



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
THURSDAY, SEPTEMBER 11, 2025
CARBONDALE TOWN HALL, 511 COLORADO AVE.
8:30 a.m. – 11:00 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 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 2025-30: Authorization to Submit a Letter of Support for a City of Glenwood Springs Grant Application to the Garfield County Federal Mineral Lease District (FMLD) – Angela Henderson, Director, Rio Grande Corridor, page 11 | Approve | 8:45 a.m. |
| 6.2. Resolution 2025-31: Authorization to Submit a Letter of Support for Colorado River Valley Economic Development Partnership (CRVEDP) Application for Colorado Parks and Wildlife (CPW) and Great Outdoors Colorado (GOCO) Colorado Outdoor Regional Partnership Initiatives Grant – Mary Harlan, Mobility Coordinator, page 16 | Approve | 8:45 a.m. |
| 7. PRESENTATIONS/ACTION ITEMS | | |
| 7.1. Resolution 2025-32: Authorization to Submit a Grant Application to the CY26 Colorado Department of Transportation (CDOT) SB-230 Formula Program – David Johnson, Director of Sustainability and Legislative Affairs and Kurt Ravenschlag, CEO, page 21 | Approve | 8:50 a.m. |
| [AGENDA CONTINUED ON NEXT PAGE] | | |
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| AGENDA ITEM | PURPOSE | TIME |
|--|-------------------|------------|
| 7.2. 2026 1st Draft Budget Presentation – Paul Hamilton, Director of Finance and David Carle, Budget Director, page 25 | Discussion | 9:05 a.m. |
| 7.3. Update to Winter Service Increases for Mid-Valley Capacity – Ian Adams, Director of Operations, page 26 | Approve | 9:30 a.m. |
| 7.4. Resolution 2025-33: Approve Changes to the Passenger Code of Conduct – Ian Adams, Director of Operations, page 27 | Approve | 9:45 a.m. |
| 8. INFORMATION/UPDATE | | |
| 8.1. CEO Report – Kurt Ravenschlag, CEO, page 31 | FYI | 10:00 a.m. |
| 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, Erin Kemp, Chief Human Resources Officer | Executive Session | 10:15 a.m. |
| 10. NEW BUSINESS FOR NEXT MEETING | Planning | 11:00 a.m. |
| 11. NEXT MEETING: Thursday, October 9, 2025 | Planning | 11:01 a.m. |
| 12. ADJOURNMENT | Adjourn | 11:02 a.m. |

ROARING FORKTRANSPORTATION AUTHORITY

BOARD MEETING MINUTES

August 14, 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)

Non-Voting Alternates Present:

Steve Smith (City of Glenwood Springs); Bill Guth (City of Aspen); Tom Fridstein (Pitkin County)

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); 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; David Carle, Budget Manager; Paul Hamilton, Director of Finance; Angela Henderson, Director of Rio Grande Corridor; David Johnson, Director of Sustainability and Legislative Affairs; Hannah Klausman, Regional Planning Director; Ben Ludlow, Director of Capital Projects & Project Management; Jason Schelhaas, Director of Information Technology; Tammy Sommerfeld, Director of Procurement; Yazmin Carlson, Creative Communications Associate; Mary Harlan, Mobility Coordinator; Abbey Pascoe, Trails and Corridor Specialist; Mark Scruton, Talent Acquisition Specialist; Terri Glenn, Accounting Technician I; Zac Sutherland, Safety, Security, & Risk Manager; Lori Welch, Business Support Specialist; Blake Williams, Computer Help Desk Technician; Jason White, Sustainability Program Administrator

Visitors Present:

Lee Barger (Transportation Engineer, City of Glenwood Springs); John Carlin (Assistant Transportation Director, City of Aspen); Kathleen Brehm and Ed Cortez (citizens)

Agenda

NOTE: Hyperlinks to the August 14, 2025, Board meeting video have been provided for each agenda item below. Please refer to the video links for additional details.

**Due to technical difficulties, a portion of the August 14, 2025, Board meeting video is unavailable, and some segments may lack audio.*

1. CALL TO ORDER/ROLL CALL:

Greg Poschman called the August 14, 2025, RFTA Board of Directors meeting to order at 8:30 a.m. Poschman declared a quorum to be present (7-member jurisdictions), and the meeting began at 8:31 a.m.

2. APPROVAL OF MINUTES:

Alyssa Shenk moved to approve the July 10, 2025, meeting minutes, and David Knight 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 August 14, 2025, Board agenda.

No members of the public had any comments.

Poschman closed Public Comments at 8:33 a.m.

4. ITEMS ADDED TO AGENDA:

Poschman asked if there were any items that needed to be added to the August 14, 2025, Board meeting Agenda.

No items were added to the August 14, 2025, Board Agenda.

5. BOARD MEMBER COMMENTS:

Poschman asked if any Board member had any comments or questions regarding issues not on the August 14, 2025, Board meeting Agenda.

Poschman thanked Kurt Ravenschlag for attending the August 7 Transportation Coalition meeting, emphasizing the importance of his expertise in guiding complex issues. He noted that Ravenschlag's insights are key to advancing critical conversations and respectfully encouraged his continued participation to support thoughtful and productive dialogue.

Steve Smith introduced himself as the new RFTA Board Alternate representing the City of Glenwood Springs. Smith conveyed his appreciation for the opportunity and looks forward to contributing to the organization's continued success.

Poschman closed Board Comments at 8:39 a.m.

6. Consent Agenda:

A. Resolution 2025-29: Appointing Members to the Rio Grande Corridor Covenant Enforcement Commission—Angela Henderson, Director of the Rio Grande Corridor

Rachael Richards moved to approve Resolution 2025-29: Appointing Members to the Rio Grande Corridor Covenant Enforcement Commission, and Erin Zalinski seconded the motion. The motion was unanimously approved.

7. Presentations/Action Items:

A. Preliminary Planning Initiatives, Assumptions and Issues for 2026 RFTA Budget – Paul Hamilton, Director of Finance and David Carle, Budget Manager

David Carle presented the Preliminary Planning Initiatives, Assumptions, and Key Issues related to the development of the 2026 RFTA Budget. He noted that the Board will receive two formal budget presentations this year: a draft version in November and the final version for approval in December.

Poschman inquired whether the current trend of increased revenues is keeping pace with anticipated inflation.

Carle responded that revenue growth is not keeping pace with current or projected inflation costs, indicating a potential budget challenge.

Richards encouraged RFTA to initiate outreach to its legislative representatives to advocate for the protection of transportation grant funding. She noted that the closure of the Pitkin County Airport could impact multiple jurisdictions' budgets and suggested RFTA evaluate how a potential decrease in sales tax might affect the 2026 budget. Richards also highlighted ongoing requests for expanded Hogback service and recommended that RFTA communicate clearly with Garfield County about the funding required to maintain current service levels and the additional resources needed to support service expansion.

Michael Yang reported that RFTA has identified a funding need of \$757,000 to support Hogback service in the 2025 budget year. Due to budget constraints, Garfield County was only able to contribute \$544,500. Looking ahead to 2026, RFTA has projected a need of \$800,000, but anticipates receiving less than the 2025 contribution. Yang emphasized the importance of engaging in discussions with Garfield County to explore strategies for sustaining current service levels amid projected funding reductions.

Richards suggested that as RFTA continues to evaluate space needs at its facilities, it should consider reserving unused land for potential future employee housing.

Poschman asked whether the Zero Fare Pilot Project will generate sufficient data to demonstrate its value to local businesses, particularly in encouraging them to offer free or discounted RFTA passes to their employees.

Ravenschlag confirmed that the Zero Fare Pilot Project will generate sufficient data to present to businesses, helping to incentivize the purchase of reduced-cost RFTA bus passes for their employees.

Richards emphasized that RFTA should use data from the Zero Fare Pilot to assess future operational needs. This includes identifying locations and capacity requirements for additional park-and-ride facilities, estimating staffing needs for drivers, and determining the number of buses required to meet projected demand.

Ravenschlag noted that data from the Zero Fare Pilot will be critical for planning RFTA's future operational needs. He explained that the Pilot was strategically scheduled during RFTA's off-season to ensure sufficient availability of bus operators to support the anticipated increase in service demand.

Knight inquired whether RFTA has a method for collecting data on new riders, specifically those not previously using RFTA services, including where they board and disembark.

In response, Ravenschlag stated that RFTA plans to conduct passenger surveys during the Zero Fare Pilot. He noted that the survey results will provide RFTA with essential data to establish a baseline profile of new riders and to gain deeper insights into rider behavior and service demand patterns.

Ravenschlag provided an update on RFTA's Glenwood Maintenance Facility (GMF) Phase 6 and 8 grant request application. He explained that the funding is being sought through the Federal Transit Administration's (FTA) Low- or No-Emission Grant Program, which supports projects that promote environmentally sustainable transportation solutions. Although the current grant application focuses on infrastructure rather than a vehicle propulsion system, Ravenschlag emphasized that the project aligns with the strategic priorities outlined by the Office of the Secretary of Transportation (OST) and advances broader sustainability objectives.

Ravenschlag noted that feedback from FTA Region 8 and RFTA's federal lobbyists indicated confusion surrounding the grant application, despite the narrative clearly describing a facility intended to support low- or no-emission vehicles within RFTA's system. He indicated that in response to this feedback, RFTA was advised to revise the application language to better align with program expectations and minimize ambiguity. He noted

that all references to “low- or no-emission” were replaced with “low emission” to enhance clarity and ensure the application was more easily understood by reviewers. Ravenschlag confirmed that the revised application was submitted to the OST on August 13. He expressed confidence that the clarification provided will satisfy the necessary criteria for releasing the \$32.8 million in funding.

Poschman inquired about the timeline for receiving notes from the strategic planning session to cross-reference them with the upcoming budget process.

Ravenschlag responded that staff are currently working to translate the identified priorities into key results tied to specific objectives. He confirmed that this information will be included in the first draft of the budget presentation.

Bill Guth suggested that RFTA explore potential revenue streams that could enhance financial sustainability. He proposed that offering services to private entities, businesses, or events may present opportunities to generate net income. Guth emphasized that such revenue-generating activities could help offset operational expenses and support RFTA’s long-term fiscal health.

B. [Zero Fare Pilot Program Update](#) – David Johnson, Director of Sustainability and Legislative Affairs

Richards recommended that RFTA distribute a PDF about the Zero-Fare Pilot Program to all member jurisdictions, encouraging them to share it through local newscasts and community bulletin boards. She also suggested running newspaper advertisements to raise public awareness about the upcoming Zero Fare Pilot. Richards emphasized the importance of leveraging member jurisdictions to support outreach efforts and help amplify the message across the region.

Jamie Tatsuno shared that staff are currently preparing media kits to support outreach efforts related to the Zero Fare Pilot. These kits will be distributed to local chambers and member jurisdictions in the coming weeks, enabling them to share the information with staff, employees, and community members.

