172,719	173,882	-0.7%
Hunter Creek	144,516	114,967	25.7%
Ride Glenwood	111,321	110,058	1.1%
Hogback	82,098	78,030	5.2%
Aspen Highlands Ski	76,095	67,596	12.6%
Burlingame	68,170	58,095	17.3%
Carbondale Circulator	61,624	74,511	-17.3%
Buttermilk	59,439	59,629	-0.3%
Snowmass-Valley	51,144	52,972	-3.5%
Aspen Highlands Direct	44,839	12,038	272.5%
Cemetery Lane	39,142	35,097	11.5%
Snowmass/Intercept	37,737	36,877	2.3%
Mountain Valley	29,130	20,065	45.2%
Galena Street	26,970	23,836	13.1%
Maroon Bells	12,347	7,095	74.0%
X Games	8,532	8,953	-4.7%
Cross Town	5,628	7,174	-21.6%
Woody Creek	1,763	2,171	-18.8%
	<b>2,385,699</b>	<b>2,305,978</b>	<b>3.5%</b>

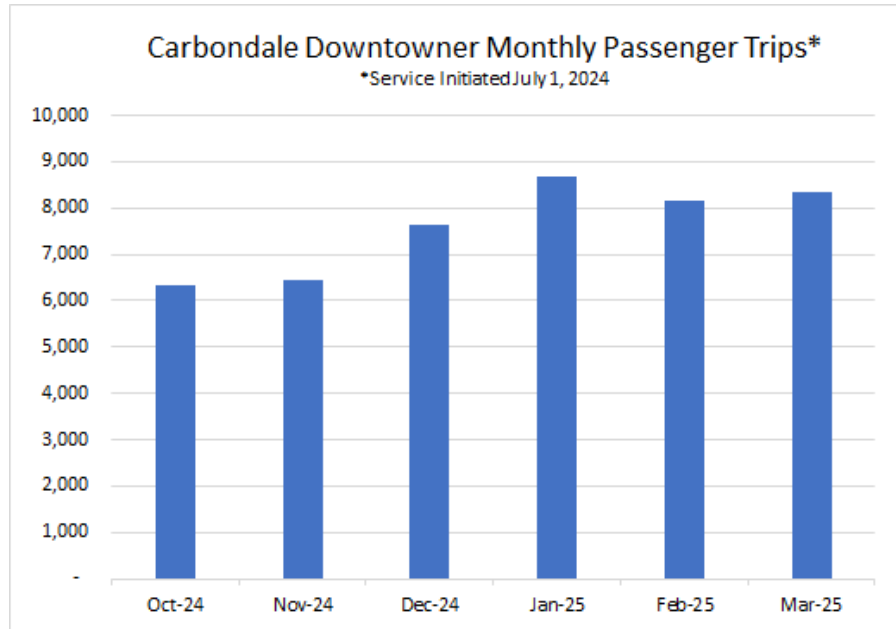
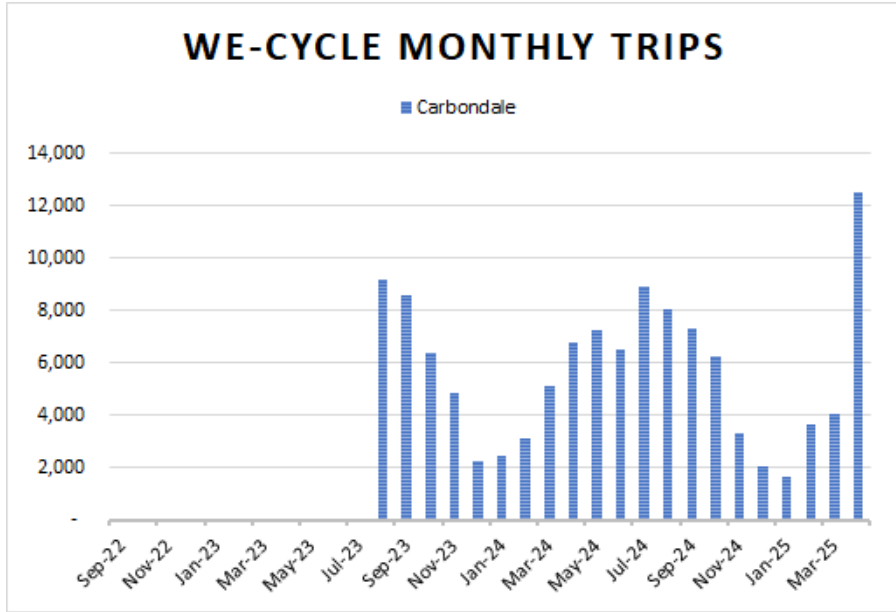
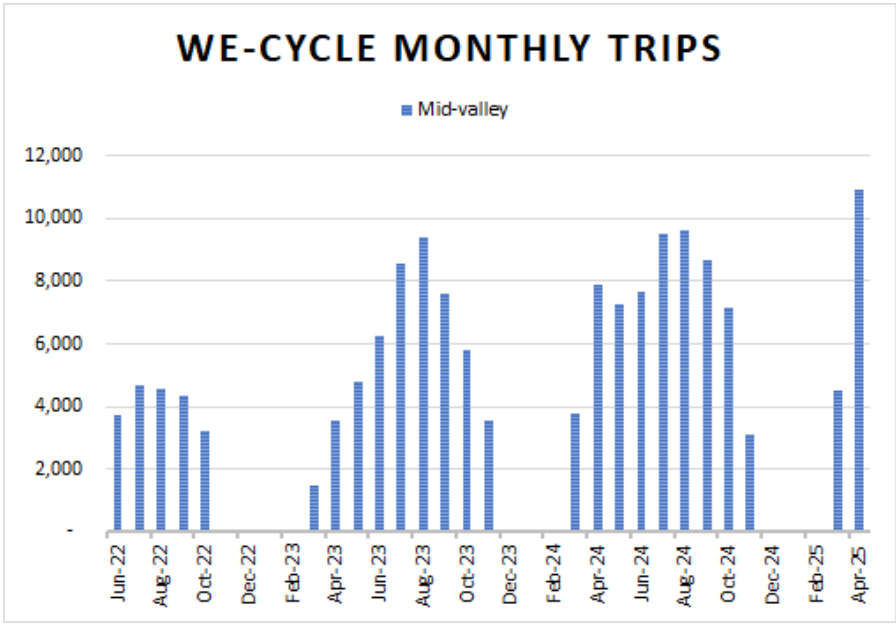
### Passengers per Hour Rankings - May

