



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
THURSDAY, DECEMBER 11, 2025
MICROSOFT TEAMS MEETING ONLY
8:30 a.m. – 10:00 a.m.

*The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time.
The order and times of agenda 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 2025-39: Intergovernmental Agreement for Garfield County Older Adult Programs Traveler Services – 2026 – Dawn Dexter, Operations Manager and Ian Adams, Director of Operations, page 11	Approve	8:45 a.m.
6.2. Resolution 2025-40: 7-Party Memorandum of Understanding for Garfield County Older Adult Programs for 2026 – Dawn Dexter, Operations Manager and Ian Adams, Director of Operations, page 7	Approve	8:45 a.m.
7. PUBLIC HEARING		
7.1 Resolution 2025-41: Adoption of 2026 RFTA Budget – David Carle, Budget Manager and Paul Hamilton, Director of Finance, page	Approve	8:50 a.m.
7.2 Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year – David Carle, Budget Manager and Paul Hamilton, Director of Finance, page	Approve	9:30 a.m.
[AGENDA CONTINUED ON NEXT PAGE]		

AGENDA ITEM	PURPOSE	TIME
8. PRESENTATIONS/ACTION ITEMS		
8.1. Resolution 2025-43: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2026 Budget Year – David Carle, Budget Manager and Paul Hamilton, Director of Finance, page 72	Approve	9:35 a.m.
9. INFORMATION/UPDATES		
9.1 CEO Report – Kurt Ravenschlag, CEO, page 82	FYI	9:40 a.m.
10. NEW BUSINESS FOR NEXT MEETING	Planning	9:55 a.m.
11. NEXT MEETING: Thursday, January 8, 2026	Planning	9:58 a.m.
12. ADJOURNMENT	Adjourn	10:00 a.m.

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
November 13, 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: Tom Fridstein (Town of Snowmass Village); Bill Guth (City of Aspen); Francie Jacober (Pitkin County); Steve Smith (City of Glenwood Springs)

Staff Present:

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

Visitors Present:

Lee Barger (Transportation Engineer, City of Glenwood Springs); Tom Newland (Principal, Newland Project Resources, Inc.); Lynn Rumbaugh (Transportation Director, City of Aspen)

Agenda

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

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

Greg Poschman called the November 13, 2025, RFTA Board of Directors meeting to order at 8:34 a.m. Poschman declared a quorum to be present (7-member jurisdictions), and the meeting began at 8:35 a.m.

2. [Approval of Minutes:](#)

A motion was made by Alyssa Shenk and seconded by Rachael Richards.

“I moved to approve the October 9, 2025, Board meeting minutes.”

The motion was unanimously approved (7-0).

3. Public Comment:

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

No members of the public had any comments.

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 November 13, 2025, Board meeting Agenda.

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

5. [Board Member Comments:](#)

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

Shenk expressed appreciation to RFTA staff for organizing the recent Rio Grande Trail (RGT) corridor tour. She noted that, as a member of the Covenant Enforcement Committee (CEC), she was familiar with the corridor details; however, many participants were not, and the tour provided valuable insight. Shenk emphasized that such tours are an excellent way for Board members to understand the corridor and encouraged scheduling similar opportunities in the future.

Shenk shared feedback from a Snowmass resident which indicated that bus schedules during the off-season can be confusing. Shenk suggested exploring ways to improve communication and clarity around off-season service, particularly for Snowmass.

Poschman reported receiving two letters: one from Holly McLean of the Equestrian Society regarding potential conflicts between horses and bicycles on the RGT, and another from Kathleen Brem highlighting concerns about speed and safety on the RGT and the need for continued attention to safety measures.

Richards suggested forming a task force with local governments, RFTA, and other stakeholders to develop a coordinated strategy for trail safety and management.

Erin Zalinski emphasized that complementary travel modes can coexist effectively when managed with intention. She recommended implementing designated lanes and other thoughtful design strategies, noting these approaches are likely to generate more positive responses than imposing restrictive measures

Poschman closed Board Comments at 8.52 a.m.

6. [Consent Agenda:](#)

- 1. Resolution 2025-36: Authorization to Submit a Grant Application to the FY25 Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) Capital Call for Projects – David Johnson, Director of Sustainability & Legislative Affairs**

2. **Resolution 2025-37: Authorization to Submit a Grant Application to the FY25 Colorado Department of Transportation (CDOT) Division of Transit & Rail (DTR) Consolidated Capital Call for Projects (CCCP) – David Johnson, Director of Sustainability & Legislative Affairs**

David Johnson presented Resolutions 2025-36 and 2025-37, authorizing staff to submit grant applications to the Colorado Department of Transportation (CDOT) Capital Call for Projects for Clean Transit Enterprise (CTE) and the Division of Transit & Rail (DTR) for FY25.

A motion was made by Zalinski and seconded by Richards.

“I moved to approve the October 9, 2025, Consent Agenda, as presented.”

The motion was unanimously approved (7-0).

7. Presentations/Action Items:

1. **Resolution 2025-38: Acceptance of 2025 Covenant Enforcement Commission (CEC) Report – Abbey Pascoe, Railroad Corridor and Trails Specialist, Brett Meredith, Railroad Corridor and Trails Manager & Tom Newland**

Abbey Pascoe gave a brief overview of the history of the RGT Corridor Covenant Areas.

Tom Newland provided a detailed presentation on the 2025 RGT Corridor Covenant Areas assessment. He suggested that implementing the RGT Corridor Protection Plan could potentially eliminate the need to maintain the Garfield County (GoCo) assessment of the Corridor.

Brett Meredith presented the staff assessment of the RGT Corridor Covenant Areas. He mentioned that the RFTA Board CEC recommended creating a Trail Ambassadors Program as support for additional outreach to the jurisdictions.

Richards requested a clear outline of what a Corridor Protection Plan would entail including the specific requirements for submission to GoCo and any modifications to existing protocols that such a plan might require.

Richards inquired about the extent of commercial activity on the trail and whether, at some point, it may be necessary to establish limits, implement a permit system, or develop guidelines for individuals operating under commercial use permits.

Meredith noted that commercial outfits conducting guided tours are expected to complete permit paperwork to ensure their presence is documented and monitored. He estimated there are approximately 12 bike rental guided tour groups, each typically guiding around 10 clients, and indicated that further analysis could be conducted to confirm these figures.

Francie Jacober reported constituent concerns about e-bikes on the RGT, noting riders traveling at high speeds and creating safety risks for other users. Additional feedback highlighted that many riders—some minors—are not wearing helmets or protective gear. She raised the question of whether any policies currently exist regarding e-bikes or speed limits on the trail.

Pascoe noted that on the section of trail maintained by RFTA—from Emma to Glenwood—there are posted 20 MPH speed limit signs and a centerline stripe. Additionally, signage at all kiosks indicates what types of devices are permitted, for the lower valley, Class 1 and Class 2 e-bikes are allowed.

Zalinski noted that a comprehensive approach is needed, which could include exploring cultural strategies and best practices from other areas to promote safe cycling and multi-use trail etiquette. She emphasized the need to influence and change human behavior rather than relying solely on physical signage.

Steve Smith asked for clarification on the concept of trail ambassadors or corridor ambassadors. He inquired whether these ambassadors are envisioned as liaisons to property owners regarding infractions and intrusions, or as ambassadors to trail users.

Pascoe stated that the recommendation was to have ambassadors assigned for trail users.

Meredith noted that he currently serves as the ambassador for property owners. He also clarified that the recommendations presented were from the committee and not from RFTA staff.

Smith highlighted a parcel for sale adjacent to the corridor and asked whether there is a likely reason RFTA would want to acquire adjacent land. He inquired about what purposes such property might serve.

Pascoe responded that the primary benefit of acquiring adjacent land would be to preserve open space, provide a wider buffer, and improve views from the corridor. She noted that the current configuration feels constrained, with a fence directly next to the trail.

Smith noted that vegetation along the Glenwood Springs portion of the corridor was cut down this summer, likely in anticipation of rail removal this fall, which has since been postponed. The clearing exposed historic railroad hardware, including an old switch control box and signage. He shared that the City of Glenwood Springs Historic Preservation Commission is interested in these items and asked whether they are still available.

Meredith confirmed that the historic railroad hardware is still available. He mentioned that RFTA received a letter from the City of Glenwood Springs Historic Preservation Commission and will work with the Commission regarding these items.

Poschman asked whether painting key safety messages directly on the pavement would be considered too tacky, pointing out that cyclists—traveling at speeds up to 20 MPH—tend to focus on the pavement as they ride.

Meredith responded that the idea of painting safety messages on the pavement has been discussed internally. He noted that if implemented, the messages would need to be carefully worded and condensed to ensure clarity and effectiveness as users move through the corridor.

Poschman asked whether RFTA could establish rules requiring helmets or bells for trail users on bicycles and requested guidance on what options exist and what measures the Board might implement.

Paul Taddune stated that RFTA can implement any measures or policies that the Board considers reasonable. He noted that the primary challenge with policy implementation is enforcement, as RFTA does not have sufficient manpower to consistently monitor trail behavior. To address this, he suggested exploring alternative strategies, such as installing signs that display messages like “You’re going too fast” or creating the impression that riders are being photographed to encourage compliance.

Zalinski referenced Harvey Gap, where paddleboarders are required to have a whistle on their Personal Flotation Device (PFD), as an example of simple safety requirements that could be incorporated into trail

messaging. She emphasized that without enforcement, people are unlikely to change their behavior and proposed considering spot enforcement to encourage cultural change among trail users.

Jeanne McQueeney reported ongoing efforts to collaborate with jurisdictions in the Eagle River Valley to develop a standardized set of safety rules and enforcement measures for e-bike use. She noted that coordination with local schools is also underway to support education and compliance. The goal is to establish consistent regulations that can be adopted and enforced across all jurisdictions.

Kurt Ravenschlag clarified that RFTA manages the corridor from Emma Road to Glenwood Springs, while the section from Emma Road into Aspen is managed by Pitkin County. He emphasized that much of the public feedback RFTA receives pertains to areas under Pitkin County's management, and RFTA communicates and shares that information accordingly. He stated it is important for the Board to understand that the corridor is managed by two separate entities with differing approaches.

A motion was made by Shenk and seconded by Zalinski.

"I moved to approve Resolution 2025-38: Acceptance of 2025 Covenant Enforcement Commission (CEC) Report."

The motion was unanimously approved, 7-0.

2. Update on the Status of Railbanking 101 Outreach Program – Angela Henderson, Director of Railroad Corridor and Trails

Angela Henderson presented the status of the Railbanking 101 Outreach Program, an educational initiative aimed at informing stakeholders about the history and process of acquiring the corridor. She outlined the overall strategy, communications objectives, target audiences, implementation timeline, outreach strategies, and success metrics.

3. 2026 2nd Draft Budget Presentation – Paul Hamilton, Director of Finance, David Carle, Budget Manager

David Carle and Paul Hamilton presented the 2nd Draft of the 2026 Budget.

Carle highlighted that Eagle County is in the design phase of a project to realign the entrance near the El Jebel Park-and-Ride by the movie theater. He noted that a portion of RFTA's existing park-and-ride will be impacted, and discussions are underway regarding a potential land swap to accommodate the realignment. He reported that Eagle County's design includes additional space for expanded parking at the El Jebel location, which will add approximately 45 parking spaces. Carle stated that Eagle County invited RFTA to participate in the expansion during construction, which would provide cost efficiencies compared to completing the work independently. Approximately \$600,000 has been budgeted for RFTA's contribution, with construction anticipated next year following completion of design work.

David Knight asked about the approximate timeframe for the El Jebel Park-and-Ride expansion project.

David Pesnichak noted that construction is expected to begin next year and continue through the remainder of the year, with completion anticipated in 2026.

Richards asked whether the first- and last-mile expenditures for programs such as bike share and Downtowner were intended as a temporary ramp-up to help establish these services, with the expectation that RFTA's financial contributions would eventually phase out. She inquired whether municipalities are expected to assume full responsibility for these costs over time.

Carle explained that under the regional bike share plan, RFTA has covered most of the startup costs to start up systems. He noted that Glenwood Springs is the last major capital project remaining under the Destination 2040 Plan. Regarding operating costs, Carle stated that these are shared between the jurisdictions and RFTA going forward.

Ravenschlag updated the Board on recent concerns regarding funding for the New Castle to Rifle portion of the Hogback bus service. He reported that RFTA is projecting a contribution of \$250,000 from Garfield County, as previously shared with the Board. He highlighted that an additional \$80,000 in contributions are anticipated, with \$40,000 expected from the City of Rifle and \$40,000 from the Town of Silt. He noted that the identified shortfall of \$518,000 reflects the amount discussed at last month's meeting as RFTA's contribution to continue service through spring. Based on these projections, RFTA may be close to operating a full year of Hogback service in 2026.

Richards expressed concern that continued reliance on RFTA funding without local contributions may not be sustainable. She suggested that the 2026 ballot should serve as a deadline for securing committed long-term funding from these communities.

Ravenschlag reported that he met with the Rifle City Council to provide an overview of RFTA and its services, noting that turnover within jurisdictions often results in limited awareness of RFTA's role. He informed the Council of challenges related to the Hogback service and advised that funding from Garfield County—and possibly RFTA—is likely to end after 2026. Ravenschlag recommended that the Council establish a committee to explore options for sustaining the service and offered RFTA's support in facilitating those discussions. He noted that the proposal was met with some resistance and skepticism, including comments suggesting the issue is primarily an upper-valley concern. Despite this, the Council agreed to appoint a representative to participate in future discussions.

Bill Guth expressed support for fare-free service but proposed a temporary fare adjustment as a strategic measure to encourage those communities to contribute toward the Hogback service.

Ravenschlag responded that RFTA can explore the possibility of a fare increase; however, he provided context that fares currently account for only about 4% of RFTA's operating costs. To fully cover the cost of the service, fares would need to be significantly higher, which would likely change the nature of the service as it exists today. Even with a fare increase, there would likely still be a substantial shortfall that would need to be addressed. Ravenschlag noted that fare adjustments could be considered as part of potential funding strategies, but the option of discontinuing service between New Castle and Rifle may also need to be evaluated.

Smith noted that among the goals discussed, there was mention of improvements in technology, including security measures such as cameras. He stated that this raises an important question regarding RFTA's relationship with federal immigration enforcement. He suggested it would be beneficial to clarify RFTA's position on this matter or determine an approach if it has not yet been considered.

Ravenschlag clarified that RFTA does not actively monitor its surveillance cameras. Footage is reviewed only when necessary, in response to specific incidents. He noted that RFTA coordinates with local law enforcement agencies when they are investigating a crime and provides access in those cases but does not grant access beyond that scope.

8. Information/Updates:

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

Ravenschlag reported that RFTA recently received an award from the Southwest Energy Efficiency Project (SWEET) for its leadership in energy efficiency within the region. The award and certificate were presented last month at the Boulderado Hotel in Boulder, Colorado. SWEET is an organization representing multiple states in the Southwest. Ravenschlag noted that Craig Dubin, Chief of Staff, accepted the award on RFTA's behalf.

Richards commented that the data presented for the fare-free pilot program could be used to project potential cost increases required to maintain current ridership levels. She suggested extending the analysis by modeling hypothetical scenarios, such as a 15% or 25% increase in ridership, looking ahead to 2030 or 2035 rather than limiting projections to 2026. Richards emphasized that as the valley continues to grow, this baseline data is critical for planning future needs, including additional drivers, buses, and park-and-ride facilities.

Pesnichak provided an update on the New Castle eastbound shelter replacement. He explained that the original shelter, donated by the Lions Club, was removed during construction of the new roundabout. Staff have been working with the Town of New Castle to identify an interim solution while planning long-term improvements for both eastbound and westbound stops. Pesnichak reported that RFTA located a shelter within its inventory and delivered it to the Town, where it was installed by the Town's Public Works Department.

Michael Yang provided a general fund update, noting that RFTA has been working with CDOT to allocate a portion of the Volkswagen Settlement Grant—approximately \$2.5 million—for charging equipment to support additional buses. He explained that one of the grants approved by the Board during the consent agenda includes funding for ten additional battery electric buses (BEBs), with potential delivery in 2028–2029. Yang stated that these funds will help prepare for those future buses as well as support the ten BEBs scheduled for delivery next year.

Ravenschlag stated that RFTA plans to invite the Transportation Coalition for the 21st Century to present to the Board at the January 8, 2026, meeting.

Colin Laird suggested that, given concerns about Hogback funding, it may be worthwhile inviting the Upper Valley Group to present to the Board. He mentioned that the group conducted a community survey on transit perceptions and needs, which could help inform future planning.

Laird expressed appreciation for Ravenschlag's efforts in providing updates between meetings, noting that these updates were requested at the previous meeting and have been very helpful.

9. Issues to be Considered at Next Meeting:

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

11. Adjournment:

A motion was made by Shenk and seconded by Zalinski.

"I move to adjourn from the November 11, 2025, RFTA Board meeting."

The motion was unanimously approved (6-0).

November 13, 2025, RFTA Board Meeting adjourned at 10:44 a.m.

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

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

MEETING DATE	December 11, 2025
AGENDA ITEM	Resolution 2025-39: Authorization for the Roaring Fork Transportation Authority to Execute the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services – 2026
STRATEGIC OUTCOME	1.0 ACCESSIBILITY & MOBILITY
STRATEGIC OBJECTIVE	1.5 Identify and reduce barriers to riding transit and accessing trails 1.6 Provide convenient connections to key activity centers in service area
PRESENTED BY	Dawn Dexter, Operations Manager Ian Adams, Director of Operations
STAFF RECOMMENDS	Staff recommends approval of Resolution 2025-39: Authorization for the Roaring Fork Transportation Authority to Execute the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services—2026 and authorize the RFTA Board Chair to execute it.
EXECUTIVE SUMMARY	1. In 2008, RFTA was designated as the provider for the Traveler Older Adults Transportation Program and has delivered these services from 2009 through 2025 under the Intergovernmental Agreement for Garfield County Older Adult Programs Traveler Services. 2. Garfield County has updated the IGA for 2026.
BACKGROUND	The Garfield County of County Commissioners approved and signed the 2026 IGA at the December 8, 2025, Board of County Commissioners (BOCC) meeting. This agreement is updated annually and executed by the Garfield County Board of County Commissioners/ Board of Human Services and RFTA. The transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to Garfield County residents seventy (70) years old and older who have difficulty utilizing public transportation. The Traveler also serves citizens under the age of seventy (70) with a functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County.
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 IMPACTS	The total estimated budget for the Traveler in 2026 is \$857,423. RFTA will be reimbursed by Garfield County for its documented expenses connected with providing the Traveler transportation service in 2026, up to \$635,600. The City of Glenwood Springs will also contribute \$30,000 to RFTA to defray costs related to the ADA Complementary Paratransit Service that it receives from the Traveler. In addition to these amounts, RFTA is contributing approximately \$191,823 to the Traveler’s expenses in 2026 to defray the

	prorated cost allocated to its members (Glenwood Springs, Carbondale, and New Castle) by the County's cost allocation methodology.
EXHIBITS/ATTACHMENTS	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-39: Authorization for the Roaring Fork Transportation Authority to Execute the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services – 2026 2. Exhibit 2: IGA for Garfield County Older Adult Programs-Traveler Services 2026

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-39**

**AUTHORIZATION FOR THE ROARING FORK TRANSPORTATION AUTHORITY TO EXECUTE THE
INTERGOVERNMENTAL AGREEMENT FOR GARFIELD COUNTY OLDER ADULT PROGRAMS TRAVELER SERVICES - 2026**

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 from Federal, State and local sources; and

WHEREAS, the Roaring Fork Transportation Authority (RFTA) and Garfield County entered into an Intergovernmental Agreement for Older Adult Programs and Traveler Services in 2026.

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 attached agreement with Garfield County to provide older adult and Traveler services in 2026 is hereby approved.
3. The expenditure of funds necessary to continue to provide older adult and Traveler services in 2026.
4. The Board Chair is hereby authorized to execute the attached Intergovernmental Agreement for Garfield County Older Adult Programs Traveler Services - 2026.

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

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

**INTERGOVERNMENTAL AGREEMENT
FOR GARFIELD COUNTY OLDER ADULT PROGRAMS
TRAVELER SERVICES - 2026**

This Intergovernmental Agreement is made by and between the **Garfield County Board of County Commissioners, State of Colorado**, a statutory county (“BOCC”), sitting as the BOCC and as the **Board of Social Services**, and the **Roaring Fork Transportation Authority**, a regional transportation authority (“RFTA”), in order to set forth the terms and conditions of county-wide transportation services for the Garfield County Older Adult Programs for calendar year 2026 (the “IGA” or “Agreement”). This Agreement is effective as of January 1, 2026.

