



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS' MEETING
 THURSDAY, JULY 10, 2025
WEBEX ONLY
 8:30 a.m. – 10:00 a.m.

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order and times of agenda items listed are approximate and are intended as guidelines for the Board of Directors.

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AGENDA ITEM	PURPOSE	TIME
1. CALL TO ORDER/ROLL CALL	Quorum	8:30 a.m.
2. APPROVAL OF MINUTES <i>page 3</i>	Approve	8:31 a.m.
3. PUBLIC COMMENT	Public Input	8:33 a.m.
4. ITEMS ADDED TO AGENDA	Approve	8:35 a.m.
5. BOARD MEMBER COMMENTS	Comments	8:36 a.m.
6. CONSENT AGENDA		
6.1. Resolution 2025-24: Authorization to Submit a Grant Application to the FY26 CDOT Consolidated Call for Capital Projects (CCCP) Grant Program – David Johnson, Sustainability & Legislative Affairs Director, <i>page 12</i>	Approve	8:45 a.m.
6.2. Resolution 2025-25: Authorization to Submit Grant Applications to the FY25 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs – David Johnson, Sustainability & Legislative Affairs Director, <i>page 16</i>	Approve	8:45 a.m.
6.3. Resolution 2025-26: Accept the RFTA 2024 Audited Financial Report – Michael Yang, CFAO and Paul Hamilton, Finance Director, <i>page 20</i>	Approve	8:45 a.m.
6.4. Resolution 2025-27: Authorizing Amendment to Deed of Interim Trail Easement Encumbering the Entire RFTA Corridor Property Within Pitkin County by Extending the Duration Until December 31, 2050– Angela Henderson, Rio Grande Corridor Director, <i>page 24</i>	Approve	8:45 a.m.
[AGENDA CONTINUED ON NEXT PAGE]		

7. PRESENTATIONS/ACTION ITEMS		
7.1. 2025 Onboard Passenger Survey Results – David Johnson, Sustainability & Legislative Affairs Director and David Kennedy, Principal and CEO, Corona Insights, page 33	Discussion	8:50 a.m.
7.2. Resolution 2025-28: Financial Support for Clean Energy Economy for the Region (CLEER) Pilot, Colorado River and Roaring Fork Valley Transportation Management Organization (TMO) – David Pesnichak, COO; Lee Barger, City of Glenwood Springs Transportation Engineer; Dova Zilly, CLEER Mobility Program Coordinator; Emily Williams, CLEER Education and Outreach Manager, page 35	Discussion	9:20 a.m.
8. INFORMATION UPDATES		
8.1. CEO Report – Kurt Ravenschlag, CEO, page 39	FYI	9:30 a.m.
9. NEW BUSINESS FOR NEXT MEETINGS	Planning	9:40 a.m.
10. NEXT MEETING: Thursday, August 14, 2025	Planning	9:41 a.m.
11. ADJOURNMENT	Adjourn	9:45 a.m.

ROARING FORK TRANSPORTATION AUTHORITY

BOARD MEETING MINUTES

June 12, 2025

Board Members Present:

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

Voting Alternate Present:

Brandy Copeland (Town of New Castle)

Board Members Absent:

Art Riddile (Town of New Castle)

Staff Present:

Kurt Ravenschlag, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Craig Dubin, Chief of Staff (CoS); 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; Paul Hamilton, Director of Finance; Angela Henderson, Director of Rio Grande Corridor; David Johnson, Director of Sustainability and Legislative Affairs; Ben Ludlow, Interim Capital Programs Director; Jason Schelhaas, Director of Information Technology; Jerediah Burianek, Transit Service Planner; Joni Christenson, Communications Specialist; Terri Glenn, Accounting Technician I; Mike Hermes, Project Manager; Brett Meredith, Trails and Corridor Manager; Abbey Pascoe, Trails and Corridor Specialist; Mark Scruton, Talent Acquisition Specialist; Zach Sutherland, Safety, Security, and Risk Manager; Jason White, Sustainability Program Administrator

Visitors Present:

Jennifer Schuller (Deputy District Ranger Aspen-Sopris Ranger District, White River National Forest); Lee Barger (Transportation Engineer, City of Glenwood Springs); Sarah Strassburger (Principal, Aspen High School); Ed Cortez, Amy Fulstone, and Theresa Salvador (citizens)

Agenda

NOTE: Hyperlinks for June 12, 2025, Board meeting video have been inserted for each Agenda item below. Please view the video for additional information.

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

Greg Poschman called the RFTA Board of Directors meeting to order at 8:32 a.m. on June 12, 2025. Poschman declared a quorum was present (8-member jurisdictions), and the meeting began at 8:33 a.m.

2. [Approval of Minutes:](#)

Colin Laird moved to approve the minutes from the May 8, 2025, Board meeting. Alyssa Shenk 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 comments regarding items not on the June 12, 2025, agenda. The following individuals spoke during Public Comment:

Teresa Salvador, a Carbondale resident, described the access from the old pink bridge to the river as a beautiful recreational area for the town of Carbondale, where people can launch boats, swim, and enjoy various outdoor activities. She pointed out the importance of public access rights, as the community has long recognized this location as a vital entry point for mariners. A recent survey shows that the river-rights settlement extends 30 feet into the river, and she hopes RFTA has clarified ownership of this section.

Salvador emphasized the need to improve the access route and noted that Roaring Fork Outdoor Volunteers (RFOV) previously expressed interest in helping with the project at no cost. She pointed out that navigating around trees and boulders to reach the water currently presents challenges and stressed that enhancing this access would benefit the community. Salvador clarified that the proposed route allows bulldozers to access ditches for maintenance and allows downstream owners to manage their ditches without hindering accessibility. She also pointed out that the community actively self-regulates the area, keeping it clean and free of encampments, which creates an enjoyable amenity for all users of the Roaring Fork Valley.

Sarah Strassburger, principal at Aspen High School, expressed the school's deep appreciation for the cost-effective services provided to the entire Roaring Fork Valley. She proposed an idea to help alleviate the traffic congestion caused by students and families commuting to campus. The proposed suggestion, according to Strassburger, involves the implementation of a campus connector that would allow individuals to park in the intercept lot and transfer to a vehicle that takes them directly to the high school.

Strassburger pointed out that this initiative aims to reduce the number of vehicles on the road and improve accessibility for students, particularly those from Snowmass and down valley. Strassburger thanked RFTA for ensuring the safety of all travelers and for considering this proposal, which has the potential to significantly improve the commuting experience for the community.

Poschman questioned whether a school bus or charter bus could provide this service or if Aspen High School was requesting RFTA take on the project.

Strassburger explained that the request for RFTA to provide the service arises primarily because school buses serve younger children and follow specific routes that do not align with the varied schedules of high school students. She noted that these students often have unique schedules, including free periods and after-school athletics, which complicate their use of existing bus services. Many students currently prefer taking RFTA from town to access Aspen, while others must travel all the way to Aspen to switch buses. Strassburger highlighted that this situation becomes even more challenging due to the need to transport sports gear and other school materials.

Amy Fulstone, a resident of Glenwood Springs, prepared and distributed a packet to the Board, which included a Garfield County tax assessor's map showing the location of her property. She indicated that the 2017 U.S. District Court ruling established RFTA's right-of-way and easement rather than ownership of private property. She thanked RFTA for providing her with a 30-day notice prior to the construction of stairs on the property. The land in question is her private property, which she claimed was established in the 2017 lawsuit.

Fulstone alleged that the original deed from Fred Childs to the Denver & Rio Grande Western Railroad Company (DRGWRC) was considered fraudulent by the courts. Childs reiterated his claim in 1890, she suggested, due to the belief that the original 1887 deed to the DRGWRC was fraudulent. Fulstone claimed that Childs asserted ownership of all the land, with no transfers having taken place. In the end, she was convinced that the courts had officially

documented in 2017 that RFTA has a right of way and an easement across her property, as indicated on the maps from the Garfield County assessors, where she pays her taxes.

Fulstone indicated that the 2017 consent order requires a 30-day notice prior to any construction on private property and stipulates that future disputes must be resolved through mediation rather than court proceedings. She suggested that there is still some debate about the future of the stairs that RFTA constructed on her property. She pointed out that the RFTA Access Control Plan (ACP) and the RFTA Board emphasize the importance of responsible land stewardship and consideration for neighboring landowners.

Poschman closed Public Comments at 8:45 a.m.

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

Poschman asked if any items needed to be added to the June 12, 2025, Board meeting agenda.

No items were added.

Poschman asked if any Board member had comments or questions on issues not on the agenda.

Rachael Richards announced that the Elected Officials Transportation Committee (EOTC) and the City of Aspen approved funding for the fare-free project. She thanked Ravenschlag for participating in the 21st-century transportation committee meetings and emphasized that every group member should understand the extent of the RFTA's current efforts.

Richards shared that the City of Aspen will hold a work session on the entrance to Aspen issue on July 7, 2025. This session will play a pivotal role in deciding whether to reevaluate the preferred alternative or look to ways to refine it. She explained that the decision could either supplement the existing plan or initiate a new Environmental Impact Statement (EIS), anticipated to take about three years.

Laird asked staff to update the Board on all items discussed during the public comment period. He recounted that while riding a RFTA bus and stopped at a red light on 27th Street, when the light turned green, the timing was so brief it allowed two vehicles through, but the bus had to wait through an entire cycle. He recommended extending the green light duration for left turns or synchronizing traffic signals with bus schedules, which could enhance the efficiency of the buses.

Kurt Ravenschlag responded that there will be an update regarding public comments at the next Board meeting. He mentioned that RFTA is collaborating with the Colorado Department of Transportation (CDOT) to improve the timing of traffic lights, allowing more buses to pass through at once.

Erin Zalinski reported that new signs regarding speed limits and e-bikes have been installed along the Rio Grande Trail (RGT). She has received positive feedback from several community members who appreciate the addition of speed limit signs and hope they will be effective. Zalinski also highlighted that Glenwood Springs has launched a microtransit system that is performing exceptionally well and thanked RFTA for their support in implementing this system. Additionally, she announced that Steve Smith will serve as the new RFTA Board alternate for the City of Glenwood Springs, noting his strong passion for transportation.

Poschman indicated that school traffic and day skiing traffic at Maroon Creek delay every driver by about 13 minutes when entering town. He hopes RFTA will develop a solution that encourages people to leave their vehicles and use the bus instead.

Alyssa Shenk emphasized that the campus commuter could effectively serve both the campus community and the surrounding area. She stated that this new service would allow high school students and teachers to ride buses independently, alongside community members, which should alleviate any concerns about the students.

Poschman expressed his frustration, as an e-bike commuter, regarding a concerning trend: many cyclists and pedestrians now wear headphones or earphones, making them unaware of potential dangers around them. He pointed out that this situation is problematic because, despite his efforts to alert others by ringing his bell, shouting, and slowing down, many still do not hear him. Poschman stated that as a commuter, he often rides at the higher end of the speed limit to arrive in town on time. He suggested that RFTA may eventually need to widen or stripe bike lines, to create designated lanes, as trail users have significantly different needs, and the number of users continues to increase.

Richards emphasized the importance of listening to instincts and staying aware of surroundings. She cautioned against using headphones or earbuds while running in public areas, emphasizing the potential risks to personal safety.

Jeanne McQueeney reported that over one hundred residents of the Mountain Mobile Home Park (MMHP) are in jeopardy of losing their homes in the Roaring Valley, and local leaders are working to secure funding to save it. She expressed concern that this situation could impact RFTA's ability to house its staff. She mentioned that various municipalities, counties, and private organizations are actively participating in the funding efforts. She recommended that RFTA contribute to this initiative and questioned whether they had received any requests for support.

Poschman indicated that various sources have contributed to the MMHP funding effort: Pitkin County donated \$3 million, the City of Aspen provided \$3 million, the City of Glenwood Springs donated \$1.5 million, the Town of Basalt contributed \$500,000, Atlantic Aviation donated \$1 million, private donors gave thousands of dollars, and the Girl Scouts also raised funds. This initiative has evolved into a public-private partnership, offering hope to approximately 65 children and several hundred adults.

