



**AGENDA**  
**ROARING FORK TRANSPORTATION AUTHORITY**  
**BOARD OF DIRECTORS MEETING**  
 THURSDAY, JANUARY 8, 2026  
 CARBONDALE TOWN HALL, 511 COLORADO AVE.  
 8:30 a.m. – 11:00 a.m.

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

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

AGENDA ITEM	PURPOSE	TIME
<b>1. CALL TO ORDER/ROLL CALL</b>	Quorum	8:30 a.m.
<b>2. APPROVAL OF <a href="#">MINUTES</a>, page 3</b>	Approve	8:31 a.m.
<b>3. PUBLIC COMMENT</b>	Public Input	8:33 a.m.
<b>4. ITEMS ADDED TO AGENDA</b>	Approve	8:35 a.m.
<b>5. BOARD MEMBER COMMENTS</b>	Comments	8:36 a.m.
<b>6. CONSENT AGENDA</b>		
<b>6.1. <a href="#">Resolution</a> 2026-01: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings – Nicole Schoon, Executive Assistant and Board Secretary, <i>page 12</i></b>	Approve	8:45 a.m.
<b>7. PRESENTATIONS/ACTION ITEMS</b>		
<b>7.1. <a href="#">2025</a> RFTA Year in Review – Kurt Ravenschlag, CEO, <i>page 15</i></b>	Discussion	8:50 a.m.
<b>7.2. <a href="#">Overview</a> of 2026 RFTA Work Plan – Kurt Ravenschlag, CEO, <i>page 16</i></b>	Discussion	9:20 a.m.
<b>7.3. <a href="#">Zero Fare</a> Pilot Program Update – David Johnson, Sustainability &amp; Legislative Affairs Director, <i>page 19</i></b>	Discussion	9:45 a.m.
<b>8. BOARD GOVERNANCE PROCESS</b>		
<b>8.1. <a href="#">Resolution</a> 2026-02: Election of RFTA Board Officers for 2026 – Paul Taddune, General Counsel, <i>page 22</i></b>	Discussion /Approve	10:15 a.m.
<b>8.2. <a href="#">Resolution</a> 2026-03: Appointing a Board Director to the Western Mountain Regional Housing Coalition – Kurt Ravenschlag, CEO, <i>page 25</i></b>	Action	10:20 a.m.
<b>[AGENDA CONTINUED ON NEXT PAGE]</b>		

AGENDA ITEM	PURPOSE	TIME
8.3. <a href="#">Resolution</a> 2026-04: Appointing a Board Director to the Garfield Clean Energy Board – Kurt Ravenschlag, CEO, <i>page 29</i>	Action	10:25 a.m.
<b>9. INFORMATION/UPDATES</b>		
9.1. <a href="#">CEO</a> Report – Kurt Ravenschlag, CEO, <i>page 33</i>	FYI	10:30 a.m.
<b>10. NEW BUSINESS FOR NEXT MEETING</b>	Planning	10:45 a.m.
<b>11. NEXT MEETING:</b> Thursday, February 12, 2026	Planning	10:46 a.m.
<b>12. ADJOURNMENT</b>	Adjourn	10:50 a.m.

# ROARING FORK TRANSPORTATION AUTHORITY

## BOARD MEETING MINUTES

December 11, 2025

### Board Members Present:

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

### Board Members Not Present:

Art Riddile (Town of New Castle)

### Voting Alternates Present:

Brandy Copeland (Town of New Castle)

### Non-Voting Alternates Present:

Francie Jacober (Pitkin County); Tom Fridstein (Town of Snowmass Village)

### Rifle Non-Voting Representative:

Alicia Gresley (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); Nicole Schoon, Executive Assistant; Kim Wells, Executive Assistant; Ian Adams, Director of Operations; Mike Christenson, Director of Maintenance; Paul Hamilton, Director of Finance; Angela Henderson, Director of Rio Grande Corridor; David Johnson, Director of Sustainability and Legislative Affairs; Ben Ludlow, Director of Capital Projects and Project Management; Jason Schelhaas, Director of Information Technology; Tammy Sommerfeld, Director of Procurement; John Blair, Operations Manager; Dawn Dexter, Operations Manager; Orlan Dove, Shop Foreman; Jason Smith, Training Manager; Zac Sutherland, Safety, Security, & Risk Manager; Joni Christenson, Communications Specialist; Mary Harlan, Mobility Coordinator; Abbey Pascoe, Trails and Corridor Specialist; Jerediah Burianek, Transit Service Planner; Terri Glenn, Accounting Technician I; Jason White, Sustainability Program Administrator

### Visitors Present:

Lee Barger (Transportation Engineer, City of Glenwood Springs); Linda DuPriest (Regional Transportation Director, EOTC); Lynn Rumbaugh (Transportation Director, City of Aspen); Ed Cortez (citizen)

## Agenda

*NOTE: Hyperlinks to the December 11, 2025, Board meeting video have been inserted for each Agenda item below. Please view video for additional information.*

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

Greg Poschman called the December 11, 2025, RFTA Board of Directors meeting to order at 8:30 a.m. Poschman declared a quorum to be present (8-member jurisdictions), and the meeting began at 8:31 a.m.

### 2. [Approval of Minutes:](#)

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

“I moved to approve the November 13, 2025, Board meeting minutes.”

The motion was approved, 8 in favor, 0 opposed, and 0 abstentions.

### 3. Public Comment:

Poschman asked if any members of the public would like to address the Board or make a comment regarding items not on the December 11, 2025, Board agenda.

There were no comments from the public.

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

### 4. Items Added to Agenda:

Poschman asked if there were any items that needed to be added to the December 11, 2025, Board meeting Agenda.

No items were added to the December 11, 2025, Board Agenda.

### 5. [Board Member Comments](#)

Poschman asked if any Board members had any comments or questions regarding issues not on the December 11, 2025, Board meeting Agenda.

Poschman welcomed Alicia Gresley, who was appointed by the Rifle Town Council as a non-voting member to represent Rifle at RFTA meetings. The Board expressed its appreciation for her participation and looks forward to her valuable contributions.

Brandy Copeland thanked RFTA for installing the new bus shelter in New Castle.

Richards expressed concerns regarding wildfire evacuation planning for Aspen, particularly for individuals without access to personal vehicles who depend on public transit. She emphasized the importance of coordination between RFTA and local fire districts during wildfire scenarios. Richards recommended that this matter be addressed in a future meeting or through a formal memorandum.

Kurt Ravenschlag clarified that wildfire evacuation plans are in place. He explained that Pitkin County Emergency Management would lead the response and establish an incident command structure. Ravenschlag stated that RFTA would staff the transportation function within the county’s Emergency Operations Center and follow directives from the incident commander to deploy resources as needed based on the situation.

Richards also raised safety concerns regarding the Rio Grande Trail, citing issues associated with electric bicycles, inexperienced riders, and excessive speeds. She proposed convening a meeting with representatives from Open Space and Trails, as well as municipalities along the trail, to develop strategies for rider education and safety. Suggested measures included outreach to bike rental shops and engagement with other relevant stakeholders.

Poschman referenced recent articles in *The New York Times* highlighting serious injuries associated with e-bikes and e-motorized vehicles, particularly those used by minors. He noted that several significant bicycle accidents occurred in Aspen during the summer, although none involved e-bikes. Poschman further emphasized that the community has experienced fatalities in recent years, including incidents involving elderly riders.

Poschman expressed concern regarding the severity of head injuries associated with e-bikes, noting that such injuries can occur even when riders are wearing helmets. He highlighted the increasing prevalence of electric mini-bikes—essentially motorcycles with electric engines—describing them as fast and dangerous. While affirming his support for e-bike use and noting that he owns one himself, Poschman stressed the importance of safety. He reported that he has contacted the sheriff, school board, hospital director, Board of Health director, mayor, and his staff to initiate discussions on potential policy changes prior to next summer’s cycling season.

Richards emphasized the importance of aligning regulations across jurisdictions to prevent inconsistencies when crossing county lines. She further noted that all e-bike rental shops should provide uniform information and requirements to riders.

Poschman shared a public health reminder, noting that influenza, norovirus, and COVID-19 are currently circulating. He emphasized the severity of this flu season and encouraged everyone to take appropriate precautions as the holiday season approaches.

**Poschman closed Board Comments at 8:42 a.m.**

**6. [Consent Agenda:](#)**

**A. Resolution 2025-39: Intergovernmental Agreement for Garfield County Older Adult Programs Traveler Services – 2026** – Dawn Dexter, Operations Manager and Ian Adams, Director of Operations

The Garfield County Board of County Commissioners (BOCC) approved and signed the 2026 Intergovernmental Agreement (IGA) at the December 8, 2025, BOCC meeting.

**B. Resolution 2025-40: 7-Party Memorandum of Understanding for Garfield County Older Adult Programs for 2026** – Dawn Dexter, Operations Manager and Ian Adams, Director of Operations

The Garfield County Board of County Commissioners (BOCC) approved and signed the 2026 7-Party Memorandum of Understanding (MOU) at the December 8, 2025, BOCC meeting.

**A motion was made by Erin Zalinski and seconded by Shenk.**

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

**The motion was approved, 8 in favor, 0 opposed, and 0 abstentions.**

**7. [Public Hearing:](#)**

**1. Resolution 2025-41: Adoption of 2026 RFTA Budget** – David Carle, Budget Manager and Paul Hamilton, Director of Finance

David Carle provided a brief presentation of the Final Draft of the 2026 Budget.

Richards inquired whether the amount presented, \$623,000, was the same figure previously anticipated to be approximately \$2,000,000 for enhanced service, or if it pertains to a different program, such as the energy initiative.

Carle clarified that the total grant award is \$2.1 million. He explained that only \$600,000 is allocated in the 2026 budget because the program is scheduled to commence in June, resulting in a partial-year expenditure.

Carle stated that the November presentation proposed continuing full Hogback service through spring; however, the current plan reflects a modified service based on available funding. He noted that since the last

presentation, the \$40,000 contribution from Rifle remains, and additional contributions have been secured: \$250,000 from Garfield County and \$40,000 from Silt, totaling \$330,000. The team is evaluating how these funds will support service through the end of the year. Service will continue, but the exact structure is still being determined. Carle also noted that the previous \$200,000 CDOT operating grant is no longer available.

Poschman inquired about the status of federal grant funding. He reported that Pitkin County recently met with its Washington representatives and lobbyists to discuss transportation priorities, primarily related to the airport. Poschman expressed willingness to assist in advocacy efforts and requested confirmation that the federal grants have been awarded and that RFTA's funding position is secure.

Ravenschlag reported that the large federal grant of \$32.8 million has been unfrozen, and the contract with the Federal Transit Administration (FTA) has been fully executed, making those funds available. He further noted that the smaller grants have also been unfrozen and are now accessible. Ravenschlag explained that \$5.2 million is being reserved for Phase 6 and Phase 8 of the project, which have not yet been bid. Those bids are scheduled for January, and the reserved funds can be used to backfill any expenditures incurred during the current year.

Poschman observed that fare revenue represents approximately 5% of total funding and requested confirmation that, if RFTA were to implement a fare-free model, it would need to offset a 5.3% revenue gap.

Carle confirmed that fare revenue accounts for approximately 5.3% of total funding.

Michael Yang reported that current revenues exceed expenditures, resulting in a modest surplus. He noted that Destination 2040 provided additional bonding authority for future capital projects, with approximately \$45 million in tax revenue bonding authority remaining. Yang presented projections for capital and fleet replacement costs through 2042, which assume that approximately 50% of fleet replacement expenses will be covered by grant funding.

Yang stated that the plan reflects the Destination 2040 commitment to a diversified fleet composition, one-third electric, one-third compressed natural gas, and one-third battery electric buses. He further noted that any additional electrification beyond this assumption is not currently funded and will require future strategic planning.

Yang also reviewed long-term projections for revenues, operating costs, and debt service. He stated that while revenues presently exceed expenditures, debt service obligations are expected to increase over time. He cautioned that if debt service approaches or surpasses revenue levels, additional resources or service adjustments may become necessary.

Ravenschlag explained that the goal is to preserve the organization's capacity to accommodate future debt service. He noted that if projected debt service were to align with revenue levels, RFTA would lose the ability to take on additional debt to fund future capital needs. Maintaining this margin ensures flexibility for future financing requirements.