RECITALS

- A. The BOCC and RFTA, collectively, the “Parties,” are authorized to make the most efficient and effective use of their governmental powers, responsibilities and monies by cooperating and contracting with other governments. Colo. Const. art. XIV §§ 18(2)(a) and (2)(b); Colorado Revised Statutes § 29-1-201.
- B. In 2009, the BOCC and RFTA, together with seven (7) other governmental entities and local municipalities, entered into an Intergovernmental Agreement to set forth the terms and conditions of their cooperative provision, administration and funding of meal and transportation services to senior citizens and persons with disabilities of Garfield County (“the 9-Party IGA”). This 9-Party IGA is recorded in records of the Garfield County Clerk and Recorder at Reception No. 776142.
- C. In accordance with the 9-Party IGA, in 2009 and each consecutive year thereafter, the nine parties have also entered into a Memorandum of Understanding that sets forth each party’s annual agreement to share administrative and operational costs of the Older Adult Programs meal and transportation services and the methodology by which those costs will be allocated among them (the “MOU”).
- D. The Town of Parachute, an original signatory to the 9-Party IGA, opted out of the Garfield County Older Adult Programs for 2017. Colorado Mountain College has opted out of the 9-Party IGA. The remaining seven original signatories have agreed to continue such services and have entered a 7-Party Memorandum of Understanding for 2026. The 2026 MOU is attached to this Agreement as Attachment No. 6 and is incorporated for the purpose of explaining the cost methodology adopted regarding the 2026 transportation services (the “2026 MOU”).
- E. Pursuant to the 9-Party IGA, the BOCC agreed to provide, through its Department of Human Services (“DHS”), the contractual management of transportation services for the Older Adult Programs. (9-Party IGA, ¶ 6.) The BOCC fulfills this responsibility by, among other things, annually negotiating this Agreement with RFTA and by ensuring

proper allocation of appropriate costs to the other municipalities in accordance with the MOU.

- F. The Colorado Human Services Code and the Colorado Older Americans Act authorize and encourage DHS to provide transportation services, such as the Traveler. The Colorado Older Americans Act encourages “agencies at all levels of government” to cooperate to administer programs and deliver services to the older population.
- G. The transportation services provide ADA based services to the eligible senior citizens and persons with disabilities of Garfield County in accordance with this Agreement are provided by the Traveler bus system operated by RFTA (the “Traveler”). The Traveler also provides services that are not within the scope of this IGA.
- H. Both RFTA and the BOCC desire to continue to provide transportation services to eligible Garfield County senior citizens and people with disabilities in 2026 in accordance with the IGA and appropriate 2026 MOU.

NOW, THEREFORE, for and in consideration of mutual covenants and agreements set forth below, the Parties agree as follows:

AGREEMENT

1. Incorporation of Recitals. The foregoing Recitals are incorporated as if set forth in full.
2. Purpose of this Agreement. The purpose of this IGA is to define the responsibilities of the respective Parties with respect to the provision of transportation services to the eligible senior citizens, and persons with disabilities, defined below, of Garfield County.
3. Term of Agreement. This Agreement shall have an Effective Date of January 1, 2026, regardless of the date signed and shall terminate on December 31, 2026.
4. Transportation Services Provided. The transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to Garfield County residents seventy (70) years old and older who have difficulty utilizing public transportation (“Seniors”). The Traveler also serves citizens under the age of seventy (70) with an assessed, functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County. In order to achieve the stated purpose, the BOCC specifically grants RFTA the authority to operate outside RFTA’s boundaries and within the unincorporated boundaries of Garfield County, consistent with the provisions of C.R.S. § 43-4-605(1)(f) as required to comply with this IGA. Riders must make reservations by 3:00 pm the previous business day. Reservations are a first-come, first-served system.

5. Contract Amount. The amount to be paid by the BOCC to RFTA in 2026 for the provision of the services contemplated by this Agreement is **Six Hundred Thirty-five Thousand, Six Hundred Dollars (\$635,600.00)**. This amount is based upon RFTA's estimated cost to provide the services in 2026, less amounts received by RFTA from other sources who utilize the Traveler bus system and less the cost to provide such services to the Town of Carbondale, the City of Glenwood Springs and the Town of New Castle, each of which is a member of RFTA. Amounts are projected and should they reflect a higher cost, those funds will be paid through the Restricted Fund Balance/The Traveler.

- a. RFTA's Estimated Cost. The Parties recognize that RFTA's estimate of its costs to provide Traveler services is solely RFTA's responsibility; the BOCC is not responsible in any way for verifying or assuring the accuracy of RFTA's calculation. For 2026, RFTA estimates that its cost to provide these services is **\$857,423.00**.
- b. Other Traveler Services. The Parties recognize that RFTA's operation of the Traveler by means of this IGA does not include funding for ADA complementary paratransit services in the City of Glenwood Springs. Funding for this complementary paratransit service is provided by a separate contract between the City of Glenwood Springs and RFTA, which RFTA represents to be **\$30,000.00** for 2026.
- c. RFTA Member Jurisdictions. The cost to provide senior transportation services to RFTA's member jurisdictions is calculated by the cost methodology set forth in the 2026 MOU, to which both the BOCC and RFTA are parties. For 2026, the total transportation cost attributable to these member jurisdictions pursuant to the applicable methodology is **\$191,823.00**.

6. RFTA Responsibilities. In order to accomplish the purposes of this IGA, RFTA agrees to perform the following:

- a. Transportation Services. RFTA shall provide and administer the transportation services described in RFTA's Scope of Services, attached as Attachment No. 1, and Exhibits A - B thereto, which are incorporated here as if fully set forth, plus certain special events, which in prior years have included the Garfield County Air Show, Volunteer Appreciation Luncheon and a Holiday show.
- b. Vehicle Inventory. RFTA shall purchase new vehicles as needed to maintain the Traveler Vehicle Inventory. Title to such vehicles will be held in RFTA's name. RFTA will update the Vehicle Inventory as required by the addition and/or removal of vehicles, in accordance with paragraph 6(c).
- c. Vehicle Replacement. In the event that any vehicle included on the Vehicle Inventory reaches the end of its useful life, RFTA shall either: (1) sell the vehicle by means of an advertised sealed bid and remit any proceeds of the sale to the BOCC; or (2) convey title to the vehicle to the BOCC by written agreement, at which time the vehicle shall

be removed from the Vehicle Inventory. The Parties recognize the disposition of any vehicle must be in accordance with the rights of lien holders identified on the vehicle title.

- d. Vehicle Transfer. Upon expiration of this IGA, if not extended by future agreements, RFTA shall transfer title to all vehicles listed on the Vehicle Inventory to the BOCC.
- e. Communication System. RFTA shall continue to utilize its communication system for Traveler services.
- f. Donations and Contributions. RFTA shall provide to the BOCC all fees collected and/or donations received for support of the senior transportation programs in accordance with Attachment No. 1, paragraph 4.
- g. Functional Assessment Assistance. Traveler staff will do everything related to Functional Assessments. RFTA shall provide all intake and other information received from potential new clients who wish to apply for Traveler services to the BOCC's Older Adult Programs Manager upon receipt and shall lead in the functional assessment process. RFTA will provide to the BOCC's Older Adult Programs Manager monthly the number of potential new clients, out of assessments and applications pending.
- h. Monthly Financial Reports. RFTA shall provide the financial and other reports detailed in Attachment No. 1 to DHS monthly. Such reports shall include, without limitation, a monthly report of all expenses attributed by RFTA to the transportation services made the basis of this Agreement. The Parties agree to identify a mutually acceptable format for performance and fiscal reporting.
- i. Annual Reconciliation Report. In addition to the monthly reports, on or before February 16, 2026, RFTA shall provide a reconciliation report for the operation of the Traveler for the 2026 calendar year. RFTA's obligations to submit a reconciliation report and return funds or request expenses shall survive the termination of this IGA.
- j. Right to Audit. RFTA shall allow the BOCC to audit RFTA's books and records relating to the operation of the Traveler upon reasonable notice at any time during the term of this Agreement and for six (6) months thereafter. The audit shall be at the BOCC's expense except for reasonable RFTA personnel costs. The BOCC shall provide RFTA with a copy of any audit report within thirty (30) days following receipt by the BOCC. In addition, if requested, RFTA will provide the BOCC with a copy of its annual audit within thirty (30) days of the BOCC's request.
- k. Claim Notification. RFTA shall immediately notify the BOCC, through the Older Adult Programs Manager, of any incident involving the Traveler and any claim or lawsuit made against the Traveler or RFTA in writing in accordance with paragraph

15 and shall cooperate with the BOCC in responding to all complaints, claims or suits. Passenger Complaints shall further be handled in accordance with paragraph 6 of Attachment No. 1. The Traveler handles all complaints and communicates the outcomes to the BOCC's Older Adult Programs Manager after appropriate investigations have been completed.

- l. Funding Sources. RFTA and the BOCC shall cooperate with each other to identify and apply for grants, donations, and other funding opportunities for both the purchase of vehicles and operational funding associated with providing senior transportation services.
 - m. Cost Methodology. RFTA acknowledges and agrees to the Cost Methodology related to the allocation of senior programs transportation services agreed to in the 2026 MOU, and included in the 2026 budget approved by the RFTA Board on December 11, 2025. If the actual 2026 costs exceed the budget, they will be covered by means of the Annual Reconciliation and True-up procedure as set forth in the MOU, or by the fund established after cost savings at the end of the year have been recognized.
7. BOCC Responsibilities. In order to accomplish the purposes of this IGA, the BOCC, directly or through DHS, agrees to perform the following:
- a. Compensation. For calendar year 2026, the BOCC shall pay RFTA the amount set forth in paragraph 5, \$635,600.00 in eight (8) monthly payments of \$52,966.67 and four (4) monthly payments of \$52,966.66 beginning no later than February 26, 2026 and each 10th day of the month thereafter during the 2026 term of this IGA.
 - b. Functional Assessment Evaluations. Traveler staff will take over the Functional Assessments including mailing applications, scheduling assessments, and providing outcome data to the BOCC's Older Adult Program Manager monthly.
 - c. Training Assistance. All training related to providing transportation to Traveler clients will be provided by RFTA supervisors.
 - d. Funding Sources. RFTA and the BOCC shall cooperate with each other to identify and apply for grants, donations, and other funding opportunities for both the purchase of vehicles and operational funding associated with providing senior transportation services.
 - e. Complaint and Claim Cooperation. The BOCC shall cooperate with RFTA to respond to passenger complaints and claims of which the County has been notified by RFTA in accordance with paragraph 6(l).
 - f. Fuel Access. The BOCC agrees to grant access to Traveler vehicles to the BOCC fueling stations by means of the Garfield County's gas fueling system. All fuel costs

will be paid by RFTA, the expense for which may be credited to the monthly invoice amount set forth in paragraph 7(a).

8. Definitions:

- a. Initial Pickup Location: The initial pickup location for cost allocation purposes is the Municipality in which the first leg of a passenger's trip occurs, whether it is a round trip, a one-way trip, or a multi-legged trip. For example, if a passenger is picked up in municipality A to be transported to Municipality B and is later picked up in Municipality B for a return ride to Municipality A, the initial pickup location for cost allocation purposes is Municipality A for both trip legs.
- b. One-Way Passenger Trips: This represents vehicles transporting passengers one way from their origins to their destinations on any leg of their trips. This does not mean round trips or vehicle trips, since more than one passenger can be riding on a vehicle at the same time resulting in "X" number of one-way passenger trips.
- c. Loaded Miles: Loaded miles are the total distance driven while a passenger is in the vehicle.
- d. Loaded Minutes: Loaded minutes are the total duration of time while a passenger is in the vehicle.

9. Termination. Either Party may terminate this IGA upon a minimum of thirty (30) calendar days after the date of written notification by the other Party. Such termination may be with or without cause. Upon such termination, RFTA shall be entitled to compensation for operation of the transportation services provided prior to the date of termination. Unexpended funds shall be returned to the BOCC and all vehicles and equipment shall be conveyed or assigned to the BOCC, in accordance with paragraph 6(d).

10. Indemnification. To the extent permitted by law, the Parties shall hold harmless, indemnify and defend the other, including the other's employees, officers, agents, and assigns, from any claim, lawsuit or award of damages, to the extent such claim, lawsuit or award arises from the action or inaction of that party's officers, employees and agents. Nothing herein shall be interpreted as a waiver of governmental immunity to which the BOCC or RFTA would otherwise be entitled under C.R.S. § 24-6-101, *et seq*.

11. Appropriation. This IGA is expressly contingent upon appropriation and budgeting for the costs required herein. Should either RFTA or the BOCC fail to appropriate or have available sufficient funds to pay for the costs of the obligations set forth herein, this IGA shall be considered of no force and effect, except to the extent that the BOCC has tendered payment to RFTA as set forth herein.

12. Whole Agreement. This IGA sets forth the whole agreement of the Parties. No representation, either verbal or written, shall be considered binding to the extent it is not set forth herein.

13. Amendment and Assignment. This IGA may be amended, altered, or modified solely through a written agreement signed by both Parties. This IGA may not be assigned without written agreement.

14. Facsimiles and Counterparts. This IGA and all documents required for performance may be signed in counterparts. Facsimile signatures may be substituted for originals on such documents.

15. Notice and Identity of Administrators and Contact Persons. Notices required under this IGA shall be in writing and may be hand-delivered, sent by receipted delivery service or certified mail, return receipt requested, postage prepaid, or delivered electronically to the addresses and authorized representatives, identified below. Any Party by notice so given may change the address to which future notices shall be sent, as well as the identity of the IGA Administrator.

Notice to RFTA: Administrator Contact Person	Kurt Ravenschlag, Chief Executive Officer Roaring Fork Transportation Authority 2307 Wulfsohn Road Glenwood Springs, CO 81601 Phone: (970) 384-4885 Fax: (970) 945-7386 E-mail: kravenschlag@rfta.com
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Notice to BOCC: Administrator	Sharon Longhurst-Pritt, DHS Director 195 West 14 th Street, Building B Rifle, CO 81650 Phone: (970) 625-5282, Ext 3265 Fax: (970) 625-0927 E-mail: spritt@garfield-county.com
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Contact Person For BOCC:	Sheila Strouse, Child, Family, and Adult Services Division Manager 195 West 14 th Street Rifle, CO 81650 Phone: (970) 945-9191, ext. 3061 Fax: (970) 928-0465 E-mail: sstrouse@garfield-county.com
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16. Authority. Each person signing this IGA represents and warrants that said person is fully authorized to enter into and execute this document and bind the Party represented.

17. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this IGA. Venue for any action pursuant to this IGA shall lie in Garfield County, Colorado.

IN WITNESS WHEREOF, the Parties have executed this IGA to be effective on January 1, 2026.

ATTEST:

**BOARD OF COUNTY COMMISSIONERS
GARFIELD COUNTY, COLORADO and
BOARD OF SOCIAL SERVICES**

Clerk to the Board

By: _____
Tom Jankovsky, Chair

Dated: _____

ATTEST:

**ROARING FORK TRANSPORTATION
AUTHORITY**

Nicole R. Schoon, Secretary to the
Board of Directors

By: _____
Greg Poschman, Chair

Dated: _____

INDEX OF ATTACHMENTS

Attachment No. 1: 2026 RFTA Scope of Services

Exhibit A: 2026 Vehicle Inventory

Exhibit B: 2026 County Holidays

Attachment No. 2: 2026 Transportation Cost Methodology

Attachment No. 3: 2026 RFTA Budget

Attachment No. 4: Transportation Arithmetic & Assumptions

Table 1 Cost Allocation Basis 2026 Draft Budget

Table 2 Summary of Cost with Adjustments for Glenwood Springs Take Off & Garfield County Contributions

Attachment No. 5: 2026 Combined Congregate Meal, Well & Wise and Transportation Service Costs

Attachment No. 6: 2026 7-Party Memorandum of Understanding

Attachment No. 1 to Traveler IGA 2026

RFTA SCOPE OF SERVICES

1. Service Description: The services to be performed by RFTA shall include, but not be limited to, scheduling the most appropriate and cost-effective trips, providing individual transportation services on a pre-arranged and/or scheduled basis for all eligible Garfield County residents. The present 2026 Vehicle Inventory and Garfield County Holiday Schedule are attached as Exhibits A and B, respectively. All of the items specified below shall be documented, updated, and maintained in written form by RFTA and shall be made available to the County upon request.

2. Services Provided. RFTA shall be responsible for day-to-day administration and provision of the Traveler bus services in Garfield County, including:

- a. Provide Garfield County trips to congregate meal sites, medical-related appointments locally, social activities, paid and volunteer employment, and to activities of daily living destinations as agreed to by the County and RFTA and providing at least one trip per month for medical-related appointments.
- b. Maintain the Traveler schedule including days of the week (currently 5 days a week, Monday through Friday), excluding Garfield County Holidays (see Exhibit B), number of rides provided by jurisdiction, starting location, destinations, and type of service (i.e., wheelchair accessible, curb to curb, driver assisted transportation).
- c. Traveler will deliver meals from the Rifle Senior Center kitchen to the West Garfield meal sites as identified by Garfield County Senior Programs. Meals shall be transported in a cambro and be properly secured in the vehicles.
- d. Provide all personnel services, including but not limited to recruiting, hiring, performing background checks, training, supervising and monitoring qualified Traveler staff including program managers, drivers, dispatchers, schedulers, and others, according to applicable law, rules and regulations.
- e. Coordinate the training of Traveler staff regarding the special skills and sensitivity needed when serving senior citizens and adults with disabilities utilizing the Traveler.
- f. Coordinate between the Traveler and the RFTA fixed route service to maximize services in Garfield County for senior citizens and adults with disabilities.
- g. Work with the Garfield County Child, Family, and Adult Services Division Manager and DHS Finance Director toward a mutually agreed upon format for performance and fiscal reporting and on the report submission schedule.

- h. Distribute information on the Traveler provided by the BOCC in English and Spanish, with the assistance of Garfield County Senior Programs, including Traveler usage rules and information on the Garfield County Senior Programs.
- i. Carry out Traveler operations in accordance with applicable federal, state and local rules, regulations, statutes, laws, and policies and procedures.
- j. Discuss any major purchase, e.g. communication equipment or new vehicles, for which funds provided under this IGA will be used, with the Garfield County Senior Programs Manager. Any vehicles and equipment purchased with contract funds shall be conveyed to the BOCC and shall be returned to the possession of the BOCC if RFTA ceases to provide services described herein.
- k. Maintain the confidentiality of all users of the Traveler.
- l. Participate in the Garfield Emergency Operations when necessary.
- m. Traveler services will be adjusted because of Governor orders or Public Health recommendations. This may include but is not limited to additional cleaning regimes, mask wearing compliance, limited number of passengers on the Traveler at one time and other such activities as directed through orders of the Governor or CDPH.

3. Vehicles: RFTA shall:

- a. Regularly maintain, and keep in a good quality, attractive, and safe condition all vehicles identified on the Vehicle Inventory list attached as Exhibit A and used in providing Traveler transportation services. In the event of mechanical breakdown by a vehicle which results in the removal of a vehicle from service, RFTA shall have a reasonable time during that same day within which to replace the affected vehicle.
- b. License, register and insure all vehicles used in the Traveler identified on Exhibit A and add the BOCC as a “loss payee” or “additional insured,” as appropriate, along with the lien holders identified on the vehicle titles or registrations.
- c. Provide proof of current registration and insurance in accordance with paragraph 3(b) to the DHS Senior Programs Manager for calendar year 2026.
- d. Allow the BOCC to change signage on the Traveler vehicles to reflect program management by Garfield County, RFTA and organizations providing funding.

4. Collection of Revenue: RFTA shall develop a procedure for offering users of the Traveler the opportunity to contribute to the costs of the services and shall not deny services if a passenger cannot contribute. RFTA shall collect any fares from Traveler passengers and provide such collections to the BOCC through the DHS Older Adult Programs on a weekly basis.

5. Service Reports and Audit: RFTA shall submit to the BOCC, through the Senior Programs Manager in the Department of Human Services, a monthly report due on the 10th of the following month. The report will include the following information:

- the actual route hours and miles incurred;
- specific number of one-way rides provided during the prior month by each jurisdiction, indicating type of ride and including whether the ride was ADA, Para-transit, Assisted, Lift Ride or Wheelchair;
- the number of trips denied and the reasons denied;
- the use of a waiting list, if a list is required;
- variance in the Traveler's user numbers or expenditures. RFTA shall alert the County with possible remedies and adjustments if user figures or dollars expended rise or fall significantly;
- amount of program income received from Traveler ridership;
- number of persons eligible for Traveler service and the number utilizing the service each month; and
- completed and updated Rider Information including any re-assessments and new functional assessments completed during the month and any denied assessment information. Share any riders whose status has changed from active to inactive monthly, updated rider information such as changes in address or phone numbers.

