



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING

Thursday, October 8th, 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 voice	8:31 a.m.
3. PUBLIC COMMENT <i>Members of the public may address the Board during the designated Public Comment period. Public comment on matters requiring a public hearing will be received during the applicable public hearing.</i>	Public Input	8:33 a.m.
4. ITEMS ADDED TO AGENDA	Approve voice	8:35 a.m.
5. BOARD MEMBER COMMENTS	Comments	8:36 a.m.
6. INFORMATION/UPDATES		
6.1. CEO Report – Kurt Ravenschlag, CEO, page 9	Update	8:36 a.m.
7. PRESENTATIONS/ACTION ITEMS		
7.1. Entrance to Aspen Presentation – Tyler Christoff, Deputy City Manager, City of Aspen, page 26	Discussion	8:45 a.m.
7.2. West Glenwood Springs Roundabout – Ashley Dostal, Assistant City Engineer, City of Glenwood Springs, page 31	Discussion	9:30 a.m.
7.3. 2027 RFTA Strategic Initiatives Presentation – Kurt Ravenschlag, CEO, page 32	Discussion	9:45 a.m.
7.4. Resolution 2026-35: Authorization to Contribute \$100,000 Toward Airport Shuttle Service for the Aspen/Pitkin County Airport (ASE) Closure – Kurt Ravenschlag, CEO, page 34	Discussion / Approve voice	10:15 a.m.
8. EXECUTIVE SESSION		
8.1. 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	10:30 a.m.

8.2. Pursuant to C.R.S. 24-6-402 3(a)(II): Matters concerning potential litigation – Paul Taddune, General Counsel, Angela Henderson, Director of Corridor & Trail	Executive Session	10:45 a.m.
9. NEW BUSINESS FOR NEXT MEETING	Planning	10:55 a.m.
10. NEXT MEETING: Thursday, November 12 th , 2026	Planning	10:56 a.m.
11. ADJOURNMENT	Adjourn <i>voice</i>	11:00 a.m.

ROARING FORKTRANSPORTATION AUTHORITY

BOARD MEETING MINUTES

Thursday September 10, 2026

Board Members Present:

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

Non-Voting Alternates Present:

Francie Jacober (Pitkin County); Hannah Berman (Town of Basalt); Bill Guth (City of Aspen); Steve Smith (City of Glenwood Springs); Tom Fridstein (Town of Snowmass Village)

Non-Voting Representatives:

Alicia Gresley (City of Rifle); Derek Hanrahan (City of Rifle)

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 Administrator; Dawn Dexter, Operations 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; Yazmin Carlson, Design and Creative Specialist; Abbey Pascoe, Corridor & Trail Specialist; Mike Christensen, Director of Fleet and Facilities; Jason Schelhaas, Director of IT; David Carle, Budget Manager; Hannah Klausman, Regional Director of Planning; Bonn San Diego, IT Help Desk Technician; Jenna Colman, Senior Procurement Specialist; Megan Faichney, Total Rewards Manager; Zac Sutherland, Safety, Security & Risk Manager

Visitors Present: Lynn Rumbaugh, Samuel Massman, Toni Krongberg, Sam Guarino

Agenda

NOTE: Hyperlinks to September 10, 2026 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

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

Chair Poschman called the meeting of the RFTA Board of Directors to order at 8:32 a.m. on September 10, 2026. The Board Secretary conducted roll call, and a quorum was present.

2. [Approval of Minutes:](#)

A request was received noting the misspelling of a member's name on the August 13, 2026 meeting minutes.

A motion was made by Shenk and seconded by McQueeney.

"I moved to approve the August 13, 2026 Board meeting minutes."

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

3. [Public Comments:](#)

Poschman opened the floor for public comments.

Toni Kronberg, a member of the community, announced that she received news that Pitkin County is being awarded a federal planning grant for the Pitkin County Airport Multimodal Options for Decarbonization, Efficiency, and Safety Modes Planning Project. The project will evaluate transportation improvements between Brush Creek Park & Ride and the airport roundabout, engage stakeholders and the community, and explore multimodal solutions, including a potential gondola. Kronberg praised Pitkin County and RFTA for their leadership and noted that any project materials will be shared with the Board in the future.

Public comments were closed at 8:37 a.m.

4. Items Added to Agenda:

Poschman requested any additions or changes to the September 10, 2026, Board meeting agenda.

One additional item was brought forth by Paul Taddune for Executive session. Item 9.1 Pursuant to C.R.S. 24-6-402(4)(b) conferences with an attorney for the local public body for the purposes of receiving legal advice on specific legal questions concerning potential and pending litigation.

5. Board Member Comments:

Poschman opened the floor for Board member comments.

Shenk recognized the previous day's BEB ribbon-cutting event and shared her appreciation for the ride to the Maroon Bells. She also thanked RFTA staff and the entire organization for providing seamless transportation during the JAS Aspen Snowmass music festival.

Poschman added his appreciation for the BEB event and also noted that these buses will be utilized not only for the Bells, but on some of the urban or local urban routes where engine noise has been an issue in the past.

Smith welcomed and thanked the group for meeting in Glenwood Springs and shared excitement for the goats being back on the trail.

Richards expressed concerns regarding ongoing planning for the Entrance to Aspen project and the public perception of RFTA's role in congestion management. She emphasized the urgency of advancing solutions due to infrastructure and evacuation concerns, noted that congestion cannot be resolved through infrastructure improvements alone, and advocated for broader corridor-level planning beyond the Aspen entrance area. Richards also requested greater clarity regarding RFTA's position on potential use of dedicated bus lanes by HOV or other vehicles and encouraged timely engagement in project review, modeling, and stakeholder discussions.

Ravenschlag responded that RFTA has previously communicated concerns to project partners regarding proposed alternatives and traffic modeling. Staff explained that those concerns are primarily related to federal commitments associated with the bus rapid transit system and the need to maintain exclusive bus lane operations. He indicated a preference to receive and review project proposals through a public board process before making any additional formal public statements.

At the request of the Board and Staff the project team is scheduled to present at the October 8, 2026 Board of Directors meeting.

Poschman shared an update on the upcoming renewal campaign for the Healthy Community Fund, which supports approximately 70 nonprofit organizations serving communities throughout the valley. Support was requested in the form of resolutions, letters of support, advocacy, and campaign contributions. Discussion emphasized the fund's regional impact and its importance in sustaining essential community services.

Board Comments were closed at 8:54 a.m.

6. Information/ Updates:

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

Ravenschlag provided follow-up on items discussed at the previous Board meeting, including updates on Flyer service and advertising and variable message sign (VMS) signage. The report also covered legislative updates, organizational objectives and key results (OKRs), ridership data, and financial matters.

Additional items not included in the posted CEO report included the use of Apple Maps, discrepancies in ridership counts that remain under investigation, a correction to resolution numbering, and an update on Garfield County funding for the Hogback service.

Regarding Hogback service and funding, Derek Hanrahan (Town of Silt) and Alicia Gresley (City of Rifle) shared perspectives from their respective jurisdictions. Both requested additional ridership data to inform preparation of a potential ballot measure.

Laird suggested forming a Board subcommittee focused on Hogback funding. Richards and Knight agreed and added that the discussion should include how to encourage Garfield County to fully join RFTA. Laird and others also suggested that some funding be set aside to be utilized for education and outreach around the values of joining RFTA.

Richards added that while discussing funding for specific services such as the Hogback, it should be noted that we have other trunk-line services that need attention as well. She requests that RFTA staff conduct a review of mid-valley services and provide cost estimates for increasing capacity.

In response to the Boards comments and requests, Ravenschlag reminded the group that these items are also under review within the current master planning process.

7. Consent Agenda:

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.
2. **Resolution 2026-33: Authorization to Submit a Grant Application to the FY27 FTA 5339b Bus & Bus Facilities and 5339c Low or No Emissions Grant Program-** David Johnson, Director of Sustainability and Legislative Affairs.

A motion was made by Knight and seconded by Zalinski.

“I moved to approve Consent Agenda, Resolution 2026-32 and Resolution 2026-33.”

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

8. Presentations/Action Items:

1. **Maroon Bells Management Update-** Gary Tanenbaum, Director of Pitkin County Open Space and Trails; Jennifer Schuler, District Ranger for the Aspen-Sopris Ranger District of the White River National Forest; Liz Woods, Pitkin County Finance Director, Treasurer, and Public Trustee; and Scott Mattice, Pitkin County Public Works Director.

Gary Tanenbaum (Pitkin County) and partners from the U.S. Forest Service presented plans for an expanded local management role at the Maroon Bells to address operating deficits, deferred maintenance, and staffing challenges while preserving the long-standing partnership with RFTA and maintaining public access. Proposed fee increases would help fund operations and infrastructure improvements, while shuttle fares would remain unchanged to support affordability and encourage transit use.

Presenters emphasized that all revenues generated at the Maroon Bells would be reinvested into the site through a dedicated enterprise fund, with no major operational changes planned beyond the fee adjustments.