Poschman inquired about the capital improvement budget, specifically how it is projected to grow over time. He requested clarification on the anticipated growth rate for capital maintenance and whether the increase is based on a fixed percentage or another methodology.

Carle explained that, until the Capital Improvement Plan (CIP) is finalized and detailed line items are established, a 6% annual inflation factor is currently applied to estimate increases. Historically, the capital maintenance budget began at approximately \$1 million and has since been adjusted to start at around \$2.5 million, with future growth tied to inflation.

Ravenschlag stated that significant progress has been made in developing the fleet management plan, providing clear projections for vehicle replacement timelines. He noted that planning for facilities and information technology (IT) remains less defined and will be a primary focus in the coming year as part of the

capital improvement planning process. Ravenschlag emphasized that this work will provide greater clarity for developing a comprehensive long-range plan to address future capital replacement needs.

Richards expressed concern about implementing a fare-free system without comprehensive scenario planning and financial analysis. She noted uncertainty about future grant funding and highlighted that rising operating costs could quickly offset funds intended for fare-free service. Richards stated that public feedback favors improved service and frequency over eliminating fares and cautioned that fare-free could disproportionately benefit businesses while increasing the burden on taxpayers. She emphasized that such a change could limit RFTA’s ability to fund future strategic initiatives and capital projects, making it difficult to reverse once implemented.

Ravenschlag clarified that no additional fare-free service is planned for 2026. He stated that staff will present the results of the November Fare-Free Pilot in January, after which the Board may provide directions or make decisions regarding future fare policy.

**At 9:27 a.m., Poschman opened the floor for public comment regarding Resolution 2025-41: Adoption of 2026 RFTA Budget.**

There were no comments from the public.

**Poschman closed Public Comments at 9:28 a.m.**

**A motion was made by Shenk and seconded by Richards.**

**“I moved to approve Resolution 2025-41: Adoption of 2026 RFTA Budget.”**

**A Roll Call Vote was Taken for Resolution 2025-41: Adoption of 2026 RFTA Budget.**

<b>Greg Poschman</b>	<b>AYE</b>
<b>Alyssa Shenk</b>	<b>AYE</b>
<b>Brandy Copeland</b>	<b>AYE</b>
<b>David Knight</b>	<b>AYE</b>
<b>Colin Laird</b>	<b>AYE</b>
<b>Jeanne McQueeney</b>	<b>AYE</b>
<b>Rachael Richards</b>	<b>AYE</b>
<b>Erin Zalinski</b>	<b>AYE</b>

**The motion was approved, 8 in favor, 0 opposed, and 0 abstentions.**

**2. Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year – David Carle, Budget Manager and Paul Hamilton, Director of Finance**

Paul Hamilton presented the request for Appropriation of Sums of Money for the 2026 Budget Year.

**At 9:25 a.m., Poschman opened the floor for public comment regarding Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year.**

There were no comments from the public.

**Poschman closed Public Comments at 9:26 a.m.**

**A motion was made by Shenk and seconded by Richards.**

**“I moved to approve Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year.”**

**A Roll Call Vote was Taken for Resolution 2025-42: Appropriating Sums of Money for the 2026 Budget Year.**

Greg Poschman	AYE
Alyssa Shenk	AYE
Brandy Copeland	AYE
David Knight	AYE
Colin Laird	AYE
Jeanne McQueeney	AYE
Rachael Richards	AYE
Erin Zalinski	AYE

The motion was approved, 8 in favor, 0 opposed, and 0 abstentions.

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

1. **Resolution 2025-43: Certifying and Levying a Property Tax of 2.65 Mills for the 2026 Budget Year** – David Carle, Budget Manager and Paul Hamilton, Director of Finance

Carle presented the resolution to certify and levy a property tax of 2.65 mills for the 2026 budget year in Eagle, Garfield, and Pitkin Counties.

**A motion was made by Shenk and seconded by Richards.**

**“I moved to approve Resolution 2025-43: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2026 Budget Year.”**

The motion was approved, 8 in favor, 0 opposed, and 0 abstentions.

9. **Information/Updates:**

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

Ravenschlag reported that State Senator Faith Winter, a long-time champion for transportation in Colorado, tragically passed away in a car accident the night before Thanksgiving. He noted that Senator Winter sponsored the bill amending the RTA statute to clarify that housing is an allowable endeavor for RTAs, and her leadership was instrumental in securing its passage. Ravenschlag highlighted her significant contributions to transportation initiatives, including leading efforts on Denver’s FasTracks rail expansion and creating SB230, which provides funding for public transportation entities utilizing oil and gas revenues.

The Board took a moment to honor her work and dedication to improving public transportation in Colorado.

Mike Christenson provided an update regarding bike racks and their impact on bus headlight performance. He reported that testing indicated an average 31% reduction in headlight illumination when bike racks are deployed and fully loaded, with greater reductions anticipated under snowy conditions. Staff evaluated the feasibility of adding supplemental exterior lighting; however, regulatory compliance and durability concerns were identified. Christenson stated that RFTA will collaborate with bus manufacturers to assess front-end design options and adjust lighting geometry on future models to mitigate headlight obstruction.

Ian Adams provided an update on RFTA’s bicycle policy, emphasizing administrative considerations rather than equipment. He noted that of the 108 regional bus stops, only 27 are currently designated for bicycle loading and unloading, a restriction originally implemented to mitigate delays associated with older bike rack designs. With the modernization of bike racks across the fleet, these time constraints have largely been resolved. Adams stated that staff is evaluating the removal of these restrictions and anticipates implementing a policy in

spring 2026 permitting bicycles to be loaded or unloaded at any regional stop served by buses equipped with bike racks.

Angela Henderson provided an update on trail safety and etiquette concerning interactions between horses and e-bikes. She stated that RFTA's trail rules require all other users to yield to horses, consistent with long-standing corridor policy and regional standards. To further minimize conflicts, staff will continue targeted public education efforts, including digital outreach, emphasizing appropriate behavior when encountering horses—such as stopping, dismounting, and waiting for rider instruction before proceeding. Henderson noted that updates on this initiative will be presented to the Board as necessary.

Poschman commented that he had only one encounter with horses on the Rio Grande Trail during the summer and was unaware of the requirement to dismount when passing. He expressed support for the proposed etiquette campaign, emphasizing its importance in educating trail users.

Richards emphasized the importance of proactively disseminating trail safety information. She suggested distributing educational materials directly to bike rental shops, creating posters to enhance customer awareness, and engaging the Roaring Fork Mountain Bike Association to reach occasional riders. Additionally, she recommended leveraging local Chambers of Commerce for broader outreach, noting that safety concerns on the Rio Grande Trail are significant and likely to increase with continued population growth.

Henderson confirmed that information is already distributed to bike shops. She added that as part of the upcoming etiquette campaign, this messaging will be emphasized and shared broadly with all partner organizations, including Chambers of Commerce, along with the brochures.

Alicia Gresley shared concerns about enforcement of trail etiquette and rules, referencing her father-in-law's frequent walks on the Rio Grande Trail and his frustrations after multiple encounters as a pedestrian. She reiterated Richards' comments on safety and asked whether enforcement mechanisms exist for violations or if there is no enforcement in place.

Henderson clarified that RFTA does not have in-house enforcement authority beyond engaging with trail users. She advised individuals facing conflicts on the corridor to contact local law enforcement for rule enforcement. Henderson noted that staff is collaborating with law enforcement to create clearer protocols and encouraged community members to email [rgt@rfta.com](mailto:rgt@rfta.com) for follow-up and support.

Ravenschlag clarified that the Rio Grande Trail corridor is managed by different entities: RFTA oversees the section from Glenwood Springs to Emma Road, while Pitkin County manages the portion from Emma to Aspen. He noted that Pitkin County employs Trail Rangers who have the authority to issue citations, whereas RFTA does not have that enforcement capability.

Poschman emphasized that documentation, such as photographs, recordings, or video, is critical for addressing conflicts effectively. He noted that without such evidence, enforcement or resolution is difficult, even in cases where someone is injured.

Henderson provided an update on commercial and nonprofit activities on the Rio Grande Core Trail. She explained that RFTA requires a special use permit for any commercial activity on the corridor, with an application process available on RFTA's website under the Trails tab. She highlighted that to date, approximately 33 applications have been submitted, including bike companies, bike tours, and other commercial uses. Henderson noted that the program is well-utilized and modeled after Pitkin County Open Space and Trails' approach to commercial use.

Ravenschlag reported attending a meeting organized by Gresley to address transportation issues in western Garfield County. He stated that the primary topic was funding challenges for the Hogback service, which is currently budgeted only through fall 2026 with no plan beyond that. Participants discussed potential funding strategies and other transportation concerns affecting communities such as Silt, Rifle, Parachute, and Battlement Mesa. Ravenschlag, along with Planning Director Hannah Klausman, found the meeting productive and noted that future discussions will continue to develop these concepts.

Gresley thanked participants for attending the meeting and emphasized that transportation is a pressing need in western Garfield County, including the Hogback route and local mobility options. She confirmed there will be further conversations and actionable steps and offered to share more information with the Board if interested. Gresley highlighted challenges such as limited local budgets compared to RFTA, the need for creative funding solutions, and the importance of partnerships. She noted that 60% of regional greenhouse gas emissions come from commuting and stressed the need for transit options for seniors, youth, and workers within communities. She referenced efforts like Parachute's local transit initiative and underscored the goal of supporting residents without reinventing the wheel.

Poschman suggested that the Board receive regular updates on transportation issues in western Garfield County, noting that these concerns are significant for the northern end of the service route. He inquired about the receptiveness of Garfield County Commissioners to participate in these discussions, acknowledging uncertainty regarding their ability to raise funds.

Gresley reported progress in fostering relationships with county commissioners, highlighting a recent mayors' meeting as a constructive step toward advancing discussions on RFTA funding. Attendees included City Councilor Zalinski, former Mayor Sean Strody, and newly elected Mayor Hostetler. She noted that the meeting emphasized the role of regional leaders, such as mayors and community influencers, in promoting dialogue and collaboration, even on challenging issues. Gresley expressed confidence that these efforts will lead to more civil discourse and stronger regional partnerships.

Poschman referenced a quote attributed to former Texas Governor Ann Richards: "If you're not at the table, you're probably on the menu." He emphasized that this message serves as an important reminder for stakeholders in the region to actively participate in discussions and decision-making processes.

Ravenschlag acknowledged the Rifle City Council's decision to appoint Councilor Gresley as its non-voting representative to the RFTA Board, describing this as an unprecedented action and a significant milestone for regional collaboration.

Board members took a moment to personally introduce themselves to Councilor Gresley, helping to build rapport and encourage open, collaborative dialogue.

Ravenschlag reported a 9.5% decline in ridership for November, noting that overall ridership remains approximately 2% higher year-over-year. He stated that staff are analyzing potential causes for the decrease and expect to gain further insight in the coming months. Ravenschlag expressed hope that this decline does not represent a continuing trend.

**10. Issues to be Considered at Next Meeting:**

**11. Next Meeting:** 8:30 a.m. – 11:00 a.m.; January 8, 2026, Carbondale Town Hall, Room 1 and via Microsoft Teams, for those who are unable to attend in person.

