AGENDA

ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
Thursday, September 10th, 2026
MORGRIDGE COMMONS 815 Cooper Avenue, 2nd Floor, Glenwood Springs, CO 81601
8:30 a.m. – 11:00 a.m.

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

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

AGENDA ITEM	PURPOSE	TIME
1. CALL TO ORDER/ROLL CALL	Quorum	8:30 a.m.
2. APPROVAL OF MINUTES, *page 3*	Approve	8:31 a.m.
3. PUBLIC COMMENT *Members of the public may address the Board during this designated Public Comment period. Public comment on matters requiring a public hearing will be received during the applicable public hearing.*	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. INFORMATION/UPDATES		
6.1. CEO Report – Kurt Ravenschlag, CEO, ***page 7***	FYI	8:45 a.m.
7. CONSENT AGENDA		
7.1. Resolution 2026-32: Authorization to Submit a Grant Application to the CY27 Colorado Department of Transportation (CDOT) SB-230 Formula Program – David Johnson, Director of Sustainability and Legislative Affairs, ***page 26***	Approve *voice*	9:00 a.m.
7.2. Resolution 2026-33: Authorization to Submit Grant Applications to the FY27 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs – David Johnson, Sustainability & Legislative Affairs Director, ***page 30***	Approve *voice*	9:00 a.m.
8. PRESENTATIONS/ACTION ITEMS		
8.1. Maroon Bells Management Update – Gary Tennenbaum, Pitkin County Open Space and Trails Director and Hannah Klausman, Regional Planning Director ***page 34***	Discussion	9:05 a.m.
8.2. Resolution 2026-34: Supporting the Glenwood Hot Springs Protection Act- Kurt Ravenschlag, CEO, ***page 35***	Discussion	9:35 a.m.

8.3.	2027 1st Draft Budget Presentation – Paul Hamilton, Director of Finance and David Carle, Budget Manager, ***page 39***	Discussion	9:45 a.m.
8.4.	Update on Transportation Options for the 2027 Aspen/Pitkin County Airport (ASE) Closure – Kurt Ravenschlag, CEO, ***page 60***	Discussion	10:20 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, Erin Kemp, Chief Human Resources Officer	Executive Session	10:40 a.m.
10.	**NEW BUSINESS FOR NEXT MEETING**	Planning	10:58 a.m.
11.	**NEXT MEETING:** Thursday, October 8, 2026	Planning	10:59 a.m.
12.	**ADJOURNMENT**	Adjourn	11:00 a.m.

ROARING FORKTRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
August 13, 2026

Board Members Present:
Alyssa Shenk, Vice-Chair (Town of Snowmass Village); Jeanne McQueeney (Eagle County); Brandy Copeland (Town of New Castle); David Knight (Town of Basalt); Rachael Richards (City of Aspen); Colin Laird (Town of Carbondale); Erin Zalinski (City of Glenwood Springs);

Board Members Absent: Greg Poschman, Chair (Pitkin County)

Non-Voting Alternates Present: Hannah Berman (Town of Basalt); Steve Smith (City of Glenwood Springs); Tom Friedstein (Town of Snowmass Village)

Non-Voting Members: Alicia Gresley (City of Rifle); 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); Jamie Tatsuno, Public Information Officer (PIO); Michael Yang, Chief Financial Administrative Officer (CFAO); Tammy Sommerfield (Director of Procurement); Kim Wells, Executive Assistant; Angela Henderson, Director of Rio Grande Corridor; Ben Ludlow, Director Capital Projects; Ian Adam, Director of Operations; David Johnson, Director of Sustainability and Legislative Affairs; Jason White, Sustainability Program Manager; Dawn Dexter, Operations Manager; Mike Hermes, Project Manager; Mary Harlan, Mobility Coordinator; Stephanie Stocking, Communications Project Manager; Paul Hamilton, Director of Finance; Jerediah Burianek, Senior Service Planner; Terri Glenn, Budget Analyst; Joni Christenson, Design and Creative Manager; Abbey Pascoe, Corridor & Trail Specialist; Mike Christensen, Director of Fleet and Facilities; John Blair, Operations Manager; Jason Schelhaas, Director of IT; David Carle, Budget Manager; Hannah Klausman, Regional Director of Planning

Visitors Present: Ed Cortez, Lee Barger, J Tee

Agenda

NOTE: Hyperlinks to the August 13, 2026 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

1. **Call to Order/Roll Call:**

   Vice-Chair Alyssa Shenk called the meeting of the RFTA Board of Directors to order at 8:30 a.m. on August 13, 2026. The Board Secretary conducted roll call, and a quorum was present.

2. **Approval of Minutes:**

   A motion was made by Rachael Richards and seconded by Erin Zalinski.
   "I moved to approve the July 9, 2026, Board meeting minutes."
   The motion passed unanimously, 7-0, with no abstentions.

3. **Public Comments:**

   Vice-Chair Shenk opened the floor for public comments.

   Shenk formally recognized public comment from Toni Kronburg submitted via email and shared with the full Board prior to this meeting. The board acknowledged receiving the comments.

   No other public comments were presented.

   Public comments were closed at 8:34 a.m.

4. **Items Added to Agenda:**
Vice-Chair Shenk requested any additions or changes to the August 13, 2026 Board meeting agenda.
No additions were proposed.

5. **Board Member Comments:**

Rachael Richards thanked RFTA staff and drivers for maintaining service during a challenging traffic season and requested a future Board work session on the Entrance to Aspen, including regional coordination and potential transportation concepts. Kurt Ravenschlag confirmed staff would bring the discussion forward and noted that RFTA is coordinating with the Entrance to Aspen project team, CDOT, and FHWA and incorporating these efforts into its master planning process.

David Knight raised concerns about the lack of a direct Bustang connection to Eagle County Airport, particularly during the upcoming Aspen Airport closure. Ravenschlag noted the challenges of adding stops requiring deviations from I-70 and reported that regional airport connections are being explored for the closure. He also noted that planned Glenwood Canyon construction will complicate regional transportation and that RFTA is coordinating with CDOT on mitigation efforts.

Richards emphasized the need for early coordination among regional partners to address the combined impacts of the airport closure and canyon construction and raised concerns about potential Bustang funding uncertainty related to Ballot Measure 175. Erin Zalinski supported prioritizing an Eagle County Airport connection if feasible and noted broader transportation challenges in Glenwood Springs. Hannah Berman and Knight acknowledged the necessity of the planned canyon infrastructure work. Ravenschlag noted that Pitkin County has established airport closure subcommittees, including a transportation group with RFTA and CDOT participation, to coordinate these efforts.

Alyssa Shenk shared positive feedback regarding the Brush Creek-to-Aspen connection and the Flyer. She asked staff to explore displaying routes by departure time rather than alphabetically on Brush Creek Park & Ride signage and to investigate incomplete BRT information on Apple Maps.

6. **Consent Agenda:**

1. Resolution 2026-24: Drug and Alcohol Policy Amendment – Kurt Ravenschlag explained that minor edits were needed to align with CDOT requirements.

2. Resolution 2026-25: Authorizing the Execution and Transmittal of a Letter if Appreciation to Colorado's U.S. Delegation for releasing RAISE Grant - Last month the last remaining grant that had been under review by the Office of the Secretary of State was released. This grant is to fund the West Glenwood Transit Station and RFTA is working to obligate those finds with CDOT in hopes of getting that project underway soon.

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, 7-0, with no abstentions.

NOTE: Resolutions 2026-24 and 2026-25 were incorrectly numbered due to clerical error. Numbering was updated to 2026-30 and 2026-31, respectively. No substantive changes were made to either resolution as adopted by the Board.

7. **Presentations/ Action Items:**

1. **Preliminary Planning Initiatives, Assumptions and Considerations for 2027 RFTA Budget-** Paul Hamilton

Paul Hamilton presented preliminary planning assumptions and considerations for the 2027 budget. He reviewed the budget timeline, with a baseline draft planned for September, strategic initiatives incorporated in November, and final budget adoption in December. The budget will align with RFTA's strategic planning process and Board priorities, with a goal of maintaining a balanced budget and adding to fund balance where possible.

Key considerations include sales and property tax revenues, fuel and healthcare costs, 2027 service levels, Hogback service, grant-funded service expansion, first- and last-mile mobility, and Rio Grande Trail maintenance. Hamilton noted that sales tax revenues are currently tracking approximately 2% below the prior year and that fuel costs could increase significantly in 2027.

Additional considerations include SB230 grant funding, potential revenue impacts from the Aspen/Pitkin County Airport closure, the Traveler program, and the GMF Phase 6 expansion project. Rachael Richards requested that future budget materials identify funding sources that may be at risk due to Ballot Measure 175, state budget issues, or other funding uncertainty. Hamilton acknowledged the request.

8. **Information/ Updates**

1. **CEO Report - Kurt Ravenschlag, CEO**

CEO Kurt Ravenschlag provided updates on several current initiatives, including additional information on the previously discussed Westward 3 RAISE grant and coordination with the City of Glenwood Springs on the adjacent Midland Avenue/Wulfsohn Road roundabout project.

Ravenschlag reported on discussions with the Garfield County Commissioners regarding continued Hogback service funding. Commissioners indicated potential willingness to match contributions from Rifle and Silt and discussed a possible future ballot question for sustainable funding. Alicia Gresley recognized RFTA staff and regional partners for their continued efforts toward a long-term solution, and Ravenschlag emphasized the importance of regional connectivity as western Garfield County continues to grow.

Ravenschlag presented RFTA's new online Climate Action Plan tracker, providing live progress toward adopted climate goals, and noted that RFTA sent a letter to Congressman Hurd regarding the Build America 250 Act and transportation funding for Colorado.

Staff continues to investigate technical issues with RFTA's automatic passenger counters that may have resulted in inaccurate ridership data. Staff is working with the vendor to correct the issue and determine whether missing data can be recovered.

Ravenschlag reviewed upcoming winter service changes, with service beginning November 23. Alyssa Shenk and David Knight encouraged additional promotion of service to Aspen Highlands.

Ravenschlag provided an update on RFTA's 2026 Objectives and Key Results (OKRs), noting that several remain in progress beyond their original target dates. He also reported that RFTA submitted additional comments on the Blue Book language for Ballot Initiative 175 and demonstrated a new "Parking Lot" used to retain Board retreat ideas not selected as immediate priorities.

Colin Laird suggested moving the CEO Report immediately following Board Member Comments and including brief updates on recurring topics of Board interest. David Knight supported the suggestion.

Ravenschlag reported that the LoVa Trail organization is seeking RFTA support for a grant application sponsored by the City of Glenwood Springs, which could include a future request for approximately $1.5 million in previously identified Destination 2040 local matching funds. Any appropriation would return to the Board if the grant is awarded.

Ravenschlag concluded by reminding the Board of the September 9, 2026 ribbon cutting celebrating the launch of RFTA's 11 new battery-electric buses.

9. Executive Session

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 began at 9:35 a.m.

   Staff Present: Paul Taddune, General Counsel; Erin Kemp, Chief Human Resources Officer; Kim Wells, Executive Assistant, Board Secretary Pro Tem

   A motion was made by Erin Zalinski and seconded by Colin Laird.
   "I move to adjourn from Executive Session into the Regular Board meeting."

   The motion passed unanimously, 7-0, with no abstentions.

   No action was taken during the Executive Session, which adjourned at 9:41 a.m.

10. New Business for Next Meeting:

No new business was added to the next Board of Directors Meeting

11. Next Meeting:

Board meeting, 8:30 a.m. – 11:00 a.m. September 10, 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.

12. Adjournment:

A motion was made by David Knight and seconded by Erin Zalinski.
"I moved to adjourn."
The motion passed unanimously, 7-0, with no abstentions.

The RFTA Board meeting adjourned at 9:42 a.m. on August 13, 2026.

Respectfully Submitted :

Kimberly Wells, Board Secretary Pro Tem

RFTA BOARD OF DIRECTORS MEETING
"INFORMATION/UPDATES" AGENDA SUMMARY ITEM #6.1

CEO REPORT

TO: RFTA Board of Directors
FROM: Kurt Ravenschlag, CEO
DATE: September 10, 2026

"Flyer" Service Updates and Winter Promotion

On June 28, 2026, RFTA launched the "Flyer" (FLY), a pilot program providing fare-free, year-round service connecting the Brush Creek Park and Ride to Maroon and Castle Creek roads. The route delivers direct transit to key local destinations—including Aspen High School, Aspen Valley Hospital, Highlands Ski Area, and the Maroon Bells Scenic Area shuttle.

While initial community reception has been positive, early feedback from morning commuters highlighted a need to optimize arrival times for school schedules and hospital shift changes. To resolve this, RFTA will adjust the Flyer's morning Brush Creek departure times to leave 10 minutes earlier, effective with the Fall service update on September 21, 2026.

Additionally, there were questions by the RFTA Board at the August 13, 2026 Board Meeting regarding marketing for the Flyer service. RFTA will launch a targeted winter promotion for the Flyer service focused on convenience, easy access to skiing at Highlands, and avoiding parking and traffic. Promotions will start just prior to Aspen Highlands ski area opening and shared with Aspen Skiing Company, as well as supported through RFTA's social media, digital advertising, website, and partner channels. New winter photo and video content featuring the Flyer and skiers will also be developed for the campaign throughout the winter season.

Update on Variable Message Signs (VMS) at BRT Stations

As a follow-up to Board comments at the August 13, 2026, RFTA Board Meeting regarding VMS passenger information displays, staff reviewed the current sign configurations at Bus Rapid Transit (BRT) stations. Board members noted that displaying real-time predictions grouped in alphabetical order had caused passenger confusion.

To improve clarity for riders, RFTA is adjusting the sign configuration across BRT stations to list predictions chronologically by departure time rather than by route name.

Because RFTA's standard BRT station signs are constrained by screen size and can only display up to three predictions at a single time, sorting by departure time ensures passengers immediately see the next incoming buses. Stations equipped with larger multi-row LCD displays, such as Rubey Park Transit Center and Aspen Airport (ASE), will retain their current multi-line configurations, as those larger screens have sufficient capacity to display comprehensive route schedules without obscuring upcoming departure times.

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

Legislative Affairs Update

KEY UPDATES:

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, diverting up to $170 million annually from transit and other transportation programs, with impacts on travel options, congestion, and emissions.
   - 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 and July 31, 2026, the CEO sent comments on the first and second drafts of the ballot analysis for Initiative 175 to the Colorado Legislative Council.
   - Status: Initiative 175 has gained enough signatures to qualify for the November 2026 ballot. Lawmakers passed HB26-1430 (see below) as a countermeasure that will take effect only if voters approve Initiative 175. The bill would temporarily reduce transportation taxes and fees from January 1, 2027, through July 1, 2030, and use remaining affected revenue to backfill existing state transportation obligations before distributing any leftover funds to the State Highway Fund, counties, and municipalities. For RFTA, the bill may blunt Initiative 175's road-only funding shift, but it could also reduce transportation revenues that support multimodal and transit-supportive investments. On August 27, the proponents of Ballot Initiative 175 announced that they will withdraw the measure from the November ballot following negotiations with Attorney General Phil Weiser and legislative leaders on an alternative transportation funding framework. The framework reportedly includes legislation in 2027 to provide approximately $120 million annually for roadway maintenance and construction, as well as a separate 2027 ballot measure intended to generate additional transportation funding. However, the funding sources and other key elements remain unresolved. Public reporting indicates that the recurring funding could draw in part from revenues currently directed to transportation enterprises established under SB 21-260, including enterprises supporting transit and transportation electrification.
   - Recommended Action: Sustainable Strategies DC will monitor the development of the alternative transportation funding framework and identify appropriate venues and opportunities for RFTA to advocate for the protection of the Clean Transit Enterprise, including revenues established under SB 24-230, as well as other existing transit and multimodal funding sources.

2. **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.
   - 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. In August, at the advice of Sustainable Strategies, 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. (Congressman Hurd helped draft and advance the bipartisan BUILD America 250 Act, which did not include the Administration's proposal to eliminate the Mass Transit Account, so Kurt's letter reinforces the framework he has already supported.)

- 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.
- Recommended Action: RFTA should continue advocating for stronger transit funding certainty, protection of rural and bus funding, and formula language that better reflects RFTA's service profile. RFTA's best opportunity to influence the final legislation will occur through Senate engagement and the FY2027 Transportation, Housing and Urban Development appropriations process. Further, RFTA's Senators are actively advocating for THUD Appropriations that will prevent a lapse in funding to transportation that is due to occur as the IIJA funds expire.

3. **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.
    - 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.
    - Proposed Course of Action: Given the potential gravity of the consequences of these proposed changes, RFTA should engage with its delegation should these changes be advanced.

PASSED LEGISLATION WITH IMPACTS TO RFTA:

4. **HB26-1269: Transit Access** was passed into law on May 28, 2026.
5. **HB26-1430: Transportation Funding Adjustments** was passed into law on May 28, 2026.
6. **HB26-1001: Housing Development on Qualifying Properties** was signed into law in March 2026 by Governor Polis.
7. **HB26-1065: Transit and Housing Investment Zones** was signed by the Governor on May 27, 2026.
8. **HB26-1399** and **HB26-1398**: Multimodal Transportation and Mitigation Options Fund Changes became law in 2026.