8. Information/Updates:

A. [CEO Report](#) – Kurt Ravenschlag, CEO

Ravenschlag provided an update regarding strategic initiatives submitted for 2026, noting that several may need to be implemented earlier due to operational demands. He highlighted that RFTA’s winter season spans both 2025 and 2026, and one initiative that may need to be accelerated is the effort to increase Mid Valley passenger capacity on the BRT system. This initiative addresses a growing concern driven by rising demand in the lower valley. Ravenschlag explained that BRT buses departing Glenwood Springs are often at full capacity, leaving no room for additional passengers to board in Carbondale and Mid Valley. He emphasized that this has been a longstanding issue, and RFTA is taking a proactive approach by advancing the initiative to ensure adequate service for Mid Valley riders.

Ravenschlag stated that RFTA is aiming to implement this initiative during the 2025 winter season, which would require funding to be available for the November and December portion of this year. He noted that staff will bring this proposal forward for discussion next month, along with any other strategic initiatives that may need to be advanced ahead of the 2026 calendar year.

Knight emphasized that reliability is a key concern for riders. He explained that when passengers arrive at a station uncertain whether they’ll be able to board due to capacity issues, it creates a perception of unreliability that must be addressed. Ensuring consistent and dependable service, he noted, is essential to maintaining rider confidence and satisfaction.

Richards noted that passengers in the Upper Valley are experiencing similar capacity challenges. She pointed out that buses traveling to Aspen are often full by the time they reach Carbondale, leaving transit-dependent riders waiting for the next available bus. Richards emphasized the need for a solution and suggested options such as deploying additional buses to and from the Brush Creek Park and Ride or increasing service frequency to alleviate overcrowding and improve reliability.

Ravenschlag shared that the Transportation Coalition for the 21st Century has convened regularly over the past few months, fostering a series of highly productive discussions. He noted that the Coalition has engaged Fehr & Peers, a consulting firm known for effectively communicating difficult messages, particularly around congestion mitigation, where meaningful reductions are seldom achieved.

Ravenschlag noted that Fehr & Peers provided valuable insight to the group, explaining that due to latent and induced demand, any increase in roadway capacity is quickly absorbed by new users who are now able to drive—essentially, when space is made, it fills up. He emphasized that the best-case scenario is maintaining current traffic volumes, while the next best outcome is slowing the rate of growth and expanding travel options. Ravenschlag highlighted that the valley has spent the past several decades focused on these very strategies, slowing growth and developing alternative transportation options, with remarkable success.

According to Ravenschlag, the traffic data presented during the meeting indicated that vehicle volumes entering Aspen, whether single or multiple occupancy, have remained consistent since 1993, particularly over Castle Creek. However, he noted that the overall demand and number of people coming into the Aspen community has increased significantly during that time. This observation raised an important question: how are more people getting into Aspen without a corresponding rise in vehicle traffic?

Ravenschlag shared that the data clearly shows the increased demand is being met by bus service, which has successfully accommodated the growth. He noted that throughout the meeting, there was a recurring perception that RFTA is operating at full capacity and may not be positioned to help address congestion or improve mobility in the Upper Valley.

Toward the end of the discussion, Ravenschlag addressed the misconception directly, emphasizing that RFTA not only has the capacity but is also enthusiastic to be a part of the solution. RFTA is committed to improving mobility in the Upper Valley, Ravenschlag noted, which may include expanding existing services, introducing new service modes, and leveraging emerging technologies. He highlighted that RFTA is ready and willing to engage in these conversations and contribute to meaningful transportation solutions.

Richards noted that RFTA has already won over most of the transit riders who were easiest to reach. She explained that the remaining population, those still dependent on personal vehicles, present a more complex challenge due to their harder-to-address needs. While incentives have helped encourage drivers to switch to transit, Richards suggested that disincentives may need to be considered moving forward. She emphasized RFTA's continued success in shifting many individuals from driving to transit, acknowledging that this achievement sets a high standard for future efforts.

Knight mentioned that with the recent discussion on service reliability, improving the dependability of the BRT system, along with increasing capacity at park-and-ride locations and on buses, could tap into latent demand. He indicated that some individuals may be more inclined to choose transit if they were confident in its reliability and availability.

Poschman stated that cost is the one factor that consistently influences behavior. He noted that when transit becomes more expensive, individuals are compelled to make decisions in response to that change.

Tom Fridstein inquired whether the concept of congestion pricing or tolling is most effectively applied at natural funnel points, such as bridges or locations like Brush Creek, where traffic is naturally concentrated and easier to monitor. He then asked how this approach compares to implementing congestion pricing in areas like Basalt or Carbondale, where multiple access routes could complicate enforcement and reduce its effectiveness.

Ravenschlag noted that there are obviously several hurdles to implementing congestion pricing on Highway 82. He explained that the corridor has limited capacity, particularly at key funnel points, and emphasized that, as a CDOT facility, any congestion pricing initiative would require CDOT's full support. Ravenschlag noted that such models typically include a free travel option, suggesting that the bus and dedicated bus lane could potentially serve that role. However, he recognized that substantial work remains to determine how congestion pricing could be effectively applied along this corridor.

David Pesnichak noted that Highway 82 is not only a CDOT facility but also receives federal funding, meaning any congestion pricing initiative would require coordination with both state and federal highway authorities. He emphasized the considerable complexity of implementing such a system, particularly given the limited precedent for congestion pricing in the United States. Pesnichak also highlighted alternative strategies for pricing automobile travel, such as limiting capacity for private vehicles, through driving lanes or parking availability, and introducing parking fees. These approaches can be highly effective in discouraging car use. Importantly, he pointed out that such measures fall within the jurisdiction of local governments in the Upper Valley, offering more immediate and actionable opportunities.

Zac Sutherland addressed the follow-up request submitted by Ms. Brehm, outlining the actions RFTA is currently able to take and the steps planned for future implementation.

Poschman noted that the current configuration of the Rio Grande Trail does not adequately support the wide range of user speeds, which can lead to safety concerns and disrupt traffic flow. He stated that, at some point, RFTA will need to explore options such as widening and striping the trail to better accommodate these varying speeds. To further enhance safety, he recommended considering the creation of separate lanes, one designated for pedestrians and another exclusively for bicycles, as part of future improvements.

Ravenschlag stated that Director Richards had suggested creating a one- to two-page summary outlining RFTA's current initiatives, budget, services, and overall role in the valley. He noted that RFTA has recognized a need for this type of outreach, especially as many community members may not be familiar with the organization's history or scope of work. He emphasized that this is a timely opportunity to reconnect with each jurisdiction and offer presentations that help build a clearer understanding of RFTA's contributions to the region. Ravenschlag thanked Director Richards for the suggestion and confirmed that staff are actively working on developing the summary document.

Pesnichak addressed the upcoming Rio Grande Corridor Tour, scheduled for November 3, 2025, and informed the Board that any questions or concerns should be directed to Nicole Schoon, Board Secretary, who will be managing the tour arrangements.

Pesnichak shared that an educational initiative is underway to inform the Board, member jurisdictions, and the public about the history and significance of the Rio Grande Railroad Corridor acquisition.

Pesnichak introduced Hannah Klausman as RFTA's new Planning Director.

Poschman informed the Board that paper copies of meeting agendas and attachments will no longer be provided. He advised members to bring their laptops or tablets to access meeting materials electronically moving forward.

Poschman posed a question regarding the electric buses ordered for next year and asked whether RFTA could consider electrifying the Maroon Bells route. He noted that residents, particularly from Pitkin County, have expressed concerns about the continued use of diesel buses on that corridor. Given the environmental sensitivity and unique nature of the route, he suggested it could be a strong candidate for electrification to help address those concerns.

Ravenschlag stated that Ian Adams, Operations Director and Mike Christenson, Vehicle Maintenance Director, are currently evaluating the feasibility of electrifying the Maroon Bells route. He noted that while range is not the primary concern, one of the key challenges involves navigating steep grades and understanding how regenerative braking performs when descending with a fully loaded bus. These technical considerations are being carefully reviewed, and he assured the Board that staff will follow up with a response once more information is available.

Yang provided an update on the financing for the Iron Mountain Place (IMP) employee housing project in Glenwood Springs. He reported that, following a competitive solicitation process, RFTA has selected Alpine Bank as its financing partner for the project. A kickoff meeting has already been held, and the estimated financing amount is approximately \$13 million.

Yang noted that, as previously authorized by the Board, RFTA plans to use the financing to reimburse its fund balance and cover certain issuance-related costs. He emphasized that at the October Board meeting, staff will present a resolution seeking formal approval to authorize the execution of all necessary documents and agreements to finalize the financing ahead of the November 2025 closing deadline.

Jeanne McQueeney shared that she recently received feedback from a community member residing five miles up the Frying Pan River in the Seven Castles Subdivision. She explained that the individual expressed interest in having a transportation option that includes pick-up and drop-off service in that area. McQueeney suggested that Basalt Connect might have the capacity to accommodate this request, and if not, RFTA could explore alternative solutions. She also noted that an older adult living in the subdivision has requested additional support to access senior transportation services.

Shenk suggested that individuals living in the Seven Castles area could consider using Vintage, which provides senior transportation services and covers the Eagle County area.

9. [Executive Session:](#)

A. 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

Zalinski moved to adjourn from the Regular Board meeting into Executive Session, and Shenk seconded the motion. The motion was unanimously approved. Executive Session began at 10:30 a.m.

Staff Present: Paul Taddune, General Counsel; Erin Kemp, CHRO; Nicole Schoon, Board Secretary

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

No action was taken during the Executive Session, which adjourned at 10:38 a.m.

10. Issues to be Considered at Next Meeting:

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

12. Adjournment:

Laird moved to adjourn from the August 14, 2025, RFTA Board meeting, and Knight seconded the motion. The motion was unanimously approved.

The August 14, 2025, RFTA Board Meeting adjourned at 10:39 a.m.

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS
“CONSENT” AGENDA SUMMARY ITEM # 6.1.