Board members expressed support for protecting this critical community asset and noted the importance of continued public stewardship and community involvement in future management decisions.

No action is required.

2. **Resolution 2026-34: Supporting the Glenwood Hot Springs Protection Act-** Kurt Ravenschlag, CEO.

Zalinski presented a resolution supporting the Glenwood Hot Springs Protection Act, describing ongoing concerns about a proposed gravel quarry expansion near Glenwood Springs that could increase truck traffic, impact community transportation corridors, affect recreational assets, and pose potential risks to the area's hot springs aquifers.

She noted the broad regional and bipartisan support for the legislation and requested RFTA's participation in the effort. Following discussion, a motion was made to approve the resolution supporting the Glenwood Hot Springs Protection Act.

A motion was made by Richards and seconded by Knight.

"I moved to approve Resolution 2026-34: Supporting the Glenwood Hot Springs Protection Act."

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

3. **2027 1st Draft Budget Presentation-** Paul Hamilton, Director of Finance and David Carle, Budget Manager.

Staff presented the first draft of the 2027 budget, which serves as a baseline budget focused on maintaining current transit services, facilities, and assets. The proposed service plan includes continued operation of recently expanded transit services, including the Highlands Flyer and enhanced Snowmass Village service, while overall transit service levels remain largely consistent with 2026.

The presentation reviewed projected revenues and expenditures, key assumptions related to sales tax, property tax, grant funding, fuel costs, and contracted services, as well as approximately \$7.5 million in investments needed to sustain existing operations and infrastructure. Staff also discussed funding for first- and last-mile mobility programs, capital replacement needs, reserve levels, and long-term asset management obligations.

Board members discussed transit capacity concerns on the main trunk routes, the future funding model for bike share and microtransit programs, and the importance of balancing service enhancements with long-term financial sustainability. Staff noted that strategic initiatives and potential service additions will be presented separately and incorporated into the second draft budget later in the budget development process.

No action is required.

4. **Update on Transportation Options for the 2027 Aspen/Pitkin County Airport (ASE) Closure-** Kurt Ravenschlag, CEO.

Staff provided an update on regional planning efforts related to the 2027 closure of the Aspen/Pitkin County Airport, including the work of a multi-agency Community Continuity Committee and its Transportation Subcommittee. Discussions have focused on identifying transportation alternatives and mitigation measures to reduce impacts on residents, visitors, businesses, and the regional transportation system during the closure period.

A primary recommendation under consideration is the establishment of a shuttle service connecting the Roaring Fork Valley with Eagle County Regional Airport, which is expected to serve as the primary alternate airport during the closure. Additional topics include potential connections to Denver International Airport,

coordination with regional transit services, parking and rental car accommodations, management of increased ground transportation demand, and development of a centralized public information resource outlining available travel options.

Staff noted that funding partnerships may be needed to support airport shuttle operations, and discussions are ongoing among local governments, transportation providers, tourism organizations, and other stakeholders. The Board thanked staff for their participation in the planning effort and discussed opportunities to leverage existing transit services and regional partnerships to support travelers during the airport closure.

No action is required.

9. Executive Session:

1. **Pursuant to C.R.S. 24-6-402(4)(b) conferences with an attorney for the local public body for the purposes of receiving legal advice on specific legal questions concerning potential and pending litigation** – Paul Taddune, General Counsel
2. **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

A motion was made by Shenk and seconded by Zalinski.

“I moved to adjourn from the Regular Board meeting into Executive Session.”

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

Executive Session began at 11:20 a.m.

Staff Present:

Kurt Ravenschlag, Chief Executive Officer (CEO); Paul Taddune, General Counsel; David Pesnichak, Chief Operating Officer (COO); Angela Henderson, Director of Rio Grande Corridor; Erin Kemp, Chief Human Resources Officer (CHRO); Kim Wells, Executive Assistant & Board Secretary Pro Tem

A motion was made by Richards and seconded by Laird

“I moved to adjourn from Executive Session into the Regular Board meeting.”

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

No action was taken during the Executive Session, which adjourned at **11:55 a.m.**

10. Issues to be Considered at Next Meeting:

Items planned for the October Board meeting include a presentation from the Entrance to Aspen planning group as well as a presentation on the Strategic Initiatives brought forth by staff to address ‘our objectives and key results for 2027.

11. **Next Meeting:** 8:30 a.m. – 11:00 a.m.; October 8, 2026, Morgridge Commons and via Microsoft Teams, for those who are unable to attend in person.

12. Adjournment:

A motion was made by Knight and seconded by Shenk.

“I moved to adjourn from the September 10, 2026 RFTA Board meeting.”

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

The RFTA Board meeting adjourned at 11:56 a.m. on September 10, 2026.

Respectfully Submitted:

Kim Wells

Secretary Pro Tem to the RFTA Board of Directors

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

CEO REPORT

TO: RFTA Board of Directors
FROM: Kurt Ravenschlag, CEO
DATE: October 8, 2026



Automatic Passenger Counter (APC) Update

RFTA staff has continued working with the vendor to address inaccurate passenger counts identified across the fleet. Since the initial investigation began on May 6, 2026, multiple issues have been identified and addressed through phased updates to both the fleet and the primary backend system.

The investigation has determined that ridership data was impacted following a system change in November 2024. Because the APC counters exhibited inconsistent behavior from the time of that change through September 16, 2026, staff is unable to determine the extent of the historical discrepancies in the ridership data.

Staff continues to validate the APC system following the implemented fixes. A version upgrade is also being scheduled as part of the remaining corrective work.

Battery Electric Bus (BEB) Update

On Wednesday, September 23, 2026, a new Gillig battery electric bus operating on the up-valley BRT route near Glenwood Springs experienced an electrical wiring fire in its rear high-voltage cabling area due to equipment failure. The operator acted swiftly to safely evacuate all passengers without incident, successfully suppressed the fire using the onboard extinguisher, and arranged a prompt transfer to a replacement bus. The impacted vehicle was subsequently towed from the scene.

As a precautionary measure, RFTA immediately grounded all 11 new Gillig electric buses, which had entered revenue service on September 21, and stored the remaining 10 units outdoors at the Aspen and Glenwood maintenance facilities. A joint root-cause investigation was initiated alongside technical teams from Gillig and Cummins, as well as fire inspectors from Glenwood Springs and Aspen. Preliminary results indicate that the mechanical issues are isolated to the single vehicle, and formal findings will be reported to the State.

Initial findings highlighted operational differences between RFTA's existing fleet and the new Gillig models, underscoring the need for preventative notification system modifications and additional operator training before resuming operations. Due to the time required to implement these systems and complete driver training, the new Gillig fleet is expected to remain out of revenue service until the start of the winter season in mid-November. As a result, these buses will not participate in the Maroon Bells service as previously planned. The safety of our passengers and staff remains RFTA's top priority, and establishing these preventative measures is essential before returning the vehicles to service. Staff will continue to keep the Board updated as final investigation details and return-to-service timelines are confirmed.

RFTA Master Plan Update

The Master Plan team has completed a substantial portion of the Existing Conditions phase, including transit service performance analysis, regional travel behavior assessment, transit propensity mapping, and identification of transit needs and opportunities across the service area. Initial findings are helping to identify key mobility challenges and future investment opportunities along both the SH-82 and I-70 corridors.

Public Engagement Round 1 is now in full swing, with the launch of the project website www.RFTAMasterplan.com, online survey, stakeholder contact database, and a robust community outreach effort. Engagement activities include:

Event/Location	Planned Date	Time
Basalt Library	Thursday, October 1 st ,	Noon – 5pm
Snowmass Community Picnic	Saturday, October 3 rd ,	Noon – 2pm
Aspen Community Picnic	Saturday, October 3 rd ,	Noon – 2pm
Carbondale Potato Day Festival	Saturday, October 3 rd ,	9am – 3pm
New Castle City Market	Wednesday, October 14 th ,	4pm – 7pm
Rifle Third Thursday on Third	Thursday, October 15 th ,	5pm – 8pm
Glenwood Springs Community Center	Thursday, October 22 nd ,	1pm – 5pm
Aspen Dia De Los Muertos, Pitkin County Library	Saturday, October 24 th ,	11am-2pm
Silt Main Street Pop-up Trick or Treat Event	Wednesday, October 29 th ,	4pm – 6pm
New Castle Haunted Bus Trick or Treat	Thursday, October 30 th ,	3pm – 5pm
Open House, Morgridge Commons Glenwood	Thursday, November 5 th ,	6pm – 8pm

Upcoming Milestones

Over the next three months, the project team will complete Round 1 public engagement, finalize the Existing Conditions dashboard, continue the Rio Grande Corridor analysis, and begin the organizational capacity assessment. Public feedback and technical findings will be synthesized to identify priorities and develop recommendations that will guide the next phase of the Master Plan.



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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" (FLY)	New Route	Launch of year-round, 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.	
Jan. 29-31, 2027	X-Games	Major Event	Peak Service for X-Games	
April 18, 2027	End of Winter Season	End of Winter Season	Official end of the winter season and regional service plan.	

