



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING

Thursday, August 13, 2026

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 2026-24: Drug and Alcohol Policy Amendment – Ian Adams, Director of Operations, <i>page 9</i>	Approve <i>voice</i>	8:45 a.m.
6.2. Resolution 2026-25: Authorizing the Execution and Transmittal of a Letter of Appreciation to Colorado’s U.S. Delegation for Releasing RAISE Grant – David Johnson, Director of Sustainability & Legislative Affairs, <i>page 38</i>	Approve <i>voice</i>	8:45 a.m.
7. PRESENTATIONS/ACTION ITEMS		
7.1. Preliminary Planning Initiatives, Assumptions and Considerations for 2027 RFTA Budget – Paul Hamilton, Director of Finance and David Carle, Budget Manager, <i>page 44</i>	Discussion	8:50 a.m.
8. INFORMATION/UPDATES		
8.1 CEO Report – Kurt Ravenschlag, CEO, <i>page 50</i>	FYI	9:20 a.m.
9. EXECUTIVE SESSION		
9.1 Pursuant to C.R.S. Sections 24-6-402(e)(I) Determining matters that may be subject to negotiation and 24-6-402(f)(I) Personnel matters – Paul Taddune, General Counsel	Executive Session	9:35 a.m.
10. NEW BUSINESS FOR NEXT MEETING	Planning	9:55 a.m.

11. NEXT MEETING: Thursday, September 10, 2026	Planning	9:56 a.m.
12. ADJOURNMENT	Adjourn	10:00 a.m.

ROARING FORKTRANSPORTATION AUTHORITY

BOARD MEETING MINUTES

July 9, 2026

Board Members Present:

Greg Poschman, Chair (Pitkin County); David Knight (Town of Basalt); Rachael Richards (City of Aspen); Colin Laird (Town of Carbondale); Brandy Copeland (Town of New Castle); Alyssa Shenk (Town of Snowmass Village)

Board Members Absent:

Voting Alternates Present: Steve Smith (City of Glenwood Springs); Matt Scherr (Eagle County)

Non-Voting Alternates Present:

Francie Jacober (Pitkin County); Hannah Berman (Town of Basalt); Bill Guth (City of Aspen); Chris Hassig (Town of Carbondale); Tom Fridstein (Town of Snowmass Village)

Non-Voting Members Present:

Alicia Gresley (City of Rifle), Tom Jankovsky (Garfield County); Derek Hanrahan (Town of Silt)

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); Tammy Sommerfeld, Director of Procurement; Kim Wells, Executive Assistant; Ian Adams, Director of Operations; Paul Hamilton, Director of Finance; Angela Henderson, Director of Corridor and Trail; David Johnson, Director of Sustainability and Legislative Affairs; Hannah Klausman, Regional Director of Planning; Ben Ludlow, Director of Capital Projects; Jason Schelhaas, Director of Information Technology; Mike Christenson, Director of Maintenance; Bonn San Diego, IT Technician; Mary Harlan, Mobility Coordinator; Joni Christenson, RFTA PIO Office, Jason White, Sustainability Program Administrator; Jud Lang, Facilities Maintenance Supervisor; Abbey Pascoe, Corridor and Trails Specialist; Zac Sutherland, Safety, Security & Risk Manager; Stephanie Stocking, Communications Project Manager; Terri Glenn, Budget Analyst; Jenna Coleman, Senior Procurement Specialist

Visitors Present: Toni Kronberg, David Knapp, Ed Cortez, Kevin Hettler, Ashley Badesch, Paul Backes

AGENDA

NOTE: Hyperlinks to the July 9, 2026 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

1. Call to Order/Roll Call:

Chair Greg Poschman called the meeting of the RFTA Board of Directors to order at 8:32 a.m. on July 9, 2026. The Board Secretary conducted roll call, and a quorum was present.

2. **Approval of Minutes:**

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

"I moved to approve the June 11, 2026, Board meeting minutes."

The motion passed unanimously, 8-0, with no abstentions.

3. Public Comment:

Chair Poschman opened the floor for public comments.

No public comments were presented.

Public comment was closed at 8:34 a.m.

4. Items Added to Agenda:

Chair Poschman requested any additions or changes to the July 9, 2026, Board meeting agenda.

No additions were proposed.

5. Board Member Comments:

Chair Poschman opened the floor for Board member comments.

Smith welcomed the group and expressed gratitude for hosting the meetings in Glenwood Springs.

Richards then complemented RFTA on services provided during the July 4th events. Richards also asked if there were any future plans to host meetings in Carbondale in the future, to which staff and other Board members noted Glenwood as the preferred location.

Shenk shared her observation of the amount of SOV's on HWY 82 headed up Valley on her commute this morning. She then shared her experience utilizing RFTA and We-Cycle services from Snowmass to the Aspen Institute, noting how easy and pleasant it was, and encouraged others to utilize the services.

Poschman shared positive feedback he has been hearing regarding the new Flyer services. One request that was made was to potentially move the Flyer so that all up-Valley buses are on one side and down-Valley on the other. Other feedback received will be forwarded after the meeting.

Board Comments were closed at 8:40 a.m.

6. Consent Agenda:

- a. **Resolution 2026-24: Assignment of Contract for General Counsel Services** –Paul Taddune, General Counsel
Taddune explained the reason for the resolution was to continue the relationship with himself as General Counsel, carry over malpractice insurance and continuity of administrative system due to a merger of firms, and in preparation of succession planning.
- b. **Resolution 2026-25: Authorization for RFTA CEO to Enter into Master Leases for Additional RFTA Housing** –
Kurt Ravenschlag, CEO
- c. **Resolution 2026-26: Authorization for the RFTA Board Chair to sign and execute the Intergovernmental Agreement with the City of Glenwood Springs for the planning, funding, and construction of the South Bridge Project** – Angela Henderson, Director of Rio Grande Corridor

A motion was made by Alyssa Shenk and seconded by David Knight.

"I moved to approve the Consent Agenda as presented."

The motion passed unanimously, 8-0, with no abstentions.

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

1. Resolution 2026-27: Accept the RFTA 2025 Audited Financial Report – Michael Yang, CFAO and Paul Hamilton, Finance Director.

The audited financial report was presented to the Board. McMahon and Associates conducted the audit on site in late April/early May and issued an unqualified opinion, indicating a clean audit. An audit subcommittee meeting was held on June 22, 2026, with board members Alyssa Shenk and Erin Zalinski, RFTA staff, McMahon and Associates, and outside financial experts, including the Pitkin County Finance Director and Eagle County Finance Director, participating in a detailed review of the audit process and findings. Subcommittee members described the process as thorough and productive, with no alarming issues identified and only minor process improvement suggestions. The Board recognized and thanked Paul Hamilton and the finance team for their work, noting the added challenge of completing the audit during the ERP implementation and commending the team for another clean audit.

A motion was made by Rachael Richards and seconded by David Knight.

“I moved to approve Resolution 2026-27 as presented.”

The motion passed unanimously, 8-0, with no abstentions

2. RFTA Master Plan Kick Off- Hannah Klausman, Regional Planning Director, and Liz Scanlon, Kimley Horn

Hannah Klausman, Regional Planning Director, introduced Liz Scanlon of Kimley-Horn and the consultant team selected to support RFTA’s Master Plan. The team provided an overview of the two-year planning process, which will include existing conditions analysis, community and stakeholder engagement, future scenario planning, funding and financing analysis, and development of a final implementation blueprint for Board consideration.

Board discussion focused on the importance of increasing ridership, improving service reliability and convenience, addressing congestion, strengthening first- and last-mile connections, and planning for long-term regional mobility needs. Members also raised topics including housing and land use, bus priority, emerging transportation technologies, airport access, Snowmass Village service, Brush Creek Park and Ride, Glenwood Springs congestion, and the need for better data and performance dashboards.

The consultant team noted that early outreach will begin in the fall and will include efforts to engage both current riders and non-riders, with Spanish-language outreach included. Staff confirmed that increasing ridership and supporting regional mobility will be core components of the Master Plan process.

A member of the public, Toni Kronberg, requested an opportunity to address the Board regarding mobility solutions for the Upper Valley/Aspen area; the Chair indicated that the item was not a public hearing and offered to connect her with the consultant team for follow-up. This process will also be clarified with General Counsel Taddune following the meeting.

3. ADA Complementary Paratransit and Contract Demand Response Services- Ian Adams, Director of Operations

Ian Adams, Director of Operations, and RFTA’s Chief Operating Officer provided a high-level overview of RFTA’s paratransit and human services transportation services. Staff explained the distinction between ADA complementary paratransit, which is legally required for qualifying local fixed-route services, and human services transportation programs such as the Pitkin County Senior Van and Garfield County Traveler.

Staff reviewed which services are RFTA obligations under its formation agreement and which are provided through contracts with partner jurisdictions, including Aspen, Glenwood Springs, and Garfield County. Staff also noted that overlapping service areas can be confusing, but trips are classified based on origin, destination, and applicable program requirements.

Board discussion included questions about accessibility, funding, the region's aging population, and the relationship between paratransit and microtransit. Staff clarified that microtransit is separate from ADA paratransit and may help reduce demand when riders are able to use it. Staff noted that future funding discussions are expected, particularly related to Garfield County Traveler service.

4. Review of 2027 Objectives and Key Results (OKR's)- Kurt Ravenschlag, CEO

Ravenschlag provided an update on the 2027 Objectives and Key Results (OKRs) developed in response to priorities identified by the Board at the May Board summit. He then reviewed the internal OKR tracking tool and described how organizational objectives will cascade through RFTA departments.

The draft 2027 objectives include improving service reliability, supporting reliable transportation connections in Western Garfield County, strengthening workforce development and capacity, and advancing RFTA's regional transportation planning responsibilities. Proposed key results include establishing service standards and performance measures, reducing missed trips, improving regional on-time performance, increasing parking availability at the 27th Street Park and Ride, improving customer information reliability, supporting short-term Hogback funding discussions, developing potential service plans for Western Garfield County, identifying workforce skill gaps, creating professional development programs, and completing a draft regional transportation master plan.

Board discussion included questions and comments regarding on-time performance standards, Hogback funding and service options, workforce housing needs, coordination with regional planning efforts, improved signage, traveler information, and potential future updates regarding Maroon Bells service. Staff noted that several timelines and details remain in draft form and will be refined as the OKR process continues.

5. Resolution 2026-28: Supporting a Temporary Funding Solution for the Continuance of the RFTA Hogback Service to the Town of Silt and City of Rifle, Kurt Ravenschlag, CEO

The Board discussed supporting a temporary funding solution to continue Hogback service to Silt and Rifle. Ravenschlag explained that the proposed framework would provide time for Silt, Rifle, and Garfield County to evaluate long-term transit needs and sustainable funding options, including the possibility of a future ballot question.

Ravenschlag noted that Hogback service does not currently have a dedicated funding source beyond November 23, 2026. The proposed framework contemplated contributions from RFTA, Rifle, Silt, and Garfield County, with local contributions increasing over time and RFTA's contribution decreasing. He emphasized that the resolution would provide direction to begin development of an intergovernmental agreement and would not constitute a budget appropriation.

Board discussion included questions and concerns regarding community demand, funding equity, the use of RFTA member tax dollars for service outside member jurisdictions, the need for a clear sunset or off-ramp provision, and the potential long-term implications for land use, housing, and regional commuting patterns. Staff reported that Hogback carries approximately 200,000 annual trips, with more than half originating in Silt, Rifle, or unincorporated Garfield County.

Garfield County Representative Jankovsky indicated that the proposed county contribution had not yet been fully vetted by county decision-makers and stated that the county may consider matching municipal contributions.

Representatives from Silt and Rifle expressed support for continuing the service temporarily while their communities work toward a long-term funding strategy.

The Board discussed whether to limit the resolution to one year or proceed with the proposed three-year framework and agreed to proceed with the proposed three-years. Members noted that any final intergovernmental agreement would return to the Board for review and approval.

Staff will continue working with Silt, Rifle, and Garfield County on potential intergovernmental agreement terms, including funding commitments, performance expectations, and sunset/off-ramp language. Additional presentations to member councils or boards may be scheduled as needed before final approval of any agreement or budget appropriation.

A motion was made by Rachael Richards and seconded by Colin Laird.

“I moved to approve the Consent Agenda as presented.”

The motion passed unanimously, 8-0, with no abstentions.

6. Resolution 2026-29: Authorization for the Board Chair to sign and provide a response to OMB’s Proposed Revisions to Guidance for Federal Financial Assistance - David Johnson, Director of Sustainability and Legislative Affairs

For context, Richards explained that the Colorado Municipal League had encouraged municipalities to submit comments due to potential impacts on transportation, health and human services, open space, and other grant-funded programs. She requested that RFTA share the information directly with managers of smaller communities to allow them an opportunity to respond and also suggested providing talking points so individual municipalities and board members could contact Representative Jeff Hurd directly. Staff acknowledged the suggestions.

A motion was made by Rachael Richards and seconded by David Knight.

“I moved to approve the Consent Agenda as presented.”

The motion passed unanimously, 8-0, with no abstentions.

8. Information/ Updates

1. CEO Report- Kurt Ravenschlag, CEO

Ravenschlag provided updates on bus capacity, Proposition 175, ridership metrics, and financial reporting. He noted that RFTA continues to monitor bus loads, standees, and instances where passengers are unable to board due to capacity constraints. Additional BRT trips added during the prior winter season helped address demand, although capacity challenges remain, particularly in the mid-valley. Staff also noted that service standards are being developed to establish capacity thresholds and related response strategies.

Ravenschlag shared that RFTA submitted comments on the draft Blue Book language for Proposition 175 and will continue to stay engaged. Richards requested that RFTA keep municipalities informed so they may submit individual comments and use shared materials when discussing the issue with their respective councils. Ravenschlag indicated that the Board’s position letter may be issued as a press release to communicate RFTA’s position more broadly.

The report included performance metrics and noted that ridership remains down for the year. It was also identified that there is a potential issue with passenger counter accuracy after comparing Maroon Bells reservation data with counter data and stated that the discrepancy is being investigated.

The preliminary schedule for the 2027 budget process was shared, with initial assumptions and planning issues expected in August, a first draft budget in September, a second draft in November, and final adoption in December. Yang reported that RFTA received the GFOA Distinguished Budget Presentation Award for its 2026 budget book. He also specifically noted that a capital contingency created from 2025-to-2026 rollover savings is being tracked for transparency, including use of funds for the RFTA Master Plan.

9. New Business for Next Meeting:

- 10. [Next Meeting](#):** Board meeting, 8:30 a.m. – 11:00 a.m. August 13, 2026, Morgridge Commons, 815 Cooper Avenue, 2nd Floor, Glenwood Springs, CO 81601 and via Microsoft Teams, for those who are unable to attend in person.

11. [Adjournment](#):

A motion was made by David Knight and seconded by Rachael Richards.

“I moved to adjourn.”

The motion passed unanimously, 8-0, with no abstentions.

The RFTA Board meeting adjourned at 11:38 a.m. on July 9, 2026.

Respectfully Submitted:

Kimberly Wells, Executive Assistant and Board Clerk Pro Tem

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6.1

MEETING DATE	August 13, 2026
SUBJECT	Resolution 2026-24: RFTA Drug and Alcohol Policy Amendment
STRATEGIC OUTCOME	Safe Customers. Workforce and General Public
STRATEGIC OBJECTIVE	2.2 – Ensure safe work environment for all RFTA employees
PRESENTED BY	Ian Adams, Director of Operations
STAFF RECOMMENDS	Approve Resolution 2026-24 updating RFTA Drug and Alcohol Policy.
EXECUTIVE SUMMARY	RFTA drug and alcohol policy updated based on input from CDOT to update language in policy for compliance purposes.
BACKGROUND	RFTA recently conducted a Drug and Alcohol program site review in June in conjunction with CDOT and RLS associates. Updates to our Drug and Alcohol policy were recommended following this site review. These updates include: • Removal of this sentence in section 4.2.2: “Examples of conditions which may result in reasonable-suspicion testing include, but are not limited to, the following:” because no examples were listed. • From section 4.2.3: <i>“In the case of a non-fatal accident involving a RFTA public transportation vehicle, the employee operating the vehicle will be tested for alcohol and drugs (unless the operator’s performance can be completely discounted as a contributing factor) if at least one of the following conditions arise: (1) an individual sustains injuries requiring immediate treatment away from the scene at a medical treatment facility, (2) one or more vehicles involved incur disabling damage. RFTA will also test any other safety-sensitive employee whose performance could have contributed to the accident.”</i> Has been replaced by the following: <i>“As soon as practicable following an accident not involving the loss of a human life, drug and alcohol tests will be conducted on each covered employee operating the public transportation vehicle at the time of the accident if at least one of the following conditions is met: (1) The accident results in injuries requiring immediate medical treatment away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident, (2) One or more vehicles incurs disabling damage and must be towed away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident.”</i> ○ This change was made to address the fact that in non-fatal accidents, if an employee can be completely discounted as a contributing factor, a Department of Transportation – Federal Transit Administration (DOT-FTA) post-accident test would not be authorized.
GOVERNANCE POLICY	Policy 2.10 Board Awareness and Support
FISCAL IMPLICATIONS	There are no fiscal impacts associated with this informational update at this time

EXHIBITS/ATTACHMENTS

1. [Exhibit 1:](#) RFTA Updated Drug and Alcohol Policy-Resolution 2026-24
2. [Exhibit 2:](#) Redline of Amended Drug and Alcohol Policy

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-24**

APPROVAL OF REVISIONS TO THE DRUG AND ALCOHOL POLICY

WHEREAS, Roaring Fork Transportation Authority ("RFTA") maintains a Drug and Alcohol Policy to promote workplace safety and comply with applicable federal and state regulations; and

WHEREAS, the Colorado Department of Transportation ("CDOT") has established requirements governing drug and alcohol testing and related policies for transportation agencies receiving state or federal funding; and

WHEREAS, RFTA staff have reviewed the existing Drug and Alcohol Policy and identified revisions necessary to maintain compliance with applicable CDOT requirements; and

WHEREAS, and adoption of the revised policy supports RFTA's commitment to safety, regulatory compliance, and the goals established in the Authority's strategic plan; and

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

THAT, the Board of Directors approves the revisions to the RFTA Drug and Alcohol Policy as presented by staff.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 13 day of AUGUST, 2026.

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

Greg Poschman, Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on August 13, 2026 (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 13 day of AUGUST, 2026.