6. Passenger Complaints. Every complaint, concern or suggestion concerning the Traveler shall be responded to as promptly as practicable. RFTA shall maintain a program providing a reasonable opportunity for users of the Traveler to render complaints, suggestions, and comments concerning the Traveler. RFTA shall provide the BOCC, through its Older Adults Programs, with copies of all communications received by customers on a monthly basis, by the 20th of the month following the month in which they occurred.

7. Traveler Drivers: RFTA shall ensure that all Traveler drivers comply with all local, state and federal laws and regulations applicable to providing transit services. In recognition of the quality and care of services provided by RFTA and the importance of a first impression made on the public, RFTA management shall monitor the following appearance standards for drivers on the Traveler routes:

- a. Drivers shall present a neat, clean, hygienic and professional appearance at all times.
- b. Smoking, chewing tobacco, or reading personal materials shall not be permitted while boarding or transporting passengers.
- c. The cleanliness and appearance of the interior and exterior of each van.

8. Transportation Services.

- a. Cost Methodology - Transportation: The BOCC agrees to be responsible for fifty percent (50%) of the total budgeted cost to provide Senior Transportation Services in 2026. The remaining fifty percent is paid for by grant and program funding income and allocated payments from the Municipalities based upon the fully allocated cost of providing services considering the total

number of trips, total Loaded Miles, and total Loaded Minutes consumed by each Municipality. Costs will be considered allocable to a Municipality based upon the Initial Pickup Location as defined herein, regardless of the number of trip legs or Municipalities visited by the passenger. RFTA agrees to be responsible for the fully allocated cost of the transportation services provided to the three Municipalities that are current RFTA members: the Town of Carbondale, the City of Glenwood Springs, and the Town of New Castle. The remaining non-RFTA member Municipalities, the City of Rifle and the Town of Silt agree to pay the fully allocated cost of transportation allocable to their municipalities. The BOCC agrees to be responsible for any remaining transportation costs, including any shortfalls in anticipated grant and program funding income.

- b. 2026 Budgeted Contributions: As illustrated in Attachment 2, the total budgeted cost to provide Senior Transportation Services in 2026 is **\$848,074.00**. This cost represents the costs to the BOCC and to RFTA to provide such services in the amounts of **\$20,651.00** and **\$857,423.00**, respectively, less the amount of **\$30,000.00** received by RFTA from other sources who utilize the Traveler bus system pursuant to a contractual agreement that is unrelated to this MOU.

The BOCC's 50% share of this amount equals **\$424,473.00**. Anticipated grant and program funding income for 2026 is **\$69,500.00** for a total of **\$493,537.00** in contributions from the county and from grants and program income.

- c. Allocation of County Contribution and Grant and Program Income: The County's contribution, inclusive of its 50% commitment and anticipated grant and program income, shall be allocated first to the cost of rides originating in unincorporated Garfield County. Any remaining balance shall be allocated on a pro rata basis relative to each other party's fully allocated cost.
- d. Estimated Contributions: The following estimates are offered to aid the Municipalities in planning and budgeting for their portion of the Traveler costs. The amounts shown are based on the 2026 budgeted amounts identified above and a forecast of ridership and services levels for 2026.

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Municipality	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale	180	2,520	5,680	\$19,988	\$9,524	\$10,464
Glenwood Springs	4,090	10,285	60,160	\$236,782	\$112,821	\$123,961
Newcastle	800	13,115	33,860	\$109,639	\$52,240	\$57,398
Silt	105	630	1,920	\$7,441	\$3,545	\$3,895
Rifle	5,140	15,635	76,300	\$303,364	\$144,546	\$158,818
Garfield County	1,980	18,060	46,220	\$170,860	\$170,860	-
Total	12,295	60,245	224,140	\$848,074	\$493,537	\$354,537

- e. Monthly Billing: RFTA will pay directly for the full allocated net costs attributable to its member jurisdictions and each of the remaining Parties will pay the County the amount shown on their respective lines in the Chart above.
- f. Annual Reconciliation and True-up: No later than February 16, 2026, RFTA will publish a reconciliation statement. Actual expenditures for the year 2026 will be allocated based on the actual one-way passenger trips and estimated load miles and loaded minutes provided to the Parties in 2026. If the total fully allocated costs calculated for any Party during the preceding year exceeds the amount paid by the Party during the preceding year, a reconciliation credit or debit in the amount of the difference will be made for each such Party by the County. If a credit is due, RFTA will pay back to the County the amount it has been overpaid by the County for any Party or Parties within 30-days of the reconciliation statement. If a debit is owed, the Party or Parties owing the debit will pay the County the amount owed within 30 days of receiving the reconciliation statement, and the County will remit any additional payments received and owed to RFTA within 30 days of receipt of the Party or Party's debit payment(s) to the County.

EXHIBIT “A” TO ATTACHMENT 1
2026 TRAVELER VEHICLE INVENTORY

January 2026 Traveler Vehicles

Owned by	Vehicle #	Wheelchair Capacity	Total Capacity (excluding driver)	Year	Make	Model	Fuel Type	VIN	License Plate	Used For
Traveler	G11	1	12	2009	Ford	Cutaway	Gas	1FDEE45SX9DA61905	377VCH	Traveler
Traveler	G12	1	12	2009	Ford	Cutaway	Gas	1FDEE35L49DA88564	378VHC	Traveler
Traveler	G14	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2015	Ford	Cutaway	CNG	1FDFE4FS9FDA12107	528RUQ	Traveler
Traveler	G15	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2015	Ford	Cutaway	CNG	1FDFE4FS6FDA30502	529RUQ	Traveler
Traveler	G16	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2018	Ford	Cutaway	Gas	1FDFE4FS0JDC31000	OHK930	Traveler
Traveler	G17	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2018	Ford	Cutaway	Gas	1FDFE4FS2JDC31001	OHK929	Traveler
Traveler	G18	Rear Life 2WC	14 (8 psgr with 2 w/c)	2021	Ford	Cutaway	Gas	1FDFE4FN6MDC21859	CDNN77	Traveler
Traveler	G19	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2021	Ford	Cutaway	Gas	1FDFE4FN2MDC21860	CDNN78	Traveler
Traveler	G20	Rear Lift 2WC	14 (8 psgr with 2w/c)	2023	Ford	Cutaway	Gas	1FDFE4FN1NDC39879	OHK969	Traveler

EXHIBIT “B” TO ATTACHMENT 1
2026 GARFIELD COUNTY HOLIDAY SCHEDULE

January 1, 2026—New Year’s Day
January 2, 2026—Post New Year’s Day
January 19, 2026—Martin Luther Kind Jr Day
February 16, 2026—President’s Day
May 25, 2026—Memorial Day
July 3, 2026—Independence Day
September 7, 2026—Labor Day
November 11, 2026—Veterans’ Day
November 26, 2026—Thanksgiving Day
November 27, 2026—Post Thanksgiving Day
December 24, 2026—Christmas Eve Day
December 25, 2026—Christmas Day

Attachment No. 2: 2026 Transportation Cost Methodology

Transportation Budget	Annual
Wages	\$ 13,372
Employee Benefits	\$ 6,914
Communication	\$ 100
DHS - Destruction of Records	\$ 5
Office Supplies	\$ 100
Freight, Postage, Delivery	\$ 100
Copy Machine Usage	\$ 60
Total County Expenses	\$ 20,651
RFTA	\$ 857,423
MINUS GWS Paratransit	\$ 30,000
Total RFTA Expenses	\$ 827,423
Total Expenses	\$ 848,074
Less Program Income	\$ 5,500
Less CSBG	\$ 64,000
Total G/P Income	\$ 69,500
Less County Share	\$ 424,037
Total 50% County Share	\$ 424,037
Total Revenue	\$ 493,537
Total Expenses	\$ 848,074
Income less expenses	\$ 354,537
 Municipal Budget Share for Distribution	 \$ 354,537

2026 Traveler Forecast Service And Cost Data

A	B	C	D	E	F	G
Jurisdiction	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale	180	2,520	5,680	\$ 19,988	\$ 9,524	\$ 10,464
Glenwood Springs	4,090	10,285	60,160	\$ 236,782	\$ 112,821	\$ 123,961
New Castle	800	13,115	33,860	\$ 109,639	\$ 52,240	\$ 57,398
Silt	105	630	1,920	\$ 7,441	\$ 3,545	\$ 3,895
Rifle	5,140	15,635	76,300	\$ 303,364	\$ 144,546	\$ 158,818
Garfield County	1,980	18,060	46,220	\$ 170,860	\$ 170,860	\$ -
Total	12,295	60,245	224,140	\$ 848,074	\$ 493,537	\$ 354,537

Attachment No. 3: 2026 RFTA Budget

	Line Item	2026 Budget
03-10-0004-20100	Salaries Supervisor Ops Dpt	106,558
03-10-0011-20100	Salaries NonCDL Bus (FTYR) Ops Dpt	239,081
03-10-0012-20100	Salaries NonCDL Bus (PTYR) Ops Dpt	50,439
03-10-0015-20100	Salaries Transit Dispatch	73,300
03-10-0009-20100	Salaries Mechanics Mtn Dpt	51,100
03-10-0000-20105	Alternative Activity	2,350
03-10-0000-20110	Overtime Pay	10,820
03-10-0004-20110	Overtime Pay - Supervisors	
03-10-0011-20110	Overtime Pay - nonCDL FT	
03-10-0012-20110	Overtime Pay - nonCDL PT	
03-10-0015-20110	Overtime Pay - Transit Dispatch	
03-10-0000-20120	Bonus Pay	2,100
03-10-0004-20120	Bonus Pay	
03-10-0012-20120	Bonus Pay	
03-10-0011-20127	Bonus Safety	
03-10-0012-20127	Bonus Safety	
03-10-0015-20120	Bonus Pay	
03-10-0000-20130	Shift Pay	2,000
03-10-0011-20130	Shift Pay - CDL FT	
03-10-0012-20130	Shift Pay - nonCDL FT	
03-10-0004-20150	Separation Pay - Supervisor	-
03-10-0000-20190	Fringe Benefits Ops Dept	78,192
03-10-0004-20190	Fringe Benefits - Supervisor	
03-10-0011-20190	Fringe Benefits - nonCDL FT	
03-10-0012-20190	Fringe Benefits - nonCDL PT	
03-10-0015-20190	Fringe Benefits - Dispatch	
03-10-0000-20200	Health Insurance Ops Dept	90,653
03-10-0004-20200	Health Insurance - Supervisor	
03-10-0011-20200	Health Insurance - nonCDL FT	
03-10-0015-20200	Health Insurance - Dispatch	
	Subtotal Compensation	706,593
03-11-0000-52000	Admin Overhead	42,440
03-11-0000-52200	Vehicle Insurance	8,330
03-11-0000-54200	Office Rental	21,130
03-11-0000-52360	Telephone/Communications	10,500
03-11-0000-52600	Staff Training	1,000
03-11-0000-52660	Travel	700
03-11-0000-53000	Office Supplies	700
03-11-0000-53200	Postage	500
	Subtotal Admin	85,300
03-12-0000-52020	Repairs-Third pty services	32,470
03-12-0000-52021	Drug and Alcohol Testing	300
03-12-0000-52074	DOT Exams	800
03-12-0000-53713	Unleaded Fuel	9,700
03-12-0000-53714	Compressed Natural Gas	7,280
03-12-0000-52830	Software Support	14,980
03-12-0000-58888	Prior Year Expenses	-
	Subtotal Operating	65,530
	Total Budget / Forecast	857,423 2.6%

Attachment No. 4: Transportation Arithmetic & Assumptions

Table 1. Cost Allocation Basis Draft Budget

2026 Budget

Compensation	Amount	Cost Category	Varies By
Administration	\$ 73,300	Fixed	
Transportation Supervisor	\$ 106,558	Fixed	
Relief Supervisor			
Bus Operator 3 (FTYR)			
Bus Operator 2 (PTYR)	\$ 50,439	Variable	Hours
Bus Operator Non CDL(FTYR)	\$ 239,081	Variable	Hours
Mechanics	\$ 51,100	Variable	Miles
Overtime Pay	\$ 10,820	Variable	Hours
Alt Activity	\$ 2,350	Variable	Hours
Bonus Pay	\$ 2,100	Variable	Hours
Shift Pay	\$ 2,000	Variable	Hours
Separation Pay	\$ -	Variable	Hours
Fringe Benefits	\$ 78,192	Variable	Hours
Health Insurance	\$ 90,653	Variable	Hours
Subtotal Traveler's Compensation Expenditures	\$ 706,593		
Admin Operating Expenditures			
Admin Overhead	\$ 42,440	Fixed	
Third Party Consulting			
Vehicle Insurance	\$ 8,330	Fixed	
Office Rental	\$ 21,130	Fixed	
Telephone/Communications	\$ 10,500	Fixed	
Staff Training	\$ 1,000	Variable	Hours
Travel	\$ 700	Fixed	
Office Supplies	\$ 700	Fixed	
Postage	\$ 500	Fixed	
Subtotal Traveler's Admin Operating Expenditures	\$ 85,300		
Operating Expenditures			
Repairs&Third pty services	\$ 32,470	Variable	Miles
Drug & Alcohol Testing	\$ 300	Variable	Hours
DOT Exams	\$ 800	Variable	Hours
Equipment			
Unleaded Fuel	\$ 9,700	Variable	Miles
Compressed Natural Gas	\$ 7,280	Variable	Miles
Software Support	\$ 14,980	Fixed	
Subtotal Traveler's Operating Expenditures	\$ 65,530		
Total Traveler's Expenditures	\$ 857,423		

Table 2
Summary of 2026 Budgeted Costs by Cost Driver with Adjustments for Glenwood Takeoff & County Contributions

Summary of 2026 Budgeted Costs by Cost Driver with Adjustments for Glenwood Takeoff & County Contributions

A	B	C	D	E	F
Cost Allocation Expense Category	Total Budgeted Expense by Cost Allocation Category	Distribution	Glenwood ADA Takeoff	Garfield County Administrative Expense	Traveler Costs
Variable Hours (Loaded Minutes)	\$ 477,735	55.72%	\$ 16,715	\$ -	\$ 461,020
Variable Miles	\$ 100,550	11.73%	\$ 3,518	\$ -	\$ 97,032
Fixed	\$ 279,138	32.56%	\$ 9,767	\$ 20,651	\$ 290,022
Total	\$ 857,423	100.00%	\$ 30,000	\$ 20,651	\$ 848,074

Garfield County 50% Contribution, Grants and Program Income

Garfield County 50% Contribution	\$ 424,037
Estimated Grants and Program Income	\$ 69,500
Total County Contribution, Grants and Program Income	\$ 493,537

Attachment No. 5:

2026 Combined Congregate Meal, Well & Wise and Transportation Service Costs

COMBINED CONTRIBUTION BREAKDOWN

<i>Jurisdiction</i>	<u>2026 Nutrition Contribution</u>	<u>2026 Transportation Contribution</u>	<u>2026 Well & Wise Contribution</u>	<u>2026 Total Contributions</u>	<u>RFTA Transportation Contribution</u>	<u>2026 Nutrition Contribution</u>	<u>2026 Transportation Contribution</u>	<u>2026 Well & Wise Contribution</u>	<u>2026 Net Adjusted Total</u>
Carbondale	\$ 18,306	\$ 10,464	\$ -	\$ 28,770	\$ 10,464	\$ 18,306	\$ -	\$ -	\$ 18,306
Glenwood Springs	\$ 61,157	\$ 123,961	\$ -	\$ 185,118	\$ 123,961	\$ 61,157	\$ -	\$ -	\$ 61,157
New Castle	\$ 11,361	\$ 57,398	\$ -	\$ 68,760	\$ 57,398	\$ 11,361	\$ -	\$ -	\$ 11,361
Silt	\$ 18,560	\$ 3,895	\$ -	\$ 22,456		\$ 18,560	\$ 3,895	\$ -	\$ 22,456
Rifle	\$ 79,376	\$ 158,818	\$ -	\$ 238,194		\$ 79,376	\$ 158,818	\$ -	\$ 238,194
Garfield County	\$ 258,757	\$ 424,037	\$ -	\$ 682,794		\$ 258,757	\$ 424,037	\$ -	\$ 682,794
Totals	\$ 447,518	\$ 778,574	\$ -	\$ 1,226,092	\$ 191,823	\$ 447,518	\$ 586,751	\$ -	\$ 1,034,269

Attachment No. 6 to Traveler IGA 2026

7-Party Memorandum of Understanding 2026

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

MEETING DATE	December 11, 2025
AGENDA ITEM	Resolution 2025-40: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) for Garfield County Older Adults Programs for 2026
STRATEGIC OUTCOME	1.0 ACCESSIBILITY & MOBILITY
STRATEGIC OBJECTIVE	1.5 Identify and reduce barriers to riding transit and accessing trails 1.6 Provide convenient connections to key activity centers in service area
PRESENTED BY	Dawn Dexter, Operations Manager Ian Adams, Director of Operations
STAFF RECOMMENDS	Staff recommends approval of Resolution 2025-40: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) for Garfield County Older Adults Programs for 2026 and authorizes the RFTA Board Chair to execute it.
EXECUTIVE SUMMARY	<ol style="list-style-type: none"> 1. The provision of Garfield County Older Adults Programs, including congregate meal/nutrition services and Traveler transportation services is a cooperative effort involving 7 governmental entities as follows: City of Glenwood Springs, City of Rifle, Garfield County, Town of Carbondale, Town of New Castle, Town of Silt, and RFTA. 2. The parties set forth the terms and conditions of their cooperative provision, administration, and funding of the Older Adults Programs for Older Adults citizens in Garfield County pursuant to a 7-Party MOU, which explains who is responsible for various aspects of Older Adults Programs. RFTA is designated the provider of the Traveler transportation services, which it provides pursuant to a separate IGA with Garfield County (see Agenda Item 6.1.). 3. Each year, the actual financial contributions of the 7-Party MOU participants, which help to support the Older Adults Programs, are established by the terms of the 7-Party MOU. The MOU sets forth the level of services to be provided in each community and the methodology for determining the financial contributions of the 7-Party MOU’s participants.
BACKGROUND	<p>The Garfield County Board of County Commissioners (BOCC) approved and signed the 2026 7-Party MOU at the December 8, 2025, BOCC meeting. This agreement is updated annually and executed by the Garfield County Board of Health, RFTA and the member jurisdictions listed above.</p> <p>The BOCC, through its Department of Human Services Older Adult Programs, will organize and administer the congregate meal and transportation services described in the MOU for eligible Older Adults and disabled citizens of Garfield County on behalf of Rifle, Glenwood Springs, Carbondale, New Castle, Silt.</p>

	<p>The BOCC, RFTA and Municipalities agree that Older Adults and Disabled transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to assessed Garfield County residents who are over seventy (70) years of age and those under seventy (70) years of age and have an assessed functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County.</p>
GOVERNANCE POLICY	<p>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).”</p>
FISCAL IMPACTS	<p>The total estimated budget for the Traveler in 2026 is \$857,423. RFTA will be reimbursed by Garfield County for its documented expenses connected with providing the Traveler transportation service in 2026, up to \$635,600. The City of Glenwood Springs will also contribute \$30,000 to RFTA to defray costs related to the ADA Complementary Paratransit Service that it receives from the Traveler. In addition to these amounts, RFTA is contributing approximately \$191,823 towards the Traveler’s expenses in 2026 to defray the prorated cost allocated to its members (Glenwood Springs, Carbondale, and New Castle) by the County’s cost allocation methodology.</p>
EXHIBITS/ATTACHMENTS	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-40: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) for Garfield County Older Adults Programs for 2026 2. Exhibit 2: 7-Party Memorandum of Understanding (MOU) for Garfield County Older Adults Programs for 2026

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-40**

**AUTHORIZATION FOR THE ROARING FORK TRANSPORTATION AUTHORITY TO EXECUTE THE
7-PARTY MEMORANDUM OF UNDERSTANDING (MOU) FOR GARFIELD COUNTY OLDER ADULT PROGRAMS FOR 2026**

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 from Federal, State and local sources; and

WHEREAS, the Roaring Fork Transportation Authority (RFTA) and Garfield County entered into the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2026.