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| MEETING DATE | September 11, 2025 |
| AGENDA ITEM | Resolution 2025-30: Authorization to Submit a Letter of Support for a City of Glenwood Springs Grant Application to the Garfield County Federal Mineral Lease District (FMLD) |
| STRATEGIC OUTCOMES | 1.0 ACCESSIBILITY & MOBILITY 5.0 SATISFIED CUSTOMERS |
| STRATEGIC OBJECTIVES | 1.7 Connect all member jurisdictions by transit and trails 5.1 Transit and trail experiences are enjoyable and safe 5.7 Provide clean and well-maintained facilities, trails and equipment. |
| PRESENTED BY | Angela Henderson, Director - Rio Grande Corridor |
| STAFF RECOMMENDS | Approve Resolution 2025-30 and Authorize the Board Chair to sign the Letter of Support. |
| EXECUTIVE SUMMARY | <p>The City of Glenwood Springs plans to improve Coach Miller Drive in the spring of 2026. The improvements will significantly enhance pedestrian safety and mobility near Glenwood Springs High School by improving access to trails and parks, providing critical water system redundancy and address stormwater deficiencies. As a part of this project, Glenwood plans to improve and upgrade an existing trailhead located adjacent to Coach Miller Drive behind the high school and inside the RFTA railroad corridor.</p> <p>Glenwood is applying for a Garfield County Federal Mineral Lease District (GCFMLD) grant to help cover the cost of the improvements and is requesting a letter of support from RFTA.</p> |
| BACKGROUND | Glenwood started planning the Coach Miller Drive Project in 2024 and selected a consultant in early 2025. The project was identified to address multiple deficiencies; namely the lack of sidewalks to connect neighborhoods and trails to the High School, improve drainage, construct a new water line to improve water system redundancy, improve parking and access to the Rio Grande Trail and City parks and rebuild a failing road. The project will also provide a new water service and sewer tap for the high school for a future concession stand and bathroom facility at the athletic fields. Glenwood is pursuing a FMLD grant as this project demonstrates a need that, if constructed, would benefit many users including students, trail and park users and the public. |
| 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: | None. |

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| EXHIBITS/ATTACHMENTS | <ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-30: Authorization to Submit a Letter of Support for a City of Glenwood Springs Grant Application to the Garfield County Federal Mineral Lease District (FMLD) 2. Exhibit 2: Letter of Support for a City of Glenwood Springs Grant Application to the Garfield County Federal Mineral Lease District (FMLD) |
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Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-30**

**AUTHORIZE THE BOARD CHAIR TO SIGN A LETTER OF SUPPORT FOR A CITY OF GLENWOOD SPRINGS GRANT
APPLICATION TO THE GARFIELD COUNTY FEDERAL MINERAL LEASE DISTRICT (FMLD)**

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 railbanked status of the Corridor requires that RFTA manage the Corridor such that there is no permanent impediment to future rail use; and

WHEREAS, in all the agreements to which RFTA is party concerning the Corridor, trail uses yield to mass transit use of the Corridor if one use precludes the other; and

WHEREAS, RFTA was created, in part, to complete the construction of a valley-wide trail on the Rio Grande Corridor; and

WHEREAS RFTA supports the completion of the project if a grant is awarded to City of Glenwood Springs.

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 GCFMLD Grant Application of City of Glenwood Springs.
3. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of the project.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held on the 11th day of September 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 September 11, 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 11th day of September 2025.

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



0051 Service Center Road
Aspen, Colorado 81611
970.925.8484 | RFTA.COM

September 11, 2025

President Gregg Rippy
Garfield County Federal Mineral Lease District
P.O. Box 2477
Glenwood Springs, CO. 81602

Dear President Rippy,

The Roaring Fork Transportation Authority (RFTA) offers strong support for the City of Glenwood Springs' application to the Garfield County Federal Mineral Lease District (GCFMLD) Fall 2025 grant cycle for the Coach Miller Drive Improvements Project. This project aligns with RFTA's mission of connecting our region with transit and trails. Serving the Roaring Fork and Colorado River Valleys, RFTA provides essential transit services and multi-use trails to residents, commuters, and visitors. Our services span a 70-mile corridor, from the City of Aspen to Glenwood Springs in the Roaring Fork Valley and then extending to the Colorado River Valley communities of New Castle, Silt, and Rifle.

As a Regional Transportation Authority (RTA) that has invested significantly in mobility infrastructure, RFTA recognizes the importance of enhancing pedestrian safety and mobility near Glenwood Springs High School, improving access to trails and parks, providing critical water system redundancy, and addressing stormwater deficiencies. By working together, we can collectively achieve common local priorities around regional transportation systems, economic development, conservation, healthy lifestyles, and high-quality outdoor recreation.

Please note that the RFTA Railroad Corridor is currently "railbanked" for future transit use. At the time that RFTA requires use of the Railroad Corridor for additional transit needs, the trailhead improvements may need to be removed.

Further, investment from the GCFMLD program will help Glenwood Springs address long-standing safety, mobility, and infrastructure needs that directly help the community. We urge you to give this application your highest consideration.

Sincerely,

Greg Poschman
RFTA Board Chair

RFTA BOARD OF DIRECTORS
"CONSENT" AGENDA SUMMARY ITEM # 6.2.

| | |
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| MEETING DATE | September 11, 2025 |
| AGENDA ITEM | Resolution 2025-31: Authorization to Submit a Letter of Support for Colorado River Valley Economic Development Partnership (CRVEDP) Application for Colorado Parks and Wildlife (CPW) and Great Outdoors Colorado (GOCO) Colorado Outdoor Regional Partnership Initiatives Grant |
| 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 the region |
| PRESENTED BY | Mary Harlan, Mobility Coordinator |
| STAFF RECOMMENDS | Approve Resolution 2025-31 and Authorize the Board Chair to sign the Letter of Support. |
| EXECUTIVE SUMMARY | <p>The Colorado River Valley Economic Development Partnership (CRVEDP), a regional nonprofit organization focused on the economic development of the Colorado River Valley region, is developing a grant application to respond to CPW and GOCO's Colorado Outdoor Regional Partnership Initiatives and Grant Program. The grant is intended to support collaborative efforts establishing a coalition that is committed to convening a broad range of outdoor interests to identify and advance conservation and sustainable recreation objectives. Multiple local, statewide, federal, municipal, nonprofit, and private organizational stakeholders will be engaged in the coalition once formed.</p> <p>CRVEDP is seeking a letter of support from RFTA for this grant submission. The grant requires a local match to be competitive; local match from the CRVEDP has been budgeted at \$15,000; no funding is being requested from RFTA at this time.</p> |
| BACKGROUND | <p>Grant Opportunity:</p> <ul style="list-style-type: none"> CPW and GOCO's Colorado Outdoor Regional Partnership Initiative grant funding offers up to \$150,000 in funding. CRVEDP is requesting \$150,000 to develop coordinated leadership for outdoor recreation, conservation, working lands, and community engagement across the Colorado River Valley in the Middle Colorado Watershed from Glenwood through De Beque. Funding will cover costs of coalition coordination, meeting facilitation, stakeholder engagement, plan development, marketing and communications, supplies and planning tools like mapping, survey tools, and data collection support, events, and administrative costs, with a total estimated budget of \$165,000. There are currently 20 coalitions funded through this program across Colorado, including coalitions in the Roaring Fork Valley, Eagle Valley, and Grand River Valley. These coalitions include: |

| | |
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| | <ul style="list-style-type: none"> ○ The Roaring Fork Outdoor Coalition ○ Eagle County Community Wildlife Roundtable ○ West Slope Outdoors Alliance <ul style="list-style-type: none"> ● This coalition would serve the gap between Glenwood Springs to De Beque. ● Once the regional coalition is formed, it becomes eligible to apply for projects funded by CPW, with an estimated \$50M available over the next decade. ● Initial feedback from CRVEDP’s proposal offered the following recommendations: <ul style="list-style-type: none"> ○ Show how this proposal includes a variety of stakeholders and builds off existing efforts in the area ○ Connect with local CPW staff ○ Include letters of support from Garfield County and other key stakeholders ○ Ensure targeted list of stakeholders includes CPW, U.S. Forest Service, BLM, sporting interests, agriculture and private lands, motorized and non-motorized recreation users, Garfield County Outdoors, and coordination with neighboring counties ○ Show how mapping and survey tools will be utilized in drafting a plan |
| 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 | None currently. |
| EXHIBITS/ATTACHMENTS | <ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-31: Authorization to Submit a Letter of Support for Colorado River Valley Economic Development Partnership (CRVEDP) Application for Colorado Parks and Wildlife (CPW) and Great Outdoors Colorado (GOCO) Colorado Outdoor Regional Partnership Initiatives Grant 2. Exhibit 2: Letter of Support for Colorado River Valley Economic Development Partnership (CRVEDP) Application for Colorado Parks and Wildlife (CPW) and Great Outdoors Colorado (GOCO) Colorado Outdoor Regional Partnership Initiatives Grant |

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-31**

**AUTHORIZATION TO SUBMIT A LETTER OF SUPPORT FOR COLORADO RIVER VALLEY ECONOMIC DEVELOPMENT
PARTNERSHIP (CRVEDP) APPLICATION FOR COLORADO PARKS AND WILDLIFE (CPW) AND GREAT OUTDOORS
COLORADO (GOCO) COLORADO OUTDOOR REGIONAL PARTNERSHIP INITIATIVES GRANT**

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, RFTA supports the completion of the project if a grant is awarded to CRVEDP.

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 Grant Application of CRVEDP.
3. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of the project.

INTRODUCED, READ, AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 11th day of September 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 September 11, 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 11th day of September 2025.

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



0051 Service Center Road
Aspen, Colorado 81611
970.925.8484 | RFTA.COM

September 11, 2025

To Whom It May Concern:

The Roaring Fork Transportation Authority (RFTA) strongly supports the formation of the Colorado River Valley Outdoor Coalition (CRVOC), an initiative led by the Colorado River Valley Economic Development Partnership (CRVEDP). This effort aligns with RFTA's mission of "Connecting our region through transit and trails."

RFTA serves the Roaring Fork and Colorado River Valleys, providing essential transit and multi-use trail services along a 70-mile corridor from the City of Aspen to the City of Glenwood Springs, and westward to the Town of New Castle, Town of Silt, and City of Rifle. As a Regional Transportation Authority (RTA) that has invested significantly in mobility infrastructure, RFTA recognizes the value of a regional coalition to unify stakeholders and bridge existing efforts in Eagle, Pitkin, and Mesa Counties. Together, we can advance shared priorities in transportation, economic development, conservation, healthy lifestyles, and outdoor recreation.

As a partner in the LoVa Trail partnership, RFTA has helped secure more than \$1 million in grant funding to extend the LoVa Trail westward from Glenwood Springs to De Beque. The proposed coalition will strengthen such efforts and elevate the work already underway among nonprofits, land managers, and community leaders.

We are especially encouraged by the coalition's commitment to inclusive engagement, from agricultural producers to motorized and non-motorized recreation users, and its coordination with federal and state land managers. RFTA looks forward to participating in stakeholder discussions and contributing our expertise and resources.

We urge you to give CRVEDP's application your full consideration.

Sincerely,

Greg Poschman
RFTA Board Chair

RFTA BOARD OF DIRECTORS
"CONSENT" AGENDA SUMMARY ITEM # 7.1.

