



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
 THURSDAY, AUGUST 14, 2025
 CARBONDALE TOWN HALL, 511 COLORADO AVE.
 8:30 a.m. – 10:30 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 listed items are approximate and are intended as guidelines for the Board of Directors.*

Microsoft Teams Login Instructions: <https://www.rfta.com/board-meetings/>.

AGENDA ITEM	PURPOSE	TIME
1. CALL TO ORDER/ROLL CALL	QUORUM	8:30 a.m.
2. APPROVAL OF MINUTES, page 3	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 2025-29: Appointing Members to the Rio Grande Corridor Covenant Enforcement Commission– Angela Henderson, Director of the Rio Grande Corridor, <i>page 11</i>	APPROVE	8:45 a.m.
7. PRESENTATIONS/ACTION ITEMS		
7.1. Preliminary Planning Initiatives, Assumptions and Considerations for 2026 RFTA Budget – Paul Hamilton, Director of Finance and David Carle, Budget Manager, <i>page 16</i>	DISCUSSION	8:50 a.m.
7.2. Zero Fare Pilot Program Update – David Johnson, Director of Sustainability and Legislative Affairs, <i>page 17</i>	DISCUSSION	9:20 a.m.
8. INFORMATION/UPDATES		
8.1. CEO Report – Kurt Ravenschlag, CEO, <i>page 19</i>	FYI	9:50 a.m.
(AGENDA CONTINUED ON NEXT PAGE)		

AGENDA ITEM	PURPOSE	TIME
9. EXECUTIVE SESSION		
9.1. Pursuant to C.R.S. Sections 24-6-402(e)(I) Determining matters that may be subject to negotiation and 24-6-402(f)(I) Personnel matters – Paul Taddune, General Counsel	EXECUTIVE SESSION	10:00 a.m.
10. NEW BUSINESS FOR NEXT MEETING	PLANNING	10:20 a.m.
11. NEXT MEETING: Thursday, September 11, 2025	PLANNING	10:21 a.m.
12. ADJOURNMENT	ADJOURN	10:22 a.m.

ROARING FORK TRANSPORTATION AUTHORITY

BOARD MEETING MINUTES

July 10, 2025

Board Members Present:

Greg Poschman, Chair (Pitkin County); Alyssa Shenk, Vice Chair (Town of Snowmass Village) David Knight (Town of Basalt); Jeanne McQueeney (Eagle County); Rachael Richards (City of Aspen); Art Riddile (Town of New Castle)

Voting Alternate:

Ben Bohmfalk (Town of Carbondale); Steve Smith (City of Glenwood Springs)

Non-Voting Alternates Present:

Francie Jacober (Pitkin County)

Board Members Absent:

Erin Zalinski, (City of Glenwood Springs); Colin Laird (Town of Carbondale)

Staff Present:

Kurt Ravenschlag, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Craig Dubin, Chief of Staff (CoS); Erin Kemp, Chief Human Resources Officer (CHRO); David Pesnichak, Chief Operating Officer (COO); 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; 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; Mike Hermes, Project Manager; Abbey Pascoe, Trails and Corridor Specialist; Mark Scranton, Talent Acquisition Specialist; Jerediah Burianek, Senior Service Planner; Terri Glenn, Accounting Technician I

Visitors Present:

Lee Barger (Transportation Engineer, City of Glenwood Springs); Sam Guarino (Transportation Director, Town of Snowmass Village); David Kennedy (CEO, Corona Insights); Dova Zilly (Mobility Program Coordinator, CLEER); Emily Williams (Education and Outreach Manager, CLEER); Sandy Doebler (Mobility Administrator, City of Aspen); Kathleen Brehm and Ed Cortez (citizens)

Agenda

NOTE: Hyperlinks to the July 10, 2025, Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

1. [CALL TO ORDER/ROLL CALL:](#)

Greg Poschman called the July 10, 2025, RFTA Board of Directors meeting to order at 8:30 a.m. Poschman declared a quorum to be present (8-member jurisdictions), and the meeting began at 8:31 a.m.

2. [APPROVAL OF MINUTES:](#)

Alyssa Shenk moved to approve the June 12, 2025, meeting minutes, and Poschman seconded the motion. The motion was unanimously approved.

3. [PUBLIC COMMENT:](#)

Poschman asked if any member of the public would like to address the Board or make a comment regarding items not on the July 10, 2025, Board agenda.

Kathleen Brehm, a resident of Basalt, reported being involved in a collision with an e-bike rider while walking her dog on the Rio Grande Trail (RGT) on July 4, 2025. She sustained a tibial plateau fracture and a finger fracture, both of which required surgical intervention. Brehm reported that the e-biker involved in the incident did not call 911 and refused to provide his name to the trail ranger or herself. She noted that the Aspen police and the sheriff's office declined to investigate, indicating that the situation was civil rather than criminal. They suggested she share photos on social media to help identify the e-bike rider. Brehm clarified that only sworn officers are authorized to enforce laws, which left the trail ranger unable to compel the individual to disclose his contact information.

Brehm urged local officials to mandate that a sworn officer respond to all EMS calls or incidents involving bike injuries, regardless of whether they occur on the trail or in any of the towns. She recommended that RFTA and Pitkin County create a self-report database for enforcement purposes, as this data is essential for injury cases.

Brehm pointed out that the RGT allows class one and class two e-bikes; however, there are no restrictions on the types of vehicles allowed, nor are there any age restrictions. She emphasized the importance of riding in single file, adhering to a maximum speed of 20 mph, and monitoring compliance with these regulations. She mentioned that individuals can easily bypass speed governors, with various websites providing information on how to accomplish this. She stressed the importance of enforcing current guidelines, which will require additional staff for monitoring, speed checks, and proper signage. She emphasized the importance of prioritizing safety to prevent harm to individuals.

Brehm requested funding to implement necessary safety measures, expressing serious concerns about the risks younger children may encounter in similar situations. As budgets are being prepared, she noted, it is essential to address the e-bike situation, which recently has generated significant disappointment.

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

4. ITEMS ADDED TO AGENDA:

Poschman asked if there were any items that needed to be added to the July 10, 2025, Board Agenda.

No items were added to the July 10, 2025, Board Agenda.

5. BOARD MEMBER COMMENTS:

Poschman asked if any Board member had any comments or questions regarding issues not on the July 10, 2025, Board meeting Agenda.

Shenk mentioned that she rode the RFTA bus from the Town of Snowmass Village (Snowmass) to the City of Aspen (Aspen) on July 4th; however, it took nearly 2 hours to board a bus and reach Aspen. She stated that at the Snowmass Town Park and Ride, buses were at capacity, resulting in a lengthy wait. She overheard several passengers expressing concerns about the number of people standing and the potential dangers associated with the overcrowding. She emphasized that, despite the considerable crowding on the bus, passengers reported a positive experience and praised the driver. Despite the lengthy travel time, she noted that the trip to Aspen was pleasant.

Rachael Richards expressed her gratitude to Kurt Ravenschlag for his participation in the 21st Century Transportation Coalition group and emphasized the importance of having a qualified transportation expert involved as they examined various programs. She recommended that RFTA develop a one- or two-page document summarizing the total funding allocated to transit in the valley, the number of individuals it serves, the size of the fleet, and the volume of people transported. She indicated that the group should recognize the foundational efforts made by Snowmass, Aspen, RFTA, and the valley to provide alternatives to single-occupant vehicles. While exploring new ideas is important, she emphasized the importance of recognizing current initiatives and their achievements rather than starting from scratch.

Richards suggested that the Aspen council may take a cue from the Pitkin County commissioners by opting to reassess the preferred alternative as a preliminary step instead of proceeding directly to a new Environmental Impact Statement (EIS). This approach is based on several reasons, with one significant reason being that if the reevaluation request is denied, it could necessitate a new EIS automatically. She added that there is a wealth of information from the past 30 years that will not be overlooked, and further steps will be communicated as they develop.

Poschman noted that Kurt's presence, alongside Dave Pesnichak, at the Transportation Coalition meeting proved to be invaluable and informative for many attendees with fundamental questions. He mentioned that the conversation transitioned from initial enthusiasm about developing a new app to a more practical discussion, primarily influenced by Kurt's insights. He emphasized that the topic of van pooling was particularly beneficial, as it highlighted both the advantages and disadvantages of permitting carpools in HOV lanes. He remarked that Kurt effectively highlighted these issues, and his contributions were extremely beneficial to the group.

David Knight confirmed that Ryan Slack will serve as the primary representative for the Town of Basalt on the Covenant Enforcement Commission (CEC), with Dieter Schindler acting as the alternate representative.

Poschman indicated that recent letters published in the paper have highlighted several conflicts and near conflicts occurring on the RGT, involving e-bikers, traditional bikers, pedestrians, and other trail users. High traffic on the trail has raised numerous suggestions and concerns, making the issue a significant topic for discussion, he remarked.

Ravenschlag acknowledged Ms. Brehm's concerns, particularly in relation to the incident that occurred in the Pitkin County section of the RGT. It is essential to discuss methods for enhancing safety and support in the area, he stated, especially given the ongoing conflicts between e-bikes, pedestrians, pedal bikes, and other trail users. He suggested that adding striping and enhancing signage might help clarify expected behaviors; however, thorough planning and ongoing discussions will be essential for making effective improvements.

Poschman closed Board Comments at 8:50 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**
- 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**

Richards inquired about the status of the frozen grants, particularly in light of RFTA's efforts to secure new funding and requested clarification on the funding status of current grant programs.

Ravenschlag provided an update on RFTA's awarded grants, stating that some are at different stages of obligation. He explained that RFTA can draw funds from grants that have a contract in place and that staff are actively working with the granting agency to move the awarded grants toward obligation. He stated that, unfortunately, RFTA's largest grant, at \$32.8 million for expanding the Glenwood Maintenance Facility (GMF) in West Glenwood Springs, remains frozen. Ravenschlag emphasized that the new grant programs are progressing as anticipated, and information from granting agencies and RFTA partners indicates that grant funds will proceed as planned.