Ravenschlag explained that RFTA has not received any requests for financial support to help the MMHP. He noted that, to his knowledge, no RFTA employees live in the MMHP. He mentioned that RFTA might consider providing financial support for this cause if it aligns with the Board's interests.

Poschman closed the Board Comments section at 8:58 a.m.

5. [Consent Agenda:](#)

- A. Resolution 2025-22: Authorization to Request CY26 CDOT FASTER Rural Operating and Administrative Grant Funds – David Johnson, Director of Sustainability and Legislative Affairs**
- 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 – David Johnson, Director of Sustainability and Legislative Affairs**

Laird moved to approve Resolution 2025-22: Authorization to Request CY26 CDOT FASTER Rural Operating and Administrative Grant Funds, and 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, and Shenk seconded the motion. The motion was unanimously approved.

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

A. **Maroon Bells 2025 Operational Update** – David Pesnichak, COO and Jennifer Schuller, Deputy District Ranger Aspen-Sopris Ranger District, White River National Forest

David Pesnichak introduced Jennifer Schuller, the Deputy District Ranger at the Aspen Sopris Ranger District in Carbondale.

Jennifer Schuller addressed the challenges expected to affect the operation of Maroon Bells in 2025.

Poschman noted that Pitkin County hired two additional rangers, deputized by the sheriff, to enhance backcountry presence for forest conservancy. For a county of this size, two rangers fall short, putting the area at a significant disadvantage. However, he expressed hope that enthusiastic volunteers will step up to help. He also raised concerns about the Forest Service's progress and emphasized the need to explore alternative solutions.

Schuller emphasized that the Aspen Sopris Ranger District works with the forest conservancy to manage the Maroon Bells, where volunteers actively share information with the public. She noted that although Pitkin County deputies will enhance capacity, the program lost about one and a half full-time employees this year. However, two rangers funded by Pitkin County will continue their work in the district's forests. She encouraged individuals to support or volunteer by partnering with local organizations like Roaring Fork Outdoor Volunteers, as these collaborations effectively mobilize people on the ground. Schuller pointed out that the reliance on a student intern to answer phone calls creates a gap in visitor information. Existing staff and volunteers from the Dillon Ranger District and Rifle Ranger District contribute, but currently, the valley lacks an established system to adequately support phone inquiries. She emphasized that this support plays a crucial role in disseminating information on responsible recreation, safety, and current backcountry conditions, and ongoing efforts aim to find solutions to address this gap.

Poschman raised the question of whether, if a viable solution were developed for restoring the water system or providing power to the bathrooms, such actions could be taken. He also noted that if volunteers were willing to help, it would be important to clarify whether they could access the necessary resources.

Schuller suggested having discussions with the state of Colorado, which regulates the water system, before proceeding. She highlighted that once the system becomes operational, managing it effectively is essential to ensure compliance and provide safe water to the community. This proactive approach will maintain the integrity of the water supply and protect public health.

Richards proposed installing battery-operated LED lights in the restroom, which would eliminate the need for electrical power. She also suggested keeping a supply of bottled water for emergencies. Furthermore, she emphasized that it is important to document all actions and steps taken to ensure the effective management of this valuable natural resource.

Pesnichak noted that the situation regarding inadequate service and staffing has been changing rapidly. He mentioned that efforts are underway to ensure that visitor experiences remain as positive as possible despite existing constraints. He stated that ongoing discussions among partners focus on potential long-term solutions, particularly regarding the impact of any funding strategies that may be developed. He added that while no definitive updates are available at this time, the landscape continues to evolve, leading to uncertainty about future developments.

Poschman asked who typically handles the calls and whether they focus solely on Maroon Bells or cover other topics as well

Shuler noted that seasonal forest service staff and Rocky Mountain Youth Corps interns have been involved in answering calls. She mentioned that in the district, most of the incoming calls—approximately 6,000 each year—are managed by these individuals, with a significant number of inquiries related to Maroon Bells or the associated permit system.

B. Proposed update to Management of the Mid-Valley Trails Program – Angela Henderson, Director of the Rio Grande Corridor

Angela Henderson presented the proposed update to management of the Mid-Valley Trails Program to the Board.

Pesnichak noted that the purpose of this update was to provide the Board an overview of the direction being considered, ensure awareness of the funding available through RFTA, outline the amount allocated for this purpose, and gather any Board feedback prior to finalizing plans.

David Knight emphasized the significance of the Mid Valley Trails (MVT) plan, highlighting its potential to enhance hiking, biking, and overall trail usage. He noted that while support for trails is strong, there are concerns regarding the scope and resource allocation required from the Town of Basalt staff. With the ongoing search for a new town manager and financial constraints stemming from a shrinking tax base and rising costs, he stressed the importance of effective prioritization. He pointed out that although enthusiasm for trails is shared among council members, careful consideration is necessary to balance this enthusiasm with other pressing community needs, such as affordable housing.

Richards indicated that it is essential to allocate a portion of administrative costs to the Town of Basalt for the management of one of the revenue streams.

Poschman emphasized the importance of ensuring that there are no new financial impacts and that any associated costs or burdens will be compensated. However, he cautioned that the initial costs associated with start-up activities could potentially be higher. He highlighted the importance of assessing how long it takes for staff to adapt to new processes, especially given concerns about available bandwidth.

Zalinski noted that the City of Glenwood Springs is facing similar budget constraints. She indicated that by consolidating information into a single framework, processes can be simplified, reducing the need for constant check-ins.

Laird noted that there seems to be an effort to clarify how funds are allocated, emphasizing the importance of better representation for the mid-valley in these decisions. He mentioned that this may not require significant changes, as it could involve actions that are already in place. However, he stated, clarifying the partnership with RFTA can help define the roles involved and outline the committee's responsibilities more effectively. Overall, the staff's role may remain similar to current practices, with enhanced clarity about future directions.

Henderson emphasized the importance of recognizing missed opportunities to create valuable pedestrian connections and improvements, which have occurred because of the third-party approach used in managing these funds. She mentioned that increased oversight of these available funds would significantly benefit both Eagle County and the Basalt area, serving all citizens within those jurisdictions. She noted that the MVT,

despite its extensive length, holds exciting potential for development. Additionally, she pointed out that all relevant documents are available on the RFTA website and encouraged visiting it for further insights.

Ravenschlag expressed concerns regarding the supervision and use of tax funds from Eagle County. He emphasized the importance of ensuring that these funds are allocated to projects that enhance connectivity to the Rio Grande Trail and improve transit in the valley. Additionally, he highlighted the importance of fair and competitive contract issuance to ensure proper oversight. He noted that the effectiveness of the current management of these funds is uncertain, which led to suggestions for increased oversight. He mentioned that the Town of Basalt may possess a better understanding of local developments and project needs, making it a suitable candidate for overseeing these funds. Furthermore, he indicated that if this approach does not produce the desired results, exploring alternative strategies for effective fund management should be considered.

McQueeney stated that Eagle County is in strong support of the Town of Basalt assuming oversight of the MVT. She clarified that the guaranteed 10% allocation to the MVT serves as a baseline for the Eagle County tax amount, and if needed, this amount could be increased. She highlighted that EcoTransit achieved significant benefits and cost savings in one particular year by executing the necessary engineering work and reaching a high level of trail readiness. Consequently, she noted that EcoTransit contributed significantly more than the typical 10% to the MVT committee that year, which opened avenues for future developments by completing engineering work on these sections. She emphasized that effective oversight and planning can optimize fund utilization to achieve desired outcomes.

Pesnichak emphasized that when residents understand these funds and actively plan their trails, they position themselves to leverage these resources alongside other funding opportunities. He pointed out that this collaborative approach fosters the development of larger and more impactful projects, rather than allowing efforts to occur in isolation.

Poschman emphasized the importance of balancing habitat loss with trail development. While it may not be a concern in this case, he stressed the need to ensure that development does not encroach on existing wildlife trails.

7. [Information/Updates:](#)

A. CEO Report – Kurt Ravenschlag, CEO

Ravenschlag provided an update on RFTA operations, current projects, and future plans.

McQueeney expressed the importance of determining whether Colorado representatives have made any progress in reaching out to the Federal Transportation Authority (FTA) regarding the frozen grant funds. She mentioned that Representative Jeff Hurd expressed interest in exploring potential actions, indicating some level of advocacy. Additionally, she noted that having representatives actively engaged offers valuable support in the ongoing efforts.

Ravenschlag stated that he has met with the staff of Senator John Hickenlooper, Senator Michael Bennett, and Congressman Jeff Hurd. All expressed a willingness to make the necessary phone calls. However, although his staff indicated that Congressman Hurd would be making the calls, Ravenschlag reported that RFTA has not received confirmation regarding whether he has actually done so.

Michael Yang reported that several contributions to the Fare-Free Pilot have been approved, including \$270,000 from the City of Aspen and the Elected Officials Transportation Committee (EOTC) and \$10,000 from the City of Glenwood Springs.

Ravenschlag confirmed that contributions to the Fare-Free Pilot will be requested from other communities, including the Town of Silt, the Town of Carbondale, the Town of New Castle, and Eagle County.

Laird voiced doubts regarding the accuracy of the We-Cycle numbers for April 2025 in the Mid-Valley and Carbondale. He questioned whether the reported numbers might reflect both March and April rather than just April alone. After reviewing the data, the WE-Cycle numbers for Mid-Valley and Carbondale for April 2025 included both March and April data, this was corrected and updated on the RFTA website.

A review of the WE-Cycle numbers for Mid-Valley and Carbondale for April 2025 revealed that data from both March and April was mistakenly included. This issue has been corrected, and the updated information is now available on the RFTA website.

Ravenschlag responded that We-Cycle provides that information to RFTA; however, staff will verify its accuracy and update the document accordingly.

Henderson updated the Board regarding the Covenant Enforcement Commission (CEC), which is responsible for monitoring and managing the nine covenant areas along the Rio Grande Corridor between Glenwood Springs and Woody Creek. She mentioned that any Board member interested in a tour of the Rio Grande Trail can reach out to her, and staff will be happy to make arrangements.

Richards requested that staff email Pete Strecker, the Interim City Manager of Aspen, to add CEC Board appointments to the agenda for the City of Aspen's Board meeting. According to Knight, he will continue as the alternate, while Ryan Slack will remain the CEC Board member for the Town of Basalt. The remaining Board members will act as the primary Board members on the CEC, while the alternate board members will serve as the CEC board alternates for their respective jurisdictions.

Nicole Schoon, Board Secretary emailed Strecker to have him include RFTA CEC Board appointments to the City of Aspen's Board meeting agenda.

Yang stated that funds are being reallocated from one account to another to fund one project not initially funded in the 2025 adopted budget: the Aspen Maintenance Facility (AMF) master plan. He highlighted that RFTA was the recipient of the Distinguished Budget Presentation Award from the Government Finance Officers Association (GFOA).

Richards questioned if, given the recent storage and parking modifications made at the Glenwood Maintenance Facility (GMF), the large RFTA parking area at the Aspen Airport Business Center (AABC) was still necessary. To potentially free up space for the construction of employee housing, she asked if RFTA could reduce the parking area size.

Ravenschlag indicated that the AMF master planning effort can address various questions regarding the facility's capabilities. He explained that an assessment is necessary to determine which upgrades may be required at the AMF or to identify activities that could be reduced, given the availability of other options in Glenwood Springs.

8. **Executive Session:**

A. Pursuant to C.R.S. 24-6-402 3(a)(II): Matters concerning potential litigation – Paul Taddune, General Counsel

Shenk moved to adjourn the Regular Board meeting into Executive Session, and Zalinski seconded the motion. The motion was unanimously approved. The Executive Session began at 10:25 a.m.

Staff Present: Kurt Ravenschlag, CEO; Paul Taddune, Legal Counsel; Craig Dubin, CoS; David Pesnichak, COO; Michael Yang, CFAO; Nicole Schoon, Board Secretary

Laird moved to adjourn from Executive Session back into the Regular Board meeting, and Shenk seconded the motion. The motion was unanimously approved. Executive Session adjourned at 10:38 a.m.

No action was taken during the Executive Session.

