



AGENDA
ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
 THURSDAY, February 12, 2026

MICROSOFT TEAMS MEETING ONLY

8:30 a.m. – 10:00 a.m.

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

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

AGENDA ITEM	PURPOSE	TIME
1. CALL TO ORDER/ROLL CALL	Quorum	8:30 a.m.
2. APPROVAL OF MINUTES, page 2	Approve	8:31 a.m.
3. PUBLIC COMMENT	Public Input	8:33 a.m.
4. ITEMS ADDED TO AGENDA	Approve	8:35 a.m.
5. BOARD MEMBER COMMENTS	Comments	8:36 a.m.
6. CONSENT AGENDA		
6.1. Resolution 2026-05: CDOT Master Lease Agreement Amendment – Ben Ludlow, Director of Capital Projects & Project Management, page 9	Approve	8:45 a.m.
6.2. Resolution 2026-06: Brush Creek Park-N-Ride Commercial Lease Agreement with Pitkin County – Hannah Klausman, Regional Planning Director, page 16	Approve	8:45 a.m.
7. PRESENTATIONS/ACTION ITEMS		
7.1. Legislative Agenda – David Johnson, Director of Sustainability and Legislative Affairs and Michael Yang, CFAO, page 30	Discussion	8:50 a.m.
8. INFORMATION/UPDATES		
8.1. CEO Report – Kurt Ravenschlag, CEO, page 35	FYI	9:20 a.m.
9. EXECUTIVE SESSION		
9.1. Pursuant to C.R.S. Sections 24-6-402(e)(I) Determining matters that may be subject to negotiation – Paul Taddune, General Counsel	Executive Session	9:35 a.m.
10. NEW BUSINESS FOR NEXT MEETING	Planning	9:50 a.m.
11. NEXT MEETING: Thursday, March 12, 2026	Planning	9:55 a.m.
12. ADJOURNMENT	Adjourn	9:56 a.m.

ROARING FORK TRANSPORTATION AUTHORITY

BOARD MEETING MINUTES

January 8, 2026

Board Members Present:

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)

Voting Alternate:

Brandy Copeland (Town of New Castle); Francie Jacober (Pitkin County)

Non-Voting Alternates Present:

Tom Fridstein (Town of Snowmass Village); Steve Smith (City of Glenwood Springs)

Board Members Absent:

Art Riddile (Town of New Castle)

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; Dawn Dexter, Operations Manager; Mike Hermes, Project Manager; Brett Meredith, Trails & Corridor Manager; Begonia Platt, HR Manager; Zac Sutherland, Safety, Security, & Risk Manager; Yazmin Carlson, Creative Communications Associate; Joni Christenson, Communications Specialist; Orlan Dove, Shop Foreman; Terri Glenn, Accounting Technician; Mary Harlan, Mobility Coordinator; Abbey Pascoe, Trails and Corridor Specialist; Jason White, Sustainability Program Administrator; Blake Williams, IT Technician

Visitors Present:

Lee Barger, (Transportation Engineer, City of Glenwood Springs); Matt Bruce, (Corona Insights); Sam Guarino (Transportation Director, Town of Snowmass Village); Sam Keating (Corona Insights); Lynn Rumbaugh, (Transportation Director, City of Aspen); Kathleen Brehm, Ed Cortez, Morgan Hill (citizens)

Agenda

NOTE: Hyperlinks to the January 8, 2026, Board meeting video have been inserted for each Agenda item below. Please view video for additional information.

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

Alyssa Shenk called the January 8, 2026, RFTA Board of Directors meeting to order at 8:38 a.m. Shenk declared a quorum to be present (8-member jurisdictions), and the meeting began at 8:39 a.m.

2. [Approval of Minutes:](#)

A motion was made by Erin Zalinski and seconded by Rachael Richards.

“I moved to approve the December 11, 2025, Board meeting minutes.”

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

3. **Public Comment:**

Shenk asked if any members of the public would like to address the Board or make a comment regarding items not on the January 8, 2026, Board agenda.

Kathleen Brehm addressed the Board regarding safety concerns associated with e-bicycles and other micro-mobility devices on the Rio Grande Trail (RGT). She noted that the speed, weight, and quiet operation of these devices present safety risks and emphasized the need for appropriate regulation and enforcement. Brehm recommended measures such as increased staff monitoring, enforcement in coordination with local law enforcement, and the installation of clear signage identifying speed limits and passing protocols. She expressed hope that safety improvements could be implemented by spring and thanked the Board for its consideration of the matter.

Shenk closed Public Comments at 8:43 a.m.

4. **Items Added to Agenda:**

Shenk asked if there were any items that needed to be added to the January 8, 2026, Board meeting Agenda.

No items were added to the January 8, 2026, Board Agenda.

5. **Board Member Comments**

Shenk asked if any Board members had any comments or questions regarding issues not on the January 8, 2026, Board meeting Agenda.