Kimberly Wells, Secretary to the RFTA Board of Directors

ROARING FORK TRANSPORTATION AUTHORITY

DRUG AND ALCOHOL POLICY

Revised: November, 2023
Adopted by Board: December 14, 2023

TABLE OF CONTENTS

1.0	GENERAL POLICY STATEMENT	4
2.0	APPLICABILITY	5
2.1	<i>Categories of Employees</i>	5
2.2	<i>Categories of Prohibited Substances</i>	6
2.2.1	Controlled Substances	6
2.2.2	Legal Drugs or Medications	6
2.2.3	Alcohol	7
2.3	Hours of Compliance	7
3.0	PROHIBITED CONDUCT; DISCIPLINE	7
3.1	<i>Possession/Use of Prohibited Substances</i>	7
3.2	<i>Intoxication/Under Influence</i>	7
3.3	<i>Positive Drug or Alcohol Tests</i>	7
3.3.1	Alcohol Test of 0.02 or greater but Less than 0.04	8
3.3.2	Verified Positive Test	8
3.4	<i>Noncompliance with Testing Requirements</i>	9
3.5	<i>Criminal Convictions</i>	10
3.6	<i>Noncompliance with Treatment Requirements</i>	10
3.7	<i>Improper Use of Policy</i>	10
4.0	DRUG AND ALCOHOL TESTING	10
4.1	<i>Test Procedures</i>	10
4.1.1	Drug Testing Procedures	10
4.1.2	Alcohol Testing Procedures	12
4.2	<i>Categories of Tests</i>	12
4.2.1	Pre-Employment Testing	12
4.2.2	Reasonable Suspicion Testing	13
4.2.3	Post-Accident Testing	13
4.2.4	Return-to-Duty Testing	14
4.2.5	Follow-Up Testing	14
4.2.6	Random Testing	15
4.3	<i>Employee Status Pending Test Results</i>	15
5.0	CONSEQUENCES OF POSITIVE TESTS	16
5.1	<i>Special Consequences for Safety-Sensitive Employees</i>	16
5.2	<i>Consequences of Employee Violation</i>	16
5.3	<i>Discipline</i>	16
5.4	<i>Employment Assessment</i>	16

5.5	<i>Return to Duty Requirements</i>	17
5.6	<i>Behavior Constituting Refusal to Submit to Test</i>	17
6.0	EMPLOYEES WHO SEEK ASSISTANCE PRIOR TO POSITIVE TESTING	18
7.0	SYSTEM CONTACT	18
APPENDIX A		19
	MATERIALS ON DRUG AND ALCOHOL ABUSE	19
	DRUGS AND ALCOHOL: EFFECTS, SIGNS AND SOLUTIONS	19
	EFFECTS OF DRUG AND ALCOHOL ABUSE	19
	SIGNS OF DRUG AND ALCOHOL ABUSE	20
	SOLUTIONS FOR DRUG AND ALCOHOL ABUSE	21
APPENDIX B		23
	FEDERALLY REQUIRED ELEMENTS OF POLICY	23
APPENDIX C		24
	SAFETY-SENSITIVE POSITIONS	24
ACKNOWLEDGEMENT OF RECEIPT		25

Updated and Adopted 12/14/2023

ROARING FORK TRANSPORTATION AUTHORITY

DRUG AND ALCOHOL POLICY

1.0 GENERAL POLICY STATEMENT

The Roaring Fork Transportation Authority is dedicated to providing safe, dependable, and economical transportation services to the public, and to provide a healthy, safe and satisfying work environment for our employees. RFTA employees must be able to work in a drug and alcohol-free work environment. It is the responsibility of all employees to report to work free of alcohol and controlled substances. RFTA employees are also expected to act to prevent unsafe practices of fellow employees. At the same time, every effort must be made to protect and respect employees' rights and privacy.

To meet these goals, RFTA has implemented this policy to 1) **detect** drug or alcohol use in violation of this policy through testing; 2) encourage employees to obtain **treatment and rehabilitation** for drug and alcohol problems; 3) **deter** drug or alcohol use in violation of this policy through education, training and discipline; and 4) **enforce** RFTA's goal of a drug and alcohol-free work environment through appropriate discipline. Additionally, the purpose of this policy is intended to comply with all applicable Federal regulations governing workplace anti-drug and alcohol testing programs in the Transportation industry. Specifically, the Federal Transportation Administration (FTA) of the U.S. Department of Transportation has published 49 CFR Part 655, as amended, that mandates drug testing and alcohol testing for safety-sensitive positions, and prohibits performance of safety-sensitive functions when there is a positive result, or test refusal. The U.S. Department of Transportation (USDOT) has also published 49 CFR Part 40, as amended, that sets standards for the collection and testing of specimens for drug and alcohol testing. The current version of Part 40 is available for review by RFTA employees upon request.

Drug and alcohol misuse can have profound effects on the health, work and personal life not only of the user but also the user's family, friends and the public at large. Employees should be aware of the signs and symptoms of drug or alcohol problems, and of available methods of intervening when a substance use problem is suspected. Appendix A to this policy contains additional discussion of these matters.

Many elements of this policy are required by federal regulations covering persons in safety-sensitive positions, such as requiring applicants to answer questions and sign a release allowing RFTA to make inquiries into the applicant's drug and alcohol history with previous employers for the previous 2 years. Other elements of this policy are not required by federal regulations but are under the sole authority of RFTA policy. When language appears in this policy that is official RFTA policy and not federal regulations, that language will be italicized. Any testing performed under RFTA authority shall be conducted as non-DOT tests using non-DOT forms. Appendix B to this policy explains which elements of this policy are federally required. Employees wishing to review federal regulations on drug and alcohol use may contact RFTA's Labor Relations or Legal Divisions.

This policy was originally adopted by the RFTA Board of Directors on May 2, 1996. Revisions to this policy were adopted by the RFTA Board on August 8, 2002, April 14, 2005, October 10, 2014 and January 11, 2018. This policy supersedes all other RFTA drug, alcohol or substance abuse policies. To the extent that any elements of this policy may conflict with federal or state regulations as they may be amended or revised in the future, the applicable Federal and State regulations shall control. Employees are expected to review, be familiar with, and obey this policy and all laws concerning drug and alcohol use and testing.

Compliance with this policy, including participation in RFTA's drug and alcohol testing program, is a required condition of employment.

2.0 APPLICABILITY

2.1 *Categories of Employees*

This policy applies to all safety-sensitive *and non-safety-sensitive RFTA employees*, volunteers and contractors; except maintenance performed by maintenance contractors on 5311 funded vehicles who are excluded. For ease of reference, all of the above persons are referred to in this policy as "employees" unless otherwise noted. *Visitors and vendors are expected to adhere to this policy while on RFTA property.*

In addition to being subject to all other elements of this policy, employees who perform "safety-sensitive functions" for RFTA, as that term is defined in federal regulations (49 CFR Parts 40 and 655, are subject to random drug and alcohol testing and other special requirements set forth in this policy. Generally, a safety-sensitive function occurs when an employee is performing, ready to perform or immediately available to perform any duty related to the safe operation of public Transportation services. The following are safety-sensitive functions:

1. Operation of a revenue service vehicle, whether or not such vehicle is in revenue service.
2. Controlling dispatch or movement of a revenue service vehicle.
3. Maintaining revenue service vehicles or equipment used in revenue service.
4. Carrying a firearm for security purposes.
5. Supervising, where the supervisor performs any function listed in Items 1-4 above.
6. The operation of a non-revenue service vehicle by an employee when the operation of such a vehicle requires the driver to hold a Commercial Drivers License (CDL).
7. Volunteers are exempt from FTA testing unless they receive some form of remuneration above actual personal expenses or is required to hold a CDL to operate the vehicle. *If a volunteer is otherwise to be randomly tested, under RFTA authority, they will be placed in a non-safety-sensitive random testing pool.*

A list of safety-sensitive positions is attached as Appendix C to this policy. This list may not be all-inclusive; any employee unsure whether the employee performs safety-sensitive functions should check with the employee's supervisor.

The Designated Contact Persons on Drug and Alcohol matters are Ian Adams (Director of Operations), Don Slover (Operations Manager), Lou Gregorich (Operations Manager), and Jason Smith (Safety and Training Manager) .

2.2 Categories of Prohibited Substances

This policy applies to prohibited substances (Section 2.2.1); legal drugs or medications which may impair mental functioning, motor skills or judgment (Section 2.2.2); and alcohol (Section 2.2.3). For ease of reference, these substances are collectively referred to in this policy as "prohibited substances" unless otherwise noted.

2.2.1 Controlled Substances

Prohibited substances are any drug or other substance identified in Schedules I through V of the federal Controlled Substance Act (21 USC 801 et seq.), federal regulations at 21 CFR 1308.11 through 1308.15, the Colorado Controlled Substance Act (CRS 12-22-301), all as amended, and any other federal or state law or regulation defining controlled substances or illegal drugs. Controlled substances include, but are not necessarily limited to: marijuana, cocaine, opioids, amphetamines, and PCP (phencyclidine).

Federal Transit Administration drug testing regulations (49 CFR Part 655) require that all employees covered under FTA authority be tested for marijuana, cocaine, amphetamines, opioids, and phencyclidine as described in this policy. Illegal use of these five drugs is prohibited at all times and thus, covered employees may be tested for these drugs anytime that they are on duty.

2.2.2 Legal Drugs or Medications

Legally prescribed or non-prescription drugs or medications are normally not prohibited substances under this policy. *A legally prescribed drug or medication is one for which the employee has a prescription or other written authorization from a licensed health care provider permitted by law, consistent with the controlled substances act, to prescribe or dispense drugs or medications. The authorization must include the employee's name, the name of the substance, the amount to be taken, and the period of authorization.* It is important to note that the use of marijuana in any circumstances remains completely prohibited for any safety-sensitive employee subject to drug testing under USDOT regulations. The use of marijuana in any circumstance (including under state recreational and/or medical marijuana laws) by a safety-sensitive employee is a violation of this policy and a violation of the USDOT regulation 49 CFR Part 40, as amended.

If the employee is using any drug or medication which may impair mental functioning, motor skills or judgment, before performing work-related duties the employee must have written authorization from the prescribing physician to use said drugs while on duty and must present the authorization to the Drug and Alcohol Program Manager or, in his absence, their direct Supervisor.

If an employee fails to follow the above procedure or misuses or abuses the drug or medication, the drug or medication may be considered a prohibited substance for purposes of disciplinary action under this policy.

2.2.3 Alcohol

Alcohol is a colorless, volatile liquid that is the intoxicating agent in fermented and distilled beverages. It also includes ethyl-alcohol or other low molecular weight alcohols including methyl or isopropyl alcohol. Alcohol can be found in certain medications, mouthwash, candies as well as in alcoholic beverages. The use of containing alcohol (including mouthwash, medication, food, candy) or any other substances containing alcohol in a manner which violates the conduct listed in this policy is prohibited.

2.3 *Hours of Compliance*

Employees are subject to this policy while on RFTA duty, in RFTA uniform, in or on RFTA property or vehicles, and on lunch or other breaks if the employee is scheduled to return to work when the break ends. Employees are prohibited from consuming alcohol while performing safety-sensitive duties, four hours prior to performing a safety-sensitive function, and up to eight hours following an accident or until the employee undergoes a post-accident test, whichever occurs first. Employees are subject to this policy on regularly scheduled days, and when volunteering for or assigned to extra work on days off, holidays, etc. Safety-sensitive employees are also subject to this policy at additional times set forth in Section 3.4 of this policy.

Illegal use of the drugs listed in this policy and as defined in 49 CFR Part 40, as amended is prohibited at all times. All covered employees are prohibited from reporting for duty or remaining on duty if they have used a prohibited drug as defined in 49 CFR Part 40, as amended.

3.0 PROHIBITED CONDUCT; DISCIPLINE

Discipline under this policy is independent of discipline for violation of any other performance code or work rules. For example, any employee who causes an accident and tests positive for alcohol use may receive separate, consecutive penalties for both the accident and the positive test.

3.1 *Possession/Use of Prohibited Substances*

Any employee found to manufacture, distribute, dispense, sell, possess, or use prohibited substances will be subject to *discipline up to and including termination.*

3.2 *Intoxication/Under Influence*

Any employee reasonably suspected of being intoxicated by, impaired by, or under the influence of a prohibited substance, or of being not fit for duty due to use of a prohibited substance, while on RFTA business, in or on RFTA premises or vehicles, or in RFTA uniform, will be immediately suspended from job duties pending an investigation and verification of his or her condition.

3.3 *Positive Drug or Alcohol Tests*

Discipline for positive drug or alcohol tests or a refusal to test will range from suspension to termination as set forth in this policy. In addition, Sections 5.3 and 5.4 of this policy specify an

employment assessment and return-to-duty requirements following a verified positive test (i.e., a positive confirmatory test for drug use or alcohol concentration of 0.04 or greater).

If an employee loses time while removed from service pending report of a confirmatory test (or for safety-sensitive employees, while removed from service under Section 5.1 of this policy) such time will be counted towards disciplinary suspension time.

3.3.1 Alcohol Test of 0.02 or greater but Less than 0.04

Federal law requires RFTA to remove a safety-sensitive employee from the performance of safety-sensitive functions as provided in Section 5.1 of this policy if a confirmatory breath alcohol test indicates an alcohol concentration of 0.02 or greater but less than 0.04. *To deter such conduct, a safety-sensitive employee with a confirmatory breath alcohol test of 0.02 or greater but less than 0.04 will receive at least the following minimum discipline.*

1. *First violation within 12-month period: Three working-day unpaid suspension (with time lost under Section 5.1 counting toward the suspension time); warning letter; and recommendation that the employee seek assistance from the Employee Assistance Program (EAP).*

For a first violation within a 12-month period when the employee is already currently subject to the return-to-duty requirements of Section 5.4 of this policy, discipline may be a five working-day unpaid suspension (with time lost under Section 5.1 counting toward the suspension time) up to termination, depending on the circumstances.

2. *Second violation within a 12-month period: Disciplined as if it was a "verified positive" test as defined in Section 4.1.2 of this policy.*

For a second violation within a 12-month period when the employee is already currently subject to the return-to-duty requirements of Section 5.4 of this policy, the employee may be terminated.

3.3.2 Verified Positive Test

Any employee with a "verified positive" drug test, an alcohol test of 0.04 or above, or who refuses to test, as that term is defined in Section 4.1 of this policy (i.e., a verified positive confirmatory test for drug use or alcohol concentration of 0.04 or greater), will be immediately removed from the performance of safety-sensitive functions and will receive the following discipline:

1. *First violation: 20 working-day unpaid suspension to termination, depending on circumstances. All employees will also be referred to a USDOT qualified Substance Abuse Professional (SAP). If discipline is other than termination, the employee must also undergo an employment assessment and fulfill return-to-duty requirements as set forth in Sections 5.3 and 5.4 of this policy.*

For a violation when the employee is already currently subject to the return-to-work duty requirements of Section 5.4 of this policy, the employee may be terminated.

2. *Second violation: The employee will be terminated and will again be referred to a SAP.*

3.4 Noncompliance with Testing Requirements

Any employee who refuses to comply with a RFTA request for drug or alcohol testing will be treated as if the employee had received a "verified positive" drug/alcohol test result (i.e., a positive confirmatory test for drug use or alcohol concentration of 0.04 or greater), will be removed from safety-sensitive service immediately, *and will be subject to discipline up to and including termination*. In addition, noncompliance with testing requirements constitutes a positive test result for purposes of Section 5.1 of this policy (removal of safety-sensitive employees from service and referral to a SAP).

- "Refusal to comply" is defined as the following by 49 CFR Part 40.191 and 40.261:
 - Fail to appear for any test (except a pre-employment test) within a reasonable time, as determined by RFTA.
 - Fail to remain at the testing site until the testing process is complete. An employee who leaves the testing site before the testing process commences for a pre-employment test has not refused to test.
 - Fail to attempt to provide a specimen. An employee who does not provide a specimen because he or she has left the testing site before the testing process commenced for a pre-employment test has not refused to test.
 - In the case of a directly-observed or monitored collection for a drug test, fail to permit monitoring or observation of your provision of a specimen.
 - Fail to provide a sufficient quantity of specimen without a valid medical explanation.
 - Fail or decline to take a second test as directed by the collector or RFTA's Designated Employer Representative (DER).
 - Fail to undergo a medical evaluation as required by the MRO or RFTA's Designated Employer Representative (DER).
 - Fail to cooperate with any part of the testing process.
 - Fail to follow an observer's instructions to raise and lower clothing and turn around during a directly-observed urine specimen collection for a drug test.
 - Possess or wear a prosthetic or other device used to tamper with the collection process.
 - Admit to the adulteration or substitution of a specimen to the collector or MRO.
 - Refuse to sign the certification at Step 2 of the Alcohol Testing Form (ATF).
 - Fail to remain readily available following an accident.
 - If the MRO reports that you have a verified adulterated or substituted test result, you have refused to take a drug test.

3.5 Criminal Convictions

Any employee who is convicted of a felony involving off-site sale or distribution of a controlled substance, or who fails to immediately notify his or her supervisor of any such conviction, will be subject to discipline up to and including termination. All RFTA employees are required to notify RFTA management of any criminal drug statute conviction for a violation occurring in the workplace with five days after such conviction, as stated in the Drug-Free Workplace Act of 1988.

3.6 Noncompliance with Treatment Requirements

Under certain circumstances, federal law requires RFTA to impose and monitor treatment of RFTA employees for prohibited drug use and/or alcohol misuse, and to set aftercare and return-to-duty requirements (see Sections 5.3 and 5.4 of this policy). *Any employee who refuses or fails to comply with RFTA requirements for substance abuse treatment, aftercare, or return to duty will be subject to discipline up to and including termination.*

3.7 Improper Use of Policy

Supervisors, managers and employees are required to use and apply all aspects of this policy in an unbiased and impartial manner. Any employee who knowingly disregards the requirements of this policy, or who deliberately misuses or misapplies this policy against any other employee, will be subject to discipline up to and including termination.

4.0 DRUG AND ALCOHOL TESTING

4.1 Test Procedures

Employees may be required to submit to drug testing and/or alcohol testing under circumstances set forth in this policy. Testing shall be conducted in a manner to protect the rights of the employee, assure the integrity of the drug testing process, safeguard the validity of the test results, and ensure that test results are attributed to the correct employee. Tests will use techniques, equipment and laboratory facilities which have been approved by the federal government. All testing will be conducted consistent with federal requirements at 49 CFR Parts 40, and 655.

RFTA will strictly adhere to all standards of confidentiality. Testing records and results will be released only to those authorized by federal regulations to receive such information. RFTA will strive to protect employees' rights to dignity, privacy and confidentiality throughout the testing process.

Employees are permitted to have an Attorney or Union Representative present at the time of specimen collection. All cost of this representation shall be at the employee's expense. **Testing will in no way be delayed to wait for this representation.**

4.1.1 Drug Testing Procedures

RFTA will designate a medical review officer (MRO) to receive drug test results and evaluate, interpret and verify the results in conjunction with an employee's medical history,

to determine whether a positive drug test result is caused by the use of prohibited substances or by an employee's appropriate use of prescription medication. The MRO will assure the validity and accuracy of drug test results.

In the event of an initial positive laboratory test result, the MRO will attempt to directly contact the employee for a discussion of initial positive test results. If the MRO is unable to contact the employee after making all reasonable efforts and documenting them, the MRO shall contact the designated employer representative who shall direct the employee to contact the MRO immediately. It is the employee's responsibility to call the MRO back after the MRO has notified him/her of the need to do so.

Drugs to be tested for include marijuana, cocaine, opioids, amphetamines, and phencyclidine (PCP). An initial drug screen will be conducted on each specimen at a laboratory certified by the U.S. Department of Health and Human Services (DHHS). For specimens that are not negative, a second, confirmation, test will be performed. The second test will be considered a "verified positive" test under this policy if the amounts present in the confirming test are at or above the minimum thresholds established by federal regulations at 49 CFR Part 40 and the MRO determines that the positive results were caused by the use of prohibited substances.