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

1 . **Next Meeting:**

- . The next meeting is scheduled for **July 10, 2025**, from **8:30 a.m. – 11:00 a.m.** at **Carbondale Town Hall, Room 1**, and via **Webex Teleconference** for those unable to attend in person.

11. **Adjournment:**

McQueeney moved to adjourn the meeting, and Laird seconded the motion. The motion was unanimously approved.

The June 12, 2025, RFTA Board Meeting adjourned at 10:40 a.m.

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS
"CONSENT" AGENDA SUMMARY # 6.1.

Meeting Date	July 10, 2025
Agenda Item	Resolution 2025-24: Authorization to Submit a Grant Application to the FY26 CDOT Consolidated Call for Capital Projects (CCCP) Grant Program
Strategic Outcomes	4.0 FINANCIAL SUSTAINABILITY
Strategic Objectives	4.2 Develop a capital planning prioritization process 4.3 Preserve financial sustainability and maintain a structurally balanced long-range budget
Presented By	David Johnson, Director Department of Sustainability & Legislative Affairs
Staff Recommends	<ul style="list-style-type: none"> • Authorize staff to submit a grant application to the FY26 CDOT Consolidated Call for Capital Projects (CCCP) Grant Program to replace 13 diesel and CNG buses with 6 hybrid electric diesel buses and 7 standard diesel coaches. • Approve a local match commitment of up to \$3 million.
Executive Summary	<p>Following the RFTA Fleet Maintenance and Replacement Plan and State of Good Repair best practices, RFTA will replace thirteen (13) CNG and diesel buses that have exceeded FTA Useful Life Benchmarks (ULBs), each 12-15 years old with an average of 797,000 miles.</p> <p>No later than July 14th, staff intends to submit a FY25 FTA 5339b Bus & Bus Facilities (BBF) application to purchase seven (7) 45' long, two-door diesel coaches and a FY25 5339c Low or No Emission (Low-No) application to purchase six (6) 40' long, low-floor, hybrid electric diesel buses. Awards are projected in late September/early October and executed contracts in Q1 2026.</p> <p>Pending awards from the FTA 5339 programs, staff will submit an application to the annual CDOT Consolidated Call for Capital Projects (CCCP) program. The CCCP notice of funding will not be released until this fall. It is likely that CDOT will announce CCCP awards after 5339b/c funding awards are announced, and the scope of those 5339 awards will influence CCCP funding.</p> <p>Staff anticipate ordering buses in Q2 2026 and staggered bus delivery in Q3/Q4 2027.</p>
Background	<p>The Colorado Department of Transportation (CDOT) Division of Transit and Rail (DTR) issues an annual Notice of Funding Availability (NOFA) for a Consolidated Call for Capital Projects (CCCP) for FTA 5311 funds and other funds that are administered by CDOT for transit capital projects. The intent of this program is to allow transit agencies to submit their capital project needs in one application, and DTR staff then have the discretion to allocate upwards across several federal and state programs.</p> <p>Transit agencies are encouraged to submit any unfunded projects from the FTA 5339 programs to the subsequent CDOT CCCP program. \$4 as an example, RFTA was awarded \$32.8 million in FTA 5339 Low-No funding for the GMF-RTC Phases 6/8 and \$15.4 million in CCCP funding (VW</p>

	Settlement Program and Clean Transit Enterprise (CTE) funds) for ten (10) battery electric buses (BEBs) and chargers.
Governance Policy	Board Governing Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications	The estimated cost for a diesel coach is \$1,204,632. The estimated cost for a hybrid electric diesel bus is \$780,375. The total 80% grant request to either FTA 5339 or CDOT CCCP programs will not exceed \$10.5 million, with a total 20% match of not to exceed \$3 million.
Exhibits/Attachments	1. Exhibit 1 : Resolution 2025-24: Authorization to Submit a Grant Application to the FY26 CDOT Consolidated Call for Capital Projects (CCCP) Grant Program

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-24**

**AUTHORIZATION TO SUBMIT A GRANT APPLICATION TO THE FY26 CDOT CONSOLIDATED CALL FOR CAPITAL PROJECTS
(CCCP) GRANT PROGRAM**

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 grants awarded by the FY26 CDOT Consolidated Call for Capital Projects (CCCP) Grant Program; and

WHEREAS, the RFTA Board of Directors supports the completion of the project if CDOT grants are awarded.

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 strongly supports the CDOT grant application and will appropriate local match not to exceed \$3 million, if awarded.
3. If the grants are awarded, the RFTA Board of Directors strongly supports the completion of the projects.
4. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement.

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

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

Greg Poschman, RFTA Board Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on July 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 dually 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 July 2025.

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

RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA SUMMARY ITEM # 6.2.

Meeting Date	July 10, 2025
Agenda Item	Resolution 2025-25: Authorization to Submit Grant Applications to the FY25 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs
Strategic Outcomes	4.0 FINANCIAL SUSTAINABILITY
Strategic Objectives	4.2 Develop a capital planning prioritization process 4.3 Preserve financial sustainability and maintain a structurally balanced long-range budget
Presented By	David Johnson, Director Department of Sustainability & Legislative Affairs
Staff Recommend	<ul style="list-style-type: none"> • Authorize staff to submit grant applications to the FY25 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs to replace 13 diesel and CNG buses with 6 hybrid electric diesel buses and 7 standard diesel coaches. • Approve a combined local match commitment of up to \$3 million.
Executive Summary	<p>Following the RFTA Fleet Maintenance and Replacement Plan and State of Good Repair best practices, RFTA will replace thirteen (13) CNG and diesel buses that have exceeded FTA Useful Life Benchmarks (ULBs), each 12-15 years old with an average of 797,000 miles.</p> <p>No later than July 14th, staff intends to submit a FY25 FTA 5339b Bus & Bus Facilities (BBF) application to purchase seven (7) 45' long, two-door diesel coaches and a FY25 5339c Low or No Emission (Low-No) application to purchase six (6) 40' long, low-floor, hybrid electric diesel buses. Awards are projected in late September/early October and executed contracts in Q1 2026.</p> <p>Staff anticipate ordering buses in Q2 2026, with delivery in Q3/Q4 2027.</p>
Background	<p>On May 14, 2025, the Federal Transit Administration (FTA) announced the opportunity to apply for \$1.1 billion in competitive grants for the fiscal year (FY) 2025 5339c Low or No Emission Grant Program (Low-No Program) under Federal Assistance Listing Number 20.526 and approximately \$398 million in competitive grants for the FY 2025 5339b Grants for Buses and Bus Facilities Program (Bus Program) under Federal Assistance Listing Number 20.526.</p> <p>As required by Federal public transportation law, 5339c Low-No Program funds will be awarded competitively for the purchase or lease of buses that use low or no emission propulsion technologies, including related equipment or facilities. 5339b Bus Program funds will be awarded competitively to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities.</p>
Governance Policy	Board Governing Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”

Fiscal Implications	The estimated cost for a diesel coach bus is \$1,204,632. The estimated cost for a hybrid diesel electric bus is \$780,375. The total 80% grant request to both FTA 5339 programs will not exceed \$10.5 million, with a total 20% local match of not to exceed \$3 million.
Exhibits/Attachments	1. Exhibit 1 : Resolution 2025-25: Authorization to Submit Grant Applications to the FY25 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-25**

**AUTHORIZATION TO SUBMIT GRANT APPLICATIONS TO THE FY25 FTA 5339B BUS & BUS FACILITIES AND 5339C LOW
OR NO EMISSIONS GRANT PROGRAMS**

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 grants awarded by the FY25 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs; and

WHEREAS, the RFTA Board of Directors supports the completion of the project if FTA and/or CDOT grants are awarded.

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 strongly supports the FTA and CDOT grant applications and will appropriate a combined local match not to exceed \$3 million, if awarded.
3. If the grants are awarded, the RFTA Board of Directors strongly supports the completion of the projects.
4. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement.

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

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

Greg Poschman, RFTA Board Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on July 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 dually 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 July 2025.

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

RFTA BOARD OF DIRECTORS MEETING
“CONSENT AGENDA” AGENDA ITEM SUMMARY # 6.3.

Meeting Date	July 10, 2025
Subject	Resolution 2025-26: Accept the RFTA 2024 Audited Financial Report
Strategic Outcome	4.0 FINANCIAL SUSTAINABILITY
Strategic Objective	4.1 Ensure fiscal integrity
Presented By	Paul Hamilton, Director of Finance Paul Backes, McMahan and Associates, LLC
Staff Recommends	Approve Resolution 2025-26 and accept the 2024 Audited Financial Report.
Executive Summary	Based on the unqualified or “clean” opinion from the auditors and with the RFTA Board Audit Subcommittee approval as evidenced by the attached meeting minutes prepared by the subcommittee, staff recommends that the RFTA Board accept the 2024 Audited Financial Report.
Background	<ol style="list-style-type: none"> 1. The annual financial statement audit is required by third parties, which include the Federal Transit Administration, Colorado Department of Transportation, Municipal Securities Rulemaking Board, and Standard & Poor’s. 2. McMahan & Associates LLC conducted the audit and is responsible for expressing an opinion on: <ol style="list-style-type: none"> a. RFTA’s financial statements and the budget and actual individual fund statements for the year ended December 31, 2024, and b. RFTA’s compliance requirements are described in the U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement, which is applicable to each of its major federal programs for the year ended December 31, 2024. 3. An unqualified or “clean” opinion was received from the auditors that RFTA’s 2024 financial statements conform to U.S. generally accepted accounting principles and that RFTA is in compliance with the requirements for each of its major federal programs. 4. No deficiencies were reported; no current year’s findings or questions of costs were identified. 5. On June 16, 2025, the RFTA Board Audit Subcommittee (RFTA Board members: Alyssa Shenk, Town of Snowmass Village; Erin Zalinski, City of Glenwood Springs; and Colin Laird, Town of Carbondale; Independent Financial Experts: Liz Woods, Pitkin County Director of Finance, and Anna Earl, Eagle County Director of Finance) had a meeting with our auditor, which included an in-depth review and discussion of the 2024 audit. RFTA staff were available for a portion of the meeting to answer questions from the subcommittee. The subcommittee unanimously recommended that the RFTA Board of Directors accept the 2024 audited financials.

Governance Policy	Board Governance Policy 2.4.8 states, “The CEO shall not compromise the independence of the Board’s audit or other external monitoring or advice.”
Fiscal Implications	Failure to comply with annual financial statement audit requirements by third parties can negatively affect existing agreements and future grant awards, resulting in unfavorable financial conditions.
Exhibits/Attachments	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-26: Accept the RFTA 2024 Audited Financial Report 2. Attachment 1: RFTA Board Audit Subcommittee Meeting Minutes 3. Attachment 2: Communication to the Governing Board - Letter from Auditor 4. Attachment 3: RFTA 2024 Audited Financial Statements with Auditor’s Opinion Letters

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-26**

ACCEPT THE RFTA 2024 AUDITED FINANCIAL REPORT

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, McMahan and Associates, LLC conducted the audit of the Authority’s 2024 Financial Statements and is responsible for expressing an opinion on RFTA’s financial statements and the budget and actual individual fund statements for the year ended December 31, 2024, and FTA’s compliance requirements described in the U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement applicable to each of its major federal programs for the year ended December 31, 2024; and

WHEREAS, an unqualified or “clean” opinion was received from McMahan and Associates that RFTA’s 2024 financial statements conform to U.S. generally accepted accounting principles and that RFTA is in compliance with the requirements for each of its major federal programs; and

WHEREAS, no deficiencies were reported; no current year findings or questioned costs were identified; and

WHEREAS, the RFTA Board Audit Subcommittee met and reviewed the information with the auditors and staff and recommends that the RFTA Board accept the report.

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

THAT, the 2024 Audited Financial Statements are hereby accepted by the RFTA Board of Directors.

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

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

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 July 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 July 2025.

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

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6.4.