6.3 Resolution 2025-26: Accept the RFTA 2024 Audited Financial Report – Michael Yang, CFAO and Paul Hamilton, Finance Director

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

Shenk moved to approve Resolution 2025-24: Authorization to Submit a Grant Application to the FY26 CDOT Consolidated Call for Capital Projects (CCCCP) Grant Program, Resolution 2025-25: Authorization to Submit Grant Applications to the FY25 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs, Resolution 2025-26: Accept the RFTA 2024 Audited Financial Report, and 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, and Richards seconded the motion. The motion was unanimously approved.

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

David Kennedy, CEO of Corona Insights, presented the RFTA 2025 Onboard Passenger Survey Results to the Board.

Ravenschlag clarified that the term "RFTA to Regional" encompasses the Hogback service, the local valley service, the BRT, and certain direct services to Snowmass. He noted that these services were deliberately categorized this way due to notable differences in demographics and usage patterns identified during the survey, which affected the data. He concluded that this categorization simplifies the understanding of regional services, particularly the commuter services along Highway 82 and Interstate 70.

Poschman questioned how RFTA's survey results compare to other transportation systems and how RFTA's current data compares to its previous data.

Kennedy pointed out that each system serves slightly different individuals, and he cautioned against making direct comparisons. However, he expressed that, in his view, RFTA's data reflects a high level of positivity and satisfaction.

Ravenschlag noted that the Hogback service has the lowest satisfaction level among all routes provided, primarily due to barriers affecting service quality. He pointed out that the region west of the Town of New Castle (New Castle), specifically the Town of Silt (Silt) and the City of Rifle (Rifle), receive significantly less service, approximately 50% fewer trips compared to the segment from New Castle to the City of Glenwood

Springs (Glenwood). There are around ten to twelve trips per day extending to Rifle; however, the majority of riders using the Hogback service originate from Rifle and Silt, rather than New Castle, he explained.

Ravenschlag stated that many individuals using this service, and likely participating in the survey, come from the bare-bones section of the Hogback service area. He noted that the current survey results indicate it remains the area with the greatest need for enhanced service. He announced that RFTA has been contacted by both Rifle and Silt staff, who are eager to start discussions on enhancing bus services. He mentioned that these conversations are in the early stages, and RFTA hopes to bring this topic to the Board in the next couple of months for further discussion.

Art Riddile mentioned that during his decade on the RFTA Board of Directors, the past eight years involved numerous discussions trying to convince Rifle and Silt to become members of RFTA. He shared that the current level of service is insufficient for the residents of those communities. He expressed his enthusiasm about the news that Rifle and Silt have initiated the conversation regarding membership in RFTA and the possibility of expanding services. Riddile offered his assistance to help those communities become RFTA members.

Richards noted that RFTA, in its earlier days, was able to offer free bus service through Glenwood. She emphasized that the funding contributions from Glenwood made this free service possible, reflecting the public's desire for and willingness to use public transportation. Additionally, she mentioned that Rifle and Silt are beginning to recognize that their community members want, need, and will make greater use of RFTA services than previously anticipated.

Ravenschlag proposed that a presentation on localized services could be provided to Aspen and Glenwood to showcase the available options tailored to these communities.

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

Pesnichak introduced Lee Barger, Transportation Engineer at the City of Glenwood Springs, Dova Zilly, Mobility Program Coordinator at CLEER, and Emily Williams, Education and Outreach Manager at CLEER who provided an in-depth presentation on the CLEER pilot program.

Poschman mentioned that it would be beneficial to have CLEER present this information to the Pitkin County staff.

Richards extended praise to CLEER for initiating this project and to RFTA for their support and pursuit of the grants. She noted that increased uniformity throughout the valley enhances the incentive to utilize public transit and other modes of transportation.

Ben Bohmfalk pointed out that several years ago, the Colorado Department of Transportation (CDOT) and Glenwood Springs were involved in a collaboration that aimed to expand on the study of travel destinations and origins. He highlighted that the data indicated that the previous assumption regarding individuals traveling from distant locations in the valley was no longer accurate. This initiative represents a significant effort and has the full support of the Town of Carbondale, he stated.

Poschman expressed concern about the excessive number of apps serving various mobility purposes throughout the valley and questioned if CLEER would adopt and utilize the app that was presented. He noted that eventually, RFTA will need to find a way to consolidate those apps, which could prove to be challenging task.

Williams emphasized that the CLEER team is adopting an approach that suggests experimentation is essential to understanding needs. The app is anticipated to be available for a year, allowing for periodic reassessment of its performance in various areas, she noted. She pointed out that to move forward, it is necessary to either transition to a different app or request the development of specific features within the current app. She mentioned that the underlying principle remains that true understanding comes only after trying different solutions.

Steve Smith commended Glenwood Springs for taking the initiative, especially with the introduction of the area's first Transportation Demand Management (TDM) efforts. He mentioned that during the campaign that spanned seven jurisdictions, a key message was to transform RFTA into a more comprehensive transportation engagement entity. Smith remarked that RFTA's decision to make a substantial financial contribution demonstrates a wider mission that RFTA has embraced.

Smith moved to approve Resolution 2025-28: Financial Support for Clean Energy Economy for the Region (CLEER) Pilot, Colorado River and Roaring Fork Valley Transportation Management Organization (TMO), with two amendments; 1) the Board is provided quarterly updates, and 2) RFTA is considered as the host agency for the final TMO, and Poschman seconded the motion. The motion was unanimously approved.

8. INFORMATION/UPDATES:

8.1 [CEO Report](#) – Kurt Ravenschlag, CEO

Pesnichak responded to the public comment made by Aspen High School Principal Sarah Strassburger in June regarding a potential new service to and from the high school. He mentioned that RFTA is collaborating with Aspen High School (AHS), Aspen Valley Hospital (AVH), Aspen Ski Company, and Pitkin County to evaluate the options and requests for service. He highlighted that the project includes a fixed-route service from Brush Creek Park and Ride to AVH and then to AHS. He mentioned that efforts are currently underway to finalize the details, and RFTA staff will provide a more detailed report to the Board.

Pesnichak responded to the public comment made by Ms. Fulstone at the June Board meeting. He stated that RFTA staff are currently researching ways to clarify the title issue concerning the property in question. He highlighted the necessity of addressing the property issue along the Satank Bridge, stressing the importance of developing a solution to prevent future issues with the property owner. He mentioned that once RFTA staff have identified a solution and determined how to proceed, those findings will be presented to the Board for further discussion.

Ravenschlag described Transit Signal Priority (TSP) as a technology installed at intersections that allows buses to navigate through them more quickly. This system is connected to what are referred to as queue jump(s) [lanes], which allow buses to move to the front of the line and ideally pass through intersections ahead of other traffic. He noted that the deployment of this technology coincided with the implementation of Bus Rapid Transit (BRT) in 2013. However, Ravenschlag noted that RFTA has faced significant challenges because the signals are managed by CDOT, which makes it difficult for RFTA to determine whether the technology is functioning properly. He emphasized that RFTA relies on CDOT's assurance that the technology is both in place and functioning properly.

Ravenschlag explained that in 2019, following inquiries from several bus operators, RFTA contacted CDOT and discovered that TSP had been deactivated in 2015. He noted that the shutdown was a result of an accident involving a RFTA bus and another vehicle, which CDOT attributed to the TSP, leading to its deactivation. He explained that once RFTA learned of the shutdown, staff began working with CDOT to reactivate the system. However, he noted that simply restarting the system was not feasible due to changes in the TSP specifications and the availability of new technology.

Ben Ludlow explained that the next step in getting the TSP system operational is to collaborate with CDOT to ensure mutual understanding. He indicated that RFTA must validate the design and manufacturer before working with CDOT to obtain approval. He mentioned that the final step would be to order new hardware, specifically the cards needed to replace the data in the old TSP system.

Poschman questioned the potential financial burden and the rationale for not moving forward with the traffic study. He asked how much the costs had exceeded the budget and whether reinstating the old system would effectively address any new conditions that might arise.

Ludlow mentioned that discussions have occurred with officials from Glenwood regarding their participation in the traffic study, and given the importance of this matter, conversations with other jurisdictions will follow. He noted that Glenwood currently lacks Opticom systems at intersections; emergency vehicles must rely on sirens when approaching, slowing down at each intersection in hopes of avoiding accidents. He highlighted that other areas of the valley benefit from Opticom systems that change traffic signals to green, allowing emergency vehicles to pass through intersections without worrying about cross traffic. He pointed out that to facilitate movement throughout the valley, the old system must be reinstated before any expansion is considered.

Ravenschlag announced that this will be the last Board meeting conducted using the Webex platform. RFTA is transitioning to Microsoft Teams to enhance its remote meeting capabilities, particularly for fully online meetings.

Jason Schelhaas emphasized that all Board members need to feel comfortable with the Teams platform prior to the August 14 Board meeting. He mentioned that any Board member who is unfamiliar with the Teams platform or would like a refresher should reach out to Nicole Schoon, Board Secretary, to arrange a time for training.

Ravenschlag mentioned that there was a request for additional guidance and structure regarding the upcoming CEO performance review scheduled for September. He questioned whether there was interest in forming a subcommittee that would be willing to invest additional time in the performance review process and collaborating with the larger board during the August, September, or October Board meetings. If a subcommittee is formed, Erin Kemp, Chief Human Resource Officer (CHRO), will oversee the coordination and streamline the review process. He clarified that any interest in being on the subcommittee can be communicated now or after the meeting to Schoon. Once Kemp has gathered all Board members interested in participating in the subcommittee, she will contact each of them regarding the next steps.

Poschman and Sherk volunteered to be on the CEO performance review process subcommittee.

Ravenschlag announced the addition of a new operational readiness report chart to the CEO report. It illustrates how RFTA measures its operational readiness to provide service based on staffing levels.

Ravenschlag mentioned an update to the outcomes and key results chart, incorporating a new color-coding system to denote completed items. This chart is designed to track the priorities set by the Board for 2025.

9. Issues to be Considered at Next Meeting:

10. Next Meeting: 8:30 a.m. – 11:00 a.m.; August 14, 2025, Carbondale Town Hall, Room 1 and via Microsoft Teams, for those who are unable to attend in person.