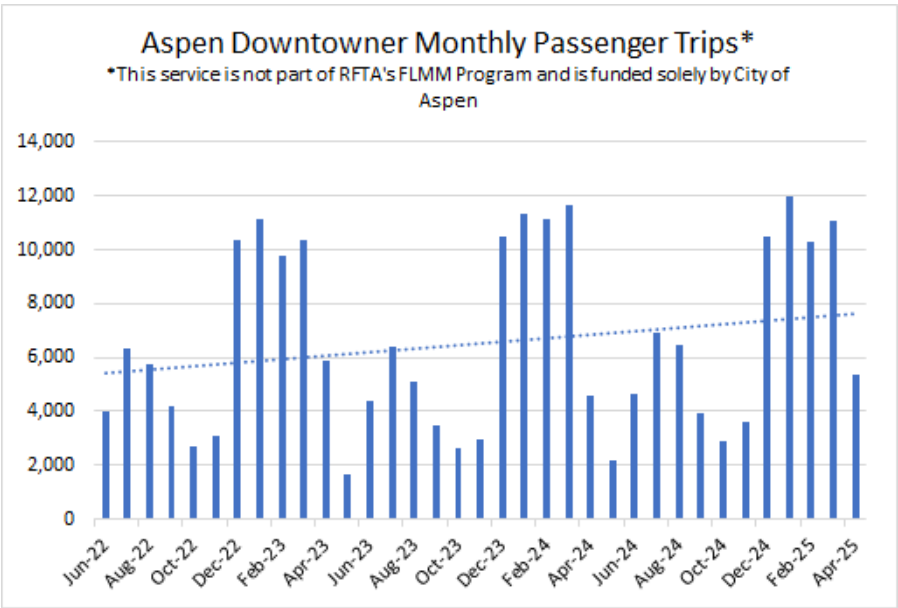
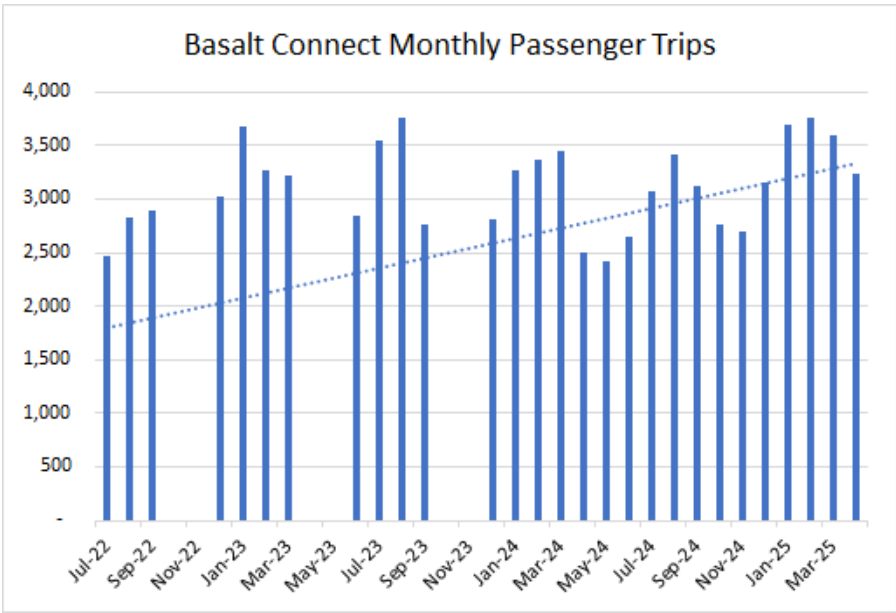
Route	2025 YTD	2024 YTD	% Change
Maroon Bells	39.61	30.01	31.98%
Ride Glenwood	29.22	29.52	-1.00%
Carbondale Circulator	22.26	27.44	-18.87%
Hunter Creek	20.12	15.09	33.39%
Castle Maroon	13.45	13.40	0.41%
VelociRFTA	12.71	12.60	0.93%
Snowmass/Intercept	12.53	8.69	44.23%
Local Valley	12.35	12.75	-3.20%
Hogback	12.04	13.34	-9.78%
Snowmass-Valley	10.28	12.55	-18.08%
Burlingame	8.66	7.75	11.75%
Cemetery Lane	7.55	7.03	7.38%
Mountain Valley	2.86	2.16	32.71%
	<b>13.74</b>	<b>13.59</b>	<b>1.11%</b>