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

Legislative Affairs Update – October 2026

1. [Ballot Initiative #175](#) taken off the ballot!

- Type: State Ballot Initiative
- Summary: Initiative 175 proposed amending the Colorado Constitution to dedicate certain transportation-related state revenues to roads, limiting funding flexibility for transit and multimodal investments.
- Application to RFTA's Legislative Agenda: Threat to #1, Support RFTA's financial sustainability and #2, Allow RFTA to maintain and expand its services.
- Past 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. These comments were incorporated into the final Blue Book Language before the Initiative was ultimately pulled from the ballot on August 27, 2027.
- Status: As of August 27, 2026, Colorado Initiative 175 has been withdrawn and will not appear on the November 2026 ballot. The coalition backing the measure, Restore Our Roads, announced in late August 2026 that it had reached a transportation funding agreement with state lawmakers and Attorney General Phil Weiser. As part of that agreement, the proponents agreed to withdraw Initiative 175. 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. However, no specific enterprise or funding amount has been identified. Colorado Contractors Association President Tony Milo has also stated that the coalition is not seeking to eliminate the existing uses of those enterprise fees.
- Recent Action Taken: David Johnson and Sustainable Strategies DC attended the MOVE Colorado Transportation Policy Breakfast in Denver on September 23, 2026 to hear from Attorney General Phil Weiser, Tony Milo, President & CEO of the Colorado Contractors Association, and Colorado State Senator Judy Amabile, who had been instrumental in negotiating the deal for the new transportation funding framework that secured the removal of 175 from the ballot. While details of the framework were not shared as they are still in development, we learned that Representative Boesenecker (House District 53 – Larimer County) and Senator Judy Amabile (Senate District 18 – Boulder County) will be launching a stakeholder engagement process to shape the legislation that will be needed to support the transportation framework, which it sounds like Representative Boesenecker will sponsor. Senator Amabile mentioned a focus on coordinating with local governments throughout the process, including through engaging with the Colorado Municipal League.
- Recommended Action: With support from Sustainable Strategies DC and through close coordination with CASTA, RFTA should participate in the upcoming stakeholder engagement process for the 2027 transportation legislation. Sustainable Strategies will work with RFTA to follow up directly with Representative Boesenecker and Senator Amabile's offices following the September 23 discussion to express interest in participating directly in the process, where appropriate, and serving as a resource on potential impacts to rural transit. Sustainable Strategies DC will also work with RFTA to engage its member jurisdictions as a secondary channel for weighing in on the new framework and any potential impacts to transportation enterprise revenues, given the emphasis on local government engagement.
- Additional Takeaway from MOVE Colorado Policy Breakfast – In response to the opening question from the moderator about transportation challenges across Colorado, Attorney General Weiser cited two examples: one about neighbors from Kansas complaining about the quality of our roads in eastern Colorado and another about the traffic that backs up between the I-70 corridor and SH-82/Aspen in the Roaring Fork Valley. It was encouraging to hear him specifically reference the Roaring Fork Valley, and his comments provide a natural segue for follow-up with his staff to introduce RFTA, express interest in participating in the stakeholder process for the new legislation, and offer RFTA as a resource on transportation needs in the corridor.

2. SB24-230 Flexibility Legislation

- Type: State Legislative Proposal (Pre-Session Development)
- Summary: SB24-230 created a new formula program funded through an oil and gas production fee, with 70% of Clean Transit Enterprise revenues from the fee dedicated to local transit operations. Current law generally requires agencies to use formula funds to expand transit service, including through new routes, increased frequency, or longer service hours. CASTA is developing a legislative proposal for the 2027 session that would provide greater flexibility for transit agencies that cannot sustainably continue expanding service, including potentially allowing formula funds to support existing operations. RFTA leadership has expressed concern about changes to the SB24-230 program that would create an incentive for agencies to reduce local support and replace it with state funds if there is no maintenance-of-effort requirement associated with the revised structure.
- Application to RFTA's Legislative Agenda: #1 Support RFTA's financial sustainability; #6 support the provision of low/no emission bus and paratransit vehicle service
- Status: CASTA is currently seeking legislative sponsors, and no bill has yet been introduced.
- Action Taken: Sustainable Strategies DC drafted a quick write-up of talking points on SB-230 following our last capital call and shared this with David Johnson. Sustainable Strategies DC verbally shared this position with Anne Rajewski from CASTA, who brought up the bill she is working on and asked whether RFTA would have a position on the bill.
- Recommended Action: Anne Rajewski is interested in understanding RFTA's position on the bill during these early stages. She shared that CDOT is not currently supportive of the bill and mentioned that SB230 Program Administration Craig Secrest had also raised the issue of the need for incorporating a maintenance-of-effort measure into any revised SB24-230 program structure. Sustainable Strategies DC and David Johnson should continue engaging with CASTA as the proposal develops and emphasize RFTA's preliminary concern regarding the need for a maintenance-of-effort provision or other safeguards against replacing existing local support with state funds. Given Anne Rajewski's interest in RFTA's perspective, RFTA may also want to consider an early conversation between Kurt and Anne to discuss the proposal informally before legislative language is finalized.

Issues we continue to monitor:

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

- Type: Federal Legislation
- Summary: The BUILD America 250 Act is the House Transportation and Infrastructure Committee's surface transportation reauthorization proposal. The bill is not final and will require Senate action and bicameral agreement before becoming law. As drafted, the bill could reduce transit funding certainty by shifting several major transit programs away from guaranteed advance appropriations and toward annual appropriations. It would also eliminate the standalone Low or No Emission Bus program, create a new state-administered transit block grant option, and make changes to rural, bus, and competitive grant programs that could affect RFTA's access to federal transit funding.
- Application to RFTA's Legislative Agenda: Potential threats to #1, Support RFTA's financial sustainability and #2, Allow RFTA to maintain and expand its services. The proposal also creates an advocacy opportunity to address the disproportionately low amount of formula funding RFTA receives relative to its service demands, regional role, and rural operating context.
- Status: Now that Congress has passed a short-term extension on the Surface Transportation Reauthorization, the Senate committees will need to work on their version of the reauthorization bill in the coming months. The likelihood remains that this will get punted until after the election, although Senate Republicans may make a push to finish language before a change in power following November.
- 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.)

- Recommended Action: Sustainable Strategies DC will continue tracking progress and will alert RFTA of opportunities to weigh in with our Senators, though neither is on a committee with influence over the bill. Once the Senate has language together, and it will become important to advocate to Congressman Hurd on key issues in the Senate bill language during the reconciliation of the two versions. Sustainable Strategies DC is also continuing to work with communities we represent whose members do have more influence on the relevant Senate committees to push for the inclusion of transit funding, advanced appropriations, and formula funding that better reflects high-performing agencies in rural areas.

2. E-Bike Safety Legislation

- Type: Potential State Legislation
- Summary: Bicycle Colorado has indicated that it plans to pursue legislation during the 2027 session to address growing safety concerns involving e-bikes and higher-powered electric vehicles, including "e-motos." A more consistent statewide framework could support RFTA and its member jurisdictions as they address increasing conflicts among e-bikes, e-motos, pedestrians, and other users of trails, pathways, and sidewalks.
- Application to RFTA's Legislative Agenda: Supports #3, Enhance the safety and accessibility of RFTA's transit and trail system, and creates an opportunity for RFTA to help shape statewide policies that reflect the needs of rural and mountain communities.
- Action Taken: In August, RFTA joined a statewide sign-on letter urging the Colorado Attorney General to enforce HB25-1197 and address the misleading sale of higher-powered electric motorcycles and mopeds as legal e-bikes. RFTA was one of 49 organizations and community leaders included on the August 27 letter.
- Status: Specific bill language and sponsors have not yet been announced. Bicycle Colorado has stated that it intends to address safety concerns while avoiding broad restrictions on legal Class 1, 2, and 3 e-bikes. This follows the enactment of HB25-1197, which strengthened requirements for the sale and labeling of e-bikes and clarified that higher-powered vehicles that fall outside Colorado's e-bike classifications cannot be marketed as e-bikes.
- Recommended Action: Sustainable Strategies DC will continue working with RFTA to monitor development of the 2027 legislation and coordinate with RFTA staff as additional details emerge, particularly regarding any proposed changes affecting e-bike classifications, trail access, enforcement, or local authority that could affect management of the Rio Grande Trail.

3. OMB Federal Grant 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: RFTA previously submitted comments and letters regarding OMB's proposed rewrite of the federal Uniform Guidance (2 CFR Part 200). 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 FY2027 continuing resolution prohibits OMB from finalizing the proposed rule through December 11, 2026.
- Proposed Course of Action: As FY27 Appropriations negotiations continue in December, Sustainable Strategies DC will continue monitoring the rulemaking and any congressional action through appropriations that could extend or modify this restriction and will alert RFTA to additional opportunities to weigh in.