11. Adjournment:

Richards moved to adjourn from the July 10, 2025, RFTA Board meeting, and Shenk seconded the motion. The motion was unanimously approved.

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

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

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

MEETING DATE	August 14, 2025		
SUBJECT	Resolution 2025-29: Appointing Members to the Rio Grande Corridor Covenant Enforcement Commission		
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 Henderson, Director of the Rio Grande Corridor		
STAFF RECOMMENDS	Approve Resolution 2025-29, appointing CEC Board members and alternate Board members for a three-year term.		
EXECUTIVE SUMMARY	The Denver Rio Grande Right-of-Way GOCO Covenant Enforcement Commission ("CEC") currently has several jurisdictions that have vacant seats due to election changes. This Resolution will establish each jurisdiction's CEC member and alternate member.		
BACKGROUND	<p>Membership of the CEC shall consist of one elected official from each member jurisdiction and one alternate member, two "at-large" members who are residents within RFTA's boundaries, and one Pitkin County Open Space Board. Roaring Fork Open Space (RFOS) will be excused from having a member until their Board has been funded. All CEC members shall serve three-year terms and may be reappointed. Staff is in the process of filling one "at-large" member from Pitkin County.</p> <p>The following individuals will be the CEC members and the alternates, with a term of 2028.</p> <table border="0"> <tr> <td> <p>City of Aspen Primary Member: Rachael Richards Alternate Member: Bill Guth</p> <p>Eagle County Primary Member: Jeanne McQueeney Alternate Member: Matt Scherr</p> <p>Town of Basalt Primary Member: Ryan Slack Alternate Member: Dieter Schindler</p> <p>Town of New Castle Primary Member: Art Riddle Alternate Member: Brandy Copeland</p> <p>Eagle County "At-large" member George Trantow</p> <p>Pitkin County Open Space Member Paul Holsinger</p> </td><td> <p>City of Glenwood Springs Primary Member: Erin Zalinski Alternate Member: Steve Smith</p> <p>Pitkin County Primary Member: Greg Poschman Alternate Member: Francie Jacober</p> <p>Town of Carbondale Primary Member: Colin Laird Alternate Member: Ben Bohmfalk</p> <p>Town of Snowmass Village Primary Member: Alyssa Shenk Alternate Member: Tom Fridstein</p> <p>Pitkin County "At-large" member VACANT</p> </td></tr> </table>	<p>City of Aspen Primary Member: Rachael Richards Alternate Member: Bill Guth</p> <p>Eagle County Primary Member: Jeanne McQueeney Alternate Member: Matt Scherr</p> <p>Town of Basalt Primary Member: Ryan Slack Alternate Member: Dieter Schindler</p> <p>Town of New Castle Primary Member: Art Riddle Alternate Member: Brandy Copeland</p> <p>Eagle County "At-large" member George Trantow</p> <p>Pitkin County Open Space Member Paul Holsinger</p>	<p>City of Glenwood Springs Primary Member: Erin Zalinski Alternate Member: Steve Smith</p> <p>Pitkin County Primary Member: Greg Poschman Alternate Member: Francie Jacober</p> <p>Town of Carbondale Primary Member: Colin Laird Alternate Member: Ben Bohmfalk</p> <p>Town of Snowmass Village Primary Member: Alyssa Shenk Alternate Member: Tom Fridstein</p> <p>Pitkin County "At-large" member VACANT</p>
<p>City of Aspen Primary Member: Rachael Richards Alternate Member: Bill Guth</p> <p>Eagle County Primary Member: Jeanne McQueeney Alternate Member: Matt Scherr</p> <p>Town of Basalt Primary Member: Ryan Slack Alternate Member: Dieter Schindler</p> <p>Town of New Castle Primary Member: Art Riddle Alternate Member: Brandy Copeland</p> <p>Eagle County "At-large" member George Trantow</p> <p>Pitkin County Open Space Member Paul Holsinger</p>	<p>City of Glenwood Springs Primary Member: Erin Zalinski Alternate Member: Steve Smith</p> <p>Pitkin County Primary Member: Greg Poschman Alternate Member: Francie Jacober</p> <p>Town of Carbondale Primary Member: Colin Laird Alternate Member: Ben Bohmfalk</p> <p>Town of Snowmass Village Primary Member: Alyssa Shenk Alternate Member: Tom Fridstein</p> <p>Pitkin County "At-large" member VACANT</p>		

GOVERNANCE POLICY	Board Governance Policy 2.8 states, “Make an annual report to the Covenant Enforcement Commission and the RFTA Board regarding compliance with Great Outdoors Colorado covenants.”
FISCAL IMPLICATIONS	None
EXHIBITS/ATTACHMENTS	1. Exhibit 1 : Resolution 2025-29: Appointing Members to the Rio Grande Corridor Covenant Enforcement Commission

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-29**

APPOINTING MEMBERS TO THE RIO GRANDE CORRIDOR COVENANT ENFORCEMENT COMMISSION

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 RFTA IGA was amended on June 25, 2001, by Resolution 2001-6 requiring the formation of a Conservation Enforcement Commission (CEC) to ensure that the Roaring Fork Railroad Holding Authority's ("RFRHA") previous commitments to Great Outdoors Colorado ("GOCO") were fulfilled by RFTA, as it merged with RFRHA; and

WHEREAS, on October 11, 2001, the Board established the Denver Rio Grande Right-of-Way GOCO Covenant Enforcement Commission ("CEC"); and

WHEREAS, membership of the CEC shall consist of one elected official from each member jurisdiction and one alternate, appointed by the RFTA Board.; and

WHEREAS, the CEC shall consist of two "at-large" members who are residents within RFTA's boundaries and are not elected officials or employees of RFTA, appointed by the RFTA Board.; and

WHEREAS, all CEC members shall serve three-year terms and may be reappointed; and

WHEREAS, the CEC meets not less than annually to review the annual performance audit and provide information, advice, and recommendations with respect to actions required to comply with the various conservation agreements listed in RFTA Resolution 2001-6; and

WHEREAS, the Board may remove any member from the CEC at any time, except that the "at- large" members may only be removed by a unanimous vote of the RFTA Directors present and voting at a meeting of the Board, open to the public and convened with at least forty-eight hours prior written notice to all members of the CEC.

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

1. The RFTA Board of Directors shall appoint one elected official from each member jurisdiction, and one alternate to the CEC.
2. Appointees shall each serve a three (3) year term, with term expiring in 2028, and may be reappointed.

3. If any CEC member’s elected office term ends prior to the three (3) year term, a replacement will be appointed by the Board.

4. Roaring Fork Open Space (RFOS) will be excused from having a member until their Board has been funded.

5. RFTA staff is in the process of filling one “at-large” member from Pitkin County.

6. The RFTA Board of Directors hereby appoints the following individuals as members and alternates of the Covenant Enforcement Commission.

City of Aspen

Primary Member: Rachael Richards

Alternate Member: Bill Guth

City of Glenwood Springs

Primary Member: Erin Zalinski

Alternate Member: Steve Smith

Eagle County

Primary Member: Jeanne McQueeney

Alternate Member: Matt Scherr

Pitkin County

Primary Member: Greg Poschman

Alternate Member: Francie Jacober

Town of Basalt

Primary Member: Ryan Slack

Alternate Member: Dieter Schindler

Town of Carbondale

Primary Member: Colin Laird

Alternate Member: Ben Bohmfalk

Town of New Castle

Primary Member: Art Riddile

Alternate Member: Brandy Copeland

Town of Snowmass Village

Primary Member: Alyssa Shenk

Alternate Member: Tom Fridstein

Eagle County “At-large” member

George Trantow

Pitkin County “At-large” member

VACANT

Pitkin County Open Space Member

Paul Holsinger

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14th day of August 2025.

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

By: _____
Greg Poschman, Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on August 14, 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 14th day of August 2025.

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

RFTA BOARD OF DIRECTORS MEETING
"PRESENTATIONS" AGENDA ITEM SUMMARY # 7.1.

MEETING DATE:	August 14, 2025
SUBJECT:	Preliminary Planning Initiatives, Assumptions and Considerations for 2026 RFTA Budget
STRATEGIC OUTCOME:	4.0 FINANCIAL SUSTAINABILITY
STRATEGIC OBJECTIVE:	4.1 Ensure accurate budget and accounting
PRESENTED BY:	Paul Hamilton, Director of Finance David Carle, Budget Manager
STAFF RECOMMENDS:	Discuss 2026 budget overview information and provide staff with direction.
EXECUTIVE SUMMARY:	On a fund basis, staff will highlight considerations associated with the 2026 budget and seek direction from the Board.
BACKGROUND:	<ul style="list-style-type: none"> ○ A list of budget assumptions, considerations, and highlights is provided on the following pages. ○ The 1st draft budget will be presented for the Board's consideration at the September 11, 2025, meeting. ○ The 2nd draft budget will be presented for the Board's consideration at the November 13, 2025, meeting. ○ The final budget will be presented for the Board's review and adoption at the December 11, 2025, meeting. ○ Final Certification of Assessed Valuations from Pitkin, Eagle and Garfield Counties at the December 11, 2025, meeting.
GOVERNANCE POLICY:	Board Governance Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
FISCAL IMPLICATIONS:	Inaccurate forecasts of revenues and expenditures could result in the unanticipated use of fund balance in order to achieve the Authority's goals and objectives.
EXHIBITS/ATTACHMENTS:	<ol style="list-style-type: none"> 1. Attachment 1: Preliminary Planning Initiatives, Assumptions and Issues for 2026 RFTA Budget 2. Attachment 2: 2026 Preliminary Budget Assumptions