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 Board.
2. The 7-Party Memorandum of Understanding (MOU) with Garfield County to provide older adult and Traveler services in 2026 attached hereto is approved.
3. The Board authorizes the expenditure of funds necessary to continue to provide older adult and Traveler services in 2026.
4. The Board Chair is hereby authorized to execute the attached 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2026.

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

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

**7-PARTY MEMORANDUM OF UNDERSTANDING
REGARDING GARFIELD COUNTY OLDER ADULT PROGRAMS
FOR 2026**

This Memorandum of Understanding is entered into between:

The Garfield County Board of County Commissioners, ("BOCC")

The City of Rifle, Colorado,

The City of Glenwood Springs, Colorado,

The Town of Carbondale, Colorado,

The Town of New Castle, Colorado,

The Town of Silt, Colorado,

Roaring Fork Transportation Authority, ("RFTA")

(collectively, the "7-Parties") in order to set forth the terms and conditions of their cooperative provision, administration, and funding of a county-wide meal and transportation services for the Garfield County Older Adult Programs for calendar year 2026 (the "MOU"). This MOU is effective as of January 1, 2026, regardless of the dates on which it is signed.

BACKGROUND

- A. Each of the 7-Parties is authorized to make the most efficient and effective use of their governmental powers, responsibilities, and monies by cooperating and contracting with other governments. Colo. Const. art. XIV §§ 18(2)(a) and (2)(b); Colorado Revised Statutes § 29-1-201.
- B. In 2009, 9-Parties entered into an Intergovernmental Agreement to set forth the terms and conditions of their cooperative provision, administration, and funding of meal and transportation services to senior and disabled citizens of Garfield County ("the 9-Party MOU"). This 9-Party MOU is recorded in records of the Garfield County Clerk and Recorder at Reception No. 776142.
- C. In accordance with the 9-Party MOU, in 2009 and each consecutive year thereafter, the now 7 parties have also entered into a Memorandum of Understanding that sets forth each party's annual commitment to share the administrative and operational costs of the Older Adult Programs meal and transportation services and determines the methodology by which those costs will be allocated among them (the "MOU").
- D. In 2016, The Town of Parachute withdrew from membership and opted not to participate in the services provided by Garfield County Older Adult Programs in 2017. In 2017, it was determined that Colorado Mountain College no longer needs to be part of the MOU beginning 2019.

- E. Each of the remaining Parties desires to continue to provide meal and transportation services to eligible Garfield County senior citizens in 2026 in accordance with the original 9-Party MOU.

NOW, THEREFORE, for and in consideration of mutual covenants and agreements set forth below, the 7-Parties agree as follows:

AGREEMENT

1. Incorporation of Recitals. The foregoing Recitals are incorporated as if set forth in full.
2. Purpose of this Agreement. The purpose of this MOU is to define the terms and conditions by which the 7-Parties will collectively provide, administer and fund county-wide meal and transportation services for the Garfield County Older Adult Programs for calendar year 2026.
3. Term of Agreement. This Agreement shall have an Effective Date of January 1, 2026, regardless of the dates signed and shall terminate on December 31, 2026.
4. Senior Services to be Provided. The BOCC, through its Department of Human Services Older Adult Programs, will organize and administer the congregate meal and transportation services described in this MOU for eligible senior and disabled citizens of Garfield County on behalf of Rifle, Glenwood Springs, Carbondale, New Castle, Silt (collectively, the "Municipalities"). In exchange, the Municipalities will reimburse the BOCC for their proportionate shares of the cost of such services as calculated in accordance with the Cost Methodologies defined in this Agreement.
5. Congregate Meal Services. The BOCC and Municipalities agree that Older Adult Program meals will be provided at seven (7) locations throughout Garfield County on the days and times, and further agree that the costs to provide such services will be allocated among them as follows:
 - a. Cost Methodology - Nutrition: The BOCC agrees to pay forty percent (40%) of total budgeted cost to provide Congregate Meal Services in 2026.
 - b. The Municipalities each agree to pay a proportionate share of the remaining balance, less all anticipated grant and program funding income, based upon the percentage of total meals served between July 2024 and June 2025 to the residents of each Municipality. The BOCC agrees to be responsible for all meals served to residents of unaffiliated Garfield County and Battlement Mesa as well as any shortfall in grant and program funding income.

- c. Application of Cost Methodology to the 2026 Budget: As illustrated in **Attachment A**, which is incorporated here for all purposes, the total budgeted cost to provide Congregate Meal Services in 2026 is **\$646,892.00**. The BOCC's 40% share of that amount equals **\$258,757.00**. Anticipated grant and program funding income for 2026 is **\$199,374.00**. The remaining balance is **\$188,761.00**.

Municipality	Number of Meals	Percent of Total	Amount Due
Carbondale	1,658	9.70%	\$18,306
Glenwood Springs	5,539	32.40%	\$61,157
New Castle	1,029	6.02%	\$11,361
Silt	1,681	9.83%	\$18,560
Rifle	7,189	42.05%	\$79,376
TOTAL	17,096	100.00%	\$188,761

6. Transportation Services. The BOCC, RFTA and Municipalities agree that Senior and Disabled transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to assessed Garfield County residents who have difficulty utilizing public transportation and have an assessed functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County. In order to achieve the stated purpose, the BOCC specifically grants RFTA the authority to operate outside RFTA's boundaries and within the unincorporated boundaries of Garfield County, consistent with the provisions of C.R.S. § 43-4-605(1)(f) as required to comply with this IGA. Riders must make reservations by 3:00 pm the previous business day. Reservations are a first-come, first-served system. The cost to provide these transportation services will be shared by the BOCC, RFTA, and the Municipalities in accordance with the following Cost Methodology.

7. Definitions:

- a. Initial Pickup Location: The initial pickup location for cost allocation purposes is the Municipality in which the first leg of a passenger's trip occurs, whether it is a round trip, a one-way trip, or a multi-legged trip. For example, if a passenger is picked up in municipality A to be transported to Municipality B and is later picked up in Municipality B for a return ride to Municipality A, the initial pickup location for cost allocation purposes is Municipality A for both trip legs.
- b. One-Way Passenger Trips: This represents vehicles transporting passengers one way from their origins to their destinations on any leg of their trips. This does not mean round trips or vehicle trips, since more than one passenger can be riding on a vehicle at the same time resulting in "X" number of one-way passenger trips.

- c. Loaded Miles: Loaded miles are the total distance driven while a passenger is in the vehicle.
- d. Loaded Minutes: Loaded minutes are the total duration of time while a passenger is in the vehicle.

8. Cost Methodology – Transportation

- a. The BOCC agrees to be responsible for fifty percent (50%) of the total budgeted net County and RFTA expenses to provide Traveler Services in 2026. The remaining fifty percent is paid for by grant and program funding, a refund of 2021 excess revenue and allocated payments from the Municipalities based upon the fully allocated cost of providing services. Costs will be allocated to the Parties based on the total number of trips provided in each Jurisdiction, and total estimated Loaded Miles, and total estimated Loaded Minutes consumed by each Jurisdiction/Municipality. Costs will be considered allocable to a Jurisdiction/Municipality based upon the Initial Pickup Location as defined in Paragraph 7.a. herein, regardless of the number of trip legs or Jurisdictions/Municipalities visited by the passenger.
- b. RFTA agrees to be responsible for the fully allocated net cost of the Traveler transportation services provided to the three Municipalities that are current RFTA members: the Town of Carbondale, the City of Glenwood Springs, and the Town of New Castle.
- c. The remaining non-RFTA member Municipalities, the City of Rifle and the Town of Silt agree to pay the fully allocated net cost of Traveler transportation services allocable to their municipalities.
- d. The BOCC agrees to be responsible for any remaining Traveler transportation service costs, including any shortfalls in anticipated grant and program funding income.

9. 2026 Budgeted Contributions: As illustrated in Attachment B, the total budgeted cost to provide Senior and Disabled Transportation Services in 2026 is **\$848,074.00**. This cost represents the costs to the BOCC and to RFTA to provide such services in the amounts of **\$20,651.00** and **\$857,423.00**, respectively. This cost less the amount of **\$30,000.00** received by RFTA from other sources who utilize the Traveler bus system pursuant to a contractual agreement that is unrelated to this MOU, equals the net total County and RFTA expense for the Traveler transportation services in 2026 of **\$848,074.00**.

The BOCC's 50% share of this amount equals **\$424,037.00**. Anticipated grant and program funding income for 2026 is **\$69,500.00**. The total amount of the contribution from the County, including grants, program income is **\$493,537.00**. Subject to the recommendation of the Senior Advisory Board and the approval of the BOCC, any year-end excess budget funds in 2022 may also be applied to the County's contribution in 2026 for the Senior and Disabled Transportation Services budget. However, pursuant to the provisions of paragraph 13. Annual Reconciliation and True-Up, below, after 2023 there should not be any significant excess budget revenue to apply as a refund to a subsequent year's County contribution.

10. Allocation of County Contribution and Grant and Program Income: The County's contribution, inclusive of its 50% commitment and anticipated grant and program income, shall be allocated first to the cost of rides originating in unincorporated Garfield County. Any remaining balance shall be allocated on a pro rata basis relative to each other party's fully allocated cost.

11. Estimated Contributions: On the Chart below, the following estimates are offered to aid the Municipalities in planning and budgeting for their portion of the 2026 Traveler transportation services costs. The amounts shown are based on the 2026 budgeted amounts identified above and a forecast of ridership and services levels for 2026.

Jurisdiction	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale*	180	2,520	5,680	\$19,988	\$9,524	\$10,464
Glenwood Springs*	4,090	10,285	60,160	\$236,782	\$112,821	\$123,961
New Castle*	800	13,115	33,860	\$109,639	\$52,240	\$57,398
Silt	105	630	1,920	\$7,441	\$3,545	\$3,895
Rifle	5,140	15,635	76,300	\$303,364	\$144,546	\$158,818
Garfield County	1,980	18,060	46,220	\$170,860	\$170,860	-
Total	12,295	60,245	224,140	\$848,074	\$493,537	\$354,537

12. Monthly Billing: RFTA will pay directly for the fully allocated net costs attributable to its member jurisdictions and each of the remaining Parties will pay the County the amount shown on their respective lines in the Chart above.

13. Annual Reconciliation & True-up: No later than February 16, 2026 RFTA will publish a reconciliation statement. Actual expenditures for the year will be allocated based on the actual trips, and estimated loaded miles and loaded minutes provided to the Parties in 2026. If the total fully allocated net costs calculated for any Party during the preceding year exceeds the amount paid by the Party during the preceding year, a reconciliation credit or debit in the amount of the difference will be made for each such Party by the County. If a credit is due, RFTA will pay back to the County the amount it has been overpaid by the County for any Party or Parties within 30-days of the reconciliation statement. If a debit is owed, the Party or Parties owing the debit will pay the County the amount owed within 30 days of the reconciliation statement, and the County will remit any additional payments received and owed to RFTA within 30 days of receipt of the Party or Party's debit payment(s) to the County.

14. County Payments to RFTA for the Traveler Program. The amount to be paid by the BOCC to RFTA in 2026 for the provision of the Traveler Transportation Services contemplated by this Agreement is **Six Hundred Thirty-five Thousand, Six Hundred Dollars (\$635,600.00)**. This amount is based upon RFTA's estimated cost to provide the services in 2026 (\$857,423.00) less

amounts received by RFTA from other sources who utilize the Traveler bus system (\$30,000.00) and less the cost to provide such services to the Town of Carbondale (\$10,464.00), the City of Glenwood Springs (\$123,961.00), and the Town of New Castle (\$57,398.00), each of which is a member of RFTA. Amounts are projected and should the actual cost exceed the budgeted costs, those funds will be paid through the Restricted Fund Balance/The Traveler and reimbursed at year end by following the Annual Reconciliation and True-Up procedures described in Paragraph 13., above.

- a. RFTA's Estimated Cost: The Parties recognize that RFTA's estimate of its costs to provide Traveler services is solely RFTA's responsibility; the BOCC is not responsible in any way for verifying or assuring the accuracy of RFTA's calculation. For 2026, RFTA estimates that its cost to provide these services is **\$857,423.00**.
- b. Other Traveler Services: The Parties recognize that RFTA's operation of the Traveler by means of this MOU does not include funding for ADA complementary paratransit services in the City of Glenwood Springs. Funding for this complementary paratransit service is provided by a separate contract between the City of Glenwood Springs and RFTA, which RFTA represents to be **\$30,000.00** for 2026.
- c. Payment: The BOCC and RFTA have entered into a separate intergovernmental agreement pursuant to which the BOCC agrees to pay RFTA the total amount of \$635,600.00 in eight (8) monthly payments of \$52,966.67 and four (4) monthly payments of \$52,966.66 for Senior and Disabled Transportation Services (the "Traveler IGA"). This amount represents RFTA's estimated cost to provide such services in 2026, less amounts received by RFTA from other sources and less the cost to provide such services to the RFTA Member Municipalities identified with an asterisk above. The non-RFTA member Municipalities agree to pay the respective amounts set forth above upon receipt of an invoice from the BOCC.
- d. Appropriation: This MOU is expressly contingent upon appropriation and budgeting for the costs required herein. If any Municipality, including RFTA on behalf of its member jurisdiction Municipalities, fails to appropriate or have available sufficient funds to pay for the costs of the obligations set forth in this MOU, services to residents of the failing Municipality shall end. The attached budget was adopted by the RFTA Board on December 11, 2025 and is considered final. If the actual cost of the Traveler program exceeds the amount set forth in this MOU, the additional cost will be covered through the Restricted Fund Balance/The Traveler, which would then be reimbursed at year end by following the Annual Reconciliation and True-Up Procedures described in Paragraph 13., above.
- e. Public Health Emergency Accommodations. Traveler services will be adjusted because of Governor orders or Public Health recommendations.

15. Combined Costs: The combined cost for 2026 Congregate Meal, Well and Wise, and Traveler Transportation Service are set forth on Attachment C.

16. Whole Agreement: This MOU sets forth the whole agreement of the Parties. No representation, either verbal or written, shall be considered binding to the extent it is not set forth herein.

17. Amendment and Assignment. This MOU may be amended, altered, or modified solely through a written agreement executed with equal formality. This MOU may not be assigned by any Party without the written agreement of all.

18. Facsimiles and Counterparts. This MOU and all documents required for performance may be signed in counterparts. Facsimile signatures may be substituted for originals on such documents.

19. Authority. Each person signing this MOU represents and warrants that said person is fully authorized to enter into and execute this document and bind the Party represented.

20. Governing Law. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this MOU. Venue for any action instituted pursuant to this MOU shall lie in Garfield County.

21. Notice. Notices to be provided under this MOU shall be given in writing either by hand delivery or by certified return receipt requested United States mail, to the following:

Carbondale: Ryan Hyland, Town Manager
Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623
970-510-1207
rhyland@Carbondaleco.net

Garfield County: Sharon Longhurst-Pritt, Director
Garfield County Department of Human Services
195 West 14th Street, Building B
Rifle, CO 81650
(970) 625-8282 ext. 3265
spritt@garfield-county.com

Glenwood Springs: Steve Boyd, City Manager
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601
(970) 384-6522
steve.boyd@cogs.us

New Castle:	<p>Dave Reynolds, Town Administrator New Castle Town Hall 450 West Main Street, PO Box 90 New Castle, CO 81647 (970) 984-2311 dreynolds@newcastlecolorado.org</p>
RFTA:	<p>Kurt Ravenschlag, Chief Executive Officer Roaring Fork Transportation Authority 2307 Wulfsohn Road Glenwood Springs, CO 81601 (970) 384-4885 kravenschlag@rfta.com</p>
Rifle:	<p>Patrick Waller, City Manager City of Rifle 202 Railroad Ave P. O. Box 1980 Rifle, CO 81650 (970) 625-6266 pwaller@rifleco.org</p>
Silt:	<p>Jim Mann, Town Administrator Town of Silt 231 N. 7th Street, PO BOX 70 Silt, CO 81652 (970) 876-2353, ext. 813 jmann@townofsilt.org</p>

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IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST:

**BOARD OF COUNTY COMMISSIONERS OF
GARFIELD COUNTY, COLORADO, and
BOARD OF SOCIAL SERVICES**

Clerk to the Board

By: _____
Tom Jankovsky, Chairman

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST: **CITY OF GLENWOOD SPRINGS, COLORADO**

City Clerk

By: _____
Marco Dehm, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST:

**ROARING FORK TRANSPORTATION
AUTHORITY**

Nicole R. Schoon, Secretary to the
Board of Directors

By: _____
Greg Poschman, Chair

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST: **TOWN OF CARBONDALE, COLORADO**

Town Clerk

By: _____
Ben Bohmfalk, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST:

TOWN OF SILT, COLORADO

Town Clerk

By: _____
Keith Richel, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST: **TOWN OF NEW CASTLE, COLORADO**

Town Clerk

By: _____
Art Riddile, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2026.

ATTEST:

CITY OF RIFLE , COLORADO

City Clerk

By: _____
Sean Strode, Mayor

DATED: _____

ATTACHMENTS TO MEMORANDUM OF UNDERSTANDING
RE: OLDER ADULT PROGRAMS

ATTACHMENT A: 2026 CONGREGATE MEAL BUDGET AND COST METHODOLOGY

ATTACHMENT B: 2026 TRANSPORTATION BUDGET AND COST METHODOLOGY

ATTACHMENT C: 2026 CONGREGATE MEAL, WELL AND WISE, AND TRAVELER
TRANSPORTATION SERVICE

ATTACHMENT A

2026 CONGREGATE MEAL BUDGET AND COST METHODOLOGY

Nutrition Budget	Annual
Wages	\$ 191,033
Employee Benefits	\$ 107,904
Professional Services	\$ 7,000
Professional - Other	\$ 310,780
Technical Services	\$ 100
Repair and maintenance	\$ -
Rental of Land & Buildings	\$ 1,000
Communications	\$ 1,200
Printing and Binding	\$ 150
DHS - Destruction of Records	\$ 125
Travel	\$ 300
Motor Pool Charges	\$ 11,500
Professional Affiliations	\$ -
Training	\$ 600
Office Supplies	\$ 500
Operating Supplies	\$ 10,000
Freight, postage, Delivery	\$ 2,000
Other Supplies	\$ 200
Other Supplies-NSIP	\$ 250
Copy Machine Usage	\$ 1,250
Food - non travel related	\$ 1,000
Computers & computer equipment	\$ -
Total 12 Month Budget	\$ 646,892
Less AAA funding	\$ 164,374
Less NSIP Incentives	\$ 10,000
Less Program Income	\$ 25,000
Grant & Program Income Total	\$ 199,374
40% County Share of Total Expenses	\$ 258,757
Garfield County Share	\$ 258,757
Projected Income/County Share	\$ 458,131
Income less expenses	\$ 188,761
Municipal Budget Share for Distribution	\$ 188,761

NUTRITION BREAKDOWN SUMMARY FOR MUNICIPALITIES				2025		2024		2023	
2026	# of Meals	Percent	Municipal						
Jurisdiction	Served	of Total	Contribution	# Meals	Contributions	# Meals	Contributions	# Meals	Contributions
Carbondale	1,658	9.70%	\$ 18,306	2,114	\$ 23,252.03	2,126	\$ 19,287.15	1,284	\$ 10,920.06
Glenwood Springs	5,539	32.40%	\$ 61,157	6,221	\$ 68,425.19	6,509	\$ 59,049.89	6,195	\$ 52,686.76
New Castle	1,029	6.02%	\$ 11,361	996	\$ 10,955.07	1,019	\$ 9,244.41	695	\$ 5,910.78
Silt	1,681	9.83%	\$ 18,560	2,052	\$ 22,570.08	2,225	\$ 20,185.28	1,761	\$ 14,976.82
Rifle	7,189	42.05%	\$ 79,376	5,545	\$ 60,989.82	5,465	\$ 49,578.68	5,924	\$ 50,381.98
Municipal Total	17,096	100.00%	\$ 188,761	17,344	\$ 186,192.20	17,344	\$ 157,345.40	15,859	\$ 134,876.40
Garfield County	4,431			5,798		5,798		5,073	
Grand Total	21,527			23,142		23,142		20,932	
Based on July 2024 - June 2025 Usage				Based on July 2023 - June 2024		Based on July 2022 - June 2023		Based on July 2021 - June 2022	