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%**

Key Result: 2

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

Behind Schedule | **55%**

Key Result: 3

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

On Track | **85%**

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%**

Key Result: 2

Complete Departmental three-year plans by end of Q4 2026

Behind Schedule | **49%**

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: 64%** | Latest KR Target: Q4 2028 | 4 key results

Key Result: 1

Implement Organizational-Wide ERP by end of Q2 2026

Behind Schedule **49%**

Key Result: 2

Complete RFTA Master Plan by end of Q2 2028

Behind Schedule **67%**

Key Result: 3

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

Behind Schedule **64%**

Key Result: 4

Complete Phases 6 & 8 by end of Q4 2028

On Track **75%**

2026 Actuals/Budget Comparison (July YTD)

2026 Budget Year
General Fund

	July YTD			
	Actual Unaudited	Budget	% Var.	Annual Budget
Revenues				
Sales and Use tax (1)	$ 18,352,758	$ 19,177,300	-4.3%	$ 45,639,000
Property Tax	$ 17,108,475	$ 17,317,600	-1.2%	$ 18,441,200
Grants	$ 2,558,374	$ 2,558,400	0.0%	$ 65,751,084
Fares (2)	$ 2,674,878	$ 2,668,760	0.2%	$ 5,132,500
Other govt contributions	$ 402,726	$ 402,700	0.0%	$ 1,662,346
Other income (3)	$ 2,540,952	$ 2,206,606	15.2%	$ 3,119,300
Total Revenues	**$ 43,638,163**	**$ 44,331,366**	**-1.6%**	**$ 139,745,430**
Expenditures				
Fuel	$ 1,417,869	$ 1,327,256	6.8%	$ 2,200,809
Transit (4)	$ 28,154,666	$ 31,224,074	-9.8%	$ 50,750,306
Trails & Corridor Mgmt	$ 571,369	$ 571,400	0.0%	$ 1,296,007
Capital	$ 19,919,899	$ 19,919,900	0.0%	$ 93,422,207
Debt service	$ 1,494,142	$ 1,494,100	0.0%	$ 2,895,479
Total Expenditures	**$ 51,557,945**	**$ 54,536,730**	**-5.5%**	**$ 150,564,808**
Other Financing Sources/Uses				
Other financing sources	$ -	$ -	n/a	$ -
Other financing uses	$ (2,689,466)	$ (2,689,500)	0.0%	$ (5,824,117)
Gain (Loss) on Disposal of Assets	$ 3,481	$ -	0.0%	$ -
Total Other Financing Sources/Uses	**$ (2,685,985)**	**$ (2,689,500)**	**-0.1%**	**$ (5,824,117)**
Change in Fund Balance (5)	**$ (10,605,767)**	**$ (12,894,864)**	**-17.8%**	**$ (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). Revenues collected in January, February, March, April and May were under budget by 17%, over budget by 11%, and under budget by 7%, 6% and 3% respectively.*

(2) *Through July, fare revenue increased by 5% compared to the prior year. The chart below provides a YTD July 2025/2026 comparison of actual fare revenues.*

Fare Revenue:	YTD 7/2025	YTD 7/2026	Increase/ (Decrease)	% Change
Regional Fares	$ 1,919,107	$ 2,060,189	$ 141,082	7%
Maroon Bells	$ 604,012	$ 594,566	$ (9,446)	-2%
Total Fare Revenue	**$ 2,523,119**	**$ 2,654,755**	**$ 131,636**	**5%**

(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								
	Mileage July YTD				Hours July YTD			
Transit Service	**Actual**	**Budget**	**Variance**	**% Var.**	**Actual**	**Budget**	**Variance**	**% Var.**
RF Valley Commuter	2,398,688	2,360,253	38,435	1.6%	113,449	111,541	1,908	1.7%
City of Aspen	345,139	353,220	(8,082)	-2.3%	39,697	40,565	(868)	-2.1%
Aspen Skiing Company	190,136	215,395	(25,259)	-11.7%	13,293	15,131	(1,838)	-12.1%
Ride Glenwood Springs	72,087	69,498	2,588	3.7%	5,805	5,796	8	0.1%
Grand Hogback	253,598	254,589	(992)	-0.4%	11,730	11,666	63	0.5%
Specials/Charters	1,739	3,665	(1,926)	-52.6%	382	360	22	6.1%
Senior Van	11,102	8,322	2,780	33.4%	1,411	1,155	256	22.2%
MAA Burlingame	8,035	8,040	(4)	-0.1%	713	716	(3)	-0.4%
Maroon Bells	41,203	41,504	(302)	-0.7%	3,172	3,226	(54)	-1.7%
Subtotal - Transit Service	**3,321,726**	**3,314,486**	**7,240**	**0.2%**	**189,652**	**190,158**	**(506)**	**-0.3%**
Training & Other	11,695	11,950	(255)	-2.1%	14,487	13,895	592	4.3%
Total Transit Service, Training & Other	**3,333,421**	**3,326,436**	**6,985**	**0.2%**	**204,138**	**204,053**	**86**	**0.0%**

2027 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/13/2026	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	*Completed*
9/10/2026	Presentation/Direction/Action: 1st draft budget presentation	*On schedule*
11/12/2026	Presentation/Direction/Action: 2nd draft budget presentation	*On schedule*
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	*On Schedule*

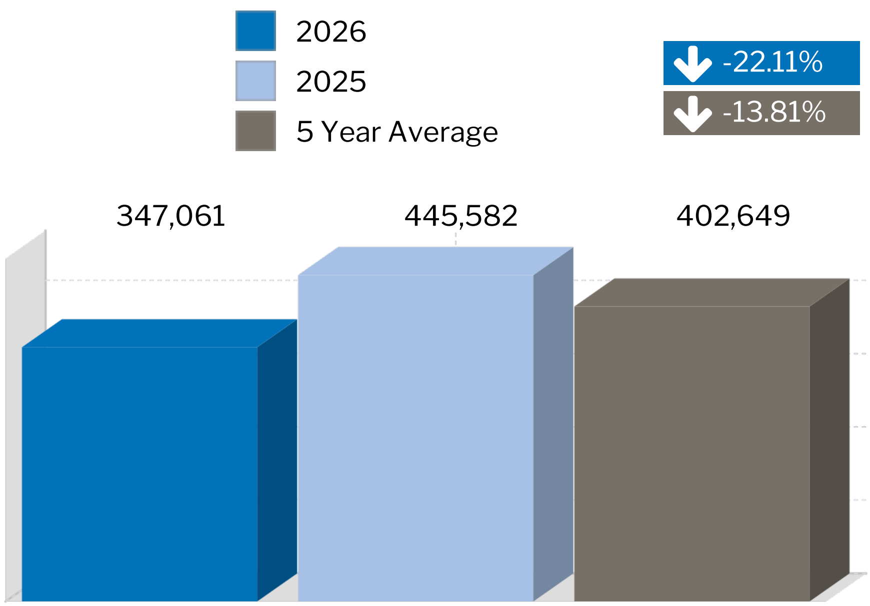
2026 Capital Contingency

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.

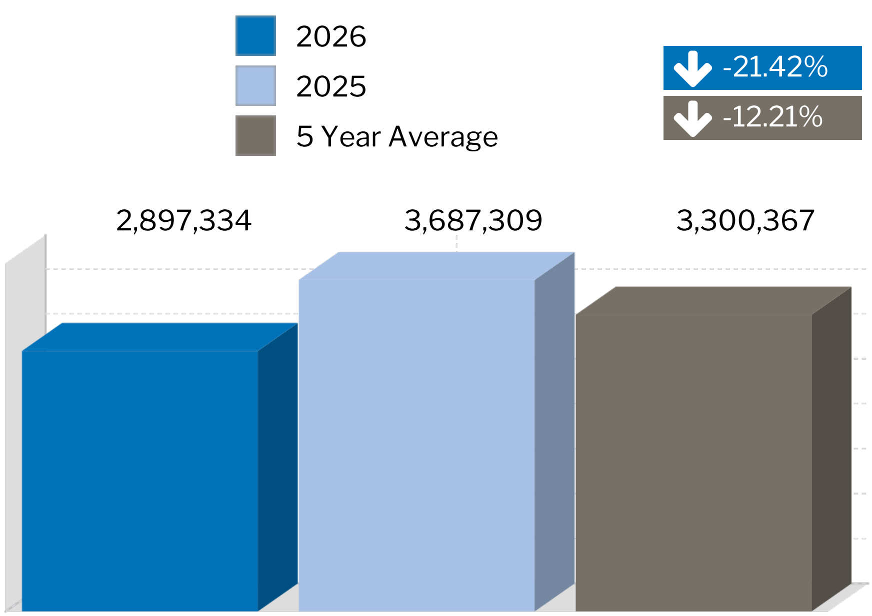
		Change	Balance
Resolution 2026-17			$1,306,925.00
RFTA Master Plan		-$871,375.00	$435,550.00
Capital Projects Contract Employee savings from employee separation		$152,000.00	$587,550.00
GMF Underground Storage Tank added environmental site characterization services		-$36,230.00	$551,320.00
BEB Charging 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
GMF Pit Lighting		-$10,561.00	$467,068.00

Ridership Performance Metrics

August Ridership

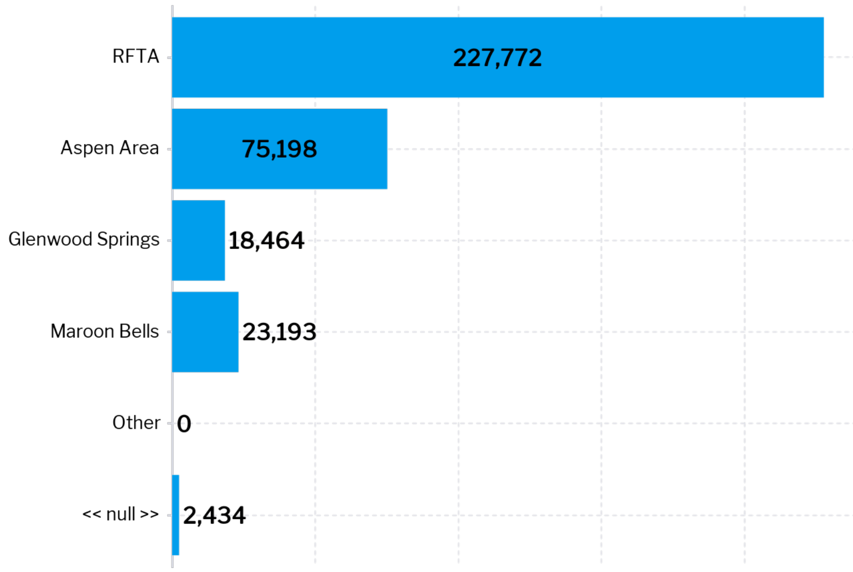


August Year-to-Date Ridership



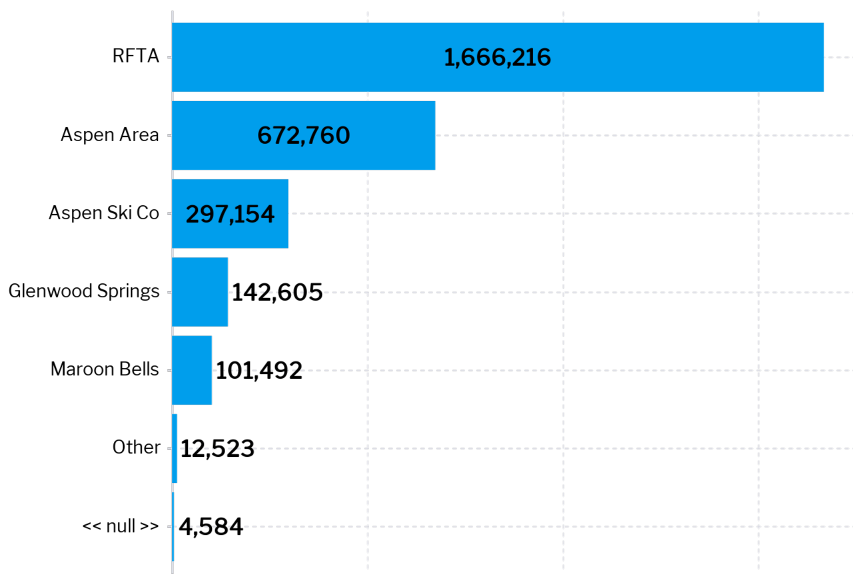
August 2026 Ridership

347,061 Boardings



August Year-to-Date 2026 Ridership

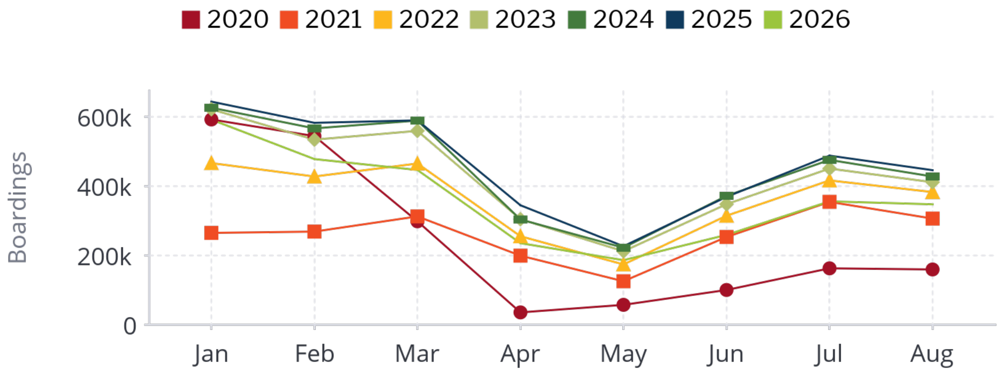
2,897,334 Boardings



- **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

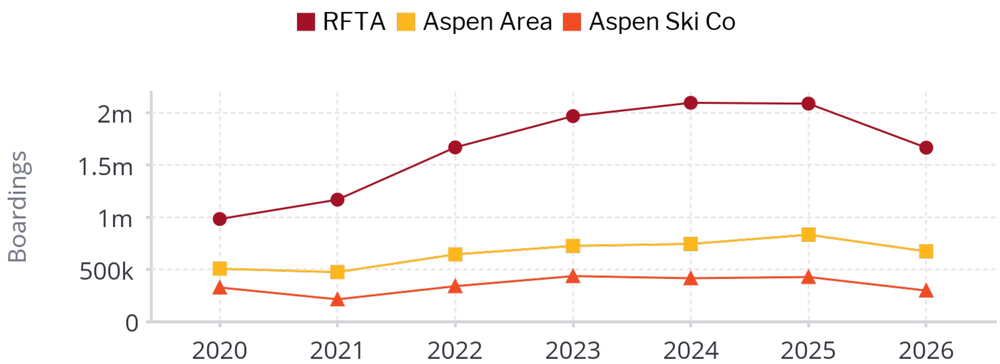
Ridership by Month Year-to-Date

591,586.00



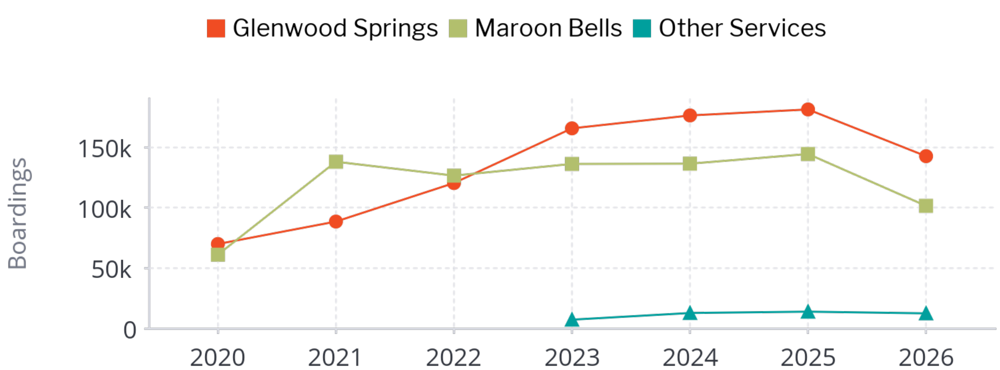
Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Aug)



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

(Jan - Aug)



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

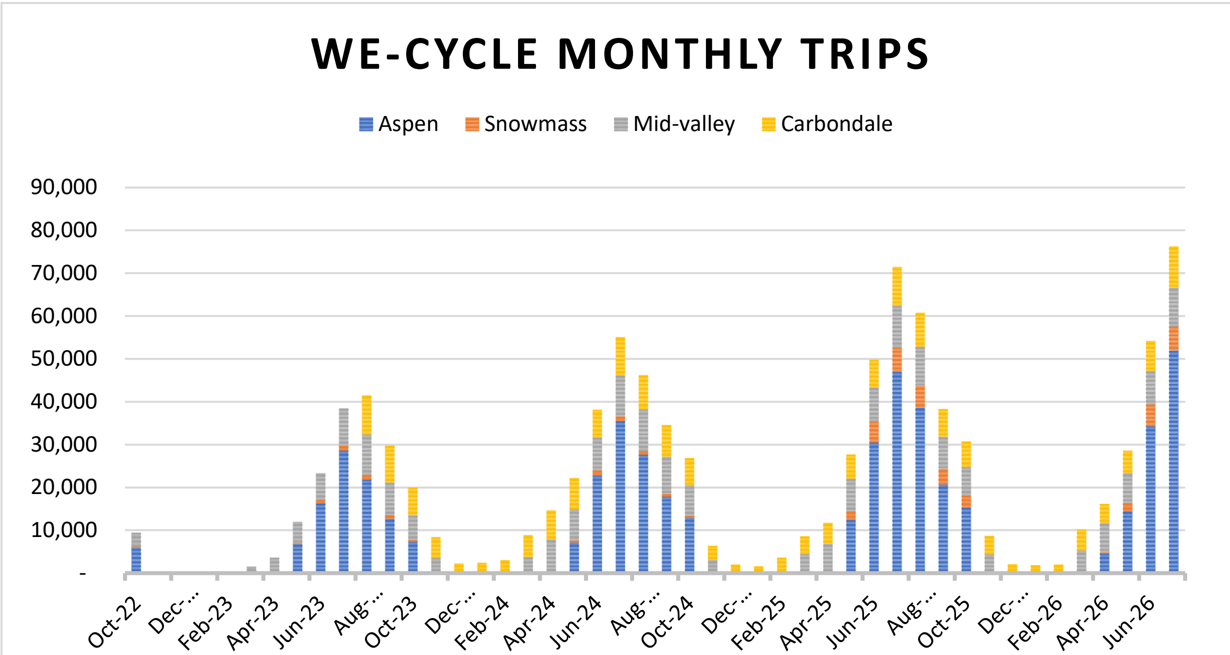
Ridership Rankings - August			
Route	2026	2025	% Change
VelociRFTA	88,963	104,093	-14.5%
Local Valley	73,396	89,067	-17.6%
Snowmass/Intercept	31,874	43,236	-26.3%
Castle Maroon	26,167	33,631	-22.2%
Maroon Bells	23,193	44,162	-47.5%
Ride Glenwood	18,464	22,120	-16.5%
Hunter Creek	18,380	20,851	-11.9%
Hogback	13,751	16,317	-15.7%
Music School	11,400	14,620	-22.0%
Burlingame	10,118	11,722	-13.7%
Carbondale Circulator	8,525	13,431	-36.5%
Music School BG	8,097	11,020	-26.5%
Cemetery Lane	4,820	7,922	-39.2%
Mountain Valley	2,498	2,854	-12.5%
Flyer	2,434		
Cross Town	1,815	1,799	0.9%
Snowmass-Valley	1,677	2,401	-30.2%
Woody Creek	862	816	5.6%
Snowmass/Aspen	627	108	480.6%
Jazz Aspen Snowmass		5,412	
	347,061	**445,582**	**-22.1%**

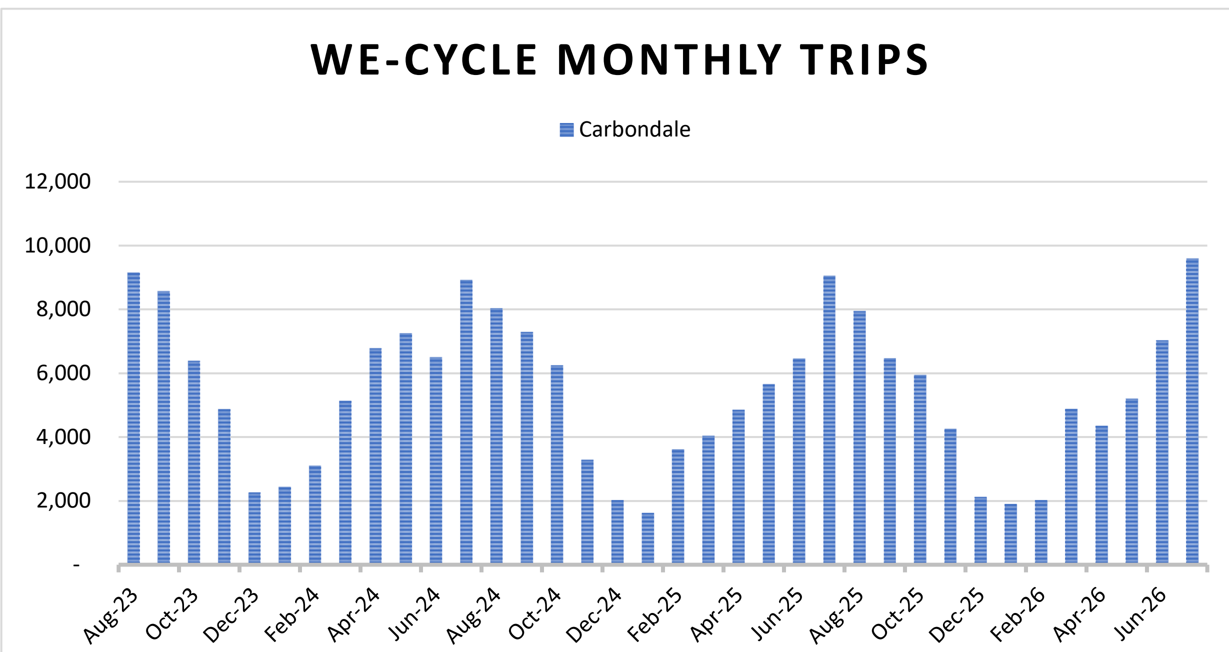
Ridership Rankings - August Year-to-Date			
Route	2026 YTD	2025 YTD	% Change
VelociRFTA	654,314	789,061	-17.1%
Local Valley	502,669	633,671	-20.7%
Castle Maroon	240,914	305,993	-21.3%
Snowmass/Aspen Ski	205,333	291,537	-29.6%
Hunter Creek	178,712	204,951	-12.8%
Ride Glenwood	142,605	181,279	-21.3%
Snowmass/Aspen	140,240	173,444	-19.1%
Snowmass/Intercept	116,248	166,582	-30.2%
Hogback	110,514	131,254	-15.8%
Maroon Bells	101,492	144,419	-29.7%
Burlingame	85,851	102,291	-16.1%
Carbondale Circulator	74,002	100,081	-26.1%
Cemetery Lane	50,177	61,100	-17.9%
Buttermilk	46,092	59,439	-22.5%
Aspen Highlands Ski	45,729	76,095	-39.9%
Snowmass-Valley	44,447	58,139	-23.6%
Aspen Highlands Direct	28,889	44,839	-35.6%
Galena Street	28,008	26,970	3.8%
Music School	25,220	36,687	-31.3%
Mountain Valley	24,426	37,992	-35.7%
Music School BG	19,657	32,546	-39.6%
X Games	12,523	8,532	46.8%
Cross Town	10,563	11,372	-7.1%
Flyer	4,584		
Woody Creek	4,125	3,623	13.9%
Jazz Aspen Snowmass		5,412	
	2,897,334	**3,687,309**	**-21.4%**