Meeting Date	July 10, 2025
Subject	Resolution 2025-27: Authorizing Amendment to Deed of Interim Trail Easement Encumbering the Entire RFTA Corridor Property Within Pitkin County by Extending the Duration Until December 31, 2050
Strategic Outcome	1.0 ACCESSIBILITY & MOBILITY
Strategic Objective	1.1 Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected, utilized and accessible to all users
Presented By	Angela M. Henderson – Director - Railroad Corridor and Trails
Staff Recommends	Approve Resolution 2025-27 and authorize the Board Chair to sign Pitkin County’s Amendment to Interim Trail Easement Encumbering the Entire RFTA Corridor Property within Pitkin County.
Executive Summary	<ul style="list-style-type: none"> On June 28, 1997, the Roaring Fork Railroad Authority (RFRHA) acquired the Aspen Branch of the Denver & Rio Grande Western Railroad. Pitkin County contributed an additional \$500,000.00 towards the acquisition using funds from the Open Space and Trails fund to secure a trail easement and 50% interest in a conservation easement over the Pitkin County portion of the Denver & Rio Grande Railroad Right-of-Way. This trail easement was later amended to remove an interest in a conservation easement to allow RFRHA additional flexibility in planning for future uses of the corridor but did allow for a future perpetual 20’ wide trail easement over the railroad corridor located in Pitkin County, comprising approximately 12 miles in length, beginning at Emma and ending where it connects to the Pitkin County-owned section of the Aspen Branch. The language in the Corridor Master Plan, which RFRHA was required to prepare, placed an interim corridor-wide easement over the Pitkin County section of the Railroad Corridor until such time as some form of transit was placed in the Railroad Corridor or December 31, 2020, at which time a perpetual 20’ wide trail easement should be staked and legally described within this section of the RFTA Railroad Corridor. A final staked and surveyed trail easement will replace the corridor-wide easement. RFTA assumed ownership and all obligations associated with ownership of the Railroad Corridor from RFRHA in 2001. RFTA staff worked with Pitkin County to extend the current Trail Easement obligations to December 31, 2050, to allow continued flexibility for potential transit use inside the Railroad Corridor. This is the only change to the extension; all other obligations outlined on the November 5, 2001, Order for Extinguishment of Conservation and Trail Easement remain intact. The Pitkin County BOCC is in the process of updating the ordinance to extend the date to December 31, 2050. They had a first reading on June 10, 2025, and the vote was unanimous to extend the date. The second reading will be held on June 25, 2025.

Background	<ul style="list-style-type: none"> • The Pitkin County Open Space and Trails Department administers the Rio Grande Trail from Rio Grande Park in Aspen to the Pitkin-Eagle County line in Emma. • The county acquired the upper section, from Aspen to Woody Creek, in 1968. Approximately 30 years later, RFTA’s predecessor in interest, the Roaring Fork Railroad Holding Authority (RFRHA), acquired the remaining right-of-way of the “Aspen Branch” from Woody Creek to Glenwood Springs in 1997. • The Pitkin County Open Space program contributed funds to the RFTA acquisition and in turn acquired an Interim Trail Easement. Serious discussions were underway at that time regarding the use of the right-of-way for a light rail system, and everyone expected that the system would be in place by 2020. Paragraph 2.a of the Interim Trail Easement provides that the same would encumber the entire property until such time as a rail line is placed within the property or December 31, 2020, whichever is sooner, after which time a perpetual 20’ wide trail easement shall be identified and legally described within the corridor, which shall replace the Pitkin County Interim Trail Easement and the corridor-wide easement. • We now want to simply extend the Interim Trail Easement to preserve the flexibility to plan for light rail should that become desirable in the future. Therefore, RFTA staff and the county desire to amend the Interim Trail Easement by extending the duration of the corridor with the Interim Trail Easement and the time for conveying the specific twenty-foot (20’) wide easement until December 31, 2050.
Governance Policy	Board Governance Policy 2.8. states, “Preserve the Rio Grande Railroad Corridor’s railbanked status under 16 U.S.C. 1247(d), under the jurisdiction of the STB for future freight rail activation.”
Fiscal Implications	No new financial impacts are expected currently.
Exhibits/Attachments	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-27: Authorizing Amendment to Deed of Interim Trail Easement Encumbering the Entire RFTA Corridor Property Within Pitkin County by Extending the Duration Until December 31, 2050 2. Exhibit 2: Pitkin County’s Amendment to the Interim Trail Easement Encumbering the Entire RFTA Corridor Property Within Pitkin County 3. Attachment 1: Pitkin County Ordinance

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-27**

**AUTHORIZING AMENDMENT TO DEED OF INTERIM TRAIL EASEMENT ENCUMBERING THE ENTIRE RFTA CORRIDOR
PROPERTY WITHIN PITKIN COUNTY BY EXTENDING THE DURATION UNTIL DECEMBER 31, 2050**

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

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

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

WHEREAS, Pursuant to 30-35-301 C.R.S., the Board of County Commissioners (“BOCC”) of Pitkin County, Colorado a Home Rule County is authorized to make and publish ordinances for carrying into effect or discharging the powers and duties conferred upon such counties by law and as seems necessary, and

WHEREAS, Pursuant to Section 2.8.1 of the Home Rule Charter (“HRC”), the BOCC is authorized to take official action by Ordinance for certain matters where action is prescribed pursuant to the Colorado Revised Statutes as amended, and

WHEREAS, On June 30, 1997, RFTA’s predecessor in interest, the Roaring Fork Railroad Holding Authority conveyed an interim Trail Easement to the County for the portion of the Property within the County and also conveyed a Conservation and Trail Easement to the Aspen Valley Land Trust, recorded in the Pitkin County records on July 2, 1997 at Reception No. 405938 (“Interim Trail Easement”); and

WHEREAS, On November 5, 2001, the Garfield County District Court entered an order extinguishing the interests of the Aspen Valley Land Trust but not affecting the interest of the County in said interim Trail Easement, said order being recorded in the Garfield County records on November 5, 2001, at Reception No. 590338, B1300 P529 (“Order.”); and

WHEREAS, Paragraph 2.a of the Interim Trail Easement provides that the same would encumber the entire Property until such time as a rail line is placed within the Property or December 31, 2020, whichever is sooner, after which time a perpetual 20’ wide trail easement shall be identified and legally described within the Corridor and which shall replace the Pitkin County Interim trail easement and the corridor wide easement; and

WHEREAS, the parties hereto desire to amend the Interim Trail Easement by extending the duration and the time for conveying the specific 20’ wide easement until December 31, 2050; and

WHEREAS, RFTA finds that adoption of this resolution is in the best interests of the public.

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

THAT, the RFTA Board hereby adopts a Resolution authorizing amendment to deed of interim trail easement encumbering the entire RFTA corridor property within Pitkin County and authorizes the Chair of the Chair's designee to sign the Resolution extending the interim trail easement to December 31, 2025.

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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 July 2025.

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

Greg Poschman, RFTA Board Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on July 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 July 2025.

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

**AMENDMENT TO DEED OF INTERIM TRAIL EASEMENT ENCUMBERING THE ENTIRE RFTA CORRIDOR PROPERTY WITHIN
PITKIN COUNTY**

THIS AMENDMENT TO THE INTERIM TRAIL EASEMENT (this "Amendment") is made this ____ day of _____, 2025, by the ROARING FORK TRANSPORTATION AUTHORITY ("GRANTOR"), having an address of 2307 Wulfsohn Road, Glenwood Springs, CO 81601 and the BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY, COLORADO, a body corporate and politic, whose address is 530 East Main Street, Aspen, Colorado 81611 (the "County") and their successors and assigns (collectively the County is referred to as "Grantee"). Grantor and Grantee may collectively be referred to herein as the "Parties".

RECITALS

A. Grantor is the sole owner in fee simple absolute and determinable of certain real property and assignee of certain federal and private rights-of-way in Garfield, Eagle and Pitkin County, Colorado, more particularly described in **Exhibit A** (the "**Property**").

B. On June 30, 1997, RFTA's predecessor in interest, the Roaring Fork Railroad Holding Authority conveyed an interim Trail Easement to the County for the portion of the Property within the County and also conveyed a Conservation and Trail Easement to the Aspen Valley Land Trust, recorded in the Pitkin County records on July 2, 1997 at Reception No. 405938 ("Interim Trail Easement").

C. On November 5, 2001, the Garfield County District Court entered an order extinguishing the interests of the Aspen Valley Land Trust but not affecting the interest of the County in said interim Trail Easement, said order being recorded in the Garfield County records on November 5, 2001, at Reception No. 590338, B1300 P529 ("Order.")

D. Paragraph 2.a of the Interim Trail Easement provides that the same would encumber the entire Property until such time as a rail line is placed within the Property or December 31, 2020, whichever is sooner, after which time a perpetual 20' wide trail easement shall be identified and legally described within the Corridor and which shall replace the Pitkin County Interim trail easement and the corridor wide easement.

E. The parties hereto desire to amend the Interim Trail Easement by extending the duration of the corridor with Interim Trail Easement and the time for conveying the specific 20' wide easement until December 31, 2050. NOW, THEREFORE, in consideration of the mutual promises and covenants set forth herein, the Parties hereby ratify and affirm that the interim Trail Easement encumbers the Property, as further set forth below, and that the interim Trail Easement remains on the Property, as amended in this agreement. The Parties hereby agree to the following:

1. Paragraph 2.a of the Interim Trail easement is amended to extend the duration of the Interim Trail Easement and the time for conveying the specific 20' wide perpetual easement until December 31, 2050. All other obligations outlined in the Interim Trail Easement remain in force and may only be amended by the RFTA Board of Director's and Pitkin County Board of County Commissioners in a separate, distinct document.

2. This Amendment shall be recorded in the real property records of the Clerk and Recorder of Garfield, Eagle and Pitkin County.

IN WITNESS WHEREOF, Grantors and Grantees, intending to legally bind themselves, have set their hands on the date first written above.

GRANTOR:

ROARING FORK TRANSPORTATION AUTHORITY

Greg Poschman, Board Chair

STATE OF COLORADO)
COUNTY OF GARFIELD) ss.

The foregoing instrument was acknowledged before me this ____ day of _____, 2025, by Nicole R. Schoon, Board Secretary of the Roaring Fork Transportation Authority.

WITNESS my hand and official seal.

My commission expires: _____

Notary Public

ACCEPTED:

**BOARD OF COUNTY COMMISSIONERS
OF PITKIN COUNTY, COLORADO**

Jeanette Jones
Deputy Clerk and Recorder

By: _____, Chair

DATE: _____

APPROVED AS TO FORM:

Richard Neiley
County Attorney

MANAGER APPROVAL:

Jon Peacock
County Manager

RECOMMENDED FOR APPROVAL:

Dale Will, Acquisition Director
Pitkin County Open Space and Trails

STATE OF COLORADO)
COUNTY OF PITKIN) ss.

The foregoing instrument was acknowledged before me this ____ day of _____, 2025, by Jeanette Jones, as Deputy County Clerk of Pitkin County, Colorado.

WITNESS my hand and official seal.

My commission expires: _____

Notary Public

STATE OF COLORADO)
COUNTY OF PITKIN) ss.

The foregoing instrument was acknowledged before me this ____ day of _____, 2025, by _____, as Chair of the Board of County Commissioners of Pitkin County, Colorado.

WITNESS my hand and official seal.

My commission expires: _____

Notary Public

Schedule of Exhibits

Exhibit A Legal Description of the Property

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7.1.