ATTACHMENT B

2026 TRANSPORTATION BUDGET AND COST METHODOLOGY

Transportation Budget	Annual
Wages	\$ 13,372
Employee Benefits	\$ 6,914
Communication	\$ 100
DHS - Destruction of Records	\$ 5
Office Supplies	\$ 100
Freight, Postage, Delivery	\$ 100
Copy Machine Usage	\$ 60
Total County Expenses	\$ 20,651
RFTA	\$ 857,423
MINUS GWS Paratransit	\$ 30,000
Total RFTA Expenses	\$ 827,423
Total Expenses	\$ 848,074
Less Program Income	\$ 5,500
Less CSBG	\$ 64,000
Total G/P Income	\$ 69,500
Less County Share	\$ 424,037
Total 50% County Share	\$ 424,037
Total Revenue	\$ 493,537
Total Expenses	\$ 848,074
Income less expenses	\$ 354,537
 Municipal Budget Share for Distribution	 \$ 354,537

2026 Traveler Forecast Service And Cost Data

A	B	C	D	E	F	G
Jurisdiction	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale	180	2,520	5,680	\$ 19,988	\$ 9,524	\$ 10,464
Glenwood Springs	4,090	10,285	60,160	\$ 236,782	\$ 112,821	\$ 123,961
New Castle	800	13,115	33,860	\$ 109,639	\$ 52,240	\$ 57,398
Silt	105	630	1,920	\$ 7,441	\$ 3,545	\$ 3,895
Rifle	5,140	15,635	76,300	\$ 303,364	\$ 144,546	\$ 158,818
Garfield County	1,980	18,060	46,220	\$ 170,860	\$ 170,860	\$ -
Total	12,295	60,245	224,140	\$ 848,074	\$ 493,537	\$ 354,537

ATTACHMENT C:

2026 CONGREGATE MEAL, WELL AND WISE, AND TRAVELER TRANSPORTATION SERVICE

COMBINED CONTRIBUTION BREAKDOWN

	2026	2026	2026	2026	RFIA	2026	2026	2026	2026
<i>Jurisdiction</i>	<i>Nutrition</i>	<i>Transportation</i>	<i>Well & Wise</i>	<i>Total</i>	<i>Transportation</i>	<i>Nutrition</i>	<i>Transportation</i>	<i>Well & Wise</i>	<i>Net Adjusted</i>
	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contributions</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Total</i>
Carbondale	\$ 18,306	\$ 10,464	\$ -	\$ 28,770	\$ 10,464	\$ 18,306	\$ -	\$ -	\$ 18,306
Glenwood Springs	\$ 61,157	\$ 123,961	\$ -	\$ 185,118	\$ 123,961	\$ 61,157	\$ -	\$ -	\$ 61,157
New Castle	\$ 11,361	\$ 57,398	\$ -	\$ 68,760	\$ 57,398	\$ 11,361	\$ -	\$ -	\$ 11,361
Silt	\$ 18,560	\$ 3,895	\$ -	\$ 22,456		\$ 18,560	\$ 3,895	\$ -	\$ 22,456
Rifle	\$ 79,376	\$ 158,818	\$ -	\$ 238,194		\$ 79,376	\$ 158,818	\$ -	\$ 238,194
Garfield County	\$ 258,757	\$ 424,037	\$ -	\$ 682,794		\$ 258,757	\$ 424,037	\$ -	\$ 682,794
Totals	\$ 447,518	\$ 778,574	\$ -	\$ 1,226,092	\$ 191,823	\$ 447,518	\$ 586,751	\$ -	\$ 1,034,269

**RFTA BOARD OF DIRECTORS MEETING
PUBLIC HEARING AGENDA SUMMARY ITEM # 7.1.**

MEETING DATE	December 11, 2025
SUBJECT	Resolution 2025-41: Adoption of 2026 RFTA Budget
STRATEGIC OUTCOME	4.0 FINANCIAL SUSTAINABILITY
STRATEGIC OBJECTIVE	4.1 Ensure fiscal integrity 4.2 Develop and maintain a capital planning and prioritization process, while also reviewing and updating RFTA's financial policies
PRESENTED BY	Paul Hamilton, Director of Finance David Carle, Budget Manager
STAFF RECOMMENDS	Staff recommends the Board adopt Resolution 2025-41: Adoption of 2026 RFTA Budget
EXECUTIVE SUMMARY	<p>The 2026 Budget Presentation provides an executive summary that will cover the following items to be presented by staff:</p> <ol style="list-style-type: none"> 1. Changes from 2nd draft 2. Transit Services Overview 3. Consolidated Financial Overview 4. Major Goals 5. Strategic Initiatives 6. Revenues 7. Expenditures 8. Staffing 9. Fund Balance <p>The 2026 RFTA Budget Snapshot provides a 2-page reference guide which highlights services, revenues, expenses, strategic initiatives, major goals and fund balance.</p> <p>The 2026 Budget Book serves as a comprehensive document that includes an introduction, CEO's budget message, Policy Documentation, Financial Plan, Operations Guide, and Statistical and Supplemental Information (including the detailed general ledger).</p>
BACKGROUND	<p>At the August 2025 Board meeting, staff presented the 2026 budget initiatives, assumptions and issues. Based on these approved budget initiatives and assumptions, staff prepared and presented to the Board two drafts of the 2026 budget between September and November, fine-tuning each one as new information became available. Since the draft budget was presented in November, staff has finalized its estimates of revenue and expenditures based on updated information available over the past month.</p>
GOVERNANCE POLICY	<p>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)."</p>

BYLAWS	Article 5 Section 5.08 states “Notwithstanding and in addition to the above referenced powers, the Board shall adopt an Annual Budget in accordance with Section 3.10 of the I.G.A.”
FISCAL IMPLICATIONS	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance to achieve the Authority’s goals and objectives.
EXHIBITS/ATTACHMENTS	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-41: Adoption of 2026 RFTA Budget 2. Attachment 1: 2026 RFTA Budget Presentation 3. Attachment 2: 2026 RFTA Budget Snapshot 4. Attachment 3: RFTA Fiscal Year 2026 Budget Book

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-41**

**A RESOLUTION SUMMARIZING EXPENDITURES AND REVENUES FOR EACH FUND AND
ADOPTING A BUDGET FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE CALENDAR YEAR BEGINNING
ON THE FIRST DAY OF JANUARY 2026, AND ENDING ON THE LAST DAY OF DECEMBER 2026**

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, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2026, beginning January 1, 2026 and ending December 31, 2026; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority has appointed the Chief Financial and Administrative Officer of RFTA, to prepare and submit a proposed budget to the Board; and

WHEREAS, the Chief Financial and Administrative Officer of RFTA, submitted a proposed budget to the Board of Directors for its consideration on December 11, 2025; and

WHEREAS, public hearings on the proposed 2026 budget for RFTA were held December 11, 2025; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2026 budget for the Authority has continuously been open for public inspection; public hearings were held on December 11, 2025, before the Board to consider the adoption of the subject 2026 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2026 budget; and

WHEREAS, the Board has made appropriations within the 2026 budget for the Authority for expenditures in an amount equal to or less than the total available revenues and beginning fund balances set forth within the subject proposed 2026 budget; and

WHEREAS, expenditures do not exceed revenues reasonably assumed to be available, as required by law; and

WHEREAS, whatever increases may have been made in the expenditures, like increases were added to the revenues or planned to be expended from reserves/fund balances so that the budget remains in balance, as required by law; and

WHEREAS all legal requirements have been fully complied with and performed in the premises.

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

THAT, the budget for the calendar year beginning on the first day of January 2026 and ending on the last day of December 2026 as submitted, amended, and summarized by fund below, is hereby approved and adopted as the 2026 Budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

Fund	Revenue Type	Budget
GENERAL FUND		
	Sales tax	\$ 45,639,000
	Property tax	\$ 18,441,200
	Grant	\$ 1,936,106
	Fares	\$ 5,132,500
	Other govt contributions	\$ 1,625,433
	Other income	\$ 3,119,300
	Other financing source:	
	Capital Lease Proceeds	<u>\$ -</u>
	Total revenue	\$75,893,539
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Service contract revenue	\$19,125,794
	Grant revenue	\$ 30,000
	Other financing source:	
	Transfer in from General Fund	<u>\$ 191,823</u>
	Total revenue & other financing sources	\$19,347,617
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Other income	\$ 549,000
	Other financing source:	
	Transfer in from General Fund	<u>\$1,347,170</u>
	Total revenue & other financing sources	\$1,896,170
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Sales tax	<u>\$125,000</u>
	Total revenue	\$125,000
DEBT SERVICE FUND - SERIES 2012A		
	Other income	\$74,800
	Other financing source:	
	Transfer in from General Fund	<u>\$386,650</u>
	Total revenue & other financing sources	\$461,450

DEBT SERVICE FUND - SERIES 2013B

Other income	\$18,710
Other financing source:	
Transfer in from General Fund	<u>\$98,074</u>
Total revenue & other financing sources	\$116,784

DEBT SERVICE FUND - SERIES 2019

Other financing source:	
Transfer in from General Fund	<u>\$2,117,650</u>
Total revenue & other financing sources	\$2,117,650

DEBT SERVICE FUND - SERIES 2021

Other financing source:	
Transfer in from General Fund	<u>\$1,682,750</u>
Total revenue & other financing sources	\$1,682,750

TOTAL OF ALL FUNDS

\$101,640,960

THAT, the budget, hereby approved and adopted shall be signed by the Chair of the Board of Directors of the Roaring Fork Transportation Authority and made a part of the public records of RFTA.

THAT, pursuant to C.R.S. 29-1-113, the Chief Financial and Administrative Officer of RFTA, is hereby requested and directed to immediately transmit a copy of this Resolution to the officer or employee of the Authority whose duty is to draw warrants or orders for the payment of money.

THAT, pursuant to Section 29-1-113, C.R.S., the Chief Financial and Administrative Officer of RFTA, is hereby further requested and directed to file an original or certified copy of this Resolution with the Division of Local Government in the Department of Local Affairs.

THAT, the adopted 2026 budget made as set forth in this Resolution is to be read as one comprehensive and integrated document.

THAT, the Board hereby declares to be the legislative intent that the several provisions of this Resolution shall be severable, in accordance with the provisions set forth below.

THAT, if any provision of this Resolution is declared to be invalid by decision of any court of competent jurisdiction, it is hereby declared to be the legislative intent that:

- a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and
- b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.

THAT, this Resolution was adopted in accordance with the governing documents of RFTA and is now in full force and effect.

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

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

**RFTA BOARD OF DIRECTORS MEETING
PUBLIC HEARING AGENDA SUMMARY ITEM # 7.2.**

MEETING DATE	December 11, 2025
SUBJECT	Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year
STRATEGIC OUTCOME	4.0 FINANCIAL SUSTAINABILITY
STRATEGIC OBJECTIVE	4.1 Ensure fiscal integrity 4.2 Develop and maintain a capital planning and prioritization process, while also reviewing and updating RFTA's financial policies
PRESENTED BY	Paul Hamilton, Director of Finance David Carle, Budget Manager
STAFF RECOMMENDS	Adopt Resolution 2025-42 Appropriating Sums of Money for the 2026 Budget Year
EXECUTIVE SUMMARY	<p>The 2026 Budget Presentation provides an executive summary that will cover the following items to be presented by staff:</p> <ol style="list-style-type: none"> 1. Changes from 2nd draft 2. Transit Services Overview 3. Consolidated Financial Overview 4. Major Goals 5. Strategic Initiatives 6. Revenues 7. Expenditures 8. Staffing 9. Fund Balance <p>The 2026 RFTA Budget Snapshot provides a 2-page reference guide which highlights services, revenues, expenses, strategic initiatives, major goals and fund balance.</p> <p>The 2026 Budget Book serves as a comprehensive document that includes an introduction, CEO's budget message, Policy Documentation, Financial Plan, Operations Guide, and Statistical and Supplemental Information (including the detailed general ledger).</p>
BACKGROUND	At the August 2025 Board meeting, staff presented the 2026 budget initiatives, assumptions and issues. The 1st draft of the 2026 budget was presented at the September 2025 board meeting. The 2nd draft of the 2026 budget was presented at the November 2025 board 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)."
BYLAWS	Article 5 Section 5.08 states "Notwithstanding and in addition to the above referenced powers, the Board shall adopt an Annual Budget in accordance with Section 3.10 of the I.G.A."

FISCAL IMPLICATIONS	Inaccurate estimates of revenues and budgeted 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. Exhibit 1: Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year 2. Attachment 1: 2026 RFTA Budget Presentation 12-11-2025 3. Attachment 2: 2026 RFTA Budget Snapshot 4. Attachment 3: RFTA Fiscal Year 2026 Budget Book

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-42**

**A RESOLUTION APPROPRIATING SUMS OF MONEY IN THE AMOUNT AND FOR THE PURPOSE AS SET FORTH BELOW,
FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2026 BUDGET YEAR**

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, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2025, beginning January 1, 2026, and ending December 31, 2026; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority has appointed the Chief Financial and Administrative Officer of RFTA to prepare and submit a proposed budget to the Board; and

WHEREAS, the Chief Financial and Administrative Officer of RFTA, submitted a proposed budget to the Board of Directors for its consideration on December 11, 2025; and

WHEREAS, public hearings on the proposed 2026 budget for the RFTA were held December 11, 2025; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2026 budget for the Authority has continuously been open for public inspection from; public hearings were held on December 11, 2025, before the Board to consider the adoption of the subject 2026 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2026 budget; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority (“RFTA” or “Authority”) adopted the annual budget in accordance with the Local Government Budget Law, on December 11, 2025; and

WHEREAS, RFTA has made provision therein for revenues in an amount equal to or greater than the total proposed expenditures as set forth in said budget; and

WHEREAS, it is not only required by law, but also necessary to appropriate the revenues and reserves or fund balances provided in the budget to and for the purposes described below, thereby establishing a limitation on expenditures for the operations of RFTA; and

WHEREAS, C.R.S. 29-1-108, requires the Board to enact a resolution making appropriations for fiscal year 2026 in accordance with the adopted 2026 budget for the Authority; and

WHEREAS, all legal requirements have been fully complied with and performed on the premises.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2026 Budget as summarized herein:

THAT, the sums stated in the 2026 Budget as submitted are hereby appropriate for the purposes stated herein and summarized below:

Fund	Expenditure Type	Budget
GENERAL FUND		
	Fuel	\$ 2,200,809
	Transit	\$ 50,585,361
	Trails and Corridor Mgmt	\$ 1,326,007
	Capital	\$ 7,978,726
	Debt Service	\$ 2,895,479
	Other financing use:	
	Transfer to Series 2012A DSF	\$ 386,650
	Transfer to Series 2013B DSF	\$ 98,074
	Transfer to Series 2019 DSF	\$ 2,117,650
	Transfer to Series 2021 DSF	\$ 1,682,750
	Transfer to Bus Stops/PNR SRF	\$ 1,347,170
	Transfer to Service Contracts SRF-Traveler	\$ 191,823
	Total expenditures & other financing uses	\$ 70,810,499
SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Fuel	\$ 846,931
	Operating	\$ 16,897,131
	Capital	\$ 1,603,555
	Total	\$ 19,347,617
SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Transit	\$ 1,896,170
SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Trails	\$ -0-
DEBT SERVICE FUND - SERIES 2012A		
	Debt Service	\$ 461,450
DEBT SERVICE FUND - SERIES 2013B		
	Debt service	\$ 116,784
DEBT SERVICE FUND - SERIES 2019		
	Debt service	\$ 2,117,650
DEBT SERVICE FUND - SERIES 2021		
	Debt service	\$ 1,682,750
TOTAL OF ALL FUNDS		\$ 96,432,920

THAT, pursuant to C.R.S. 29-1-113, the Chief Financial and Administrative Officer of RFTA, is hereby requested and directed to immediately transmit a copy of this Resolution to the officer or employee of the Authority whose duty is to draw warrants or orders for the payment of money.

THAT, pursuant to Section 29-1-113, C.R.S., the Chief Financial and Administrative Officer of RFTA, is hereby further requested and directed to file an original or certified copy of this Resolution with the Division of Local Government in the Department of Local Affairs.

THAT, the 2026 appropriations made as set forth in this Resolution are to be read as one comprehensive and integrated document. In no event shall an Authority fund expend or contract to expend any money; or incur any liability; or enter into any contract which, by its terms, involves the expenditure of money for any purpose for which provision is made in the Resolution, associated working documents and the related public budget meetings/hearings, which is in excess of the amounts appropriated in this Resolution for such fund and/or purpose; nor which involves the expenditure of money inconsistent with the purposes, functions, restrictions, clarifications and/or specified monetary amounts as detailed and set forth within this Resolution, associated working documents and the related public budget meetings/hearings; nor which involves the expenditure of money for any purposes which is not identified within the aforementioned; unless prior to such expenditure the fund of the Authority has presented the same to the Board and the Board duly approves such expenditure in accordance with applicable law.

THAT, the Board hereby declares to be the legislative intent that the several provisions of this Resolution shall be severable, in accordance with the provisions set forth below.

THAT, if any provision of this Resolution is declared to be invalid by decision of any court of competent jurisdiction, it is hereby declared to be the legislative intent that:

- a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and
- b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.

THAT, This Resolution was adopted in accordance with the governing documents of the Roaring Fork Transportation Authority and is now in full force and effect.

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

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

RFTA BOARD OF DIRECTORS MEETING
PRESENTATION/ACTION AGENDA SUMMARY ITEM # 8.1.

MEETING DATE	December 11, 2025
SUBJECT	Resolution 2025-43: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2026 Budget Year
STRATEGIC OUTCOME	4.0 FINANCIAL SUSTAINABILITY
STRATEGIC OBJECTIVE	4.1 Ensure fiscal integrity
PRESENTED BY	Paul Hamilton, Director of Finance David Carle, Budget Manager
STAFF RECOMMENDS	Following approval of Resolution 2025-41 and Resolution 2025-42 contained in the Public Hearing Agenda of the December 11, 2025, Board of Directors Meeting, staff recommends the Board adopt Resolution 2025-43, which will certify RFTA's 2.65 mill levy for the 2026 budget year (2025 tax year for 2026 collections).
EXECUTIVE SUMMARY	<p>As a result of the successful passage of Ballot Issue 7A at the November 6, 2018, general election, RFTA has the authority to impose real property taxes and is required to certify the tax levies in December of each year.</p> <p>The Resolution 2025-43 is intended to certify the RFTA mill levy of 2.65 for the 2026 budget year (2025 tax year for 2026 collections).</p> <p>RFTA's boundary includes all of Pitkin County and portions of Eagle and Garfield Counties; therefore, the mill levy must be certified to each county as set forth in the Assessor valuations and the Form DLG-70 attached to Resolution 2025- 43 to be submitted no later than December 15, 2025. Like last year, additional information will be submitted to each county in accordance with House Bill 24-1302 Mill Levy Public Information.</p> <p>The language in the voter-approved Ballot Issue 7A from the November 6, 2018, general election exempts RFTA from the TABOR Property Tax Limits (Article X, Section 20) and exempts RFTA from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit). Staff have verified the exemption from TABOR Property Tax Limits (Article X, Section 20) with Bond Counsel. In addition, staff have verified the exemption from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit) with the Colorado Department of Local Affairs, Division of Local Government. Starting in the 2026 budget year, because of these exemptions, RFTA is subject to the new property tax revenue limitations per HB24B-1001.</p>
BACKGROUND	At the August 2025 Board meeting, staff presented the 2026 budget initiatives, assumptions and issues. The 1st draft of the 2026 budget was presented at the September 2025 board meeting. The 2nd draft of the 2026 budget was presented at the November 2025 board 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).”
BYLAWS	Article 5 Section 5.08 states “Notwithstanding and in addition to the above referenced powers, the Board shall adopt an Annual Budget in accordance with Section 3.10 of the I.G.A.”
FISCAL IMPLICATIONS	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance to achieve the Authority’s goals and objectives.
EXHIBITS/ATTACHMENTS	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2025-43: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2026 Budget Year 2. Exhibit 2: Exhibit 2 - Eagle County Form DLG 70 and Additional Mill Levy Information 3. Exhibit 3: Exhibit 3 - Garfield County Form DLG 70 and Additional Mill Levy Information 4. Exhibit 4: Exhibit 4 - Pitkin County Form DLG 70 and Additional Mill Levy Information

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2025-43**

CERTIFYING AND LEVYING A PROPERTY TAX OF 2.65 MILLS TO DEFRAY THE COST OF GOVERNMENT FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2026 BUDGET YEAR

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, upon due and proper notice, published in accordance with the state budget law, the 2026 RFTA budget was open for inspection by the public at a designated place and public hearings were held on December 11, 2025, and interested taxpayers were given an opportunity to file or register any objections to the 2026 budget; and

WHEREAS, Ballot Issue 7A adopted by the electors of RFTA at the November 6, 2018, General Election authorized the imposition of a real property tax pursuant to the authority granted to regional transportation authorities under Colorado Revised Statutes Section 43-4-605(j.5) and Section 43-4-612; and

WHEREAS, the language in the voter-approved Ballot Issue 7A from the November 6, 2018, general election exempts RFTA from the TABOR Property Tax Limits (Article X, Section 20) and exempts RFTA from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit). Starting in the 2025 tax year/2026 budget year, because of these exemptions, RFTA is subject to the new property tax revenue limitations per HB24B-1001. RFTA staff considered the revenue limitations and have determined that it does not impact the levy for the 2025 tax year/2026 budget year; and

WHEREAS, the Board has reviewed and approved the Department of Local Affairs Form DLG-70 Certifications of the Tax Levies for Eagle, Garfield and Pitkin Counties (“Form DLG-70”) and the Certifications of Valuation of the Eagle, Garfield and Pitkin County Assessors, collectively attached hereto respectively as Exhibits “2,” “3,” and “4.”