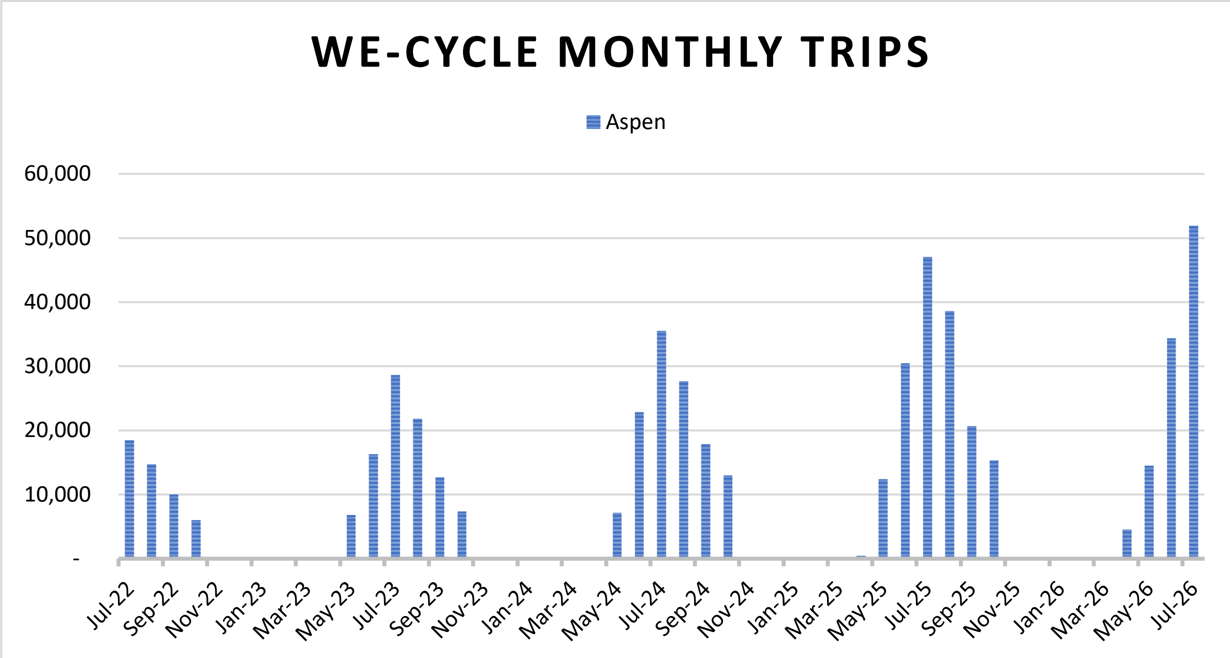
Passengers per Hour Rankings - August			
Route	**2026 YTD**	**2025 YTD**	**% Change**
Snowmass/Aspen	31.51	27.00	16.69%
Hunter Creek	27.16	34.25	-20.72%
Ride Glenwood	23.98	28.90	-17.05%
Music School BG	22.89	29.82	-23.24%
Snowmass/Intercept	21.03	28.54	-26.31%
Maroon Bells	17.88	36.30	-50.73%
Castle Maroon	17.66	22.67	-22.10%
Carbondale Circulator	15.99	25.80	-38.03%
Music School	15.71	19.14	-17.92%
VelociRFTA	15.16	19.00	-20.21%
Snowmass-Valley	14.39	19.73	-27.04%
Local Valley	14.26	17.54	-18.72%
Burlingame	13.02	15.20	-14.34%
Flyer	12.27		0.00%
Hogback	10.91	12.91	-15.52%
Cemetery Lane	8.00	13.11	-38.97%
Mountain Valley	4.15	4.74	-12.43%
Cross Town	3.86	4.12	-6.32%
Woody Creek	2.31	2.20	5.38%
Jazz Aspen Snowmass		37.27	0.00%
	15.23	**20.14**	**-24.40%**

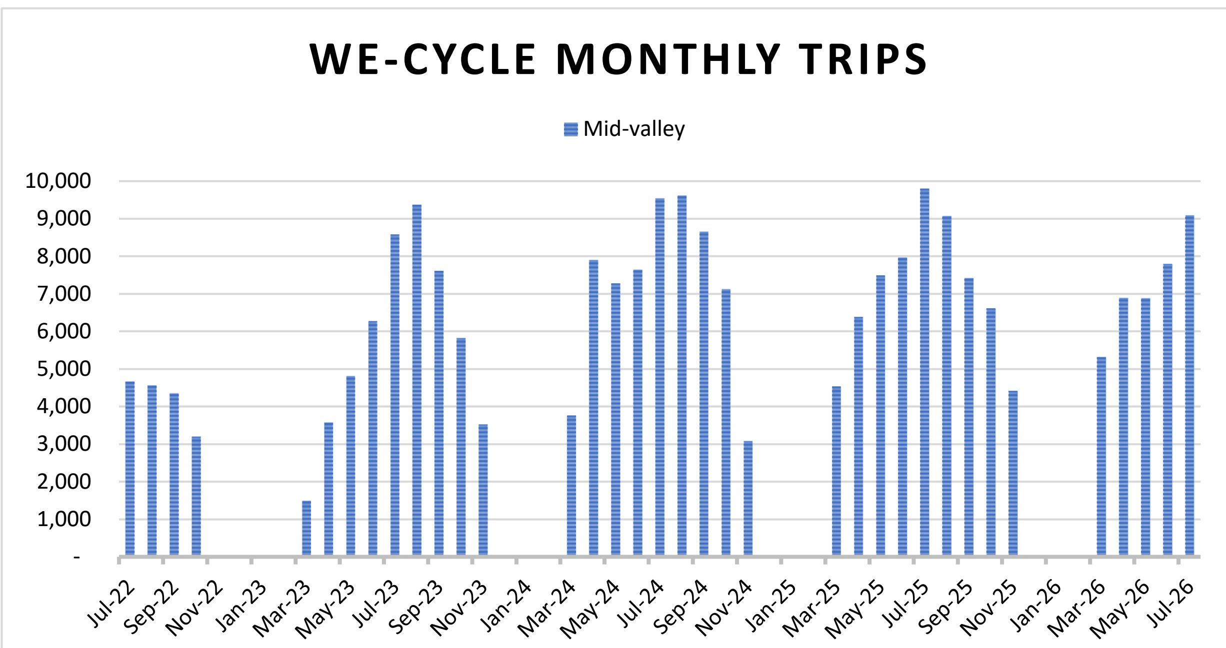
Passengers per Hour Rankings - August Year-to-Date			
Route	**2026 YTD**	**2025 YTD**	**% Change**
X Games	134.22	118.34	13.43%
Hunter Creek	36.99	44.27	-16.45%
Aspen Highlands Ski	28.92	41.43	-30.20%
Buttermilk	26.46	31.11	-14.95%
Snowmass/Aspen Ski	25.43	31.89	-20.26%
Maroon Bells	24.40	36.93	-33.93%
Aspen Highlands Direct	24.19	32.77	-26.16%
Ride Glenwood	23.43	29.86	-21.53%
Castle Maroon	21.36	26.89	-20.55%
Snowmass-Valley	20.41	26.57	-23.20%
Music School BG	20.38	33.85	-39.78%
Snowmass/Aspen	20.00	28.18	-29.05%
Snowmass/Intercept	19.28	27.51	-29.93%
Carbondale Circulator	18.20	24.83	-26.69%
Galena Street	15.21	15.40	-1.27%
Burlingame	14.06	16.97	-17.12%
VelociRFTA	14.05	17.31	-18.84%
Music School	13.53	19.91	-32.05%
Local Valley	12.70	16.09	-21.10%
Flyer	11.03		0.00%
Cemetery Lane	10.92	13.26	-17.62%
Hogback	10.89	13.21	-17.62%
Mountain Valley	5.35	8.34	-35.82%
Cross Town	3.54	3.88	-8.74%
Woody Creek	1.70	1.48	15.31%
Jazz Aspen Snowmass		37.27	0.00%
	16.06	**20.61**	**-22.07%**

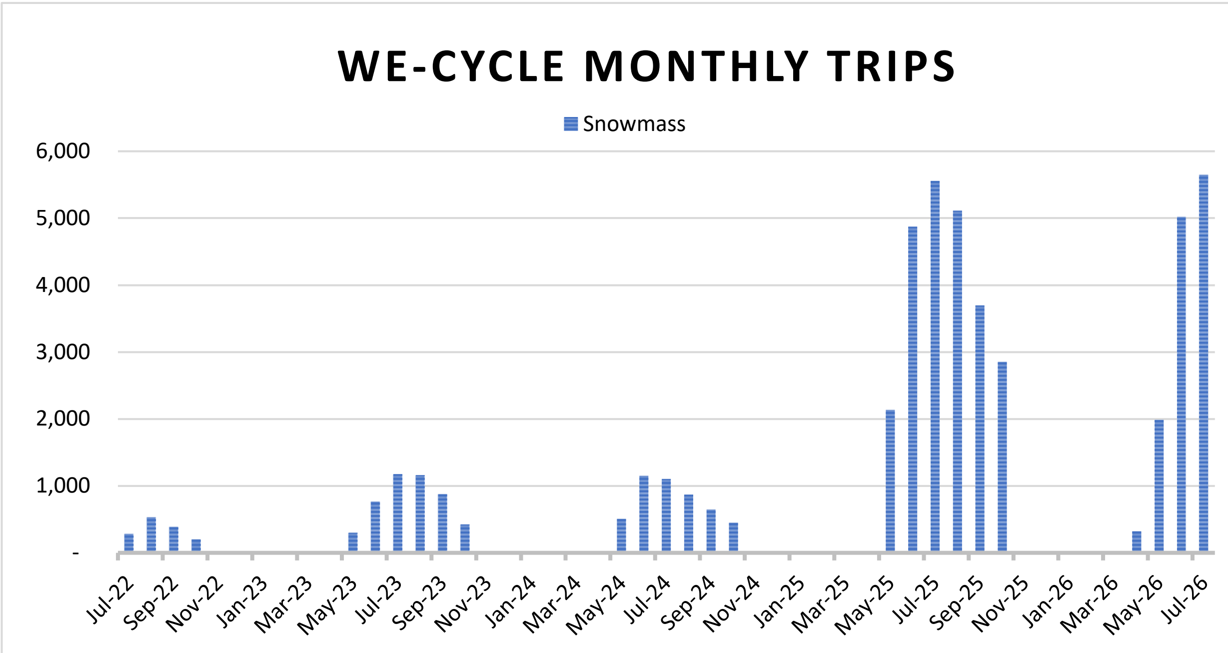
BIKESHARE


WE-CYCLE MONTHLY TRIPS
Aspen
Snowmass
Mid-valley
Carbondale
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
-
Oct-22
Dec-...
Feb-23
Apr-23
Jun-23
Aug-...
Oct-23
Dec-...
Feb-24
Apr-24
Jun-24
Aug-...
Oct-24
Dec-...
Feb-25
Apr-25
Jun-25
Aug-...
Oct-25
Dec-...
Feb-26
Apr-26
Jun-26


WE-CYCLE MONTHLY TRIPS
Carbondale
12,000
10,000
8,000
6,000
4,000
2,000
-
Aug-23
Oct-23
Dec-23
Feb-24
Apr-24
Jun-24
Aug-24
Oct-24
Dec-24
Feb-25
Apr-25
Jun-25
Aug-25
Oct-25
Dec-25
Feb-26
Apr-26
Jun-26


WE-CYCLE MONTHLY TRIPS
Aspen
60,000
50,000
40,000
30,000
20,000
10,000
-
Jul-22
Sep-22
Nov-22
Jan-23
Mar-23
May-23
Jul-23
Sep-23
Nov-23
Jan-24
Mar-24
May-24
Jul-24
Sep-24
Nov-24
Jan-25
Mar-25
May-25
Jul-25
Sep-25
Nov-25
Jan-26
Mar-26
May-26
Jul-26


WE-CYCLE MONTHLY TRIPS
Mid-valley
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
-
Jul-22
Sep-22
Nov-22
Jan-23
Mar-23
May-23
Jul-23
Sep-23
Nov-23
Jan-24
Mar-24
May-24
Jul-24
Sep-24
Nov-24
Jan-25
Mar-25
May-25
Jul-25
Sep-25
Nov-25
Jan-26
Mar-26
May-26
Jul-26

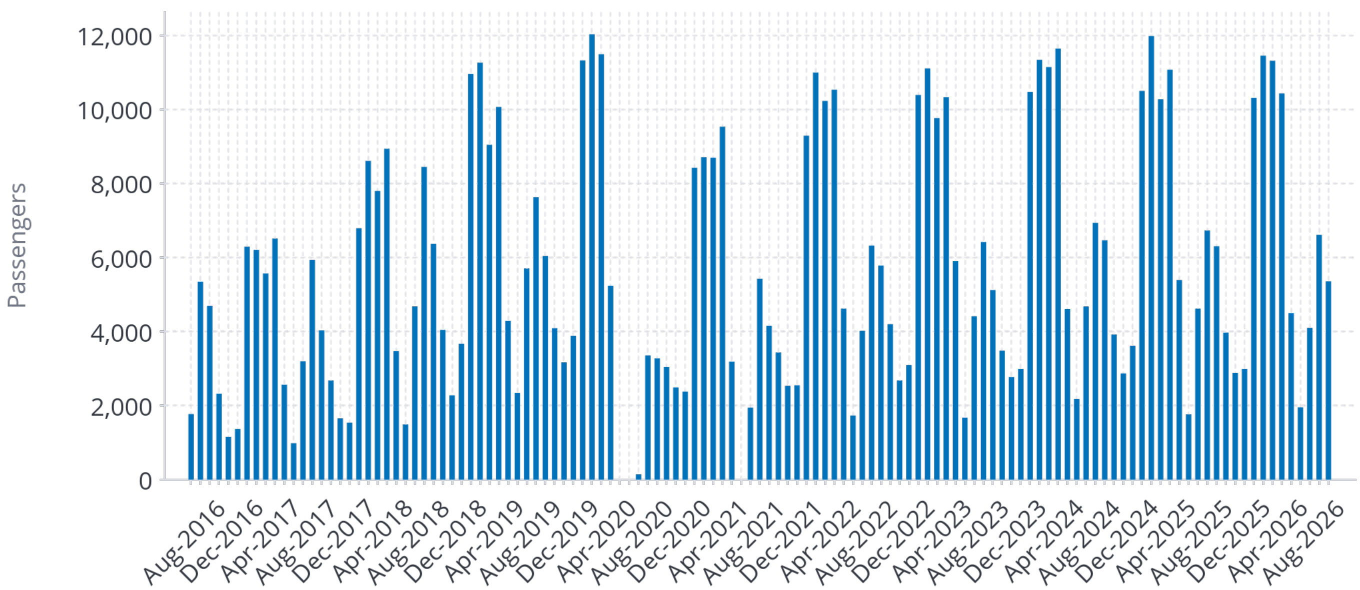


WE-CYCLE MONTHLY TRIPS
Snowmass
6,000
5,000
4,000
3,000
2,000
1,000
-
Jul-22
Sep-22
Nov-22
Jan-23
Mar-23
May-23
Jul-23
Sep-23
Nov-23
Jan-24
Mar-24
May-24
Jul-24
Sep-24
Nov-24
Jan-25
Mar-25
May-25
Jul-25
Sep-25
Nov-25
Jan-26
Mar-26
May-26
Jul-26

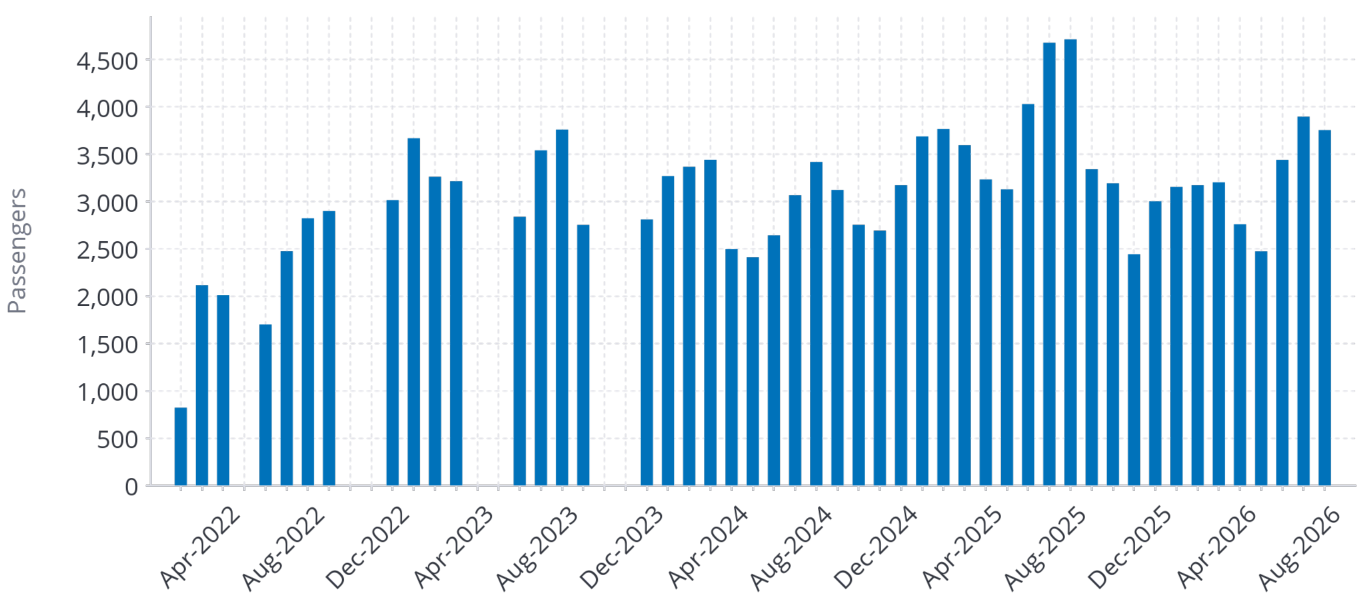
MICROTRANSIT

Aspen Monthly Passenger Trips

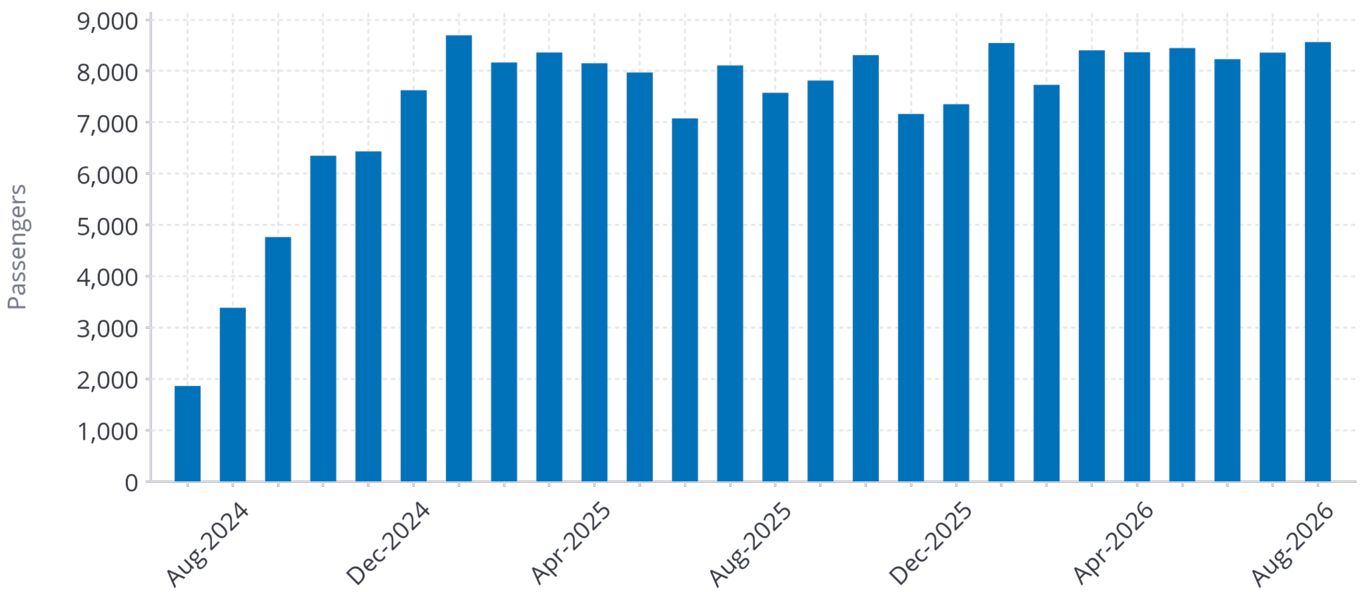
**This service is not part of RFTA's FLMM Program and is funded solely by City of Aspen*