Richards provided an update on the ongoing “Entrance to Aspen” discussions, noting significant activity among multiple agencies and contractors. She reported that Jacobs Engineering is leading the re-evaluation of the Record of Decision, while the City of Aspen, RFTA, and the 21st Century Transportation Coalition are conducting research and evaluating strategies to address future congestion.

Richards emphasized the need for broader community outreach beyond the Coalition’s current scope and identified three key considerations: (1) Half-Penny Transportation Tax, which is dedicated to mass transit and would require repayment if bus lanes were converted to HOV, paid, or general traffic; (2) City of Aspen Open Space approvals, as the bus lanes were approved for mass transit use only and any change would require a public vote; and (3) federal grant conditions that ceded control of the bus lanes to the RFTA Board.

Richards noted that these factors may necessitate a greater level of involvement from the RFTA Board and staff than initially anticipated. She further recommended exploring advanced modeling tools, including AI-based transportation models, to more efficiently evaluate potential solutions and align with emerging smart city technologies.

Zalinski suggested considering the use of trail cameras to monitor bicycle types and classes along the Rio Grande Trail (RGT). She reported that preliminary review indicates this approach may be legally permissible and proposed it as a potential method for collecting data to inform future management decisions.

Francie Jacober noted that reappointments to the Garfield Clean Energy (GCE) Board are scheduled for the following week. She stated that there is currently no RFTA alternate appointed and indicated her understanding that RFTA prefers a Board member, rather than staff, to serve in that role. She requested discussion or direction to allow the GCE Board to proceed.

Kurt Ravenschlag stated that the reappointment of an RFTA Board member to the GCE and WMRHC is included on the agenda, and that the option of appointing an alternate member may be discussed at that time.

David Knight highlighted insights from the Zero Fare pilot program, including data on the percentage of discretionary riders, and emphasized the importance of RFTA's involvement in broader regional transportation solutions.

Colin Laird suggested engaging with organizations such as the 21st Century Coalition, the Colorado River Valley group, and the airport to elevate discussions regarding RFTA's role in addressing regional transportation challenges.

Richards emphasized the importance of engaging the 21st Century Coalition and other key stakeholders to improve understanding of RFTA's operations and investments. She noted that the recent Glenwood Springs facility tour for the Transportation Commission effectively highlighted the complexity of service delivery and suggested extending similar comprehensive presentations to these groups. Richards recommended developing a clear and concise overview of RFTA's assets and the scope of its annual budget to more effectively communicate the agency's value and its role in regional transportation

Shenk closed Board Comments at 8:57 a.m.

6. Consent Agenda:

A. Resolution 2026-01: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings – Nicole Schoon, Executive Assistant and Board Secretary

Notices of RFTA Board of Directors meetings will be posted at least 24 hours prior to the meeting at 1517 Blake Avenue, Suite 202, Glenwood Springs, Colorado 81601; on the RFTA website; and on bulletin boards at local jurisdictions.

A motion was made by Knight and seconded by Richards.

"I moved to approve Resolution 2026-01: Designating a Location for Posting Public Notices of RFTA Board of Directors Meetings."

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

7. Presentations/Action Items:

1. 2025 RFTA Year in Review – Kurt Ravenschlag, CEO

Ravenschlag highlighted RFTA's accomplishments for 2025.

Richards recommended distributing the Director's Report separately from the full Board packet to enable members to more easily share RFTA's accomplishments with their respective jurisdictions. Richards also advised the Board of two potential ballot initiatives, Propositions 125 and 126, which would reallocate Colorado Department of Transportation (CDOT) transit funding to road projects. She noted that such changes would eliminate support for services such as Bustang and reduce county-level transit funding. She emphasized that the measures could have significant adverse impacts on transit agencies and climate-related efforts statewide. Richards encouraged members to raise awareness and begin considering opposition strategies, noting that Club 20 has requested endorsements and that no organized opposition group currently exists.

Steve Smith acknowledged the significant ridership recovery since the pandemic and the subsequent steady growth. He inquired whether there is a method to determine if returning riders are the same individuals as prior to the pandemic or if the increase reflects new riders.

Ravenschlag responded that it is likely RFTA is serving a different mix of riders than before the pandemic. He noted that the region may have experienced an influx of new residents since that time, which could be contributing to the change in ridership patterns, but emphasized that it is difficult to determine this with certainty.

1. **Overview of 2026 RFTA Work Plan** – Kurt Ravenschlag, CEO

Ravenschlag highlighted the Objectives and Key Results (OKRs) identified for 2026 and emphasized the importance of aligning ongoing efforts with these strategic goals to ensure progress and accountability throughout the year.

Richards proposed forming a task force with partners such as Pitkin County and City of Aspen Open Space and Trails, law enforcement, and other stakeholders to address safety concerns on the Rio Grande Trail (RGT). Potential strategies include deputization for enforcement or data collection, use of trail cameras, and other resources, and she emphasized incorporating this effort into the 2026 objectives.