PASSED LEGISLATION WITH IMPACTS TO RFTA:

1. [HB26-1269: Transit Access](#) was passed into law on May 28, 2026. Applies to RFTA based on its annual ridership and requires new transit information and language-access measures by June 30, 2027, followed by annual reporting beginning January 31, 2028.
2. [HB26-1001: Housing Development on Qualifying Properties](#) was signed into law in March 2026 by Governor Polis. Applies to qualifying properties of five acres or less owned by regional transportation authorities, including potentially RFTA-owned property; local jurisdictions generally must allow qualifying residential development beginning December 31, 2027.
3. [HB26-1065: Transit and Housing Investment Zones](#) was signed by the Governor on May 27, 2026. Creates a new financing tool through which RFTA could partner with a local government on eligible transit infrastructure using state sales-tax increment revenue. The State must publish the eligibility map by October 30, 2026.
4. [HB26-1399](#) and [HB26-1398](#): Multimodal Transportation and Mitigation Options Fund Changes became law in 2026. Reduce funding available for local multimodal projects by shifting the local share of MMOF revenues from 85% to 70% beginning July 1, 2026, while eliminating the \$10.5 million annual General Fund transfer to MMOF for 2026, 2027, and 2028.
5. [HB26-1076: Transportation Statutory Clean-Up](#) became law in 2026 and includes a change allowing the Clean Transit Enterprise Board to extend the two-year spending deadline for Local Transit Operations Cash Fund awards used for capital projects.

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 (August YTD)**2026 Budget Year****General Fund**

General Fund	August YTD			Annual Budget	
	Actual Unaudited	Budget	% Var.		
Revenues					
Sales and Use tax (1)	\$ 22,327,150	\$ 22,795,600	-2.1%	\$ 45,639,000	
Property Tax	\$ 17,801,314	\$ 17,829,700	-0.2%	\$ 18,441,200	
Grants	\$ 2,598,874	\$ 2,598,900	0.0%	\$ 65,751,084	
Fares (2)	\$ 3,144,520	\$ 3,164,460	-0.6%	\$ 5,132,500	
Other govt contributions	\$ 1,306,015	\$ 1,386,327	-5.8%	\$ 1,662,346	
Other income (3)	\$ 3,303,528	\$ 2,405,393	37.3%	\$ 3,119,300	
Total Revenues	\$ 50,481,402	\$ 50,180,380	0.6%	\$ 139,745,430	
Expenditures					
Fuel	\$ 1,444,524	\$ 1,499,639	-3.7%	\$ 2,200,809	
Transit (4)	\$ 32,000,693	\$ 34,408,356	-7.0%	\$ 50,750,306	
Trails & Corridor Mgmt	\$ 646,186	\$ 646,200	0.0%	\$ 1,296,007	
Capital	\$ 21,840,134	\$ 21,840,100	0.0%	\$ 93,422,207	
Debt service	\$ 1,635,121	\$ 1,635,100	0.0%	\$ 2,895,479	
Total Expenditures	\$ 57,566,658	\$ 60,029,395	-4.1%	\$ 150,564,808	
Other Financing Sources/Uses					
Other financing sources	\$ -	\$ -	n/a	\$ -	
Other financing uses	\$ (3,457,747)	\$ (3,457,700)	0.0%	\$ (5,824,117)	
Gain (Loss) on Disposal of Assets	\$ 3,501	\$ -	0.0%	\$ -	
Total Other Financing Sources/Uses	\$ (3,454,246)	\$ (3,457,700)	-0.1%	\$ (5,824,117)	
Change in Fund Balance (5)	\$ (10,539,503)	\$ (13,306,715)	-20.8%	\$ (16,643,495)	

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. June sales and use tax revenue are collected and reported in August). Revenues collected in January, February, March, April, May, and June were under budget by 17%, over budget by 11%, under budget by 7%, 6% and 3%, and 9% over budget respectively.
- (2) Through August, fare revenue increased by 3% compared to the prior year. The chart below provides a YTD August 2025/2026 comparison of actual fare revenues.

Fare Revenue:	YTD 8/2025	YTD 8/2026	Increase/ (Decrease)	% Change
Regional Fares	\$ 2,132,018	\$ 2,287,885	\$ 155,867	7%
Maroon Bells	\$ 894,232	\$ 833,045	\$ (61,187)	-7%
Total Fare Revenue	\$ 3,026,250	\$ 3,120,930	\$ 94,680	3%

- (3) Higher investment income rate yields than estimated
- (4) Budget variances are primary due to timing of expenditures versus budget assumptions and vacant positions.
- (5) Over the course of the year, there are times when RFTA operates in a deficit; however, at this time we are projecting that we will end the year within budget.

RFTA System-Wide Transit Service Mileage and Hours Report

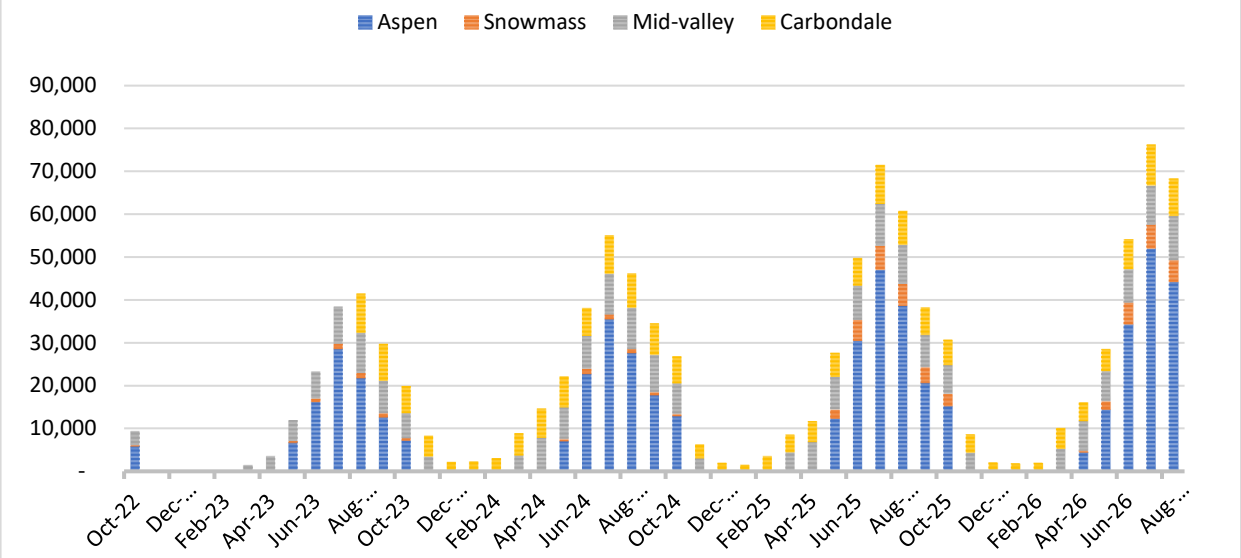
Transit Service	Mileage August YTD				Hours August YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,737,812	2,691,601	46,211	1.7%	129,357	127,434	1,923	1.5%
City of Aspen	398,430	406,130	(7,700)	-1.9%	45,750	46,729	(979)	-2.1%
Aspen Skiing Company	190,136	215,395	(25,259)	-11.7%	13,293	15,131	(1,838)	-12.1%
Ride Glenwood Springs	82,469	79,518	2,951	3.7%	6,644	6,635	9	0.1%
Grand Hogback	290,270	291,037	(766)	-0.3%	13,445	13,380	65	0.5%
Specials/Charters	1,739	3,665	(1,926)	-52.6%	382	360	22	6.1%
Senior Van	12,697	9,468	3,229	34.1%	1,605	1,320	285	21.6%
MAA Burlingame	12,662	12,664	(2)	0.0%	1,128	1,129	(1)	-0.1%
Maroon Bells	59,612	59,736	(123)	-0.2%	4,578	4,662	(84)	-1.8%
Subtotal - Transit Service	3,785,827	3,769,212	16,614	0.4%	216,182	216,780	(599)	-0.3%
Training & Other	14,499	14,715	(216)	-1.5%	17,340	16,774	566	3.4%
Total Transit Service, Training & Other	3,800,325	3,783,927	16,398	0.4%	233,521	233,554	(33)	0.0%