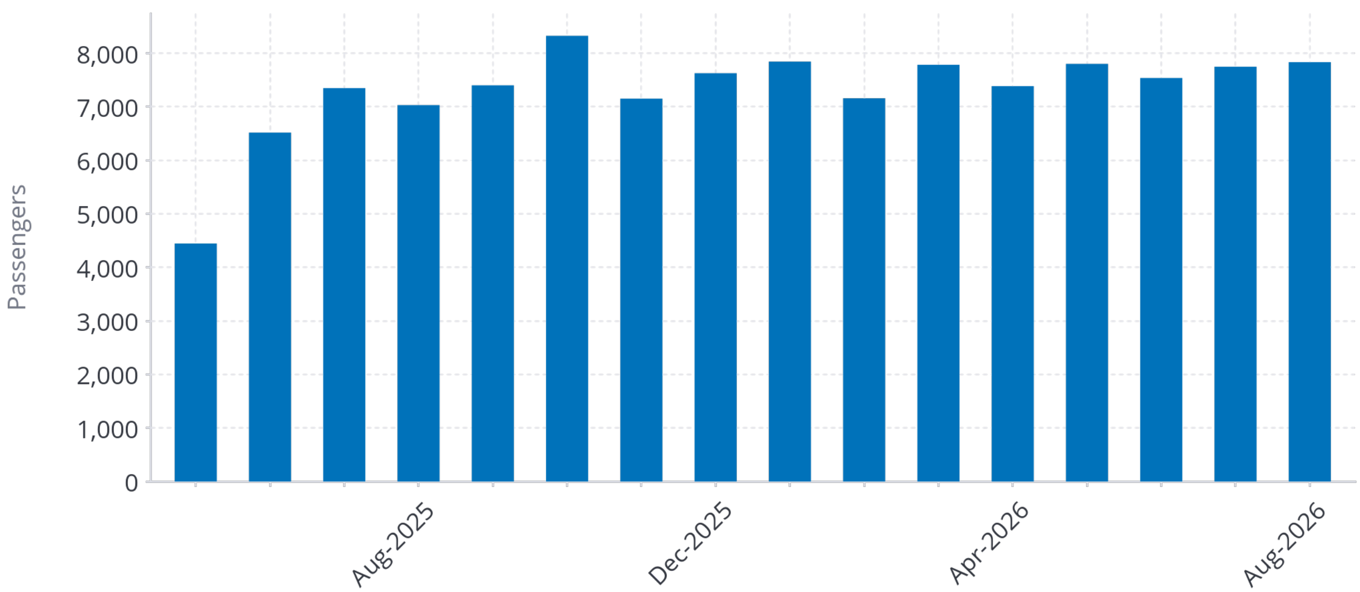
Basalt Monthly Passenger Trips



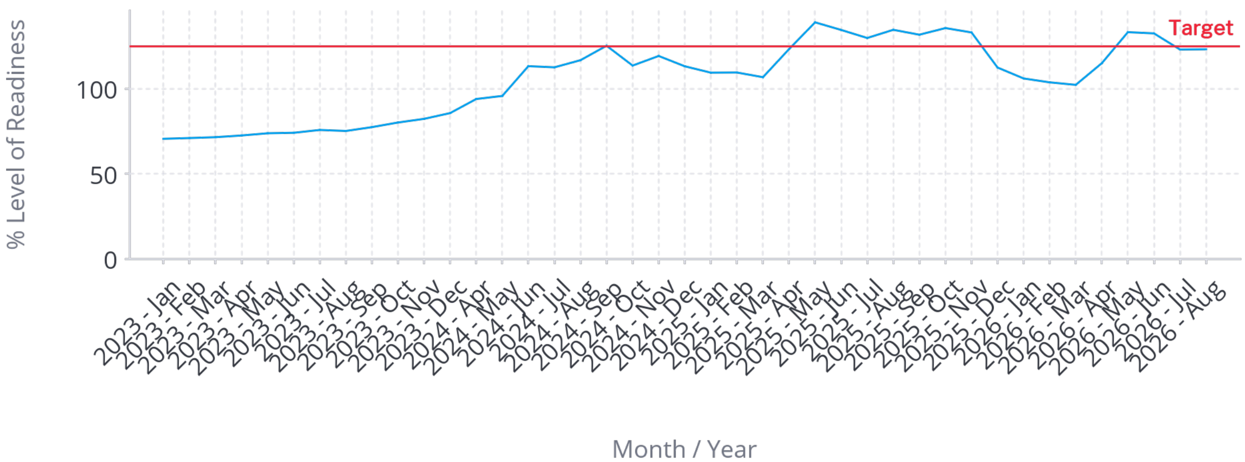
Carbondale Monthly Passenger Trips



Glenwood 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 BOARD OF DIRECTORS
"CONSENT" AGENDA SUMMARY ITEM # 7.1

MEETING DATE	September 10, 2026
AGENDA ITEM	Resolution 2026-32: Authorization to Submit a Grant Application to the FY2027 Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) SB-230 Formula Program
STRATEGIC OUTCOMES	4.0 FINANCIAL SUSTAINABILITY
STRATEGIC OBJECTIVES	4.7 Monitor, evaluate and present new revenue sources
PRESENTED BY	David Johnson, Director Department of Sustainability & Legislative Affairs
STAFF RECOMMENDS	Approve Resolution 2026-32, and authorize Staff to request up to $3,169,814 in FY2027 SB230 Formula Program fundings, with estimated matching funds up to $1,092,130.
EXECUTIVE SUMMARY	Staff intend to utilize up to $3.170 million in SB230 formula funding (and matching funds) in years 2027 and 2028 to support regional transit service in the SH82 corridor and I-70 corridor, and to increase ridership and mode shift to transit and to reduce greenhouse gas emissions, pending both timing of award and contract. Grant applications are due September 15, 2026 and contracts are anticipated to be fully executed by June 2027. RFTA has about two years to spend the grant funds. The funds will be used for operating service in the SH82 and I70 corridors and to purchase one 57-passenger coach bus for fleet expansion.
BACKGROUND	The Colorado legislature adopted Senate Bill 24-230 (SB230), which imposes a fee on all oil and gas produced in Colorado, effective July 1, 2025. Known as the Oil & Gas Production Fee, a portion of this new revenue stream includes the production fee for clean transit. The production fee amounts fluctuate based on the average spot price of oil and gas each quarter. This new grant funding program will be administered by the Colorado Department of Transportation's (CDOT) Clean Transit Enterprise (CTE) which issued a notice of funding availability for the Local Transit operations Program, commonly known as the SB230 Formula Program for Fiscal Year 2027. The purpose of the program is to provide consistent annual funding to support transit service expansion, increase transit frequency, provide other service enhancements, and improve system-wide transit network connectivity. The goal is to maximize transit ridership and mode shift and decrease personal vehicle miles traveled and GHG emissions. CTE's SB230 Formula Program funds will be awarded and distributed through a formula-based apportionment. The estimated 53 eligible transit agencies that successfully respond to the notice of funding will be awarded a total of approximately $80 million in Fiscal Year 2027 funding based on a formula that was approved by the CTE Board of Directors on May 26, 2026.

GOVERNANCE POLICY	RFTA Board Governing Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
FISCAL IMPLICATIONS	Staff will request up to $3,169,814 in formula funding, with matching of up to $1,092,130.
EXHIBITS/ATTACHMENT	1. Exhibit 1: Resolution 2026-32: Authorization to Submit a Grant Application to the FY2027 Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) SB-230 Formula Program

Director ______________________________moved adoption of the following Resolution:

BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-32

AUTHORIZATION TO SUBMIT A GRANT APPLICATION TO THE FY2027 COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) CLEAN TRANSIT ENTERPRISE (CTE) SB230 FORMULA PROGRAM

WHEREAS, RFTA applies for grants to support is fleet, facilities and operations; and

WHEREAS, RFTA is an eligible recipient of SB230 formula funding; and

WHEREAS, RFTA must commit 20% minimum of local matching funds; and

WHEREAS, application for these funds and commitment of local matching funds supports Objective 4.7 Monitor, evaluate and present new revenue sources

WHEREAS, the RFTA Board of Directors supports the expanded services offered by the CDOT funding, if awarded.

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

1. If the grant is awarded, the RFTA Board of Directors strongly supports the completion of projects that support regional transit services to increase ridership and mode shift to transit and to reduce greenhouse gas emissions.

2. The Board of Directors of RFTA authorizes the appropriation of funds necessary to meet the terms and obligations of the grant, up to $1,092,130.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of September 2026.

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

By: ____________________________________
Greg Poschman, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on September 10, 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 10th day of September 2026.

____
Kimberly Wells, Secretary Pro Tem to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS
"CONSENT" AGENDA SUMMARY ITEM # 7.2

Meeting Date	September 10, 2026
Agenda Item	Resolution 2026-33: Authorization to Submit Grant Applications to the FY26 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs
Strategic Outcomes	4.0 FINANCIAL SUSTAINABILITY
Strategic Objectives	4.4 Pursue financing opportunities to complete future capital projects
Presented By	David Johnson, Director Department of Sustainability & Legislative Affairs
Staff Recommend	• Authorize staff to submit grant applications to the FY26 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs for the following projects, totaling $3,440,000, with a grant request of $2,472,000 and local matching funds of $688,000: o 2 BOC Vehicle Replacements - $350,000 o GMF Bus Wash replacement - $1, 900, 000 o Automated Passenger Counter Upgrade - $778,000 o Intelligent Vehicle Network (IVN-4 to IVN-5) Upgrade - $412,000 • Approve a 20% minimum local match commitment, up to $688,000
Executive Summary	RFTA will work with Colorado Department of Transportation (CDOT), who applies for these funds on behalf of all rural agencies in the State, to submit a FY26 FTA 5339b Bus & Bus Facilities (BBF) application. Awards are projected in September-October and executed contracts in Q3 2027.
Background	On July 27, 2026, the Federal Transit Administration (FTA) announced the opportunity to apply for $589 million in competitive grants for the fiscal year (FY) 2026 5339c Low or No Emission Grant Program (Low-No Program) and approximately $21 million in competitive grants for the FY 2026 5339b Grants for Buses and Bus Facilities Program (Bus Program), totaling $610 million for the combined 5339 program, about one-third the amount available last year. The 5339c Low-No Program funds will be awarded competitively for the purchase or lease of buses that use low or no emission propulsion technologies, including related equipment or facilities. Both RFTA's legislative affairs consultant and CASTA have alerted RFTA that low-emissions buses and facilities will be strongly favored over zero-emission projects. The 5339b Bus Program funds will be awarded competitively to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities. This program, however has only $21 million available nation-wide as opposed to nearly $400 million last year. RFTA will highlight its generally mixed-fuel, low-emissions fleet and facilities in its request, to maximize the opportunities for awards from the Low or No Emissions (5339c) funds, for which $589 million is available.

Governance Policy	Board Governing Policy 4.2.5 states, "The Board will approve RFTA's annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy)."
Fiscal Implications	Cost estimate for this program of projects is $3.44 million. RFTA will request 80% of this cost from the 5339b/c program, or $2.75 million, and will commit 20% matching funds, up to $688,000.
Exhibits/Attachments	1. Exhibit 1: Resolution 2026-33: Authorization to Submit Grant Applications to the FY26 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Programs

Director ______________________________ moved to adopt the following Resolution:

BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-33

AUTHORIZATION TO SUBMIT GRANT APPLICATIONS TO THE FISCAL YEAR 2026 FTA 5339B BUS & BUS FACILITIES AND 5339C LOW OR NO EMISSIONS GRANT PROGRAMS

WHEREAS, RFTA applies for grants to support is fleet, facilities and operations; and

WHEREAS, RFTA is an eligible recipient of Federal Transit Administration 5339 Bus and Bus Facilities and Low and No Emissions grant programs; and

WHEREAS, RFTA must commit 20% minimum of local matching funds; and

WHEREAS, application for these funds and commitment of local matching funds supports Objective 4.4: Pursue financing opportunities to complete future capital projects, and

WHEREAS, the RFTA Board of Directors supports the program of projects submitted by RFTA for 5339 funds, if awarded.

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

3. If the grant is awarded, the RFTA Board of Directors strongly supports the program of projects submitted by RFTA for 5339 funding

4. The Board of Directors of RFTA authorizes the appropriation of funds necessary to meet the terms and obligations of the grant, up to $688,000.

INTRODUCED, READ, AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of September 2026.

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

By: _________________________
Greg Poschman, RFTA Board Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on September 10, 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 dually moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted, in accordance with the Roaring Fork Transportation Authority Intergovernmental Agreement, as amended, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 10th day of September 2026.

____
Kimberly Wells, Secretary Pro Tem to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS MEETING
"PRESENTATIONS" AGENDA SUMMARY ITEM # 8.1

MEETING DATE	September 10, 2026
SUBJECT	Maroon Bells Management Update
STRATEGIC OUTCOME	**2.** Accessibility and Mobility
STRATEGIC OBJECTIVE	**2.6** Provide Convenient connections to key activity centers in service area
PRESENTED BY	Gary Tennenbaum, Pitkin County Open Space and Trails Director
STAFF RECOMMENDS	This is an informational update only.
EXECUTIVE SUMMARY	Pitkin County and the U.S. Forest Service (USFS) are considering a Special Use Permit (SUP) that authorizes Pitkin County to assume management of operations at the Maroon Bells Scenic Area beginning in 2027.
BACKGROUND	Pitkin County and the U.S. Forest Service are evaluating a Special Use Permit that would authorize Pitkin County to assume day-to-day management of the Maroon Bells Scenic Area beginning in 2027. Under the proposed arrangement, federal ownership and oversight would remain with the Forest Service, while Pitkin County would take on responsibilities related to visitor services, operations, infrastructure stewardship, and coordination of partner agencies. The proposal builds on decades of collaboration among Pitkin County, the U.S. Forest Service, RFTA, and other Maroon Bells partners. • The management transition is intended to support the goals outlined in the Maroon Bells Comprehensive Recreation Management Plan. • Local management would improve coordination between transportation, parking, visitor services, and resource stewardship. • RFTA is expected to continue operating the Maroon Bells Shuttle under the proposed management framework. • The new structure would create opportunities for closer coordination between Pitkin County and RFTA on visitor access and transportation operations. • Continued partnership among local, regional, and federal agencies will remain essential to maintaining high-quality visitor experiences while protecting natural resources. • Pitkin County Commissioners had their first reading of the Special Use Permit proposal on September 9, 2026 and a second reading and final decision is scheduled for September 23, 2026
GOVERNANCE POLICY	Board Governance Policy 2.10 Board Awareness and Support states "Provide unbiased decision information required periodically by the Board and make the Board aware of relevant trends."
FISCAL IMPLICATIONS	None at this time
EXHIBITS/ATTACHMENTS	1. Presentation provided by applicant on meeting day.

RFTA BOARD OF DIRECTORS MEETING
"PRESENTATIONS" AGENDA SUMMARY ITEM # 8.2

MEETING DATE	September 10, 2026
SUBJECT	Resolution 2026-34: Support for the Glenwood Hot Springs Protection Act
STRATEGIC OUTCOME	7.0 High Performing Organization
STRATEGIC OBJECTIVE	7.3 Proactively influence public policy and legislative development at all levels of government regulation
PRESENTED BY	Kurt Ravenschlag, CEO
STAFF RECOMMENDS	Staff recommends that the Board adopt the proposed resolution supporting the Glenwood Hot Springs Protection Act and expressing RFTA's opposition to the proposed expansion of the Mid-Continent Limestone Quarry above Glenwood Springs.
EXECUTIVE SUMMARY	RFTA provides regional public transportation throughout the Roaring Fork Valley and serves Glenwood Springs as a major transportation hub and population center. RFTA's operations are closely connected to the economic vitality, accessibility, and quality of life of the communities within its service area. The proposed quarry expansion has the potential to affect regional transportation conditions through increased commercial truck traffic, while the broader concerns regarding protection of Glenwood Springs' hot springs and tourism economy relate to the economic and community conditions in which RFTA operates. The proposed resolution would allow RFTA to join other local and regional organizations in expressing support for protection of the Glenwood hot springs and opposition to expansion of the Mid-Continent Limestone Quarry.
BACKGROUND	Rocky Mountain Industrials, Inc. (RMI) has proposed expanding the Mid-Continent Limestone Quarry above Glenwood Springs from its existing permitted area to approximately 56 acres. The proposal has generated significant local and regional opposition because of concerns regarding potential impacts to the Glenwood hot springs, geothermal water resources, tourism, and the community of Glenwood Springs. The Bureau of Land Management (BLM) recently determined that RMI's current expansion proposal is complete and has proceeded with technical review of the proposal. The current proposal would substantially increase the scale of mining activity and could result in a significant increase in truck traffic associated with the operation. The proposal has been the subject of local, regional, and federal concern for several years. In July 2026, Colorado's federal delegation introduced bipartisan legislation specifically addressing the proposed expansion. The Glenwood Hot Springs Protection Act, introduced as H.R. 9826 in the House by Congressman Jeff Hurd and as S. 5101 in the Senate by Senator Michael Bennet, with Senator John Hickenlooper as cosponsor, would prohibit the Secretary of the Interior from processing or approving applications to expand the Mid-Continent Limestone Quarry within specifically identified BLM lands near Glenwood Springs.