Knight added that the City of Glenwood Springs Transportation Advisory Commission has recently begun discussing trail safety and may have resources or ideas to contribute. He further noted that Eagle County Transit and Trails has an established trail safety program that could serve as a model or provide materials for consideration.

2. **Zero Fare Pilot Program Update** – David Johnson, Sustainability & Legislative Affairs Director

Michael Yang presented an overview of the Fare-Free Program, including its purpose and background, and reviewed key results from the pilot. His presentation summarized findings from the onboard survey, ridership trends, operational impacts, and proposed recommendations and next steps.

Matt Bruce provided a more detailed analysis of the Fare-Free Program, with a particular focus on the onboard survey results. He highlighted rider feedback and discussed data collected during the pilot period.

Richards raised concerns regarding the framing of the survey and emphasized the importance of evaluating the financial and service-related trade-offs associated with fare-free service. She recommended that these considerations be incorporated into long-range planning efforts. Richards also requested additional detail on local route usage and suggested that future surveys address increased service frequency and employer-supported pass programs. She expressed appreciation for the survey work and recommended that the presentation with additional clarifying details be provided to the Board separately.

Ravenschlag noted that systemwide ridership declined in November and December during the pilot period, raising concerns about evaluating the program during an anomalous ridership trend. He stated that, despite this, the survey results provided valuable operational insights, indicating that fare-free service could result in a 20–30% increase in demand, with greater impacts anticipated during the winter season. He added that these findings will inform future planning efforts.

Richards emphasized the importance of understanding trade-offs between investing resources in improved service and infrastructure versus pursuing fare-free service, which would eliminate revenue from riders and employers. Richards expressed concern about the financial implications of fare-free service, particularly given the potential decline in federal and state grants, and suggested incorporating these considerations into long-range planning. She also requested more details on local route usage during the pilot and highlighted the need for future surveys to include questions about costs and alternative options, such as increased service frequency or partnerships for employer-supported passes.

Laird commended the survey effort and its value to RFTA's master planning. He noted concerns regarding fare-free service and its financial implications, particularly employer contributions. Laird emphasized that existing surveys capture only rider feedback and recommended updating the regional travel pattern study last conducted in 2014 to reflect post-COVID changes in commuting behavior. He stressed that service frequency, rather than fare reductions, is the primary driver of ridership growth and encouraged staff to incorporate updated travel and traffic data into future planning efforts.

Knight stated that incremental actions, such as adjustments to pass structures, are valuable and can inform future master planning. He emphasized that any consideration of fare-free service should be evaluated from a systemwide perspective, accounting for factors such as traffic and regional access. Knight noted that the pilot

program has likely produced most of the insights available in its current form and recommended focusing on rider data, service frequency, and pass optimization. He concluded that a comprehensive system analysis will be necessary to determine the long-term role of fare-free service.

Zalinski shared her experience as a former RFTA rider, noting that she often drove to park-and-ride locations to access more frequent service. She emphasized that service frequency and capacity are key to improving rider experience and attracting commuters, and expressed interest in collecting additional data on how park-and-ride capacity affects ridership.

Ravenschlag reported that additional operational data was collected during the pilot, including park-and-ride capacity before and after implementation. He mentioned that anomalies were observed such as increased traffic volumes on Highway 82, which could be influenced by weather or other factors. Ravensschlag emphasized that this data will help inform future planning.

Zalinski emphasized the importance of understanding why non-riders do not use RFTA services and identifying factors that could encourage future use. She suggested conducting a community survey targeted to non-riders, noting that current surveys primarily reflect rider feedback, and recommended incorporating this effort into the master plan. Zalinski offered to assist with outreach in Glenwood Springs during upcoming community events and noted that localized surveys may provide more actionable insights than regional studies. She also emphasized the need to consider traffic originating west of RFTA's service area.

Richards expressed support for broader community surveys and recommended including questions related to congestion concerns and the public's willingness to support mitigation measures, such as paid parking, taxes to fund fare-free service, carpooling incentives, or HOV lanes. She emphasized the importance of understanding public priorities and trade-offs. Richards also highlighted the need to monitor economic trends in the valley and suggested establishing regular updates from local jurisdictions and businesses to inform financial projections. She further emphasized analyzing traffic patterns and vehicle types contributing to congestion to better understand regional transportation challenges.

8. [Board Governance:](#)

1. **Resolution 2026-02: Election of RFTA Board Officers for 2026** – Paul Taddune, General Counsel

Paul Taddune reminded the Board that, pursuant to the Bylaws, officers must be elected at the first Board meeting of the year. He noted that officer terms are one year in length, with a maximum of two consecutive terms. Taddune further stated that the current Board Chair, Greg Poschman and Vice-Chair, Alyssa Shenk each have one remaining year of eligibility should they choose to continue serving.