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

THAT, in accordance with the ballot issue approved by RFTA electors at the election held on November 6, 2018, there is hereby imposed, certified and levied (for the 2026 budget year) a tax of 2.65 mills upon each dollar of the total valuation for assessment of all taxable property within the borders of the Roaring Fork Transportation Authority for tax year 2025.

THAT, the Chief Executive Officer of RFTA, or his designee, is hereby authorized and directed to certify to the County Commissioners of Eagle, Garfield and Pitkin Counties, the mill levy for the Roaring Fork Transportation Authority as hereinabove determined and set, and also authorized and directed to certify the mill levy for the Roaring Fork Transportation Authority as hereinabove and set but as recalculated as needed upon receipt of the final certification of valuation from the Eagle, Garfield and Pitkin County Assessors in order to comply with any applicable revenue and other budgetary limits.

THAT this Resolution was adopted in accordance with the governing documents of RFTA, and that such resolution is now in full force and effect.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 11th day of December 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 December 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 provision and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 11th day of December 2025.

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

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Eagle County, Colorado.

On behalf of the Roaring Fork Transportation Authority,

(taxing entity)^A

the Board of Directors

(governing body)^B

of the Roaring Fork Transportation Authority

(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 480,337,770 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 480,337,770 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)

USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/11/2025 for budget/fiscal year 2026.
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)

LEVY²

REVENUE²

1. General Operating Expenses ^H	<u>2.65</u> mills	\$ <u>1,272,895</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<u>2.65</u> mills	\$ <u>1,272,895</u>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<u>2.65</u> mills	\$ <u>1,272,895</u>

Contact person: Kurt Ravenschlag Daytime phone: (970) 384-4885
(print)
Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-I-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.

² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

Mill Levy Public Information

Pursuant to 39-1-125 C.R.S.

Counties can ask local governments to submit this form to the county by December 15th pursuant to 39-1-125 (1) (c) C.R.S. Local governments, please verify with the county whether they would like you to use this form or a different process to provide this information.

Taxing Entity Information

Taxing Entity: ROARING FORK TRANSPORTATION AUTHORITY

County: EAGLE

DOLA Local Government ID Number: 64260

Subdistrict Number (if applicable): _____

Budget/Fiscal Year: 2026

Mill Levy Information

1. Mill Levy Name or Purpose: 2018 Mill Levy for Revenue Bonds, Projects, and Operations
2. Mill Levy Rate (Mills): 2.65
3. Previous Year Mill Levy Rate (Mills): 2.65
4. Previous Year Mill Levy Revenue Collected: \$1,140,043 (Eagle County only; see Note 1 below)
5. Mill Levy Maximum Without Further Voter Approval: 2.65
6. Allowable Annual Growth in Mill Levy Revenue: \$1,876,511 (total for all counties; see Note 2 below)
7. Actual Growth in Mill Levy Revenue Over the Prior Year: \$132,852 (Eagle County only; See Note 3 below)
8. Is revenue from this mill levy allowed to be retained and spent as a voter-approved revenue change pursuant to section 20 (7)(b) of Article X of the State Constitution (TABOR)? YES
9. Is revenue from this mill levy subject to the Statutory Property Tax (5.5%) Limit in 29-1-301 C.R.S.? NO
10. Is revenue from this mill levy subject to any other limit on annual revenue growth enacted by the local government or another local government? NO
11. Does the mill levy need to be adjusted or does a temporary mill levy reduction need to be used in order to collect a certain amount of revenue? If "Yes", what is the amount?
NO

12. Other or additional information:

Note 1: Actual collections January-October 2025 and estimated collections November-December 2025. Excludes current interest, delinquent interest, abatement interest, specific ownership tax, county treasurer's fee, and any tax increment revenues not received by RFTA.

Note 2: This amount represents the allowable incremental annual growth in mill levy revenue for the entire area subject to RFTA's mill levy, which includes portions of Eagle County, portions of Garfield County, and the entirety of Pitkin County. The amount listed is determined by the property tax limit established by CRS 29-1-1703 and is calculated based on actual collections for 2024, which, as of the date of filing of this form, is the property tax year for which RFTA collected and lawfully retained the most property tax revenue prior to 2026. This amount is subject to change because 2025 actual collections are incomplete at the time of this filing. If total 2025 collections ultimately exceed 2024 collections, such property tax limit will be based on 2025 collections rather than 2024 collections per 29-1-1703(1.5)(a).

Note 3: This amount reflects the actual growth in Mill Levy Revenue over the Prior Year for this specific county, which is a portion of the entire area subject to RFTA's mill levy, which includes portions of Eagle County, portions of Garfield County, and the entirety of Pitkin County.

Contact Information

Contact Person: MICHAEL YANG

Title: CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER

Phone: 970-384-4884

Email: MYANG@RFTA.COM

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Garfield County, Colorado.

On behalf of the Roaring Fork Transportation Authority,
 (taxing entity)^A
 the Board of Directors
 (governing body)^B
 of the Roaring Fork Transportation Authority
 (local government)^C

Hereby officially certifies the following mills
 to be levied against the taxing entity's GROSS \$ 736,987,760
 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation
 (AV) different than the GROSS AV due to a Tax
 Increment Financing (TIF) Area^F the tax levies must be \$ 735,153,880
 calculated using the NET AV. The taxing entity's total
 property tax revenue will be derived from the mill levy
 multiplied against the NET assessed valuation of: (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)
**USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED
 BY ASSESSOR NO LATER THAN DECEMBER 10**

Submitted: 12/11/2025 for budget/fiscal year 2026.
 (no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)

LEVY²

REVENUE²

1. General Operating Expenses ^H	<u>2.65</u> mills	\$ <u>1,948,158</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<u>2.65</u> mills	\$ <u>1,948,158</u>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<u>2.65</u> mills	\$ <u>1,948,158</u>

Contact person: Kurt Ravenschlag Daytime phone: (970) 384-4885
 (print)
 Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-I-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the *taxing entity's* boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.

² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

Mill Levy Public Information

Pursuant to 39-1-125 C.R.S.

Counties can ask local governments to submit this form to the county by December 15th pursuant to 39-1-125 (1) (c) C.R.S. Local governments, please verify with the county whether they would like you to use this form or a different process to provide this information.

Taxing Entity Information

Taxing Entity: ROARING FORK TRANSPORTATION AUTHORITY

County: GARFIELD

DOLA Local Government ID Number: 64260

Subdistrict Number (if applicable): _____

Budget/Fiscal Year: 2026

Mill Levy Information

1. Mill Levy Name or Purpose: 2018 Mill Levy for Revenue Bonds, Projects, and Operations
2. Mill Levy Rate (Mills): 2.65
3. Previous Year Mill Levy Rate (Mills): 2.65
4. Previous Year Mill Levy Revenue Collected: \$1,740,333 (Garfield County only; See Note 1 below)
5. Mill Levy Maximum Without Further Voter Approval: 2.65
6. Allowable Annual Growth in Mill Levy Revenue: \$1,876,511 (total for all counties; see Note 2 below)
7. Actual Growth in Mill Levy Revenue Over the Prior Year: \$207,825 (Garfield County only; see Note 3 below)
8. Is revenue from this mill levy allowed to be retained and spent as a voter-approved revenue change pursuant to section 20 (7)(b) of Article X of the State Constitution (TABOR)? YES
9. Is revenue from this mill levy subject to the Statutory Property Tax (5.5%) Limit in 29-1-301 C.R.S.? NO
10. Is revenue from this mill levy subject to any other limit on annual revenue growth enacted by the local government or another local government? NO
11. Does the mill levy need to be adjusted or does a temporary mill levy reduction need to be used in order to collect a certain amount of revenue? If "Yes", what is the amount?
NO

12. Other or additional information:

Note 1: Actual collections January-October 2025 and estimated collections November-December 2024. Excludes current interest, delinquent interest, abatement interest, specific ownership tax, county treasurer's fee, and any tax increment revenues not received by RFTA.

Note 2: This amount represents the allowable incremental annual growth in mill levy revenue for the entire area subject to RFTA's mill levy, which includes portions of Eagle County, portions of Garfield County, and the entirety of Pitkin County. The amount listed is determined by the property tax limit established by CRS 29-1-1703 and is calculated based on actual collections for 2024, which, as of the date of filing of this form, is the property tax year for which RFTA collected and lawfully retained the most property tax revenue prior to 2026. This amount is subject to change because 2025 actual collections are incomplete at the time of this filing. If total 2025 collections ultimately exceed 2024 collections, such property tax limit will be based on 2025 collections rather than 2024 collections per 29-1-1703(1.5)(a).

Note 3: This amount reflects the actual growth in Mill Levy Revenue over the Prior Year for this specific county, which is a portion of the entire area subject to RFTA's mill levy, which includes portions of Eagle County, portions of Garfield County, and the entirety of Pitkin County.

Contact Information

Contact Person: MICHAEL YANG

Title: CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER

Phone: 970-384-4884

Email: MYANG@RFTA.COM

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Pitkin County, Colorado.

On behalf of the Roaring Fork Transportation Authority,

(taxing entity)^A

the Board of Directors

(governing body)^B

of the Roaring Fork Transportation Authority

(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 5,544,208,430 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 5,544,208,430 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)

USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/11/2025 for budget/fiscal year 2026.
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)

LEVY²

REVENUE²

1. General Operating Expenses ^H	<u>2.65</u> mills	\$ <u>14,692,152</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<u>2.65</u> mills	\$ <u>14,692,152</u>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<u>2.65</u> mills	\$ <u>14,692,152</u>

Contact person: (print) Kurt Ravenschlag Daytime phone: (970) 384-4885
Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-I-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.

² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

Mill Levy Public Information

Pursuant to 39-1-125 C.R.S.

Counties can ask local governments to submit this form to the county by December 15th pursuant to 39-1-125 (1) (c) C.R.S. Local governments, please verify with the county whether they would like you to use this form or a different process to provide this information.

Taxing Entity Information

Taxing Entity: ROARING FORK TRANSPORTATION AUTHORITY

County: PITKIN

DOLA Local Government ID Number: 64260

Subdistrict Number (if applicable): _____

Budget/Fiscal Year: 2026

Mill Levy Information

1. Mill Levy Name or Purpose: 2018 Mill Levy for Revenue Bonds, Projects, and Operations
2. Mill Levy Rate (Mills): 2.65
3. Previous Year Mill Levy Rate (Mills): 2.65
4. Previous Year Mill Levy Revenue Collected: \$15,063,313 (Pitkin County only; see Note 1 below)
5. Mill Levy Maximum Without Further Voter Approval: 2.65
6. Allowable Annual Growth in Mill Levy Revenue: \$1,876,511 (total for all counties; see Note 2 below)
7. Actual Growth in Mill Levy Revenue Over the Prior Year: -\$371,161 (Pitkin County only; see Note 3 below)
8. Is revenue from this mill levy allowed to be retained and spent as a voter-approved revenue change pursuant to section 20 (7)(b) of Article X of the State Constitution (TABOR)? YES
9. Is revenue from this mill levy subject to the Statutory Property Tax (5.5%) Limit in 29-1-301 C.R.S.? NO
10. Is revenue from this mill levy subject to any other limit on annual revenue growth enacted by the local government or another local government? NO
11. Does the mill levy need to be adjusted or does a temporary mill levy reduction need to be used in order to collect a certain amount of revenue? If "Yes", what is the amount?
NO

12. Other or additional information:

Note 1: Actual collections January-October 2025 and estimated collections November-December 2024. Excludes current interest, delinquent interest, abatement interest, specific ownership tax, county treasurer's fee, and any tax increment revenues not received by RFTA.

Note 2: This amount represents the allowable incremental annual growth in mill levy revenue for the entire area subject to RFTA's mill levy, which includes portions of Eagle County, portions of Garfield County, and the entirety of Pitkin County. The amount listed is determined by the property tax limit established by CRS 29-1-1703 and is calculated based on actual collections for 2024, which, as of the date of filing of this form, is the property tax year for which RFTA collected and lawfully retained the most property tax revenue prior to 2026. This amount is subject to change because 2025 actual collections are incomplete at the time of this filing. If total 2025 collections ultimately exceed 2024 collections, such property tax limit will be based on 2025 collections rather than 2024 collections per 29-1-1703(1.5)(a).

Note 3: This amount reflects the actual growth in Mill Levy Revenue over the Prior Year for this specific county, which is a portion of the entire area subject to RFTA's mill levy, which includes portions of Eagle County, portions of Garfield County, and the entirety of Pitkin County.

Contact Information

Contact Person: MICHAEL YANG

Title: CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER

Phone: 970-384-4884

Email: MYANG@RFTA.COM

RFTA BOARD OF DIRECTORS MEETING
“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 9.1.

CEO REPORT

TO: RFTA Board of Directors
FROM: Kurt Ravenschlag, CEO
DATE: December 11, 2025

Honoring Senator Faith Winter and her Legacy in Advancing Colorado’s Transportation Future

RFTA honors the late Senator Faith Winter and her legacy towards sustainable growth, equity, and quality of life, ensuring that public transportation remains a cornerstone of Colorado’s future. Winter had been a member of the Colorado legislature since 2015. Although she represented District 25 on the Front Range, she dedicated her public service career to advancing sustainable, equitable, and accessible transportation across Colorado. As a legislator and chair of the Senate Transportation and Energy Committee, she championed transformative policies that modernized funding, expanded transit options, and integrated transportation planning with environmental and community goals.

Winter co-sponsored SB21-260, *Sustainability of the Transportation System*, a landmark bill that restructured Colorado’s transportation revenue system to prioritize multimodal investments. This legislation created the Clean Transit Enterprise and directed resources toward public transit electrification planning efforts, facility upgrades, fleet replacement, construction and development of electric motor vehicle charging and fueling infrastructure, transit expansion, bicycle and pedestrian infrastructure, and cleaner mobility solutions statewide.

Through initiatives like SB25-030, *Increase Transportation Mode Choice Reduce Emissions*, Winter pushed for improved service standards, affordability programs, and strategic planning for transit agencies. These efforts aimed to increase ridership, reduce congestion, and ensure mobility for Coloradans who do not drive due to economic, age, or ability factors.

Winter consistently tied transportation policy to environmental stewardship. She advocated for electric vehicle adoption, cleaner air standards, and multimodal connectivity—helping Colorado become a leader in sustainable transportation. She co-sponsored SB22-180, *Programs to Reduce Ozone Through Increased Transit*, to fund fare-free transit during the summer ozone season.

While her legislative work was statewide, Winter’s policies directly benefited rural transit systems, including RFTA. State-level funding and multimodal planning frameworks championed by Winter supported RFTA’s ability to expand service, reduce greenhouse gas emissions, and improve connectivity for communities in the Roaring Fork and Colorado River Valleys. In response to the sales tax-exemption matter with RFTA’s Iron Mountain Place employee housing project, Winter recently championed SB25-272, *Regional Transportation Authority Sales & Use Tax Exemption*, which clarified RTA powers to include building workforce housing for its employees.

Senator Faith Winter’s work will continue to shape Colorado for generations. Her vision for a Colorado where everyone can move safely, affordably, and sustainably will continue to guide transit agencies across the state. RFTA honors her remarkable contributions and remains committed to carrying forward the values she championed.

Bikes on Bus Racks After Dark

This update is provided to inform the RTFA Board of recent analysis related to allowing bicycle loading during the winter season. As a reminder, current agency policy prohibits bike loading during the winter months due to safety and operational concerns.

Purpose of the Study

The Fleet Maintenance team conducted a controlled test to determine how deploying front-mounted bike racks in winter conditions affects headlight performance. The intent of this study was informational only—to provide data that may support any future policy discussions.

Test Procedures

All headlight efficiency testing followed consistent measurement standards across the fleet:

- Measurements were taken 25 feet from the front bumper of each coach.
- Every bus has the same SportWorks 3 position bike rack installed.
- An EXTECH LT300 light meter was used to record light output.
- Testing occurred between 5:15 AM and 6:00 AM, allowing evaluation under low-light pre-dawn conditions.
- Coaches were tested in the lower lot at the GMF, while the BEB coach was tested separately in the back lot at the AMF due to bus storage requirements.

These procedures ensured uniform data collection across all bus types.

Test Results

Testing across all RFTA bus models and headlight configurations showed an average reduction of approximately 31% in headlight efficiency when the racks were deployed with a full load of bikes. This average includes variations in:

- All RFTA bus sub-fleets
- LED vs. halogen headlight systems
- High-beam and low-beam operation

While the reduction in lighting varies by bus type and front-end design, the presence of bikes being loaded onto the racks contributed to a significant reduction in light dispersion during testing.

In addition to the measured 31% average reduction under dry test conditions, it is anticipated that active winter weather—such as falling snow, road slush, and ice accumulation—would further increase headlight obstruction if the racks were deployed and fully loaded. Snow buildup on the bikes, the bike rack, and the headlight lenses could compound the reduction in effective light output, particularly during prolonged storm events or low-visibility conditions.

Additional Exterior Lighting

Staff have reviewed the concept of adding auxiliary exterior lights positioned to avoid obstruction from a deployed bike rack. Any such lighting would need to comply with state and DOT headlight regulations.

Any permanent alteration to the bus would require OEM engineering review and approval, and manufacturers may not support modifications. Auxiliary lighting installed without any OEM involvement would require a manual process for bus operators that could potentially cause violations. Any auxiliary lights mounted outside the OEM-designed envelope would likely not withstand normal operating conditions, including exposure to snow, road debris, and regular trips through the bus wash, leading to reduced lifespan or repeated failures.

Next Steps

Staff will continue working with bus manufacturers to evaluate front-end vehicle design and lighting system geometry to determine whether future coach designs could better accommodate winter bike loading while minimizing headlight obstruction.

Bike Loading Stop Adjustment

RFTA currently designates 27 of its 108 regional bus stops for bicycle loading and unloading. These locations were originally selected based on safety, visibility, and their distribution within the system. At the time, limiting bike-loading activity to specific stops helped mitigate potential service delays caused by the older, more difficult-to-use bicycle racks.

Over the past five years, RFTA has upgraded the bicycle racks across the entire fleet to SportWorks three-position racks, which allow for significantly faster and more efficient loading and unloading. In addition, many bus stops have received safety and accessibility improvements that further support expanded bicycle accommodation.

With these advancements in place, staff are evaluating implementing a systemwide change allowing bicycle loading and unloading at all regional bus stops. This adjustment would increase flexibility for riders traveling with bicycles while maintaining safe and reliable bus operations.

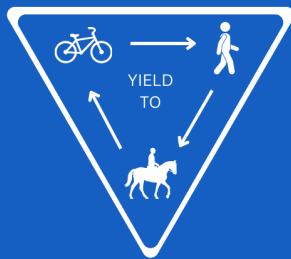
Equestrian Safety along the Rio Grande Trail

RFTA's trail rules and etiquette designate horses as the user group to which all other trail users are required to yield. These rules are consistent with long-standing corridor policy and regional trail standards, and they are currently communicated through permanent signage placed along the corridor, as well as through brochures distributed at kiosks, bike shops, and chambers of commerce.

At this time, staff recommends maintaining the existing signage framework to preserve clarity and consistency across the full corridor, consistent with prior direction from the RFTA corridor team and Pitkin County.

To further strengthen compliance and reduce conflicts, staff will implement a targeted public education effort focused on digital outreach. This campaign will emphasize safe and appropriate behavior when encountering horses on the trail and will leverage social media and partner platforms to reach a broad cross-section of users without creating inconsistent or duplicative physical signage along the corridor.

GOLDEN RULES OF TRAIL ETIQUETTE



HORSES. Everyone yields to horses. Stop, step off the trail and talk to the rider. They will tell you when it is safe to pass.