Meeting Date	July 10, 2025
Subject	2025 Onboard Passenger Survey Results
Strategic Outcome	5.0 SATISFIED CUSTOMERS
Strategic Objective	5.5 Conduct triennial on-board passenger surveys 5.9 Actively engage with the community to gather feedback and suggestions for improving services
Presented By	David Johnson, Director of Sustainability and Legislative Affairs David Kennedy, Principal and CEO, Corona Insights
Staff Recommends	Presentation and Discussion Only
Executive Summary	<p>The 2025 Onboard Passenger Survey was conducted over five days in March 2025 to measure passenger travel patterns, opinions and demographic characteristics on all transit routes. Approximately 1,388 valid surveys were collected system wide. Overall feedback on RFTA’s services was very positive.</p> <p>Key Findings:</p> <ol style="list-style-type: none"> 1. Passengers rated their overall satisfaction and day-of experience highly. 2. Passengers reported liking many aspects of RFTA and reported few barriers overall. 3. The largest share of passengers’ ride RFTA 1-2 days per week. 4. Skiing and commuting to work were the most common reasons for riding RFTA buses. 5. The largest share of passengers did not plan their trip. <p>This presentation provides a summary of the survey process and System-Wide and RFTA Regional Service findings. The accompanying 67-page report provides more detail.</p>
Background	<p>The triennial onboard passenger survey process is a unique opportunity for RFTA to gauge customer satisfaction, better meet regional transportation needs, and inform capital and operational planning decisions. Public surveys are directly aligned with the Satisfied Customers strategic outcome in the RFTA Strategic Plan.</p> <p>RFTA contracted with Corona Insights Inc. consultants to conduct the 2025 Onboard Passenger Survey from Wednesday March 12th through Sunday March 16th. Corona Insights hired and trained temporary surveyors from Hot Jobs Inc. A two-page bilingual questionnaire was distributed on all bus routes, following a sampling plan. The estimated margin of sampling error for system-wide results was +/- 4.02% within a 95% confidence interval. In total, 1,388 valid survey responses were collected.</p>
Governance Policy	Board Governance Policy 2.9.4 states, “With respect to Long-Range Strategic Plan, the CEO shall not...Fail to monitor progress towards implementation of the current year’s Strategic Initiatives and report to the RFTA Board of Directors on a quarterly basis regarding any significant variances from the plan.”

Fiscal Implications	None
Exhibits/Attachments	<ol style="list-style-type: none"> 1. Attachment 1: 2025 Passenger Survey Board Presentation 2. Attachment 2: 2025 Passenger Survey Report

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7.2.

Meeting Date	July 10, 2025
Subject	Resolution 2025-28: Financial Support for Clean Energy Economy for the Region (CLEER) Pilot Colorado River and Roaring Fork Valley Transportation Management Organization (TMO)
Strategic Outcomes	1.0 ACCESSIBILITY & MOBILITY 6.0 ENVIRONMENTAL SUSTAINABILITY
Strategic Objectives	1.3 Increase alternative mode splits throughout the region 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled in region
Presented By	David Pesnichak, Chief Operating Officer Lee Barger, City of Glenwood Springs Dova Castaneda Zilly, CLEER Emily Williams, CLEER
Staff Recommends	Approve Resolution 2025-28, approving a financial contribution to CLEER for the TMO pilot.
Executive Summary	<p>CLEER, a regional nonprofit organization that works on multiple clean energy topics both regionally and statewide, received a grant award from CDOT’s Office of Innovative Mobility (OIM) for Seed Funding to pilot a Transportation Management Organization (TMO). CLEER is partnering with the City of Glenwood Springs for this pilot. This pilot is a recommended next step from the Transportation Demand Management (TDM) study that the City of Glenwood Springs recently concluded in 2023. In March of 2024, the RFTA Board approved a letter of support to CLEER to pursue the above-mentioned grant along with a potential future grant match contribution of \$10,000 to \$12,000 should this grant be awarded.</p> <p>In April 2025, CLEER received a Notice to Proceed (NTP) from CDOT. CLEER, in partnership with the City of Glenwood Springs, is launching a month-long pilot TDM campaign in August, that will be part of a series of programs and TDM campaigns over the coming year. The effort will also involve ongoing meetings and a process to determine the longer-term structure to support TDM programs in Glenwood Springs and throughout Garfield County. CLEER is requesting an increased contribution from RFTA in the amount of \$25,000.</p>

Background	<p>CLEER, in partnership with the City of Glenwood Springs, will be launching a pilot Transportation Management Organization (TMO) for the Colorado River and Lower Roaring Fork Valley region, funded by a \$100,000 grant from the Colorado Department of Transportation (CDOT). This initiative, which received its "Notice to Proceed" in late April 2025, aims to tackle significant traffic growth in Garfield County, including a 33% increase on I-70 west of Silt and a 23% increase on Highway 82 leaving Glenwood between 2013 and 2023. The TMO will work with employers, businesses, and civic groups to promote alternative transportation methods like carpooling, biking, walking, and public transit through information, support, outreach, and incentives.</p> <p>The pilot program, set to begin in August 2025 and last for one year, will initially focus on the Colorado River Valley and lower Roaring Fork Valley, utilizing the Commute Tracker app to encourage mode shifting, track transportation choices, and offer incentives like e-bike giveaways and gift cards. This effort builds on existing transportation demand management (TDM) plans and aligns with goals from RFTA, Garfield Clean Energy, and CDOT to reduce vehicle miles traveled and improve regional mode split. The TMO seeks to engage residents and stakeholders across the region, including those not currently served by RFTA, to increase understanding of traffic data and build partnerships for long-term solutions.</p> <p>CLEER, with its extensive background in clean mobility programs, is leading the project, which also involves Garfield Clean Energy, various local chambers of commerce, and the City of Glenwood Springs. The project has secured \$15,000 in local matching funds from Glenwood Springs, and RFTA's contribution of \$25,000 is requested to supplement the CDOT grant and support the pilot program's success. The ultimate goal is to establish an enduring TMO structure by fall 2026 to create measurable improvements in regional mode split and foster sustained leadership in innovative transportation solutions.</p>
Governance Policy	RFTA Board Governing Policy 4.2.4 states, "The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization's regional goals and the organization's ability to achieve its Ends."
Fiscal Implications	\$25,000 grant match funds to CLEER
Exhibits/Attachments	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-28: Financial Support for Clean Energy Economy for the Region (CLEER) Pilot Colorado River and Roaring Fork Valley Transportation Management Organization (TMO) 2. Attachment 1: CLEER TMO Fact Sheet

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-28**

**FINANCIAL SUPPORT FOR CLEAN ENERGY ECONOMY FOR THE REGION (CLEER) PILOT COLORADO RIVER AND ROARING
FORK VALLEY TRANSPORTATION MANAGEMENT ORGANIZATION (TMO)**

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, Clean Energy Economy for the Region (CLEER), received a grant award from Colorado Department of Transportation (CDOT) to pilot a Transportation Management Organizations (TMO); and

WHEREAS, the RFTA Board approved a grant match contribution of \$10,000 to \$12,000 in March 2024; and

WHEREAS, CLEER is requesting an increased contribution from RFTA in the amount of \$25,000.

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 Clean Energy Economy for the Region (CLEER) to pilot a Transportation Management Organizations (TMO).
3. In March 2024 the RFTA Board of Directors approved a matching contribution of \$10,000 to \$12,000 for the TMO pilot.
4. The RFTA Board of Directors authorizes an increased contribution to CLEER for the TMO pilot in the amount of \$25,000.

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

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

Greg Poschman, RFTA Board Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on July 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 July 2025.

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

RFTA BOARD OF DIRECTORS MEETING
"INFORMATION/UPDATES" AGENDA SUMMARY ITEM # 8.1.

CEO REPORT

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



Principal Strassburger's Public Comment Update

Staff are actively engaged in discussions regarding the potential implementation of transit service from Brush Creek Park and Ride to Aspen High School following feedback received at the June 12, 2025, RFTA Board of Directors Meeting.

To thoroughly assess the needs and explore viable options, staff are currently conducting outreach to key community stakeholders. These include Aspen High School, Aspen Valley Health, Aspen Skiing Company, the City of Aspen, and Pitkin County. The goal of these conversations is to understand the specific needs, desires, and potential approaches to providing transit services that would benefit various groups within the community, provide transportation options to key community resources and destinations, and reduce traffic congestion.

Staff will compile the information gathered from this outreach effort and present a more detailed report on the outcomes at a future Board of Directors Meeting.

Ms. Fulstone's Public Comment Update

During the summer of 2016, RFTA staff began developing a plan to enhance public access to the river adjacent to the Satank Bridge, aiming to ensure safer access. Ms. Fulstone raised concerns regarding RFTA staff potentially permitting public access to her private property. In response, RFTA staff provided Ms. Fulstone with documentation, including the survey sheet linked to her license agreement, to clarify the boundaries of the RFTA parcel. Staff also recommended that Ms. Fulstone hire a surveyor to create a survey plat for her property. Ms. Fulstone has continued to rely on Garfield County GIS as proof of ownership, which does not reflect RFTA's or Ms. Fulstone's property lines.

RFTA staff could not resolve the property dispute with Ms. Fulstone, and in 2016 RFTA's railroad attorney filed a request for intervention. A consent order, signed by a judge and cited by Ms. Fulstone, reaffirms RFTA's control over the 200-foot width of railroad property that separates Ms. Fulstone's two parcels. This order also prohibits Ms. Fulstone from interfering with RFTA's use, maintenance, operation, improvement, or enjoyment of the property. Additionally, the consent order mandates that RFTA provide Ms. Fulstone with at least four weeks' notice before starting any construction or maintenance work.

On May 29, 2025, in conformance with the consent order, RFTA staff sent a courtesy notice to all residents within 500 feet of the centerline in this area, informing them of plans to update the trailhead signage and install roughhewn steps into the eroding shoulders adjacent to the Satank Bridge. This work was aimed at protecting the shoulders supporting the trail and to enhance public access to the river.

As a result of the courtesy notice sent on May 29, 2025, Ms. Fulstone requested a meeting with RFTA staff. When RFTA staff and Ms. Fulstone met onsite on June 11, 2025, it was agreed that RFTA will postpone the installation of the roughhewn steps until RFTA can clear up any outstanding title items within this section of the corridor. RFTA staff will concentrate on resolving any outstanding title items for this section of the Railroad Corridor and will report back to the Board on efforts to find a resolution.

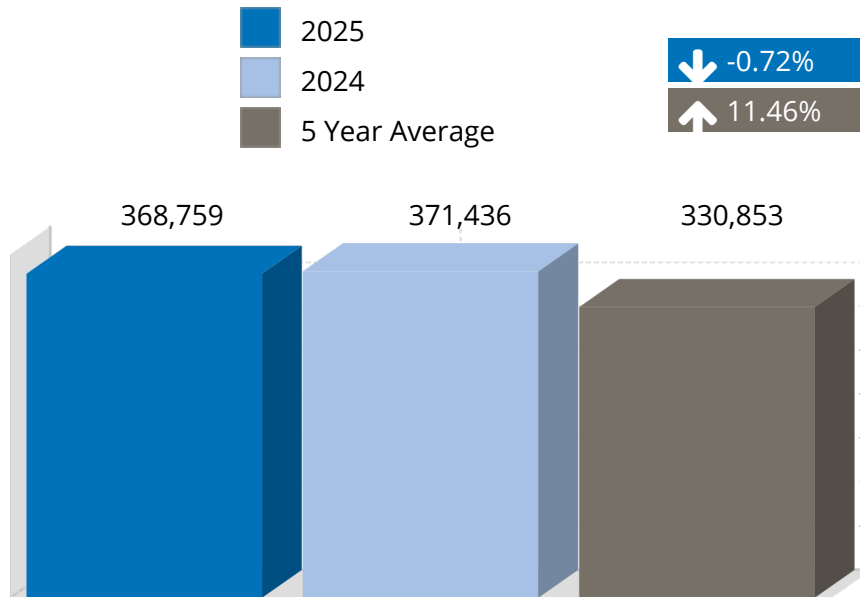
Transit Signal Priority (TSP) Project Update

The Roaring Fork Transportation Authority (RFTA) implemented Transit Signal Priority (TSP) at seven intersections along State Highway 82 in 2014 as part of its Bus Rapid Transit (BRT) system. These intersections include SH 82/27th Street, SH 82/SH 133, SH 133/Village Road, SH 82/Willits Lane, SH 82/Two Rivers Road, SH 82/Basalt Avenue, and SH 82/Brush Creek Road. Shortly after deployment, a signal controller failure led to a vehicular accident, raising concerns about system reliability. The TSP system was deactivated in 2015, though RFTA was not made aware of this until 2019. In response, RFTA initiated a strategic effort to restore the system, beginning with a 2023 equipment inventory in coordination with CDOT. However, progress slowed due to staff turnover at both agencies, and the project was reassigned to new RFTA personnel in 2024.