Shenk reported that he spoke with Poschman, who indicated his willingness to continue serving as Board Chair. Shenk also stated that she would be willing to continue serving in her current role.

A motion was made by Richards and seconded by Laird.

“I moved to elect Greg Poschman as Chair, Alyssa Shenk as Vice-Chair, Nicole Schoon as Board Secretary, and Michael Yang as Treasurer and Budget Officer for 2026.”

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

2. **Resolution 2026-03: Appointing a Board Director to the Western Mountain Regional Housing Coalition (WMRHC)** – Kurt Ravensschlag, CEO

Laird noted the value of having both elected officials and staff represented on the WMRHC, as this composition provides a balance between policy direction and logistical implementation. He stated that this mix has supported effective information sharing across jurisdictions, particularly on housing-related issues. Laird suggested adding a staff alternate to support David, ideally an individual with housing expertise, to help ensure continuity and collaboration between meetings.

Knight expressed support for designating himself or an appropriate delegate to participate.

Richards requested that meeting schedules for both groups be shared to allow members to attend as available. She highlighted the Colorado Association of Ski Towns' legislative housing efforts and stressed the importance of participating in WMRHC policy committee meetings to support housing-related initiatives.

Ravenschlag recommended that the RFTA staff alternate be himself or another staff member he delegates.

A motion was made by Zalinski and seconded by Richards.

"I move to appoint David Knight as the RFTA Board Member to the Western Mountain Regional Housing Coalition, as amended to include Ravensschlag, or a staff member delegated by Ravensschlag, as the RFTA alternate member."

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

3. Resolution 2026-04: Appointing a Board Director to the Garfield Clean Energy Board – Kurt Ravensschlag, CEO

Jacober recommended that the RFTA representative on the GCE be a staff member who works closely with the GCE Board members and the Clean Energy Economy for the Region (CLEER). She expressed support for designating herself or an appropriate delegate to participate.

Ravenschlag recommended that the RFTA staff alternate be himself or another staff member he delegates.

A motion was made by Zalinski and seconded by Laird.

"I moved to appoint Francie Jacober as the RFTA Board Member to the Garfield Clean Energy Board, as amended to include Kurt Ravensschlag, or a staff member delegated by Ravensschlag, as the RFTA alternate member."

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

9. [Information/Updates:](#)

A. CEO Report – Kurt Ravensschlag, CEO

Ravenschlag requested that Board members serving on the WMRHC and GCE provide periodic updates to RFTA staff regarding appointments and activities, so this information can be incorporated into Board agendas and used to keep the Board informed of developments within those committees.

Ravenschlag reported that December ridership declined by approximately 7.5 percent compared to the prior year, following a nearly 10 percent decrease in November. He noted that December typically experiences the highest ridership levels. Year-to-date ridership remains slightly higher overall. These trends are consistent across service groups, including RFTA, Aspen, Aspen Ski Company, and Glenwood Springs. Ravensschlag stated that staff are analyzing additional data to better understand ridership patterns, including regional economic indicators such as Pitkin County economic activity reports. He noted similar downward trends in the broader economy and an increase in automobile trips on Highway 82.

David Pesnichak noted that the recent ridership declines across multiple routes indicate broader factors beyond RFTA's service offerings. He observed that, despite increased service in December, including eight additional mid-valley BRT trips, ridership continued to decline. Pesnichak emphasized the importance of analyzing additional data sources, such as carpooling trends, Highway 82 traffic volumes, and regional economic indicators, to better understand the broader context. He identified potential contributing factors including immigration enforcement concerns, limited snowfall, and other regional dynamics.

Laird clarified that while Carbondale's circulator ridership dropped 7.4 percent in December compared to the prior year, the microtransit service recorded approximately 80,000 rides, indicating overall ridership in Carbondale has increased. He suggested working with staff to evaluate how both services can be operated as efficiently as possible.

Jacobson observed that fewer local residents appeared to ski in December, which may have contributed to lower ridership. She also referenced discussions in Pitkin County regarding a cooling valley economy and questioned the potential impact on ridership, noting changes in the real estate market as part of this broader trend.

Ravenschlag reported that operational readiness has declined as a result of a planned class of bus operators not materializing at the start of the winter season. Current staffing levels are approximately 104 percent, below the target range of 114–115 percent. He noted that a new operator class is currently underway and is expected to be in service by February. As a result, January and early February are anticipated to be lean periods; however, staff recovery is expected for the remainder of the winter season and in preparation for summer operations.

Ravenschlag proposed working with the Board over the next one to two months to develop a legislative agenda for RFTA. He noted that this agenda would provide guidance to staff and lobbyists on Board priorities, allowing for timely responses to emerging issues while ensuring continued alignment with Board direction.

10. Issues to be Considered at Next Meeting:

11. Next Meeting: 8:30 a.m. – 11:00 a.m.; February 12, 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 Zalinski.

“I moved to adjourn from the January 8, 2026, RFTA Board meeting.”