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

Meeting Date	August 14, 2025
Subject	Zero Fare Pilot Program Update
Strategic Outcome	1.0 ACCESSIBILITY AND MOBILITY 6.0 ENVIRONMENTAL SUSTAINABILITY
Strategic Objective	1.3 Increase alternative mode splits throughout the region 1.5 Identify and reduce barriers to riding transit and accessing trails 6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled in region
Presented By	David Johnson, Director of Sustainability and Legislative Affairs
Staff Recommends	Update Only
Executive Summary	<p>The Zero Fare Pilot Program proposal originated as a climate action strategy to offset regional greenhouse gas (GHG) emissions, by boosting ridership on regional routes without adding service hours or increasing RFTA’s GHG emissions. This program aligns with the OKR to “implement fare reductions to increase ridership.”</p> <p>RFTA will offer zero fare on the Valley Local, VelociRFTA BRT, and the Grand Hogback between October 1 and November 30, 2025, all days of the week, in all directions. Since these are the only fare routes (except for Maroon Bells, which will continue to charge a full fare), the entire system will be effectively fare-free October 1 – November 30, 2025.</p>
Background	<p>Staff intentionally chose the Fall 2025 season for a zero-fare pilot program because ridership is generally lower in the fall season and there is greater passenger capacity on all routes. Based on standard fare elasticity models and the experiences of peer agencies in Colorado that offered fare free pilot programs in the summer of 2023, RFTA estimates a 30%-40% increase in transit ridership and fare loss of approximately \$550,000. The City of Aspen and the EOTC each provided \$275,000, and the City of Glenwood Springs \$10,000, to offset the costs of the fare loss, and for expenses such as communications and outreach.</p> <p>RFTA will launch a coordinated outreach and communications campaign to inform, engage, and motivate riders, new and existing, throughout the service area. This pilot program will serve as an opportunity to evaluate impacts of fare-free service on travel behavior (when, where and how often passengers use transit), the impact on bus capacity during peak and off-peak periods, the degree to which zero fare service attracts new passengers and influences existing passengers, and how it may impact congestion. In addition to accessing transit boarding and alighting data, park-and-ride capacity, and roadway volume data, RFTA will contract with Corona Insights, the consulting firm that conducted the March 2025 On-board passenger survey, to survey during the zero-fare pilot program. This information will be reported in early 2026 and will guide decisions on future fare free service.</p>

	<p>RFTA Bus Operations Department will be particularly interested in operator feedback, passenger conduct, and safety. Operations Supervisors will be strategically placed at high traffic locations to ensure driver and passenger safety. Based on existing trends, these points are anticipated to be at end-of-line route and transfer locations such as Rubey Park, 27th Street Station and the West Glenwood Park and Ride. RFTA supervisors are currently resourced to respond to incidents throughout the entire service day at Rubey Park. In the Glenwood Springs area, there is a supervisor on duty until 12:00 a.m. who is available to respond to any incidents up until the final up valley departure of the evening.</p> <p>Based on public comments from members of the Amalgamated Transit Union (ATU) Local 1774 on May 8, 2025, RFTA Board meeting, RFTA will contract with Colorado Protective Services (CPS) to increase security presence and incident response time, primarily in the lower valley.</p>
Governance Policy	Board Governance Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
Fiscal Implications	The \$550,000 of estimated fare and pass revenue loss will be backfilled from contributions from the City of Aspen, EOTC, and City of Glenwood Springs; and approximately \$104,000 for expenses such as security, communications and outreach, passenger surveys, and changes to the Masabi App will be funded within the existing budget. The net budget impact is zero.
Exhibits/Attachments	1. Attachment 1 : Zero Fare Pilot Program Presentation

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



Ms. Brehm's Public Comment Update

Following public comment around e-bike safety on the Rio Grande Trail, Ms. Brehm submitted a list of proposed safety measures for the trail. RFTA staff reviewed the suggestions and offers the following update on current positions and next steps.

Ms. Brehm recommended the creation of an injury reporting database. RFTA agrees that improved data collection is essential. While self-reporting systems present reliability challenges, staff are currently exploring options to gather more comprehensive incident data, including coordination with emergency services and local healthcare providers.

The suggestion to deploy sworn officers to trail-related EMS calls would be the decision of individual municipalities and counties, and falls outside RFTA's jurisdiction. However, sworn officers currently assist on EMS calls when available.

Enforcement of trail rules was proposed. Consistent enforcement efforts along a 42 mile trail would be difficult to implement effectively without supporting incident data. The current focus remains on data collection to inform future decisions.

Ms. Brehm also recommended reallocating e-bike rebate funds to safety improvements. As this program is administered at the state level, RFTA encourages concerned citizens to direct policy feedback to their state representatives.

Ms. Brehm suggested a helmet mandate for riders under 18. This would require new local ordinances and enforcement mechanisms. RFTA will explore this process once there is sufficient supporting data.

Ms. Brehm also proposed creating a registry for micromobility devices. This request falls outside of RFTA's purview.

The suggestion to require licensing for devices exceeding 22 mph would require state-level legislation and coordination with regulatory agencies. This issue is also outside RFTA's jurisdiction.

The creation of separate lanes for micromobility devices would require significant infrastructure investment. Pursuing this as a possibility would be based on data-supported need, available space, and environmental considerations.

RFTA promotes safe, respectful, and informed trail use through social media. Topics in a recent campaign included: safe biking, yielding, right-of-way, maintaining safe speeds, and passing safely. The campaign also emphasized preparedness, wildlife protection, respecting trail crews on-site, and shared courtesy among all trail users.

During the campaign, the Rio Grande Trail’s Facebook and Instagram pages saw 19,665 views and 796 content interactions.

Lawn-sign style banners were installed along the trail to reinforce etiquette messaging along the trail. RFTA and Pitkin County have also implemented safety improvements along the trail, including modifications at mile marker 27.1 and fencing enhancements. RFTA supports a data-driven approach to future safety measures including further educational outreach, signage, and enforcement decisions.

Staff will continue to monitor trail safety concerns and report back to the Board as new data and recommendations become available.

Board Comment Follow-Up

During the July 10, 2025, RFTA Board of Directors meeting, Board Member Rachael Richards—Mayor of Aspen—recommended that RFTA staff create a one- to two-page summary highlighting key aspects of regional transit. Specifically, she requested details regarding total funding allocated to transit in the valley, the number of individuals served, the size of the fleet, and overall ridership volume.

Staff is currently preparing this summary and intends to present it at the September 11, 2025, RFTA Board of Directors meeting.

RFTA Board Tour of the Rio Grande Corridor Conservation Covenant Area

Traditionally, the Rio Grande Corridor Conservation Covenant Area (corridor) assessment tour has been conducted over the course of two days, allowing participants to enjoy the experience while riding bicycles. However, this year's tour will take place on November 3, 2025, during a single day, and rather than riding bicycles, participants will enjoy the tour while riding in the comfort of a motorized vehicle. This change intends to make the tour available and accessible to all Board members and any interested community members, prompting a higher level of participation. This modification will allow participants to enjoy the breathtaking scenery at a more leisurely pace while also providing them with the opportunity to ask RFTA staff any questions they might have. In a single day, we will explore the entire corridor, highlighting key sites along the way from Glenwood Springs to Aspen.

Rio Grande Corridor Conservation Covenant Area Tour Agenda

Date: November 3, 2025

Start Time: 9:00 a.m.

Start Location: RFTA office, 1517 Blake Street, Glenwood Springs

Conservation Areas (1st ½): 1, 2, 3, 4, 5, & 6

Lunch Locations: Mings Café, Carbondale

Conservations Areas (2nd ½): 7, 8, & 9

End Location: Woody Creek Road, Aspen

End Time: 3:00 p.m.

Board members who choose to drive to the RFTA office will be driven back to their vehicles at the end of the tour.

A third-party consultant still plans to tour the Corridor and complete his independent report on 08/21/2025 and 08/22/2025.

Railbanking 101 Board Update

Purpose

The Railroad Corridor and Trails staff (Corridor Staff) are developing an educational initiative intended to inform the RFTA Board of Directors, member jurisdictions, and the public about the history of the Rio Grande Railroad Corridor acquisition. This initiative will cover the transition from active freight use to a railbanked status with interim trail use, and the role of corridor preservation in supporting long-term multi-modal planning efforts.

Key Takeaways

- The Railbanking 101 program will summarize the corridor's acquisition history and the associated Board-approved agreements designed to preserve the corridor for future transportation use.
- The program will outline the various types of ownership within the corridor and clarify how railbanking helps to ensure continuity of the corridor.
- The program will also reference the public funding sources utilized during the corridor's acquisition and explain how some of these funding sources relate to railbanking management responsibilities.
- The definition and purpose of railbanking will be examined, highlighting the role of the Notice of Interim Trail Use (N.I.T.U.); potential risks to the corridor's railbanked status; and how this status maintains options for future rail or other transportation uses alongside trail access.
- Corridor staff are collaborating with Communications staff to create a public information initiative aimed at increasing understanding of the corridor's status and its long-term preservation considerations.

Next Steps

- Finalize and present the Railbanking 101 educational materials.
- Launch the accompanying public communications campaign.

New Regional Planning Director – Hannah Klausman

As the Board is aware, RFTA established a new Sustainability and Legislative Affairs (SLA) Department last year, which is led by David Johnson. Since Johnson previously served as RFTA's Director of Planning, his transition to the Director of SLA resulted in a vacancy for the Planning Director position.

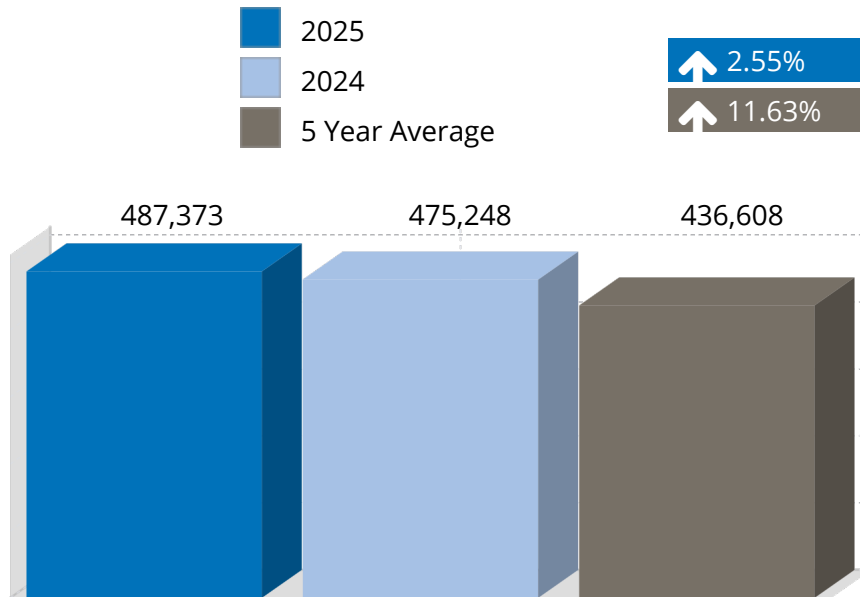
After an extensive six-month search, we are thrilled to announce the appointment of Hannah Klausman as RFTA's new Regional Planning Director.