	The legislation has received support from the City of Glenwood Springs, the Glenwood Springs Citizens' Alliance, local businesses, the Glenwood Springs Chamber Resort Association, Glenwood Hot Springs Resort, Iron Mountain Hot Springs, and the Southern Ute Indian Tribe. A member of the RFTA Board has requested that the Board consider a resolution supporting the legislation and the effort to prevent expansion of the quarry.
GOVERNANCE POLICY	Policy 4.2.4 "The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization's regional goals and the organization's ability to achieve its Ends."
FISCAL IMPLICATIONS	There is no anticipated direct fiscal impact to RFTA associated with adoption of the resolution.
EXHIBITS/ATTACHMENTS	1. Exhibit 1: Resolution 2026-34: Supporting the Glenwood Hot Springs Protection Act 2. Attachment 1: Memo re Glenwood Hot Springs Protection Act

Director _______________________________ moved adoption of the following Resolution:

BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-34

SUPPORT FOR THE GLENWOOD HOT SPRINGS PROTECTION ACT

WHEREAS, the Roaring Fork Transportation Authority ("RFTA") works with its Federal Delegation on legislative matters that affect public transportation and the region; and

WHEREAS, RFTA provides regional public transportation services throughout the Roaring Fork Valley, including service to and through the City of Glenwood Springs; and

WHEREAS, the proposed expansion of the Mid-Continent Limestone Quarry above Glenwood Springs has generated significant local and regional concern regarding potential impacts to the Glenwood Hot Springs, geothermal water resources, tourism, and the community of Glenwood Springs; and

WHEREAS, the Glenwood Hot Springs Protection Act, introduced in the United States House of Representatives as H.R. 9826 by Representative Jeff Hurd and in the United States Senate as S. 5101 by Senator Michael Bennet, with Senator John Hickenlooper as a cosponsor, would prohibit the Secretary of the Interior from processing or approving applications to expand the Mid-Continent Limestone Quarry within specified federal lands near Glenwood Springs; and

WHEREAS, support for the Glenwood Hot Springs Protection Act is consistent with RFTA's Strategic Plan, including Strategic Outcome 7, High Performing Organization, and Strategic Objective 7.3, which calls for RFTA to proactively influence policy and legislative development that benefits public transportation to the region; and

WHEREAS, the RFTA Board of Directors recognizes the importance of protecting the natural resources, economic vitality, and quality of life of the communities within the region served by RFTA; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE ROARING FORK TRANSPORTATION AUTHORITY, THAT:

Section 1: *the Board of Directors expresses its support for the Glenwood Hot Springs Protection Act, H.R. 9826 and S. 5101; and*

Section 2: *the Board of Directors authorizes the Board Chair, or designee, to communicate RFTA's support for the Glenwood Hot Springs Protection Act to Colorado's United States Congressional Delegation and other appropriate federal officials.*

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10th day of September 2026.

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

By: ____________________________________
Greg Poschman, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on September, 10, 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 10th day of September 2026.

____

Kimberly Wells, Secretary Pro Tem to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS MEETING
"PRESENTATIONS" AGENDA SUMMARY ITEM #8.3

MEETING DATE	September 10, 2026
SUBJECT	2027 RFTA Budget – 1st Draft Presentation
STRATEGIC OUTCOME	4.0 Financial Sustainability
STRATEGIC OBJECTIVE	4.1 Ensure accurate budget and accounting
PRESENTED BY	Paul Hamilton, Director of Finance David Carle, Budget Manager
STAFF RECOMMENDS	No action is required for this project update.
EXECUTIVE SUMMARY	The 2027 RFTA Budget – 1st Draft Presentation will highlight the following: - Service Plan - Consolidated Financial Overview - Estimated Revenue - Estimated Expenditures - Fund Balance - Key Takeaways - Next Steps The 2027 RFTA Budget – 1st Draft Summary provides more in-depth information.
BACKGROUND	**RFTA's Strategic Planning and Budget Alignment Process** is comprised of the following: 1. **Strategic Plan** – defines RFTA's 5-year strategic outcomes and objectives. 2. **Prioritized Objectives** – the RFTA Board prioritizes strategic plan objectives for the upcoming year. 3. **Key Results** – staff identifies measurable key results to accomplish the prioritized objectives. 4. **Strategic Initiatives** – staff identifies projects and actions as strategic initiatives to accomplish the key results. 5. **Budget** – the RFTA Board adopts the annual budget that includes strategic initiatives identified to best accomplish the key results and prioritized objectives. The 1st draft of the 2027 budget has been prepared based on the approved budget initiatives, assumptions, and considerations presented in the August 2026 Board meeting. The budget is a work-in-progress and will be refined from September through November as more actual expenditure and revenue information becomes available, which may affect the General Fund's 2026 forecast. The 1st draft budget reflects a base level service plan and includes business-as-usual activities and investments to sustain existing services, operations and maintain assets in a state of good repair. Strategic initiatives will be included in the 2nd draft budget presented at the November Board 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	Limited resources will require prioritization of Authority projects; revenues and expenditures assumptions could affect fund balance.
EXHIBITS/ATTACHMENTS	1. Exhibit: 2027 RFTA Budget – 1st Draft Summary 2. Attachment: 2027 RFTA Budget – 1st Draft Presentation

2027 RFTA BUDGET – 1ST DRAFT SUMMARY

1. Service Plan

- **Transit Service Plan**
  - The 2027 1st draft budget reflects a base level service plan updated for seasonal date changes.

  - Regional Commuter Services

Route	Service Highlights
VelociRFTA BRT	Summer, Fall & Winter: continuation of Mid-Valley capacity trips*
Roaring Fork Valley Local	Summer Extension: increased trips*
The Flyer	Continuation of new service**
Snowmass Village	Spring & Fall*: continuation of increased daily trips
Hogback	Continuation of year-round service

**: services included in 2026 as part of the CDOT CTE SB-230 operating grant*
***: service started June 28, 2026*

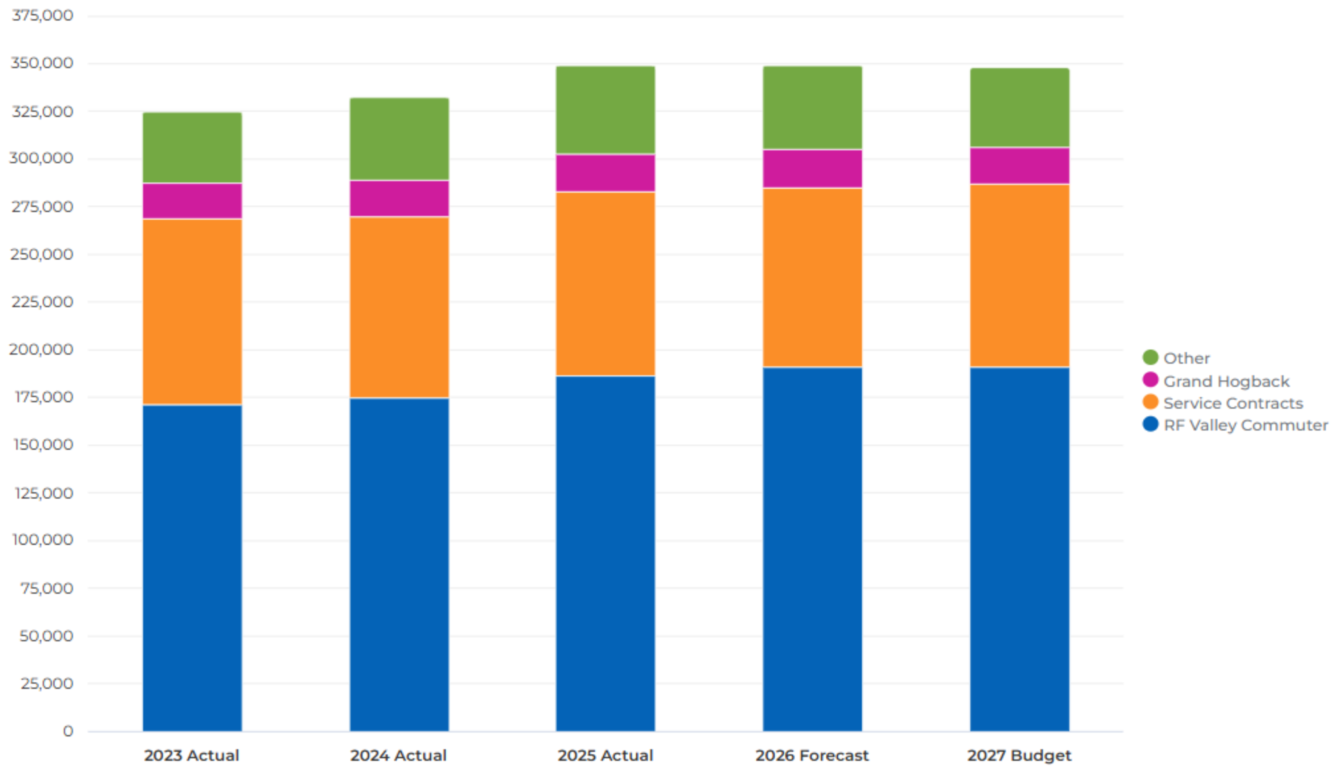
2027 season service dates: Winter: Jan 1 – April 18 and Nov 22 – Dec 31
Spring: Apr 19 – Jun 6
Summer: Jun 7 – Sep 19
Fall: Sep 20 – Nov 21

  - Contracted Services
    - Aspen Skiing Company Skier Shuttles service contract
    - City of Aspen municipal service contract
    - Ride Glenwood Springs municipal service contract
    - Aspen Music School service contract
    - Charter services
    - Traveler Program

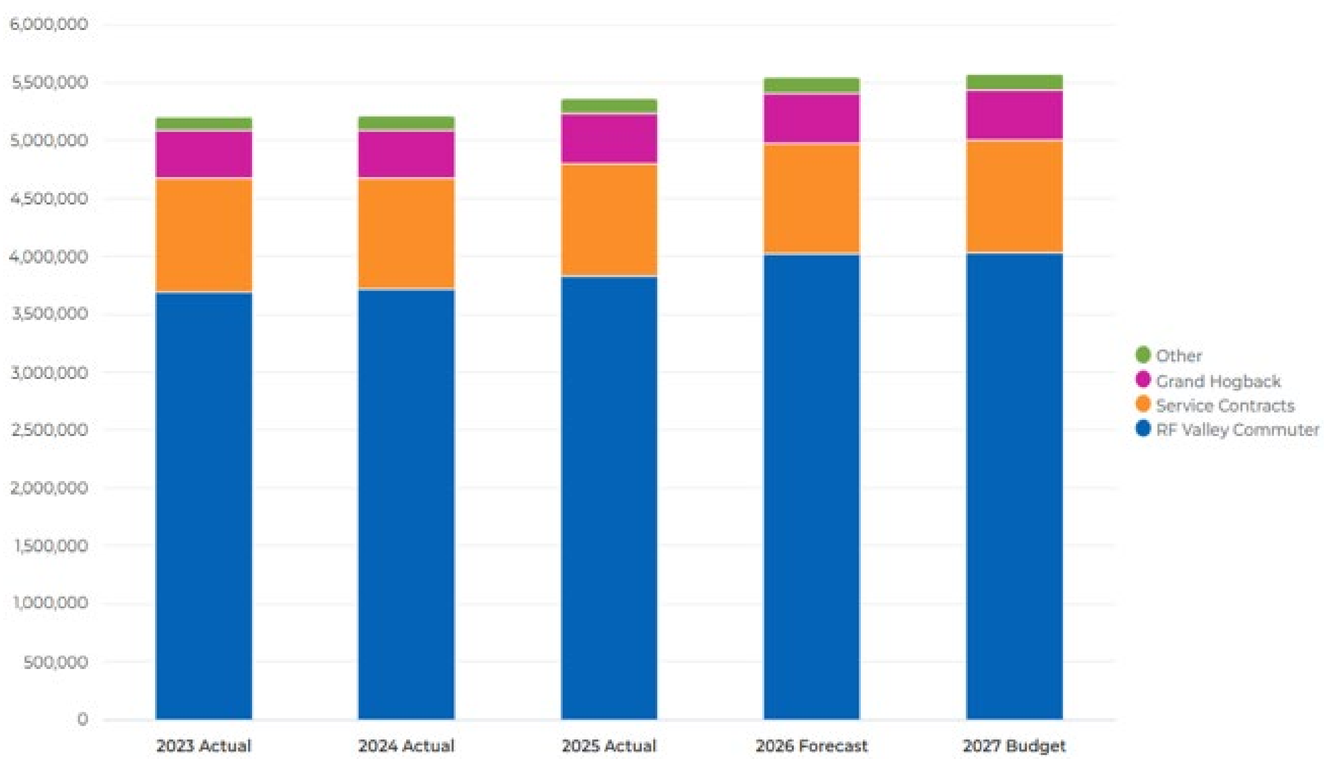
  - The 2027 budget 1st draft includes:
    - 348,200 transit service hours, a 1% increase versus the 2026 budget
    - 5,570,300 transit service miles, a 0.6% increase versus the 2026 budget

Any added services recommended by Staff and/or its contracting partners will be highlighted and reflected in the 2027 2nd draft budget with cost adjustments.

Transit Service Hours



Transit Service Miles



- **First and Last Mile Mobility (FLMM)**
  - The 2027 budget 1st draft assumes first and last mile mobility commuting options that connect passengers to RFTA's transit service hubs through the following activities.
    - Regional Bikeshare Plan with RFTA and its partner (WE-cycle) includes operating and capital expenses for the existing systems in Aspen, Basalt, Carbondale, Snowmass Village, Eagle County, and Pitkin County.
      - The following chart reflects the 2027 operating and financing plan totaling $2.9 million, which is $415,000 or 12.4% lower than 2026. The RFTA Share of $1.5 million is $99,000 or 6.1% lower than the 2026 budget.

2027 Bikeshare Operations and Capital Financing Plan Budget Summary

	RFTA Share	WE-cycle	EOTC	FLMM Grant	Member Jurisdictions	Total
Bikeshare Indirect and Direct Operations Funding	$1,479,724	$245,810	$184,044	$128,294	$763,854	$2,801,728
Bikeshare Core Equipment Capital Funding				3,199	78,125	81,324
Bikeshare Support Equipment Capital Funding	134			337	9,529	10,000
Bikeshare Replacement & Maintenance of Equipment Capital Funding	26,438			3,305	3,305	33,048
Bikeshare Funding - All Sources	$1,506,297	$245,810	$184,044	$135,135	$854,813	$2,926,100

    - FLMM Grant Program which enables RFTA to serve as a granting agency to partner with member jurisdictions on new FLMM projects in the region.
      - The following grant applications totaling $1.2 million, which is $244,000 or 17.4% lower than the 2026 budget.

2027 First and Last Mile Mobility Grant Program Budget Summary

Grant Recipient Member Jurisdiction	Bikeshare Operating	Bikeshare Capital	Microtransit	Total
City of Aspen	$22,310	$1,715		$24,026
Town of Basalt	15,506	586	$191,471	207,562
Town of Carbondale	18,217	636	283,000	301,853
City of Glenwood Springs			549,150	549,150
Town of Snowmass Village	54,755	3,532		58,288
Eagle County	9,611	53		9,664
Pitkin County	7,895	318		8,214
Total FLMM Grant Funding - All Jurisdictions	$128,294	$6,841	$1,023,621	$1,158,756

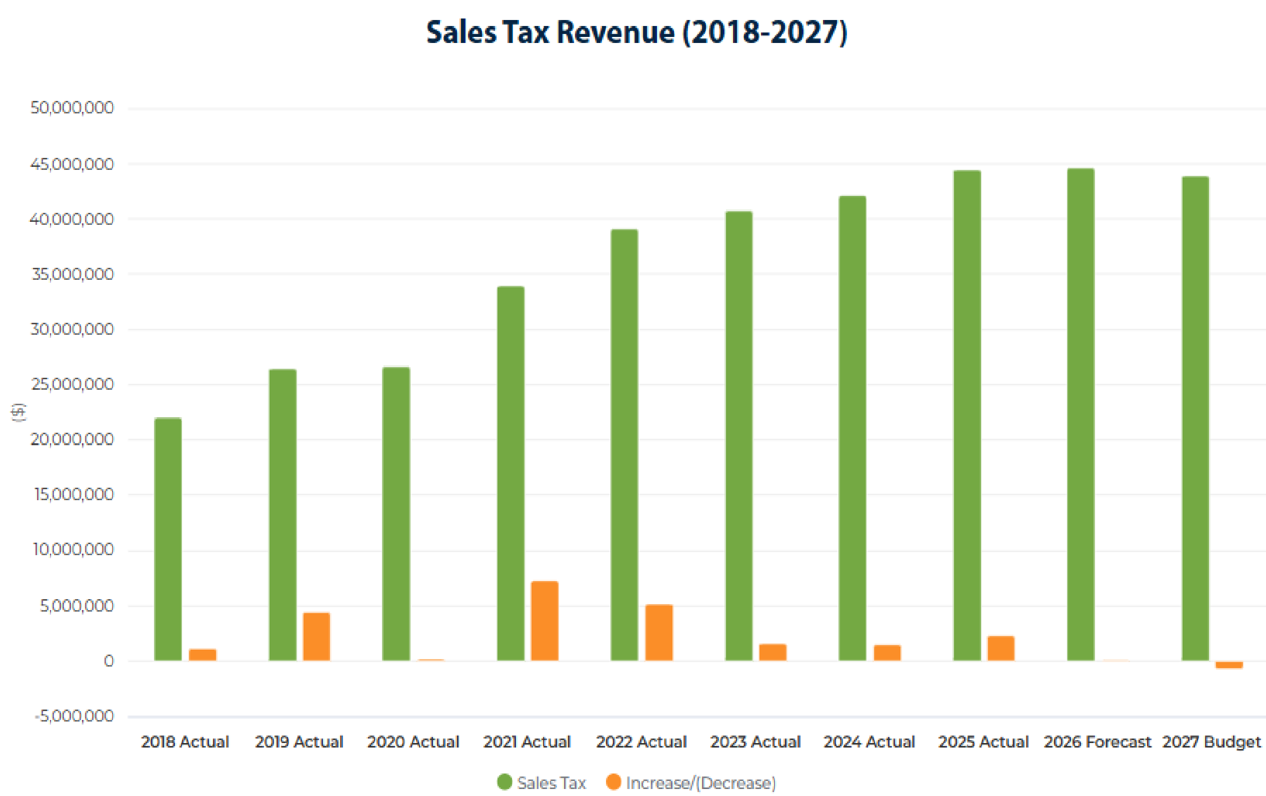
- **Rio Grande Corridor**
  - The Rio Grande Corridor spans the length of the Rio Grande Trail from Glenwood Springs to Aspen. RFTA owns 34-miles of the Corridor spanning from Glenwood Springs to Woody Creek, and is responsible to manage the portion from Glenwood Springs to Emma in Basalt. The portion from Emma to Woody Creek is managed by Pitkin County.
    - The 2027 1st draft budget includes $1.3 million in maintenance and oversight operating expenses for RFTA's managed portion of the Rio Grande Corridor.
    - The 2027 1st draft budget does not include any capital expenditures.