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

Route	2025 YTD	2024 YTD	% Change
X Games	118.34	79.23	49.36%
Hunter Creek	51.13	40.52	26.18%
Aspen Highlands Ski	41.43	38.98	6.28%
Maroon Bells	39.61	30.01	31.98%
Aspen Highlands Direct	32.77	47.94	-31.66%
Snowmass/Aspen Ski	31.89	34.82	-8.39%
Buttermilk	31.11	33.85	-8.11%
Castle Maroon	30.08	33.07	-9.03%
Ride Glenwood	29.60	29.03	1.95%
Snowmass/Aspen	28.18	29.99	-6.03%
Snowmass-Valley	27.96	25.59	9.26%
Carbondale Circulator	24.91	30.45	-18.20%
Snowmass/Intercept	23.11	25.48	-9.30%
Burlingame	18.28	14.61	25.12%
VelociRFTA	16.42	17.99	-8.74%
Galena Street	15.40	13.84	11.27%
Local Valley	15.16	15.36	-1.25%
Cemetery Lane	13.87	12.42	11.74%
Hogback	13.34	14.95	-10.77%
Mountain Valley	10.49	7.17	46.39%
Cross Town	3.53	4.65	-24.17%
Woody Creek	1.31	1.72	-23.74%
	<b>20.90</b>	<b>21.42</b>	<b>-2.43%</b>