Klausman, a native of Oregon and a member of the American Institute of Certified Planners (AICP), relocated to Colorado in 2013 after earning a master's degree in community and regional planning from the University of Oregon. Since her move, she has gained experience in city planning, first with the City of Rifle and most recently as the Community and Economic Development Director for the City of Glenwood Springs. Over her 9-year tenure in Glenwood Springs, Klausman also took on additional responsibilities during the pandemic, serving as the city's public information officer and assistant to the city manager.

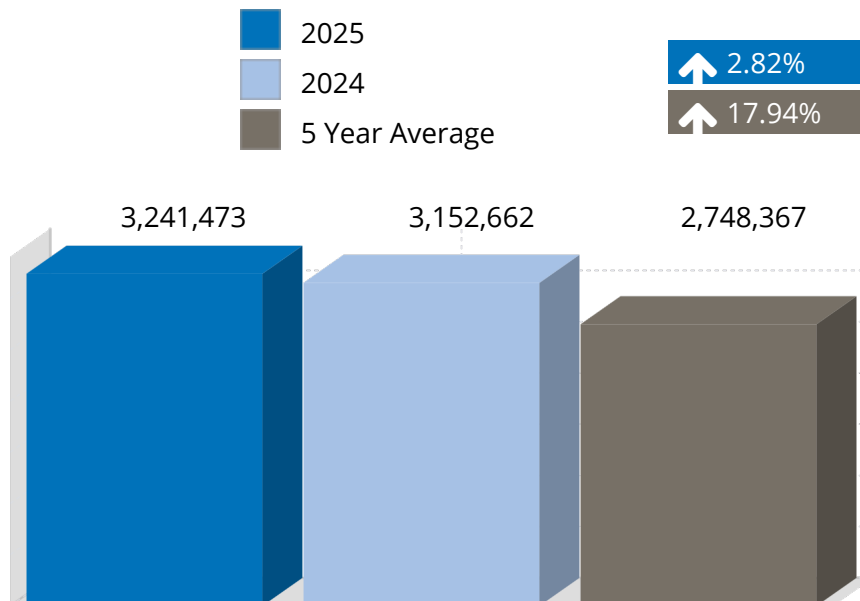
At RFTA, Klausman will spearhead the development of the agency's inaugural organization-wide Transportation Development Plan (TDP) and will play a crucial role in significant planning initiatives, including the BRT extension study through Glenwood Springs (MOVE 2.0). Additionally, she will oversee the update of the Comprehensive Corridor Plan (CCP). Klausman will also serve as a vital planning resource and liaison between RFTA and its member jurisdictions, as well as regional partners.

Ridership Performance Metrics

July Ridership

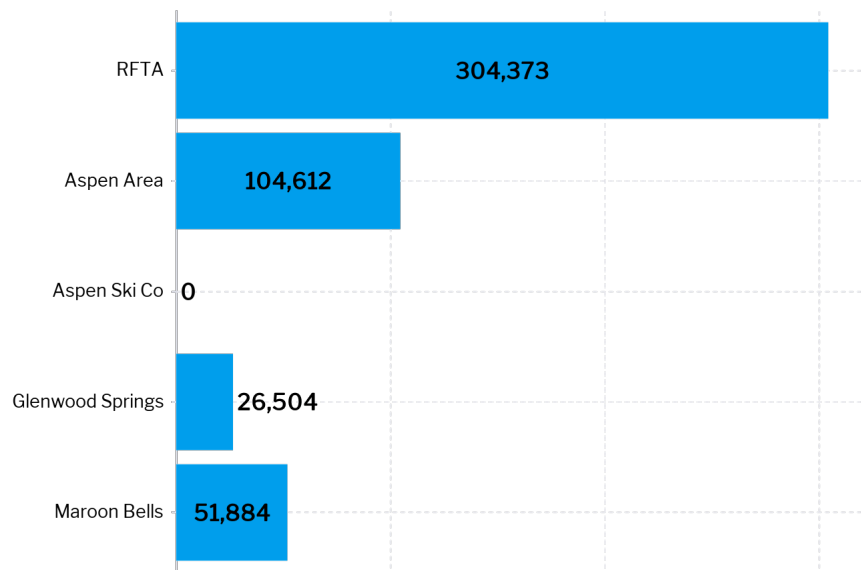


July Year-to-Date Ridership



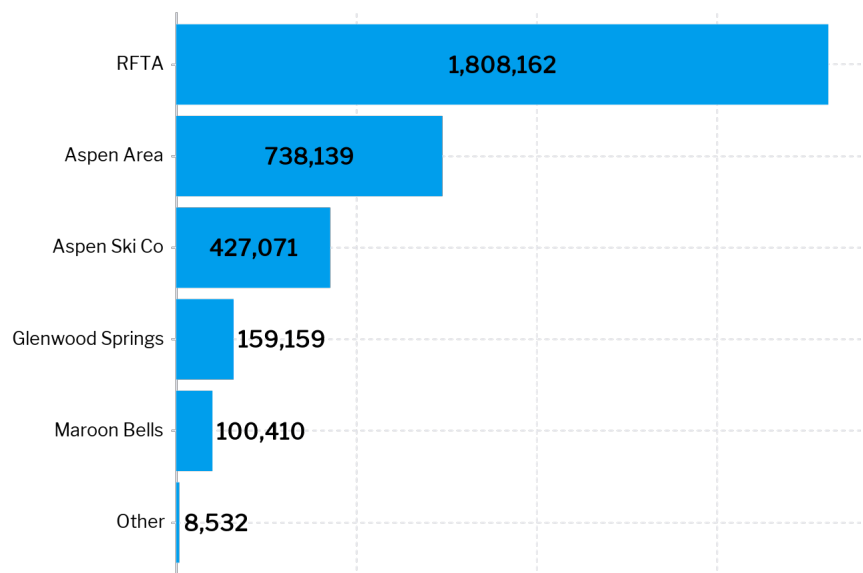
July 2025 Ridership

487,373 Boardings



July Year-to-Date 2025 Ridership

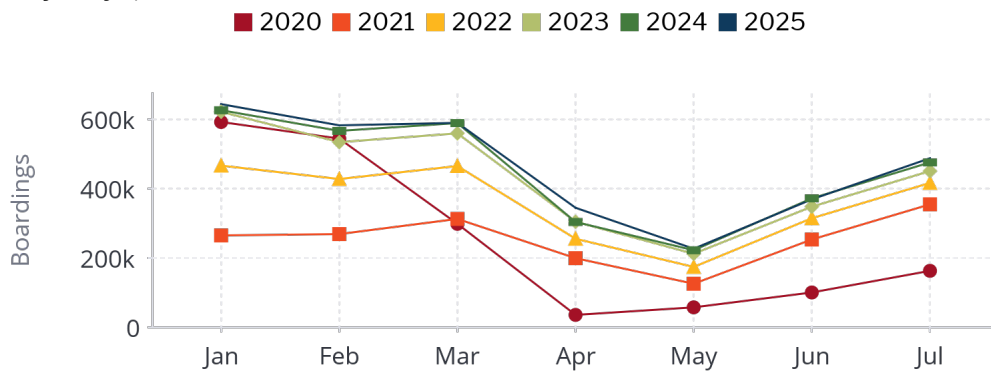
3,241,473 Boardings



- **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

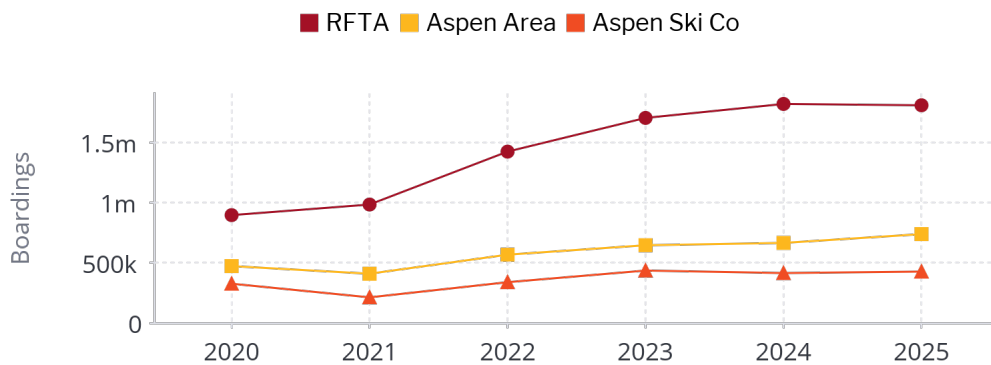
Ridership by Month Year-to-Date

(Jan - Jul)



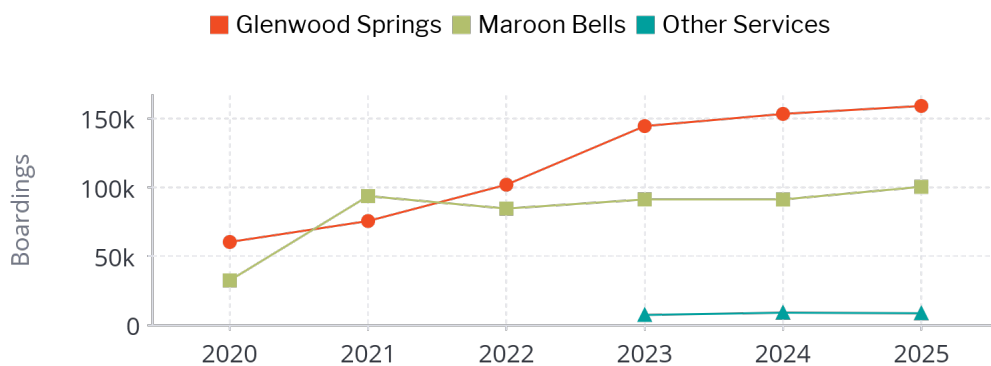
Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Jul)