Any employee disputing the results of a required drug test under this policy may, within seventy-two (72) hours of notice of the initial test results, request that an additional test be conducted. The additional test shall be conducted at a different DHHS-certified testing laboratory on a split sample provided at the same time as the original sample. RFTA will ensure that the cost for the split specimen are covered in order for a timely analysis of the sample, *however, RFTA will seek reimbursement for all costs for such testing from the employee unless the second test invalidates the first test.* The methods of collecting, storing and testing the split sample will be consistent with 49 CFR Part 40.

Observed Collections:

Consistent with 49 CFR part 40, as amended, collection under direct observation with no advance notice will occur if:

- 1) The laboratory reports to the MRO that a specimen is invalid, and the MRO reports to RFTA's Designated Employee Representatives that there was not an adequate medical explanation for the result; or
- 2) The MRO reports to RFTA's Designated Employee Representatives that the original positive, adulterated, or substituted test result had to be cancelled because the test of the split specimen could not be performed.
- 3) The collector observes materials brought to the collection site or the employee's conduct clearly indicates an attempt to tamper with the specimen.
- 4) The temperature on the original specimen was out of range.

- 5) The original specimen appeared to have been tampered with.
- 6) The specimen was super-diluted (as defined in 49 CFR Part 40.197(b)(1))
- 7) RFTA's Designated Employee Representatives must direct a collection under direct observation of an employee if the drug test is a return to duty or a follow-up test.

Negative Dilute Tests:

All "Negative Dilute" test results, of any type, will be treated as a negative result, and no additional testing will be performed unless directed by the MRO.

4.1.2 Alcohol Testing Procedures

Alcohol tests will be performed in accordance with 49 CFR Part 40, as amended, by a trained technician. If the initial test indicates an alcohol concentration of 0.02 or greater, a second, confirmation, test will be performed. The confirmation test must be conducted no sooner than 15 minutes after the screening test and can only be administered with an Evidential Breath Testing Device (EBT) by a certified Breath Alcohol Technician. If the confirmation test indicates an alcohol concentration of 0.04 or greater, the confirming test will be considered a "verified positive" test under this policy.

All random, reasonable suspicion and follow-up alcohol tests must only be conducted just before, during or just after the performance of safety-sensitive duties.

4.2 *Categories of Tests*

4.2.1 Pre-Employment Testing

All applicants for employment will be tested for drugs prior to employment in a safety-sensitive position at RFTA, and prior to transfer from a non-safety-sensitive position into a safety-sensitive position. Receipt by RFTA of verified negative drug test results is required prior to the performance of safety-sensitive duties, *employment or transfer*. *A verified positive test (i.e., a positive confirmatory test for drug use) will disqualify an applicant from again applying for employment or transfer for 18 months;* in addition, the applicant must provide evidence from a Substance Abuse Professional (SAP) of compliance with a recommended education/treatment plan.

If a safety-sensitive employee has not performed safety-sensitive functions for more than 90 days and has not remained in the random pool during that time, the employee must pass a Pre-Employment drug test with verified negative results before resuming safety-sensitive duties.

If the test is cancelled the applicant must retake and pass a drug test before performing safety-sensitive duties.

A covered employee or applicant who has previously failed or refused a DOT preemployment drug and/or alcohol test must provide proof of having successfully completed a referral, evaluation, and treatment plan meeting DOT requirements.

4.2.2 Reasonable Suspicion Testing

An employee will be tested where there is reasonable suspicion that the employee has engaged in prohibited drug use or alcohol misuse. To come under reasonable suspicion, the employee must be observed by a supervisor trained in the detection of drug use or alcohol misuse. Only a trained supervisor can make a reasonable suspicion referral. Reasonable suspicion testing is required when one trained supervisor can articulate and substantiate (document) specific, contemporaneous, articulable observations of the employee's appearance, behavior, speech or body odor that are consistent with possible drug use and/or alcohol misuse. ~~Examples of conditions which may result in reasonable suspicion testing include, but are not limited to, the following:~~

The supervisor making the decision to reasonable suspicion test may not act as the Breath Alcohol Technician or the Saliva Test Technician. *A supervisor or RFTA representative will escort any employee undergoing a reasonable suspicion test to the collection site.*

Covered employees may be subject to reasonable suspicion drug testing any time while on duty. Covered employees may be subject to reasonable suspicion alcohol testing while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ceased performing such functions.

4.2.3 Post-Accident Testing

In the case of an accident involving a RFTA public transportation vehicle (regardless of whether or not the vehicle is in revenue service) that results in a loss of human life, tests will be conducted on all safety-sensitive employees operating the RFTA vehicle and on any other safety-sensitive employee whose performance could have contributed to the accident. The decision to test other safety-sensitive employees (other than the operator) will be determined by RFTA using the best information available at the time of the decision.

~~In the case of a non-fatal accident involving a RFTA public transportation vehicle, the employee operating the vehicle will be tested for alcohol and drugs (unless the operator's performance can be completely discounted as a contributing factor) if at least one of the following conditions arise: (1) an individual sustains injuries requiring immediate treatment away from the scene at a medical treatment facility, (2) one or more vehicles involved incur disabling damage. RFTA will also test any other safety-sensitive employee whose performance could have contributed to the accident. As soon as practicable following an accident not involving the loss of a human life, drug and alcohol tests will be conducted on each covered employee operating the public transportation vehicle at the time of the accident if at least one of the following conditions is met: (1) The accident results in injuries requiring immediate medical treatment away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident, (2) One or more vehicles incurs disabling damage and must be towed away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident.~~

The above-post-accident testing procedures are separate from reasonable-suspicion testing conducted under Section 4.2.2 of this policy.

Post-accident testing will be done as soon as possible, and no later than eight hours after the accident for alcohol testing and 32 hours after the accident for drug testing. If an alcohol test is not performed within two hours of the accident, the Supervisor will document the reason(s) for the delay. An employee involved in an accident must not use alcohol until after the employee undergoes alcohol testing or eight hours have elapsed, whichever comes first.

Any employee who fails to remain readily available for testing following an accident without appropriate authorization prior to submission to drug and alcohol testing may be considered to have refused the test. Under Section 3.5 of this policy, except for the period necessary to obtain assistance in responding to the accident or to obtain necessary emergency medical care, leaving the scene of an accident is a serious violation *subject to discipline up to and including termination*.

The results of a blood, urine, or breath test conducted by Federal, State, or local officials shall be considered to meet the requirements of this section, provided such test conforms to the applicable Federal, State, or local testing requirements, and that the test results can be obtained by the employer

4.2.4 Return-to-Duty Testing

As part of the employment assessment and return-to-duty requirements set forth in Section 5.3 and 5.4 of this policy, any employee with a verified positive drug or alcohol test (i.e., a verified positive confirmatory test for drug use or alcohol concentration of 0.04 or greater) or a refusal to test must test negative for drugs and/or alcohol before returning to work, and will be subject to the return-to-duty process as required by Subpart O of 49 CFR Part 40 after returning to work.

Before any safety-sensitive employee is allowed to return to duty performing safety-sensitive duties following a verified positive drug or alcohol test, or test refusal they must be evaluated by a SAP, complete required education/treatment and provide a negative return to duty test. Return to duty testing is done as indicated by the SAP and may be for drugs and/or alcohol.

4.2.5 Follow-Up Testing

If an employee is allowed to return to work and passes the return to duty test, the employee will be subject to mandatory minimum of six follow up, unannounced scheduled tests in the first twelve months of safety-sensitive functions following the employee's return to duty. The frequency and timing of these tests will be determined by a SAP. Further, at the direction of the SAP the employee may be tested for up to, but no more than, 60 months (5 years.) or safety-sensitive work. The duration of testing will be extended to account for any subsequent leaves of absence, as necessary. This testing is in addition to the employee being part of the random safety-sensitive pool.

All Return to Duty and Follow Up drug tests will be Direct Observation tests and will follow all procedures set forth by the Office of Drug and Alcohol policy and Compliance U.S. Department of Transportation.

4.2.6 Random Testing

Employees in FTA safety-sensitive positions will be subjected to random drug and alcohol testing pursuant to 49 CFR Part 40 and Part 655. Testing rates will meet or exceed the minimum annual percentage rate set each year by the FTA administrator. The current year testing rates can be viewed online at <http://www.dot.gov/odapc/random-testing-rates>.

Random drug and alcohol tests are unannounced and unpredictable, and the dates for administering random tests are spread reasonably throughout the calendar year. Random testing will be conducted at all times of the day when safety-sensitive functions are performed.

The selection of employees for random drug and alcohol testing will be made by a scientifically valid method, such as a random number table or a computer-based random number generator. Under the selection process used, each covered employee will have an equal chance of being tested each time selections are made.

A covered employee will only be randomly tested for alcohol misuse while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ceased performing such functions. A covered employee may be randomly tested for prohibited drug use anytime while on duty.

If an employee is on vacation or sick leave and they are selected for a random test, RFTA will wait until the employee returns to work to test the employee as long as the testing occurs during the current selection period.

Seasonal employees who have a positive Random, Drug or Alcohol test will be immediately terminated upon receipt of positive test result and be provided with SAP referrals.

4.3 *Employee Status Pending Test Results*

With the exception of random testing and follow-up testing, an employee who is tested for drugs or alcohol may be removed from service without pay and will not be allowed to return to work until test results are reported.

In the event that a Supervisor determines in writing that the accident is likely to have been caused by factors unrelated to the driver's possible use of drugs or alcohol, such as road conditions or actions of other drivers, the supervisor may determine that the driver may remain in service pending the outcome of the testing.

As a general rule, when an employee is sent for a random test, the employee will not be removed from service pending receipt of test results.

5.0 CONSEQUENCES OF POSITIVE TESTS

5.1 *Special Consequences for Safety-Sensitive Employees*

Independent of any discipline that may be imposed under Section 3.3 of this policy, a safety-sensitive employee with a confirmatory alcohol test result of 0.02 or greater, but less than 0.04, shall be immediately removed from service until either (a) the employee's alcohol concentration measures less than 0.02, or (b) the start of the employee's next regularly scheduled duty period, but not less than eight (8) hours following administration of the test. Independent of any discipline that may be imposed, a safety-sensitive employee with a verified positive drug test, alcohol test (i.e., an alcohol test with a BAC of 0.04 or greater), or refusal to test shall be immediately removed from safety-sensitive service until completion of the USDOT return-to-duty process in accordance with 49 CFR Part 40, Subpart O (as listed under Section 5.3 of this policy).

5.2 *Consequences of Employee Violation*

- 1) The consequences of a verified positive drug test, alcohol test 0.04 or above, or refusal to test are as follows: 1) removed immediately from safety-sensitive duty. 2) Advised of education/treatment program for drug or alcohol misuse. 3) Referred for evaluation by a USDOT qualified SAP.
- 2) For a non-negative (≥ 0.02 but < 0.04) alcohol test the consequences are as follows: 1) removed immediately from safety-sensitive duty for 8 hours or until retest is below 0.02 BAC. 2) *Employee signs statement that he/she won't perform safety-sensitive duties or operate a motor vehicle during this period.* 3) Advised of education/treatment program for alcohol misuse.
- 3) An employee who uses alcohol after an accident before 8 hours has elapsed or before testing obligation is completed will 1) Be removed immediately from safety-sensitive duty 2) Advised of education/treatment programs for alcohol misuse.

In all circumstances, non- safety-sensitive employees who fail a non- DOT test will be referred to EAP.

5.3 *Discipline*

Discipline for a positive drug or alcohol test is set forth in Paragraphs 3.3 and 5.2 above.

5.4 *Employment Assessment*

Any safety-sensitive employee with a verified positive test (i.e., a verified positive confirmatory test for drug use or alcohol concentration of 0.04 or greater), or who refuse to test will be immediately removed from safety-sensitive duty and must be promptly assessed by a Substance Abuse Professional (SAP). A SAP is either a licensed physician (Medical Doctor or Doctor of Osteopathy (MRO)), or a licensed or certified psychologist, social worker, employee assistance professional, state-licensed or certified family and marriage therapist, or drug and alcohol counselor (certified by the National Association of Alcoholism and Drug Abuse Counselors

Certification Commission (NAADAC) or the International Certification Reciprocity Consortium/Alcohol and Other Drug Abuse (ICRC) or the National Board for Certified Counselors, Inc. and Affiliates/Master Addictions Counselor (NBCC)) and has knowledge of and clinical experience in the diagnosis and treatment of alcohol and drug-related disorders. SAPs and MROs under contract with RFTA will meet the requirements and follow the procedures set forth in 49CFR Part 40. Also, SAPs and MROs working for RFTA must be DOT qualified. The SAP will evaluate each employee to determine what assistance the employee needs in resolving problems associated with prohibited drug use or alcohol misuse.

Assessment by SAP does not exempt an employee from discipline, and does not guarantee continued employment or reinstatement. The cost of any treatment or rehabilitation services will be borne by the employee.

If the SAP releases the employee to return to duty, the employee must promptly follow the rehabilitation program prescribed by the SAP, must pass a return-to-duty test, and must fulfill the return-to-duty requirements of Section 5.5 of this policy.

5.5 Return to Duty Requirements

Employees who re-enter the workforce following 1) completion of a disciplinary suspension for a verified positive drug or alcohol test, 2) a favorable employment assessment, and 3) successful return-to-duty testing, shall be subject to the following requirements:

- 1) Unannounced follow-up drug and/or alcohol testing for one (1) to five (5) years as determined by the SAP. *The cost of such tests will be borne by the employee.*
- 2) An agreement to follow specified after-care requirements recommended by the SAP, with the understanding that the employee must successfully comply with treatment recommendations, and if not, the DER will not return the employee to safety-sensitive functions. *The cost of such requirements will be borne by the employee.*
- 3) Compliance with all recommendations of the SAP, and release of information to RFTA from each treatment provider (including records of attendance, recommendations, and compliance).

An employee's violation of the above requirements may be grounds for termination under Section 3.8 of this policy.

5.6 Behavior Constituting Refusal to Submit to Test

Refusal to test is equivalent to a positive test. See section 3.5 of this policy for a definition of refusal to test.

Any refusal to cooperate with Federally Mandated Drug and Alcohol testing will be grounds for immediate termination.

6.0 EMPLOYEES WHO SEEK ASSISTANCE PRIOR TO POSITIVE TESTING

Employees are strongly encouraged to seek assistance to overcome alcohol or drug dependency problems before accidents or violations of this policy occur. RFTA is strongly committed to working in a positive manner with such employees. A self-referral or management referral to the employer's counseling professional that was not precipitated by a positive test result does not constitute a violation of the Federal regulations and will not be considered as a positive test result in relation to the progressive discipline defined in this policy.

Employees who seek assistance with alcohol or drug dependency by participating in appropriate treatment and/or rehabilitation programs will not be subject to discipline for their participation in such program. Employees participating in or completing a treatment or rehabilitation program will continue to be required to comply with RFTA performance standards, policies, and rules and regulations, including but not limited to this policy, and will be subject to discipline if these are violated.

If determined necessary by RFTA-approved medical professionals, medical leaves of absence may be arranged to allow for proper treatment of employees who seek assistance with alcohol or drug dependency, and RFTA may make other reasonable accommodations pursuant to federal law.

*RFTA offers an Employee Assistance Program (EAP) which is confidential, voluntary, and independent of RFTA. EAP counselors can provide drug or alcohol treatment and/or rehabilitation programs. Employees can call the EAP office directly and confidentially at **Aetna EAP, Program 1-888-238-6232** to obtain additional information and to make an appointment. Alternatively, RFTA encourages appropriate treatment or rehabilitation programs with qualified Professionals of their choice.*

Upon successful completion of a treatment or rehabilitation program for drug or alcohol dependence, an employee will be subject to random testing for one year. An employee who fails to comply with random testing will be subject to discipline under Section 3.5 of this policy.

7.0 SYSTEM CONTACT

Employees are expected to fully understand and obey this policy. If you have any questions about this policy or its effect on you, please ask your supervisor. Any persons with questions regarding this policy or related matters are also invited to contact RFTA's primary Designated Employer Representatives (DERs); Ian Adams, Director of Operations, (970) 384-4951, iadams@rfta.com; Jason Smith, Safety and Training Manager, jsmith@rfta.com or Don Slover (970) 274-9517, dslover@rfta.com and Lou Gregorich (970) 384-4880 lgregorich@rfta.com, Operations Managers. Office location - 0051 Service Center Drive, Aspen, CO 81611.

APPENDIX A

ROARING FORK TRANSPORTATION AUTHORITY DRUG AND ALCOHOL POLICY

MATERIALS ON DRUG AND ALCOHOL ABUSE

The attached materials contain discussion of the effects of drug and alcohol abuse on the health, work and personal life not only of the abuser but also the abuser's family, friends and the public at large. The materials also discuss the signs and symptoms of drug and alcohol problems, and possible methods of intervening.

NOTE: RFTA provides its employees a confidential Employee Assistance Program (EAP) which provides employees and their immediate families a broad range of confidential counseling and referral services for personal and job-related problems, including drug or alcohol abuse. The program is available 24-hours a day, seven days a week. The EAP provides up to eight sessions of counseling for a problem and, if warranted, refers the employee or family member to another agency or helping facility. The employee is responsible for charges after a referral is made; however, the EAP can often find an agency whose services are free or covered by insurance. Sick leaves may be used to visit EAP counselors during regular business hours.

DRUGS AND ALCOHOL: EFFECTS, SIGNS AND SOLUTIONS

One in every ten U.S. workers abuses alcohol or drugs. In fact, some studies conclude that up to 20-25 percent of the nation's workforce may be abusing alcohol or drugs. Experts estimate that there are 10 million alcoholics in this country, 6 million current cocaine abusers, 16 to 20 million people who frequently use marijuana, and several million persons who abuse prescription drugs.

Contrary to popular belief, relatively few drug or alcohol abusers are on "skid row." For example, only three percent of alcoholics are destitute; most hold jobs and have families.

Drugs and alcohol affect their users' judgment, performance and safety-awareness, which in turn directly affects the safety and well-being of the users' families, all other employees, and the public at large.

EFFECTS OF DRUG AND ALCOHOL ABUSE

Drug and alcohol abuse affect a person physically and mentally. These effects occur not only during actual intoxication (which can last from almost immediately in the case of alcohol, to one to 24 hours after intake for other drugs), but also during residual hangovers, fatigue rebounds, and longer periods of mental impairment. Physical and mental effects may include:

- Slow reactions
- Poor coordination
- Fatigue
- Delayed decision-making
- Poor or erratic judgment
- Confusion
- Learning difficulties
- Poor memory

- Loss of concentration
- Depression or anxiety
- Difficulty in sorting out priority tasks
- Neurotic or psychotic behavior
- Refusal to accept authority

Drugs and alcohol can also lead to many serious physical problems. For example, cocaine use, even in small amounts, or by first-time users - has been linked with heart attacks. Amphetamine abuse can lead to strokes. Alcoholism can cause fatal cirrhosis of the liver. Use of heroin and other intravenously injected drugs expose the user to the transmissions of AIDS.