# 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 (April YTD)**

<b>2025 Budget Year</b>				
<b>General Fund</b>	<b>April YTD</b>			
	<b>Actual</b>	<b>Budget</b>	<b>% Var.</b>	<b>Annual Budget</b>
<b>Revenues</b>				
Sales and Use tax (1)	\$ 9,073,944	\$ 9,054,045	0.2%	\$ 43,820,000
Property Tax	\$ 8,447,428	\$ 8,447,428	0.0%	\$ 18,311,200
Grants	\$ 558,251	\$ 558,251	0.0%	\$ 55,357,180
Fares (2)	\$ 1,299,826	\$ 1,251,968	3.8%	\$ 5,065,100
Other govt contributions	\$ 648,349	\$ 648,349	0.0%	\$ 1,617,084
Other income	\$ 1,675,193	\$ 1,651,856	1.4%	\$ 3,289,430
<b>Total Revenues</b>	<b>\$ 21,702,992</b>	<b>\$ 21,611,898</b>	<b>0.4%</b>	<b>\$ 127,459,994</b>
<b>Expenditures</b>				
Fuel	\$ 649,377	\$ 718,555	-9.6%	\$ 2,336,539
Transit	\$ 14,234,695	\$ 15,234,761	-6.6%	\$ 48,218,398
Trails & Corridor Mgmt	\$ 243,182	\$ 259,568	-6.3%	\$ 1,338,923
Capital	\$ 2,193,258	\$ 2,191,108	0.1%	\$ 101,748,888
Debt service	\$ 567,296	\$ 567,295	0.0%	\$ 1,876,482
<b>Total Expenditures</b>	<b>\$ 17,887,808</b>	<b>\$ 18,971,287</b>	<b>-5.7%</b>	<b>\$ 155,519,230</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ -	\$ -	#DIV/0!	\$ 18,197,470
Other financing uses	\$ (1,846,656)	\$ (1,846,656)	0.0%	\$ (5,826,455)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (1,846,656)</b>	<b>\$ (1,846,656)</b>	<b>0.0%</b>	<b>\$ 12,371,015</b>
<b>Change in Fund Balance (3)</b>	<b>\$ 1,968,528</b>	<b>\$ 793,955</b>	<b>147.9%</b>	<b>\$ (15,688,221)</b>

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. April sales and use tax revenue will be deposited in June).
- (2) Through April, fare revenue increased by 3% and ridership increased by 1%, respectively, compared to the prior year. The chart below provides a YTD April 2024/2025 comparison of actual fare revenues and ridership on RFTA regional services:

<b>Fare Revenue:</b>	<b>YTD 04/2024</b>	<b>YTD 04/2025</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Regional Fares	\$ 1,267,578	\$ 1,299,826	\$ 32,248	3%
<b>Total Fare Revenue</b>	<b>\$ 1,267,578</b>	<b>\$ 1,299,826</b>	<b>\$ 32,248</b>	<b>3%</b>
<b>Ridership on RFTA Regional Services*:</b>	<b>YTD 04/2024</b>	<b>YTD 04/2025</b>	<b>Increase/ (Decrease)</b>	<b>% Change</b>
Highway 82 (Local & Express)	315,278	307,745	(7,533)	-2%
BRT	406,493	418,862	12,369	3%
SM-DV	51,073	50,777	(296)	-1%
Grand Hogback	60,926	66,477	5,551	9%
<b>Total Ridership on RFTA Fare Services</b>	<b>833,770</b>	<b>843,861</b>	<b>10,091</b>	<b>1%</b>
Avg. Fare/Ride	\$ 1.52	\$ 1.54	\$ 0.02	1%
Avg. Fare/Ride MB	\$ -	\$ -	\$ -	0%