2027 RFTA Annual Budget – Preliminary Schedule

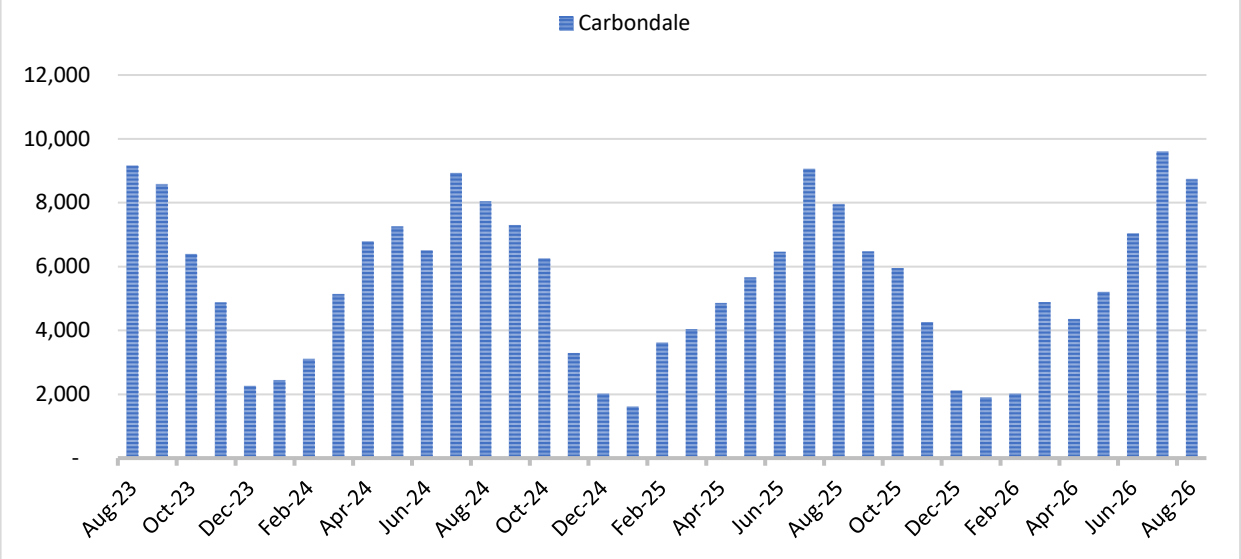
Date	Activity	Status
8/13/2026	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>Completed</i>
9/10/2026	Presentation/Direction/Action: 1 st draft budget presentation	<i>Completed</i>
11/12/2026	Presentation/Direction/Action: 2nd draft budget presentation	<i>On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

BIKESHARE

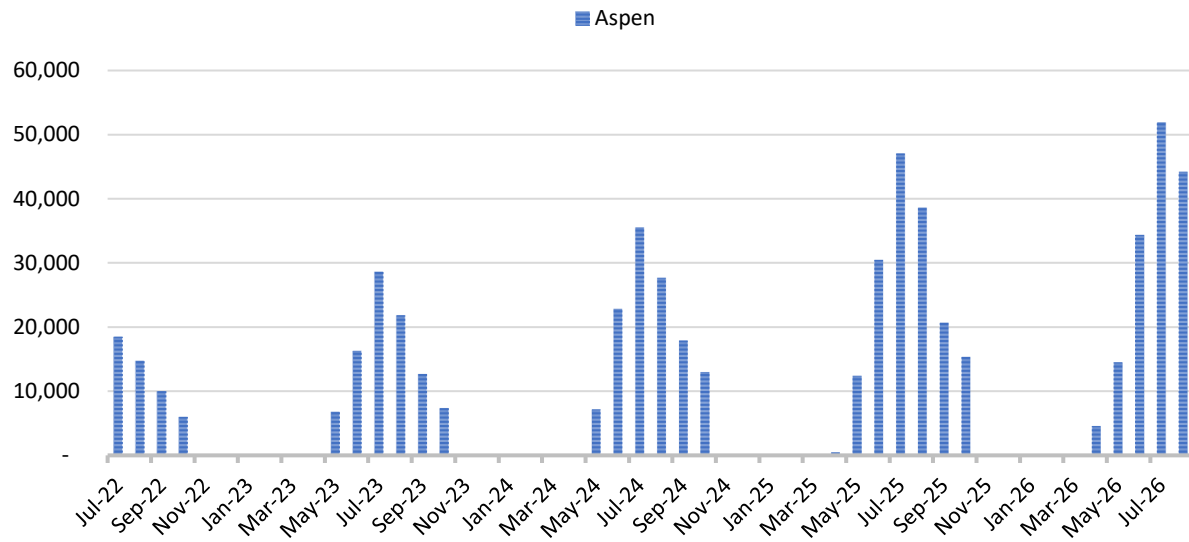
WE-CYCLE MONTHLY TRIPS



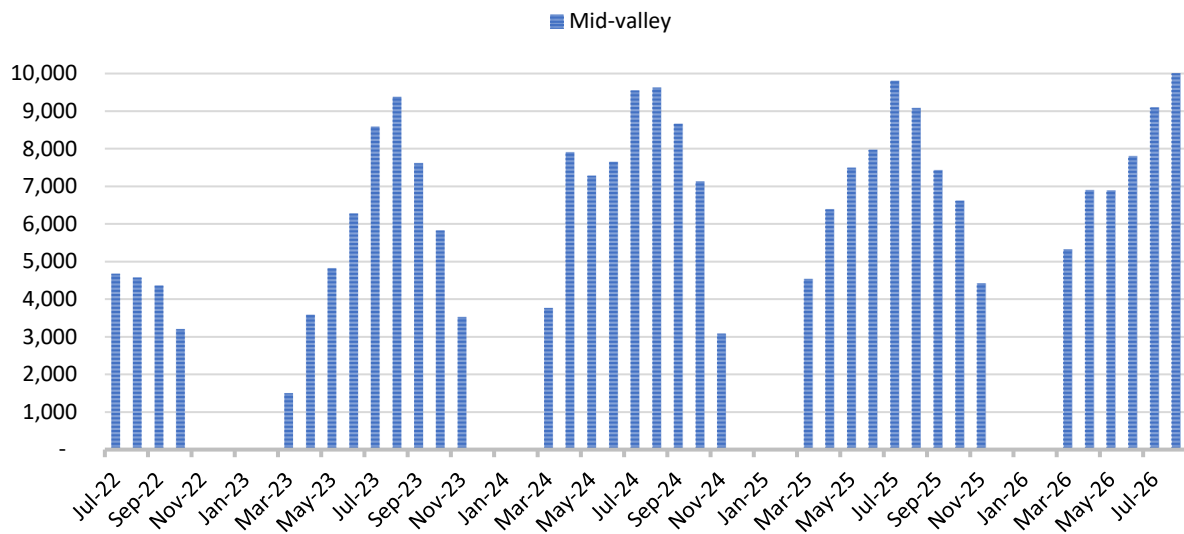
WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS

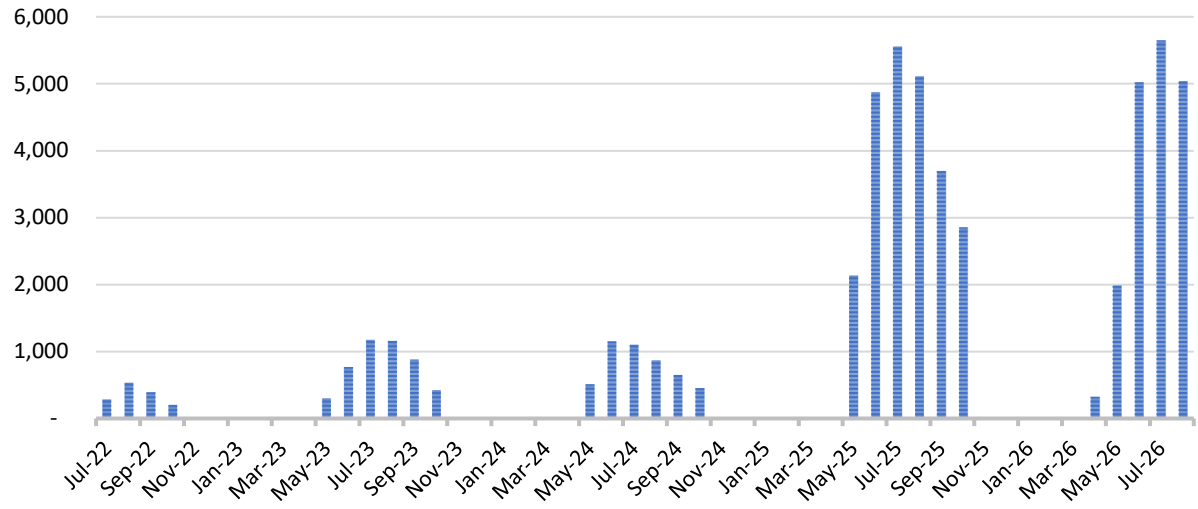


WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS

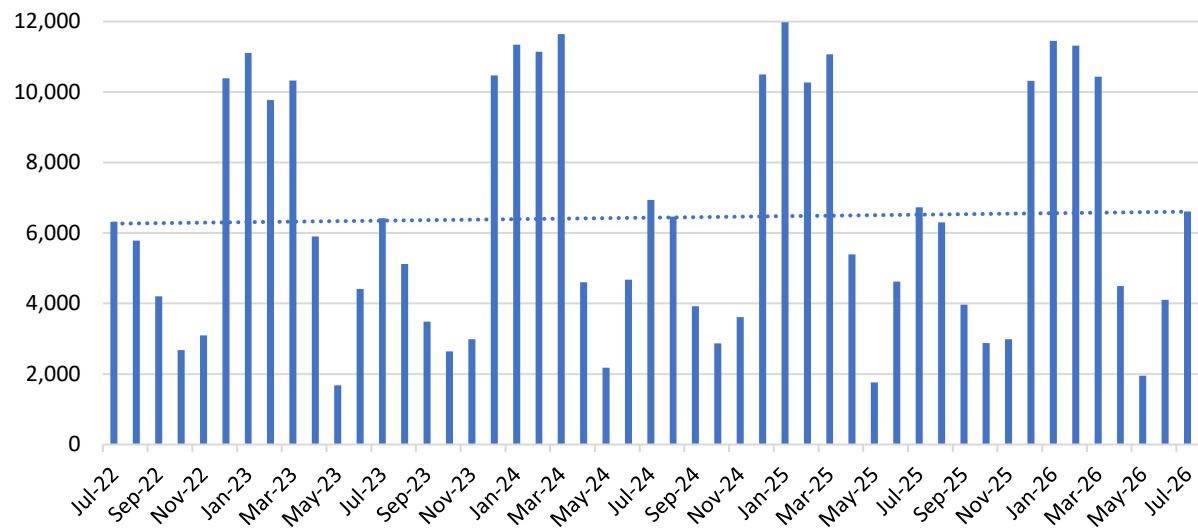
■ Snowmass



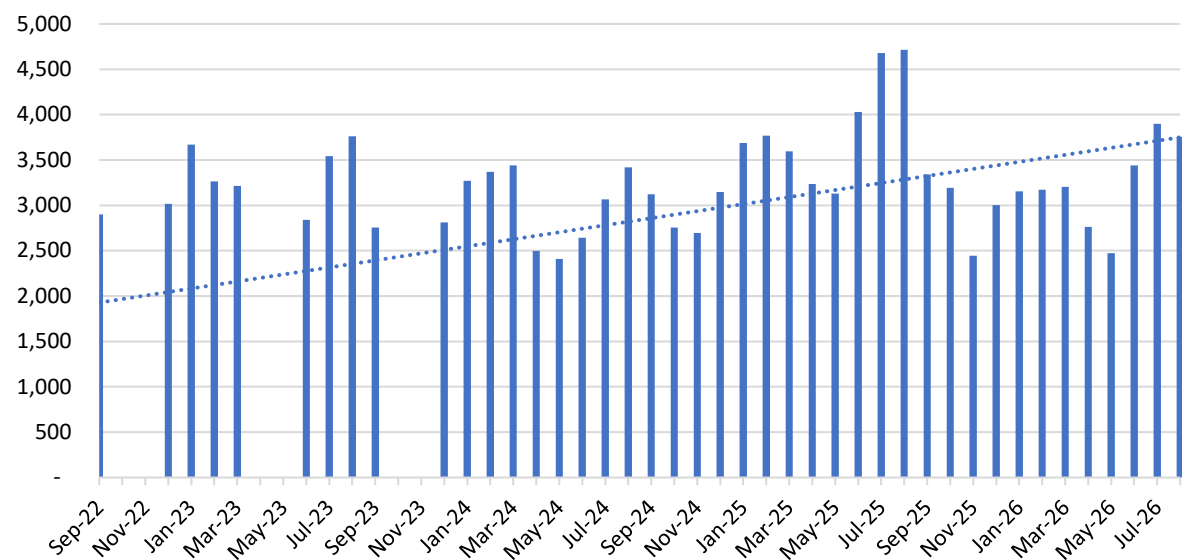
MICROTRANSIT

Aspen Downtowner Monthly Passenger Trips*

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

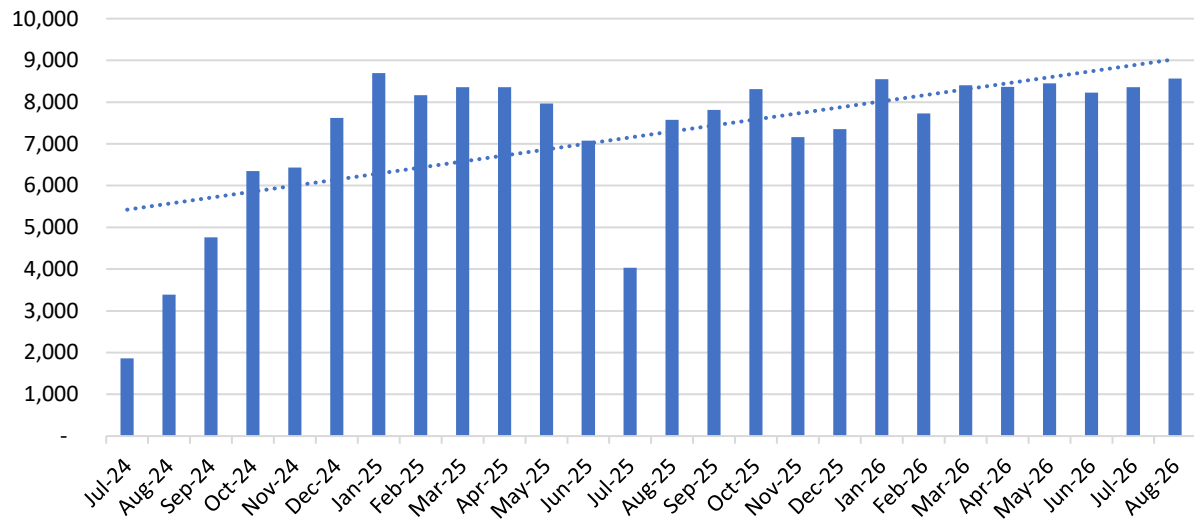


Basalt Connect Monthly Passenger Trips

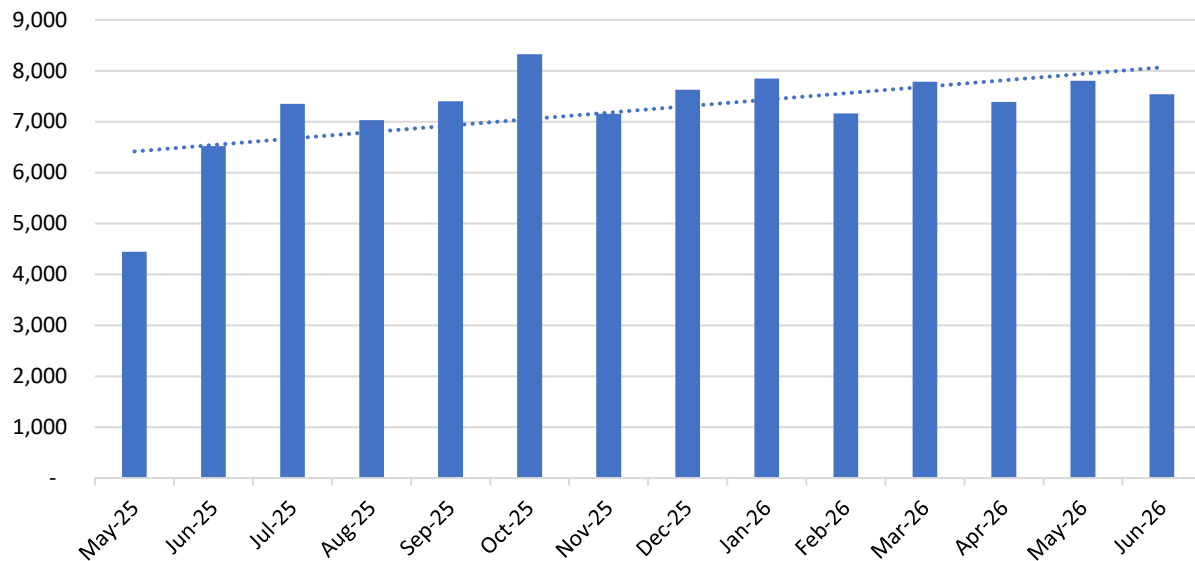


Carbondale Downtowner Monthly Passenger Trips*

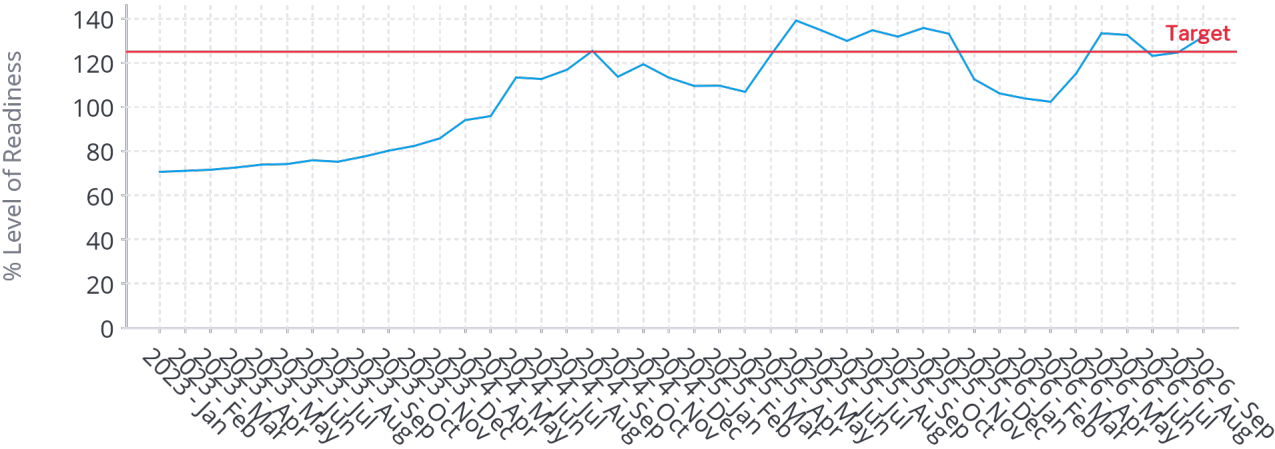
*Service Initiated July 1, 2024



Ride Glenwood On-Demand Monthly Passenger Trips



Operational Readiness



Staffing Level (% of FTEs) Service Impact Description

<104%	104 - 115%	115 - 125%
Service Cancellations Likely	Risk of Service Disruptions	Full Service Likely

Note: Target staffing is 125% of scheduled FTEs to account for absences and service adjustments.