**12. Adjournment:**

**A motion was made by Richards and seconded by Shenk.**

**“I moved to adjourn from the December 11, 2025, RFTA Board meeting.”**

**The motion was approved, 8 in favor, 0 opposed, and 0 abstentions.**

**The December 11, 2025, RFTA Board Meeting adjourned at 10:08 a.m.**

Respectfully Submitted:

Nicole R. Schoon

Secretary to the RFTA Board of Directors

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

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	Resolution 2026-01: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings
<b>STRATEGIC OUTCOME</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	7.4 Actively engage the public about plans, projects, and service changes 7.5 Ensure appropriate transparency of all RFTA business
<b>PRESENTED BY</b>	Nicole Schoon, Executive Assistant and Board Secretary
<b>STAFF RECOMMENDS</b>	Staff recommend that the Board adopt Resolution 2026-01 and designate the Blake Street Offices at 1517 Blake Avenue, Suite 202, Glenwood Springs, CO 81601, as the official location for posting Board public notices.
<b>EXECUTIVE SUMMARY</b>	Officially designate the Blake Street Offices at 1517 Blake Avenue, Suite 202, Glenwood Springs, Colorado 81601, as the official location for posting Board Meeting notices.
<b>BACKGROUND</b>	C.R.S. § 24-6-402(2)(c) provides that each local government body shall annually designate a location where its meeting notices will be posted. In addition to the Blake Street Offices, the notices of Board meetings will continue to be posted at the Aspen Maintenance Facility and in each jurisdiction’s Town Hall, in a public place for posting notices. Public Notices will also be posted on the RFTA website ( <a href="http://www.rfta.com">http://www.rfta.com</a> ), the RFTA HUB, and emailed to the media for print in local papers.
<b>GOVERNANCE POLICY</b>	Board Governance Policy 2.10.6 states, “The CEO shall supply for the Board’s Consent Agenda, along with applicable monitoring information, all decisions delegated to the CEO yet required by law, regulation, or contract to be Board-approved.”
<b>FISCAL IMPLICATIONS</b>	None.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : Resolution 2026-01: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings

Director \_\_\_\_\_ moved to adopt the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-01**

**DESIGNATING A PUBLIC LOCATION FOR POSTING MEETING NOTICES OF THE ROARING FORK TRANSPORTATION  
AUTHORITY (RFTA) BOARD OF DIRECTORS DURING THE CALENDAR YEAR 2026**

**WHEREAS**, Colorado Revised Statutes § 24-6-402(2)(c), as amended, requires local governments to designate public notice posting locations annually at the local public body’s first regular meeting of each calendar year; and

**WHEREAS**, the Colorado Open Meetings Law requires that all meetings at which the adoption of any proposed RFTA policy or other formal action be held only after full and timely notice to the public; and

**WHEREAS**, the Colorado Open Meetings Law requires that meetings at which a majority or quorum of the body is in attendance, or is expected to be in attendance, shall be posted at least twenty-four (24) hours prior to such meeting; and

**WHEREAS**, the Board of Directors of the Roaring Fork Transportation Authority has previously designated the Blake Street Offices, as the location where notice of RFTA Board of Directors Meetings be posted.

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

1. Notices of meetings of the Board of Directors of the Roaring Fork Transportation Authority pursuant to § 24-6-402(2)(c) C.R.S., as amended, shall be posted at least 24 hours prior to each meeting at the following:
  - a. Blake Street Office, 1517 Blake Avenue, Suite 202, Glenwood Springs, CO 81601
  - b. <https://www.rfta.com>
  - c. Local jurisdictions (City of Aspen, City of Glenwood Springs, Town of Basalt, Town of Carbondale, Town of New Castle, Eagle County, Garfield County, and Pitkin County) will post RFTA meeting notices on public bulletin boards as an added courtesy, convenience, and transparency for our citizens and taxpayers.
2. All such notices, except those of emergency meetings, shall be posted at this designated place at least twenty-four (24) hours prior to the holding of the respective meeting.
3. This status will be in place unless revoked by another resolution stating different locations of posting.

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

[SEAL]

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

**RFTA BOARD OF DIRECTORS MEETING**  
**"PRESENTATION/ACTION" AGENDA SUMMARY ITEM # 7.1.**

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	2025 Strategic Work Plan Year in Review
<b>STRATEGIC OUTCOME</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	7.5 Ensure appropriate transparency of all RFTA business 7.7 Continually seek ways to improve business process and service delivery
<b>PRESENTED BY</b>	Kurt Ravenschlag, CEO
<b>STAFF RECOMMENDS</b>	Review and discuss RFTA 2025 Strategic Work Plan accomplishments, primarily as they related to Board Work Plan Items.
<b>EXECUTIVE SUMMARY</b>	RFTA staff will provide an overview of key milestones and achievements that were reached in 2025.
<b>GOVERNANCE POLICY</b>	Board Agenda Planning policy 4.3.2 states, "The annual (planning) cycle will start with Board's development of its agenda plan for the next year: A.) The Board will identify its priorities for Outcomes and other issues to be resolved in the coming year, and will identify information gathering necessary to fulfill its role. This may include methods of gaining ownership input, governance education, and other education related to Outcomes issues, (e.g. presentations by futurists, advocacy groups, demographers, other providers, staff, etc.); and B.) At the commencement of the Board's annual planning cycle, the Chair will prepare, for the Board's approval, a tentative agenda plan for the following year's meetings."
<b>FISCAL IMPLICATIONS</b>	Fiscal Implications were reflected in the 2026 RFTA Annual Budget.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : 2025 Year in Review

**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 7.2.**

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	Review of 2026 Strategic Work Plan
<b>STRATEGIC OUTCOME</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	7.5 Ensure appropriate transparency of all RFTA business 7.7 Continually seek ways to improve business process and service delivery
<b>PRESENTED BY</b>	Kurt Ravenschlag, CEO
<b>STAFF RECOMMENDS</b>	Review and discuss RFTA 2026 Strategic Work Plan, primarily as it relates to Board Work Plan Items, and provide staff with feedback.
<b>EXECUTIVE SUMMARY</b>	RFTA staff will provide an overview of key milestones and achievements that were reached 2025. Board Strategic Work Session was conducted during the regularly scheduled May Board meeting. Strategic planning and direction were provided to staff to assist in developing the 2026 work plan and budget.
<b>BACKGROUND</b>	RFTA uses Objectives and Key Results (OKRs) to align staff efforts with organizational priorities and measure progress against strategic goals. In 2025, staff provided regular updates to the Board on OKR progress. The 2026 OKRs were developed with Board feedback and internal discussions to reflect both ongoing initiatives and emerging priorities. This update is intended to give the Board early visibility into management’s planned focus areas for the coming year.
<b>GOVERNANCE POLICY</b>	Board Agenda Planning policy 4.3.2 states, “The annual (planning) cycle will start with Board’s development of its agenda plan for the next year: A.) The Board will identify its priorities for Outcomes and other issues to be resolved in the coming year, and will identify information gathering necessary to fulfill its role. This may include methods of gaining ownership input, governance education, and other education related to Outcomes issues, (e.g. presentations by futurists, advocacy groups, demographers, other providers, staff, etc.); and B.) At the commencement of the Board’s annual planning cycle, the Chair will prepare, for the Board’s approval, a tentative agenda plan for the following year’s meetings.”
<b>FISCAL IMPLICATIONS</b>	Fiscal Implications were reflected in the 2026 RFTA Annual Budget.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : 2026 RFTA Objectives and Key Results

# 2026 RFTA Objectives and Key Results

- Completed
- On Track
- Behind Schedule
- Stalled
- Not Started

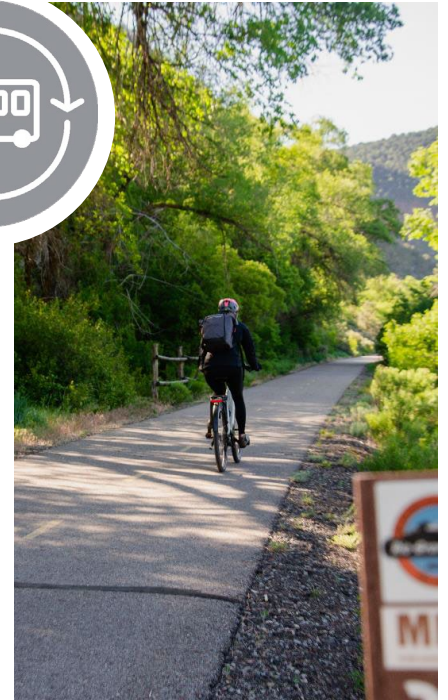
## ACCESSIBILITY & MOBILITY

### OBJECTIVE:

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

### KEY RESULTS:

- 1. Develop a formal plan to address encroachments and license agreements.
- 2. Address all encroachments.
- 3. Implement a public communication plan explaining RFTA's efforts and the importance of protecting the corridor.
- 4. Coordinate with jurisdictions on rail banking initiatives.



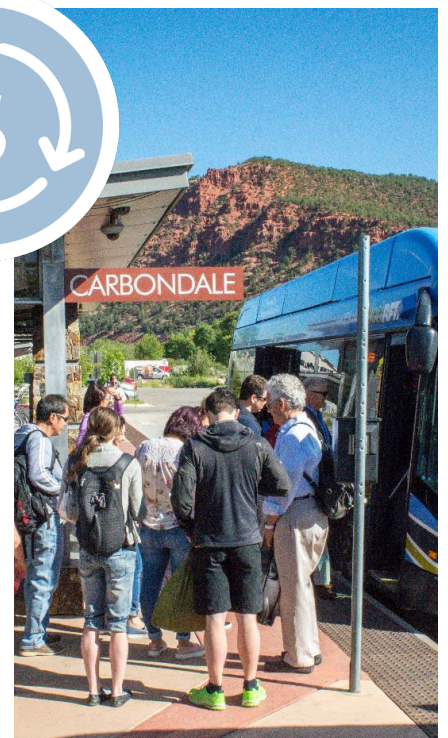
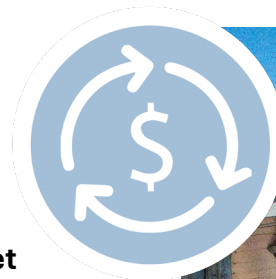
## FINANCIAL SUSTAINABILITY

### OBJECTIVE:

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

### KEY RESULTS:

- 1. Complete a Capital Improvement Plan (CIP) by end of Q2 2027.
- 2. Complete Departmental Three-Year Plans by end of Q4 2026.
- 3. Complete a Financial Policy Review by end of Q4 2026.



# FINANCIAL SUSTAINABILITY



## OBJECTIVE:

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

## KEY RESULTS:

- 1. Implement Organizational-Wide ERP by end of Q2 2026.
- 2. Complete RFTA Master Plan by end of Q2 2027.
- 3. Complete Departmental Efficiency Audits and Departmental Budget Audits by end of Q2 2026.
- 4. Complete Phase 6 & 8 by end of Q4 2028.



# ENVIRONMENTAL SUSTAINABILITY



## OBJECTIVE:

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

## KEY RESULTS:

- 1. Energy-Efficient Strategy
  - a. Analyze fare free pilot and make recommendations.
  - b. Continuously measure and monitor energy efficiency across operations.
  - c. Collaborate with IMM on employee placement.
- 2. Reducing Greenhouse Gas Emissions
  - a. Take delivery of 10 new battery-electric buses (BEB) by Q2 2026.
  - b. Begin electrifying the non-revenue vehicle fleet.
  - c. Plan and initiate the RFTA mobility hub and West Glenwood Transit Center by Q4 2025.



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

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	Zero Fare Pilot Program Update
<b>STRATEGIC OUTCOME</b>	1.0 ACCESSIBILITY AND MOBILITY 6.0 ENVIRONMENTAL SUSTAINABILITY
<b>STRATEGIC OBJECTIVE</b>	1.3 Increase alternative mode splits throughout the region 1.5 Identify and reduce barriers to riding transit and accessing trails 6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled in region
<b>PRESENTED BY</b>	David Johnson, Director of Sustainability and Legislative Affairs
<b>STAFF RECOMMENDS</b>	Staff recommend the following next steps:  <ol style="list-style-type: none"> <li>1. Consider more frequent headways and reliability to gain passengers</li> <li>2. Not to conduct additional zero-fare pilot programs at this time</li> <li>3. Conduct a thorough review of transit pass programs and fare structure</li> </ol>
<b>EXECUTIVE SUMMARY</b>	<p><b>Pilot Program Conclusions:</b></p> <ul style="list-style-type: none"> <li>• Zero-fare attracts “new” and “discretionary” riders.</li> <li>• Other factors can also affect ridership.</li> <li>• While zero-fare service can increase demand by 20-30%, it results in the loss of fare revenues and potential increase in operating costs and capital investments.</li> </ul> <p><b>The Zero-Fare Pilot Program Update Presentation prepared by RFTA staff</b> highlights the purpose and background of the pilot program, results from the on-board passenger survey, ridership, operational impacts, conclusions, and recommended next steps.</p> <p><b>The Zero-Fare Pilot Program Passenger Survey Presentation prepared by Corona Insights</b> takes an in-depth look at the passenger survey which includes an executive summary of key findings, detailed findings related to rider profile, did the fare-free service attract new passengers, how many additional days did passengers ride because of the fare-free service, to what extent did the fare-free service change trip origin-destination and trip purpose, passengers opinions about the fare-free program, results by route, and methodology.</p>
<b>BACKGROUND</b>	The Zero Fare Pilot Program proposal originated as a climate action strategy to offset regional greenhouse gas (GHG) emissions, by boosting ridership on regional routes without adding service hours or increasing RFTA’s GHG emissions. This program aligns with the OKR to “implement fare reductions to increase ridership.” This program was also identified as an opportunity to mitigate congestion.