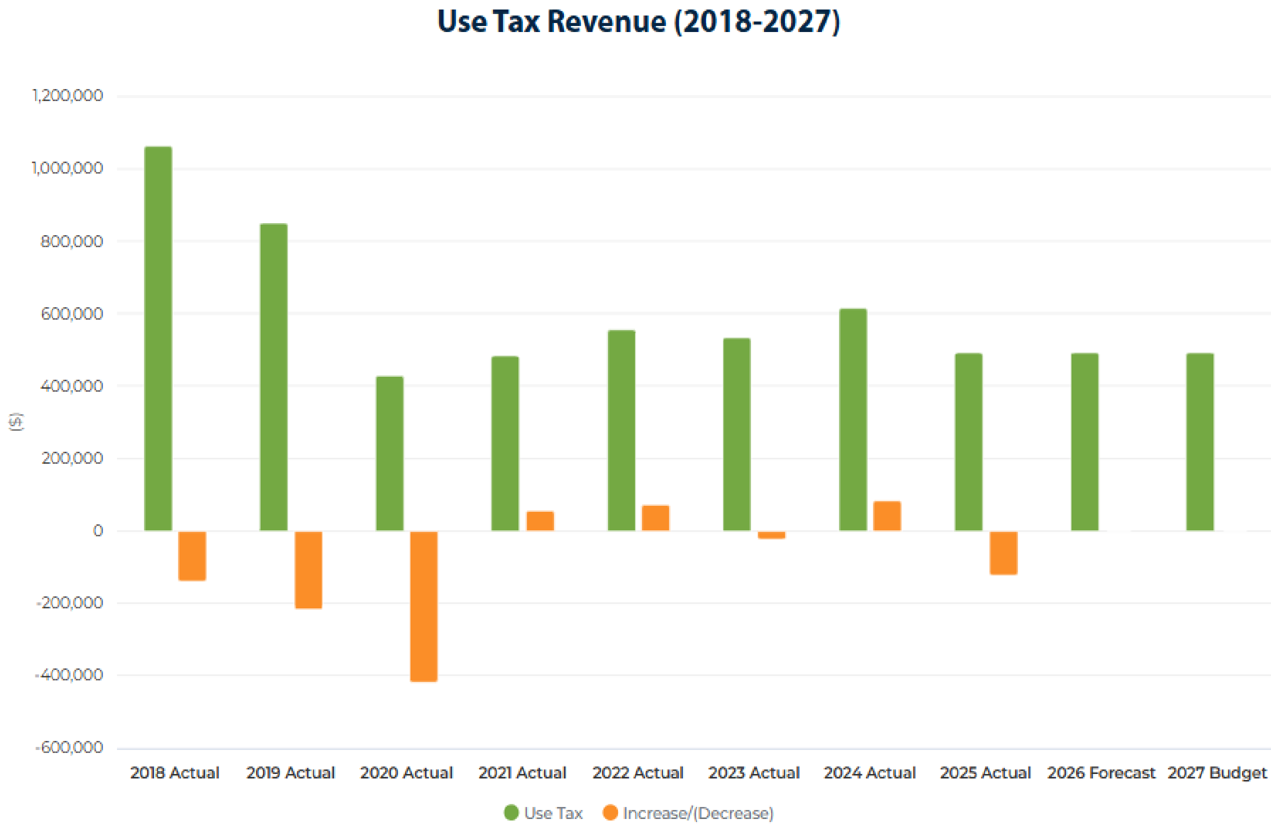
2. Budget Initiatives, Assumptions and Considerations

- **Revenues:**
  - **Sales and Use Tax** revenues are the Authority's primary source of revenue and may be volatile with increase and decrease varying among each member jurisdiction.
    - The Authority relies on input from each member jurisdiction for assumptions and trend analysis during budget preparation. Staff is currently in consultation with each member jurisdiction's Finance Department to receive preliminary sales tax estimates for 2027. In addition, impacts from the Aspen/Pitkin County airport closure, April 4, 2027, through November 19, 2027, are being evaluated. Based on initial information received, Staff is estimating an overall 1.6% decrease compared to the 2026 forecast.
    - Use tax is projected flat compared to the 2026 forecast.
    - The following chart shows preliminary assumptions by jurisdiction compared to 2026 forecast.

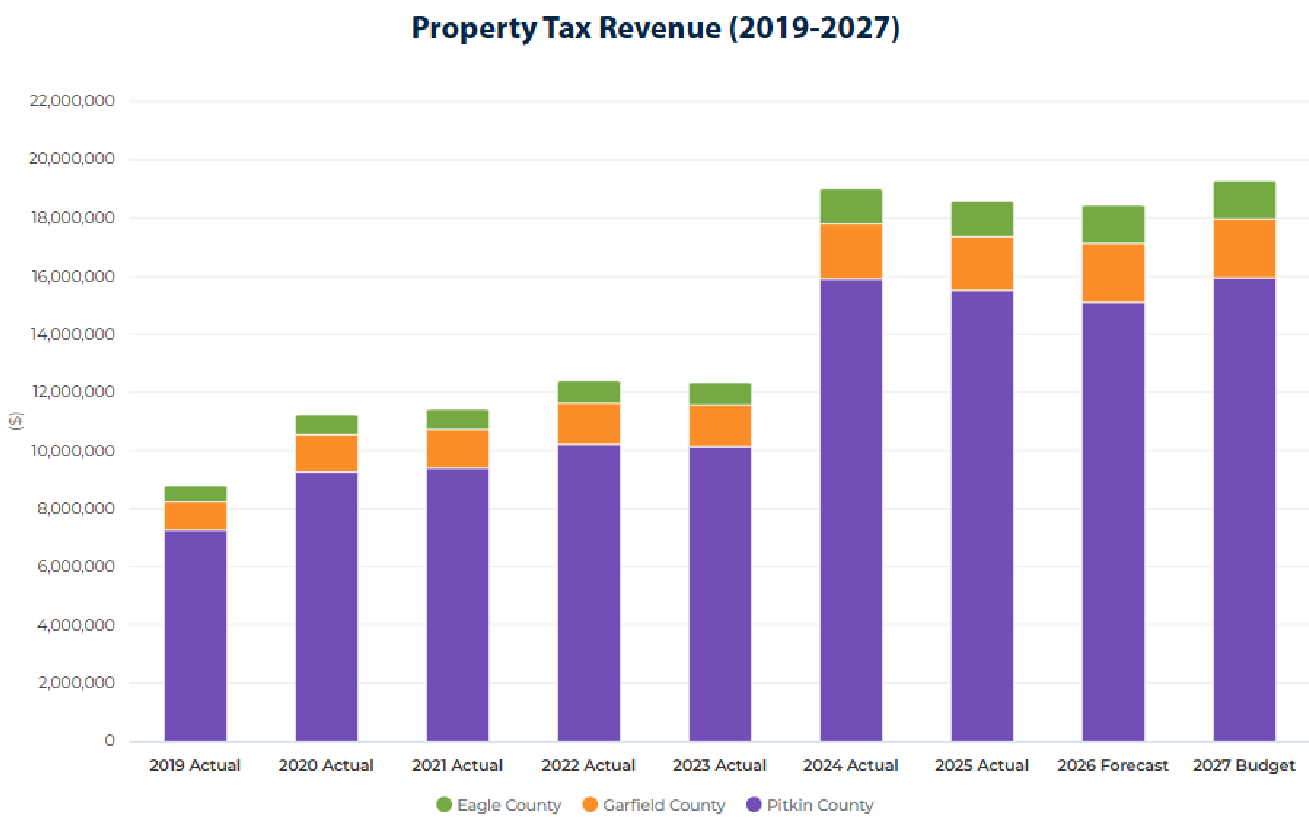
Member Jurisdiction	2027 % Change
Aspen*	-5.0%
Basalt	+2.5%
Carbondale*	0.0%
Glenwood Springs	+2.0%
Eagle County	0.0%
New Castle*	0.0%
Pitkin County	-3.0%
Snowmass Village	+3.0%

**RFTA-derived estimate*





- **Property Tax Revenues** for the 2026 tax year, with collections in 2027, include the following 2027 1st draft budget assumptions:
  - Colorado law requires a two-year reassessment cycle for all property which happens every odd number year. Therefore, the 2026 tax year (2027 collections) is not a reassessment year.
  - Staff has received preliminary assessed valuations from Pitkin, Eagle, and Garfield Counties Assessors with assessed property value changes of +5.7%, +0.5%, and -1.5%, respectively, based on the full 2.65 mill levy the 2027 budget 1st draft includes a 4.5% increase compared to the 2026 forecast.
  - Colorado House Bill 24B-1001, also known as the Property Tax Bill, which took effect in the 2026 budget year (or 2025 tax year) aims to provide property tax relief primarily through reductions in assessment rates, continuation of exemption amounts, 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). Staff is not anticipating any property tax revenue growth limits.



- **Service contract revenues** are from service contract agreements based on hours and miles by route for each agreement and are billed on a monthly basis. The Authority has service contract agreements with the Aspen Skiing Company, the City of Aspen, the City of Glenwood Springs, and Garfield County (Traveler Program).
  - Based on preliminary service contract hours and miles for the Aspen Skiing Company, the City of Aspen, and the City of Glenwood Springs, the 2027 1st draft budget reflects a 3% service contract revenue increase compared to the 2026 budget.
- **Operating revenues** are for transit fares collected from regional routes, Highway 82 and the I-70 Corridor, fares collected from the Maroon Bells Bus tour, and from advertising revenues.
  - The 2027 1st draft budget is flat compared to the 2026 forecast. At this time, there is no fare adjustment assumed. Any fare changes directed by the Board will be considered and implemented following a 3-day public comment period and a Public hearing.

- **Operating Grants** are received from the Federal Transit Administration (FTA) and the Colorado Department of Transportation (CDOT). The 2027 1st draft budget includes the following operating grants:
  - FTA Section 5311 operating grant of $1,313,106 flat compared to 2026.

  - CDOT Clean Transit Enterprise (CTE) operating grant of $1,256,210, which is the estimated remaining balance of the FY2026 grant award at 2026-year end. The total grant award is $2,185,210 with an expiration date of April 30, 2028.

- **Local Government Contributions** are received primarily to assist in funding transit and first and last mile mobility programs. The 2027 1st draft budget assumes the following local government contributions:
  - Hogback Transit Service to the Town of Silt and City of Rifle:
    - Town of Silt: $45,000; 2026 budget is $40,000.
    - City of Rifle: $80,000; 2026 budget is $40,000.
    - Garfield County: $200,000; 2026 budget is $250,000.

- Regional Bikeshare Plan includes RFTA member jurisdictions operating contributions of $763,854, capital contributions of $90,958, and Elected Officials Transportation Committee (EOTC) operating contribution of $184,044 for a total of $1.0 million in government contributions, which is $188,000 or 15.3% lower than the 2026 budget.

2027 Regional Bikeshare Plan Local Government Contribution

Jurisdiction	Operating	Capital	Total
City of Aspen	$312,029	$4,673	$316,703
Town of Basalt	122,211	$7,026	129,238
Town of Carbondale	156,373	2,335	158,708
Town of Snowmass Village	48,857	75,196	124,053
Eagle County	67,381	882	68,263
Pitkin County	57,003	846	57,848
Subtotal Member Jurisdictions	$763,854	$90,958	$854,813
EOTC	184,044		184,044
Total Local Government Contribution	$947,899	$90,958	$1,038,857

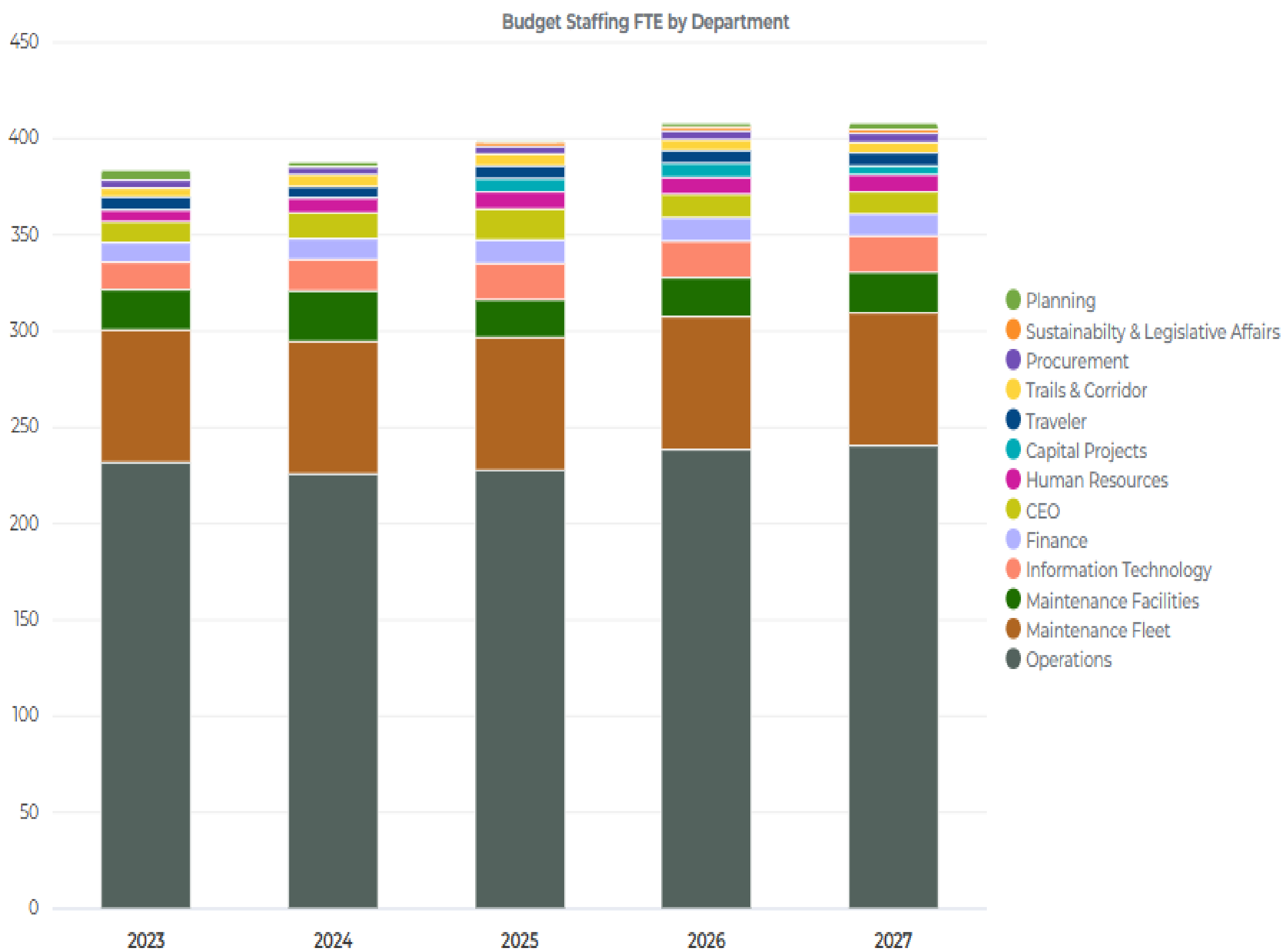
- **Other Income:** primarily consists of employee housing rental revenue in the General Fund, vehicle registration fees in the Bus Stop/Park & Ride Special Revenue Fund, and credits from the Federal Government representing reimbursements from a portion of the interest paid on the Series 2012A and 2013B Qualified Energy Conservation Bonds in the Debt Service Fund.
  - Employee housing rental revenue in the 2027 budget 1st draft includes a 31% increase compared to the 2026 forecast driven by higher occupancy assumptions and an overall monthly average increase of 8 available units.
  - Vehicle registration fees 2027 1st draft budget is flat to the 2026 forecast.
  - Series 2012A and 2013B Bonds refundable credits assumes a 5.7% sequestration rate.

- **Expenditures:**

  - **Fuel Costs**: historically management has utilized fixed price fuel contracts to manage price volatility associated with the cost of diesel and unleaded fuel. However, due to international events, diesel and unleaded fuel prices have significantly increased and have become even more volatile. Staff continues to partner with its fuel vendor to monitor price fluctuations. For the 2027 1st draft budget, staff used future price indications from August 2026 for diesel and unleaded rates, which are 44% and 25% higher compared to the 2026 budget, respectively. Based on the 2027 estimated transit service miles, total fuel costs are increasing by 21% compared to the 2026 budget.
    - Staff has preliminary estimated bus fleet usage by bus-fuel type. The following chart is a comparison of the 2027 1st draft budget to the 2026 budget. The change in usage is primarily driven by the eleven new battery electric buses that are scheduled to be in service in September 2026.

	Estimated Transit Mileage by Fuel Type				
Budget	Unleaded	CNG	Diesel	Electric	Total Mileage
FY2026	176,223	2,290,821	2,701,173	343,237	5,511,454
FY2027	174,649	2,129,603	2,297,281	968,773	5,570,306
Change	-1,574	-161,218	-403,892	625,536	58,852

- **Staffing Levels:**
    - The 2027 1st draft budget includes a total of 407.6 Full-Time Equivalent (FTE) employees, which is the same as the 2026 budget, with total compensation of $35.8 million, a $601,000 or 2% increase over prior year.
    - A total 186 full-time bus operators are included in the 2027 1st draft budget; 2 bus operators increase over the 2026 budget. As of August 2026, there are 174 active full-time bus operators.
    - 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.



- **Healthcare Costs:** historically, RFTA has experienced annual increases in healthcare costs. Overall, the past three years, RFTA's medical costs have increased 4% in 2026, 12% in 2025, and 16% in 2024. For the 2027 1st draft budget, preliminary estimated annual increases are assumed to be 10% for medical, dental, and vision premiums, which equates to an approximate $637,000 increase in costs with a total healthcare cost of $7.1 million. More detailed information from the County Health Pool will become available in September and staff will continue to review the current plan design to identify possible options and/or changes for consideration, if any.

- **Employee Housing Program**: Staff continues to monitor staffing levels and estimated housing needs for the 2027 budget. The 2027 1st draft budget assumes a monthly average of 94 housing beds, 60 are from RFTA-owned properties (Iron Mountain Place, Parker House, and Carbondale Housing). The following chart illustrates the net employee housing program cost.

Employee Housing Program	2027 Budget	2026 Budget	Change	% Chg
Operating Expenditures	$1,263,660	$1,140,230	$123,430	11%
Rental Income	1,124,600	1,012,100	112,500	11%
Net Housing Program Cost	**$139,060**	**$128,130**	**$10,930**	**9%**

- **Hogback Service to the Town of Silt and City of Rifle**:
  - Based estimated service costs for the Hogback service to the Town of Silt and City of Rifle offset by local government contributions, the 2027 1st draft budget includes a net funding shortfall of $552,000, as illustrated by the following chart.

Hogback Service: Town of Silt & City of Rifle

	2027 Budget	2026 Budget*	Change	% Chg
Estimated Gross Serivce Cost	$949,000	$788,000	$161,000	20%
Estimated Net Service Cost	877,000	740,000	137,000	19%
Contributions				
Garfield County	200,000	250,000	(50,000)	-20%
City of Rifle	80,000	80,000	-	0%
Town of Silt	45,000	40,000	5,000	13%
Estimated 2027 Shortfall - RFTA Funded	**$552,000**	**$370,000**	**$182,000**	**49%**

*: includes midday service for Winter 2025/2026 season and modified service plan

- **Traveler Program**:
  The Traveler Program delivers two services, 1) Garfield County Human Services Transportation (HST) and 2) ADA Complementary Paratransit Services. ADA complementary paratransit service is required by the Americans with Disabilities Act of 1990 for public entities that operate a fixed route system. The following chart illustrates RFTA's costs for the operations of the Traveler Program funding including both HST and ADA services compared to the 2026 budget.

Traveler Program HST and ADA Services

	2027 Budget	2026 Budget	Change	% Chg
Total RFTA Estimated Operating Expenses	$852,900	$827,400	$25,500	3%
HST Service Expenses	661,200			
ADA Service Expenses (Glenwood & Carbondale)	191,700			
Garfield County Estimated - Contribution	596,600	635,600	(39,000)	-6%
Estimated RFTA HST Funding (Glenwood, Carbondale & New Castle)	64,600			
Estimated RFTA ADA Funding	191,700			
Estimated RFTA Total Funding	**$256,300**	**$191,800**	**$64,500**	**34%**

The 2027 1st draft budget assumptions include: passengers based on 2026 forecast (notable changes v. 2026 budget: Rifle +580, Silt +215, and Glenwood Springs -800), separating ADA passengers from HST passengers with ADA services being fully funded by RFTA and HST services using the 2026 Traveler cost methodology.