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATIONS/ACTION ITEMS” AGENDA SUMMARY ITEM #7.1.

MEETING DATE	October 8, 2026
SUBJECT	Entrance to Aspen Presentation
STRATEGIC OUTCOME	1 Accessibility & Mobility
STRATEGIC OBJECTIVE	1.2 Trail and transit users move safely, quickly, and efficiently
PRESENTED BY	Tyler Christoff, City of Aspen Deputy City Manager, Teika Carlson, City of Aspen Assistant City Manager and Daniel Lawson, City of Aspen Public Works Director
STAFF RECOMMENDS	Informational presentation and project status update. No formal Board action or authorization is requested at this time.
EXECUTIVE SUMMARY	City of Aspen staff will provide an update on the State Highway 82 (CO 82) Entrance to Aspen National Environmental Policy Act (NEPA) Reevaluation. The reevaluation examines refinements to the Preferred Alternative established in the 1998 Record of Decision (ROD), which integrated highway, transit, and transportation management improvements. The refined design maintains the underlying transportation framework without adding general-purpose travel lanes on CO 82. Key elements include improvements to transit reliability and bus priority, roadway and intersection access, pedestrian and trail safety, and parking. The reevaluation assesses whether the prior environmental decisions remain valid under current conditions and regulations. This update is informational and does not constitute final project approval, right-of-way acquisition, or construction funding.
BACKGROUND	The 1998 ROD Preferred Alternative combined highway and intersection improvements, a dedicated transit system with light rail and an interim option for two exclusive bus lanes, and transportation management programs. Several elements of the Preferred Alternative have since been implemented, including Owl Creek Road improvements, the Marolt Open Space transportation easement, the Maroon Creek Road roundabout, the westbound peak-period bus lane on Main Street, the Maroon Creek bridge, and exclusive bus lanes between the airport and the Maroon Creek roundabout. Current traffic modeling and public input have identified travel-time reliability and corridor bottlenecks, particularly between the Castle Creek Bridge and Service Center Road, as continuing challenges. The refined alternative incorporates transit-priority measures intended to improve reliability while addressing roadway access, pedestrian safety, emergency access, and other corridor needs. The NEPA reevaluation is required before the project can advance to subsequent design phases, right-of-way actions, funding determinations, or construction decisions.
GOVERNANCE POLICY	Policy 2.10 Board Awareness and Support
FISCAL IMPLICATIONS	None currently

EXHIBITS/ATTACHMENTS	1. Exhibit 1: CO 82 Entrance to Aspen Reevaluation: Refined Preferred Alternative and Project Status Update 2. Attachment 1: CO 82 Entrance to Aspen Project Presentation
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TO: RFTA Board of Directors

FROM: Tyler Christoff, Deputy City Manager, Teika Carlson, Assistant City Manager and Daniel Lawson, Public Works Director

MEETING DATE: October 8, 2026

SUBJECT: CO 82 Entrance to Aspen Reevaluation: Refined Preferred Alternative and Project Status Update

This memo and presentation provide an update on the CO 82 Entrance to Aspen reevaluation, including refinements to the Preferred Alternative, traffic analysis findings, environmental review status, schedule, and next steps.

The presentation will cover:

- how the Preferred Alternative has been refined in response to technical analysis, public and stakeholder input, and current community objectives;
- the transportation, safety, emergency access, transit, bicycle, pedestrian, open-space, and operational considerations reflected in the refined design;
- the status of the National Environmental Policy Act, or NEPA, reevaluation and associated federal environmental reviews;
- the remaining technical, regulatory, and schedule risks; and
- the work required before the reevaluation can be completed and the project can advance to later design, right-of-way, funding, and construction decisions.

The reevaluation builds on the Preferred Alternative selected in the 1998 Record of Decision. That alternative combined highway and intersection improvements, a transit system, and an incremental transportation management program. It included light rail transit, with an interim option of two exclusive bus lanes if light rail support or funding was unavailable.

The refined Preferred Alternative retains the underlying transportation framework while incorporating targeted changes intended to improve travel-time reliability, transit operations, safety, emergency access and evacuation, and bicycle and pedestrian connectivity. The design does not add general-purpose travel lanes on CO 82, so congestion is expected to remain even with measurable operational improvements.

Project Background

The 1998 Preferred Alternative included highway and intersection improvements, a new transit system, and an incremental transportation management program. Several elements have already been implemented, including Owl Creek Road improvements, the Marolt Open Space transportation easement, the Maroon Creek Road roundabout, the westbound peak-period bus lane on Main Street, the Maroon Creek bridge, exclusive bus lanes between the airport and the Maroon Creek roundabout, and ongoing transportation management measures.

A NEPA reevaluation considers whether the prior environmental document and decision remain valid under current regulations, current site conditions and data, and a refined project design. If the review identifies new significant impacts, a Supplemental Environmental Impact Statement and revised Record of Decision may be required.

The current work does not constitute final project approval or authorization for construction. The reevaluation must be completed before later phases can proceed, and additional agency approvals, design work, right-of-way actions, funding decisions, and other implementation steps would follow.

Why the Preferred Alternative Was Refined

Early traffic modeling and recent public and stakeholder input identified travel-time reliability and corridor bottlenecks as important issues. Bottlenecks between the Castle Creek Bridge and Service Center Road limited the ability of the original configuration to improve peak-hour operations.

Public input gathered during the screening process generally supported transit-focused improvements, including measures that allow buses to bypass congestion. Participants also expressed:

- a preference for maintaining or restoring access at Cemetery Lane without adding a new signalized intersection;
- concern about the footprint and impacts of larger infrastructure elements, particularly within the Marolt Open Space area; and
- support for changes that improve travel-time reliability and reduce corridor bottlenecks.

Earlier reporting to Council similarly identified travel-time reliability and emergency access and evacuation as leading community priorities and emphasized targeted improvements at Owl Creek Road, Cemetery Lane, and the Maroon Creek roundabout.

Refined Preferred Alternative

The current refined Preferred Alternative includes the following primary design elements:

- an earlier start for the eastbound CO 82 bus-on-shoulder lane;
- realignment of Owl Creek Road with a new signalized intersection and pedestrian underpasses;

- a new pedestrian underpass west of the Maroon Creek bridge between bus stops;
- reconfiguration of the Maroon Creek roundabout to improve flow and give priority to outbound buses;
- a westbound CO 82 connection for Cemetery Lane;
- reconfiguration of Cemetery Lane and Power Plant Road to prevent left turns toward CO 82;
- pedestrian and recreation connections near Marolt Open Space and the Aspen Golf Course;
- pedestrian improvements on West Main Street;
- new traffic signals at Main Street and 7th Street and at Main Street and 4th Street;
- additional parking on North 7th Street; and
- potential permitted high-occupancy vehicle use of the dedicated bus lanes.