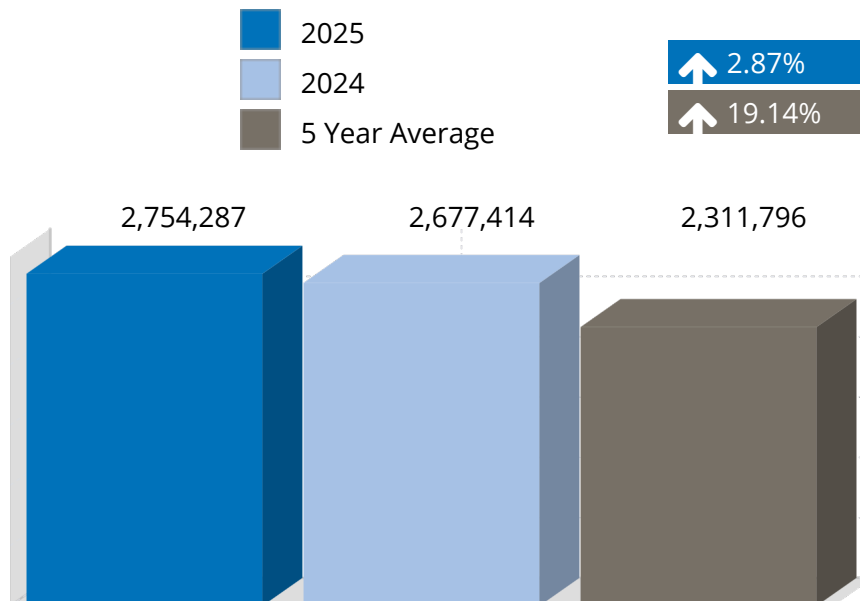
CDOT has requested a demonstration with the signal controller manufacturer to confirm that the existing controllers can be programmed to meet BRT operational needs. This demonstration is a prerequisite for updating the software and hardware at all seven intersections and remains outstanding. Separately, CDOT requested an updated TSP study for the 27th Street intersection due to recent infrastructure changes; RFTA has completed and submitted this study. CDOT also indicated that any expansion of the TSP program would require a new traffic study. RFTA explored this option with a consultant, but the cost exceeded available funding, halting further progress. The immediate next step to advance the project is to engage the controller manufacturer and initiate the required demonstration to validate system capabilities and reestablish corridor-wide TSP functionality.

Ridership Performance Metrics

June Ridership

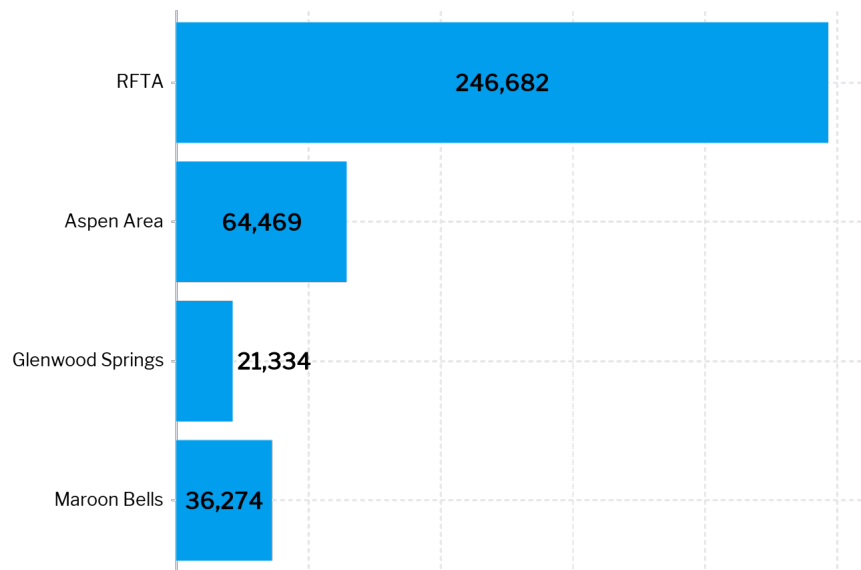


June Year-to-Date Ridership



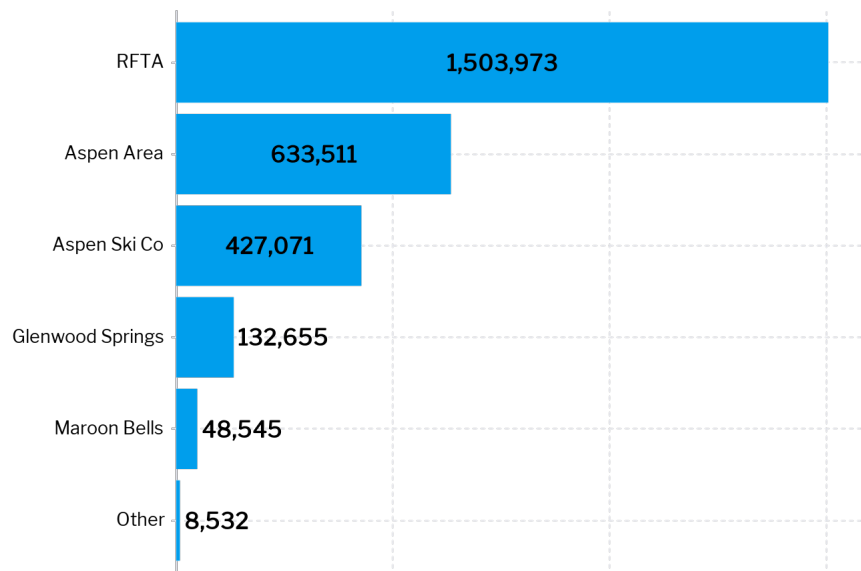
June 2025 Ridership

368,759 Boardings



June Year-to-Date 2025 Ridership

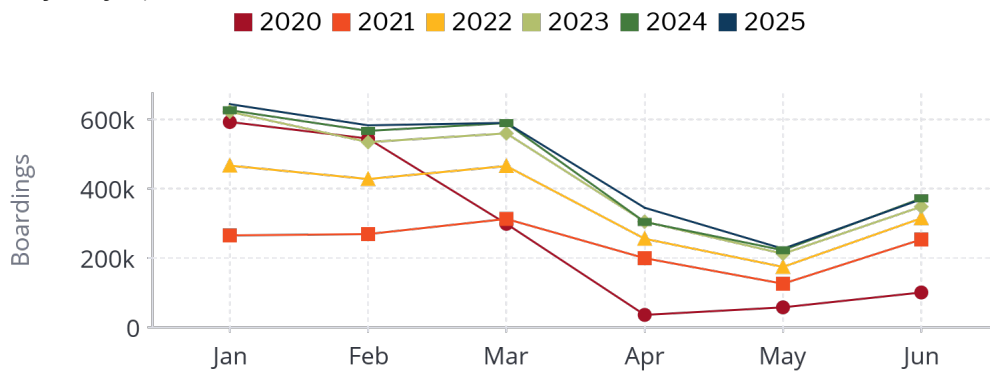
2,754,287 Boardings



- **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

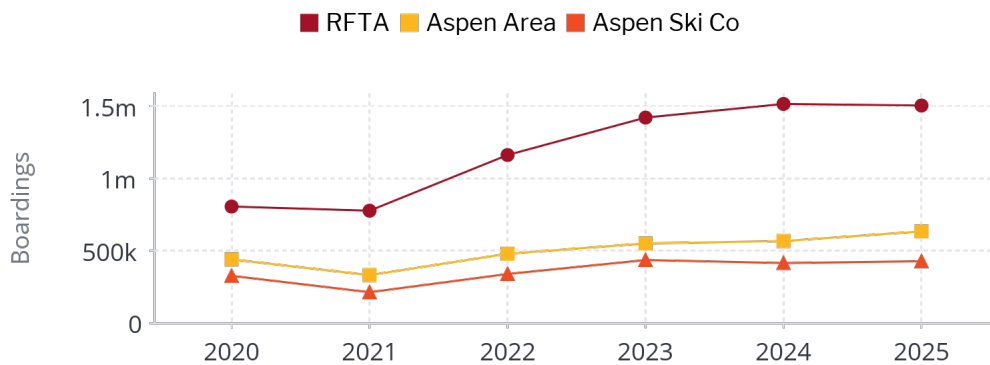
Ridership by Month Year-to-Date

(Jan - Jun)



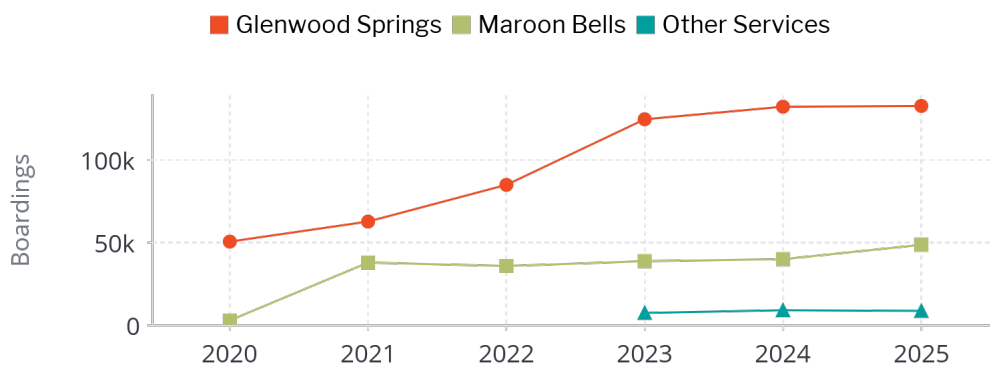
Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Jun)



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

(Jan - Jun)



- **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 - June

Route	2025	2024	% Change
VelociRFTA	94,817	91,824	3.3%
Local Valley	80,699	81,996	-1.6%
Snowmass/Intercept	37,075	35,854	3.4%
Maroon Bells	36,274	32,759	10.7%
Castle Maroon	24,801	27,222	-8.9%
Ride Glenwood	21,334	22,142	-3.6%
Hunter Creek	17,828	12,534	42.2%
Hogback	16,001	16,630	-3.8%
Carbondale Circulator	11,405	14,924	-23.6%
Burlingame	10,001	9,578	4.4%
Cemetery Lane	6,177	5,849	5.6%
Music School BG	4,049	7,457	-45.7%
Music School	2,357	6,277	-62.5%
Mountain Valley	2,231	1,903	17.2%
Snowmass-Valley	2,041	2,169	-5.9%
Cross Town	1,074	1,336	-19.6%
Woody Creek	434	832	-47.8%
Snowmass/Aspen	161	150	7.3%
	368,759	371,436	-0.7%

Ridership Rankings - June Year-to-Date

Route	2025 YTD	2024 YTD	% Change
VelociRFTA	576,683	558,536	3.2%
Local Valley	449,039	459,952	-2.4%
Snowmass/Aspen Ski	291,537	287,534	1.4%
Castle Maroon	235,416	257,952	-8.7%
Snowmass/Aspen	172,880	174,032	-0.7%
Hunter Creek	162,344	127,501	27.3%
Ride Glenwood	132,655	132,200	0.3%
Hogback	98,099	94,660	3.6%
Burlingame	78,203	67,673	15.6%
Aspen Highlands Ski	76,095	67,596	12.6%
Snowmass/Intercept	74,812	72,731	2.9%
Carbondale Circulator	73,029	89,435	-18.3%
Buttermilk	59,439	59,629	-0.3%
Snowmass-Valley	53,185	55,141	-3.5%
Maroon Bells	48,545	39,854	21.8%
Cemetery Lane	45,319	40,946	10.7%
Aspen Highlands Direct	44,839	12,038	272.5%
Mountain Valley	31,361	21,968	42.8%
Galena Street	26,970	23,836	13.1%
X Games	8,532	8,953	-4.7%
Cross Town	6,702	8,510	-21.2%
Music School BG	4,049	7,457	-45.7%
Music School	2,357	6,277	-62.5%
Woody Creek	2,197	3,003	-26.8%
	2,754,287	2,677,414	2.9%