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| MEETING DATE | September 11, 2025 |
| AGENDA ITEM | Resolution 2025-32: Authorization to Submit a Grant Application to the CY26 Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) SB-230 Formula 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 | Approve Resolution 2025-32, and authorize Staff to request up to \$2,175,000 in CY26 SB-230 Formula Program fundings, with a 20% local match (up to \$543,750) |
| EXECUTIVE SUMMARY | <p>Staff intend to utilize up to \$2.175 million in SB-230 formula funding in CY2026 to sustain and improve transit services, consistent with the priorities of the formula grant program. The program administrators have committed to executing contracts by March 2026, at which time RFTA can begin operating the grant-funded services. This program is a new program for CDOT with new staff, and RFTA must be judicious about committing to any grant-specific service changes until this contract is in place.</p> <p>RFTA intends to commit SB-230 funding and 20% local match to support regional transit service in the SH82 corridor and I-70 corridor to increase ridership and mode shift to transit and to reduce greenhouse gas emissions, pending both timing of award and contract.</p> <p>Grant applications are due September 19th and contracts are intended to be fully executed by March 2026.</p> |
| BACKGROUND | <p>The Colorado legislature adopted Senate Bill 24-230 (SB-230), which imposes a fee on all oil and gas produced in Colorado, effective July 1, 2025. Known as the Oil & Gas Production Fee, a portion of this new revenue stream includes the production fee for clean transit. The production fee amounts fluctuate based on the average spot price of oil and gas each quarter.</p> <p>This new grant funding program will be administered by the Colorado Department of Transportation's (CDOT) Clean Transit Enterprise (CTE) which issued a notice of funding availability for the Local Transit operations Program, commonly known as the SB-230 Formula Program for Fiscal Year 2026. The purpose of the program is to provide consistent annual funding to support transit service expansion, increase transit frequency, provide other service enhancements, and improve system-wide transit network connectivity. The goal is to maximize transit ridership and mode shift and decrease personal vehicle miles traveled and GHG emissions. CTE's SB-230 Formula Program funds will be awarded and distributed through a formula-based apportionment. Eligible transit agencies that</p> |

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| | <p>successfully respond to the notice of funding will be awarded Fiscal Year 2026 (FY26) funding based on a formula that was approved by the CTE Board of Directors in May 2025.</p> <p>For FY26, CTE currently forecasts that \$34 million to \$37 million will be apportioned through the formula program. For FY27 and future years, the CTE currently forecasts that between \$70 million to \$80 million may be available for apportionment.</p> |
| GOVERNANCE POLICY | RFTA 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 | Staff will request up to \$2,175,000 in CY26 formula funding, with a 20% local match of up to \$543,750. Staff will approach the Board each year with a project scope and budget. |
| EXHIBITS/ATTACHMENTS | <ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-32: Authorization to Submit a Grant Application to the CY26 Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) SB-230 Formula Program |

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-32**

**AUTHORIZATION TO SUBMIT A GRANT APPLICATION TO THE CY26 COLORADO DEPARTMENT OF TRANSPORTATION
(CDOT) CLEAN TRANSIT ENTERPRISE (CTE) SB-230 FORMULA 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 Colorado Department of Transportation (CDOT) Colorado Clean Transit Enterprise (CTE) SB-230 Formula Program; and

WHEREAS, the RFTA Board of Directors supports the completion of the project if CDOT funding is 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 a combined local match of up to \$543,750, if awarded.
3. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of projects that support regional transit services to increase ridership and mode shift to transit and to reduce greenhouse gas emissions.
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 11th day of September 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 September 11, 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 11th day of September 2025.

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

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATIONS” AGENDA ITEM SUMMARY # 7.2.

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| MEETING DATE | September 11, 2025 |
| SUBJECT | 2026 1 st Draft Budget Presentation |
| 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 | Approve 2026 Budget priorities and assumptions, with revisions as needed by the Board. |
| EXECUTIVE SUMMARY | Staff will present key considerations from the first draft of the 2026 budget and request Board direction. |
| BACKGROUND | <p>At the August 2025 Board meeting, staff presented the 2026 budget initiatives, assumptions and considerations.</p> <p>The 1st draft of the 2026 budget has been prepared based on the approved budget initiatives and assumptions. The budget will be refined through November as updated data becomes available, which may affect the 2025 General Fund forecast.</p> <p>The 1st draft of the 2026 budget is presented in the following order:</p> <ol style="list-style-type: none"> 1. Services 2. Challenges, Considerations, and Opportunities 3. Consolidated Financial Overview 4. Estimated Revenue Composition and Assumptions 5. Budgeted Expenditures by Program/Department and Assumptions 6. Budgeted Other Financing Sources/Uses 7. Staffing 8. Major Goals 9. Fund Balance 10. Background information |
| GOVERNANCE POLICY | Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).” |
| FISCAL IMPLICATIONS | Limited resources will require prioritization of Authority’s projects; revenues and expenditures assumptions could affect Fund balance. |
| EXHIBITS/ATTACHMENTS | <ol style="list-style-type: none"> 1. Attachment 1: 1st Draft 2026 Budget Presentation 2. Attachment 2: Board Presentation-1st Draft 2026 Budget |

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7.3.

| | |
|-----------------------------|---|
| MEETING DATE | September 11 th 2025 |
| SUBJECT | Mid Valley Capacity Service Enhancements |
| STRATEGIC OUTCOME | 5.0 SATISFIED CUSTOMERS 7.0 HIGH PERFORMING ORGANIZATION |
| STRATEGIC OBJECTIVE | 5.1 Transit and trail experiences are enjoyable 7.7 Continually seek ways to improve business process and service delivery |
| PRESENTED BY | Ian Adams, Director of Operations |
| STAFF RECOMMENDS | Board update only, no Board action required. |
| EXECUTIVE SUMMARY | Based on customer feedback and boarding data RFTA has identified critical windows of time on the BRT line where ridership demands are at or exceed operational capacity. To meet this demand and allow more capacity for ridership growth during these peak times RFTA is planning to add 9 additional BRT trips to the Winter BRT service plan above and beyond the 130 scheduled trips. |
| BACKGROUND | RFTA operations monitors the performance of the transit system daily and provides additional backup trips when scheduled service cannot meet ridership demands. RFTA’s fleet is primarily composed of 40-foot low-floor buses with a seated capacity of an average of 35 passengers. Over the road coaches style buses have a higher seated capacity and are used whenever possible when higher ridership is projected on a specific trip. These vehicles are not always available or appropriate for a specific piece of work with the same regularity as the low floor buses. The availability of backup resources varies day to day based on staffing needs and other operational demands. Ridership has continued to increase on the BRT service line during peak commute hours exceeding the capacity of backup resources. By increasing the overall number of BRT trips at peak times there will be more capacity for current riders with some accommodation for future growth. |
| GOVERNANCE POLICY | Boad Governance Policy 2.10 states, “The CEO shall endeavor to keep the Board informed and supported in its work. |
| FISCAL IMPLICATIONS | \$143,000 in additional operating costs anticipated for winter portion of 2025 fiscal year above and beyond existing budgeted service plan. For remainder of winter season in 2026 costs are estimated at \$391,000. Existing savings in 2025 budget have been identified in payroll savings from fleet maintenance department to fund costs in current fiscal year. |
| EXHIBITS/ATTACHMENTS | 1. Attachment 1 : Draft Schedule and Load Data |

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7.4.

| | |
|----------------------------|--|
| MEETING DATE | September 11 th 2025 |
| SUBJECT | Resolution 2025-33: Approval and Adoption of Revised Passenger Code of Conduct |
| STRATEGIC OUTCOME | 2.0 SAFE CUSTOMERS, WORKFORCE AND GENERAL PUBLIC |
| STRATEGIC OBJECTIVE | 2.1 The Public is safe and comfortable using RFTA services, at RFTA facilities and on RFTA property 2.2 Ensure safe work environment for all RFTA employees |
| PRESENTED BY | Ian Adams, Director of Operations |
| STAFF RECOMMENDS | Approve Resolution 2025-33 |
| EXECUTIVE SUMMARY | <p>RFTA is seeking to update specific language in our passenger code of conduct to more clearly define acceptable passenger behavior and occupancy of RFTA facilities and buses. These changes have been made in coordination with law enforcement to ensure that updated language is enforceable by local partners.</p> <p>Language changes clearly define the purpose of RFTA properties to access RFTA services and outline a maximum time limit that can reasonably be expected to make transit connections at RFTA facilities.</p> |
| BACKGROUND | <p>RFTA continuously works with local law enforcement partners to identify emerging issues within jurisdictions and regionally. During these interactions there has been discussion around the presence of language in RFTA’s current code of conduct, specifically “No Loitering” that has no legal grounds to enforce.</p> <p>RFTA has continued to experience several instances of individuals occupying RFTA facilities who do not appear to have any intent on utilizing RFTA services, specifically Rubey Park transit center. This language will allow RFTA contracted security and law enforcement the ability to remove individuals from RFTA property and services who are not utilizing the aforementioned areas for transit purposes.</p> <p>The language change replaces “No Loitering” with the following language</p> <ul style="list-style-type: none"> • RFTA buses and facilities are only for accessing transit services • All transit connections can be made within 45 minutes. Individuals remaining beyond that timeframe may be asked to leave |
| GOVERNANCE POLICY | Boad Governance Policy 2.10 states, “The CEO shall endeavor to keep the Board informed and supported in its work. |
| FISCAL IMPLICATIONS | No additional budgeted costs projected at this time |

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| EXHIBITS/ATTACHMENTS | <ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-33: Approve Changes to the Passenger Code of Conduct 2. Attachment 1: RFTA Passenger Code of Conduct (Redlined and Final) |
|-----------------------------|--|

Director _____ moved adoption of the following:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-33**

APPROVAL AND ADOPTION OF REVISED PASSENGER CODE OF CONDUCT

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 Board of Directors of the Roaring Fork Transportation Authority desires to adopt the revised Passenger Code of Conduct attached hereto and incorporated herein.

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

THAT the revised Passenger Code of Conduct attached hereto and incorporated herein is hereby approved and adopted, to take effect immediately.

INTRODUCED, READ, AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 11th day of September 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 September 11, 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 11th day of September 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: September 11, 2025



2026 RFTA Board Priorities

On May 12, 2025, the RFTA Board and staff gathered for the annual Board Summit. The event provided an opportunity to review an expanded range of services RFTA could provide, including several that have not historically been exercised.

Staff highlighted three areas that RFTA could pursue in the future should the Board see value in doing so:

1. Regional planning
2. Assistance with grant-writing
3. Transportation Demand Management (TDM)

Following these discussions, the Board identified its priorities for 2026:

- 1.1 Protect, utilize, and ensure accessibility of the Rio Grande Railroad Corridor and Rio Grande Trail
- 4.3 Preserve financial sustainability with a balanced long-range budget and forecast
- 4.5 Optimize services and expenditures for efficiency and cost savings
- 6.3 Prioritize energy-efficient strategies that reduce GHG emissions and advance projects responsibly+

Zero Fare October & November Outreach Kit

RFTA's Public Information Office (PIO) has rolled out a Zero Fare outreach kit to help spread the word about this exciting initiative. The kit is packed with shareable materials, including posters, graphics, visuals, email templates, informational handbills, and more, all available in both English and Spanish. It's designed to support member jurisdictions and local employers in promoting the Zero Fare program to their communities and staff.