- (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 April YTD				Hours April YTD			
Transit Service	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,378,081	1,384,115	(6,034)	-0.4%	64,850	65,793	(942)	-1.4%
City of Aspen	206,430	213,440	(7,011)	-3.3%	24,348	24,624	(276)	-1.1%
Aspen Skiing Company	216,587	218,013	(1,426)	-0.7%	15,174	15,355	(182)	-1.2%
Ride Glenwood Springs	40,694	37,780	2,914	7.7%	3,275	3,269	6	0.2%
Grand Hogback	140,703	140,240	463	0.3%	6,348	6,399	(51)	-0.8%
Specials/Charters	3,661	2,420	1,241	51.3%	332	380	(48)	-12.7%
Senior Van	4,815	3,560	1,255	35.3%	712	540	172	31.9%
<b>Subtotal - Transit Service</b>	<b>1,990,970</b>	<b>1,999,568</b>	<b>(8,597)</b>	<b>-0.4%</b>	<b>115,039</b>	<b>116,360</b>	<b>(1,322)</b>	<b>-1.1%</b>
Training & Other	6,352	9,620	(3,268)	-34.0%	8,676	9,220	(544)	-5.9%
<b>Total Transit Service, Training &amp; Other</b>	<b>1,997,323</b>	<b>2,009,188</b>	<b>(11,865)</b>	<b>-0.6%</b>	<b>123,715</b>	<b>125,580</b>	<b>(1,866)</b>	<b>-1.5%</b>

#### 2024 Financial Statement Audit – Schedule

Date	Activity	Status
4/28/2025-5/2/2025	Start of Audit – auditors conducting onsite fieldwork	<i>Completed</i>
June 16, 2025	During this period, staff anticipates that the Audit Report will be reviewed by the RFTA Board Audit Subcommittee. A meeting will be held at a RFTA office in Carbondale, with remote participation available, between the Audit Subcommittee, the auditor and staff to discuss the audit in detail.	<i>On schedule</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>

1. **Alyssa Shenk**, RFTA Board member (Town of Snowmass Village)
2. **Colin Laird**, RFTA Board member (Town of Carbondale)
3. **Erin Zalinski**, RFTA Board member (City of Glenwood Springs)
4. **Liz Woods**, Independent Financial Expert (Pitkin County Director of Finance)
5. **Anna Earl**, Independent Financial Expert (Eagle County Director of Finance)

#### 2024 RFTA Annual Budget Document – GFOA Distinguished Budget Presentation Award

RFTA was notified via letter dated May 27, 2025 that it had received the Distinguished Budget Presentation Award for the current budget (2025) from the Government Finance Officers Association (GFOA). This marks the 19<sup>th</sup> consecutive year (2007-2025) where RFTA has received this recognition. From the award letter:

*“This award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity’s budget serves as a policy document, a financial plan, an operations guide, and a communications device. Budget documents must be rated “proficient” in all four categories, and in the fourteen mandatory criteria within those categories, to receive the award.”*

A copy of the budget document is accessible at [GFOA-2025-Budget-Document.pdf](#).



GOVERNMENT FINANCE OFFICERS ASSOCIATION  
**NEWS RELEASE**

**FOR IMMEDIATE RELEASE**

5/27/2025

**For more information, contact:**  
**Technical Services Center**  
**Phone: (312) 977-9700**  
**Email: [budgetaward@gfoa.org](mailto:budgetaward@gfoa.org)**

(Chicago, Illinois)—Government Finance Officers Association is pleased to announce that **Roaring Fork Transportation Authority, Colorado** received GFOA's Distinguished Budget Presentation Award for its budget.