	<p>RFTA offered zero fare on the Valley Local, VelociRFTA BRT, and the Grand Hogback between October 1 and November 30, 2025, all days of the week, in all directions. Since these are the only fare routes (except for Maroon Bells, which continued to charge full fare), the entire system was effectively fare-free October 1 – November 30, 2025. This period in the fall was ideal because there has been traditionally lower demand where RFTA had available capacity without having to add additional service.</p> <p>This two-month zero-fare program was a unique opportunity to evaluate impacts of fare-free service on various components of RFTA’s service, such as</p> <ul style="list-style-type: none"> <li>• travel behavior (when, where and how often passengers use transit)</li> <li>• bus capacity during peak and off-peak periods</li> <li>• degree to which zero fare service attracts new passengers and influences existing passengers</li> <li>• impacts on traffic congestion</li> </ul> <p>RFTA examined the impacts using automated passenger counter (APC) data, park-and-ride volume/capacity counts, and vehicle counters. RFTA contracted with Corona Insights, the consulting firm that conducted the March 2025 On-board passenger survey, to survey passengers over a four-day period during the zero-fare pilot program to estimate new trips, impacts to passenger travel patterns, and passenger sentiments). Approximately 19% of surveyed passengers were “new” riders, which means they did not ride a RFTA regional bus route prior to October 1. Approximately 17% of surveyed passengers were “discretionary” riders, which means they previously rode a RFTA regional bus route before October 1, but would have chosen a different mode of transportation or not made the trip without the fare-free program.</p> <p>RFTA coordinated an extensive outreach and communications campaign to inform, engage, and motivate riders, new and existing, throughout the service area. Approximately 85% of on-board survey respondents reported being aware that the service was free.</p> <p>RFTA’s Operations Department was particularly interested in operator feedback, passenger conduct, and safety. Operations Supervisors were strategically placed at high traffic locations to ensure driver and passenger safety: Rubey Park, 27th Street Station and the West Glenwood Park and Ride. Based on public comments from members of the Amalgamated Transit Union (ATU) Local 1774 on May 8, 2025, RFTA Board meeting, RFTA contracted with Colorado Protective Services (CPS) to increase security presence and incident response time, primarily in the lower valley. There were no reported incidents of safety and security issues or concerns. The majority of riders surveyed (81%) strongly supported the RFTA regional buses being free. Other results of the study are illustrated in the presentation.</p>
<b>GOVERNANCE POLICY</b>	Board Governance Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
<b>FISCAL IMPLICATIONS</b>	The \$550,000 of estimated fare and pass revenue loss was backfilled from contributions from the City of Aspen, EOTC, and City of Glenwood Springs; and an estimated \$104,000 for expenses such as security, communications and outreach, passenger surveys, and

	changes to the Masabi App were funded within the existing budget. The net budget impact was zero.
<b>EXHIBITS/ATTACHMENTS</b>	<ol style="list-style-type: none"><li>1. <a href="#">Attachment 1</a>: RFTA - Zero-Fare Pilot Program Update Presentation</li><li>2. <a href="#">Attachment 2</a>: Corona Insights - Zero-Fare Pilot Program Passenger Survey Presentation</li></ol>

**RFTA BOARD OF DIRECTORS MEETING**  
**“BOARD GOVERNANCE” AGENDA SUMMARY ITEM # 8.1**

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	Resolution 2026-02: Election of RFTA Board Officers for 2026
<b>STRATEGIC OUTCOME</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	7.5 Ensure appropriate transparency of all RFTA business
<b>PRESENTED BY</b>	Paul Taddune, General Counsel
<b>STAFF RECOMMENDS</b>	Approve Resolution 2026-02 and elect a Chairperson and Vice-Chairperson; appoint staff members, Nicole Schoon as Secretary and Michael Yang as Treasurer and Budget Officer.
<b>BACKGROUND</b>	<ul style="list-style-type: none"> <li>• RFTA’s By-laws call for the election of Officers at the first regular meeting of the RFTA Board of Directors each year.</li> <li>• A Chair, Vice-Chair, Secretary, and Treasurer/Budget Officer must be elected every year. Board may appoint staff members to serve as Secretary and Treasurer/Budget Officer.</li> <li>• Section 7.04. Term of the By-laws, as amended in 2010 states: “With the exception of the CEO, each Officer shall serve a one (1) year term commencing upon election or appointment by the Board. Each Officer shall serve until the end of his/her term or until his/her successor is elected or appointed or s/he is lawfully removed pursuant to State law, these Bylaws or the I.G.A. No member may serve as Chair for more than two (2) consecutive one-year terms. No member may serve as Vice-Chair for more than two (2) consecutive one-year terms. The Secretary and Treasurer/Budget Officer may serve unlimited terms.”</li> </ul>
<b>EXECUTIVE SUMMARY</b>	<ul style="list-style-type: none"> <li>• Greg Poschman has served as RFTA Chair for one (1) year, having been elected Chair in January 2025. According to the By-laws Poschman is eligible to be re-elected as Chair for another one (1) year term.</li> <li>• Alyssa Shenk has served as RFTA Vice-Chair for one (1) year, having been elected Vice-Chair in January 2025. According to the By-laws Shenk is eligible to be re-elected as Vice-Chair for another one (1) year term.</li> <li>• Staff recommends that Nicole Schoon be elected as Secretary.</li> <li>• Staff recommends that Michael Yang be elected as Treasurer/Budget Officer</li> </ul>
<b>BY-LAWS</b>	Election of Officers to the RFTA Board is governed by its By-laws. Article VII, Section 7.02 of the By-laws provides that the Board shall elect Officers at the first regular meeting of the Board each year. The Officers are; Chairperson, Vice-Chairperson, Secretary and Treasurer/Budget Officer. The Board may appoint staff members to serve as the Secretary and Treasurer/Budget Officer.

<b>FISCAL IMPLICATIONS</b>	There are no fiscal implications related to the Election of RFTA Board Officers for 2026.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : Resolution 2026-02: Election of RFTA Board Officers for 2026.

Director \_\_\_\_\_ moved adoption of the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-02**

**ELECTION OF ROARING FORK TRANSPORTATION AUTHORITY (RFTA) BOARD OFFICERS FOR 2026**

**WHEREAS**, pursuant to Section 7.02 of the Bylaws of the Roaring Fork Transportation Authority (“RFTA”), the Board of Directors are required to elect Officers at the first annual meeting of the year.

Following a motion passed by the RFTA Board of Directors, the following individuals were elected by consensus to serve as Officers of the Roaring Fork Transportation Authority Board of Directors for the year 2026:

\_\_\_\_\_, as Chair; and

\_\_\_\_\_, as Vice-Chair; and

\_\_\_\_\_, as Secretary; and

\_\_\_\_\_, as Treasurer and Budget Officer.

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

The above-named persons shall serve as Officers of the Roaring Fork Transportation Authority until a successor is named.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held January 8, 2026.

**ROARING FORK TRANSPORTATION AUTHORITY  
By and through its Board of Directors:**

By: \_\_\_\_\_  
Greg Poschman, Chair

ATTEST: \_\_\_\_\_  
Nicole R. Schoon, Secretary to the RFTA Board of Directors

[SEAL]

**RFTA BOARD OF DIRECTORS MEETING**  
**“BOARD GOVERNANCE” AGENDA SUMMARY ITEM # 8.2**

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	Resolution 2026-03: Appointing a Board Director to the Western Mountain Regional Housing Coalition (WMRHC) for 2026
<b>STRATEGIC OUTCOME</b>	3.0 SUSTAINABLE WORKFORCE
<b>STRATEGIC OBJECTIVE</b>	3.4 Find ways to reduce the hardship of commuting long distances on the workforce
<b>PRESENTED BY</b>	Kurt Ravenschlag, CEO
<b>STAFF RECOMMENDS</b>	Staff recommend the Board approve Resolution 2026-03 and Appoint a Board Director to the Western Mountain Regional Housing Coalition (WMRHC) for 2026.
<b>EXECUTIVE SUMMARY</b>	As a member of the WMRHC, RFTA has an obligation to have a Board Director participate on the WMRHC Board, to ensure that RFTA is involved in influencing policies.
<b>BACKGROUND</b>	<ul style="list-style-type: none"> <li>• The Mission of WMRHC is: “We believe a regional approach that leverages the skills and resources of our communities is the foundation for increasing affordable housing.”</li> <li>• The WMRHC serves the Roaring Fork and Colorado River Valleys as a tax-exempt, Colorado 501(c)(3) nonprofit corporation.</li> <li>• The WMRHC focuses on developing neutral programs that do not require the purchase of land or the construction of new units. Through WMRHC's initial program offerings, the Coalition seeks to preserve existing affordable housing and support local workforce in remaining in the community with stable housing. With the main goal of facilitating and developing programs aimed at increasing the availability and accessibility of affordable community housing within Pitkin, Eagle, and Garfield Counties.</li> <li>• The WMRHC’s Deed Restriction Purchase Program provides a mechanism to convert open-market housing into deed-restricted housing, ensuring affordable housing for working locals in perpetuity. The program essentially bridges the gap for a qualified buy between what is available on the market and what is affordable by providing significant funds at closing towards the purchase of permanent price-capped deed restriction(s) on the property.</li> <li>• The WMRHC acts as a regional hub for updated data to inform policy and increase understanding of the region's unique housing challenges. This work includes the 2019 Regional Housing Study, the 2022 COVID Impacts update to the 2019 study, the results of the recent Innovative Housing Grant, and more.</li> <li>• The WMRHC is primarily funded through yearly membership fees from each local jurisdiction with a seat on the Board. Grants from state and regional partners also help the WMRHC with specific initiatives. The WMRHC is currently seeking philanthropic dollars to support some of our more innovative programs.</li> </ul>

	<ul style="list-style-type: none"> <li>• The WMRHC is seeking to add additional programs including: <ul style="list-style-type: none"> <li>○ Rental Funds Program to support first and last month's rent for those seeking to secure a new rental unit.</li> <li>○ ADU/CDU Incentive Program to support current homeowners in adding additional rental space to their existing home (and therefore additional income) while also supporting more housing for the local workforce.</li> </ul> </li> <li>• Membership of the WMRHC is currently made up of the following jurisdictions: <ul style="list-style-type: none"> <li>○ City of Glenwood Springs</li> <li>○ Town of Carbondale</li> <li>○ Town of Basalt</li> <li>○ Town of Snowmass Village</li> <li>○ City of Aspen</li> <li>○ Eagle County</li> <li>○ Pitkin County</li> <li>○ Colorado Mountain Local College District</li> <li>○ Roaring Fork Transportation Authority</li> </ul> </li> <li>• David Knight is currently the RFTA Board member serving on the WMRHC.</li> </ul>
<b>GOVERNANCE POLICY</b>	Board Governance Policy 4.4.2.D. states, "The Chair may appoint Board members to serve on Board Committees, unless specified otherwise in Bylaws or Board policies."
<b>FISCAL IMPLICATIONS</b>	None at this time.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : Resolution 2026-03: Appointing a Board Director to the Western Mountain Regional Housing Coalition (WMRHC) for 2026

Director \_\_\_\_\_ moved to adopt the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-03**

**APPOINTING A ROARING FORK TRANSPORTATION AUTHORITY BOARD DIRECTOR TO THE WEST MOUNTAIN  
REGIONAL HOUSING COALITION (WMRHC) FOR 2026**

**WHEREAS**, the West Mountain Regional Housing Coalition (WMRHC) serves the Roaring Fork and Colorado River Valleys as a tax-exempt, Colorado 501(c)(3) nonprofit corporation; and

**WHEREAS**, WMRHC is working, along with its jurisdictional members and Colorado Mountain College (CMC), to facilitate and develop programs aimed at increasing the availability and accessibility of affordable community housing within Pitkin, Eagle, and Garfield Counties; and

**WHEREAS**, the Coalition is primarily funded through yearly membership fees from each local jurisdiction with a seat on the Board.; and

**WHEREAS**, RFTA will be a consultant to make sure that the houses are in areas where those inhabitants have easy access to bus stops; and