We've already started sharing the outreach folder with key partners, including local chambers of commerce, large area employers, the City of Aspen Transportation Department (with coordinated communications for TOP participants and carpoolers), City of Glenwood Springs and Pitkin County staff.

Additionally, handbills are being distributed through a series of on-the-ground rider engagement efforts across the valley, including fun initiatives like free donuts to attract both riders and non-riders within RFTA's service area. You can access the outreach kit here: <https://rfta.sharefile.com/public/share/web-s2adf56e099ae439d81b63844168827dd>

RFTA Board Tour of the Rio Grande Corridor Conservation Covenant Area

This year's tour is set for November 3, and instead of biking, participants will ride in a motorized vehicle—making the tour more accessible for Board members and interested community members. The new format gives plenty of time to ask RFTA staff questions along the way. The tour will cover the full corridor from Glenwood Springs to Aspen, with staff highlighting key spots throughout the journey.

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 Location: Mings Café, Carbondale
- Conservation 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 conclusion of the tour.

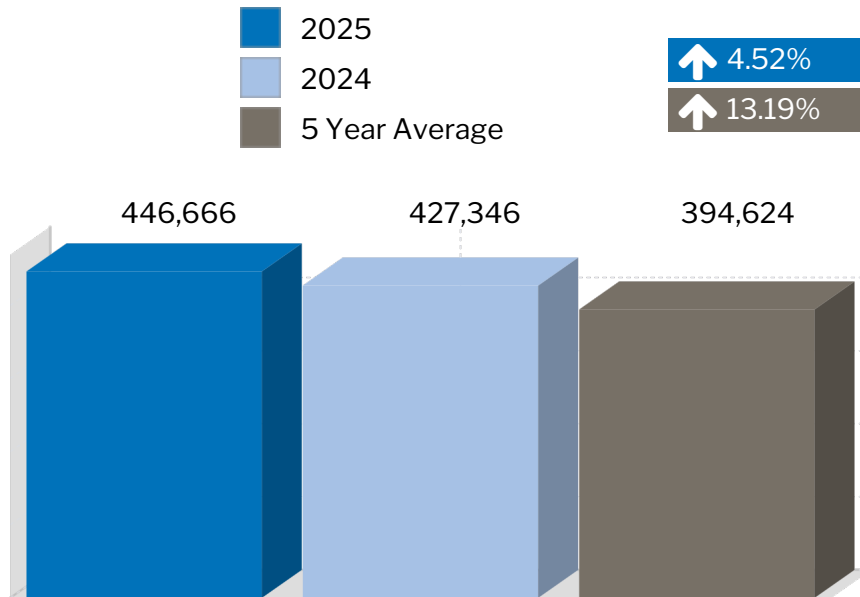
Less Traffic, More Community, Community Discussion

David Pesnichak (COO), Hannah Klausman (Planning Director), and Mary Harlan (Mobility Coordinator) recently attended *Less Traffic, More Community*, a compelling talk led by Culdesac CEO Ryan Johnson and Lyft Co-Founder John Zimmer. The discussion explored how multi-modal transportation and intentional land-use planning can reduce car dependency and foster healthier, more connected communities. Johnson introduced the idea of “mistaken demand” for single-occupancy vehicles, attributing it to the lack of accessible mobility alternatives.

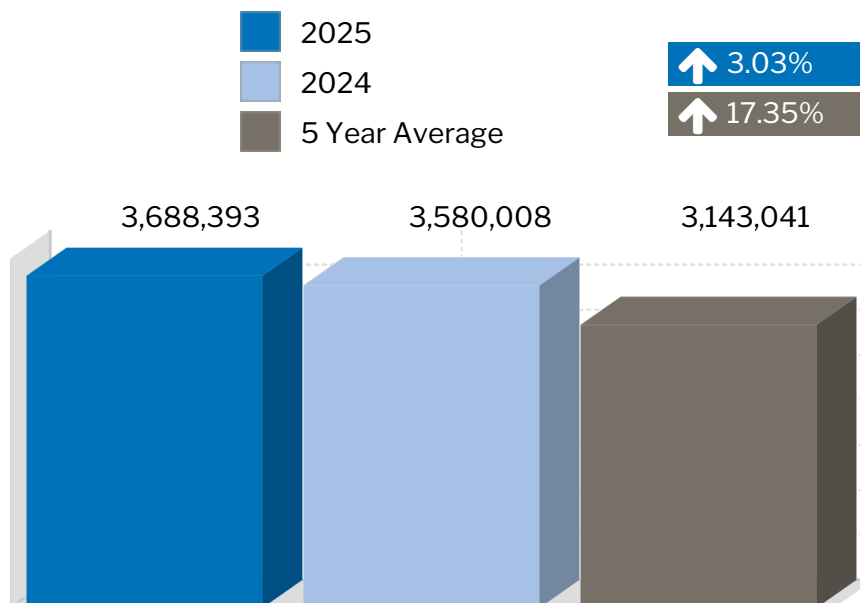
Both speakers emphasized the financial burden of car ownership, ranging from \$9,300 to \$12,300 annually, compared to significantly lower-cost options like biking, e-biking, microtransit, and public transit, which average around \$2,400 per year. Presenters and attendees also commended RFTA's critical role connecting the Roaring Fork and Colorado River Valleys through its integrated transit and trail networks, contributing to more affordable, sustainable, and livable communities.

Ridership Performance Metrics

August Ridership

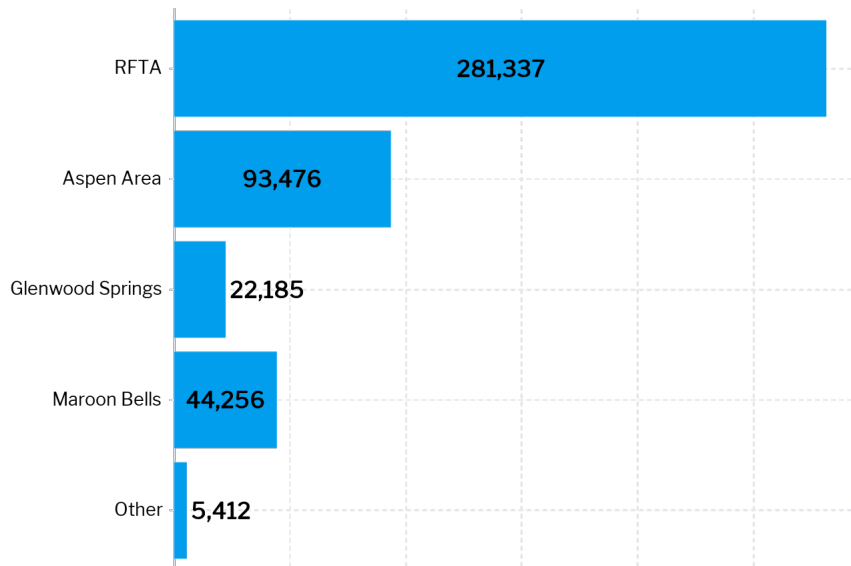


August Year-to-Date Ridership



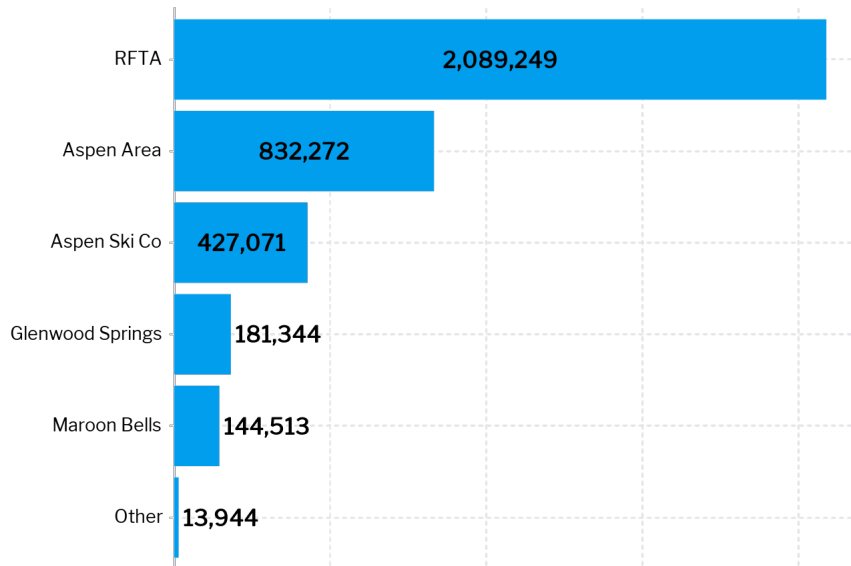
August 2025 Ridership

446,666 Boardings



August Year-to-Date 2025 Ridership

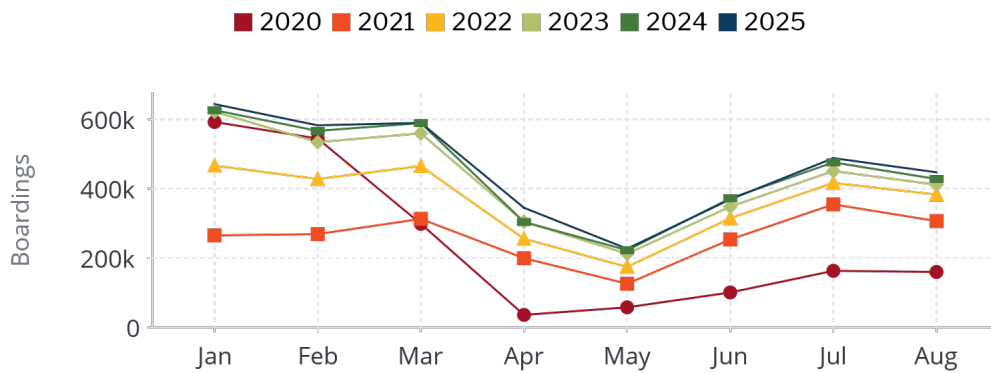
3,688,393 Boardings



- **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

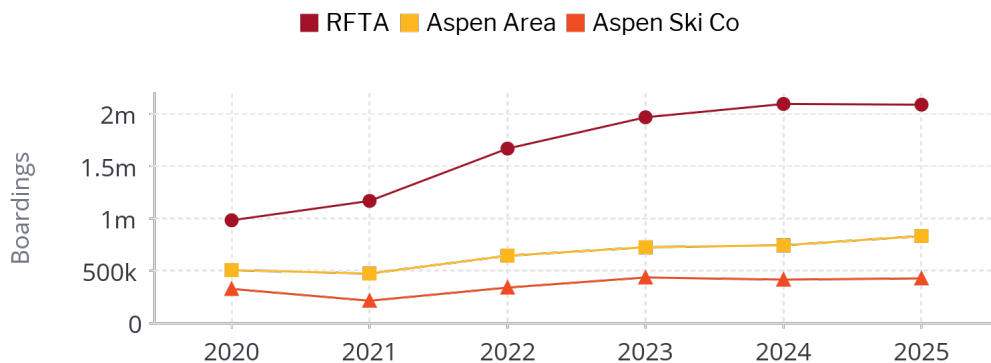
Ridership by Month Year-to-Date

(Jan - Aug)