RFTA BOARD OF DIRECTORS MEETING
"PRESENTATIONS/ACTION ITEMS" AGENDA SUMMARY ITEM #7.2

MEETING DATE	October 8, 2026
SUBJECT	West Glenwood Springs Roundabout Presentation
STRATEGIC OUTCOME	1 Accessibility and Mobility
STRATEGIC OBJECTIVE	1.2 Trail and transit users move safely, quickly, and efficiently
PRESENTED BY	Ashley Dostal, Assistant City Engineer, City of Glenwood Springs
STAFF RECOMMENDS	Support the City of Glenwood Springs' request for an \$1.8 million RFTA contribution toward the Midland/Wulfsohn Roundabout Project and support bringing forward this project contribution as a Strategic Initiative to be included in the 2027 RFTA Budget.
EXECUTIVE SUMMARY	The City of Glenwood Springs will provide an update on the Midland/Wulfsohn Roundabout Project, including project necessity, proposed design, estimated costs, funding plan, and schedule. The project proposes a two-lane roundabout at the Midland Avenue and Wulfsohn Road intersection to improve regional transportation operations and safety, with construction anticipated during the 2027 construction season.
BACKGROUND	The Midland/Wulfsohn Roundabout Project is being advanced by the City of Glenwood Springs based on recommendations in the January 2023 Glenwood Meadows Master Traffic Study by Kimley-Horn and Associates. The study evaluated intersection options, including signal control and a roundabout, with the City selecting a two-lane roundabout as its preferred design.
GOVERNANCE POLICY	Policy 2.5 Financial Planning/Budgeting
FISCAL IMPLICATIONS	No fiscal impact at this time. If included as an approved Strategic Initiative in the final 2027 RFTA Budget, the \$1.8 million commitment will be realized during the 2027 fiscal year, subject to board adoption, required appropriation, and formal resolution.
EXHIBITS/ATTACHMENTS	1. Attachment 1 : West Glenwood Springs Roundabout Project Presentation

RFTA BOARD OF DIRECTORS MEETING
“PRESENTATIONS/ACTION ITEMS” AGENDA SUMMARY ITEM #7.3

MEETING DATE	October 8, 2026
SUBJECT	2027 RFTA Strategic Initiatives Presentation
STRATEGIC OUTCOME	7 High Performing Organization
STRATEGIC OBJECTIVE	7.5 Ensure appropriate transparency of all RFTA business
PRESENTED BY	Kurt Ravenschlag, CEO
STAFF RECOMMENDS	Board update only, no Board action required.
EXECUTIVE SUMMARY	RFTA’s first draft of the 2027 budget projects \$96.3 million in revenue and \$92.3 million in expenditures, resulting in approximately \$4.0 million in net revenue before Strategic Initiatives. Base Operating Expenses are projected to increase 4.1% over 2026, slightly above RFTA’s guideline of approximately 4% annual growth. RFTA has identified 13 recommended ongoing Strategic Initiatives with a net RFTA share of approximately \$1.1 million annually. If approved without offsets, these initiatives would increase overall Operating Expense growth to approximately 5.6% over 2026. The second-draft budget process will focus on balancing these strategic investments with RFTA’s objective of maintaining disciplined operating expense growth and preserving long-term financial capacity.
BACKGROUND	RFTA’s first draft of the 2027 budget projects \$96.3 million in revenue and \$92.3 million in expenditures, resulting in approximately \$4.0 million in net revenue before Strategic Initiatives. The first-draft budget reflects RFTA’s base operating budget and business-as-usual activities, excluding Strategic Initiatives. Under this baseline, 2027 Operating Expenses are projected to increase 4.1% over 2026. This is slightly above RFTA’s budgeting guideline of limiting annual Operating Expense growth to approximately 4%, which is intended to preserve the organization’s long-term financial capacity, including capacity for future debt service. In addition to the base budget, RFTA has identified 13 recommended Strategic Initiatives designed to advance the goals of RFTA’s Strategic Plan and its prioritized 2027 Objectives. If approved, these initiatives would add approximately \$1.1 million in ongoing annual operating expenses, increasing overall Operating Expense growth to approximately 5.6% over 2026. Taken together, the first-draft budget presents an important strategic choice: how to balance investment in near-term organizational priorities with RFTA’s long-term objective of maintaining disciplined operating expense growth and preserving future financial capacity.

	RFTA is committed to identifying reductions, efficiencies, and “stop-doing” opportunities within its base budget and business-as-usual ongoing expenses as part of the second-draft budget process. The objective is to create sufficient ongoing capacity to accommodate the recommended Strategic Initiatives while moving Operating Expense growth closer to RFTA’s 4% annual guideline. This approach allows RFTA to advance initiatives that directly support its Strategic Plan and prioritized 2027 Objectives while maintaining long-term financial discipline and preserving capacity for future debt service. RFTA has also identified 23 Strategic Initiatives requiring approximately \$13.78 million in one-time expenditures. Unlike initiatives that create ongoing operating obligations, RFTA has greater financial flexibility to accommodate these one-time investments. Funding can come from a combination of the projected \$4.0 million in 2027 net revenue and available balances in designated capital replacement funds, where appropriate, without creating new ongoing commitments against future annual revenues. This distinction between ongoing and one-time Strategic Initiatives is important to RFTA’s 2027 budget strategy. RFTA will prioritize identifying sustainable offsets for initiatives that increase recurring operating costs, while evaluating one-time investments based on available annual revenues, designated reserves, organizational priorities, and long-term capital needs. The recommended Strategic Initiative package includes 13 ongoing initiatives with a net RFTA share of \$1.11 million annually, along with 23 one-time initiatives totaling \$13.78 million. As RFTA develops the second draft of the 2027 budget, staff will continue to refine initiative costs and priorities, identify reductions, efficiencies, and stop-doing opportunities within the base budget, and evaluate appropriate funding sources for one-time investments. The goal is to accommodate the highest-priority Strategic Initiatives while maintaining RFTA’s long-term financial discipline and preserving future financial capacity. Staff will present the refined second draft 2027 budget and Strategic Initiative recommendations to the Board in November. Additional details regarding the 2027 Strategic Initiatives is provided in the accompanying slide deck.
GOVERNANCE POLICY	Board Governance Policy 2.10 states, “The CEO shall endeavor to keep the Board informed and supported in its work”
FISCAL IMPLICATIONS	No additional budgeted costs projected at this time
EXHIBITS/ATTACHMENTS	1. Attachment 1 : 1 st Draft of Strategic Initiatives presentation for 2027 RFTA Annual Budget.

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

MEETING DATE	October 8, 2026
SUBJECT	Resolution 2026-35: Authorization to Contribute \$100,000 Toward Airport Shuttle Service for the Aspen/Pitkin County Airport
STRATEGIC OUTCOME	1 Accessibility and Mobility
STRATEGIC OBJECTIVE	1.2 Trail and transit users move safely, quickly and efficiently
PRESENTED BY	Kurt Ravenschlag, CEO
STAFF RECOMMENDS	Staff recommends approval of Resolution 2026-35 authorizing a \$100,000 contribution toward regional airport shuttle service during the 2027 ASE closure.
EXECUTIVE SUMMARY	Aspen/Pitkin Airport (ASE) will be closed from April 4 through November 19, 2027, requiring travelers to use alternate regional airports. Regional partners are developing an airport shuttle service to connect the upper Roaring Fork Valley with Eagle County Regional Airport and are seeking approximately \$600,000 in contributions to reduce the cost of the service to a reasonable level for travelers. RFTA proposes to contribute \$100,000 toward this effort. The contribution would support the regional transportation solution but would not make RFTA the operator of the private shuttle service.
BACKGROUND	At its September 2026 meeting, the Board received an update on transportation options being developed in response to the 2027 ASE closure. Since that presentation, regional partners have continued work toward establishing an airport shuttle service. RFTA's proposed contribution recognizes the importance of maintaining regional transportation connections during the closure and supports the broader effort to make the service financially accessible to travelers.
GOVERNANCE POLICY	Policy 4.2, Board Job Products, Section 5.A, “Partnership Grants.”
FISCAL IMPLICATIONS	RFTA will contribute \$100,000 toward the regional airport shuttle service. This is a one-time contribution and does not create an ongoing operating or service obligation for RFTA. The contribution will be funded within RFTA's existing budget.
EXHIBITS/ATTACHMENTS	1. Exhibit 1 : Resolution 2026-35 Authorizing a \$100,000 Contribution Towards Airport Shuttle Service During the 2027 Aspen/Pitkin County Airport Closure

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-35**

**A RESOLUTION AUTHORIZING A \$100,000 CONTRIBUTION TOWARD AIRPORT SHUTTLE SERVICE DURING THE 2027
ASPEN/PITKIN COUNTY AIRPORT CLOSURE**

WHEREAS, the Aspen/Pitkin County Airport (ASE) is scheduled to close from April 4 through November 19, 2027, for airport modernization and runway reconstruction; and

WHEREAS, regional partners are coordinating transportation alternatives to maintain connectivity between the Roaring Fork Valley and alternate regional airports during the closure; and

WHEREAS, an airport shuttle service connecting the upper Roaring Fork Valley with Eagle County Regional Airport is being developed to provide an additional transportation option for travelers during the closure; and

WHEREAS, regional partners are seeking approximately \$600,000 in contributions to reduce the cost of the shuttle service to a reasonable level for travelers; and

WHEREAS, the Roaring Fork Transportation Authority recognizes the importance of maintaining regional transportation connections during the ASE closure and desires to contribute \$100,000 toward the cost of the shuttle service;

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

1. The Board hereby authorizes a contribution of \$100,000 toward the airport shuttle service being developed to provide transportation between the Roaring Fork Valley and alternate regional airports during the 2027 Aspen/Pitkin County Airport closure.
2. The contribution authorized by this Resolution is a financial contribution toward the regional transportation effort and does not authorize RFTA to operate or manage the airport shuttle service.

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INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 8th day of October 2026

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

By: _____
Alyssa Shenk, Vice 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 October 8, 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 8 day of October 2026.

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