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

(Jan - Jul)



- **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 - July

Route	2025	2024	% Change
VelociRFTA	108,551	104,515	3.9%
Local Valley	95,601	97,109	-1.6%
Maroon Bells	51,884	51,359	1.0%
Snowmass/Intercept	48,697	49,782	-2.2%
Castle Maroon	36,791	37,923	-3.0%
Ride Glenwood	26,504	21,174	25.2%
Hunter Creek	21,714	14,931	45.4%
Music School	19,710	19,989	-1.4%
Music School BG	17,477	16,102	8.5%
Hogback	16,838	17,559	-4.1%
Carbondale Circulator	13,612	15,547	-12.4%
Burlingame	12,308	11,845	3.9%
Cemetery Lane	7,459	8,227	-9.3%
Mountain Valley	3,778	3,047	24.0%
Cross Town	2,852	2,444	16.7%
Snowmass-Valley	2,553	2,497	2.2%
Woody Creek	610	1,046	-41.7%
Snowmass/Aspen	434	126	244.4%
Snowmass/Aspen Ski		26	
	487,373	475,248	2.6%

Ridership Rankings - July Year-to-Date

Route	2025 YTD	2024 YTD	% Change
VelociRFTA	685,062	663,051	3.3%
Local Valley	544,604	557,061	-2.2%
Snowmass/Aspen Ski	291,537	287,560	1.4%
Castle Maroon	272,187	295,875	-8.0%
Hunter Creek	184,100	142,432	29.3%
Snowmass/Aspen	173,336	174,158	-0.5%
Ride Glenwood	159,159	153,374	3.8%
Snowmass/Intercept	123,511	122,513	0.8%
Hogback	114,937	112,219	2.4%
Maroon Bells	100,410	91,213	10.1%
Burlingame	90,511	79,518	13.8%
Carbondale Circulator	86,641	104,982	-17.5%
Aspen Highlands Ski	76,095	67,596	12.6%
Buttermilk	59,439	59,629	-0.3%
Snowmass-Valley	55,738	57,638	-3.3%
Cemetery Lane	52,778	49,173	7.3%
Aspen Highlands Direct	44,839	12,038	272.5%
Mountain Valley	35,138	25,015	40.5%
Galena Street	26,970	23,836	13.1%
Music School	22,067	26,266	-16.0%
Music School BG	21,526	23,559	-8.6%
Cross Town	9,549	10,954	-12.8%
X Games	8,532	8,953	-4.7%
Woody Creek	2,807	4,049	-30.7%
	3,241,473	3,152,662	2.8%

Passengers per Hour Rankings - July

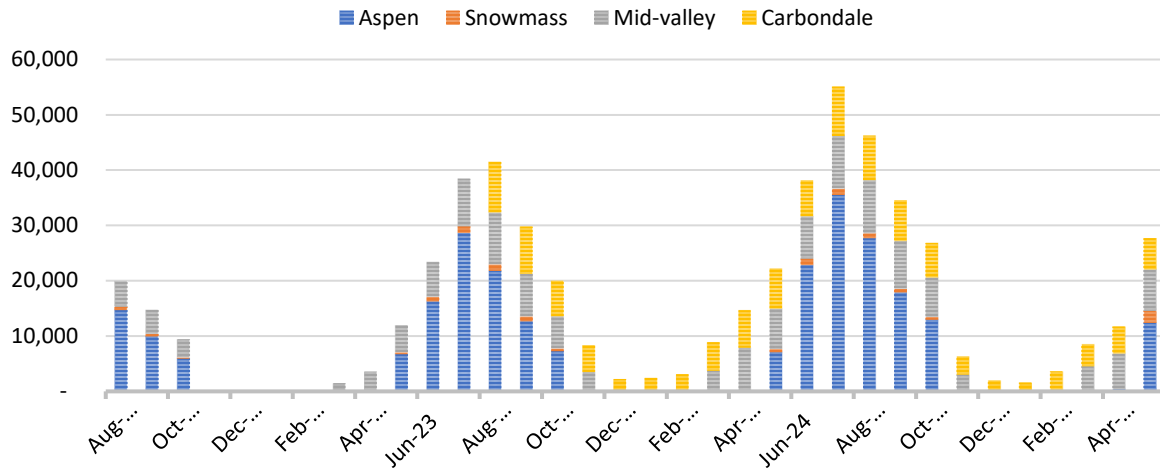
Route	2025 YTD	2024 YTD	% Change
Snowmass/Aspen	43.84	25.71	70.48%
Maroon Bells	42.87	42.45	0.98%
Music School BG	37.28	33.90	9.97%
Hunter Creek	35.52	24.29	46.21%
Ride Glenwood	35.19	27.38	28.51%
Snowmass/Intercept	32.74	32.84	-0.33%
Carbondale Circulator	25.90	29.27	-11.51%
Castle Maroon	24.81	25.61	-3.12%
Music School	20.93	20.47	2.25%
Snowmass-Valley	20.57	20.06	2.57%
VelociRFTA	19.95	19.41	2.79%
Local Valley	18.79	19.08	-1.51%
Burlingame	15.91	14.70	8.21%
Hogback	13.20	13.81	-4.47%
Cemetery Lane	12.34	13.59	-9.23%
Mountain Valley	6.27	5.06	24.01%
Cross Town	6.26	5.29	18.41%
Woody Creek	1.60	2.79	-42.63%
Snowmass/Aspen Ski			0.00%
	21.92	21.31	2.85%

Passengers per Hour Rankings - July Year-to-Date

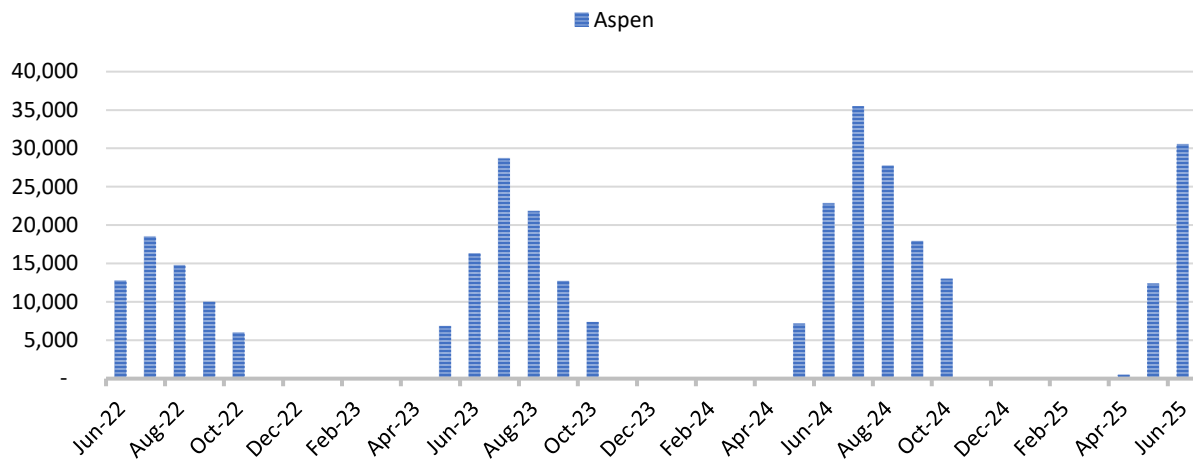
Route	2025 YTD	2024 YTD	% Change
X Games	118.34	79.23	49.36%
Hunter Creek	45.78	35.29	29.72%
Aspen Highlands Ski	41.43	38.98	6.28%
Maroon Bells	37.21	35.50	4.80%
Music School BG	36.37	34.12	6.59%
Aspen Highlands Direct	32.77	47.94	-31.66%
Snowmass/Aspen Ski	31.89	34.82	-8.40%
Buttermilk	31.11	33.85	-8.11%
Ride Glenwood	30.00	28.46	5.41%
Snowmass/Aspen	28.19	29.97	-5.96%
Castle Maroon	27.50	29.97	-8.25%
Snowmass/Intercept	27.20	28.22	-3.62%
Snowmass-Valley	26.97	24.91	8.30%
Carbondale Circulator	24.68	30.07	-17.93%
Music School	20.46	20.13	1.67%
Burlingame	17.22	14.29	20.50%
VelociRFTA	17.08	18.12	-5.69%
Local Valley	15.88	16.10	-1.35%
Galena Street	15.40	13.84	11.27%
Hogback	13.26	14.51	-8.66%
Cemetery Lane	13.18	12.27	7.44%
Mountain Valley	8.89	6.29	41.24%
Cross Town	3.84	4.52	-15.18%
Woody Creek	1.35	2.05	-34.24%
	20.67	20.94	-1.28%

BIKESHARE

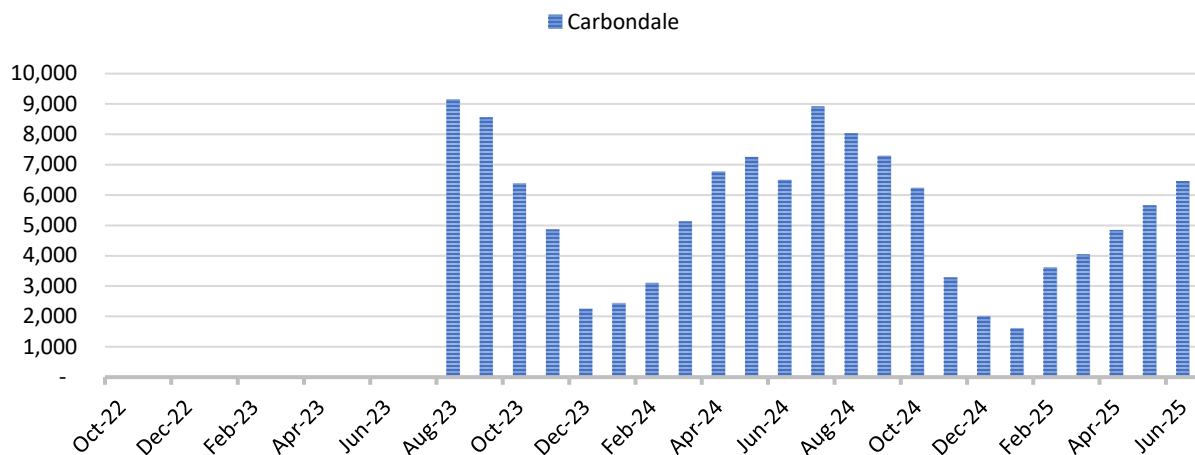
WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS

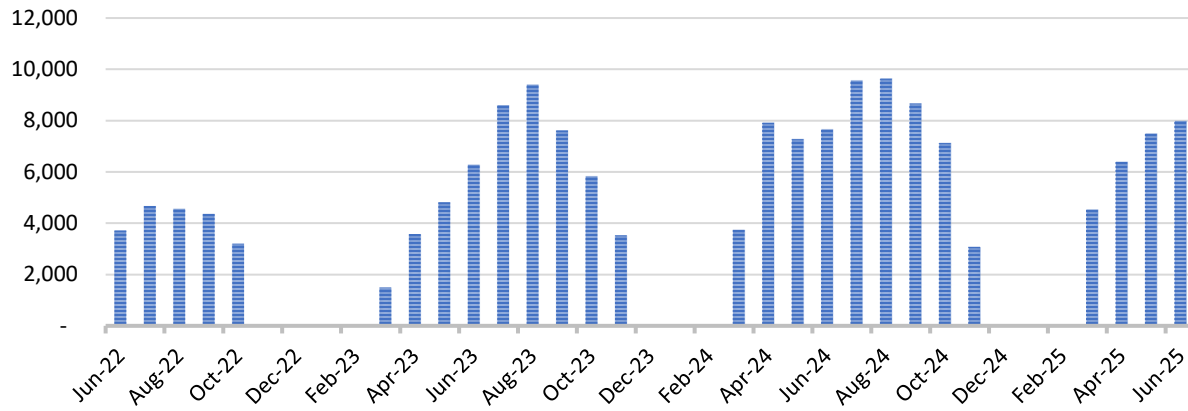


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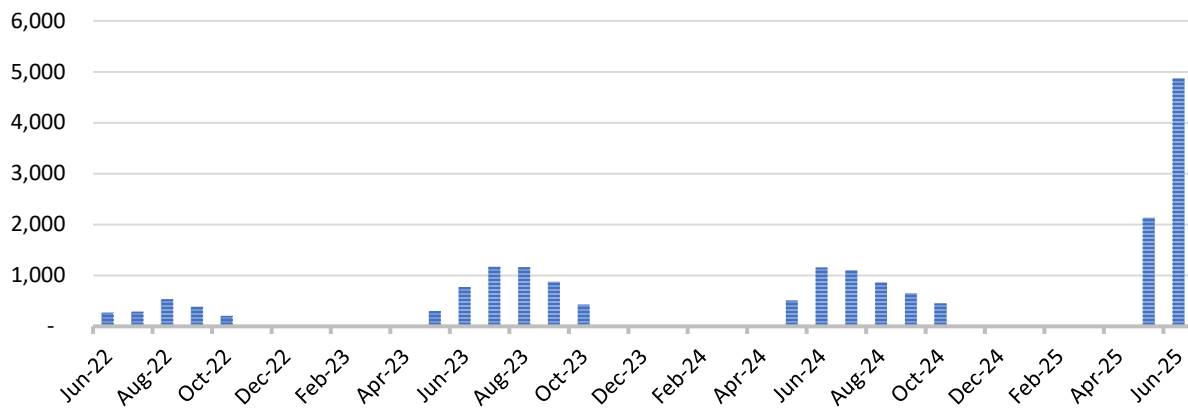
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Mid-valley



WE-CYCLE MONTHLY TRIPS

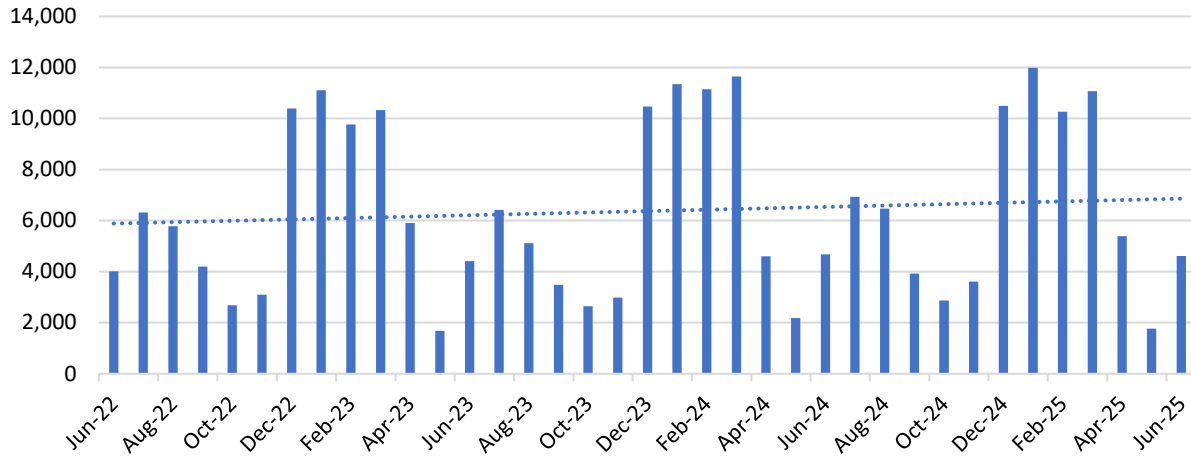
Snowmass



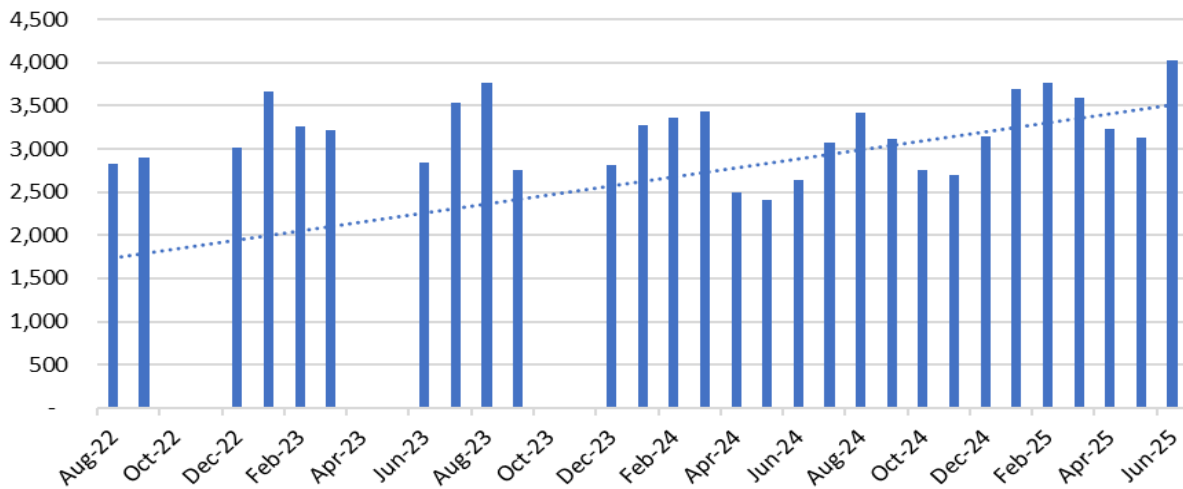
MICROTRANSIT

Aspen Downtowner Monthly Passenger Trips*

*This service is not part of RFTA's FLMM Program and is funded solely by City of Aspen