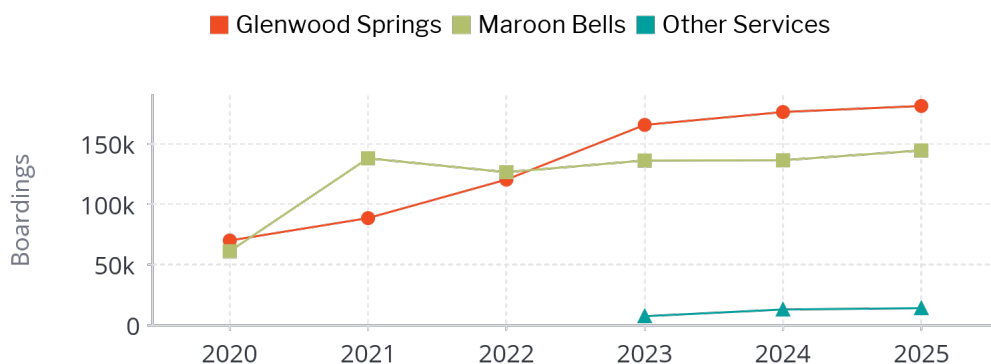
Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Aug)



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

(Jan - Aug)



- **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 - August | | | |
|-----------------------------|----------------|----------------|-------------|
| Route | 2025 | 2024 | % Change |
| VelociRFTA | 104,771 | 101,667 | 3.1% |
| Local Valley | 89,067 | 89,464 | -0.4% |
| Maroon Bells | 44,256 | 45,193 | -2.1% |
| Snowmass/Intercept | 43,236 | 43,466 | -0.5% |
| Castle Maroon | 33,649 | 32,441 | 3.7% |
| Ride Glenwood | 22,185 | 22,940 | -3.3% |
| Hunter Creek | 20,770 | 13,365 | 55.4% |
| Hogback | 16,477 | 18,455 | -10.7% |
| Music School | 14,620 | 11,659 | 25.4% |
| Carbondale Circulator | 13,431 | 12,709 | 5.7% |
| Burlingame | 11,734 | 10,114 | 16.0% |
| Music School BG | 11,020 | 7,851 | 40.4% |
| Cemetery Lane | 7,922 | 6,647 | 19.2% |
| Jazz Aspen Snowmass | 5,412 | 3,877 | 39.6% |
| Mountain Valley | 2,880 | 2,249 | 28.1% |
| Snowmass-Valley | 2,411 | 2,370 | 1.7% |
| Cross Town | 1,901 | 1,957 | -2.9% |
| Woody Creek | 816 | 842 | -3.1% |
| Snowmass/Aspen | 108 | 80 | 35.0% |
| | 446,666 | 427,346 | 4.5% |

| Ridership Rankings - August Year-to-Date | | | |
|--|------------------|------------------|-------------|
| Route | 2025 YTD | 2024 YTD | % Change |
| VelociRFTA | 789,739 | 764,718 | 3.3% |
| Local Valley | 633,671 | 646,525 | -2.0% |
| Castle Maroon | 306,011 | 328,316 | -6.8% |
| Snowmass/Aspen Ski | 291,537 | 287,560 | 1.4% |
| Hunter Creek | 204,870 | 155,797 | 31.5% |
| Ride Glenwood | 181,344 | 176,314 | 2.9% |
| Snowmass/Aspen | 173,444 | 174,238 | -0.5% |
| Snowmass/Intercept | 166,582 | 165,979 | 0.4% |
| Maroon Bells | 144,513 | 136,406 | 5.9% |
| Hogback | 131,414 | 130,674 | 0.6% |
| Burlingame | 102,303 | 89,632 | 14.1% |
| Carbondale Circulator | 100,081 | 117,691 | -15.0% |
| Aspen Highlands Ski | 76,095 | 67,596 | 12.6% |
| Cemetery Lane | 61,100 | 55,820 | 9.5% |
| Buttermilk | 59,439 | 59,629 | -0.3% |
| Snowmass-Valley | 58,149 | 60,008 | -3.1% |
| Aspen Highlands Direct | 44,839 | 12,038 | 272.5% |
| Mountain Valley | 38,018 | 27,264 | 39.4% |
| Music School | 36,687 | 37,925 | -3.3% |
| Music School BG | 32,546 | 31,410 | 3.6% |
| Galena Street | 26,970 | 23,836 | 13.1% |
| Cross Town | 11,474 | 12,911 | -11.1% |
| X Games | 8,532 | 8,953 | -4.7% |
| Jazz Aspen Snowmass | 5,412 | 3,877 | 39.6% |
| Woody Creek | 3,623 | 4,891 | -25.9% |
| | 3,688,393 | 3,580,008 | 3.0% |

Passengers per Hour Rankings - August

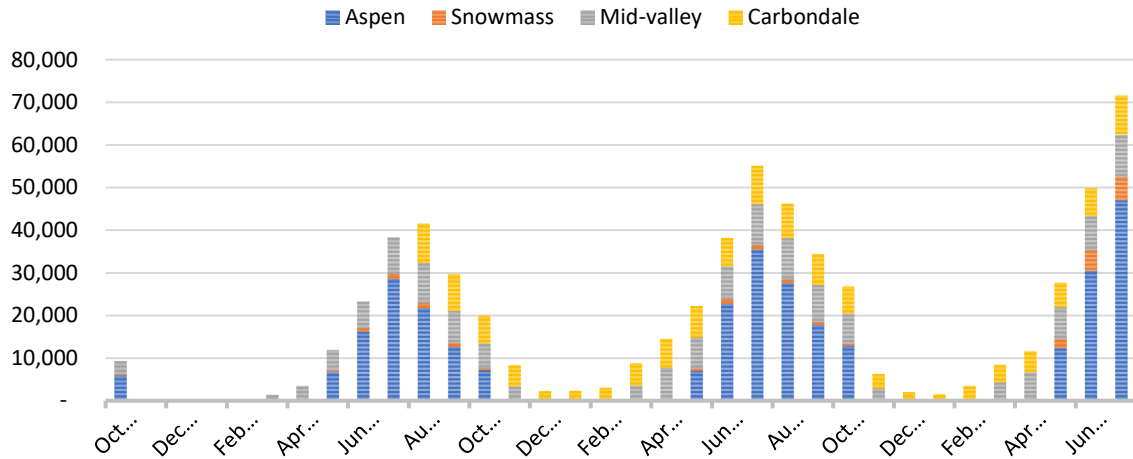
| Route | 2025 YTD | 2024 YTD | % Change |
|-----------------------|--------------|--------------|--------------|
| Jazz Aspen Snowmass | 37.27 | 44.77 | -16.74% |
| Maroon Bells | 36.32 | 37.37 | -2.81% |
| Hunter Creek | 34.13 | 21.86 | 56.12% |
| Music School BG | 29.82 | 28.36 | 5.12% |
| Ride Glenwood | 28.89 | 29.67 | -2.61% |
| Snowmass/Intercept | 28.54 | 28.85 | -1.10% |
| Snowmass/Aspen | 27.00 | 20.00 | 35.00% |
| Carbondale Circulator | 25.80 | 23.89 | 8.02% |
| Castle Maroon | 22.67 | 21.99 | 3.07% |
| Snowmass-Valley | 19.67 | 18.63 | 5.55% |
| Music School | 19.14 | 20.33 | -5.82% |
| VelociRFTA | 19.00 | 18.56 | 2.34% |
| Local Valley | 17.54 | 17.61 | -0.41% |
| Burlingame | 15.19 | 12.56 | 20.90% |
| Cemetery Lane | 13.11 | 10.98 | 19.42% |
| Hogback | 12.84 | 14.45 | -11.13% |
| Mountain Valley | 4.78 | 3.73 | 28.08% |
| Cross Town | 4.28 | 4.27 | 0.24% |
| Woody Creek | 2.20 | 2.26 | -2.77% |
| | 20.13 | 19.56 | 2.93% |

Passengers per Hour Rankings - August Year-to-Date

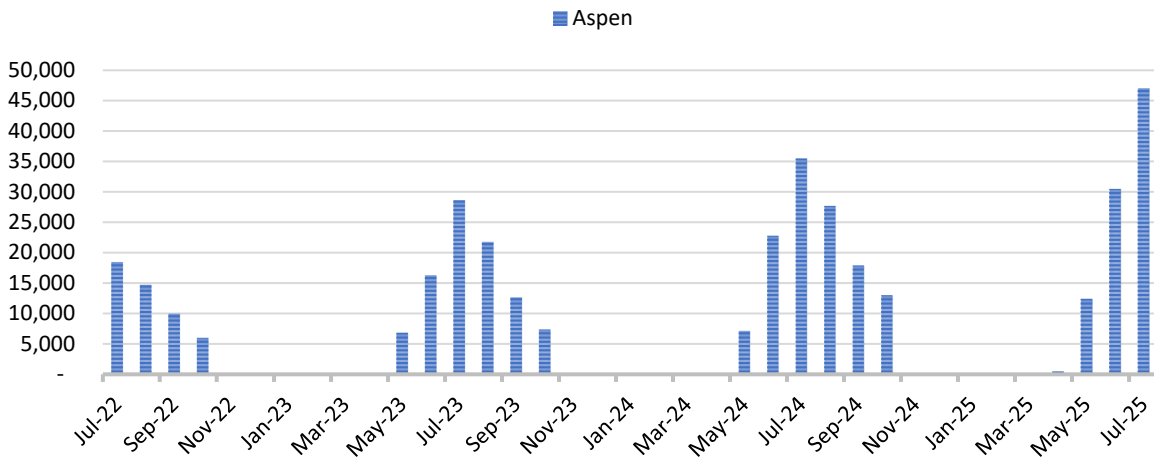
| Route | 2025 YTD | 2024 YTD | % Change |
|------------------------|--------------|--------------|---------------|
| X Games | 118.34 | 79.23 | 49.36% |
| Hunter Creek | 44.25 | 33.53 | 31.99% |
| Aspen Highlands Ski | 41.43 | 38.98 | 6.28% |
| Jazz Aspen Snowmass | 37.27 | 44.77 | -16.74% |
| Maroon Bells | 36.94 | 36.10 | 2.32% |
| Music School BG | 33.85 | 32.47 | 4.24% |
| 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 | 29.86 | 28.61 | 4.36% |
| Snowmass/Aspen | 28.18 | 29.96 | -5.94% |
| Snowmass/Intercept | 27.51 | 28.39 | -3.09% |
| Castle Maroon | 26.89 | 28.93 | -7.06% |
| Snowmass-Valley | 26.56 | 24.58 | 8.07% |
| Carbondale Circulator | 24.83 | 29.25 | -15.13% |
| Music School | 19.91 | 20.19 | -1.35% |
| VelociRFTA | 17.31 | 18.17 | -4.73% |
| Burlingame | 16.97 | 14.07 | 20.61% |
| Local Valley | 16.09 | 16.29 | -1.21% |
| Galena Street | 15.40 | 13.84 | 11.27% |
| Cemetery Lane | 13.26 | 12.10 | 9.59% |
| Hogback | 13.20 | 14.50 | -8.97% |
| Mountain Valley | 8.34 | 5.95 | 40.11% |
| Cross Town | 3.91 | 4.48 | -12.84% |
| Woody Creek | 1.48 | 2.08 | -29.12% |
| | 20.61 | 20.77 | -0.76% |