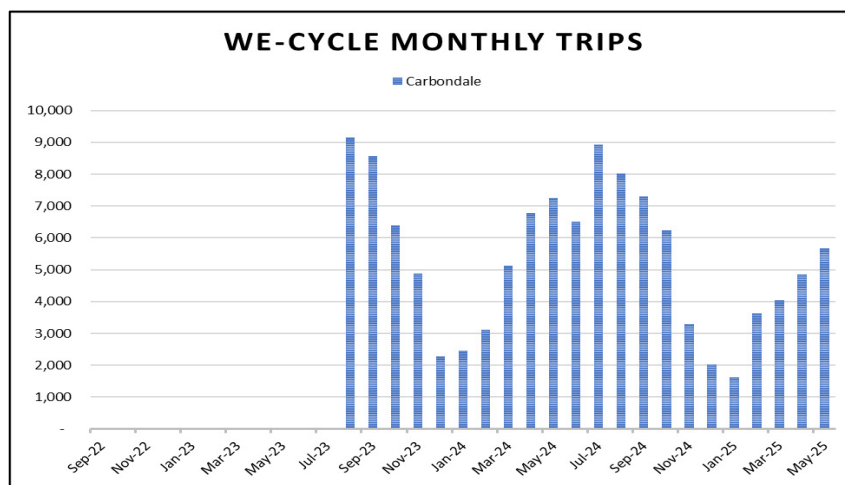
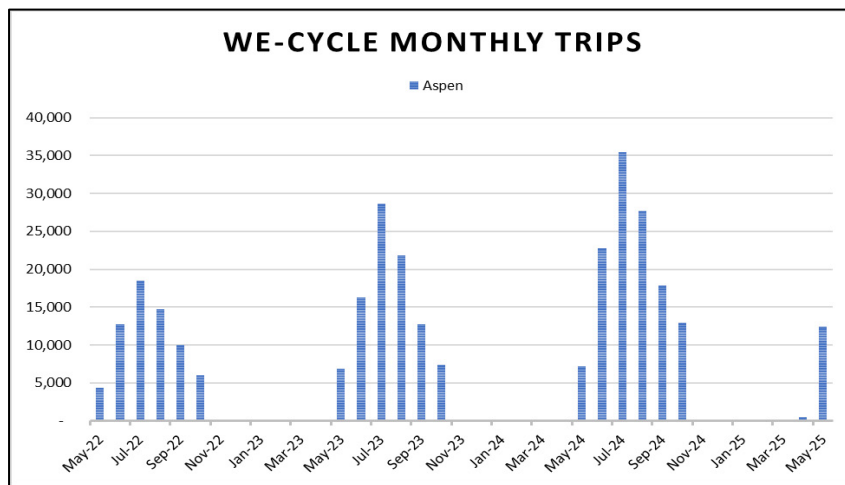
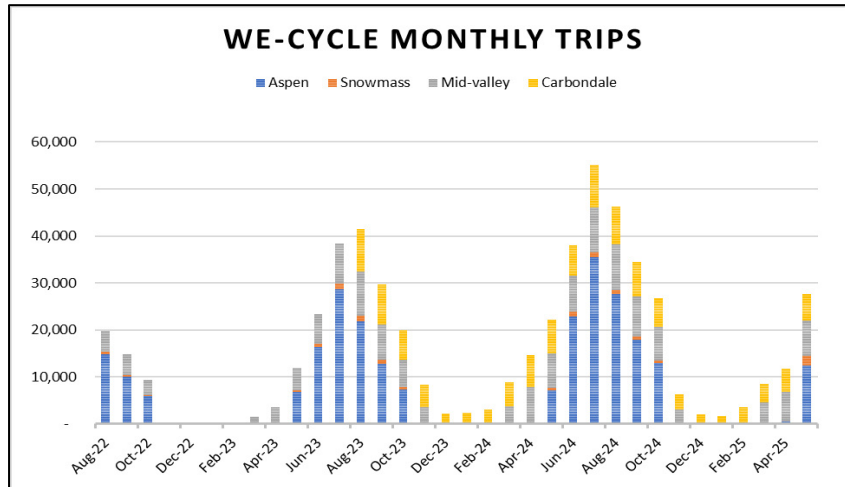
Passengers per Hour Rankings - June

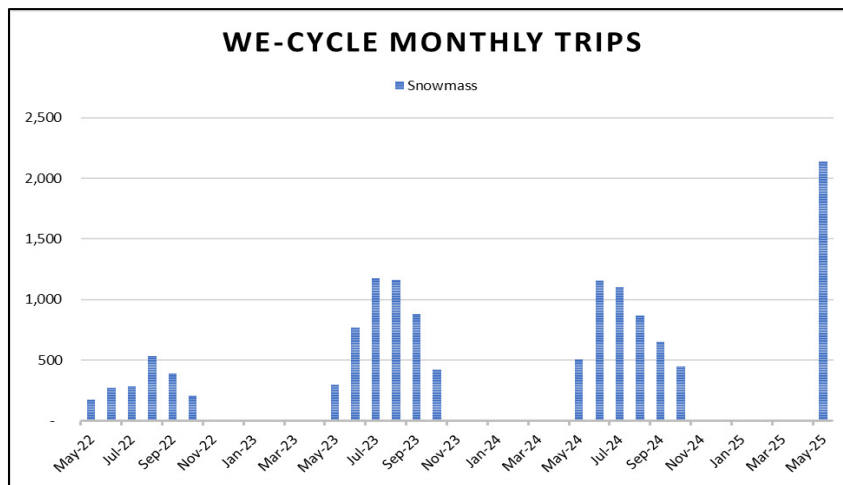
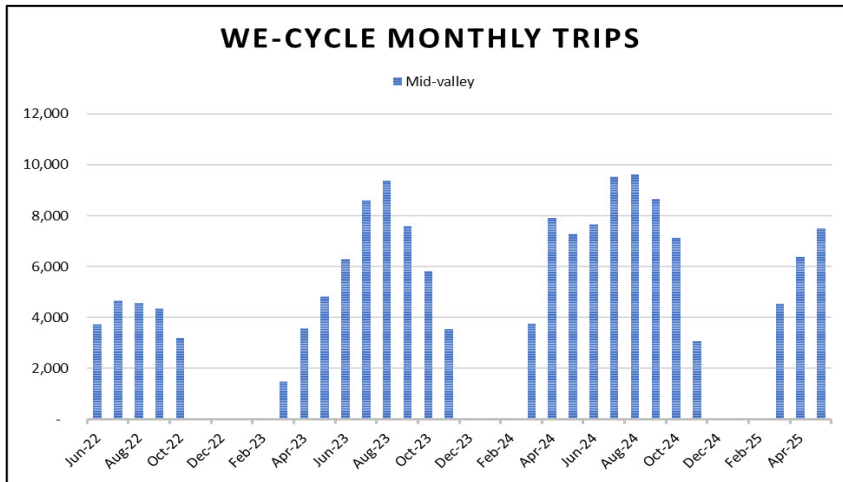
Route	2025 YTD	2024 YTD	% Change
Music School BG	32.89	34.60	-4.95%
Maroon Bells	30.83	29.17	5.68%
Hunter Creek	30.58	21.48	42.33%
Ride Glenwood	26.93	26.81	0.44%
Snowmass/Intercept	26.09	26.02	0.25%
Carbondale Circulator	22.31	29.09	-23.28%
Snowmass-Valley	18.00	18.08	-0.42%
VelociRFTA	17.83	17.42	2.34%
Castle Maroon	17.46	19.23	-9.22%
Music School	17.22	19.10	-9.84%
Local Valley	16.41	16.72	-1.82%
Snowmass/Aspen	14.77	18.75	-21.22%
Burlingame	13.26	12.22	8.49%
Hogback	12.91	13.40	-3.61%
Cemetery Lane	10.70	10.17	5.24%
Mountain Valley	3.88	3.32	16.87%
Cross Town	2.45	3.21	-23.75%
Woody Creek	1.22	2.48	-50.59%
	18.02	18.02	0.00%

Passengers per Hour Rankings - June Year-to-Date

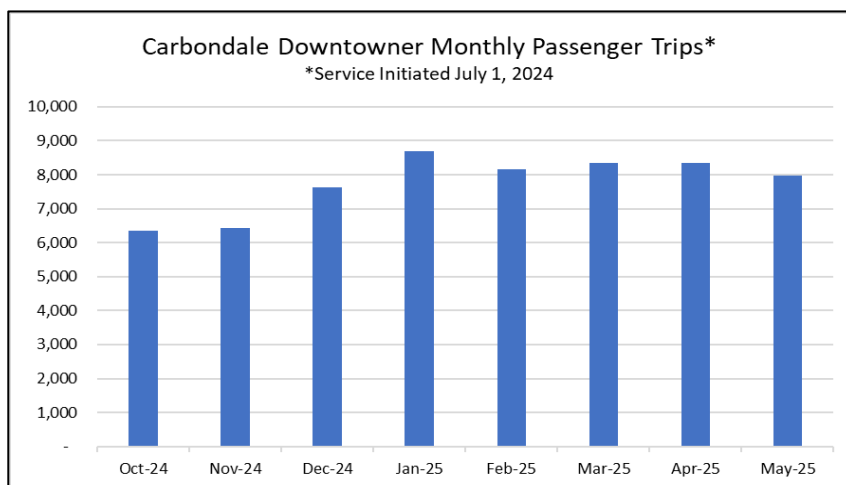
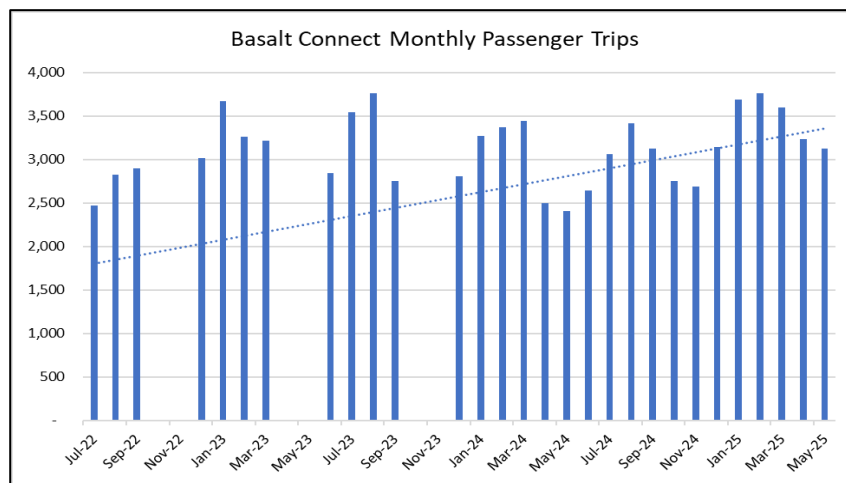
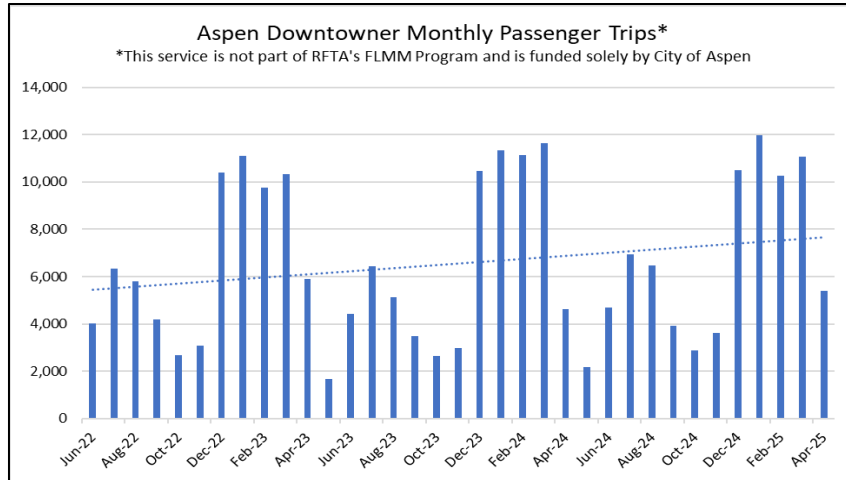
Route	2025 YTD	2024 YTD	% Change
X Games	118.34	79.23	49.36%
Hunter Creek	47.61	37.27	27.75%
Aspen Highlands Ski	41.43	38.98	6.28%
Music School BG	32.89	34.60	-4.95%
Aspen Highlands Direct	32.77	47.94	-31.66%
Maroon Bells	32.60	29.32	11.20%
Snowmass/Aspen Ski	31.89	34.82	-8.39%
Buttermilk	31.11	33.85	-8.11%
Ride Glenwood	29.14	28.64	1.74%
Snowmass/Aspen	28.16	29.97	-6.06%
Castle Maroon	27.97	30.74	-9.02%
Snowmass-Valley	27.38	25.18	8.74%
Snowmass/Intercept	24.50	25.75	-4.85%
Carbondale Circulator	24.46	30.21	-19.03%
Burlingame	17.44	14.22	22.68%
Music School	17.22	19.10	-9.84%
VelociRFTA	16.64	17.89	-7.02%
Galena Street	15.40	13.84	11.27%
Local Valley	15.37	15.58	-1.34%
Cemetery Lane	13.34	12.04	10.79%
Hogback	13.27	14.65	-9.44%
Mountain Valley	9.36	6.51	43.66%
Cross Town	3.29	4.35	-24.18%
Woody Creek	1.29	1.88	-31.17%
	20.47	20.88	-1.96%