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

The January 8, 2026, RFTA Board Meeting adjourned at 10:48 a.m.

Respectfully Submitted:

Nicole R. Schoon
Secretary to the RFTA Board of Directors

RFTA BOARD OF DIRECTORS MEETING

“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6.1.

MEETING DATE	February 12, 2026
SUBJECT	Resolution 2026-05: First Amendment to CDOT Master Lease Agreement
STRATEGIC OUTCOME	1.0 ACCESSIBILITY AND MOBILITY 5.0 SATISFIED CUSTOMERS
STRATEGIC OBJECTIVE	1.2 Trail and transit users move safely, quickly and efficiently 5.1 Transit and trail experiences are enjoyable 5.7 Provide clean and well-maintained facilities, trails and equipment
PRESENTED BY	Ben Ludlow, Capital Programs Director
STAFF RECOMMENDS	Approve Resolution 2026-05 and authorize CEO to execute First Amendment to CDOT Master Lease Agreement #100873
EXECUTIVE SUMMARY	This is the first amendment to the CDOT Master Lease that was originally executed prior to the BRT implementation in 2011. Since that time there have been changes to land ownership and the addition of the 27 th St. Underpass.
BACKGROUND	<p>Amendment #1 to CDOT Master Lease No. 100873 updates and clarifies the premises and responsibilities associated with RFTA’s long-term use of State Highway 82 right-of-way for Bus Rapid Transit (BRT) infrastructure.</p> <p>The amendment makes four primary changes:</p> <ol style="list-style-type: none"> 1. Updates to the Premises Description <p>Adds Exhibit A-27 to incorporate the newly constructed 27th Street Underpass into the lease area.</p> <p>Removes Exhibits A-17 and A-18, formerly covering the Brush Creek Park & Ride, because this property was sold to Pitkin County and is no longer part of RFTA’s leased CDOT ROW.</p> 2. Updates to Responsibilities for Maintenance <p>Revises maintenance language to clarify that CDOT retains responsibility for CDOT-constructed systems (lighting, signals, electrical, drainage, etc.).</p> <p>Exception: RFTA assumes maintenance responsibilities for features specifically associated with the 27th Street Underpass, as detailed in Exhibit C (e.g., irrigation, landscaping, lighting, sidewalks, retaining walls, specific guardrail sections, graffiti removal).</p> 3. Updates to Restrictions on Permanent Structures <p>Revises Section 16 to ensure only those permanent structures shown in updated Exhibits A-1 through A-16 and A-19 through A-27, Exhibit B, and Exhibit C may exist within the SH 82 corridor</p>

	<p>4. Technical and Legal Updates</p> <p>Confirms authority of each party and clarifies signature, counterpart execution, and binding-party provisions.</p>
GOVERNANCE POLICY	<p>Policy 2.4 Asset Protection</p> <p>Policy 2.3 Financial Condition and Activities</p> <p>Policy 2.5 Financial Planning/Budgeting</p> <p>Policy 2.10 Board Awareness and Support</p> <p>Policy 4.2 Board Job Products (Budget and Policy Oversight)</p>
FISCAL IMPLICATIONS	None
EXHIBITS/ATTACHMENTS	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2026-05: First Amendment to CDOT BRT Master Lease Agreement 2. Exhibit 2: First Amendment to CDOT Master Lease Agreement 3. Attachment 1: First Amendment to CDOT Master Lease Agreement Exhibits 4. Attachment 2: 2011 CDOT BRT Master Lease Agreement

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-05**

FIRST AMENDMENT TO CDOT MASTER LEASE AGREEMENT

WHEREAS, Pitkin County, Eagle County, the City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to title 43, article 4, part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, the CDOT Master Lease was executed prior to the BRT implementation in 2011; and

WHEREAS, there have been changes to land ownership from Brush Creek Park and Ride to Pitkin County and the addition of the 27th St. Underpass; and

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

THAT, the amendment updates and clarifies the premises and responsibilities associated with RFTA’s long-term use of State Highway 82 right-of-way for Bus Rapid Transit (BRT) infrastructure.

THAT, the amendment incorporates the newly constructed 27th Street Underpass into the lease.

THAT, Exhibits A-17 and A-18, covering the Brush Creek Park & Ride, which was sold to Pitkin County, are removed.

THAT, CDOT retains responsibility for CDOT-constructed systems (lighting, signals, electrical, drainage, etc.).

THAT, RFTA assumes maintenance responsibilities for the 27th Street Underpass, as detailed in Exhibit C (e.g., irrigation, landscaping, lighting, sidewalks, retaining walls, specific guardrail sections, graffiti removal).

THAT, Section 16 ensures that only those permanent structures shown in updated Exhibits A-1 through A-16 and A-19 through A-27, Exhibit B, and Exhibit C may exist within the SH 82 corridor.