BIKESHARE

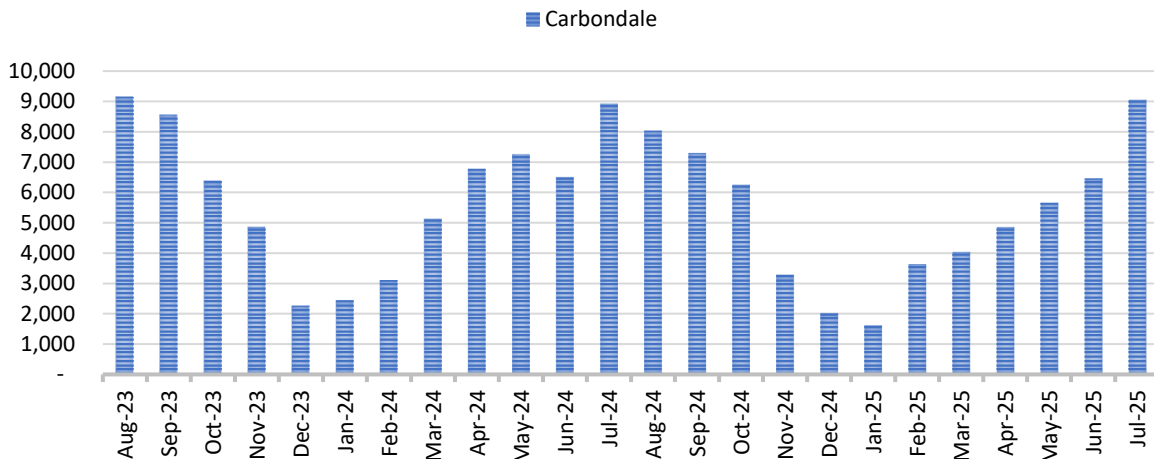
WE-CYCLE MONTHLY TRIPS



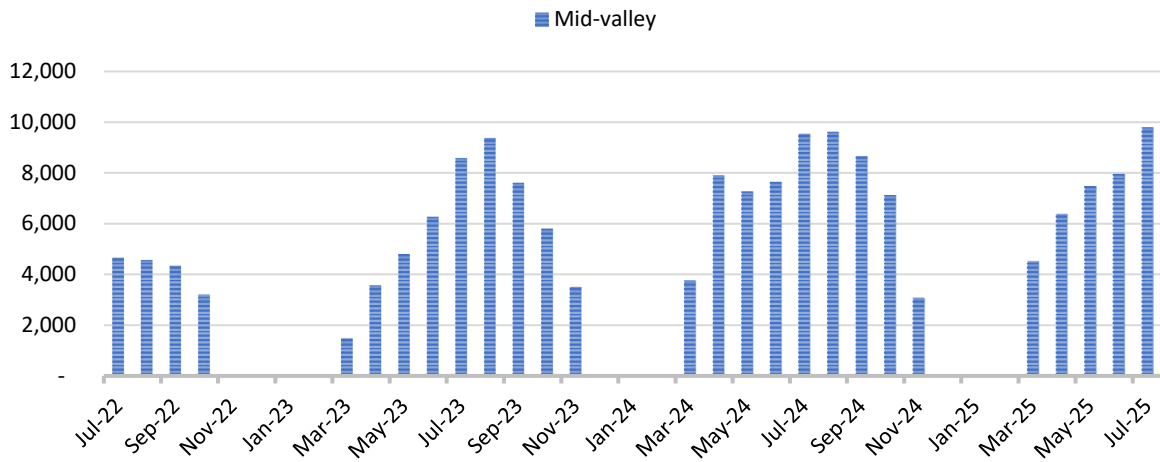
WE-CYCLE MONTHLY TRIPS



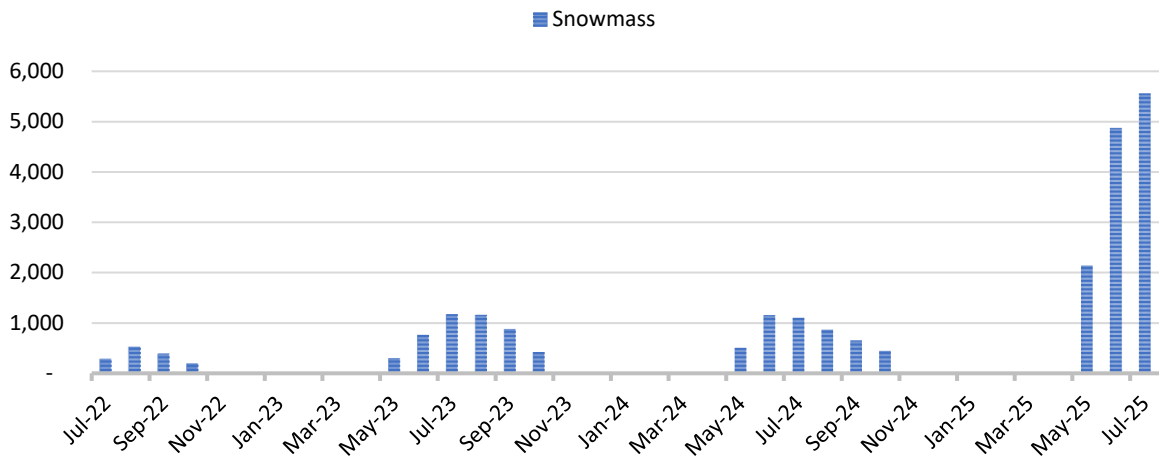
WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS



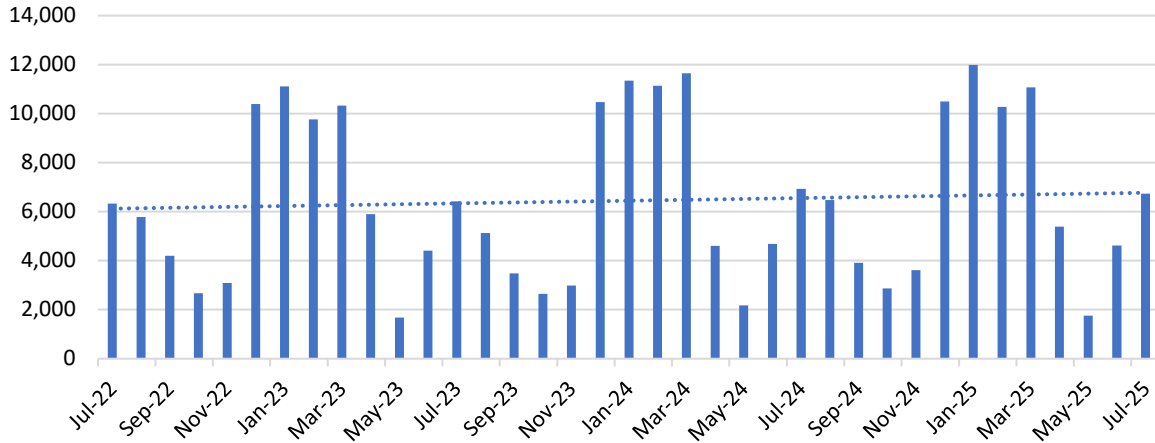
WE-CYCLE MONTHLY TRIPS



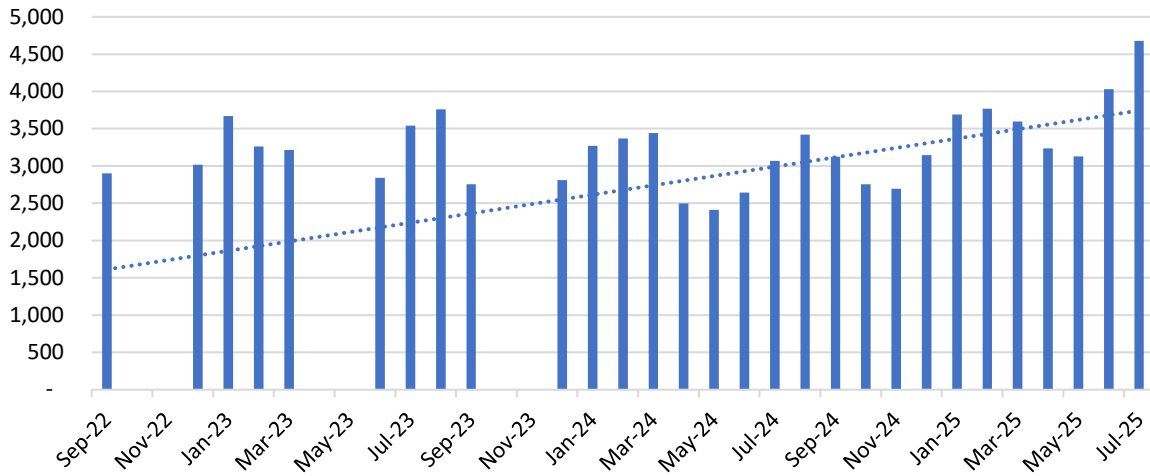
MICROTRANSIT

Aspen Downtowner Monthly Passenger Trips*

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

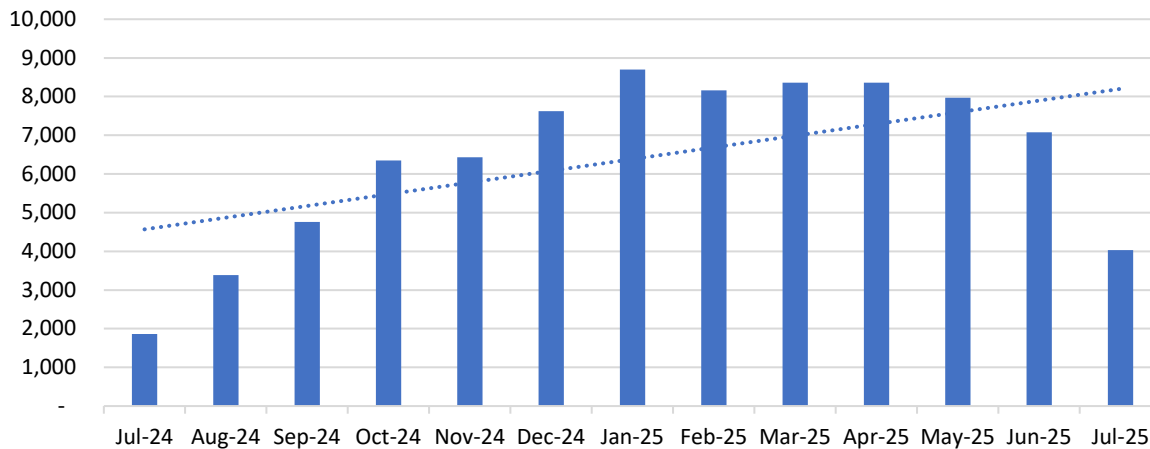


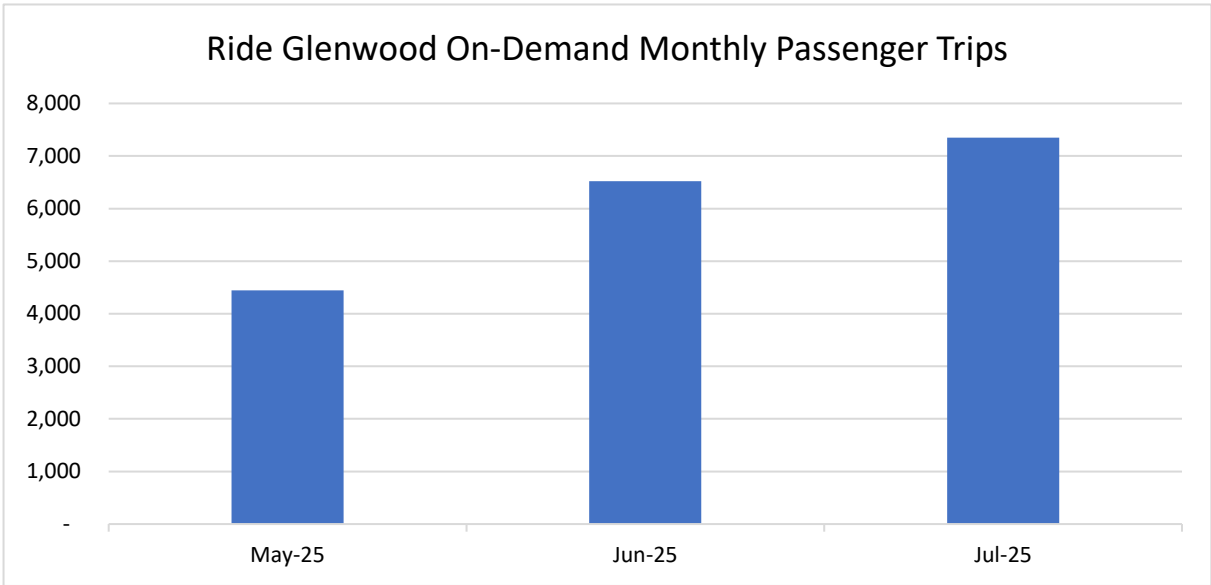
Basalt Connect Monthly Passenger Trips



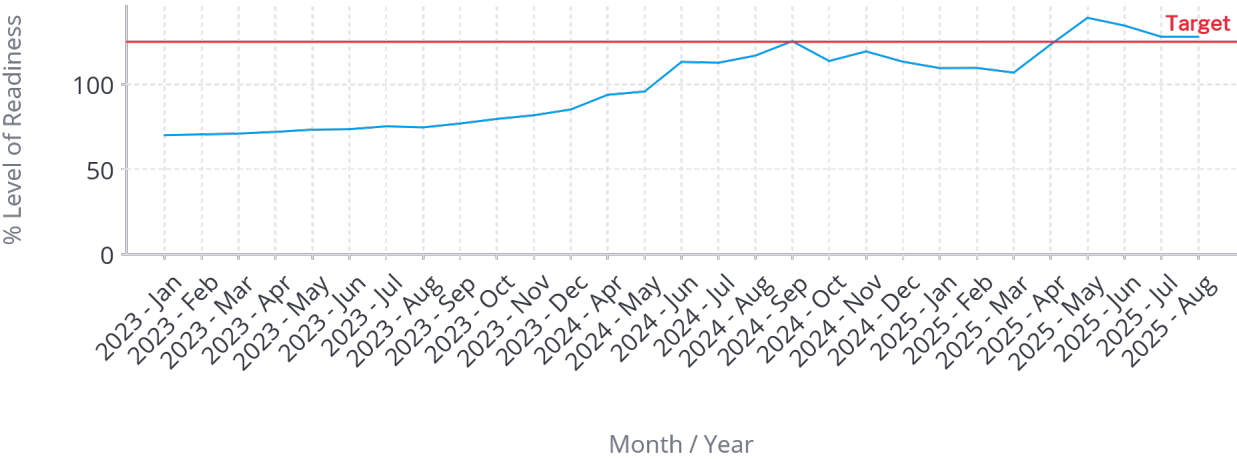
Carbondale Downtowner Monthly Passenger Trips*

*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 (July YTD)

| 2025 Budget Year | | | | |
|---|-----------------------|-----------------------|--------------|------------------------|
| General Fund | July YTD | | | |
| | Actual | Budget | % Var. | Annual Budget |
| Revenues | | | | |
| Sales and Use tax (1) | \$ 18,792,947 | \$ 18,516,940 | 1.5% | \$ 43,820,000 |
| Property Tax | \$ 17,375,194 | \$ 17,375,194 | 0.0% | \$ 18,311,200 |
| Grants | \$ 1,262,111 | \$ 1,262,111 | 0.0% | \$ 55,357,180 |
| Fares (2) | \$ 2,528,031 | \$ 2,687,342 | -5.9% | \$ 5,065,100 |
| Other govt contributions | \$ 1,243,149 | \$ 1,243,149 | 0.0% | \$ 1,617,084 |
| Other income | \$ 2,978,123 | \$ 2,505,652 | 18.9% | \$ 3,289,430 |
| Total Revenues | \$ 44,179,556 | \$ 43,590,388 | 1.4% | \$ 127,459,994 |
| Expenditures | | | | |
| Fuel | \$ 1,147,589 | \$ 1,264,112 | -9.2% | \$ 2,336,539 |
| Transit | \$ 27,101,144 | \$ 28,241,396 | -4.0% | \$ 48,218,398 |
| Trails & Corridor Mgmt | \$ 563,765 | \$ 578,916 | -2.6% | \$ 1,338,923 |
| Capital | \$ 5,323,400 | \$ 5,092,204 | 4.5% | \$ 101,748,888 |
| Debt service | \$ 889,110 | \$ 889,110 | 0.0% | \$ 1,876,482 |
| Total Expenditures | \$ 35,025,009 | \$ 36,065,737 | -2.9% | \$ 155,519,230 |
| Other Financing Sources/Uses | | | | |
| Other financing sources | \$ 21,464 | \$ - | #DIV/0! | \$ 18,197,470 |
| Other financing uses | \$ (3,208,958) | \$ (3,208,958) | 0.0% | \$ (5,826,455) |
| Total Other Financing Sources/Uses | \$ (3,187,494) | \$ (3,208,958) | -0.7% | \$ 12,371,015 |
| Change in Fund Balance (3) | \$ 5,967,053 | \$ 4,315,693 | 38.3% | \$ (15,688,221) |

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. July sales and use tax revenue will be deposited in September).
- (2) Through July, fare revenue decreased by 5% 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 July 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 | \$ 2,105,819 | \$ 1,919,107 | \$ (186,712) | -9% |
| Maroon Bells | \$ 540,230 | \$ 604,012 | \$ 63,782 | 12% |
| Total Fare Revenue | \$ 2,646,049 | \$ 2,523,119 | \$ (122,930) | -5% |
| | | | | |
| Ridership on RFTA Regional Services*: | YTD 07/2024 | YTD 07/2025 | Increase/ (Decrease) | % Change |
| Highway 82 (Local & Express) | 557,113 | 544,604 | (12,509) | -2% |
| BRT | 663,051 | 684,968 | 21,917 | 3% |
| SM-DV | 57,638 | 55,736 | (1,902) | -3% |
| Grand Hogback | 112,219 | 114,937 | 2,718 | 2% |
| Maroon Bells | 91,213 | 100,257 | 9,044 | 10% |
| Total Ridership on RFTA Fare Services | 1,481,234 | 1,500,502 | 19,268 | 1% |
| | | | | |
| Avg. Fare/Ride | \$ 1.51 | \$ 1.37 | \$ (0.14) | -10% |
| Avg. Fare/Ride MB | \$ 5.92 | \$ 6.02 | \$ 0.10 | 2% |

- (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 July YTD | | | | | Hours July YTD | | | |
| Transit Service | Actual | Budget | Variance | % Var. | | Actual | Budget | Variance | % Var. |
| RF Valley Commuter | 2,277,338 | 2,284,357 | (7,018) | -0.3% | # | 105,475 | 107,513 | (2,038) | -1.9% |
| City of Aspen | 343,313 | 352,099 | (8,785) | -2.5% | | 40,320 | 40,666 | (346) | -0.9% |
| Aspen Skiing Company | 216,587 | 218,013 | (1,426) | -0.7% | | 15,174 | 15,355 | (182) | -1.2% |
| Ride Glenwood Springs | 71,542 | 67,512 | 4,030 | 6.0% | | 5,851 | 5,842 | 9 | 0.2% |
| Grand Hogback | 248,205 | 250,587 | (2,383) | -1.0% | | 11,357 | 11,371 | (14) | -0.1% |
| Specials/Charters | 3,661 | 2,420 | 1,241 | 51.3% | | 332 | 380 | (48) | -12.7% |
| Senior Van | 7,973 | 6,590 | 1,383 | 21.0% | | 1,173 | 945 | 228 | 24.1% |
| MAA Burlingame | 7,851 | 7,836 | 15 | 0.2% | | 697 | 706 | (9) | -1.3% |
| Maroon Bells | 40,501 | 41,010 | (509) | -1.2% | | 3,221 | 3,040 | 181 | 6.0% |
| Subtotal - Transit Service | 3,216,970 | 3,230,423 | (13,453) | -0.4% | | 183,601 | 185,818 | (2,217) | -1.2% |
| Training & Other | 13,541 | 17,230 | (3,689) | -21.4% | | 23,788 | 19,405 | 4,383 | 22.6% |
| Total Transit Service, Training & Other | 3,230,511 | 3,247,653 | (17,142) | -0.5% | | 207,389 | 205,223 | 2,165 | 1.1% |

2026 RFTA Annual Budget – Preliminary Schedule

| Date | Activity | Status |
|------------|--|--------------------|
| 8/14/2025 | Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues. | <i>Completed</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: 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> |

Iron Mountain Place (IMP) Employee Housing – Financing Update

A kick-off meeting was held on August 6th with RFTA's financial advisor, PFM, bond counsel, Kutak Rock, and Alpine Bank. 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.