**WHEREAS**, being a member of the WMRHC, RFTA is afforded the opportunity to have a RFTA Board Director sit on the WMRHC Board; and

**WHEREAS**, David Knight is currently the RFTA Board member serving on the WMRHC; and

**WHEREAS**, the RFTA Board of Directors needs to appoint a Board Director to serve on the WMRHC Board for 2026.

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

RFTA hereby appoints the following RFTA Board Director to the West Mountain Regional Housing Coalition (WMRHC) for 2026:

\_\_\_\_\_  
**RFTA Board Director**

\_\_\_\_\_  
**Jurisdiction**

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

[SEAL]

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

**RFTA BOARD OF DIRECTORS MEETING**  
**“BOARD GOVERNANCE” AGENDA SUMMARY ITEM # 8.3.**

<b>MEETING DATE</b>	January 8, 2026
<b>SUBJECT</b>	Resolution 2026-04: Appointing a RFTA Board Director to the Garfield Clean Energy (GCE) Board
<b>STRATEGIC OUTCOME</b>	6.0 ENVIRONMENTAL SUSTAINABILITY
<b>STRATEGIC OBJECTIVE</b>	6.2 RFTA will strive for 100% renewable energy use 6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget 6.6 Integrate technology to optimize energy, reduce our carbon footprint, and promote eco-friendly practices whenever possible
<b>PRESENTED BY</b>	Kurt Ravenschlag, CEO
<b>STAFF RECOMMENDS</b>	Staff recommend the Board approve Resolution 2026-04 and Appoint a Board Director to the GCE Board for 2026
<b>EXECUTIVE SUMMARY</b>	As a member of the GCE, RFTA has the obligation to have a Board Director participate on the GCE Board, to ensure that RFTA is involved in important decisions.
<b>BACKGROUND</b>	<ul style="list-style-type: none"> <li>• The mission of Garfield Clean Energy (GCE) Collaborative is to provide energy efficiency solutions, alternative and renewable energy opportunities, advance clean transportation options, and energy education to individuals and organizations, in order to protect the environment and build a stronger, more resilient economy benefiting the residents of Garfield County.</li> <li>• The GCE will be an innovative leader in advancing energy efficiency, renewable energy and clean transportation to protect the environment and build a strong, resilient and diverse economy.</li> <li>• The GCE is an independent local government authority that oversees programs and services that help residents, businesses, and local governments become more energy efficient and reduce energy costs. Clean Energy Economy for the Region (CLEER), a nonprofit, delivers the programs and services of GCE under an annual contract.</li> <li>• Garfield Clean Energy has nine voting members and two non-voting affiliate members: <ul style="list-style-type: none"> <li>○ Garfield County</li> <li>○ Town of Parachute</li> <li>○ City of Rifle</li> <li>○ Town of Silt</li> <li>○ Town of New Castle</li> <li>○ City of Glenwood Springs</li> <li>○ Town of Carbondale</li> <li>○ Colorado Mountain College</li> <li>○ Roaring Fork Transportation Authority</li> <li>○ Holy Cross Energy (affiliate)</li> <li>○ Garfield County Libraries (affiliate)</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• GCE's governing board consists of a representative appointed by each entity.</li> <li>• Francie Jacober has served on the GCE Board since 2025.</li> </ul>
<b>GOVERNANCE POLICY</b>	Board Governance Policy 4.4.2.D. states, "The Chair may appoint Board members to serve on Board Committees, unless specified otherwise in Bylaws or Board policies."
<b>FISCAL IMPLICATIONS</b>	None at this time.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : Resolution 2026-04: Appointing a RFTA Board Director to the Garfield Clean Energy (GCE) Board for 2026.

Director \_\_\_\_\_ moved to adopt the following Resolution:

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-04**

**APPOINTING A ROARING FORK TRANSPORTATION AUTHORITY BOARD DIRECTOR TO THE GARFIELD CLEAN ENERGY  
(GCE) BOARD FOR 2026**

**WHEREAS**, Garfield Clean Energy (GCE) is an independent local government authority that oversees programs and services that help residents, businesses, and local governments become more energy efficient and reduce energy costs; and

**WHEREAS**, the GCE contracts on an annual basis with the Clean Energy Economy for the Region (CLEER) to develop and deliver the programs and services; and

**WHEREAS**, the GCE has nine (9) voting members and two (2) non-voting affiliate members; and

**WHEREAS**, the GCE's governing board consists of a representative appointed by each entity; and

**WHEREAS**, Francie Jacober is currently the RFTA Board member serving on the GCE; and

**WHEREAS**, the RFTA Board of Directors needs to appoint a Board Director to serve on the GCE Board for 2026.

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

RFTA hereby appoints the following Board Director to the Garfield Clean Energy (GCE) Board for 2026:

\_\_\_\_\_  
**RFTA Board Director**

\_\_\_\_\_  
**Jurisdiction**

**(REMAINDER OF PAGE INTENTIONALLY LEFT BLANK)**

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

[SEAL]