BIKESHARE

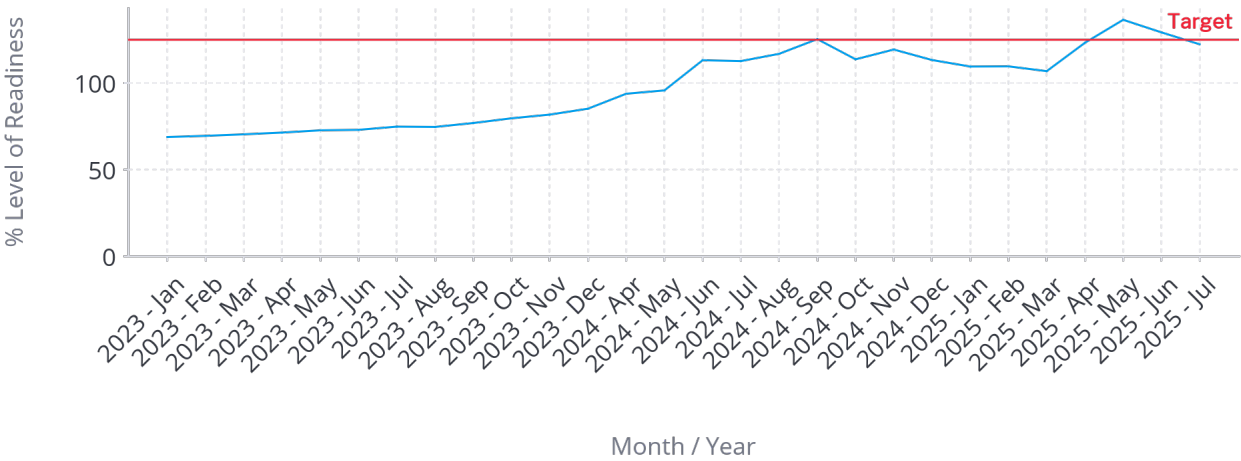




MICROTRANSIT



Operational Readiness



Staffing Level (% of FTEs) Service Impact Description

<104%	104 - 115%	115 - 125%
Service Cancellations Likely	Risk of Service Disruptions	Full Service Likely

Note: Target staffing is 125% of scheduled FTEs to account for absences and service adjustments.

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

- Key Result 1A: Develop conceptual plan for managing license agreements by Q2 2025.
- Key Result 1B: Develop draft scope for the development of a formal plan to address encroachments by Q2 2025.
- Key Result 1C: Finalize and implement plan for managing license agreements including all necessary legal, interdepartmental RFTA staff, and RFTA Board review and approval by Q4 2025.
- Key Result 1D: Finalize scope for the development of a formal plan to address encroachments including legal and interdepartmental RFTA staff review by Q3 2025.
- Key Result 1E: Develop an RFP to identify consulting firm to assist in the development of a formal plan to address encroachments throughout the Corridor by Q4 2025.
- Key Result 1F: Complete coordination with jurisdictions on new license agreement plan and on the scope for the encroachment plan by Q4 2025.
- Key Result 2A: Develop communication plan by Q2 2025 detailing the target audience, timeline and order for communication with each group, format for the communication with each of the target groups, and intended learning/take aways for each group.
- Key Result 2B: Develop content outline by Q3 2025 for the outreach that achieves the goals identified in Key Result 2A.
- Key Result 2C: Develop tailored communication strategies and content by Q3 2025 for each target audience (staff, public, jurisdictions), including specific channels and formats.

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

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

- 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 3.1: Organize and manage a committee of the RFTA Board of Directors to review and assess the current FLMM solutions as well as their effectiveness, completed by Q2 2025.
- Key Result 3.2: Analyze available quantitative data (e.g. ridership numbers, connectivity to transit, cost per ride) by end of Q3 2025 for all active FLMM solutions, identifying key performance indicators (KPIs) and trends.
- Key Result 3.3: Develop a standardized framework for evaluating FLMM solution effectiveness by Q3 2025, incorporating metrics for ridership, cost effectiveness, and connectivity to transit.
- Key Result 3.4: Identify at least 3 data-driven recommendations by Q4 2025 for improving FLMM effectiveness, with projected impact and feasibility assessments.
- Key Result 3.5: Formulate at least 3 strategies by Q4 2025 to address identified weaknesses and take advantage of the opportunities within current FLMM programming.
- Key Result 3.6: Deliver a comprehensive assessment report by the end of Q4 2025 for existing FLMM solutions, outlining strengths, weaknesses, opportunities, and threats (SWOT).
- Key Result 4.1: Organize and manage a committee of the RFTA Board of Directors to review the current funding strategies, limitations of current funding sources, and explore potential options for future funding, completed by Q2 2025.
- Key Result 4.2: Research and identify possible sources for ongoing operating funding by Q4 2025 to support the FLMMR grant fund and/or FLMM programs provided through member jurisdictions utilizing results from the RFTA BOD Committee in Q1 and Q2 2025.

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

- 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

- 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

- Key Result 1: Execute Purchase Agreement with Gillig for 10 BEB's by Q2 2025
- Key Result 2.1: Document specifications, age, mileage, and operational usage by end of Q2 2025 for all non-revenue vehicles.
- Key Result 2.2: Identify all vehicles suitable for electrification by end of Q2 2025 based on operational needs and available EV models.
- Key Result 2.3: Assess existing electrical infrastructure capacity at all non-revenue vehicle storage locations by end of Q3 2025.
- Key Result 2.4: Recommend charging locations and necessary infrastructure improvements by Q1 2026 based on fleet needs and replacement schedule to EV models.
- Key Result 2.5: Define phases for vehicle replacement by Q1 2026.
- Key Result 2.6: Develop a detailed budget projection for vehicle acquisition, charging infrastructure, and operational costs over a 5-year period by Q2 2026.
- Key Result 3.1: Complete design and obtain final cost estimate of West Glenwood Transit Center by Q3 2025.
- Key Result 3.2: Complete final Construction Documents by Q3 2025.
- Key Result 3.3: Conduct construction bid process with bid opening in Q3 2025.

2025 Actuals/Budget Comparison (May YTD)

2025 Budget Year				
General Fund	May YTD			
	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 13,858,319	\$ 13,656,470	1.5%	\$ 43,820,000
Property Tax	\$ 12,651,953	\$ 12,651,953	0.0%	\$ 18,311,200
Grants	\$ 737,856	\$ 737,856	0.0%	\$ 55,357,180
Fares (2)	\$ 1,514,382	\$ 1,606,890	-5.8%	\$ 5,065,100
Other govt contributions	\$ 651,783	\$ 651,783	0.0%	\$ 1,617,084
Other income	\$ 2,111,404	\$ 2,084,824	1.3%	\$ 3,289,430
Total Revenues	\$ 31,525,697	\$ 31,389,776	0.4%	\$ 127,459,994
Expenditures				
Fuel	\$ 741,539	\$ 844,512	-12.2%	\$ 2,336,539
Transit	\$ 19,476,457	\$ 20,346,262	-4.3%	\$ 48,218,398
Trails & Corridor Mgmt	\$ 361,253	\$ 378,856	-4.6%	\$ 1,338,923
Capital	\$ 3,402,964	\$ 3,401,554	0.0%	\$ 101,748,888
Debt service	\$ 622,523	\$ 622,523	0.0%	\$ 1,876,482
Total Expenditures	\$ 24,604,735	\$ 25,593,706	-3.9%	\$ 155,519,230
Other Financing Sources/Uses				
Other financing sources	\$ -	\$ -	#DIV/0!	\$ 18,197,470
Other financing uses	\$ (2,390,289)	\$ (2,390,289)	0.0%	\$ (5,826,455)
Total Other Financing Sources/Uses	\$ (2,390,289)	\$ (2,390,289)	0.0%	\$ 12,371,015
Change in Fund Balance (3)	\$ 4,530,673	\$ 3,405,780	33.0%	\$ (15,688,221)

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. May sales and use tax revenue will be deposited in July).
- (2) Through May, fare revenue decreased by 6% and ridership increased by 1%, respectively, compared to the prior year. The decrease in fare revenue is due to the credits issued for the upcoming zero fare pilot project in the Fall of 2025. The chart below provides a YTD May 2024/2025 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 05/2024	YTD 05/2025	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,570,277	\$ 1,456,581	\$ (113,696)	-7%
Maroon Bells	\$ 43,657	\$ 52,888	\$ 9,231	21%
Total Fare Revenue	\$ 1,613,934	\$ 1,509,469	\$ (104,465)	-6%
Ridership on RFTA Regional Services*:	YTD 05/2024	YTD 05/2025	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	377,956	368,340	(9,616)	-3%
BRT	466,712	481,866	15,154	3%
SM-DV	52,972	51,142	(1,830)	-3%
Grand Hogback	78,030	82,098	4,068	5%
Maroon Bells	7,095	12,271	5,176	73%
Total Ridership on RFTA Fare Services	982,765	995,717	12,952	1%
Avg. Fare/Ride	\$ 1.61	\$ 1.48	\$ (0.13)	-8%
Avg. Fare/Ride MB	\$ 6.15	\$ 4.31	\$ (1.84)	-30%

- (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 May YTD				Hours May YTD			
Transit Service	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,650,258	1,658,568	(8,310)	-0.5%	76,760	78,019	(1,259)	-1.6%
City of Aspen	243,978	251,498	(7,519)	-3.0%	28,609	28,903	(294)	-1.0%
Aspen Skiing Company	216,587	218,013	(1,426)	-0.7%	15,174	15,355	(182)	-1.2%
Ride Glenwood Springs	50,596	47,539	3,057	6.4%	4,120	4,110	9	0.2%
Grand Hogback	176,286	176,130	156	0.1%	7,982	8,039	(57)	-0.7%
Specials/Charters	3,661	2,420	1,241	51.3%	332	380	(48)	-12.7%
Senior Van	5,812	4,720	1,092	23.1%	866	675	191	28.3%
MAA Burlingame	-	-	-	0.0%	-	-	-	0.0%
Maroon Bells	5,082	5,067	15	0.3%	391	387	4	0.9%
Subtotal - Transit Service	2,352,260	2,363,955	(11,695)	-0.5%	134,233	135,868	(1,635)	-1.2%
Training & Other	8,435	11,720	(3,285)	-28.0%	14,315	13,740	575	4.2%
Total Transit Service, Training & Other	2,360,695	2,375,675	(14,980)	-0.6%	148,548	149,608	(1,060)	-0.7%

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 anticipate 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>Completed</i>
7/4/2025	Final Audit Report to be distributed to RFTA Board with July Board Packet	<i>Completed</i>
7/10/2025	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	<i>On schedule</i>

2026 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/7/2025	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>On schedule</i>
9/11/2025	Presentation/Direction/Action: 1 st draft budget presentation	<i>On schedule</i>
11/13/2025	Presentation/Direction/Action: 2nd draft budget presentation	<i>On schedule</i>
12/11/2025	Public Hearing: <ul style="list-style-type: none"> Final budget presentation and adoption Review and approve the final certifications of valuations from the Eagle, Garfield, and Pitkin County Assessors 	<i>On Schedule</i>