Some persons wrongly believe that marijuana is relatively "safe." However, in addition to marijuana's links to many of the above physical and mental disturbances, research indicates that marijuana is a "gateway" drug leading to further drug use. Almost 60 percent of marijuana users will go on to use other drugs.

RFTA's mission to provide safe and efficient mass Transportation is directly threatened by employees' drug and alcohol abuse. For example, each year approximately two million motor vehicle collisions occur that involve drinking and driving, injuring 700,000 persons and killing 25,000 persons. One of every two Americans will be involved in an alcohol related traffic accident in his or her lifetime.

SIGNS OF DRUG AND ALCOHOL ABUSE

The first signs of drug or alcohol abuse may be hard to distinguish from signs of other problems such as job stress, overwork, fatigue or emotional problems. To make recognition even more difficult, drug and alcohol-abusing employees often develop survival skills to avoid detection. Supervisors and co-workers need to be aware of the following general signs of drug and alcohol abuse:

- **Absenteeism or tardiness.** Employees with substance abuse problems may be absent an average of two to three times more than the normal employee. They may exhibit a pattern of absences on certain days, such as Mondays and Fridays.
- **Staff turnover.** Chemically dependent people have disorganized lives. Many quit rather than face detection; others transfer or are fired for poor or unsafe performance.
- **Equipment breakdown.** Substance-abusing employees often lose interest in maintenance of equipment and may use broken equipment as a way to avoid work.
- **Erratic performance; poor work quality.** Mental and physical agility and concentration deteriorate with substance abuse. The abuser may miss deadlines, have poor concentration, work in bursts of energy, and overlook important details. The person becomes unreliable.
- **Poor morale.** Substance abuse creates wide mood swings, anxiety depression and anger. Co-workers often see substance abusers as poor "team workers" and safety hazards. Abusers often blame work problems on someone or something else.
- **Increased accidents and "near misses."** Impaired employees are 3.6 times more likely to cause an accident. Even small quantities of drugs or alcohol in the system can cause deterioration of

alertness, clear mindedness, and reaction speed. For example, studies show that a person's driving ability substantially decreases at a blood alcohol content level of .04%. This is the equivalent of approximately two beers or one martini consumed in one hour.

- **Theft.** Drugs are expensive, and drug users need lots of money to support their habits. As substance abusers' value systems and judgment are affected by drugs, their loyalty and dedication to their co-workers and employers is weakened

The following signs may also indicate involvement of drugs or alcohol in a person's problems:

- Sudden changes, usually for the worse, in attitude, work performance or behavior.
- A lackadaisical, "I don't care" attitude.
- Deteriorating or erratic performance.
- Hangover symptoms.
- Drug-culture jargon.
- Secretive behavior.
- Wanting to be alone; avoiding "straight" co-workers.
- Forgetfulness, indecision, erratic judgment.
- Impulsive and temperamental behavior.
- Changes in personal appearance or hygiene.
- Jitters, hand tremors, hyper excitability.
- Carelessness.
- Sleeping on the job.
- Sudden weight loss.
- Chronic cough or runny nose.
- Sores around the nose, or marks on the arms.

NOTE: Each symptom, by itself, may point to problems other than drug or alcohol abuse. However, when a pattern begins to develop, a supervisor, manager, co-worker or family member needs to be alert and act quickly. Fueled by drug or alcohol abuse, these behaviors can quickly lead to accidents, productivity problems, higher operating costs, greater absenteeism, and worsened service to the public.

SOLUTIONS FOR DRUG AND ALCOHOL ABUSE

One of the biggest obstacles to overcome in trying to help or reach the drug or alcohol abuser is **denial**. To overcome a drug or alcohol dependency, a person must first and foremost be able and willing to **recognize** the problem. However, some abusers, especially cocaine users, erroneously believe that the drug actually improves their performance. Others insist that they can "control" their addictions on their own. Denial must be confronted and overcome before the abuser can begin to recover.

Supervisors and co-workers endanger the lives and safety of the abuser, and his or her family, co-workers and the public, if they try to "cover up" for the abusing employee or do the employee's work.

Co-workers and supervisors should **not** allow a suspected substance abuser to continue working at a lower level, and should **not** let friendship with the employee or fear of exposing an "embarrassing" problem lead them into

concealing the problem. They should not share in the abuser's denial by encouraging the abuser to believe that he or she doesn't have a problem.

Co-workers and supervisors should pay attention to the warning signs of drug and alcohol abuse, talk to the abuser about concerns they have for the abuser's health or job, and refuse to cover up for or take excuses from the abuser.

Supervisors should also know how to administer and apply RFTA's Drug and Alcohol Policy and other performance rules and policies.

Successful intervention in the workplace often starts with a frank, firm, but sensitive discussion with the person, focusing on problems with the person's performance and safety. To deal with the person's likely denials, problems should be clearly documented so that the person can be shown clear cut evidence of what is wrong.

Co-workers and supervisors should encourage a suspected abuser of drugs or alcohol to seek assistance from RFTA's Employee Assistance Program. The abuser should be reminded that any help offered through the EAP program is strictly confidential. Such EAP programs have a 70/80 percent success rate for substance abuse recovery. This is higher than rates of other programs, because with EAP programs the employee has the commitment of the company behind him or her.

A person dependent on drugs or alcohol can also be referred to his or her personal health care provider or clergy member, to private alcohol or drug treatment clinics, or to self-help groups such as Alcoholics Anonymous or Narcotics Anonymous.

Additional information on drug and alcohol use and abuse can be obtained from the Employee Assistance program or RFTA's Human Resources Department.

APPENDIX B

ROARING FORK TRANSPORTATION AUTHORITY DRUG AND ALCOHOL POLICY

FEDERALLY REQUIRED ELEMENTS OF POLICY

Many elements of RFTA's Drug and Alcohol Policy are required by federal regulations covering Transportation employees in safety-sensitive positions. Other elements of RFTA's policy are not required by federal regulations but are official RFTA policy. Federal regulations require RFTA to identify which provisions of its policy are mandated by the regulations and which are not. Any testing performed in accordance with a RFTA authorized element will be non DOT.

The parts of the Roaring Fork Transportation Authority Drug and Alcohol Policy **not** mandated by federal regulations are as follows:

1. Application of the policy to employees in non-safety-sensitive positions (see Policy Section 2.1).
2. Testing for any drugs in addition to drugs listed in 49 CFR § 40.85 (see Policy Section 2.2).
3. Federal regulations for Transportation employees in safety-sensitive positions prohibit use of controlled substances at all times, and prohibit alcohol use while performing a safety-sensitive function, four hours prior to performing a safety-sensitive function, and up to eight hours following an accident or until the employee undergoes a post-accident test, whichever occurs first. To the extent that RFTA's policy contains additional hours of compliance (see Policy Sections 2.3, 3.4); RFTA's policy is not mandated by federal regulations.
4. Federal regulations for Transportation employees in safety-sensitive positions specify that if such an employee has a positive drug or alcohol test (see Policy Section 4.0), the employee must be removed immediately from the safety-sensitive function. In addition, any safety-sensitive employee who has a positive drug test, an alcohol concentration of 0.04 or greater, or refuses to submit to a test must be evaluated by a Substance Abuse Professional. To the extent that RFTA's policy contains additional consequences and discipline for positive drug or alcohol tests or for other drug or alcohol-related conduct (see policy sections 3.0, 5.0 and 6.0), RFTA's policy is not mandated by federal regulations.
5. RFTA's policies concerning employees who seek assistance prior to positive testing (see Policy Section 6.0).

APPENDIX C

ROARING FORK TRANSPORTATION AUTHORITY DRUG AND ALCOHOL POLICY

SAFETY-SENSITIVE POSITIONS

(As of November 15, 2023)

NOTE: RFTA employees who perform "safety-sensitive functions," as that term is defined in federal regulations (49 CFR Parts 40, 655), are subject to random drug and alcohol testing and other special requirements. The following list is intended to be all-inclusive, but any employee unsure whether the employee performs safety-sensitive functions should check with the employee's supervisor.

- Non-CDL Service Worker
- Non-CDL Bus Operator
- CDL Service Worker
- CDL Bus Operator
- Transportation Supervisor
- Transit Service Technician
- Transit Collision & Service Tech I
- Transit Collision & Service Tech II
- Transit Mechanic Manager
- Lead Mechanic
- Shop Foreman
- Traveler Transportation Supervisor
- Traveler Relief Supervisor

ACKNOWLEDGEMENT OF RECEIPT

Please submit the completed and signed (in ink) ACKNOWLEDGEMENT OF RECEIPT to Rebecca Borges mailbox.

I have received a copy of the Roaring Fork Transportation Authority Drug and Alcohol Policy. I further understand that it is the employee's responsibility to read, understand and adhere to the Drug and Alcohol Policy. Any questions should be addressed to Ian Adams (Director of Operations), Don Slover or Lou Gregorich (Operations Managers), or Jason Smith (Safety and Training Manager).

NAME (Please Print): _____

EMPLOYEE NUMBER: _____

SIGNATURE: _____

DATE: _____

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

MEETING DATE	August 13, 2026
SUBJECT	Resolution 2026-25: Authorizing the Execution and Transmittal of a Letter of Appreciation to Colorado’s U.S. Delegation for Releasing RAISE Grant
STRATEGIC OUTCOME	7. High Performing Organization
STRATEGIC OBJECTIVE	7.3 Proactively influence policy and legislative development that benefits public transportation to our region
PRESENTED BY	David Johnson, Director of Sustainability and Legislative Affairs
STAFF RECOMMENDS	Authorize the Board Chair to sign the letter
EXECUTIVE SUMMARY	In August 2022, the Colorado Department of Transportation received a \$24.2 million RAISE grant, called the Westward Three, to construct three transit hubs along the Interstate 70 Corridor, including one at the Regional Transit Center, now called Phase 6A1. Starting in 2025, the U.S. DOT initiated reviews of unobligated discretionary grants awarded between FY2022 and FY2025, including this RAISE-funded project. This resulted in the funding being compromised for obligation and contracting. In July 2026, the grant was released, and the project will continue with design and construction. RFTA wishes to thank its Delegation—Senators Bennet and Hickenlooper and Representative Hurd—for their efforts to release the grant funds. This action is consistent with RFTA’s Legislative Agenda to advocate for actions that support RFTA’s financial sustainability, and that allow RFTA to maintain and expand its services
BACKGROUND	See Executive Summary
GOVERNANCE POLICY	Policy 2.2.1 Treatment of Staff
FISCAL IMPLICATIONS	None
EXHIBITS/ATTACHMENTS	1. Exhibit 1: Resolution 2026-25 Authorizing the Execution and Transmittal of Letters 2. Exhibit 2: Letter of Support to be signed – Representative Hurd 3. Exhibit 3: Letter of Support to be signed – Senator Bennet 4. Exhibit 4: Letter of Support to be signed – Senator Hickenlooper

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-25**

Submittal of Thank you letter to RFTA's Delegation for Release of RAISE funding

WHEREAS, RFTA works with its Federal Delegation on legislative matters; and

WHEREAS, RFTA's Delegation, consisting of Senators Bennet and Hickenlooper and Representative Hurd, engaged with the Office of the Secretary of Transportation and other officials to release CDOT's Westward Three RAISE grant from OST review ; and

WHEREAS, RFTA wishes to extend its gratitude for their efforts; and

WHEREAS, this action is consistent with RFTA's Legislative Agenda to advocate for actions that support RFTA's financial sustainability, and to advocate for actions that allow RFTA to maintain and expand its services

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

THAT, *The Board Approves the Chair to sign the letters thanking RFTA's Delegation*

THAT, *The Board approves the letter to be sent to its Delegation.*

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 13th day of August, 2026.

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

Greg Poschman, Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on August 13, 2026 (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 13th day of August, 2026.

Kimberly Wells, Secretary to the RFTA Board of Directors



2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
970.925.8484 | RFTA.COM

August 3, 2026

The Honorable Jeff Hurd
U.S. House of Representatives
1641 Longworth House Office Building
Washington, D.C. 20515

RE: RFTA thanks Congressman Hurd for helping secure the release of critical MOVE Western Three RAISE grant funds

Dear Congressman Hurd,

On behalf of the Roaring Fork Transportation Authority (RFTA), thank you for helping secure the release of the federal hold on the MOVE Western Three RAISE grant.

Your engagement with the U.S. Department of Transportation and the Federal Highway Administration helped protect \$4.8 million awarded for Phase 6a1 of RFTA's Glenwood Maintenance Center Expansion. With the hold now lifted and the obligation deadline extended, RFTA and the Colorado Department of Transportation can move forward with the project as planned.

The expanded RFTA Maintenance Operations, Training, and Administration Center and Vehicle Equipment Storage Facility will increase RFTA's capacity to provide reliable, cost-effective transportation across Colorado's Western Slope and connect workers with major employment centers throughout the region. Your support helped preserve a competitively selected rural infrastructure investment that had already received federal approval and advanced through the required review process.

RFTA is grateful for your leadership and effective advocacy on behalf of this important investment in Western Colorado. Your efforts will help to ensure that RFTA can complete the project for the communities, workers, and employers that depend on regional transit service.

Sincerely,

Greg Porschman
Board of Directors



2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
970.925.8484 | RFTA.COM

August 3, 2026

The Honorable Senator Bennet
U.S. Senate
261 Russell Senate Office Building
Washington, DC 20510

RE: RFTA thanks Senator Bennet for helping secure the release of critical MOVE Western Three RAISE grant funds

Dear Senator Bennet,

On behalf of the Roaring Fork Transportation Authority (RFTA), thank you for helping secure the release of the federal hold on the MOVE Western Three RAISE grant.

Your personal engagement with the U.S. Department of Transportation and the Federal Highway Administration helped protect \$4.8 million awarded for Phase 6a1 of RFTA's Glenwood Maintenance Center Expansion. With the hold now lifted and the obligation deadline extended, RFTA and the Colorado Department of Transportation can move forward with the project as planned.

The expanded RFTA Maintenance Operations, Training, and Administration Center and Vehicle Equipment Storage Facility will increase RFTA's capacity to provide reliable, cost-effective transportation across Colorado's Western Slope and connect workers with major employment centers throughout the region. Your support helped preserve a competitively selected rural infrastructure investment that had already received federal approval and advanced through the required review process.

RFTA is grateful for your leadership and effective advocacy on behalf of this important investment in Western Colorado. Your efforts will help to ensure that RFTA can complete the project for the communities, workers, and employers that depend on regional transit service.

Sincerely,

Greg Porschman
Board of Directors



2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
970.925.8484 | RFTA.COM

August 3, 2026

The Honorable Senator Hickenlooper
U.S. Senate
316 Hart Senate Office Building
Washington, DC 20510

RE: RFTA thanks Senator Hickenlooper for helping secure the release of critical MOVE Western Three RAISE grant funds

Dear Senator Hickenlooper,

On behalf of the Roaring Fork Transportation Authority (RFTA), thank you for helping secure the release of the federal hold on the MOVE Western Three RAISE grant.

Your engagement with the U.S. Department of Transportation and the Federal Highway Administration helped protect \$4.8 million awarded for Phase 6a1 of RFTA's Glenwood Maintenance Center Expansion. With the hold now lifted and the obligation deadline extended, RFTA and the Colorado Department of Transportation can move forward with the project as planned.

The expanded RFTA Maintenance Operations, Training, and Administration Center and Vehicle Equipment Storage Facility will increase RFTA's capacity to provide reliable, cost-effective transportation across Colorado's Western Slope and connect workers with major employment centers throughout the region. Your support helped preserve a competitively selected rural infrastructure investment that had already received federal approval and advanced through the required review process.

RFTA is grateful for your leadership and effective advocacy on behalf of this important investment in Western Colorado. Your efforts will help to ensure that RFTA can complete the project for the communities, workers, and employers that depend on regional transit service.
Sincerely,

Greg Porschman
Board of Directors

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATIONS” AGENDA ITEM SUMMARY # 7.1

MEETING DATE	August 13, 2026
SUBJECT	Preliminary Planning Initiatives, Assumptions and Considerations for 2027 RFTA Budget
STRATEGIC OUTCOME	4.0 Financial Sustainability
STRATEGIC OBJECTIVE	4.1 Ensure accurate budget and accounting
PRESENTED BY	Paul Hamilton, Director of Finance, and David Carle, Budget Manager
STAFF RECOMMENDS	Discuss 2027 budget overview information and provide staff with direction.
EXECUTIVE SUMMARY	On a fund basis, staff will highlight considerations associated with the 2027 budget and seek direction from the Board.
BACKGROUND	A list of budget assumptions, considerations, and highlights is provided on the following pages. The 1st draft budget will be presented for the Board’s consideration at the September 10, 2026, meeting. The 2nd draft budget will be presented for the Board’s consideration at the November 12, 2026, meeting. The final budget will be presented for the Board’s review and adoption at the December 10, 2026, meeting. Final Certification of Assessed Valuations from Pitkin, Eagle and Garfield Counties at the December 10, 2026, meeting.
GOVERNANCE POLICY	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
FISCAL IMPLICATIONS	Inaccurate forecasts of revenues and expenditures could result in the unanticipated use of fund balance to achieve the Authority’s goals and objectives.
EXHIBITS/ATTACHMENTS	1. Exhibit 1: 2027 Preliminary Budget Initiatives, Assumptions, and Considerations narrative 2. Attachment 2: 2027 Preliminary Budget Initiatives, Assumptions, and Considerations presentation



2027 Budget: Preliminary Planning Initiatives, Assumptions, and Considerations

General Fund (including Service Contract Special Revenue Fund)

Budget Initiatives, Assumptions and Considerations:

- Align the budget with **RFTA's Strategic Outcomes and Objectives**.
- The initial budget is designed as a **balanced budget** and as possible, increase fund balance for future projects and/or unanticipated needs that may arise during the year through a supplemental budget appropriation resolution.
- The budget should adhere to the **financial reserve** thresholds in accordance with Policy 2.5.5.
- **Revenues:**
 - Consult with RFTA member jurisdictions' Finance Directors to obtain each jurisdiction's **sales tax revenue** estimates for the budget year. RFTA's sales tax revenue estimates will be based on the information provided by each jurisdiction. Forecasts will be updated accordingly throughout the budget process.
 - Consult with Pitkin, Eagle, and Garfield County Assessors to obtain each Assessor's preliminary and final assessed valuations of taxable property included in RFTA's district for the budget year. **Property tax revenue** estimates will be based on the valuations received at the full 2.65 mill levy and adjusted for any impacts from the Colorado House Bill 24B-1001, also known as the Property Tax Bill, which took effect in the 2026 budget year and aims to provide property tax relief primarily through property valuation reduction and new limits on property tax revenue growth for local governments at 10.5% in a reassessment cycle (or 5.25% x 2 property tax years). The 2026 tax year (2027 collections) is not a reassessment year, but staff will need to determine if any of RFTA's property tax revenue growth will be constrained. Final certification of assessed valuations will occur during the December 2026 Board Meeting.
 - Develop operating revenue estimates with no transit fare adjustments planned for 2027. Any fare changes recommended by staff or directed by the Board for consideration would be implemented following a 30-day public comment period and a Public Hearing.
 - Develop revenue estimates for **Service Contracts, Operating Grants** and **other governmental contributions**.
 - The 2026 budget includes \$1,313,106 in Federal Assistance from a **Federal Transit Administration (FTA) Section 5311 Operating Grant** to support RFTA's regional transit services. The 2027 grant award is estimated to be \$1,313,106 and is anticipated to be awarded by the end of the 1st quarter, 2027.
 - The 2026 budget includes \$729,000 in State Assistance from a **Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) SB230 Operating Grant** to

support transit service expansion, increase transit frequency, provide other service enhancements, and improve system-wide transit network connectivity. Transit services associated with this grant started in June 2026. The total grant award is \$2,185,210 with an expiration date of April 30, 2028. The estimated remaining balance of the grant award at 2026-year end will be included in the 2027 budget.