THAT, the amendment confirms authority of each party and clarifies signature, counterpart execution, and binding-party provisions.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of February, 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 February 12, 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 12th day of February, 2026.

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

**FIRST AMENDMENT TO MASTER LEASE AGREEMENT
STATE HIGHWAY 82**

THIS FIRST AMENDMENT TO MASTER LEASE AGREEMENT (this "Amendment") is made effective as of the date of execution by the last party to sign (the "First Amendment Effective Date") by and between the ROARING FORK TRANSPORTATION AUTHORITY ("Lessee") and the COLORADO DEPARTMENT OF TRANSPORTATION, an agency of the State of Colorado created pursuant to Section 43-1-101, et seq., C.R.S. ("Lessor").

RECITALS

A. WHEREAS Lessee and Lessor entered into that Master Lease Agreement dated December 12, 2011 (the "Agreement").

B. WHEREAS Lessee and Lessor desire to amend certain terms of the Agreement as set forth herein.

AGREEMENT

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the Parties, the Parties intending to be legally bound, agree as follows:

1. **RECITALS.** The recitals above are incorporated by reference.
2. **DEFINED TERMS.** Capitalized terms used but not defined in this First Amendment shall have the meanings specified in the Agreement.
3. **PREMISES, TERM, RENT.** Section 1 of the Agreement is hereby deleted in its entirety and replaced with the following:

1. **PREMISES, TERM, RENT**

(a) The Lessor hereby leases to Lessee the premises more fully described and depicted in Exhibits A-1 through A-16 and A-19 through A-27, which are attached hereto and made a part of this Lease. Exhibits A-17 and A-18 have been removed from the original Master Lease Agreement (property management lease number 100873) as a result of the sale of Brush Creek Park and Ride to Pitkin County. Exhibit A-27 has been added to the lease as a result of the construction of the 27th street underpass. The purpose of this Lease is to permit the improvements known as the BRT Improvements, depicted in Exhibit B, including BRT stations, bus shelters, queue bypass lanes, transit signal priority improvements and park-n-ride lots.

(b) **TO HAVE AND TO HOLD** the same, together with all appurtenances, unto Lessee, subject to the items set forth in 20 of this

Lease, for the term of thirty (30) years, beginning December 12, 2011, and ending December 12, 2041. The sum of Two Hundred Fifty Dollars (\$250.00) will be charged for the entire lease term.

4. MAINTENANCE, UTILITIES AND OTHER EXPENSES. The last sentence of Section 3 is hereby deleted in its entirety and replaced with the following:

All equipment, lighting, signal poles, electrical systems, signage, highway drainage and infrastructure constructed by CDOT within the bounds of the property described in Exhibits A-1 through A-16 and A-19 through A-26 are exempted from this Lease and are the sole responsibility of CDOT to maintain with the exception of the activities described for the 27th street underpass in Exhibit C and depicted in Exhibit A-27.

5. PERMANENT STRUCTURES. The first sentence of Section 16 is hereby deleted in its entirety and replaced with the following:

Except for the structures stated in this Lease pursuant to Exhibits A-1 through A-16 and A-19 through A-27, Exhibit B, and Exhibit C, which are attached hereto and incorporated herein by reference, no other new permanent structures of any kind shall be erected on or within the SH 82 Corridor by the Lessee without the express written prior permission of the Lessor.

6. AUTHORITY. Each party represents and warrants that it has the power and authority to execute this Amendment and that there are no third-party approvals required to execute this Amendment or to comply with the terms or provisions contained herein.

7. COUNTERPART EXECUTION. This First Amendment may be executed by original, facsimile, or electronic signatures and in any number of counterparts which shall be considered one instrument. Counterparts, signed facsimile, and electronic counterparts shall legally bind the Parties to the same extent as original documents.

8. PARTIES IN INTEREST. This First Amendment is binding upon and inures solely to the benefit of the Parties hereto, their respective successors and assigns, and no other person shall have or be construed to have any legal or equitable right, remedy or claim under any provision contained herein.

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RFTA BOARD OF DIRECTORS MEETING
“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6.2.