\_\_\_\_\_  
Nicole R. Schoon, Secretary to the RFTA Board

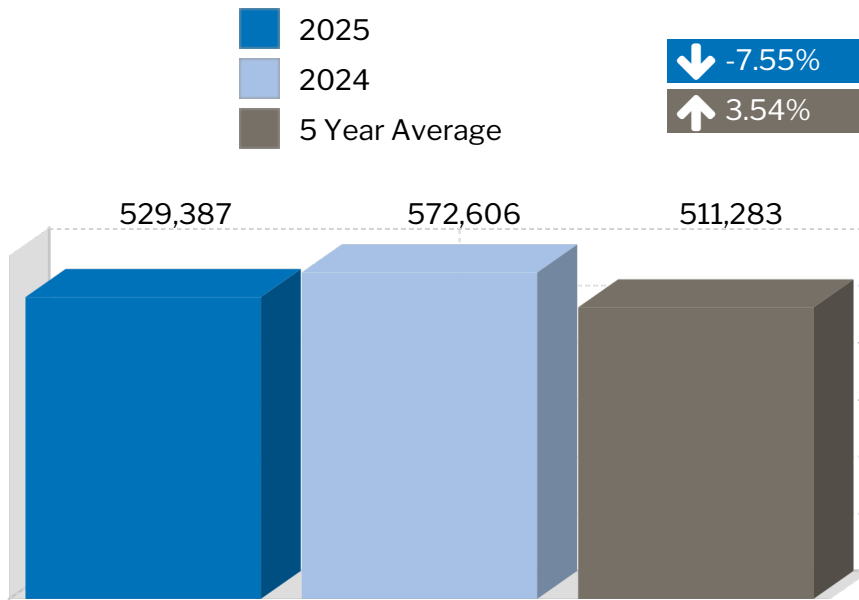
CEO REPORT

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

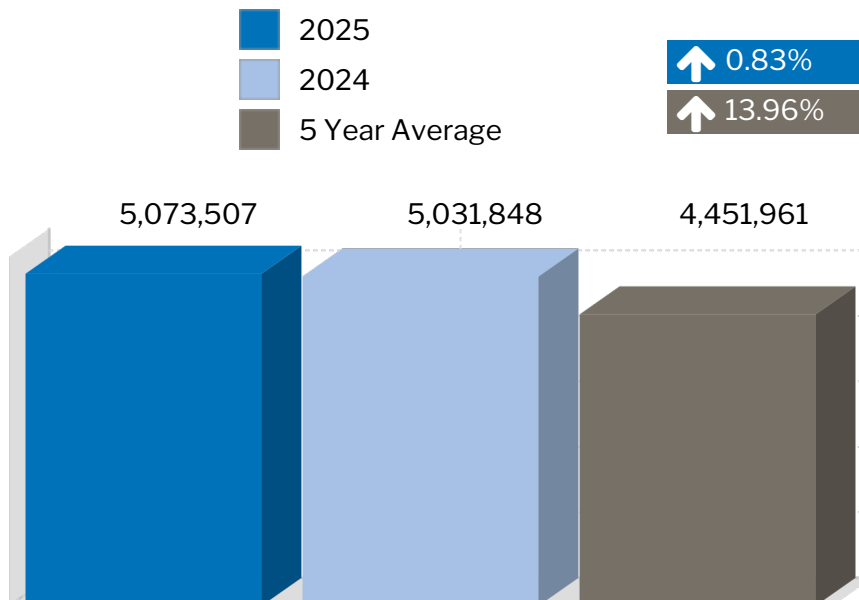


## Ridership Performance Metrics

### December Ridership

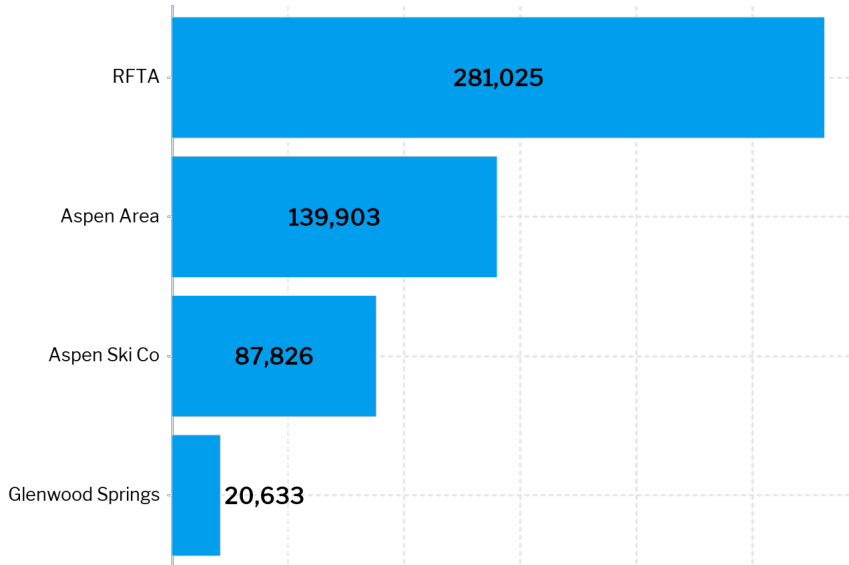


### December Year-to-Date Ridership



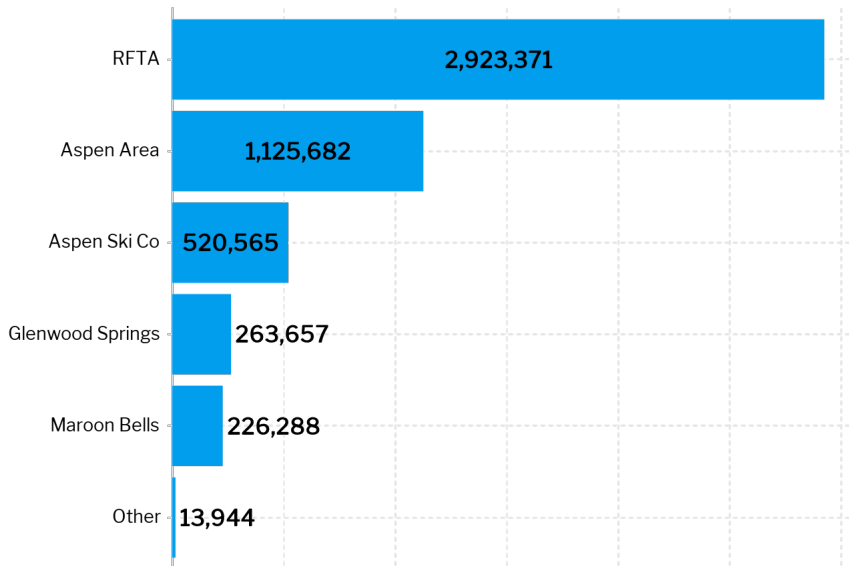
## December 2025 Ridership

529,387 Boardings



## December Year-to-Date 2025 Ridership

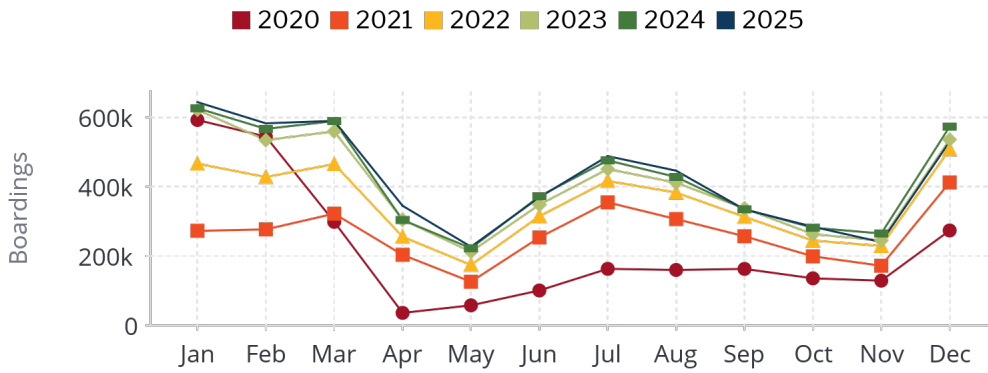
5,073,507 Boardings



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

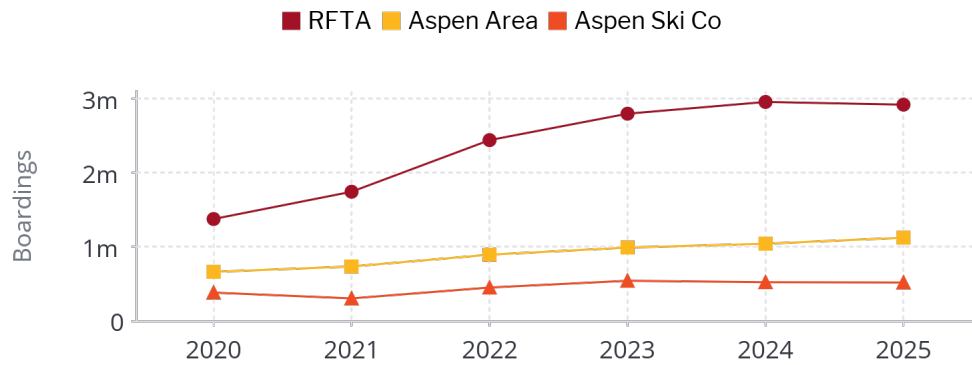
## Ridership by Month Year-to-Date

(Jan - Dec)



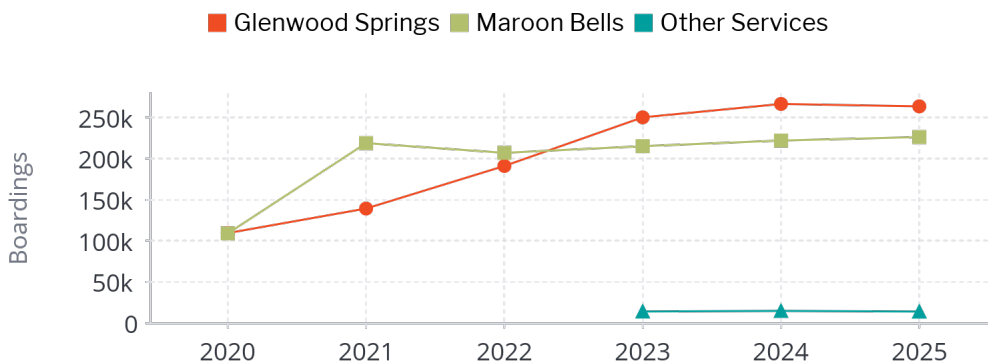
## Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Dec)



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

(Jan - Dec)



- **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 - December

Route	2025	2024	% Change
VelociRFTA	114,019	114,518	-0.4%
Local Valley	76,120	82,424	-7.6%
Snowmass/Aspen Ski	66,557	74,529	-10.7%
Castle Maroon	49,435	54,491	-9.3%
Snowmass/Aspen	42,460	45,289	-6.2%
Hunter Creek	41,400	38,801	6.7%
Ride Glenwood	20,633	23,899	-13.7%
Burlingame	17,664	18,534	-4.7%
Hogback	16,001	17,607	-9.1%
Snowmass-Valley	12,214	13,608	-10.2%
Carbondale Circulator	11,637	12,561	-7.4%
Buttermilk	10,669	12,942	-17.6%
Aspen Highlands Ski	10,600	13,236	-19.9%
Cemetery Lane	9,508	11,266	-15.6%
Galena Street	9,147	8,889	2.9%
Snowmass/Intercept	7,822	9,561	-18.2%
Aspen Highlands Direct	6,392	7,713	-17.1%
Mountain Valley	4,572	9,086	-49.7%
Cross Town	1,785	3,165	-43.6%
Woody Creek	752	487	54.4%
<b>Total</b>	<b>529,387</b>	<b>572,606</b>	<b>-7.5%</b>

## Ridership Rankings - December Year-to-Date

Route	2025 YTD	2024 YTD	% Change
VelociRFTA	1,135,980	1,109,421	2.4%
Local Valley	917,514	940,325	-2.4%
Castle Maroon	420,254	451,061	-6.8%
Snowmass/Aspen Ski	363,762	370,832	-1.9%
Hunter Creek	290,821	229,723	26.6%
Ride Glenwood	263,657	266,588	-1.1%
Maroon Bells	226,288	222,051	1.9%
Snowmass/Aspen	219,713	223,860	-1.9%
Snowmass/Intercept	199,305	204,072	-2.3%
Hogback	196,684	200,548	-1.9%
Carbondale Circulator	143,932	164,473	-12.5%
Burlingame	143,821	133,017	8.1%
Aspen Highlands Ski	86,695	80,832	7.3%
Cemetery Lane	84,872	80,658	5.2%
Snowmass-Valley	73,217	80,296	-8.8%
Buttermilk	70,108	72,571	-3.4%
Aspen Highlands Direct	51,231	19,751	159.4%
Mountain Valley	47,291	40,788	15.9%
Galena Street	36,925	34,299	7.7%
Music School	36,687	37,925	-3.3%
Music School BG	32,546	31,410	3.6%
Cross Town	13,780	17,147	-19.6%
X Games	8,532	8,953	-4.7%
Jazz Aspen Snowmass	5,412	5,749	-5.9%
Woody Creek	4,480	5,498	-18.5%
<b>Total</b>	<b>5,073,507</b>	<b>5,031,848</b>	<b>0.8%</b>

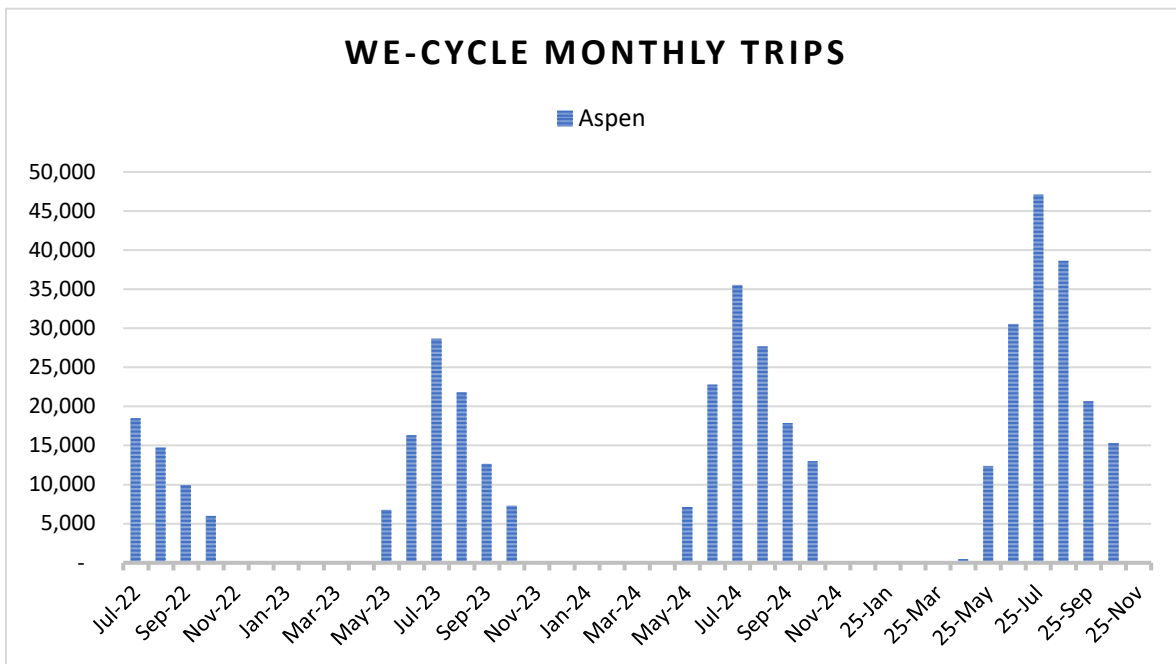
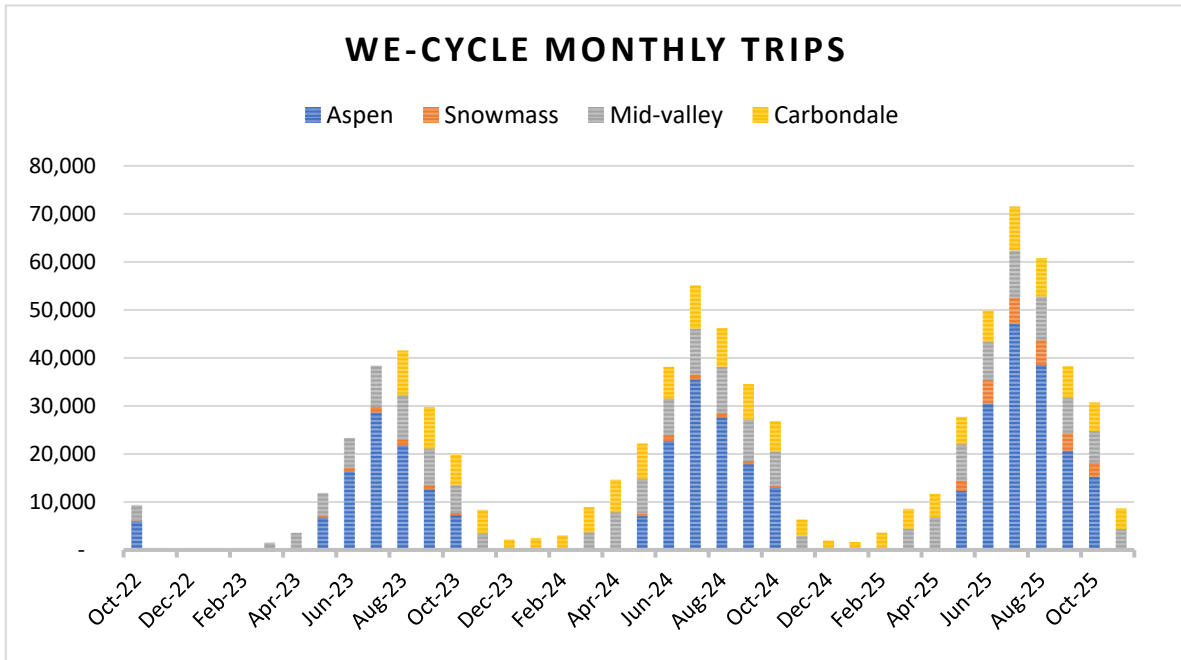
## Passengers per Hour Rankings - December

Route	2025 YTD	2024 YTD	% Change
Hunter Creek	68.05	63.69	6.84%
Castle Maroon	33.47	36.56	-8.44%
Aspen Highlands Ski	30.88	41.95	-26.40%
Snowmass/Aspen Ski	28.12	31.87	-11.79%
Buttermilk	27.86	37.28	-25.25%
Ride Glenwood	26.86	30.87	-13.01%
Snowmass/Aspen	25.11	27.00	-7.00%
Snowmass-Valley	24.69	26.87	-8.10%
Aspen Highlands Direct	23.95	31.78	-24.64%
Burlingame	23.30	24.44	-4.66%
Carbondale Circulator	22.57	24.56	-8.07%
Snowmass/Intercept	19.56	23.70	-17.43%
VelociRFTA	17.47	17.82	-1.92%
Galena Street	16.88	16.86	0.07%
Cemetery Lane	15.75	18.67	-15.62%
Local Valley	15.13	16.42	-7.81%
Hogback	12.10	14.10	-14.18%
Mountain Valley	7.60	15.09	-49.66%
Cross Town	3.90	6.93	-43.66%
Woody Creek	1.98	1.28	54.66%
<b>2025 YTD</b>	<b>20.73</b>	<b>22.69</b>	<b>-8.61%</b>