- **Capital and planning grants** will be strategically pursued to assist with funding priority capital projects. Those projects that have been awarded grants will be included in the budget or presented in a supplemental budget appropriation resolution during the budget year. Financing options will also be considered, as needed. For example, bus purchases will assume to be financed through a lease purchase, although staff will apply for available grant opportunities.

- **Expenditures**

- Develop the 2027 **Service Plan**:
 - **Transit Services** will be based upon 2026 seasonal baseline service levels, updates for seasonal date changes, Hogback at full-service levels, and CDOT CTE SB230 transit service expansion for the full year. Staff will prepare potential cost adjustments for added services that may be requested by RFTA and/or its contracting partners:
 - Highway 82 Corridor/BRT Service
 - Grand Hogback I-70
 - Aspen Skiing Company service contract
 - City of Aspen municipal service contract
 - City of Glenwood Springs municipal service contract
 - Maroon Bells Bus Tour and reservation system
 - **First and Last Mile Mobility Services** includes Regional Bikeshare (City of Aspen, Town of Snowmass Village, Town of Basalt, Willits, El Jebel, and Town of Carbondale) and Microtransit Services (Town of Basalt, Town of Carbondale, and City of Glenwood Springs).
 - Maintain the **Rio Grande Trail Program**, a 34-mile rail corridor and trail.
 - Departments will submit their draft **operating budgets, Business as Usual (BAU)** requests, and **Strategic Initiatives** requests, which can include new operating initiatives, positions, and capital projects. Business as Usual items are activities and capital investments that sustain existing services, operations, and asset functionality. Strategic Initiatives are investments that introduce new capabilities, significantly improve service, or advance RFTA's strategic priorities. Leadership will evaluate and prioritize each BAU and strategic initiative based on need, available resources, and how it aligns with RFTA's Strategic Plan. Initial prioritized BAU will be included in the 2027 Budget 1st draft and additional BAU's and priority strategic initiatives will be presented during the draft budget process.
 - Due to timing considerations, any unexpended capital items and projects (and any related grant revenues) budgeted in 2026 may need to be re-budgeted in 2027 to complete the projects.
- **Monitor economic trends** and identify any indicators suggesting a slowdown in the economy. Through June 2026 (or April revenues), sales and use tax revenues have decreased by approximately 2% compared to prior year. If a downturn in the economy results in estimated shortfalls in revenue, the Authority could function as it did during the Great Recession between 2009 and 2011 or utilize operating reserves, as needed, until the economy recovers.



- Any additional Board priorities should also be incorporated into RFTA's budget planning assumptions.

New Budget Considerations:

- **Hogback Service to the Town of Silt and City of Rifle:**
 - At the July 2026 Board of Directors meeting, the Board adopted Resolution 2026-28 to support a temporary funding solution for the continuance of the Hogback service to the Town of Silt and the Town of Rifle. The temporary funding includes the following local government contributions:
 - Town of Silt: 2027 budget contribution of \$45,000. The 2026 budget includes a \$40,000 contribution.
 - City of Rifle: 2027 budget contribution of \$80,000. The 2026 budget includes a \$40,000 contribution.
 - Garfield county: 2027 budget contribution of \$200,000. The 2026 budget includes a \$250,000.
- **Grant Funding for Transit Service Expansion:**
 - Staff is currently working with the Colorado Department of Transportation (CDOT) on the 2027 Clean Transit Enterprise (CTE) operating grant award. The primary discussions involve determination of the grant award period. The 2026 CTE operating grant award expires on April 30, 2028, with preliminary final grant reimbursement request in the 4th quarter of 2027.
- **Aspen/Pitkin County Airport Closure:**
 - The Aspen/Pitkin County Airport is scheduled to close April 4, 2027, through November 19, 2027, to undergo the voter-approved infrastructure improvements to enhance safety, access, efficiency, and long-term operational reliability. During the construction no commercial or general aviation operations will be permitted. Staff is working with local jurisdictions to estimate the airport closure impact to sales and use tax revenues. In addition, reviewing and estimating impacts to operating revenues and the transit service plan.
- **Traveler Program:**
 - Staff is currently in discussions with its jurisdiction partners reviewing the components and potential revisions to the Garfield County Traveler Services IGA and 7-Parties MOU.
- **Other Initiatives Currently Underway or In Planning:**
 - Staff is currently monitoring the following initiatives for potential budgetary needs to advance priority action items that require funding:
 - Ten New Battery Electric Buses targeted to be placed in service in September 2026
 - Battery Electric Bus charging equipment – executed Settlement grant
 - RFTA Master Plan
 - VelociRFTA BRT Service Extension Study – executed RAISE grant
 - Facility video surveillance & employee access equipment – awarded FASTER grant
 - Seven Coach Diesel Buses estimated delivery in 2027 – awarded FTA grant
 - Six Hybrid Fuel Buses estimated delivery in 2028 awarded FTA grant

Continuing Budget Considerations:

- **Major Construction Project:**

- **Glenwood Springs Maintenance Facility (GMF) - Phases 6 & 8.** This project consists of the West Glenwood Transit Center mobility hub, the Administration Building, and the Low Emission Vehicle (LEV) Equipment Storage Facility.
 - In May 2026, a contract with BH Incorporated to complete the Administration Building, LEV Equipment Storage Facility, and portions of West Glenwood Transit mobility hub with the project starting in July 2026 and estimated completion in 2028.
 - In July 2026 staff was notified that the federal FY22 RAISE grant has been obligated for the West Glenwood Transit Center mobility hub allowing completion of the project. Staff is currently working on project re-design and new project timelines.
- **Staffing Levels:** RFTA ended the 2025/2026 winter season with 175 full-time bus operators, which is 12 full-time bus operators short of the budget at the end of the winter season. It is important to note that during the peak winter season, the Operations team targets a readiness level of 196 full-time bus operators. RFTA's continues to focus on recruiting and maintaining available employee housing. As of July 2026, there are 172 full-time bus operators with a target staffing for the 2026/2027 winter season of 211 full-time bus operators. There is an increased focus on recruiting and maintaining available employee housing to meet/maintain staffing goals for RFTA's workforce readiness level to deliver the transit service plan.
- Through June 2026 (or April revenues), **sales and use tax revenues** have decreased by approximately 2% compared to prior year. Through June, **regional transit fares** have increased by 9% compared to prior year. Regional transit fares were impacted by seasonal zone pass sales price reductions from the Zero Fare Pilot Program in the Fall of 2025. Staff will continue to maintain a conservative approach estimating transit fare revenues.
- The 2026 tax year, with **property tax** collections in 2027, the full 2.65 mill levy will be included in the 2027 budget. The 2026 tax year is not a reassessment year. Staff will collaborate closely with the Assessors in Pitkin, Eagle, and Garfield Counties to obtain preliminary and final assessed valuations within RFTA's district, work with local jurisdictions to monitor real estate transactions and potential impacts to property tax revenues and estimate the impacts of HB24B-1001 to RFTA's property tax revenues.
- In 2026, management utilized **fixed price fuel contracts** to manage price volatility associated with the cost of fuel. Due to recent international events, fuel prices have significantly increased and have become more volatile. Staff continues to partner with its fuel vendor to monitor price indications which currently reflect 30%+ increases for diesel and 20%+ increases for unleaded gasoline versus the 2026 budget. Staff is currently working on bus fleet usage optimization based on its CNG, diesel, and battery electric bus fleet for the overall fuel cost estimates.
- Historically, RFTA has experienced annual increases in **healthcare** costs. In 2026, medical premiums reflected 4% increase, dental premiums reflected a 9% increase, and visions premiums reflected a 4% increase with a portion of the cost increase passed onto employees. Although RFTA is seeing an improved loss ratio, the preliminary estimated annual increase for 2027 is estimated to be 10% for medical premiums, dental, and vision premiums. More detailed information from the County Health Pool will become available in September and staff continue to review the current plan design to identify viable options and/or changes for consideration, if any.
- Historically, the high cost of living in the Roaring Fork Valley has challenged the Authority's ability to hire and retain qualified personnel. Management continues to review and refine RFTA's **compensation package** with respect to wages, incentive programs, and benefit enhancements, to remain competitive in the local job market. The Collective Bargaining Unit comprised of full-time bus operators, are subject to scheduled pay increases in accordance with their contract and expires at the end of 2027. Negotiations for the Collective Bargaining Unit extension will be scheduled throughout 2027.
- As of July 2026, RFTA has 66 employees (or 16% of its current workforce) participating in RFTA's **employee housing program** (units in properties owned and leased by RFTA). Staff continues to

monitor staffing levels and estimated housing needs to be incorporated into the 2027 budget. The 2026 budget included an average of 86 beds per month.

- **Destination 2040:** 2027 will be the fifth year RFTA and its partners continue to implement the 2023-2028 **Regional Bikeshare Plan**. The 2027 operating and capital funding plan for existing bikeshare systems in Aspen, Snowmass Village, Pitkin County, Basalt, Eagle County, and Carbondale and any continued planning efforts for the City of Glenwood Springs are currently in-process with a preliminary plan to be presented in the 2026 Budget 1st draft in September 2026.
- **First and Last Mile Mobility (FLMM) Grant Program:** This grant program enables RFTA to serve as a granting agency that supports FLMM pilot projects in the region in partnership with its member jurisdictions. FLMM Grant Applications are required to be completed by jurisdictions seeking financial support for bikeshare, micro transit, FLMM planning, and infrastructure projects supporting FLMM in their communities. Projects are required to meet several criteria including, but not limited to, providing access to and from transit, serving underserved populations, having the potential to reduce congestion, cost-effectiveness, and aligning with RFTA's strategic plan. Requests received will be reviewed as part of the Business as Usual (BAU) budget process. The recommended preliminary list of grant requests will be presented in the 2026 Budget 1st draft in September 2026.
- Other considerations and priorities as identified by the Board.

Bus Stops/PNR Special Revenue Fund

Budget Initiatives, Assumptions and Considerations:

- Develop Vehicle Registration Fee estimate based on historical data and trends.
- Budget bus stops and park and ride operating expenditures, based on historical data, trends, and needs.
- The Glenwood Springs and Carbondale Park and Ride restroom remodel project is currently in the design phase with projected renovation costs anticipated to be received during the budget process.
- Additional resources needed to fund the operating and maintenance costs associated with BRT stations and park and rides will be transferred from the General Fund using available Sales Tax Revenues.

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

CEO REPORT

TO: RFTA Board of Directors
FROM: Kurt Ravenschlag, CEO
DATE: August 13, 2026



6A Westward 3 Grant Release

RFTA staff was notified by CDOT Region 3 staff on July 8th that Westward 3 RAISE Grant was released by the Office of the Secretary of Transportation to allow it to be fully obligated. The Westward 3 grant included the funding for the West Glenwood Transit Center Sitework and totals \$4.8 million. Because this grant is now eligible to be obligated, CDOT has moved forward with this process with the Federal Highway Administration and is anticipating obligation to occur before the end of August 2026. In the meantime, RFTA staff is ensuring plans and specifications are updated and ready to go out for bid once obligation occurs.

Hogback Service Update – Garfield County Board of County Commissioners Meeting

RFTA CEO Kurt Ravenschlag met with the Garfield County Board of County Commissioners on August 4, 2026 to discuss a proposal for short-term funding support of the Hogback Route between New Castle and Rifle.

Several local leaders spoke in favor of the proposal, including Silt Mayor Pro Tem Derek Hanrahan, Silt Trustee Kim Ingelhart, Silt Trustee Alex Sanchez, Rifle Mayor Pro Tem Karen Roberts, Glenwood Springs Mayor Pro Tem Erin Zalinski, Glenwood Springs Councilor Steve Smith, former Glenwood Springs Mayor Jonathan Godes, New Castle Town Manager Dave Reynolds, and Rifle City Manager Patrick Waller. Each emphasized the importance of maintaining Hogback service while long-term, sustainable funding solutions are explored.

The Garfield County Commissioners expressed appreciation for the presentation and the public comments received. The Board indicated it intends to bring forward a resolution at its next regular meeting to consider continuing short-term funding support for the Hogback Route, allowing service between New Castle and Rifle to continue while permanent funding options are pursued.

Climate Action Plan – Update

At the June 2023 RFTA Board of Directors Summit, the RFTA Board adopted the agency's first [RFTA's Climate Action Plan \(CAP\)](#) which outlines a framework for RFTA's Climate Action goals and strategies.

At the March 2026 RFTA Board of Directors meeting, staff presented an annual update which consisted of the Climate Action Plan 2026 Snapshot and highlighted the most direct way RFTA can reduce its greenhouse gas emissions is by reducing its own fleet emissions. The next annual update is anticipated to be in March 2027.

In the meantime, staff has developed the [Climate Action Plan - RFTA](#) for the public to view RFTA's progress toward its climate action goals which reports current year-to-date emissions.

Correspondence – Letter to Congressman Hurd

RFTA thanked Congressman Hurd for his leadership in advancing the bipartisan BUILD America 250 Act and its focus on the future of federal transportation funding. The letter also encouraged continued support for stable transit funding as Congress works toward the next surface transportation reauthorization.



2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
970.925.8484 | RFTA.COM

July 31, 2026

The Honorable Jeff Hurd
U.S. House of Representatives
1641 Longworth House Office Building
Washington, DC 20515

RE: Protecting Transit Funding in Any Surface Transportation Reauthorization Extension

Dear Congressman Hurd:

On behalf of the Roaring Fork Transportation Authority (RFTA), thank you for your work to advance the bipartisan BUILD America 250 Act and provide a framework for the next surface transportation reauthorization. RFTA provides essential regional transportation across Pitkin, Eagle, and Garfield Counties, connecting communities from Aspen to Rifle along the Highway 82 and I-70 corridors. RFTA carries nearly 5 million riders annually, connecting people to jobs and supporting the movement of the workforce that drives the regional economy. Federal transit funding supports the bus replacement, facility maintenance, and rural route service that residents, employees, and visitors throughout the Third District depend upon.

As Congress considers how to address the September 30 expiration of current surface transportation authorities, RFTA respectfully urges you to support a clean extension that preserves FY 2026 funding levels, including Highway Trust Fund contract authority and advance appropriations, while Congress completes work on a comprehensive, multiyear reauthorization bill. A sudden reduction in federal transportation funding will disrupt state and local capital planning, delay projects already in development, and create uncertainty that could affect long-term fleet replacement, facility improvements, and safety investments.

RFTA also has significant concerns about the U.S. Department of Transportation's July 22 proposal to eliminate the Mass Transit Account within the Highway Trust Fund. The account provides the foundation for stable federal transit investment nationwide. Eliminating it without a fully funded, dependable replacement could reduce available transit funding, make it harder for agencies such as RFTA to plan and deliver major capital improvements, and risk service reductions. For RFTA, service reductions would make it harder for workers to reach jobs, constrain the regional labor market, and disrupt the tourism and service economy that depends on reliable transportation throughout the Roaring Fork and Colorado River Valleys.

Congress should consider structural changes of this magnitude through the full reauthorization process, with sufficient opportunity to evaluate their effects on transportation systems and the communities they serve. RFTA respectfully asks that you urge Chairman Graves and House leadership to keep transit restructuring out of any extension vehicle.



2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
970.925.8484 | RFTA.COM

The bipartisan BUILD America 250 Act advanced a different framework and did not include the proposal to eliminate the Mass Transit Account. RFTA encourages Congress to build from that bipartisan work while preserving existing funding commitments during any extension.

Thank you for your leadership and continued attention to the transportation needs of western Colorado. RFTA looks forward to working with you to protect dependable transportation funding and advance a long-term authorization that supports both rural and urban communities.

Sincerely,

Kurt W. Ravenschlag
Chief Executive Officer

Update on Automatic Passenger Counter (APC) Ridership Reporting

Beginning in March 2026, RFTA investigated issues that may have contributed to declining ridership reports. The review identified inaccuracies in passenger counting data on portions of the fleet, resulting in discrepancies in reported ridership. Staff continues to work with the manufacturer, with testing showing improved results. RFTA will continue monitoring data accuracy and is exploring whether previously underreported data can be corrected.

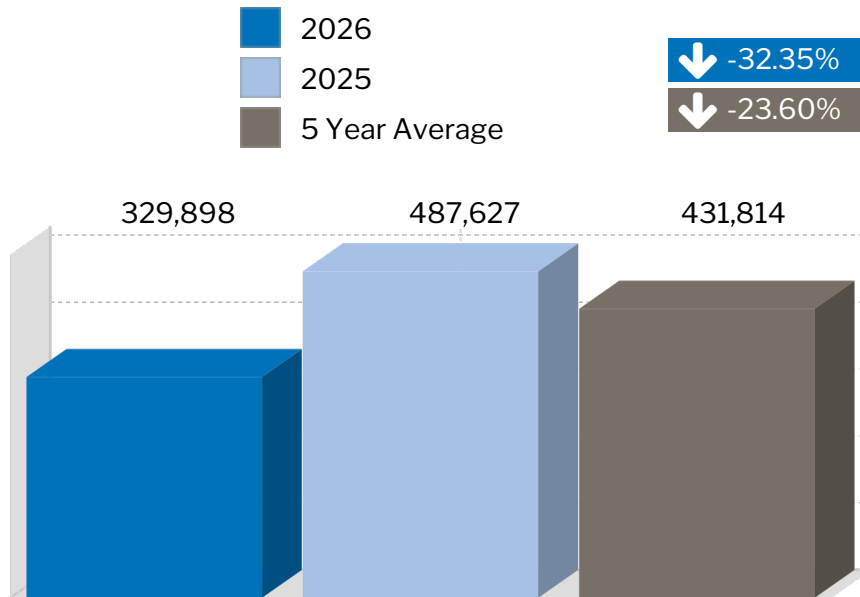
Service Change Updates

Effective Date	Service / Season	Change Type	Description	Grant*
June 1, 2026	Summer Season Start	Season Launch	Official start of the summer season and regional service plan.	
June 28, 2026	"The Flyer" (FL)	New Route	Launch of year-round, fare-free pilot route connecting Brush Creek P&R to Maroon/Castle Creek.	SB230
Sept. 20, 2026	Summer Season End	Season Extension	Service extended 2 weeks past Labor Day to align with City of Aspen transit and high ridership.	SB230
Sept. 21, 2026	Fall Season Start	Season Launch	Official start of the fall season and regional service plan.	
Sept. 21, 2026	Additional Fall BRT Trips	Service Expansion	5 additional daily trips added to service plan to replicate Spring levels of service.	SB230
Sept. 21, 2026	Snowmass Valley Service Trips	Service Expansion	3 added regional trips with direct service between Snowmass Village and Glenwood Springs .	SB230
Oct. 18, 2026	End of Seasonal Maroon Bells Service	End of Service	Tentative end of season for Maroon Bells Service.	
Nov. 23, 2026	Winter Season Start	Season Launch	Official start of the winter season and regional service plan.	