Meeting Date:	February 12, 2026
Subject:	Resolution 2026-06: Brush Creek Park-N-Ride Commercial Lease Agreement with Pitkin County
Strategic Outcome:	1.0 ACCESSIBILITY AND MOBILITY 5.0 SATISFIED CUSTOMERS
Strategic Objective:	1.2 Trail and transit users move safely, quickly and efficiently 5.1 Transit and trail experiences are enjoyable 5.7 Provide clean and well-maintained facilities, trails and equipment
Presented By:	Hannah Klausman, Planning Director
Staff Recommendation:	Approve Resolution 2026-06 and authorize CEO to execute Brush Creek Lease Agreement with Pitkin County subject to approval as to form by General Counsel.
Executive Summary:	The Brush Creek Park-N-Ride property has recently changed ownership from CDOT to Pitkin County. RFTA had a lease agreement with CDOT and is now executing a lease agreement with the new owner, Pitkin County, for continued use for transit and parking.
Background/Discussion:	The lease agreement with Pitkin County closely mirrors the previous CDOT lease with a few minor changes listed below. <ol style="list-style-type: none"> 1. 10-year Lease Term The proposed lease has a 10-year lease term which is an increase from the previous CDOT lease of 5 years. 2. Cancellation Notice The proposed lease stipulates that the Lease may be canceled by Lessee upon one hundred eighty (180) days notification to County. This is an increase from ninety (90) days in the previous CDOT lease. <p>All other use and maintenance protocol remain the same.</p>
Governance Policy:	Policy 2.4 Asset Protection Policy 2.3 Financial Condition and Activities Policy 2.5 Financial Planning/Budgeting Policy 2.10 Board Awareness and Support Policy 4.2 Board Job Products (Budget and Policy Oversight)
Fiscal Implications:	RFTA shall pay Pitkin County a fixed rent for the entirety of the Term of the Lease in the amount of a one-time payment of \$100.00. Payment shall be due upon execution of the Lease.
Exhibits/Attachments:	1. Exhibit 1 : Resolution 2026-06: Brush Creek Park-N-Ride Commercial Lease Agreement

- | | |
|--|--|
| | <ol style="list-style-type: none">2. Exhibit 2: Brush Creek Park and Ride Lease Agreement3. Attachment 1: Exhibits A, and B4. Attachment 2: 2005 Brush Creek Park and Ride Lease Agreement |
|--|--|

Director _____ moved adoption of the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2026-06**

BRUSH CREEK PARK-N-RIDE COMMERCIAL LEASE AGREEMENT WITH PITKIN COUNTY

WHEREAS, Pitkin County, Eagle County, the City of Glenwood Springs, the City of Aspen, the Town of Carbondale, the Town of Basalt, and the Town of Snowmass Village (the “Cooperating Governments”) on September 12, 2000, entered into an Intergovernmental Agreement to form a Rural Transportation Authority, known as the Roaring Fork Transportation Authority (“RFTA” or “Authority”), pursuant to title 43, article 4, part 6, Colorado Revised Statutes; and

WHEREAS, on November 7, 2000, the electors within the boundaries of the Cooperating governments approved the formation of a Rural Transportation Authority; and

WHEREAS, the Town of New Castle elected to join the Authority on November 2, 2004; and

WHEREAS, Brush Creek Park-N-Ride property has recently changed ownership from CDOT to Pitkin County; and

WHEREAS, RFTA had a lease agreement with CDOT and is now executing a lease agreement with the new owner, Pitkin County for continued use for transit and parking.

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

THAT, The proposed lease has a 10-year lease term which is an increase from the previous CDOT lease of 5 years.

THAT, The proposed lease stipulates that the Lease may be canceled by Lessee upon one hundred eighty (180) days notification to County.

THAT, All other use and maintenance protocol remain the same.

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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 12th day of February 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 February 12, 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 12th day of February 2026.

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



**SUMMARY OF BASIC LEASE TERMS
LEASE BETWEEN THE COUNTY OF PITKIN AND THE ROARING FORK
TRANSPORTATION AUTHORITY RE: BRUSH CREEK PARK-N- RIDE**

CONTRACT NUMBER

This Lease Summary made and entered into this ___ day of _____ 2026 between the Board of County Commissioners of Pitkin County, Colorado. (hereinafter referred to as "County"), whose address 501 E. Main Street, Aspen, CO 81611, and Roaring Fork Transit Authority (hereinafter referred to as "Lessee") whose address is 2307 Wulfsohn Rd, Glenwood Springs, CO 81601.

WHEREAS, the County is the owner of certain real property described in Exhibits A and B and known as the Brush Creek Park-N-Ride parking lot, located on 27.2 acres, on the east side of State Highway 82 across from Brush Creek Road that is currently used for transit and parking purposes, pursuant to that deed from the Colorado Department of Transportation as grantor and the County of Pitkin as grantee dated July 1, 2025 and recorded in the office of the Pitkin County Clerk and recorded on August 28, 2025, as Reception No 711486; and

WHEREAS, the CITY OF ASPEN, Colorado, the TOWN OF SNOWMASS VILLAGE, Colorado, the BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY and the ROARING FORK TRANSIT AGENCY, the predecessor to Lessee, entered into the Intergovernmental Agreement, Brush Creek Park-N-Ride Management, Maintenance and Use Plan dated May 23, 2005, (hereinafter "Park-N-Ride IGA"), a copy of which is attached as Exhibit C, and which the County as the successor to the Department of Transportation and Lessee as the successor to the Roaring Fork Transit Agency hereby affirm as in full force and effect.