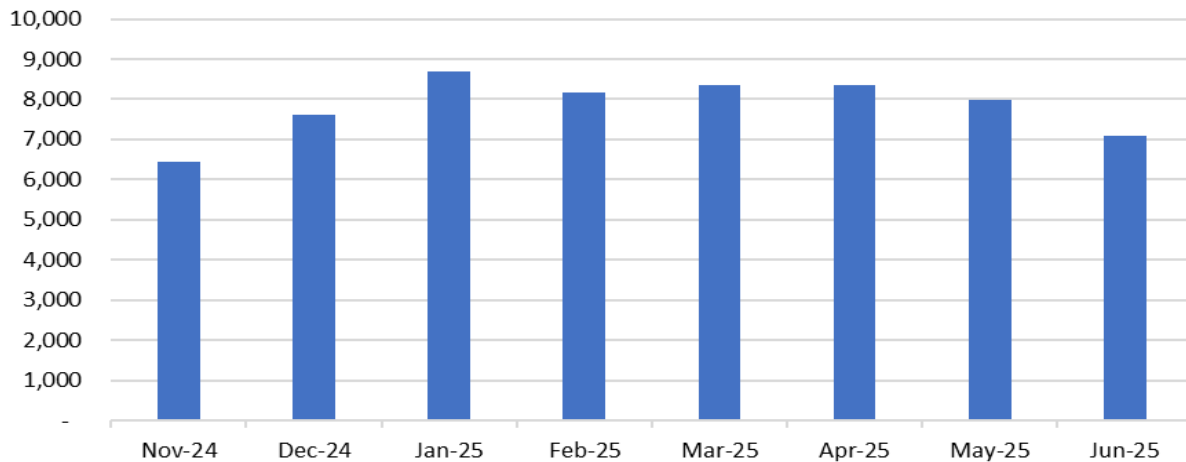


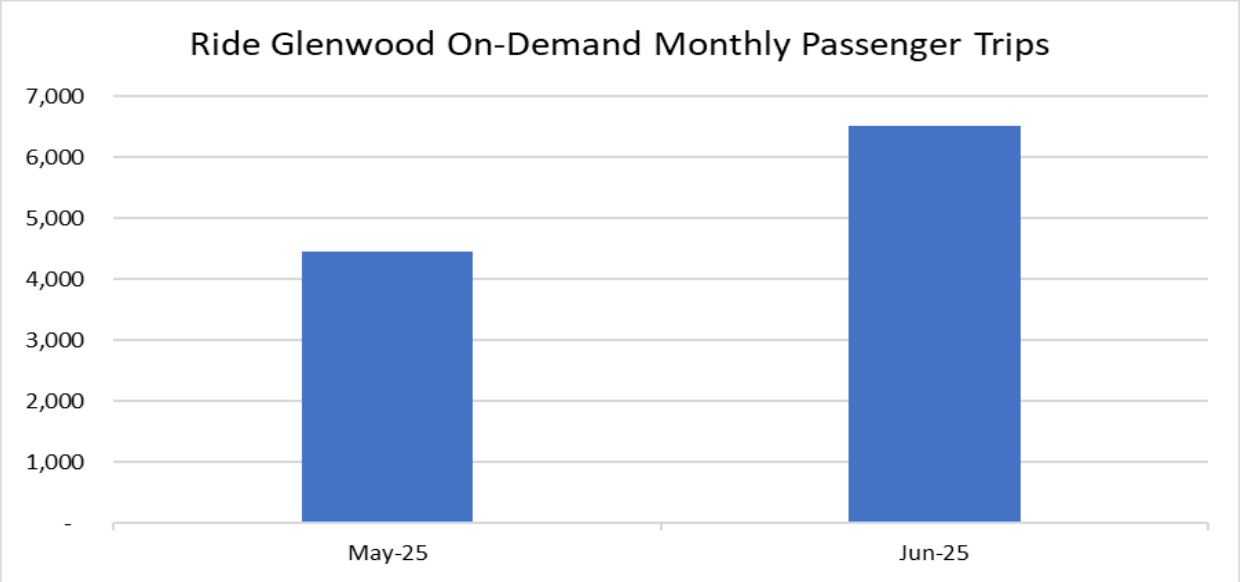
Basalt Connect Monthly Passenger Trips



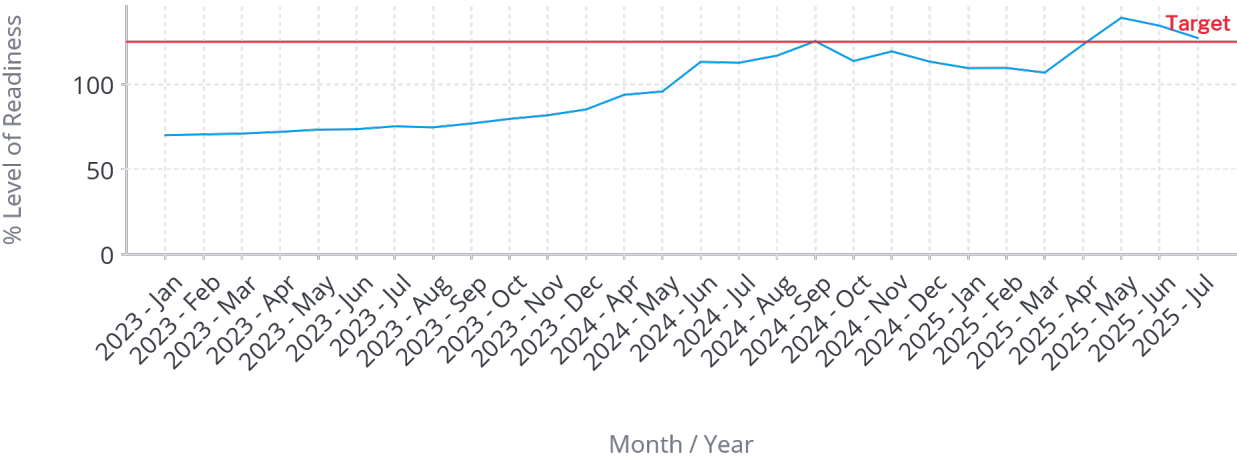
Carbondale Downtowner Monthly Passenger Trips*

*Service Initiated July 1, 2024





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 (June YTD)

2025 Budget Year				
General Fund	June YTD			
	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 16,414,365	\$ 16,271,212	0.9%	\$ 43,820,000
Property Tax	\$ 14,183,781	\$ 14,183,781	0.0%	\$ 18,311,200
Grants	\$ 968,206	\$ 968,206	0.0%	\$ 55,357,180
Fares (2)	\$ 1,943,303	\$ 2,095,824	-7.3%	\$ 5,065,100
Other govt contributions	\$ 1,199,716	\$ 1,199,716	0.0%	\$ 1,617,084
Other income	\$ 2,536,275	\$ 2,438,220	4.0%	\$ 3,289,430
Total Revenues	\$ 37,245,646	\$ 37,156,960	0.2%	\$ 127,459,994
Expenditures				
Fuel	\$ 943,675	\$ 1,053,990	-10.5%	\$ 2,336,539
Transit	\$ 22,580,309	\$ 23,693,982	-4.7%	\$ 48,218,398
Trails & Corridor Mgmt	\$ 449,302	\$ 465,119	-3.4%	\$ 1,338,923
Capital	\$ 4,016,240	\$ 4,011,803	0.1%	\$ 101,748,888
Debt service	\$ 677,751	\$ 677,750	0.0%	\$ 1,876,482
Total Expenditures	\$ 28,667,277	\$ 29,902,644	-4.1%	\$ 155,519,230
Other Financing Sources/Uses				
Other financing sources	\$ -	\$ -	#DIV/0!	\$ 18,197,470
Other financing uses	\$ (2,778,083)	\$ (2,778,083)	0.0%	\$ (5,826,455)
Total Other Financing Sources/Uses	\$ (2,778,083)	\$ (2,778,083)	0.0%	\$ 12,371,015
Change in Fund Balance (3)	\$ 5,800,287	\$ 4,476,234	29.6%	\$ (15,688,221)

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. June sales and use tax revenue will be deposited in August).
- (2) Through June, fare revenue decreased by 7% 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 June 2024/2025 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 07/2024	YTD 07/2025	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,857,326	\$ 1,679,125	\$ (178,201)	-10%
Maroon Bells	\$ 221,313	\$ 259,265	\$ 37,952	17%
Total Fare Revenue	\$ 2,078,639	\$ 1,938,390	\$ (140,249)	-7%
Ridership on RFTA Regional Services*:	YTD 07/2024	YTD 07/2025	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	459,952	449,003	(10,949)	-2%
BRT	558,536	576,511	17,975	3%
SM-DV	55,141	53,183	(1,958)	-4%
Grand Hogback	94,660	98,099	3,439	4%
Maroon Bells	39,854	48,526	8,672	22%
Total Ridership on RFTA Fare Services	1,208,143	1,225,322	17,179	1%
Avg. Fare/Ride	\$ 1.59	\$ 1.43	\$ (0.16)	-10%
Avg. Fare/Ride MB	\$ 5.55	\$ 5.34	\$ (0.21)	-4%

- (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 June YTD					Hours June YTD			
Transit Service	Actual	Budget	Variance	% Var.		Actual	Budget	Variance	% Var.
RF Valley Commuter	1,958,513	1,965,430	(6,917)	-0.4%	#	90,794	92,468	(1,674)	-1.8%
City of Aspen	288,947	297,340	(8,394)	-2.8%		33,892	34,220	(328)	-1.0%
Aspen Skiing Company	216,587	218,013	(1,426)	-0.7%		15,174	15,355	(182)	-1.2%
Ride Glenwood Springs	61,452	57,765	3,687	6.4%		4,998	4,999	(2)	0.0%
Grand Hogback	211,819	212,716	(897)	-0.4%		9,641	9,677	(36)	-0.4%
Specials/Charters	3,661	2,420	1,241	51.3%		332	380	(48)	-12.7%
Senior Van	6,842	5,610	1,232	22.0%		1,016	810	206	25.4%
MAA Burlingame	1,576	1,597	(20)	-1.3%		139	150	(10)	-6.8%
Maroon Bells	22,254	22,731	(477)	-2.1%		1,741	1,685	56	3.3%
Subtotal - Transit Service	2,771,650	2,783,622	(11,972)	-0.4%		157,726	159,745	(2,019)	-1.3%
Training & Other	10,594	14,310	(3,716)	-26.0%		19,452	17,335	2,117	12.2%
Total Transit Service, Training & Other	2,782,244	2,797,932	(15,688)	-0.6%		177,179	177,080	99	0.1%

2026 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/14/2025	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>

RFTA Investments Quarterly Report

In accordance with RFTA's Investment Policy, staff have prepared the following investment summary that provides an analysis of RFTA's current investment portfolio and quarterly activity through 6/30/2025.

Investment	Purchases/ (Redemptions)	3/31/2025		Purchases/ (Redemptions)	6/30/2025	
<i>Local Government Investment Pools:</i>						
Colotrust Plus+	\$ (1,524,379)	\$ 42,849,127	50%	\$ 470,146	\$ 43,319,273	50%
CSIP	\$ (1,523,812)	\$ 42,818,421	50%	\$ 467,008	\$ 43,285,428	50%
Total	\$ (3,048,191)	\$ 85,667,548	100%	\$ 937,154	\$ 86,604,702	100%
<i>Monthly Distribution Yield:</i>						
Colotrust Plus+		4.40%			4.37%	
CSIP		4.40%			4.34%	

Notes:

1. The increase in the Colotrust Plus+ account is due to interest earnings.
2. The net increase in the CSIP account is due to interest earnings.

Iron Mountain Place (IMP) Employee Housing – Financing Update

A request for proposals was issued in June 2025 for direct purchase or private placement services for lease purchase financing on this employee housing project completed earlier this year. RFTA received four proposals and moved forward with a recommendation to award Alpine Bank. A kick-off meeting is scheduled for August 6th with RFTA's financial advisor, PFM, and bond counsel, Kutak Rock. The estimated amount of financing is approximately \$13 million, and the proceeds will replenish RFTA's fund balance and cover the cost of issuance. The deadline to close on the financing is in November 2025. At the October board meeting, staff plan to provide the relevant documents to the RFTA Board and ask the Board to approve a resolution authorizing staff to execute the documents and agreements necessary to close the transaction.