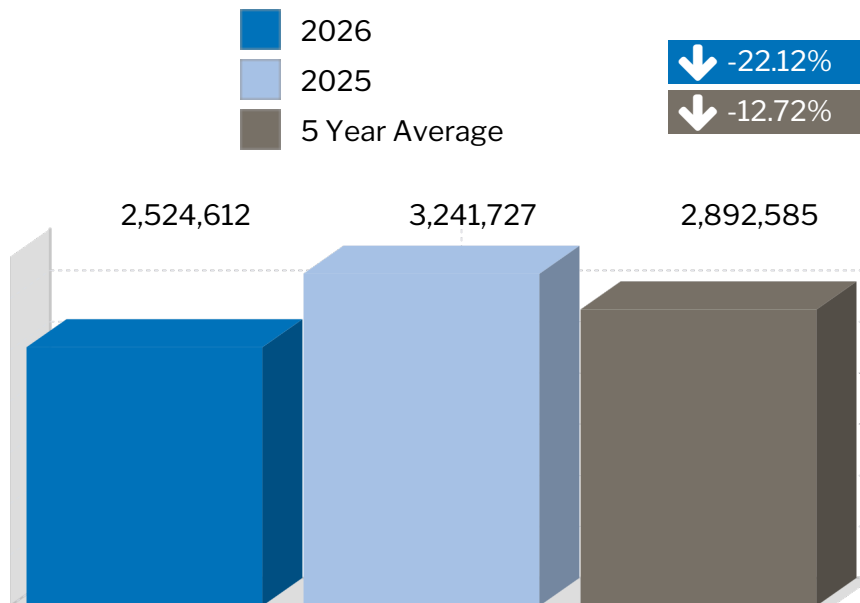
* Note: SB230 grant funds may only be utilized for new or expanded services

Ridership Performance Metrics

July Ridership

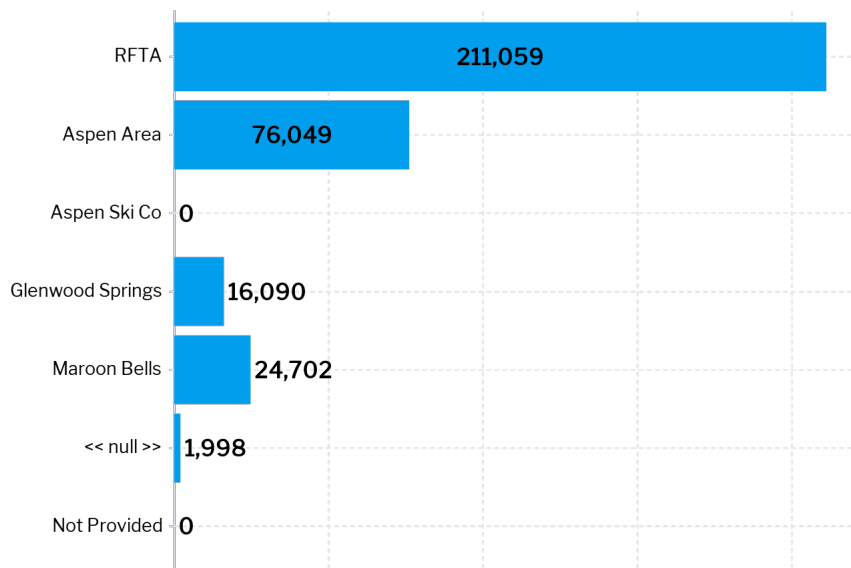


July Year-to-Date Ridership



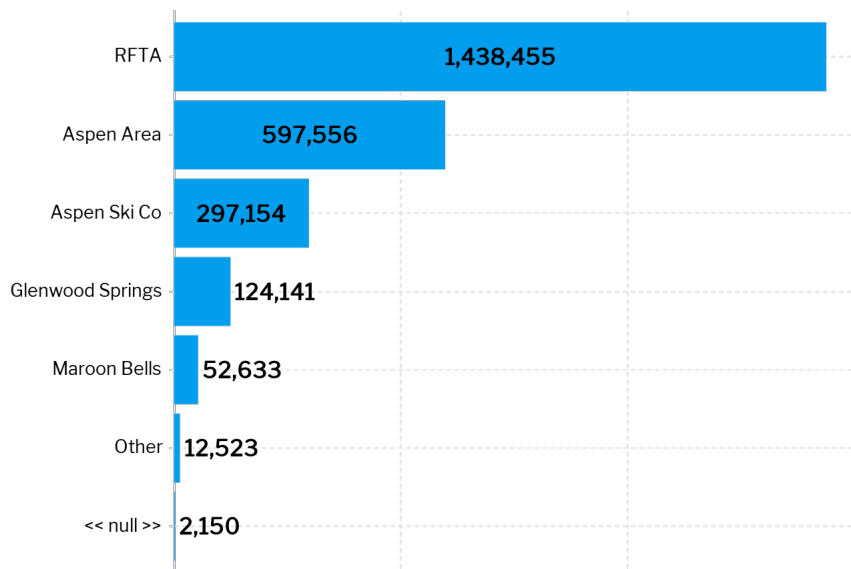
July 2026 Ridership

329,898 Boardings



July Year-to-Date 2026 Ridership

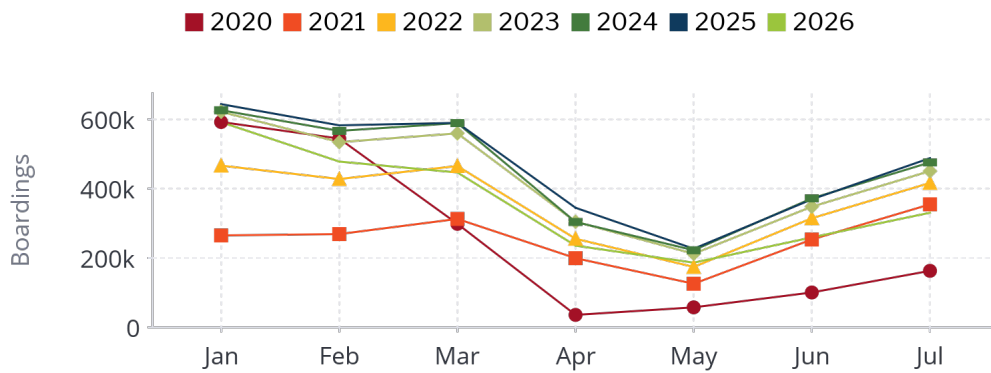
2,524,612 Boardings



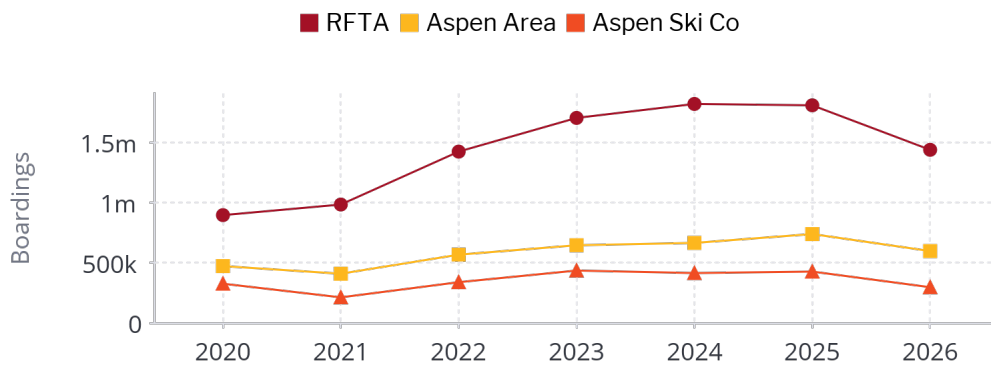
- **RFTA:** BRT, Carbondale Circulator, Hogback, Local Valley, Snowmass-Valley, Snowmass/Aspen, Snowmass/Intercept
- **Aspen Area:** Aspen Highlands Direct, Burlingame, Castle Maroon, Cemetery Lane, Cross Town, Galena Street, Hunter Creek, Mountain Valley, Music School
- **Aspen Ski Co:** Aspen Highlands 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

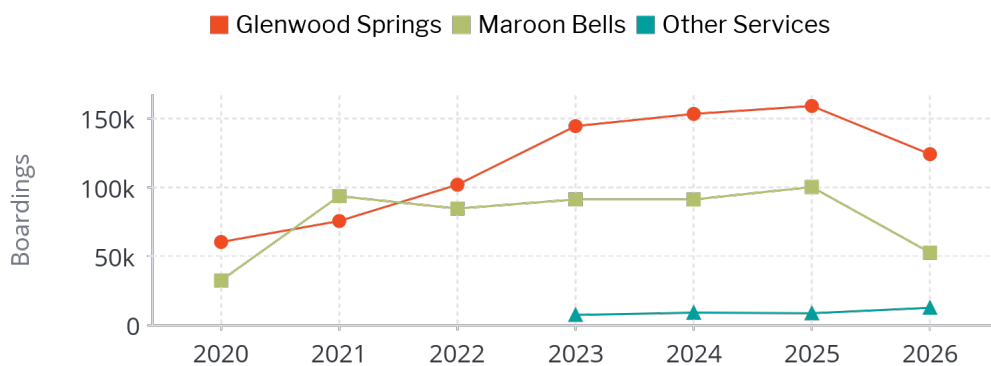
591,586.00



Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co (Jan - Jul)



Ridership Year-to-Date: Glenwood Springs, Maroon Bells & Other (Jan - Jul)



- **RFTA:** BRT, Carbondale Circulator, Hogback, Local Valley, Snowmass-Valley, Snowmass/Aspen, Snowmass/Intercept
- **Aspen Area:** Aspen Highlands Direct, Burlingame, Castle Maroon, Cemetery Lane, Cross Town, Galena Street, Hunter Creek, Mountain Valley, Music School
- **Aspen Ski Co:** Aspen Highlands Ski, Buttermilk, Flyer
- **Glenwood Springs:** Ride Glenwood
- **Maroon Bells:** Maroon Bells
- **Other:** Music School (Burlingame), Jazz Aspen Snowmass, X Games

Ridership Rankings - July

Route	2026	2025	% Change
VelociRFTA	79,649	108,457	-26.6%
Local Valley	67,497	95,601	-29.4%
Snowmass/Intercept	30,724	48,532	-36.7%
Castle Maroon	25,338	36,966	-31.5%
Maroon Bells	24,702	51,731	-52.2%
Ride Glenwood	16,090	26,504	-39.3%
Hunter Creek	15,709	21,714	-27.7%
Hogback	12,532	16,838	-25.6%
Music School	12,209	19,710	-38.1%
Burlingame	9,775	12,366	-21.0%
Music School BG	9,210	17,477	-47.3%
Carbondale Circulator	8,558	13,621	-37.2%
Cemetery Lane	7,408	7,859	-5.7%
Mountain Valley	3,321	3,778	-12.1%
Cross Town	2,289	2,876	-20.4%
Flyer	1,998		
Snowmass-Valley	1,944	2,553	-23.9%
Woody Creek	569	610	-6.7%
Snowmass/Aspen	376	434	-13.4%
	329,898	487,627	-32.3%

Ridership Rankings - July Year-to-Date

Route	2026 YTD	2025 YTD	% Change
VelociRFTA	565,374	684,968	-17.5%
Local Valley	429,260	544,604	-21.2%
Castle Maroon	214,747	272,362	-21.2%
Snowmass/Aspen Ski	205,333	291,537	-29.6%
Hunter Creek	160,332	184,100	-12.9%
Snowmass/Aspen	139,614	173,336	-19.5%
Ride Glenwood	124,141	159,159	-22.0%
Hogback	96,763	114,937	-15.8%
Snowmass/Intercept	84,374	123,346	-31.6%
Burlingame	75,733	90,569	-16.4%
Carbondale Circulator	65,477	86,650	-24.4%
Maroon Bells	52,633	100,257	-47.5%
Buttermilk	46,092	59,439	-22.5%
Aspen Highlands Ski	45,729	76,095	-39.9%
Cemetery Lane	45,357	53,178	-14.7%
Snowmass-Valley	42,770	55,738	-23.3%
Aspen Highlands Direct	28,889	44,839	-35.6%
Galena Street	28,008	26,970	3.8%
Mountain Valley	21,928	35,138	-37.6%
Music School	13,820	22,067	-37.4%
X Games	12,523	8,532	46.8%
Music School BG	11,560	21,526	-46.3%
Cross Town	8,742	9,573	-8.7%
Woody Creek	3,263	2,807	16.2%
Flyer	2,150		
	2,524,612	3,241,727	-22.1%

Passengers per Hour Rankings - July

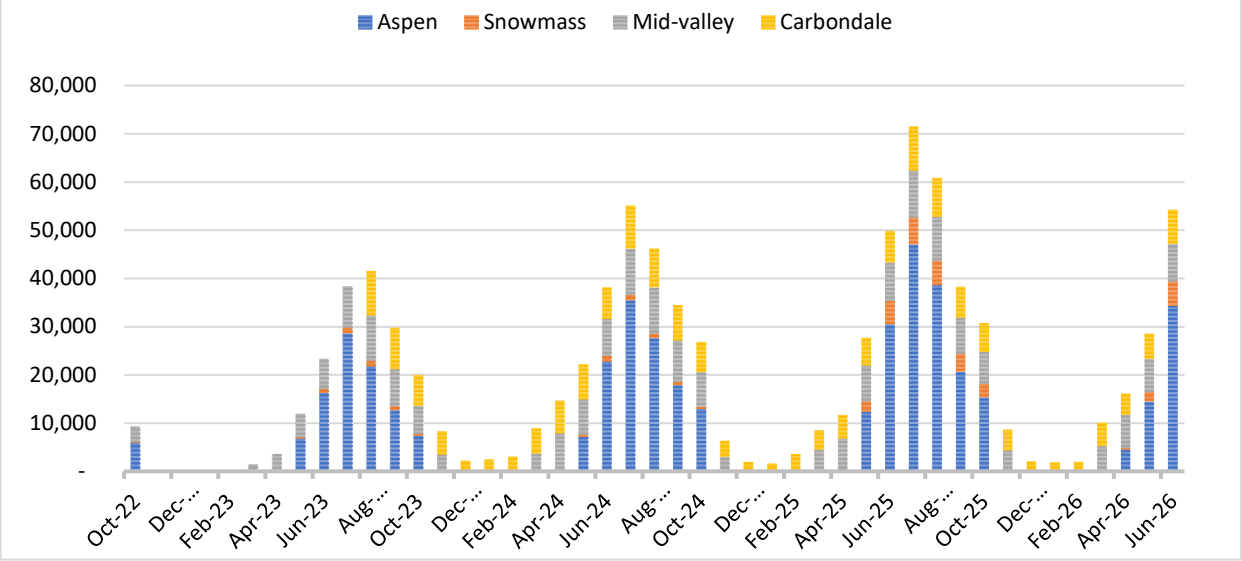
Route	2026 YTD	2025 YTD	% Change
Hunter Creek	23.29	35.52	-34.43%
Snowmass/Aspen	22.79	43.84	-48.02%
Ride Glenwood	20.89	35.19	-40.65%
Snowmass/Intercept	20.06	32.63	-38.52%
Music School BG	19.49	37.28	-47.71%
Maroon Bells	19.06	42.92	-55.59%
Castle Maroon	17.17	24.98	-31.27%
Carbondale Circulator	15.98	25.93	-38.38%
Snowmass-Valley	15.61	20.57	-24.10%
VelociRFTA	13.63	19.94	-31.66%
Local Valley	13.16	18.79	-29.97%
Music School	12.60	20.93	-39.80%
Cemetery Lane	12.31	13.00	-5.33%
Burlingame	12.25	16.00	-23.42%
Flyer	10.10		0.00%
Hogback	9.85	13.20	-25.36%
Mountain Valley	5.53	6.27	-11.91%
Cross Town	4.86	6.26	-22.42%
Woody Creek	1.52	1.60	-4.90%
	14.25	21.93	-35.05%

Passengers per Hour Rankings - July Year-to-Date

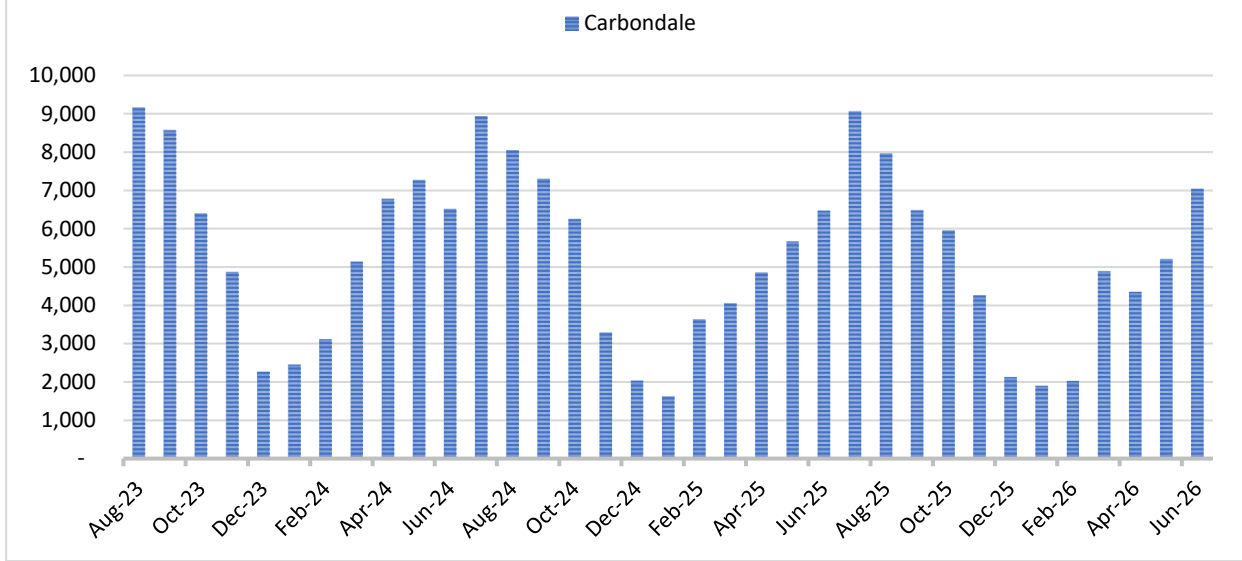
Route	2026 YTD	2025 YTD	% Change
X Games	134.22	118.34	13.43%
Hunter Creek	38.59	45.78	-15.72%
Aspen Highlands Ski	28.92	41.43	-30.20%
Buttermilk	26.46	31.11	-14.95%
Snowmass/Aspen Ski	25.43	31.89	-20.26%
Aspen Highlands Direct	24.19	32.77	-26.16%
Ride Glenwood	23.35	30.00	-22.15%
Castle Maroon	21.92	27.52	-20.34%
Snowmass-Valley	20.75	26.97	-23.09%
Snowmass/Aspen	19.97	28.19	-29.16%
Music School BG	18.93	36.37	-47.94%
Snowmass/Intercept	18.69	27.17	-31.21%
Carbondale Circulator	18.53	24.68	-24.91%
Maroon Bells	18.39	37.22	-50.60%
Galena Street	15.21	15.40	-1.27%
Burlingame	14.22	17.23	-17.49%
VelociRFTA	13.89	17.08	-18.67%
Local Valley	12.46	15.88	-21.51%
Music School	12.14	20.46	-40.65%
Cemetery Lane	11.37	13.28	-14.44%
Hogback	10.88	13.26	-17.91%
Flyer	9.90		0.00%
Mountain Valley	5.53	8.89	-37.72%
Cross Town	3.48	3.84	-9.36%
Woody Creek	1.59	1.35	18.05%
	16.02	20.68	-22.52%