CYCLISTS. Ride at a safe speed, single file. Do not exceed 20 mph. Slow and announce yourself before passing. Ring your bell and inform pedestrians, "on your left."



PEDESTRIANS. Be alert. Keep headphones turned down so you can hear others.



DOG WALKERS. Leash your pet and maintain control. You must carry a waste bag and put poop in a proper receptacle.

EVERYONE. Keep to the right of the trail except to pass. If you must stop, step off the trail. Do not block the trail.

SHARE AND BE AWARE. SAFETY IS FOR EVERYONE.

Commercial and Nonprofit Activities on the Rio Grande Corridor/Trail

Professional commercial operators conducting any business within the Rio Grande Corridor/Trail are required to complete RFTA's Special Use/Special Event Application and Permit Documentation to ensure activities are properly recorded and monitored.

Over the past three years, RFTA has received 33 Special Use/Special Event applications, representing a mix of commercial and nonprofit activities. These events have included guided bike tours, community runs, and other recreational activities, such as the annual Turkey Trot.

Approved Special Use/Special Event Applications (2023–2025):

- 2023: 11 approved
- 2024: 13 approved
- 2025: 9 approved
- Three-Year Total: 33 approved applications

Type of Request	2023	2024	2025
Guided Bike Tours	4	3	3
Community Runs	5	3	4
Community Bike Event	1	3	1
Other	1	4	1
Total	11	13	9

Hogback Service Between New Castle and Rifle

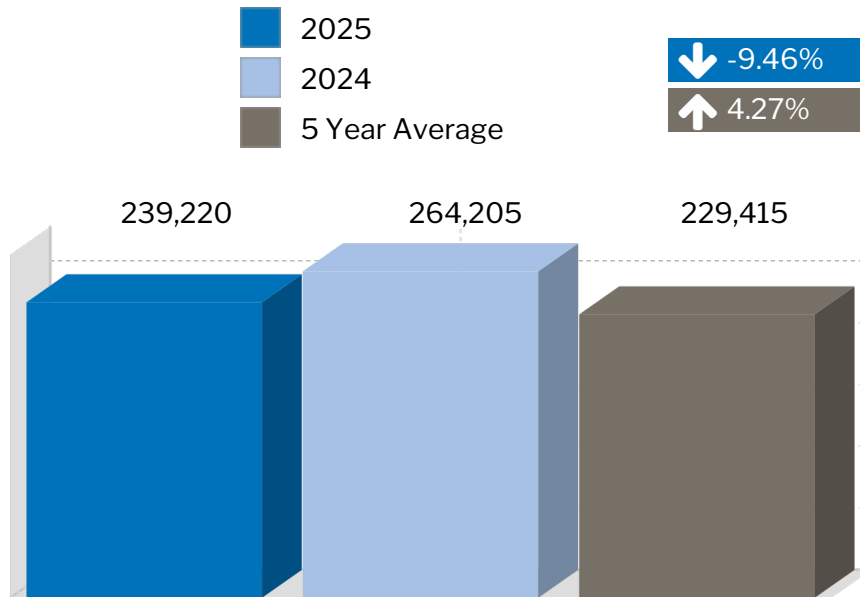
RFTA CEO Kurt Ravenschlag participated in a roundtable discussion on Tuesday, December 2, 2025, hosted by the Colorado River Valley Economic Development Partnership. The discussion focused on regional transportation challenges and the future funding of Hogback service operating between New Castle and Rifle, which lies outside of RFTA's jurisdictional boundaries.

With funding for the Hogback service between New Castle and Rifle currently unidentified beyond the Fall 2026 season, participants discussed several potential strategies. These included: possible RFTA membership for Rifle and Silt; the development of new local funding sources for Rifle and Silt to purchase service from RFTA; and approaches to maintain historical service levels through a more clearly defined, structured, and equitable partnership among RFTA, Rifle, Silt, and Garfield County.

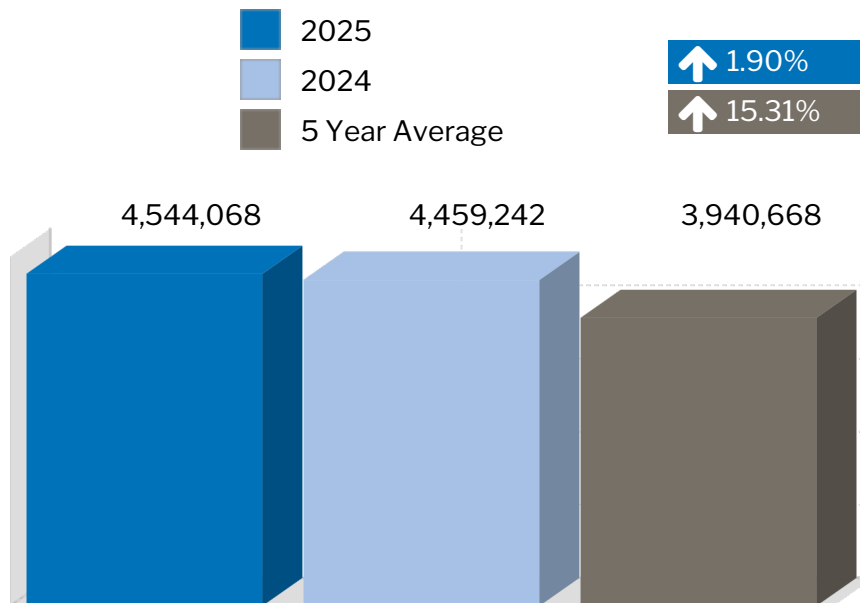
These discussions are expected to continue, and Mr. Ravenschlag will provide updates to the RFTA Board of Directors as they become available.

Ridership Performance Metrics

November Ridership

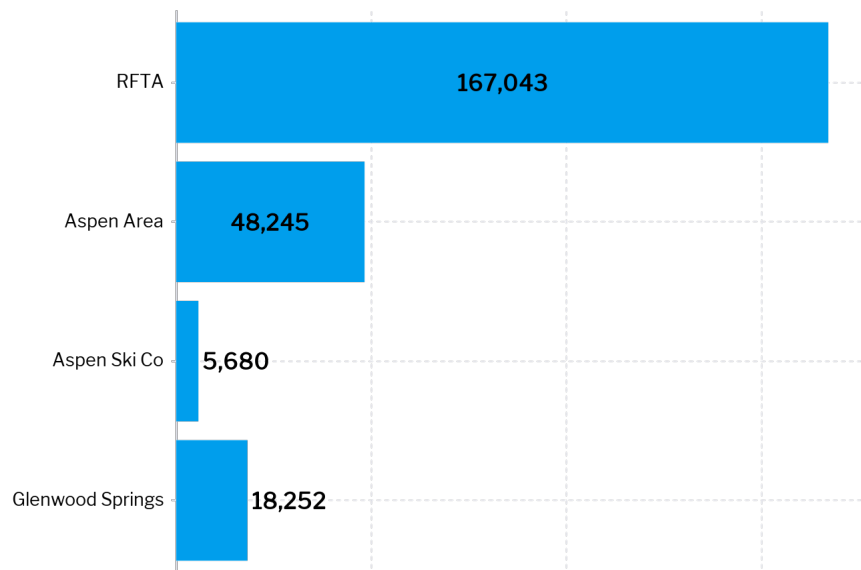


November Year-to-Date Ridership



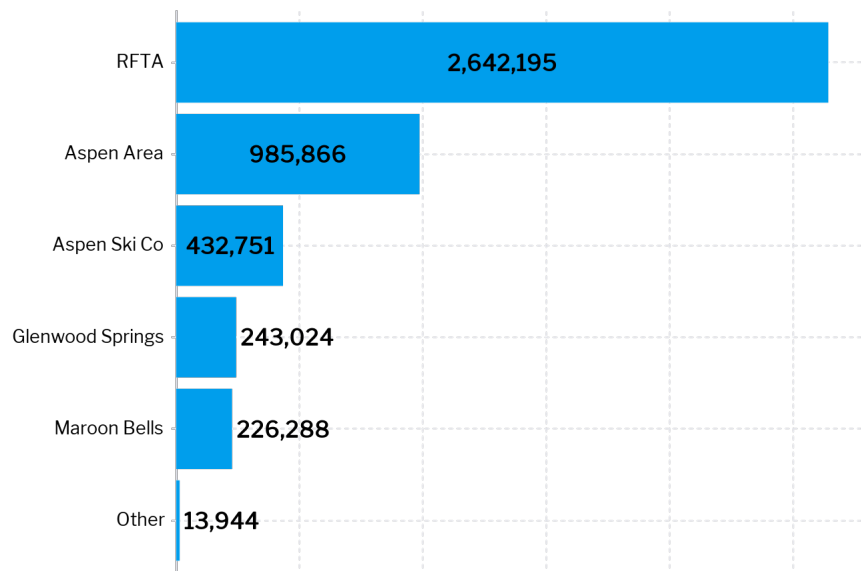
November 2025 Ridership

239,220 Boardings



November Year-to-Date 2025 Ridership

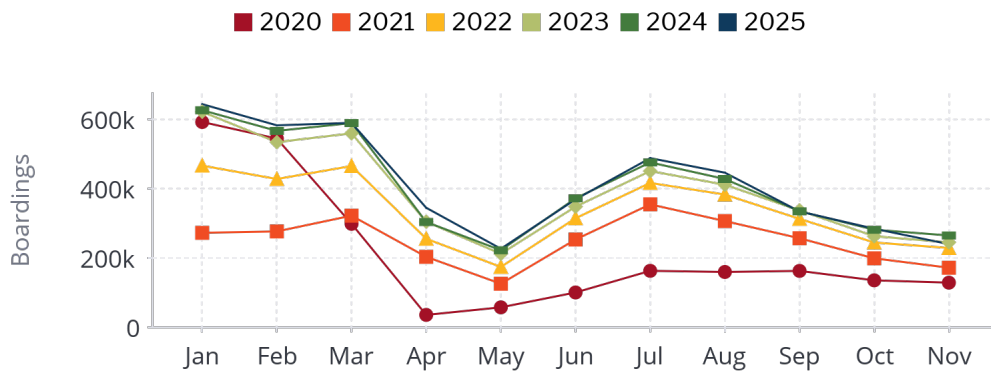
4,544,068 Boardings



- **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

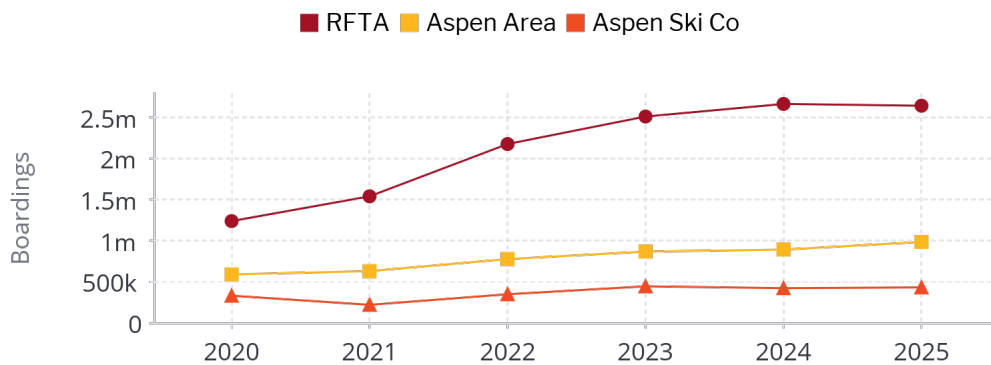
Ridership by Month Year-to-Date

(Jan - Nov)



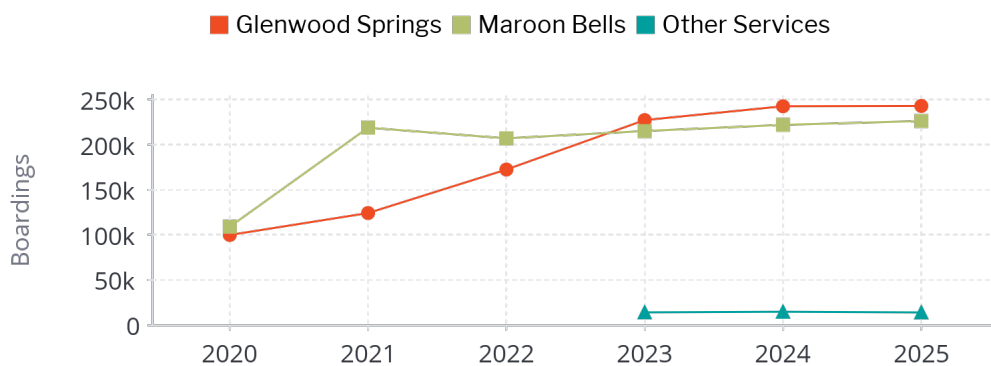
Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Nov)



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

(Jan - Nov)



- **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 - November			
Route	2025	2024	% Change
VelociRFTA	71,251	72,444	-1.6%
Local Valley	60,827	65,106	-6.6%
Castle Maroon	18,869	22,281	-15.3%
Ride Glenwood	18,252	21,865	-16.5%
Hogback	15,506	16,282	-4.8%
Hunter Creek	14,649	15,203	-3.6%
Carbondale Circulator	10,987	10,545	4.2%
Burlingame	7,744	10,372	-25.3%
Snowmass/Aspen Ski	5,680	8,743	-35.0%
Cemetery Lane	4,561	5,291	-13.8%
Snowmass/Aspen	3,809	4,333	-12.1%
Snowmass/Intercept	2,878	4,465	-35.5%
Snowmass-Valley	1,680	3,191	-47.4%
Mountain Valley	1,510	1,977	-23.6%
Galena Street	808	1,574	-48.7%
Woody Creek	105	78	34.6%
Cross Town	104	455	-77.1%
	239,220	264,205	-9.5%

Ridership Rankings - November Year-to-Date			
Route	2025 YTD	2024 YTD	% Change
VelociRFTA	1,021,816	994,903	2.7%
Local Valley	841,365	857,901	-1.9%
Castle Maroon	370,860	396,570	-6.5%
Snowmass/Aspen Ski	297,217	296,303	0.3%
Hunter Creek	249,421	190,922	30.6%
Ride Glenwood	243,024	242,689	0.1%
Maroon Bells	226,288	222,051	1.9%
Snowmass/Intercept	191,483	194,511	-1.6%
Hogback	180,683	182,941	-1.2%
Snowmass/Aspen	177,253	178,571	-0.7%
Carbondale Circulator	132,295	151,912	-12.9%
Burlingame	126,141	114,483	10.2%
Aspen Highlands Ski	76,095	67,596	12.6%
Cemetery Lane	75,364	69,392	8.6%
Snowmass-Valley	61,026	66,688	-8.5%
Buttermilk	59,439	59,629	-0.3%
Aspen Highlands Direct	44,839	12,038	272.5%
Mountain Valley	42,780	31,702	34.9%
Music School	36,687	37,925	-3.3%
Music School BG	32,546	31,410	3.6%
Galena Street	27,778	25,410	9.3%
Cross Town	11,996	13,982	-14.2%
X Games	8,532	8,953	-4.7%
Jazz Aspen Snowmass	5,412	5,749	-5.9%
Woody Creek	3,728	5,011	-25.6%
	4,544,068	4,459,242	1.9%

Passengers per Hour Rankings - November

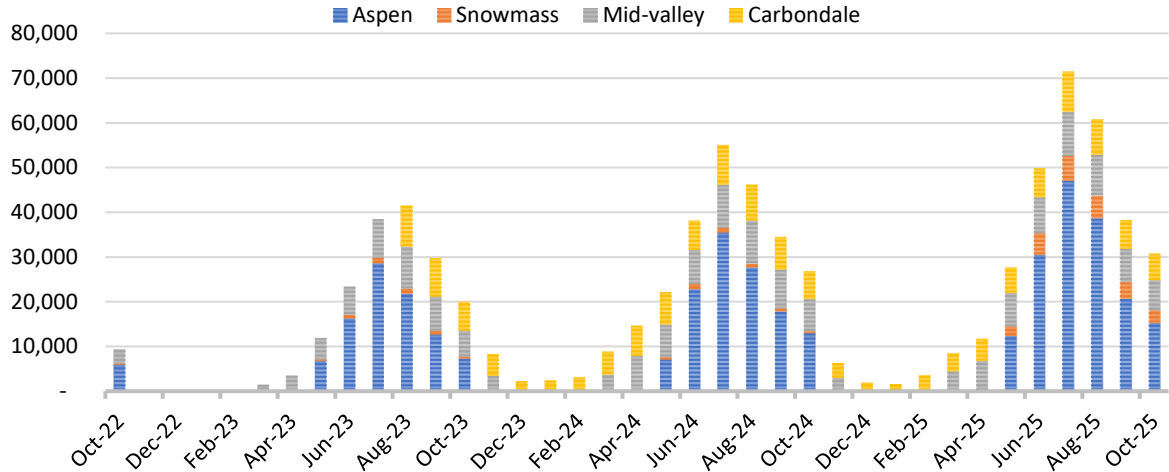
Route	2025 YTD	2024 YTD	% Change
Hunter Creek	28.80	31.20	-7.72%
Ride Glenwood	24.55	29.26	-16.09%
Carbondale Circulator	22.72	20.76	9.45%
Snowmass/Intercept	15.60	25.93	-39.84%
Castle Maroon	15.02	17.86	-15.93%
VelociRFTA	14.10	14.75	-4.38%
Snowmass/Aspen Ski	13.26	24.07	-44.91%
Hogback	12.92	13.92	-7.13%
Local Valley	12.69	13.61	-6.78%
Snowmass-Valley	12.62	15.86	-20.41%
Snowmass/Aspen	10.53	14.22	-25.93%
Burlingame	10.11	13.47	-24.98%
Cemetery Lane	8.91	10.40	-14.35%
Galena Street	6.75	14.82	-54.46%
Mountain Valley	2.99	4.25	-29.68%
Woody Creek	1.24	1.32	-6.61%
Cross Town	1.15	5.53	-79.19%
	13.89	15.64	-11.23%

Passengers per Hour Rankings - November Year-to-Date

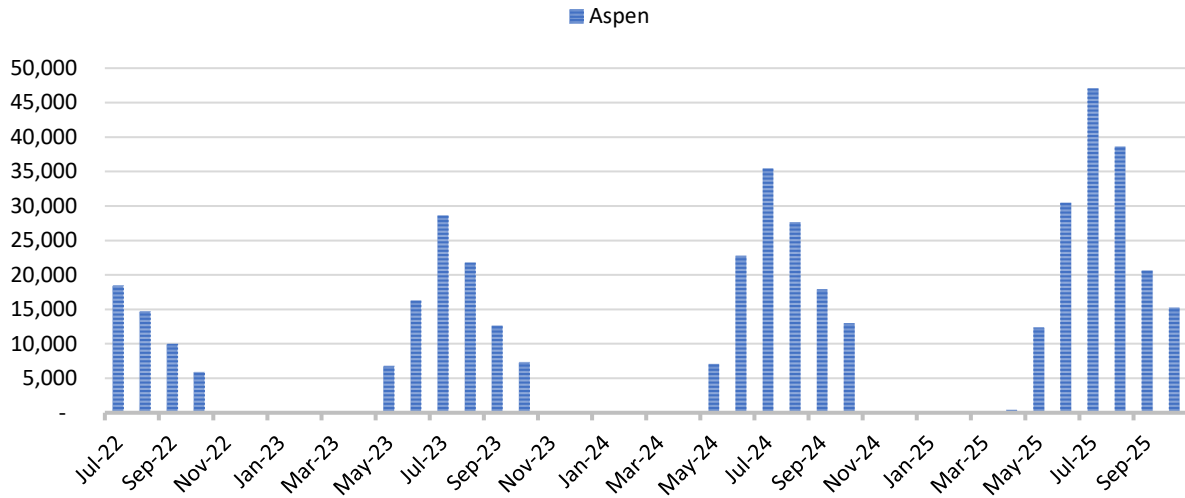
Route	2025 YTD	2024 YTD	% Change
X Games	118.34	79.23	49.36%
Aspen Highlands Ski	41.43	38.98	6.28%
Hunter Creek	40.17	30.76	30.59%
Maroon Bells	38.27	40.27	-4.98%
Jazz Aspen Snowmass	37.27	41.45	-10.08%
Music School BG	33.85	32.47	4.24%
Aspen Highlands Direct	32.77	47.94	-31.66%
Buttermilk	31.11	33.85	-8.11%
Snowmass/Aspen Ski	31.06	34.37	-9.62%
Ride Glenwood	29.18	28.78	1.39%
Snowmass/Aspen	27.20	29.18	-6.77%
Snowmass/Intercept	26.65	27.73	-3.88%
Snowmass-Valley	25.76	23.11	11.45%
Castle Maroon	24.24	26.02	-6.82%
Carbondale Circulator	24.06	27.25	-11.71%
Music School	19.91	20.19	-1.35%
VelociRFTA	16.96	17.60	-3.61%
Local Valley	15.60	15.83	-1.46%
Burlingame	15.09	13.08	15.37%
Galena Street	14.85	13.90	6.84%
Hogback	13.36	14.58	-8.34%
Cemetery Lane	12.17	11.20	8.67%
Mountain Valley	6.99	5.25	33.19%
Cross Town	3.62	4.26	-15.09%
Woody Creek	1.47	2.07	-29.12%
	19.66	19.88	-1.13%