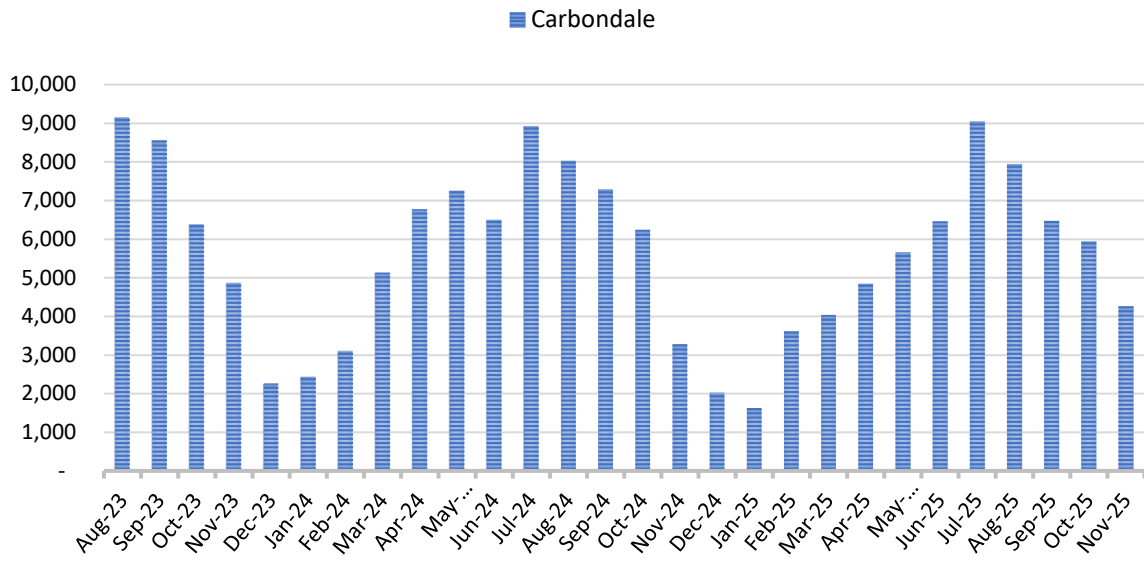
## Passengers per Hour Rankings - December Year-to-Date

Route	2025 YTD	2024 YTD	% Change
X Games	118.34	79.23	49.36%
Hunter Creek	42.66	33.70	26.56%
Aspen Highlands Ski	39.77	39.44	0.84%
Maroon Bells	38.27	40.27	-4.98%
Jazz Aspen Snowmass	37.27	41.45	-10.08%
Music School BG	33.85	32.47	4.24%
Aspen Highlands Direct	31.33	40.00	-21.68%
Buttermilk	30.57	34.42	-11.19%
Snowmass/Aspen Ski	30.48	33.83	-9.92%
Ride Glenwood	28.99	28.96	0.10%
Snowmass/Aspen	26.77	28.71	-6.75%
Snowmass/Intercept	26.28	27.51	-4.47%
Snowmass-Valley	25.58	23.67	8.04%
Castle Maroon	25.05	26.96	-7.06%
Carbondale Circulator	23.93	27.02	-11.45%
Music School	19.91	20.19	-1.35%
VelociRFTA	17.01	17.62	-3.44%
Burlingame	15.77	13.98	12.80%
Local Valley	15.56	15.88	-2.02%
Galena Street	15.30	14.56	5.10%
Hogback	13.25	14.53	-8.84%
Cemetery Lane	12.49	11.86	5.28%
Mountain Valley	7.05	6.14	14.90%
Cross Town	3.66	4.59	-20.37%
Woody Creek	1.54	1.97	-21.85%
<b>2025 YTD</b>	<b>19.77</b>	<b>20.17</b>	<b>-1.98%</b>