- **Business as Usual (BAU)** projects are for activities and capital investments that sustain existing services, operations, and maintain assets in a state of good repair. These requests have been evaluated and prioritized by leadership. The following is a list of BAU projects that have been included in the 2027 1st draft budget.

Business as Usual Description	Strategic Outcome Area	Operating	Capital	Total
General Fund				
ITS-Genfare Odyssey Farebox Replacement	High Performing Organization		$2,389,660	$2,389,660
FLMMR Grant-Microtransit	Accessibility and Mobility		1,023,621	1,023,621
ITS-Automatic Passenger Counter Replacement	High Performing Organization		778,395	778,395
Engines and Transmissions Rebuild	High Performing Organization		650,000	650,000
Benefits Renewal (Healthcare), net increase	Sustainable Workforce	$637,000		637,000
BRT Real-Time Signs Replacement	High Performing Organization		550,000	550,000
ITS-Intelligent Vehicle Network Upgrade	High Performing Organization		412,030	412,030
AMF Parallelogram Lift Repair	High Performing Organization		177,000	177,000
FLMMR Grant-Bikeshare	Accessibility and Mobility		135,135	135,135
TVM Replacements	High Performing Organization	19,500	107,400	126,900
Genfare GDS Migration to Cloud	High Performing Organization	32,930	68,000	100,930
GMF Forklift Replacement	High Performing Organization		73,210	73,210
ITS-Fleet Connectivity Upgrade	High Performing Organization		64,000	64,000
Bus Shelter Painting	High Performing Organization		61,030	61,030
End User Computing Refresh	High Performing Organization		60,000	60,000
Labor Relations Attorney Union Negotiations	Sustainable Workforce	60,000		60,000
GMF Fire Alarm System Updates	Safe Customer, Staff, and Public		47,820	47,820
Legislative Advocacy Contract, net increase	High Performing Organization	29,000		29,000
Carbondale Pool Bus Stop Shelter	Accessibility and Mobility		24,070	24,070
AMF Pressure Washer Replacement	High Performing Organization		23,870	23,870
BRT Network Cable Standardization	High Performing Organization	21,000		21,000
Compensation Market Review	High Performing Organization	20,000		20,000
Financial Statement Audit, net increase	Financial Sustainability	8,750		8,750
ATU Negotiations-Operations	Sustainable Workforce	4,450		4,450
Total Business as Usual Items		$832,630	$6,645,241	$7,477,871

- **Strategic Initiatives** requests can include new operating initiatives, positions, and capital projects and are investments that introduce new capabilities, significantly improve service, or advance RFTA's strategic priorities will be prioritized and recommended strategic initiatives will be included in the 2027 2nd draft budget.

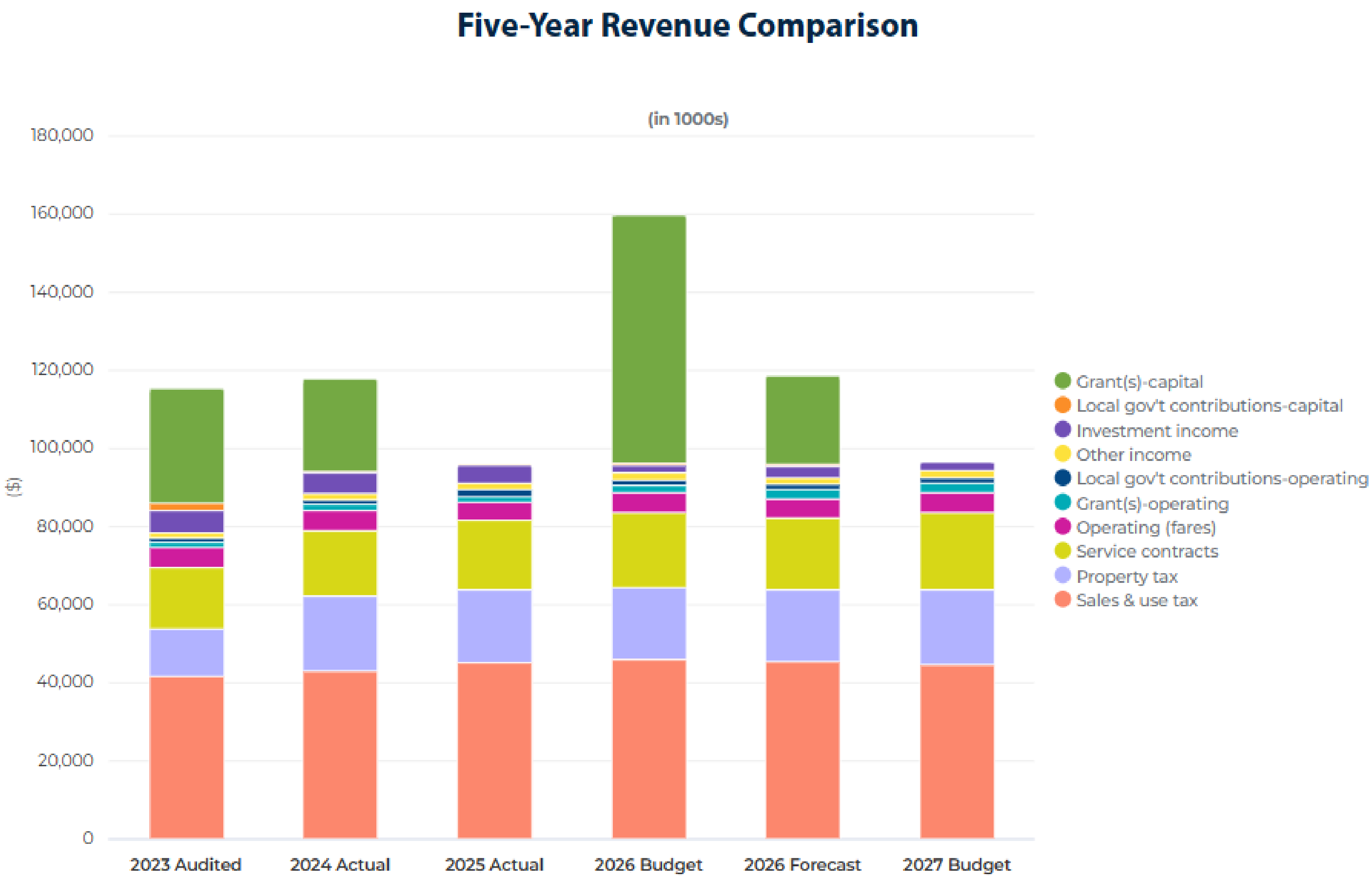
- As the **economy** moves along, the rate of growth appears to be slowing down. If any indicators exist of a downturn in the economy that result in estimated shortfalls in revenue, then the Authority can act as it had done during the Great Recession between 2009 and 2011 and utilize operating reserves, as needed, until the economy recovers.

3. Consolidated Financial Overview

(in 1,000s)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2027 Draft Budget	%
Beginning fund balance (Budget)	**$ 108,382**	**$ -**	**$ 9**	**$ 727**	**$ 920**	**$ 110,038**	
Revenues:							
Sales and use tax	44,358	-	-	128	-	44,486	46%
Property tax	19,273	-	-	-	-	19,273	20%
Service contracts	-	19,598	-	-	-	19,598	20%
Operating revenue	5,093	-	-	-	-	5,093	5%
Grant revenue - operating	2,569	30	-	-	-	2,599	3%
Local gov't contributions - operating	1,317	-	-	-	-	1,317	1%
Local gov't contributions - capital	91	-	-	-	-	91	0%
Other income	1,236	-	552	-	74	1,862	2%
Investment income	2,000	-	-	-	-	2,000	2%
Total revenues	**$ 75,937**	**$ 19,628**	**$ 552**	**$ 128**	**$ 74**	**96,319**	**100%**
Program operating expenditures:							
Fuel	$ 2,686	$ 1,025	$ -	$ -	$ -	$ 3,711	4%
Transit	52,937	18,859	1,791	-	-	73,588	80%
Trails & Corridor Mgmt	1,311	-	-	-	-	1,311	1%
Subtotal operating exp.	**$ 56,934**	**$ 19,885**	**$ 1,791**	**$ -**	**$ -**	**$ 78,610**	**85%**
Capital	6,763	-	-	-	-	6,763	7%
Debt Service	2,578	-	-	-	4,377	6,955	8%
Total expenditures	**$ 66,275**	**$ 19,885**	**$ 1,791**	**$ -**	**$ 4,377**	**$ 92,328**	**100%**
Other financing sources	**$ -**	$ 256	$ 1,239	$ -	$ 4,303	$ 5,798	
Other financing (uses)	(5,798)	-	-	-	-	(5,798)	
Change in Fund Balance	**$ 3,863**	**$ -**	**$ -**	**$ 128**	**$ -**	**$ 3,991**	
Ending fund balance	**$ 112,245**	**$ -**	**$ 9**	**$ 855**	**$ 920**	**$ 114,029**	

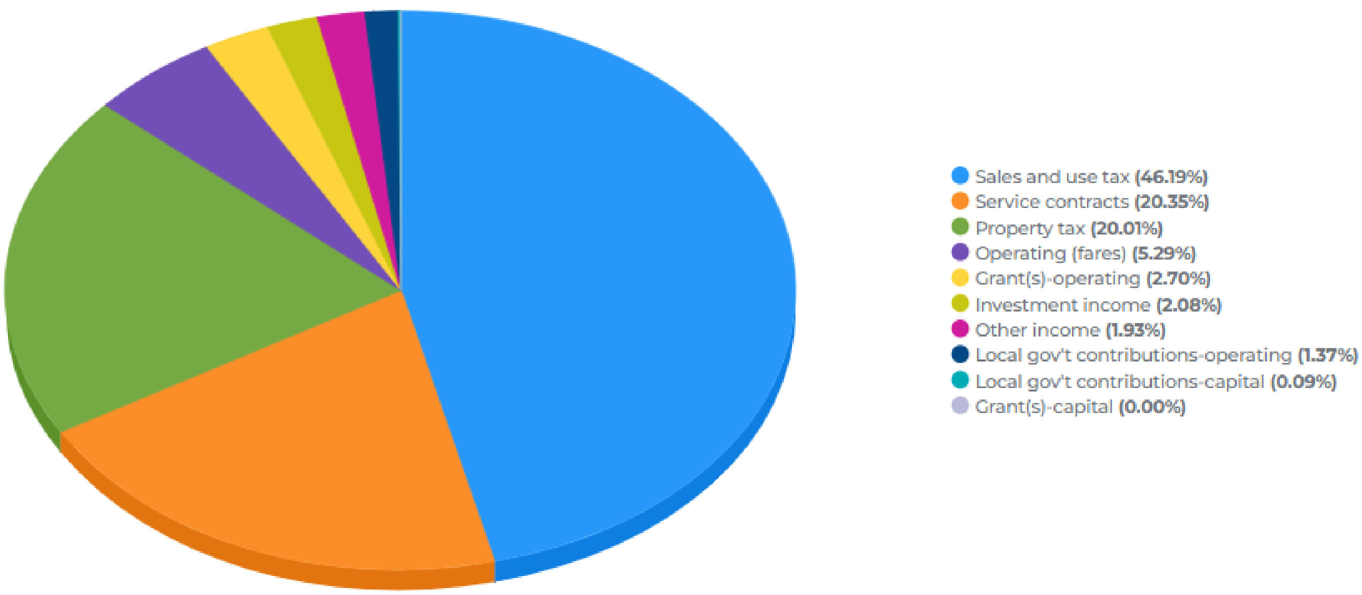
For an explanation of each fund, please refer to the Background section at the end of this report.

4. Estimated Revenue Composition & Assumptions

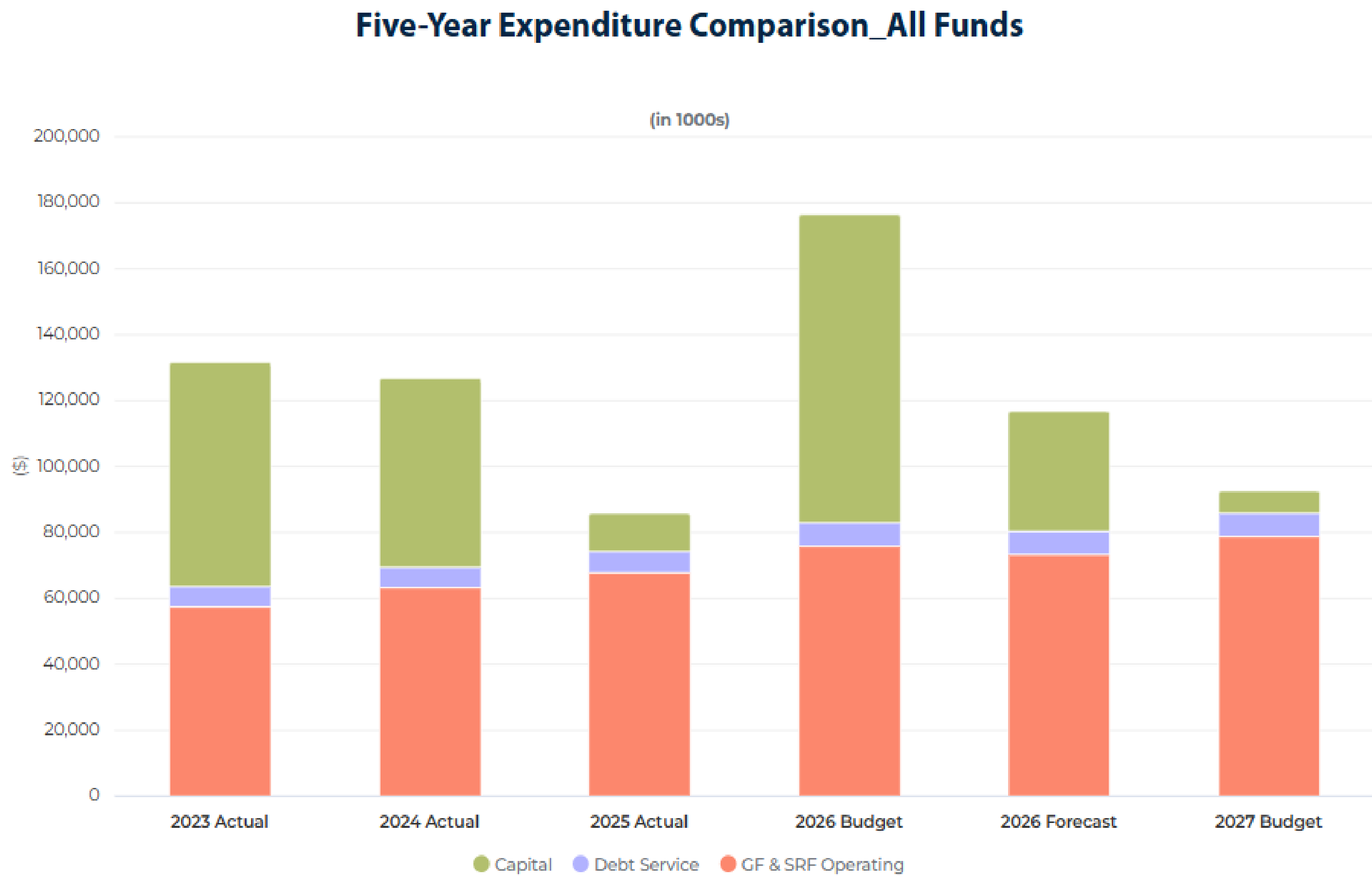


Revenues (in 1000s)	2023 Audited	2024 Audited	2025 Audited	2026 Budget	2026 Forecast	2027 Draft Budget	27/26 Budget $ Dif	27/26 Budget % Dif
Sales and use tax	$ 41,372	$ 42,912	$ 45,083	$ 45,764	$ 45,221	$ 44,486	$ (1,278)	-3%
Property tax	12,330	19,021	18,548	18,441	18,441	$ 19,273	832	5%
Service contracts	15,721	16,874	17,729	19,126	18,245	$ 19,598	472	2%
Fare Revenue	4,984	5,154	4,674	5,133	5,071	$ 5,093	(40)	-1%
Grant revenue - operating	1,281	1,544	1,479	2,072	2,272	$ 2,599	527	25%
Local gov't contributions - operating	1,112	1,153	1,797	1,337	1,337	$ 1,317	(21)	-2%
Other income	1,479	1,677	1,660	1,762	1,615	$ 1,862	100	6%
Investment income	5,768	5,447	4,443	2,000	3,173	$ 2,000	-	0%
Subtotal Revenues - Operating	**$ 84,047**	**$ 93,784**	**$ 95,414**	**$ 95,635**	**$ 95,375**	**$ 96,228**	**$ 593**	**1%**
Local gov't contributions - capital	1,705	25	302	325	325	$ 91	(234)	-72%
Grant revenue - capital	29,646	23,788	43	63,709	22,865	$ -	(63,709)	-100%
Subtotal Revenues - Capital	**$ 31,350**	**$ 23,813**	**$ 345**	**$ 64,034**	**$ 23,190**	**$ 91**	**$ (63,943)**	-100%
Total	**$ 115,397**	**$ 117,597**	**$ 95,759**	**$ 159,669**	**$ 118,565**	**$ 96,319**	**$ (63,350)**	**-40%**