The award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity's budget serves as:

- a policy document
- a financial plan
- an operations guide
- a communications device

Budget documents must be rated "proficient" in all four categories, and in the fourteen mandatory criteria within those categories, to receive the award.

There are over 1,700 participants in the Budget Awards Program. The most recent Budget Award recipients, along with their corresponding budget documents, are posted quarterly on GFOA's website. Award recipients have pioneered efforts to improve the quality of budgeting and provide an excellent example for other governments throughout North America.

*Government Finance Officers Association (GFOA) advances excellence in government finance by providing best practices, professional development, resources, and practical research for more than 25,000 members and the communities they serve.*



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished  
Budget Presentation  
Award*

PRESENTED TO

**Roaring Fork Transportation Authority  
Colorado**

For the Fiscal Year Beginning

**January 01, 2025**

*Christopher P. Morill*

Executive Director

## **2025 Budget – Update**

As part of staff's ongoing budget monitoring and priorities, staff would like to bring to the Board's attention to one priority project that was not initially funded in the adopted 2025 budget and plans to advance it at this time: **AMF Master Plan**.

## **Background**

Since 1983, the Aspen Maintenance Facility has been providing bus maintenance support for the upper Roaring Fork Valley. Initially it was a joint effort between the City of Aspen and Pitkin County which at the time was known as the Roaring Fork Transit Agency. This facility was then transferred to the Roaring Fork Transportation Authority in 2002 from the Transit Agency via an intergovernmental agreement that transferred all assets except for the land. This facility received a major addition that was completed in 2017 plus many other upgrades and continued building maintenance the last 43 years. The building still retains much of the original building components which have exceeded useful life and need to be replaced.

At the November 2024 Board meeting, the 2025 budget presentation indicated the need to replace the roof at the AMF, but the project was ultimately not funded and staff determined that a more comprehensive review would be prudent to undertake before committing funds for specific improvements.

## **Scope of Work**

Staff has teamed up with the Farnsworth Group to develop a scope of work to analyze the current and future needs of the facility. Through engagement with the different RFTA departments and employees who currently utilize the facility, this analysis will sequentially lay out the necessary projects and improvements along with cost estimates to bring the facility up to date as well as upgrades needed to keep the facility a high functioning modern asset well into the future that aligns with the RFTA ZEV and Climate Action Plans.

The plan will define a phased approach for facility improvements, categorizing them as necessary, desirable, or dependent on fuel type. A prioritized matrix of projects will be developed with realistic cost estimates and a yearly escalation.

The plan will also include conceptual designs and site plans, offering up to three design options and considering realistic space requirements. Finally, a phasing and implementation plan will be developed, outlining the sequence, timeline, resources, and funding for the chosen conceptual design.

As many maintenance and repair items at the AMF are costly, Staff feels it is important to review the full scope of needs for the facility before investing resources to ensure that dollars are spent prudently.

## **Timeline**

- NTP end of July 2025
- Project Initiation/ Needs Assessment/ Data Collection (2 Months August and September 2025)
- Analysis and Planning (2 Months August and September 2025)
- Conceptual Design and Documentation (3 Months October November and December 2025)
- Draft deliverable by end of December 2025
- Final deliverable mid-February 2026

## **Cost**

\$216,147

## **Funding**

Staff recommends to fund the project utilizing \$39,000 of savings in the existing capital budget of the General Fund and \$177,147 from a reallocation of a portion of the existing budget from the GMF Phases 6 and 8 Project (West Glenwood Springs Transit Center and RFTA Training and Administration Building) to fund the AMF Master Plan Project. The GMF Phases 6 and 8 Project is currently stalled due to \$32.8 million of federal grant funds that are frozen and also has an unknown funding gap. If the GMF Phases 6 and 8 project moves forward at a later date, then a supplemental budget resolution will likely be needed at that time.