BIKESHARE

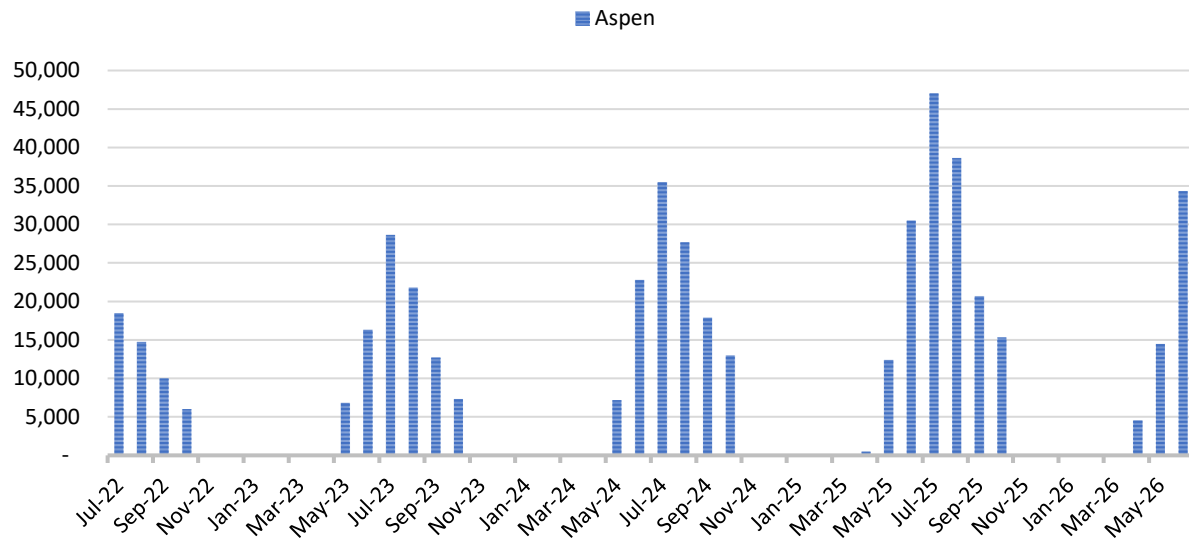
WE-CYCLE MONTHLY TRIPS



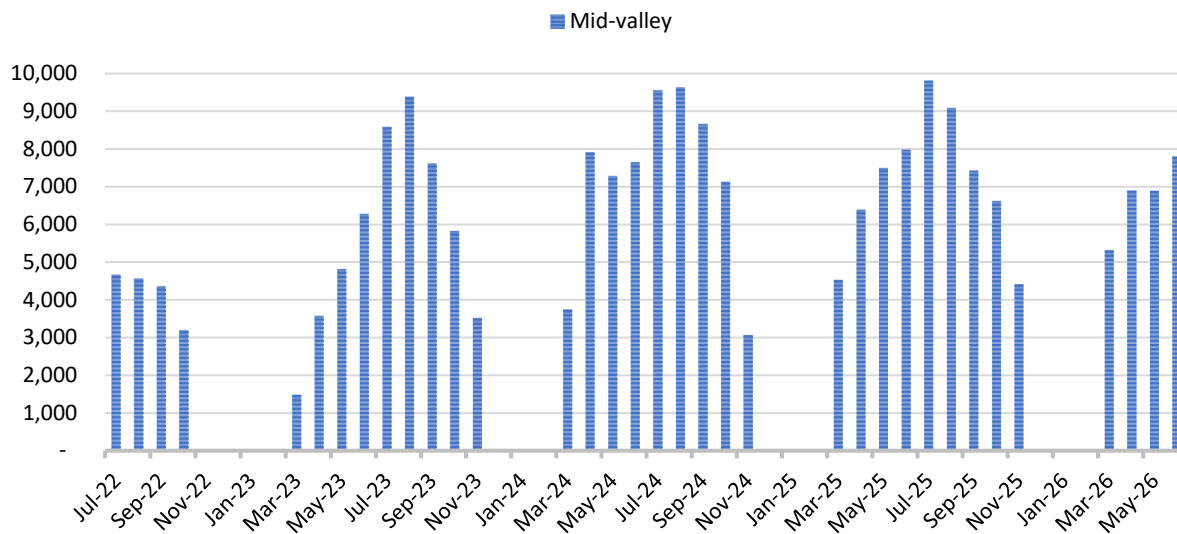
WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS

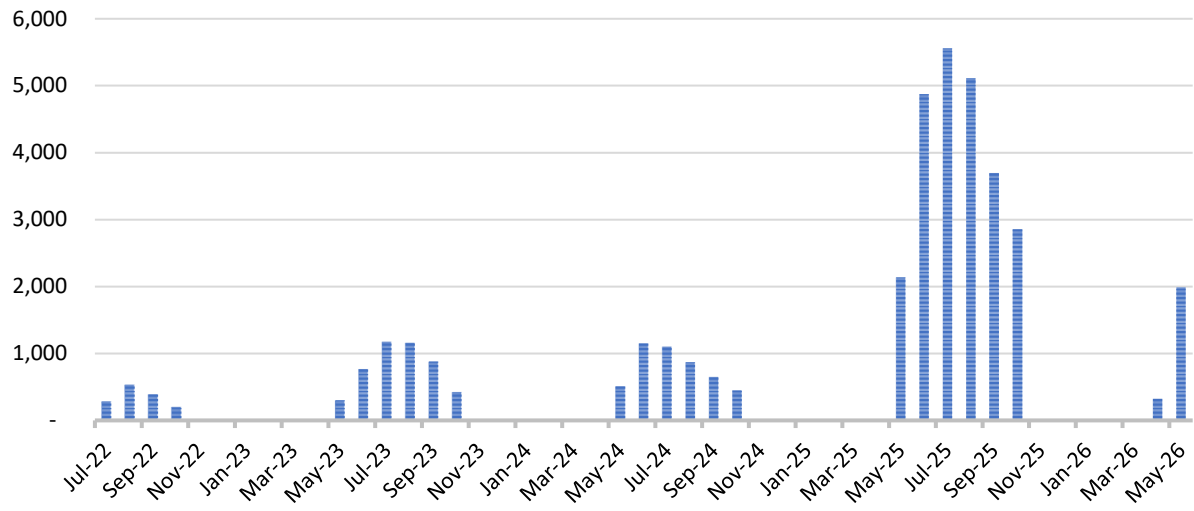


WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS

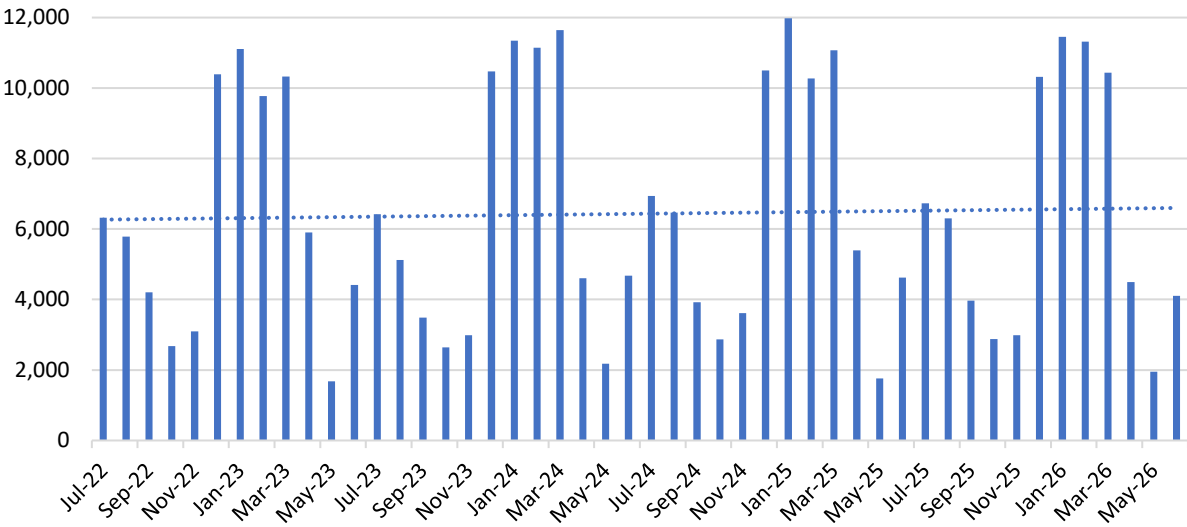
■ Snowmass



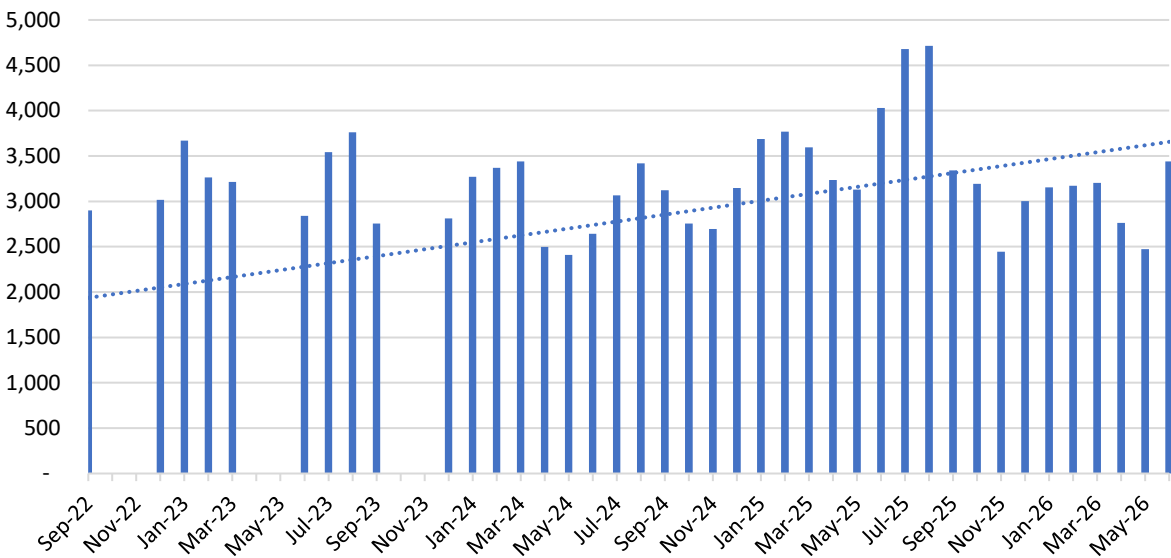
MICROTRANSIT

Aspen Downtowner Monthly Passenger Trips*

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

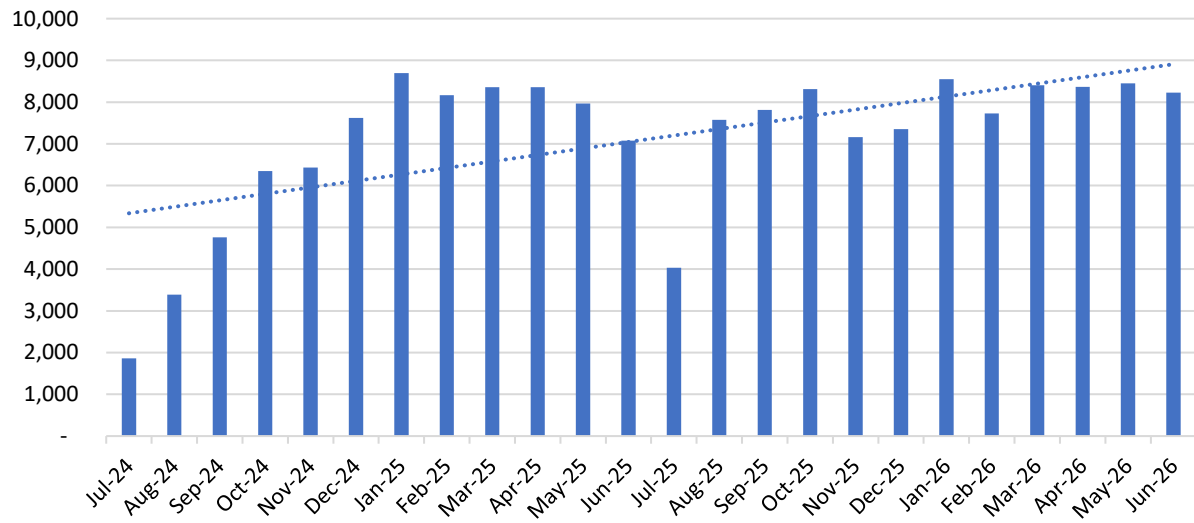


Basalt Connect Monthly Passenger Trips

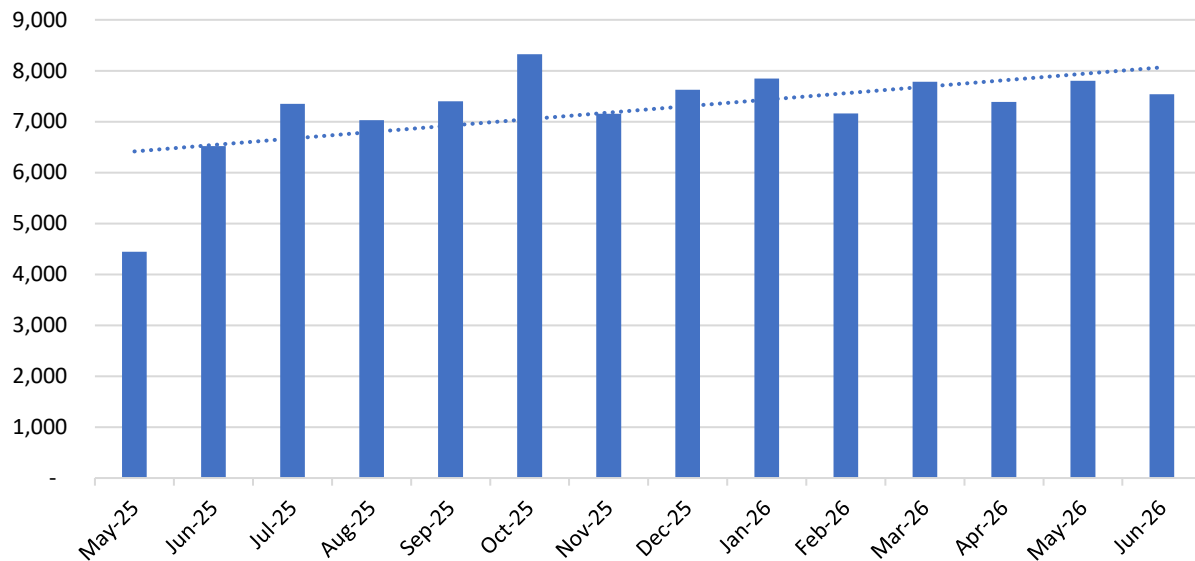


Carbondale Downtowner Monthly Passenger Trips*

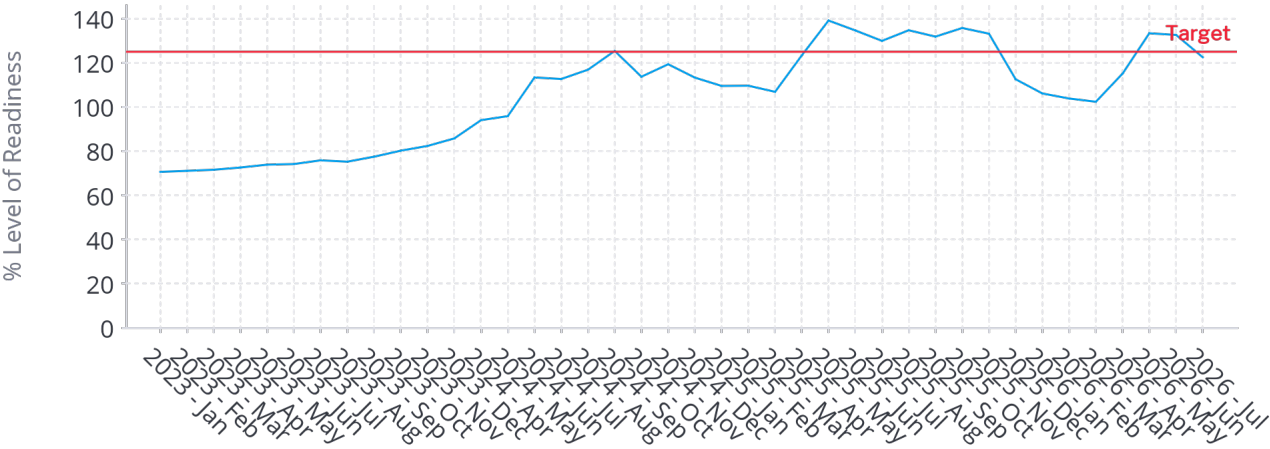
*Service Initiated July 1, 2024



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.