2027 Estimated Revenue Composition

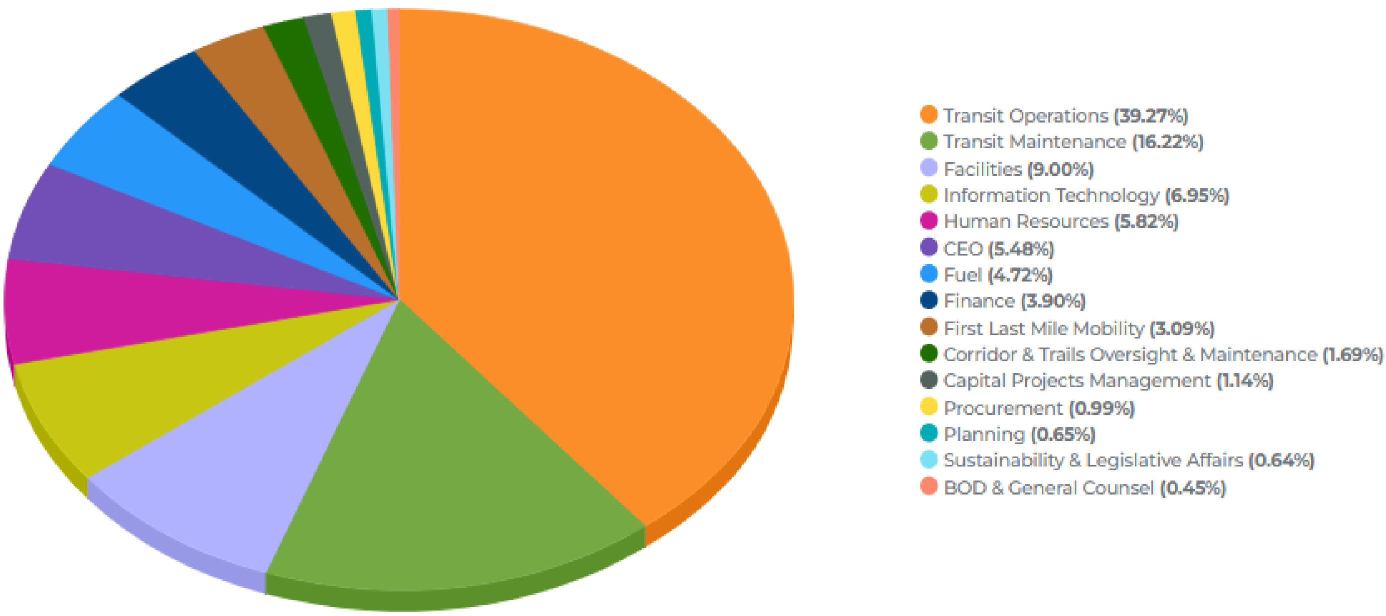


5. Expenditure by Program/Department & Assumptions



Expenditures (in 1000s)	2023 Audited	2024 Audited	2025 Audited	2026 Budget	2026 Forecast	2027 Draft Budget	27/26 Budget $ Dif	27/26 Budget % Dif
Fuel	1,744	1,637	1,877	2,201	2,084	2,686	485	22%
Transit Maintenance	7,473	7,728	7,695	8,985	8,610	9,317	332	4%
Transit Operations	16,436	18,089	19,476	21,140	21,080	21,982	842	4%
Administration	8,694	11,456	12,303	13,395	13,098	14,188	792	6%
Facilities	3,074	2,313	2,670	3,660	3,589	3,867	207	6%
Capital Projects Mgmt	-	270	805	822	887	894	72	9%
Attorney & Board of Directors	274	265	210	237	194	261	24	10%
FLMM - Regional Bikeshare	1,380	1,456	1,939	2,509	2,509	2,428	(82)	-3%
Trails & Corridor Mgmt	926	1,126	1,243	1,296	1,107	1,311	15	1%
Total GF Operating Expenditures	**$ 40,001**	**$ 44,339**	**$ 48,218**	**$ 54,247**	**$ 53,157**	**$ 56,934**	**$ 2,687**	**5%**
SRF - Service Contracts	15,910	17,077	17,942	19,348	18,428	19,885	537	3%
SRF - Bus Shelter / PNR	1,152	1,570	1,413	1,925	1,421	1,791	(134)	-7%
SRF - Mid Valley Trails	104	80	-	-	-	-	-	0%
Total GF & SRF Operating Expenditures	**$ 57,167**	**$ 63,066**	**$ 67,574**	**$ 75,520**	**$ 73,006**	**$ 78,610**	**$ 3,090**	**4%**
GF - Debt Service	1,709	1,882	2,170	2,895	2,895	2,578	(317)	-11%
Debt Service Fund	4,397	4,394	4,386	4,379	4,379	4,377	(2)	0%
Total Debt Service	**$ 6,106**	**$ 6,276**	**$ 6,556**	**$ 7,274**	**$ 7,274**	**$ 6,955**	**$ (319)**	**-4%**
Total Operating & Debt Service	**$ 63,273**	**$ 69,342**	**$ 74,129**	**$ 82,794**	**$ 80,280**	**$ 85,565**	**$ 2,771**	**3%**
GF - Capital Outlay	47,128	55,243	8,746	91,697	34,620	5,486	(86,210)	-94%
GF - FLMM Grant Program & Bikeshare	1,691	1,143	2,835	1,725	1,725	1,276	(449)	-26%
SRF - Bus Shelter / PNR - Capital Outlay	-	96	32	59	59	-	(59)	-100%
Capital Projects Fund	19,359	-	-	-	-	-	-	0%
Total Capital	**$ 68,178**	**$ 56,482**	**$ 11,613**	**$ 93,482**	**$ 36,405**	**$ 6,763**	**$ (86,719)**	**-93%**
Total Expenditures - all funds	**$ 131,450**	**$ 125,824**	**$ 85,742**	**$ 176,275**	**$ 116,685**	**$ 92,328**	**$ (83,948)**	**-48%**

2027 Budget Operating Expenditures by Department



2027 Budget Operating Expenditures by Department

Department (in 1,000s)	**Fund: General Fund**	**Fund: Service Contracts**	**Fund: Bus Stops/ PNR SRF**	**Fund: Mid Valley Trails SRF**	**2027 Draft Budget**	**%**
Fuel	$ 2,686	$ 1,025	$ -	$ -	$ 3,711	5%
Transit Maintenance	9,317	3,433	-	-	12,750	16%
Transit Operations	21,982	8,898	-	-	30,880	39%
CEO	3,153	1,156	-	-	4,309	5%
Procurement	570	209	-	-	779	1%
Finance	2,245	823	-	-	3,067	4%
Planning	373	137	-	-	509	1%
Sustainability & Legislative Affairs	502	-	-	-	502	1%
HR & Risk Mgmt	3,349	1,227	-	-	4,576	6%
Information Technology	3,996	1,465	-	-	5,461	7%
Facilities	3,867	1,417	1,791	-	7,076	9%
Capital Projects Mgmt	894				894	1%
BOD & General Counsel	261	96	-	-	357	0%
Trails & Corridor Mgmt	1,311	-	-	-	1,311	2%
First Last Mile Mobility	2,428	-	-	-	2,428	3%
Total	**$ 56,934**	**$ 19,885**	**$ 1,791**	**$ -**	**$ 78,610**	**100%**

6. Other Financing Sources and Uses Assumptions

- Approximately $1,239,200 of current available resources is budgeted to be transferred from the General Fund to the **Bus Stops/Park and Ride** Special Revenue Fund to fund the costs to operate and maintain the BRT stations & park and rides and other stops.

- RFTA 2027 budget 1st draft includes contribution to the **Traveler Program** on behalf of its members located in Garfield County in the amount of $65,600 and **ADA Complementary Paratransit** in the amount of $190,700 as reflected by the budgeted transfer of approximately $256,300 of current available resources from the General Fund to the Service Contract Special Revenue Fund.

- In accordance with bond resolutions, approximately $4.3 million of current available resources will be transferred from the General Fund to the **Debt Service** fund which will be used to fund current debt service payments on RFTA's outstanding bonds from 2012, 2013, 2019 and 2021.

7. Key Takeaways

- Full year of new regional transit services (BRT, Local, Snowmass, and the Flyer) associated with the CDOT CTE SB-230 operating grant.
- Business as Usual investments totaling $7.5 million to sustain existing services, operations, and maintain assets in a state of good repair.
- 3% increase in operating & debt service budget over 2026 budget.

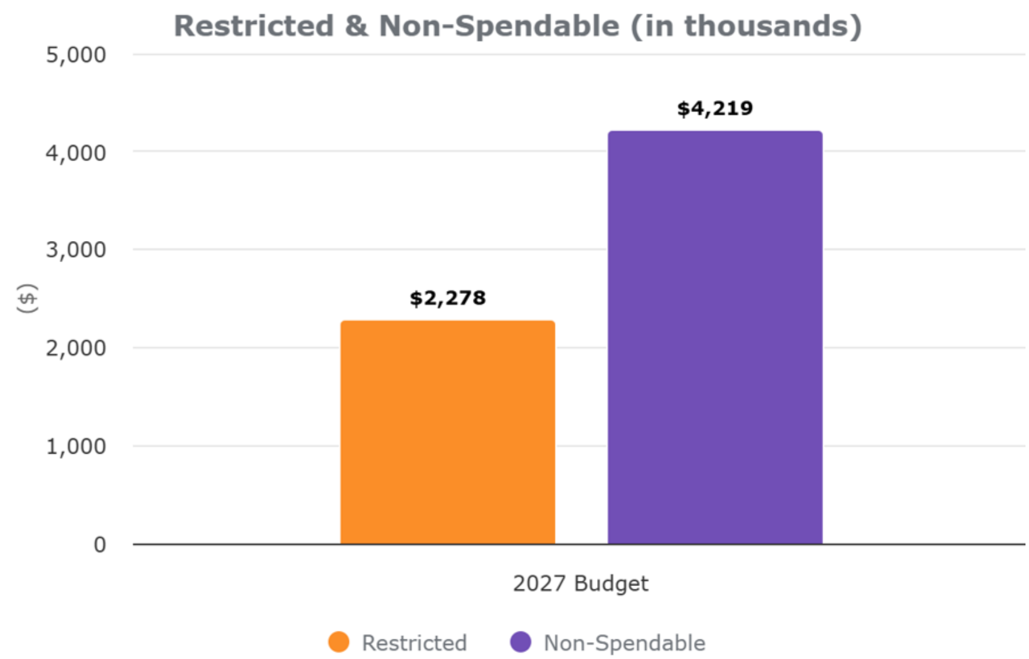
Staff will identify high-priority projects and strategic initiatives for 2027 to be included in the 2nd draft budget.

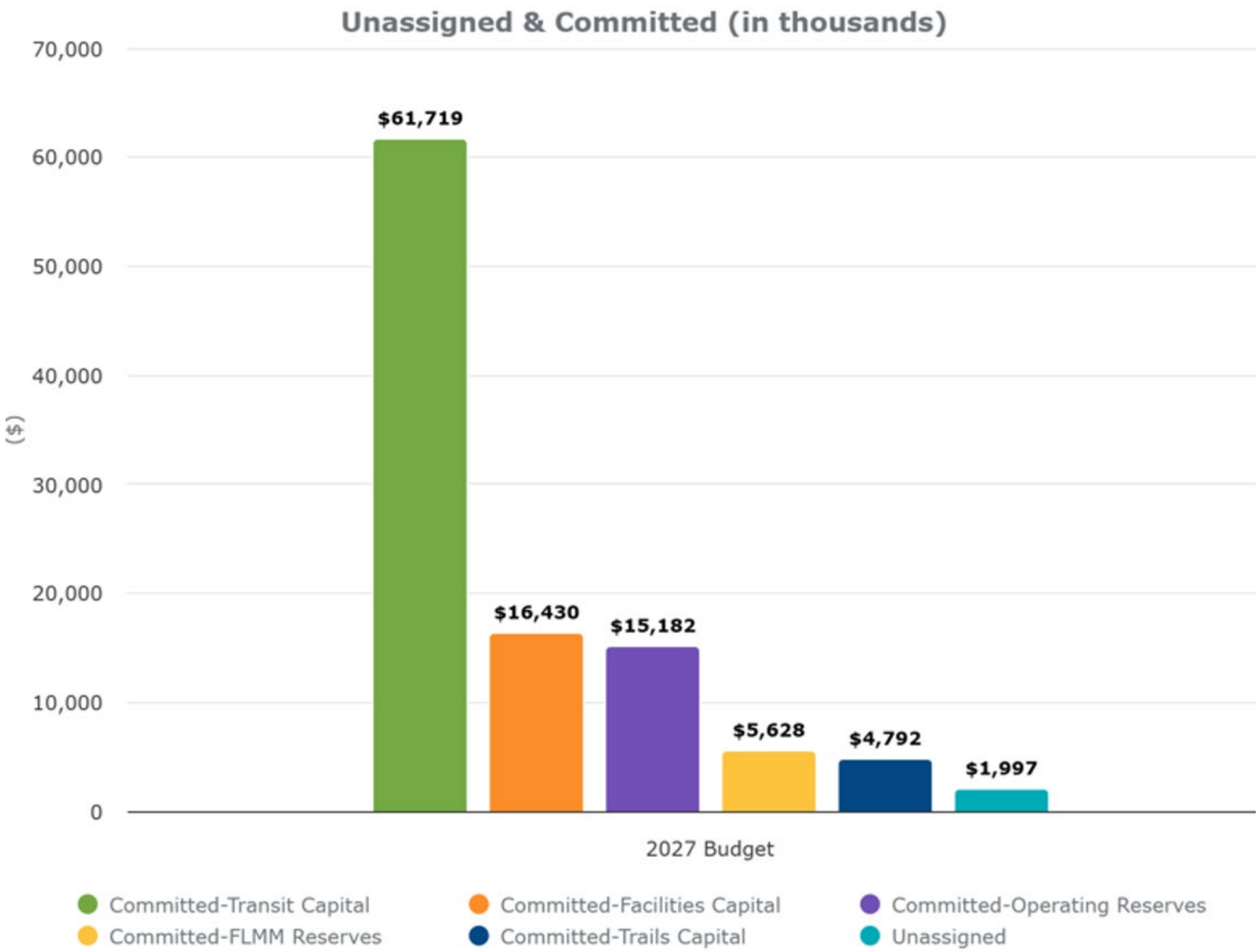
8. Fund Balance

(in 1,000s)	General Fund	Service Contracts	Bus Stops/ PNR	Mid Valley Trails	Debt Service Fund	Total
Beginning fund balance (budget)	**$ 108,382**	**$ -**	**$ 9**	**$ 727**	**$ 920**	**$ 110,038**
Revenues	75,937	19,628	552	128	74	96,319
Expenditures	(66,275)	(19,885)	(1,791)	-	(4,377)	(92,328)
Other financing source/(use)	(5,798)	256	1,239	-	4,303	-
Change in net assets	**$ 3,863**	**$ -**	**$ -**	**$ 128**	**$ -**	**$ 3,991**
Ending fund balance	**$ 112,245**	**$ -**	**$ 9**	**$ 855**	**$ 920**	**$ 114,029**
Ending fund balance composition:						
Non-spendable fund balance	$ 4,219					$ 4,219
Restricted fund balance	2,278	$ -	$ 9	$ 855	$ 920	4,062
Committed fund balance:						
Operating reserves	15,182					15,182
Facilities capital reserves	16,430					16,430
Transit capital reserves	61,719					61,719
Trails capital reserves	4,792					4,792
FLMM reserves	5,628					5,628
Unassigned fund balance	1,997					1,997
Ending fund balance	**$ 112,245**	**$ -**	**$ 9**	**$ 855**	**$ 920**	**$ 114,029**

Fund balance is the difference between assets and liabilities and is divided between Non-spendable and Spendable. **Non-spendable** fund balance includes amounts that cannot be spent either because it is not in spendable form or because of legal or contractual constraints. **Spendable** fund balance is comprised of Restricted, Committed and

Unassigned fund balance. **Restricted** fund balance includes amounts that are constrained for specific purposes that are externally imposed by providers. **Committed** fund balance includes amounts that are constrained for specific purposes that are internally imposed by the Board. **Unassigned** fund balance includes residual amounts that have not been classified within the previously mentioned categories and is a measure of current available financial resources.




Unassigned & Committed (in thousands)
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
($)
$61,719
$16,430
$15,182
$5,628
$4,792
$1,997
2027 Budget
Committed-Transit Capital
Committed-Facilities Capital
Committed-Operating Reserves
Committed-FLMM Reserves
Committed-Trails Capital
Unassigned

9. Background information

Fund and fund structure

The Authority Budget and Financial Statement are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting. All Funds are appropriated.

The General Fund reports operating activity for regional Valley, Grand Hogback and miscellaneous Transit, Trails and Administrative Support services. Additionally, most Capital and Debt Service activity are reported in the General Fund, unless resolution requires otherwise.

The Service Contract Special Revenue Fund reports revenue and operating activity for additional services based on contractual agreement. These services are extra services provided in certain areas within the overall Authority service area.

Bus Stop and Park n Ride Special Revenue Fund reports vehicle registration fee revenue and bus stops and park n ride expenditure activity as required by State rural transit authority enabling legislation. Additionally, by resolution, Garfield County has dedicated certain development fees to construct bus stops and park n ride improvements in unincorporated Garfield County.

Mid Valley Trails Special Revenue Fund reports activity for certain trails activities within Eagle County. As a condition of becoming a member of the Authority, Eagle County dedicated an existing ½ cent sales tax to the Authority. Part of the sales tax was dedicated to trails. In June of 2002 the Authority by resolution adopted the Eagle County Mid Valley Trails Committee. The Committee administers all aspects of appropriating the funds and the Authority provides accounting of the funds and other services as requested by the Committee.

Capital Project Fund reports activity for a variety of Capital Projects related to transit assets and infrastructure. Currently there is not an active Capital Project Fund.

Debt Service Fund:

- **The Series 2012A Debt Service Fund** reports all principal and interest expenditures for the $6.65 million Qualified Energy Conservation Bonds issuance (QECB) and interest earned as required by resolution. The QECBs allow a federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

- **The Series 2013B Debt Service Fund** reports all principal and interest expenditures for the $1.3 million QECB issuance and interest earned as required by resolution. The QECBs allow a federal reimbursement for 70% of the Qualified Tax Credit Rate of interest paid.

- **The Series 2019 Debt Service Fund** reports all principal and interest expenditures for the $24.545 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

- **The Series 2021A Debt Service Fund** reports all principal and interest expenditures for the $28.78 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

- **Reserve Fund** reports all activity related to the required reserves for the Series 2009, Series 2012, Series 2013 Bonds, Series 2019 Bonds, and Series 2021 Bonds and interest earned as required by resolution.

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATIONS” AGENDA SUMMARY ITEM #8.4

MEETING DATE	September 10, 2026
SUBJECT	Update on Transportation Options for the 2027 Aspen/Pitkin County Airport (ASE) Closure
STRATEGIC OUTCOME	1.0 Accessibility and Mobility
STRATEGIC OBJECTIVE	1.3 Increase alternative mode splits throughout region
PRESENTED BY	Kurt Ravenschlag, Roaring Fork Transportation Authority, CEO
STAFF RECOMMENDS	No action is required for this project update.
EXECUTIVE SUMMARY	As a result of the planned closure of Aspen/Pitkin County Airport (ASE) beginning in April 2027 for the reconstruction of the airport runway, Pitkin County assembled a Community Continuity Committee comprised of regional stakeholders to prepare for and mitigate the impacts of the closure on residents, visitors, businesses, and the local economy. Within the larger Community Continuity Committee, two sub-committees were established: Transportation, and Communications & Marketing. The Transportation Sub-Committee is co-chaired by Kurt Ravenschlag, CEO of the Roaring Fork Transportation Authority (RFTA), and Chris Miller, Senior Vice President of Sustainability for Aspen One. The Transportation Sub-Committee includes representatives from area chambers of commerce, Aspen/Pitkin County Airport, Fly Aspen Snowmass, private transportation providers, Aspen One, Pitkin County, the Town of Snowmass Village, the City of Aspen, and RFTA. The group has met biweekly since early June 2026, participated in a community town hall in July, and has worked collaboratively to identify transportation strategies that will help maintain access to and from the Roaring Fork Valley during the airport closure. The sub-committee's recommendations focus on ensuring continuity of transportation services, minimizing traveler inconvenience, and providing clear and coordinated information to residents and visitors. Key recommendations include: • Establishing an airport shuttle service connecting the upper valley with Eagle County Regional Airport, including multiple stops throughout the valley to accommodate the anticipated increase in airline activity at Eagle Airport. • Evaluating the feasibility of a direct shuttle service between the upper valley and Denver International Airport (DIA). • Identifying locations for overnight and long-term parking to support airport shuttle passengers. • Relocating the existing ASE rental car facility during the closure period. • Ensuring adequate rental car inventory at both the relocated rental car facility and Eagle Airport. • Developing a process to vet, coordinate, and promote private transportation providers, including limousine, taxi, and shuttle services.

	• Coordinating local transit services with existing Bustang routes to facilitate better connections to Eagle, Grand Junction, and Denver. • Collaborating with CDOT and local jurisdictions to coordinate construction activities and minimize impacts on travelers. • Creating and maintaining a single, comprehensive source of information regarding all available transportation options for travel into and out of the Roaring Fork Valley during the airport closure. Several of these initiatives are already underway and will be led by organizations best positioned to implement them, including Pitkin County, Aspen/Pitkin County Airport, Fly Aspen Snowmass, local chambers of commerce, transportation providers, and other partner agencies. Continued collaboration among these stakeholders will be essential to ensuring a successful transition during the airport closure and maintaining the accessibility and economic vitality of the Roaring Fork Valley.
GOVERNANCE POLICY	Board Governance Policy 2.10.3 states, "The CEO shall provide unbiased decision information required periodically by the Board and make the Board aware of relevant trends"
FISCAL IMPLICATIONS	None
EXHIBITS/ATTACHMENTS	None