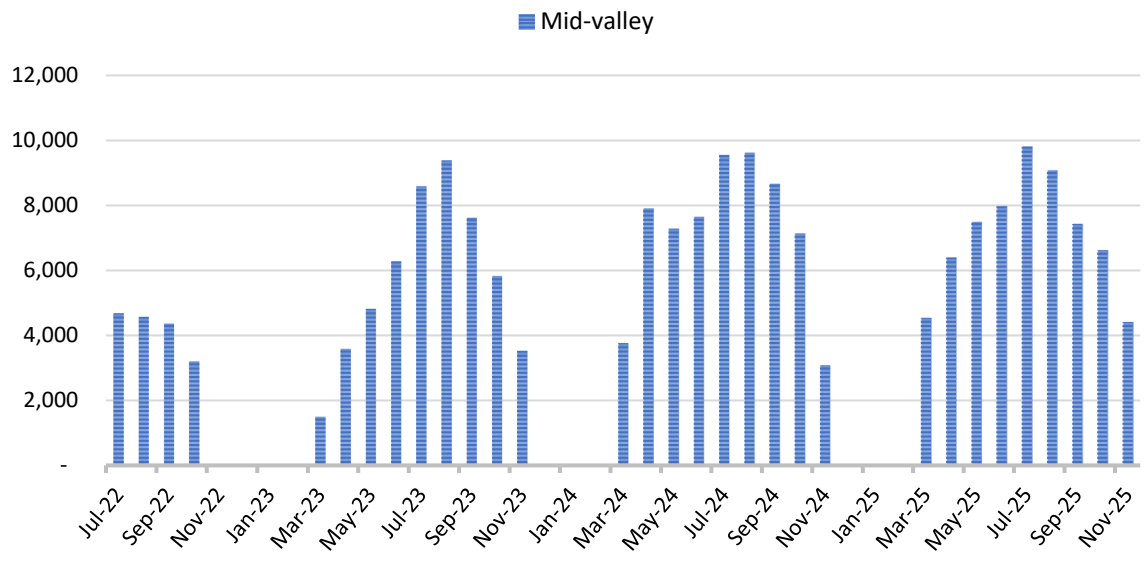
# BIKESHARE



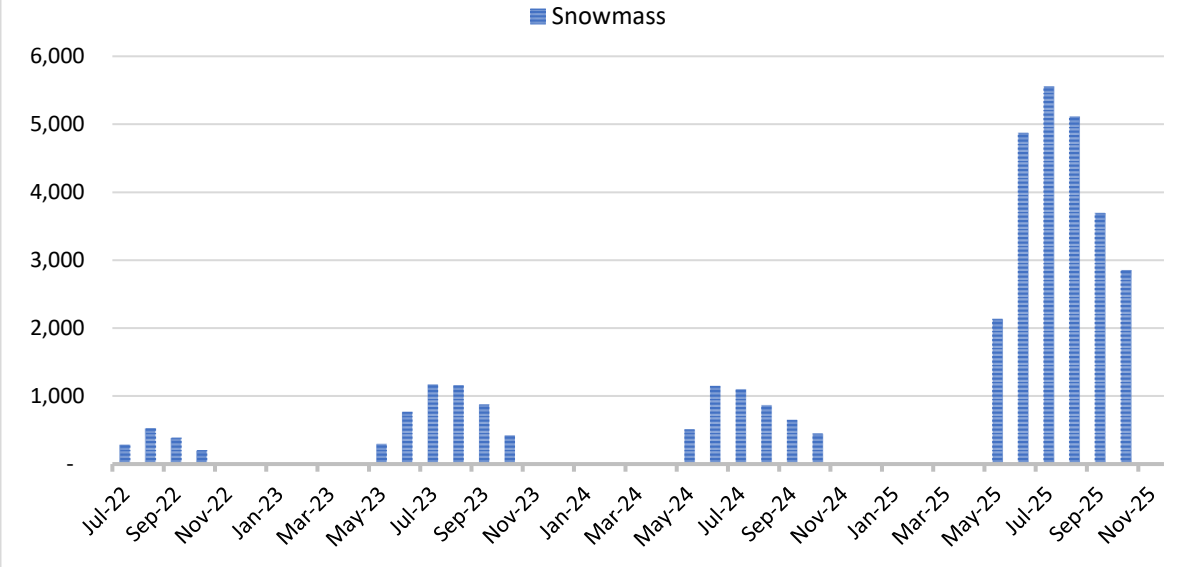
### WE-CYCLE MONTHLY TRIPS



### WE-CYCLE MONTHLY TRIPS



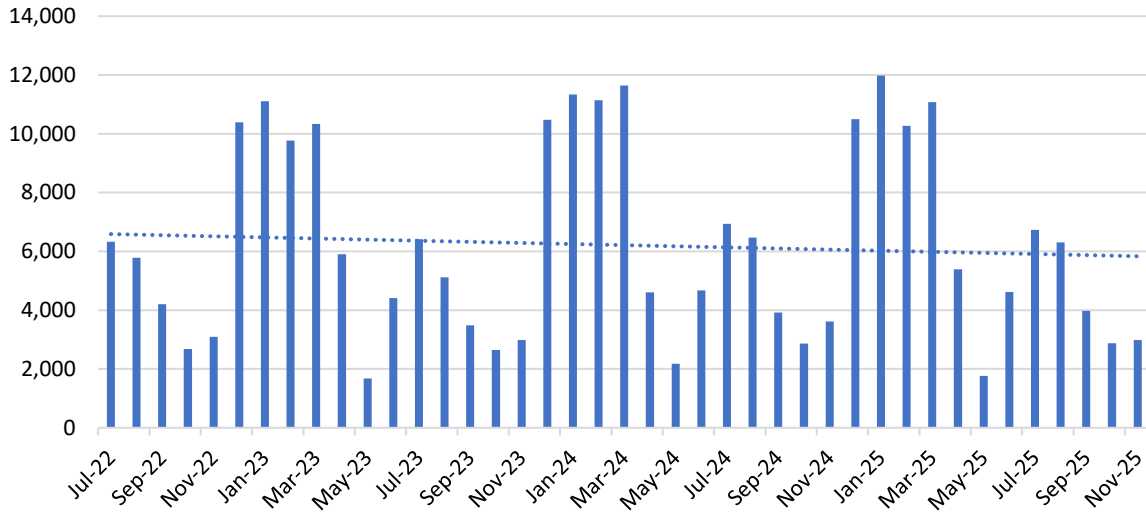
# WE-CYCLE MONTHLY TRIPS



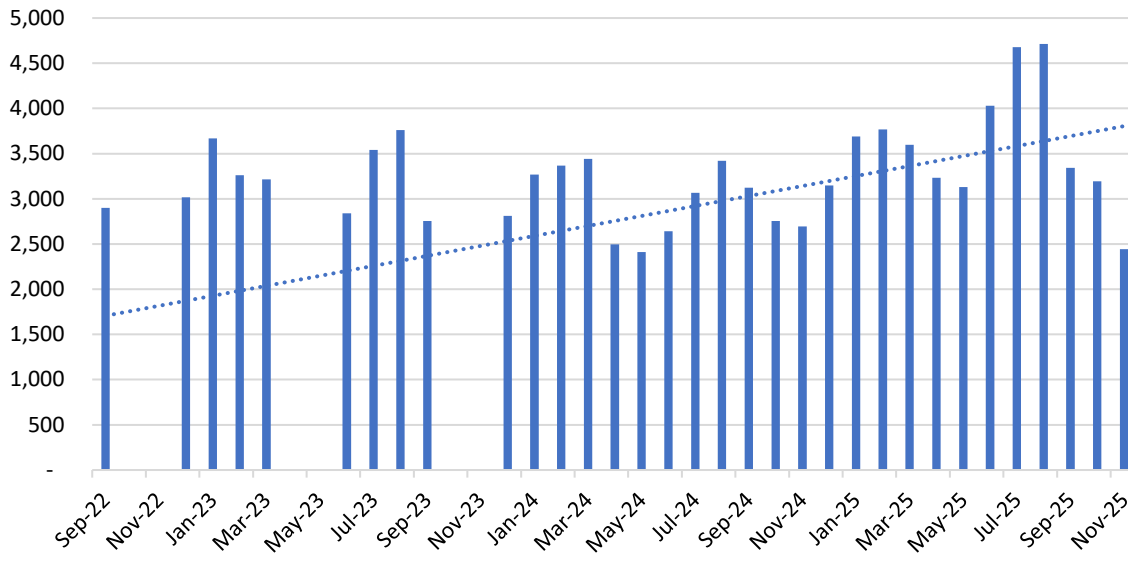
# MICROTRANSIT

## Aspen Downtowner Monthly Passenger Trips\*

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

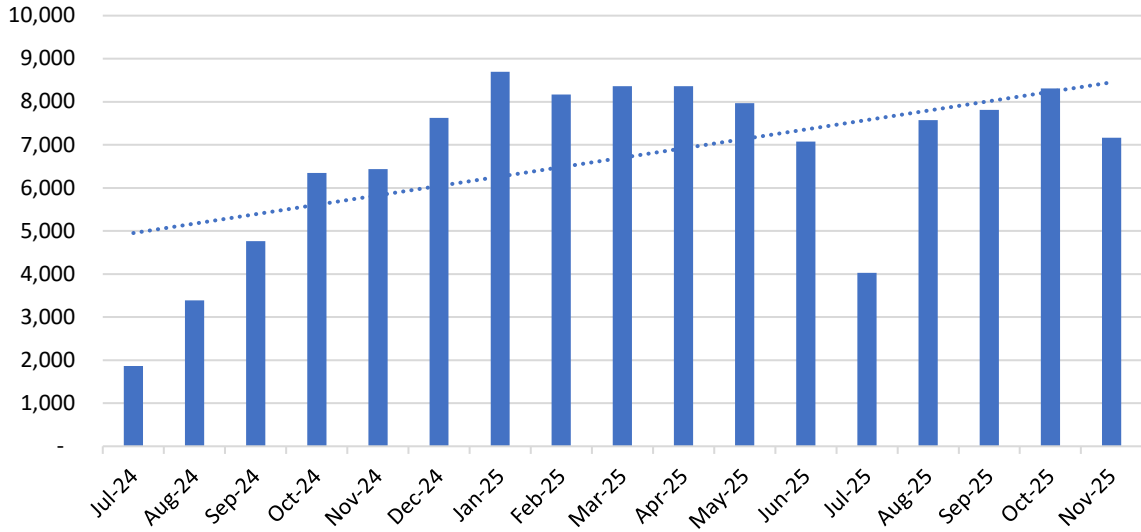


## Basalt Connect Monthly Passenger Trips

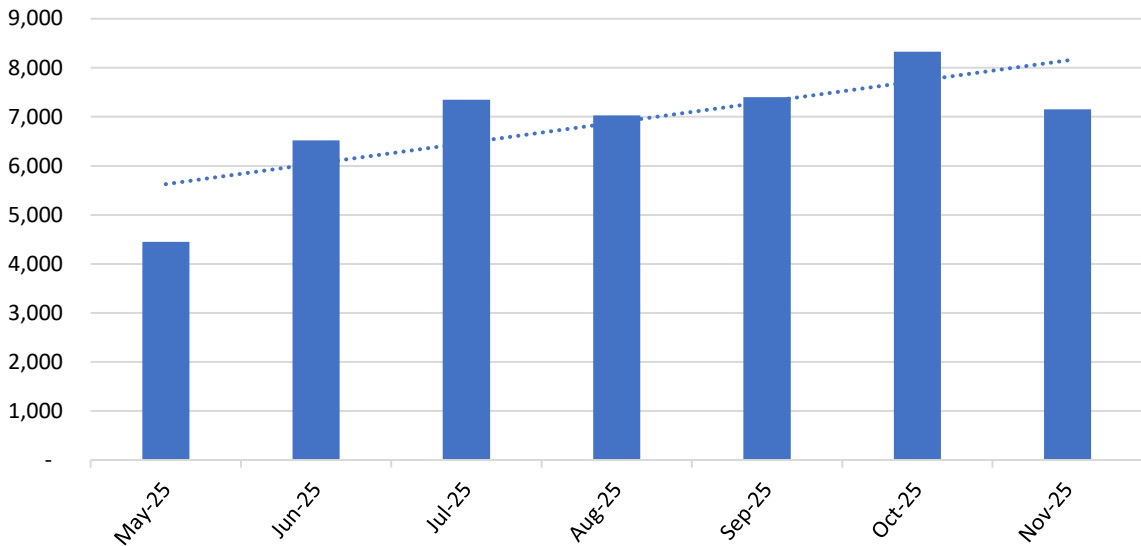


### Carbondale Downtowner Monthly Passenger Trips\*

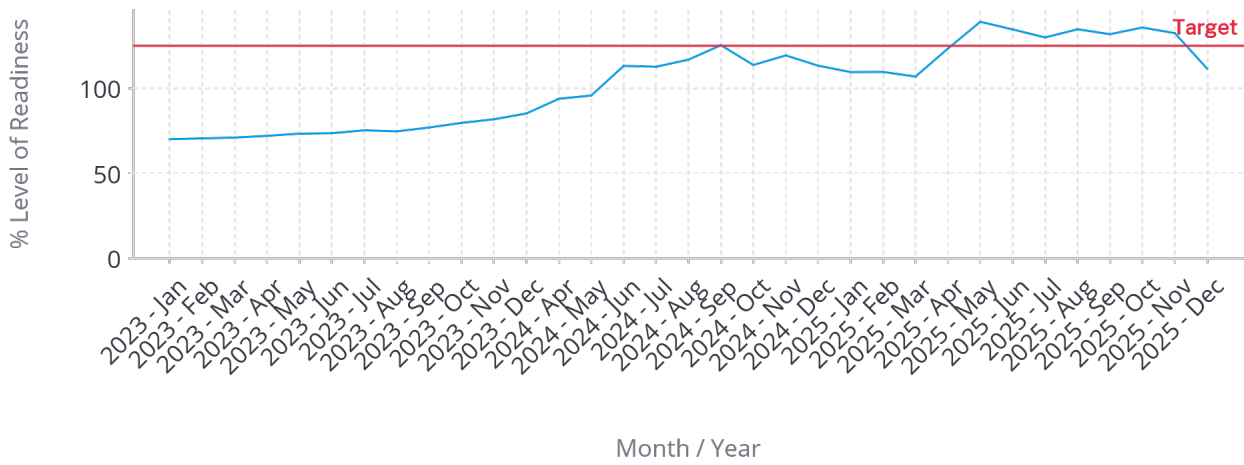
\*Service Initiated July 1, 2024



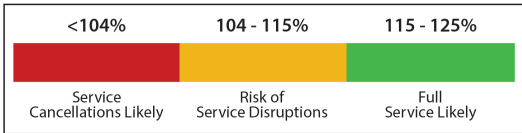
### Ride Glenwood On-Demand Monthly Passenger Trips



# Operational Readiness



## Staffing Level (% of FTEs) Service Impact Description



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

**2025 Actuals/Budget Comparison (November YTD)**

2025 Budget Year				
General Fund	November YTD			
	Actual	Budget	% Var.	Annual Budget
<b>Revenues</b>				
Sales and Use tax (1)	\$ 34,609,122	\$ 33,772,174	2.5%	\$ 43,820,000
Property Tax	\$ 18,406,524	\$ 18,296,600	0.6%	\$ 18,311,200
Grants	\$ 1,482,275	\$ 1,482,274	0.0%	\$ 55,357,180
Fares (2)	\$ 4,073,499	\$ 4,411,491	-7.7%	\$ 4,515,100
Other govt contributions	\$ 1,806,883	\$ 1,806,883	0.0%	\$ 2,167,084
Other income	\$ 4,757,817	\$ 4,585,782	3.8%	\$ 5,019,430
<b>Total Revenues</b>	<b>\$ 65,136,119</b>	<b>\$ 64,355,205</b>	<b>1.2%</b>	<b>\$ 129,189,994</b>
<b>Expenditures</b>				
Fuel	\$ 1,676,473	\$ 2,047,996	-18.1%	\$ 2,336,539
Transit	\$ 42,322,139	\$ 42,903,528	-1.4%	\$ 48,093,398
Trails & Corridor Mgmt	\$ 1,119,907	\$ 1,134,193	-1.3%	\$ 1,338,923
Capital	\$ 7,803,530	\$ 7,679,566	1.6%	\$ 101,884,888
Debt service	\$ 1,444,190	\$ 1,444,189	0.0%	\$ 2,183,703
<b>Total Expenditures</b>	<b>\$ 54,366,240</b>	<b>\$ 55,209,471</b>	<b>-1.5%</b>	<b>\$ 155,837,451</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ 12,998,717	\$ 12,975,000	0.2%	\$ 31,172,470
Other financing uses	\$ (4,838,092)	\$ (4,838,092)	0.0%	\$ (5,826,455)
<b>Total Other Financing Sources/Uses</b>	<b>\$ 8,160,625</b>	<b>\$ 8,136,908</b>	<b>0.3%</b>	<b>\$ 25,346,015</b>
<b>Change in Fund Balance (3)</b>	<b>\$ 18,930,505</b>	<b>\$ 17,282,642</b>	<b>9.5%</b>	<b>\$ (1,301,442)</b>

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. November sales and use tax revenue will be deposited in January).
- (2) Through November, fare revenue decreased by 13% and ridership was flat, respectively, compared to the prior year. The decrease in fare revenue is due to the zero-fare pilot project from October through November in 2025. As part of the project, RFTA is collecting \$550,000 of estimated lost fare revenues from contributions from the City of Aspen, Elected Officials Transportation Committee, and the City of Glenwood Springs. The chart below provides a YTD October 2024/2025 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 11/2024	YTD 11/2025	Increase/ (Decrease)	% Change
Regional Fares	\$ 3,268,576	\$ 2,575,244	\$ (693,332)	-21%
Maroon Bells	\$ 1,355,748	\$ 1,444,338	\$ 88,590	7%
<b>Total Fare Revenue</b>	<b>\$ 4,624,324</b>	<b>\$ 4,019,582</b>	<b>\$ (604,742)</b>	<b>-13%</b>
Ridership on RFTA Regional Services*:	YTD 11/2024	YTD 11/2025	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	857,953	841,448	(16,505)	-2%
BRT	994,903	1,025,218	30,315	3%
SM-DV	66,688	61,026	(5,662)	-8%
Grand Hogback	182,941	180,643	(2,298)	-1%
Maroon Bells	222,051	226,526	4,475	2%
<b>Total Ridership on RFTA Fare Services</b>	<b>2,324,536</b>	<b>2,334,861</b>	<b>10,325</b>	<b>0%</b>
Avg. Fare/Ride	\$ 1.55	\$ 1.22	\$ (0.33)	-21%
Avg. Fare/Ride MB	\$ 6.11	\$ 6.38	\$ 0.27	4%

- (3) Over the course of the year, there are times when RFTA operates in a deficit; however, at this time we are projecting that we will end the year within budget.

**RFTA System-Wide Transit Service Mileage and Hours Report**

Transit Service	Mileage November YTD				#	Hours November YTD			
	Actual	Budget	Variance	% Var.		Actual	Budget	Variance	% Var.
RF Valley Commuter	3,443,161	3,417,255	25,906	0.8%		167,681	159,562	8,119	5.1%
City of Aspen	513,975	526,847	(12,873)	-2.4%		60,141	60,665	(524)	-0.9%
Aspen Skiing Company	220,533	221,916	(1,383)	-0.6%		15,437	15,625	(188)	-1.2%
Ride Glenwood Springs	111,543	105,909	5,635	5.3%		9,157	9,140	17	0.2%
Grand Hogback	393,630	397,166	(3,535)	-0.9%		17,886	17,929	(44)	-0.2%
Specials/Charters	7,104	5,520	1,584	28.7%		596	640	(44)	-6.9%
Senior Van	13,070	11,080	1,990	18.0%		1,840	1,485	355	23.9%
MAA Burlingame	12,541	12,661	(119)	-0.9%		1,128	1,136	(8)	-0.7%
Maroon Bells	90,311	88,501	1,810	2.0%		7,176	6,700	476	7.1%
<b>Subtotal - Transit Service</b>	<b>4,805,868</b>	<b>4,786,854</b>	<b>19,013</b>	<b>0.4%</b>		<b>281,041</b>	<b>272,882</b>	<b>8,159</b>	<b>3.0%</b>
Training & Other	21,061	33,300	(12,239)	-36.8%		35,053	30,930	4,123	13.3%
<b>Total Transit Service, Training &amp; Other</b>	<b>4,826,929</b>	<b>4,820,154</b>	<b>6,775</b>	<b>0.1%</b>		<b>316,093</b>	<b>303,812</b>	<b>12,282</b>	<b>4.0%</b>