BIKESHARE

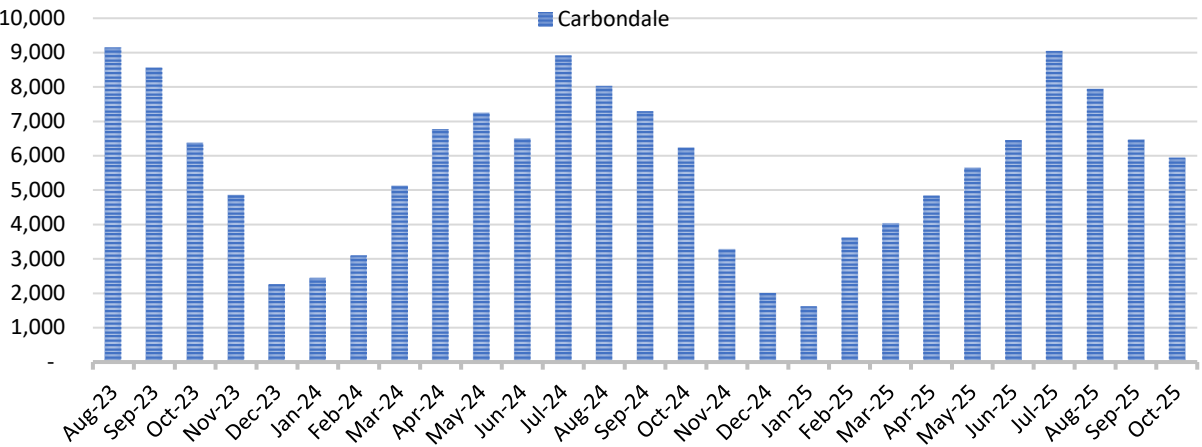
WE-CYCLE MONTHLY TRIPS



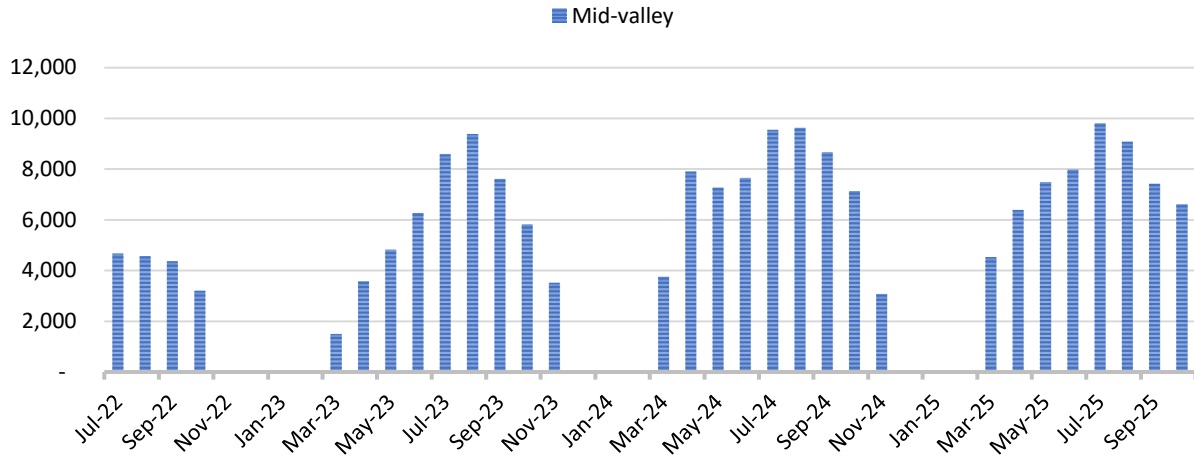
WE-CYCLE MONTHLY TRIPS



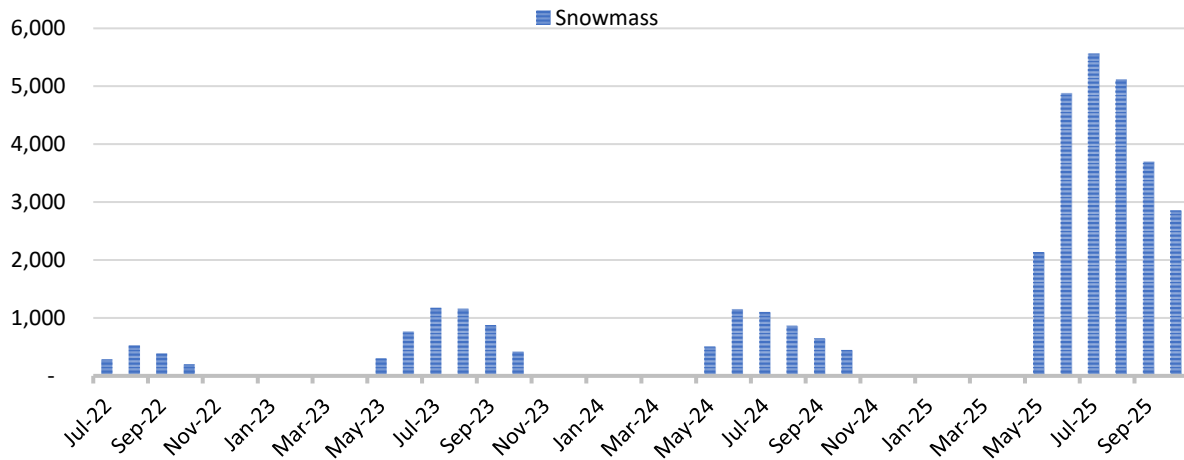
WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS



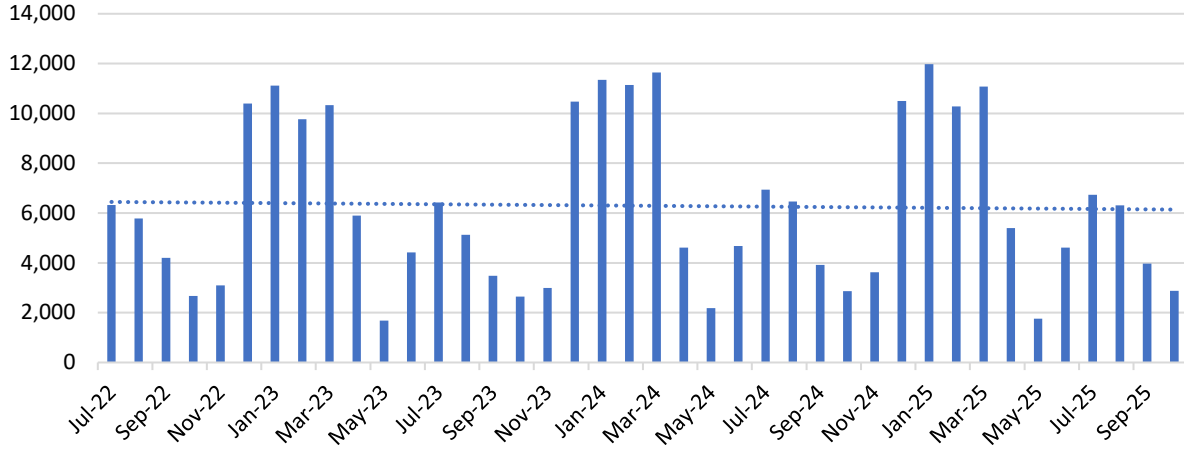
WE-CYCLE MONTHLY TRIPS



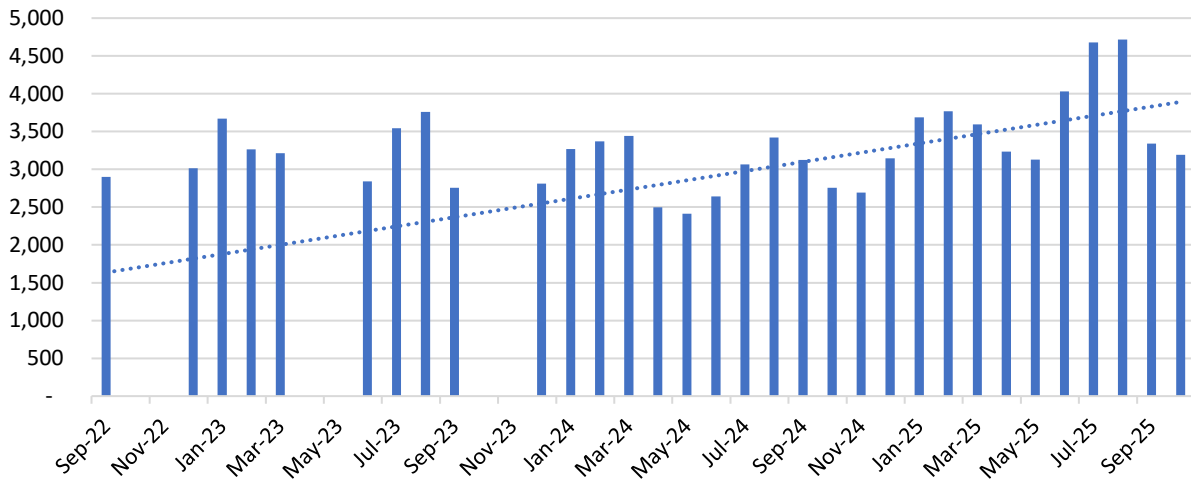
MICROTRANSIT

Aspen Downtowner Monthly Passenger Trips*

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

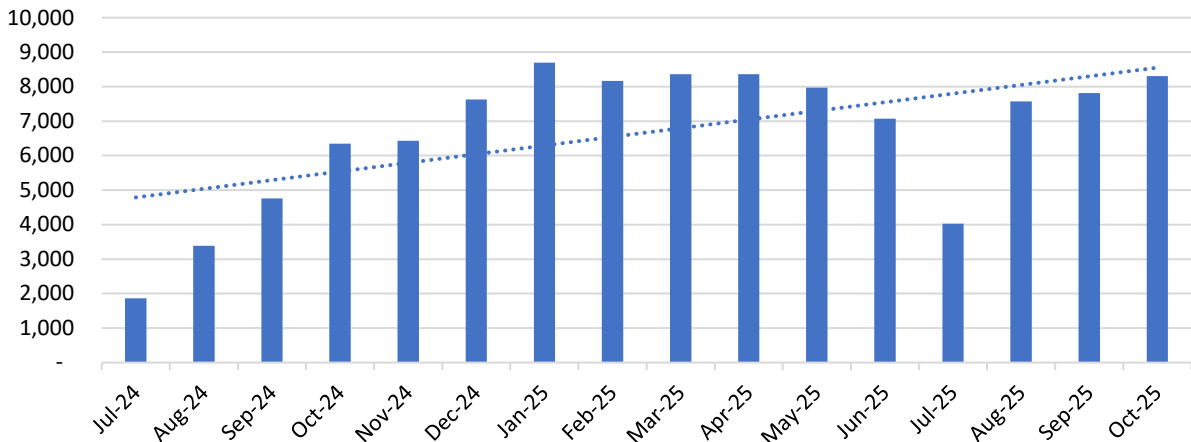


Basalt Connect Monthly Passenger Trips

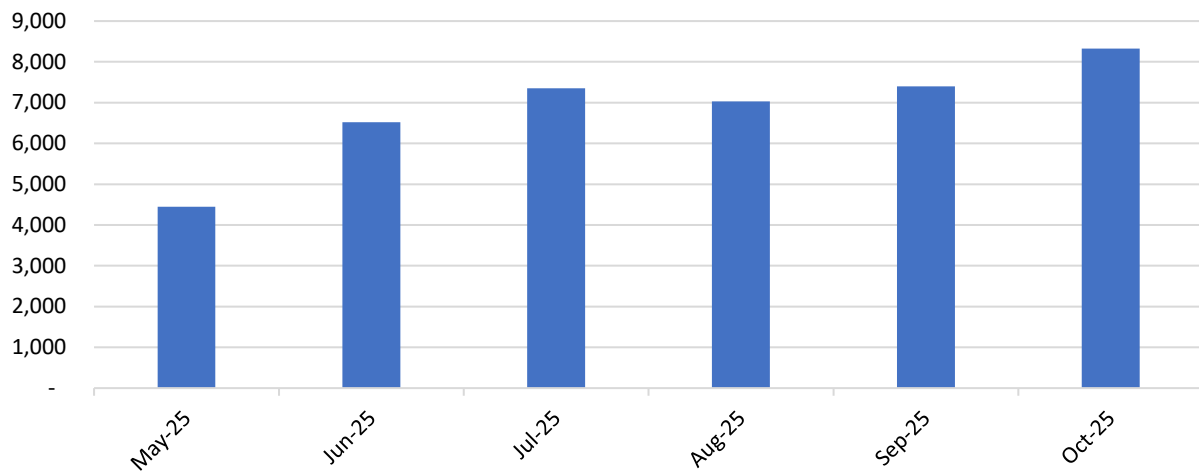


Carbondale Downtowner Monthly Passenger Trips*

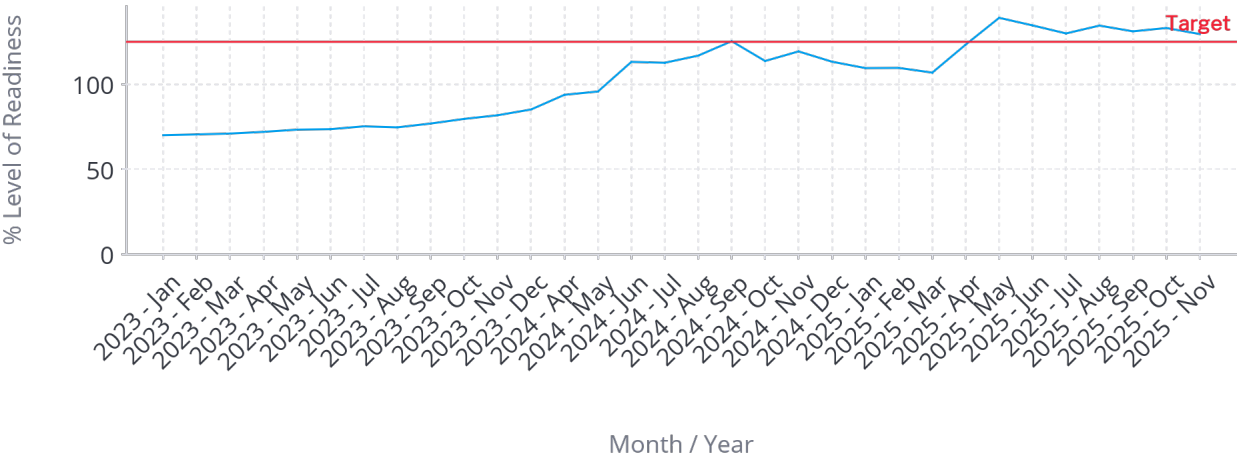
*Service Initiated July 1, 2024



Ride Glenwood On-Demand Monthly Passenger Trips



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 2
- 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 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 FLMM 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

- 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 1.1: 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.
- Key Result 3.4: Complete Permitting with the COGS by end of Q3 2025.
- Key Result 3.5: Begin construction of RFTA mobility hub and West Glenwood Transit Center by Q4 2025.

2025 Actuals/Budget Comparison (October YTD)

2025 Budget Year				
General Fund	October YTD			
	Actual	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	\$ 30,809,807	\$ 30,244,862	1.9%	\$ 43,820,000
Property Tax	\$ 18,339,844	\$ 18,288,224	0.3%	\$ 18,311,200
Grants	\$ 1,482,275	\$ 1,482,274	0.0%	\$ 55,357,180
Fares (2)	\$ 3,754,968	\$ 3,797,067	-1.1%	\$ 4,515,100
Other govt contributions	\$ 1,253,449	\$ 1,253,449	0.0%	\$ 2,167,084
Other income	\$ 4,300,912	\$ 4,268,690	0.8%	\$ 5,019,430
Total Revenues	\$ 59,941,256	\$ 59,334,566	1.0%	\$ 129,189,994
Expenditures				
Fuel	\$ 1,541,095	\$ 1,848,059	-16.6%	\$ 2,336,539
Transit	\$ 37,965,964	\$ 38,538,259	-1.5%	\$ 48,093,398
Trails & Corridor Mgmt	\$ 1,006,834	\$ 1,017,086	-1.0%	\$ 1,338,923
Capital	\$ 7,192,513	\$ 7,162,103	0.4%	\$ 101,884,888
Debt service	\$ 1,318,962	\$ 1,318,962	0.0%	\$ 2,183,703
Total Expenditures	\$ 49,025,367	\$ 49,884,469	-1.7%	\$ 155,837,451
Other Financing Sources/Uses				
Other financing sources	\$ 12,998,717	\$ 12,975,000	0.2%	\$ 31,172,470
Other financing uses	\$ (4,426,980)	\$ (4,426,980)	0.0%	\$ (5,826,455)
Total Other Financing Sources/Uses	\$ 8,571,737	\$ 8,548,020	0.3%	\$ 25,346,015
Change in Fund Balance (3)	\$ 19,487,625	\$ 17,998,117	8.3%	\$ (1,301,442)

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. October sales and use tax revenue will be deposited in December).
- (2) Through October, 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 zero fare pilot project from October through November in 2025. As part of the project, RFTA is collecting \$550,000 of estimated lost fare revenues from contributions from the City of Aspen, Elected Officials Transportation Committee, and the City of Glenwood Springs. The chart below provides a YTD October 2024/2025 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 10/2024	YTD 10/2025	Increase/ (Decrease)	% Change
Regional Fares	\$ 2,694,468	\$ 2,302,602	\$ (391,866)	-15%
Maroon Bells	\$ 1,355,748	\$ 1,444,338	\$ 88,590	7%
Total Fare Revenue	\$ 4,050,216	\$ 3,746,940	\$ (303,276)	-7%
Ridership on RFTA Regional Services*:	YTD 10/2024	YTD 10/2025	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	792,847	780,592	(12,255)	-2%
BRT	922,459	953,822	31,363	3%
SM-DV	63,497	59,369	(4,128)	-7%
Grand Hogback	166,659	165,137	(1,522)	-1%
Maroon Bells	222,051	226,526	4,475	2%
Total Ridership on RFTA Fare Services	2,167,513	2,185,446	17,933	1%
Avg. Fare/Ride	\$ 1.39	\$ 1.18	\$ (0.21)	-15%
Avg. Fare/Ride MB	\$ 6.11	\$ 6.38	\$ 0.27	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 October YTD					Hours October YTD			
Transit Service	Actual	Budget	Variance	% Var.		Actual	Budget	Variance	% Var.
RF Valley Commuter	3,146,238	3,135,774	10,464	0.3%	#	152,592	146,651	5,940	4.1%
City of Aspen	475,397	486,811	(11,414)	-2.3%		55,683	56,139	(456)	-0.8%
Aspen Skiing Company	216,587	218,013	(1,426)	-0.7%		15,174	15,355	(182)	-1.2%
Ride Glenwood Springs	101,580	96,464	5,116	5.3%		8,345	8,329	17	0.2%
Grand Hogback	357,102	361,455	(4,353)	-1.2%		16,279	16,327	(48)	-0.3%
Specials/Charters	7,104	5,520	1,584	28.7%		596	640	(44)	-6.9%
Senior Van	11,871	9,970	1,901	19.1%		1,689	1,350	339	25.1%
MAA Burlingame	12,541	12,661	(119)	-0.9%		1,128	1,136	(8)	-0.7%
Maroon Bells	90,311	88,501	1,810	2.0%		7,176	6,700	476	7.1%
Subtotal - Transit Service	4,418,731	4,415,169	3,563	0.1%		258,661	252,627	6,034	2.4%
Training & Other	18,776	27,960	(9,184)	-32.8%		31,009	27,435	3,574	13.0%
Total Transit Service, Training & Other	4,437,507	4,443,129	(5,621)	-0.1%		289,671	280,062	9,609	3.4%

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>Completed</i>
11/13/2025	Presentation/Direction/Action: 2nd draft budget presentation	<i>Completed</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>