RFTA 2026 Objectives & Key Results

Status: ● Completed ● On Track ● Behind ● Stalled

Accessibility & Mobility

1.1 · Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected, utilized and accessible to all users

● Objective: 1

Rio Grande Corridor Protection & Education Implementation

Behind Schedule **Objective Score: 58%** Latest KR Target: Q4 2026 3 key results

● Key Result: 1

Complete an encroachment resolution plan for the RioGrande Railroad Corridor by end of Q4 2026

Behind Schedule **35%** Numeric Increase Start: — Target: — Actual: Not recorded

● Key Result: 2

Strengthen community understanding of the RFTA rail corridor through proactive communication by end of Q3 2026

Behind Schedule **55%** Numeric Increase Start: — Target: — Actual: Not recorded

● Key Result: 3

Develop a comprehensive safety strategy to ensure accessibility of the Rio Grande Trail by end of Q4 2026

On Track **85%** Numeric Increase Start: — Target: — Actual: Not recorded

Financial Sustainability

4.3 · Preserve financial sustainability and develop, improve and maintain a balanced long-range budget and financial forecast

● Objective: 1

Preserve financial sustainability and develop, improve and maintain a balanced long-range budget and financial forecast

Behind Schedule **Objective Score: 57%** Latest KR Target: Q2 2027 2 key results

● Key Result: 1

Complete a data-driven capital improvement plan by end of Q2 2027

Behind Schedule **65%** Numeric Increase Start: — Target: — Actual: Not recorded

● Key Result: 2

Complete Departmental three-year plans by end of Q4 2026

Behind Schedule **49%** Numeric Increase Start: — Target: — Actual: Not recorded

Financial Sustainability

4.5 · Optimize RFTA services and expenditures for more efficiency and/or costs savings

● Objective: 1

Optimize services and expenditures for efficiency and cost savings

Behind Schedule Objective Score: 63% Latest KR Target: Q4 2028 4 key results

● Key Result: 1

Implement Organizational-Wide ERP by end of Q2 2026

Behind Schedule 47% Numeric Increase Start: — Target: — Actual: Not recorded

● Key Result: 2

Complete RFTA Master Plan by end of Q2 2028

Behind Schedule 67% Numeric Increase Start: — Target: — Actual: Not recorded

● Key Result: 3

Complete Departmental Efficiency Audits and Departmental Budget Audits by end of Q2 2026

Behind Schedule 63% Numeric Increase Start: — Target: — Actual: Not recorded

● Key Result: 4

Complete Phases 6 & 8 by end of Q4 2028

On Track 75% Numeric Increase Start: — Target: — Actual: Not recorded

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

● Objective: 1

RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget

Completed Objective Score: 100% Latest KR Target: Q1 2026 1 key result

● Key Result: 1

Develop an energy-efficient strategy by end of Q1 2026

Completed 100% Numeric Increase Start: — Target: — Actual: Not recorded

Legislative Affairs Update

1. [Ballot Initiative #175](#)

- Type: State Ballot Initiative
- Summary: This November 2026 ballot initiative would amend the Colorado Constitution to dedicate certain transportation-related state revenues to road transportation. This could reduce funding flexibility for transit and multimodal investments, including public transit, electric transportation, and bicycle and pedestrian infrastructure.
- Application to RFTA's Legislative Agenda: Threat to #1, Support RFTA's financial sustainability and #2, Allow RFTA to maintain and expand its services
- Action Taken: The RFTA Board issued a statement opposing the ballot measure on April 16, 2026. On July 2, 2026, the CEO sent comments on the [first draft of the ballot](#) analysis to the Colorado Legislative Council. On [July 31, 2026](#), the CEO sent comments on the second draft of the ballot analysis to the Colorado Legislative Council.
- Status: The Colorado Legislative Council released the second draft of the ballot analysis, which incorporated several of RFTA's central comments into the second draft. The revised analysis now directly identifies transit as a funding source affected by Initiative 175, estimates up to \$170 million annually in near-term diversions from transit and other transportation programs, and recognizes potential effects on travel options, congestion, and emissions. On July 31, RFTA provided an additional round of highly targeted comments to the second draft aiming to address some lingering issues with the clarity, balance, and accuracy of how the analysis presents the measure's transportation and fiscal effects.
- Recommended Action:
 - Sustainable Strategies DC is updating the last BOD letter of opposition, to reflect the current state of the Bill and more clearly define the Bill's impacts, for signature at the September meeting. The September Board meeting gives RFTA optimal time to circulate it as a press release and potentially as a sign-on letter for other agencies through CASTA. (Timing: September Board meeting)
 - Sustainable Strategies DC will work with RFTA to coordinate with CASTA and CML on voter education efforts as the election approaches. (Timing: September- November)

2. **Proposed Changes to OMB [Federal Financial Assistance](#) Guidance.**

- Type: Federal regulation
- Summary: The Trump Administration OMB has proposed significant changes to the Uniform Guidance, which governs all federal financial assistance. If finalized in its current form, the proposed rule would grant the executive branch unchecked discretion to screen and cancel federal grant applications and awards based on politically coercive policy priorities, undermine the reliability of federal assistance awards, and increase compliance burdens on local governments, nonprofits, and other federal funding recipients.
- Application to RFTA's Legislative Agenda: Threat to #1, Support RFTA's financial sustainability and #2, Allow RFTA to maintain and expand its services
- Action Taken: The RFTA Board signed a letter of opposition, which was sent to RFTA's Congressional Delegation last month. In addition, the CEO sent a memo outlining the potential impacts of the changes through the Federal Register public comment portal on July 13, 2026. The Delegation staffers responded positively to the engagement on this issue. Both Senators have taken direct action and [signed onto a letter to OMB](#). Senator Hickenlooper also led a separate opposition comment letter signed by 12 Senators. Congressman Hurd's staff indicated that they would review the issue with the Congressman.
- Status: This regulation is currently proposed and will not take effect unless OMB issues a final rule. The proposed rule identifies October 1, 2026, as the effective date if finalized. No further action needed from RFTA at this time.

3. [BUILD America 250 Act](#) – Surface Transportation Reauthorization

- Type: Proposed Federal Legislation
- Summary: The BUILD America 250 Act is the House Transportation and Infrastructure Committee's surface transportation reauthorization proposal. The bill is not final and will require Senate action and bicameral agreement before becoming law. As drafted, the bill could reduce transit funding certainty by shifting

several major transit programs away from guaranteed advance appropriations and toward annual appropriations. It would also eliminate the standalone Low or No Emission Bus program, create a new state-administered transit block grant option, and make changes to rural, bus, and competitive grant programs that could affect RFTA's access to federal transit funding.

- Application to RFTA's Legislative Agenda: Potential threats to #1, Support RFTA's financial sustainability and #2, Allow RFTA to maintain and expand its services. The proposal also creates an advocacy opportunity to address the disproportionately low amount of formula funding RFTA receives relative to its service demands, regional role, and rural operating context.
- Status: The House Transportation and Infrastructure Committee approved BUILD America 250 on May 22, 2026, but the bill has not passed the full House, and the Senate has not released its surface transportation reauthorization proposal. On July 22, the US DOT released priorities again calling for the elimination of the Mass Transit Account, including through a short-term extension of current law. Using a temporary extension to pursue such a fundamental policy change would depart from the customary purpose of an extension, conflict with the bipartisan framework advanced by the House committee, and risk delaying continuation of existing transportation programs. Separately, the IIJA's advance appropriations expire at the end of FY 2026, meaning that flat annual appropriations in FY27 would amount to a net cut to transit and BUILD grant funding unless Congress increases annual amounts to compensate.
- Action Taken: RFTA has already engaged on federal surface transportation reauthorization priorities through comments to Congressman Hurd in May 2025, comments to Senators Bennet and Hickenlooper in August 2025, comments to U.S. DOT in September 2025, and an April 2026 meeting between David Johnson and Congressman Hurd's staff in Washington, D.C. RFTA also shared proposed language to address the disproportionately low amount of formula funding RFTA receives with Congressman Hurd. This month, at the advice of Sustainable Strategies and in response to DOT's released priorities, RFTA's CEO sent a brief letter to Congressman Hurd (and to Senators Hickenlooper and Bennet) urging Congressman Hurd to support a clean extension of the existing surface transportation authorities and oppose adding major transit policy changes to the extension.
- Recommended Action: Sustainable Strategies DC will continue engaging with RFTA to advocate to your Members of Congress on preserving transit funding in the reauthorization as it progresses.

4. Potential State E-Bike Safety Legislation

- Type: Potential State Legislation
- Summary: Bicycle Colorado is developing potential statewide e-bike safety legislation intended to clarify classifications, operating rules, age requirements, speed limits, enforcement authority, and public education. A more consistent statewide framework could support RFTA and its member jurisdictions as they address increasing conflicts among e-bikes, e-motos, pedestrians, and other users of trails, pathways, and sidewalks.
- Application to RFTA's Legislative Agenda: Supports #3, Enhance the safety and accessibility of RFTA's transit and trail system, and creates an opportunity for RFTA to help shape statewide policies that reflect the needs of rural and mountain communities.
- Action Taken: RFTA formed a Trails/Pathways/Sidewalks Safety Task Force to develop consistent and current e-bike safety policies for the region. Staff consulted with Bicycle Colorado and CDOT's Office of Innovative Mobility and began compiling statewide policy, legislative, education, and enforcement resources. RFTA also invited a local Bicycle Colorado board member to participate in the task force and provide state policy and advocacy expertise.
- Status: Bicycle Colorado expects to advance an e-bike safety proposal and circulate supporting materials and an organizational sign-on letter in the coming months. CDOT has offered to brief the task force, and Bicycle Colorado has invited RFTA to identify priority issues that potential legislation should address.
- Recommended Action: RFTA's task force should identify its highest-priority statutory and policy issues for inclusion in the developing proposal and consider supporting or seeking revisions to the legislation once draft language is circulated. Sustainable Strategies DC will help to review the legislative materials when available and advise RFTA on the proposal's implications and potential advocacy role.

Dear Colorado Legislative Council staff:

As Chief Executive Officer (CEO) of the Roaring Fork Transportation Authority (RFTA), I appreciate the substantial revisions made in response to comments on the first draft of the ballot analysis for Initiative 175. The second draft more clearly identifies public transit and other transportation programs as affected funding areas, quantifies the potential diversion of up to \$170 million annually through June 2030, and recognizes that reduced transit investment may affect congestion and emissions. These revisions will help voters better understand the measure's transportation impacts.

RFTA respectfully requests the following additional targeted revisions to improve the clarity and neutrality of the final analysis.

1. Revise the new Figure 1 so that it depicts redirected revenue rather than an apparent increase in transportation funding.

Figure 1 shows the Initiative 175 scenario rising approximately \$742 million above the current-law transportation funding line. This visual presentation may lead voters to conclude that the measure generates new transportation revenue. Initiative 175 instead redirects existing revenue from general government operations, public transit, and other transportation programs to constitutionally restricted uses.

Figure 1 compares unlike categories. The historical bars show total transportation funding, including funding for transit and other non-road transportation programs. The Initiative 175 bar instead shows revenue restricted to roads, motor-vehicle safety improvements, and Colorado State Patrol operations. Presenting these amounts in the same series may lead voters to view the final bar as an increase in overall transportation funding, when it actually reflects a narrowing and redirection of eligible uses.

2. Apply the measure's defined uses consistently throughout the analysis.

RFTA appreciates that the second draft now explains that affected revenues will no longer support transit and other transportation programs. A related clarity issue remains in the draft's repeated shorthand reference to "roads and road safety."

That phrase is broader than the uses listed in the measure. Initiative 175 permits road construction, maintenance and operation, road design and engineering, safety

improvements for motor vehicles on public roads, and Colorado State Patrol operations. Referring generally to “road safety” may suggest that affected revenue could support a wider range of roadway safety investments.

RFTA recommends using terminology that tracks the measure’s listed uses when describing where redirected revenue will go, such as “roads, motor-vehicle safety improvements, and Colorado State Patrol operations.” This revision will improve precision.

3. Clarify the source of the local government distribution and identify the uses that will become ineligible in the Revenue and Spending section.

The local government fiscal impact section states that, after June 2030, approximately \$296 million will be distributed annually to counties and municipalities. As written, this may suggest that Initiative 175 creates \$296 million in new local government revenue. The measure instead redirects existing state revenue from current uses and distributes a portion of that redirected revenue to local governments. The section then states that local governments may not use affected revenue for “projects not permitted under this measure.” That description is too vague to explain the practical effect of the restriction. It does not tell voters that affected state-distributed revenue may no longer support public transit, passenger rail, bicycle and pedestrian transportation, electric transportation programs, or other transportation uses outside the measure’s specified purposes. RFTA recommends revising the section to state:

“After June 2030, approximately \$296 million in redirected state revenue will be distributed annually to counties and municipalities. Local governments will be required to use affected state-distributed revenue for the purposes permitted by Initiative 175 and may no longer use those funds for public transit, passenger rail, bicycle and pedestrian transportation, electric transportation programs, or other ineligible transportation purposes.”

4. Confirm whether the enterprise exclusion includes the Clean Transit Enterprise.

At the bottom of page 3, the draft states that transportation-related state enterprises are not affected by Initiative 175. For RFTA’s planning purposes, please confirm whether this includes the Clean Transit Enterprise and all revenues and programs it administers. RFTA is not necessarily requesting that the final analysis name the enterprise, but would



2307 Wulfsohn Road
Glenwood Springs, Colorado 81601
970.925.8484 | RFTA.COM

appreciate clarification regarding whether those funds fall outside the measure's scope. RFTA appreciates Legislative Council staff's consideration of the first-round comments and the significant improvements reflected in the second draft. These additional revisions will help voters understand that Initiative 175 reallocates existing revenue and restricts how state and local governments may use it.

Sincerely,

Kurt Ravenschlag
CEO

2026 Actuals/Budget Comparison (June YTD)

2026 Budget Year

General Fund

	June YTD			Annual Budget
	Actual Unaudited	Budget	% Var.	
Revenues				
Sales and Use tax (1)	\$ 16,042,854	\$ 16,830,400	-4.7%	\$ 45,639,000
Property Tax	\$ 13,942,505	\$ 14,108,000	-1.2%	\$ 18,441,200
Grants	\$ 2,558,374	\$ 2,558,400	0.0%	\$ 65,751,084
Fares (2)	\$ 2,126,567	\$ 2,087,560	1.9%	\$ 5,132,500
Other govt contributions	\$ 402,726	\$ 402,700	0.0%	\$ 1,662,346
Other income (3)	\$ 2,410,797	\$ 1,988,920	21.2%	\$ 3,119,300
Total Revenues	\$ 37,483,824	\$ 37,975,980	-1.3%	\$ 139,745,430
Expenditures				
Fuel	\$ 1,178,807	\$ 1,159,753	1.6%	\$ 2,200,809
Transit (4)	\$ 23,451,678	\$ 26,125,185	-10.2%	\$ 50,750,306
Trails & Corridor Mgmt	\$ 494,047	\$ 494,000	0.0%	\$ 1,296,007
Capital	\$ 18,135,982	\$ 18,136,000	0.0%	\$ 93,422,207
Debt service	\$ 1,197,032	\$ 1,197,000	0.0%	\$ 2,895,479
Total Expenditures	\$ 44,457,546	\$ 47,111,938	-5.6%	\$ 150,564,808
Other Financing Sources/Uses				
Other financing sources	\$ -	\$ -	n/a	\$ -
Other financing uses	\$ (2,649,303)	\$ (2,649,300)	0.0%	\$ (5,824,117)
Gain (Loss) on Disposal of Assets	\$ 2,641	\$ -	0.0%	\$ -
Total Other Financing Sources/Uses	\$ (2,646,662)	\$ (2,649,300)	-0.1%	\$ (5,824,117)
Change in Fund Balance (5)	\$ (9,620,384)	\$ (11,785,258)	-18.4%	\$ (16,643,495)

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. April sales and use tax revenue are collected and reported in June). Although January revenue was under budget by 17%, February revenue collected in April was over budget by 11%. Revenues collected in March and April were under budget by 7% and 6% respectively.
- (2) Through June, fare revenue increased by 7% compared to the prior year. The chart below provides a YTD June 2025/2026 comparison of actual fare revenues.

Fare Revenue:	YTD 6/2025	YTD 6/2026	Increase/ (Decrease)	% Change
Regional Fares	\$ 1,679,125	\$ 1,793,060	\$ 113,935	7%
Maroon Bells	\$ 259,265	\$ 276,995	\$ 17,730	7%
Total Fare Revenue	\$ 1,938,390	\$ 2,070,055	\$ 131,665	7%

- (3) Higher investment income rate yields than estimated
- (4) Budget variances are primary due to timing of expenditures versus budget assumptions and vacant positions.
- (5) 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

Transit Service	Mileage June YTD				Hours June YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,057,652	2,028,905	28,747	1.4%	97,421	95,650	1,770	1.9%
City of Aspen	289,620	298,195	(8,575)	-2.9%	33,385	34,132	(746)	-2.2%
Aspen Skiing Company	190,136	215,395	(25,259)	-11.7%	13,293	15,131	(1,838)	-12.1%
Ride Glenwood Springs	61,542	59,479	2,063	3.5%	4,964	4,958	7	0.1%
Grand Hogback	217,067	218,142	(1,075)	-0.5%	10,008	9,953	55	0.5%
Specials/Charters	1,739	3,665	(1,926)	-52.6%	382	360	22	6.1%
Senior Van	9,440	7,176	2,264	31.6%	1,198	990	208	21.1%
MAA Burlingame	1,805	1,801	4	0.2%	158	158	(1)	-0.5%
Maroon Bells	22,517	23,273	(756)	-3.2%	1,745	1,791	(46)	-2.6%
Subtotal - Transit Service	2,851,518	2,856,031	(4,513)	-0.2%	162,554	163,123	(569)	-0.3%
Training & Other	8,361	10,650	(2,289)	-21.5%	11,725	12,124	(399)	-3.3%
Total Transit Service, Training & Other	2,859,879	2,866,681	(6,802)	-0.2%	174,279	175,247	(968)	-0.6%

2027 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/13/2026	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>On schedule</i>
9/10/2026	Presentation/Direction/Action: 1 st draft budget presentation	<i>On schedule</i>
11/12/2026	Presentation/Direction/Action: 2nd draft budget presentation	<i>On schedule</i>
12/10/2026	Public Hearing: - Final budget presentation and adoption - Review and approve the final certifications of valuations from the Eagle, Garfield, and Pitkin County Assessors	<i>On Schedule</i>

RFTA Investments Quarterly Report

In accordance with RFTA's Investment Policy, staff has prepared the following investment summary that provides an analysis of RFTA's current investment portfolio and quarterly activity through 6/30/2026.

Investment	3/31/2026		Purchases/ (Redemptions)	6/30/2026	
Local Government Investment Pools:					
Colotrust Plus+	\$ 53,477,811	50%	\$ (3,885,475)	\$ 49,592,335	50%
CSIP	\$ 53,436,140	50%	\$ (3,890,284)	\$ 49,545,856	50%
Total	\$ 106,913,951	100%	\$ (7,775,759)	\$ 99,138,192	100%
Monthly Distribution Yield:					
Colotrust Plus+	3.76%			3.75%	
CSIP	3.74%			3.72%	

- The net decrease in both Colotrust Plus+ and CSIP accounts are due to interest earnings less a one-time transfer to Alpine Bank to fulfill anticipated near-term cashflow needs
- If there is an accumulation of excess funds in RFTA's operating accounts with Alpine Bank, then staff anticipates to transfer the excess funds to the Local Government Investment Pools.

2026 Capital Contingency

As presented at the April Board meeting, Staff will notify the Board of all projects the \$1,306,925 in repurposed savings from 2025 projects will be applied towards. The following is a project funding list and any capital savings adding to Capital Contingency.

		Change	Balance
Resolution 2026-17			\$1,306,925.00
RFTA Master Plan		-\$871,375.00	\$435,550.00
Capital Projects Contract Employee savings from employee separation		\$152,000.00	\$587,550.00
GMF Underground Storage Tank added environmental site characterization services		-\$36,230.00	\$551,320.00
BEB Charging Equipment system project upgrade for motorized cable reels		-\$334,836.00	\$216,484.00
HVAC projects savings		\$277,345.00	\$493,829.00
Parker House Employee Housing Unit #12		-\$16,200.00	\$477,629.00