NOW, THEREFORE, for and in consideration of the mutual agreement of the parties, and other good and valuable consideration, the adequacy and sufficiency of which is hereby acknowledged, the parties agree as follows:

WITNESSETH:

Section 1: Leased Premises

In consideration of the mutual covenants and agreements set forth herein and in the following full text of the Lease to which this Summary of Business Terms is attached, which Lease is made a part hereof by this reference, County does hereby lease to Lessee and Lessee does hereby rent from County the following described premises (referred to hereinafter as "Leased Premises"): See Exhibits A and B.

Section 2:

The term of this Lease shall commence on August 28, 2025 and shall expire on January 1, 2036 (the "Term") unless sooner terminated as provided herein.

Section 3:

(a) **Rent.** Lessee shall pay County a fixed rent for the entirety of the Term of the Lease in the amount of a one-time payment of \$100.00. Payment shall be due upon execution of the Lease.

(b) **Utilities/Maintenance.** This Lease shall be an absolute net lease with respect to the County, and Lessee shall provide and pay for all taxes, assessments, insurance, utilities and other operating costs and the cost of all maintenance, repairs and improvements, and all other direct costs, charges and expenses of any kind related to Lessee's improvements on the Leased Premises shall be borne by the Lessee and not by the County. Lessee shall maintain the Leased Premises in good repair and in tenantable condition free of trash and debris during the term of this Lease. County shall have the right to enter the Leased Premises at any time for the purpose of making necessary inspections.

Lessee shall only be responsible for the maintenance of Lessee's improvements constructed in connection with the permitted activities to the extent provided in the Park-N-Ride IGA and any applicable development agreements and will maintain and restore all damage to the County's property. County shall not be responsible for maintenance of Lessee's improvements.

Section 4: Business Use

It is understood and agreed that Lessee intends to use the Leased Premises for Lessee's transit service and associated transit activities including, but not limited to, promotional events, and other community activities. The Leased Premises may not be used for any other purpose without the specific written prior permission of County. Any other use of the Leased Premises that has not been approved by County shall constitute a material breach of this Lease and the County may at its option terminate the Lease, if Lessee does not cure or make a good faith effort to cure and proceed to remedy said breach to completion after thirty (30) days prior written notice of breach from County to Lessee.

County acknowledges that Lessee does not have police power and that the County's law enforcement agencies shall assist Lessee as appropriate with investigations into accidents, vandalism, interaction with homeless persons and disruptions caused by passengers riding Lessee's buses or unlawful disruptions and interference with Lessee's operations that occur within the County's jurisdiction.

Section. 5: Non-Exclusive Use of Leased Premises

It is understood and agreed that Lessee's use of the Leased Premises is non-exclusive. County reserves the right to grant to other tenants, licensees, or third parties the right to use or access the Leased Premises or any portion of the property, provided such use does not unreasonably interfere with Lessee's permitted use.



BRUSH CREEK PARK -N- RIDE COMMERCIAL LEASE

CONTRACT NUMBER

This lease, made and entered into this ___ day of _____ 2026, between the Board of County Commissioners of Pitkin County, Colorado (hereinafter referred to as “County”) and Roaring Fork Transportation Authority (hereinafter referred to as “Lessee”),

WITNESSETH:

ARTICLE I: Leased Premises

The County hereby leases to the Lessee, and the Lessee hereby rents from the County, the “Leased Premises” described in Section 1 of the Summary of Basic Lease Terms attached hereto and made a part hereof by this reference. Lessee acknowledges and agrees that its use of the Leased Premises is non-exclusive. The County reserves the right to grant to other tenants, licensees, or third parties the right to use or access the Leased Premises or any portion of the property, provided such use does not unreasonably interfere with Lessee’s permitted use.

ARTICLE II: Term

The term of this Lease is stated in Section 2 of the Summary of Basic Lease Terms, which is incorporated herein by reference.

ARTICLE III: Rent

The Lessee agrees to pay the County rent for the term of the Lease, which rent is specified in Section 3 of the Lease Summary of Business Terms, which is incorporated herein by this reference.

ARTICLE IV: Hold Harmless and Insurance

A. Hold Harmless. Lessee shall, to the extent permitted by law, hold harmless the County and its officers, officials, agents, and employees (hereinafter referred to as “County”) from and against any and all liabilities, claims, actions, damages, losses, or expenses including without limitation reasonable attorneys’ fees and costs, (hereinafter referred to as “claims”) for bodily injury or personal injury including death, or loss or damage to tangible or intangible property

caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of Lessee or any of its officers, directors, agents, employees or contractors, arising out of or related to Lessee's occupancy and use of the Leased Premises. In consideration for the use and occupancy of the Leased Premises, the Lessee agrees to waive all rights of subrogation against the County, its officers, officials, agents and employees for losses arising from the use, occupancy or condition of the Leased Premises.

- B. Non-Waiver. The parties hereto understand and agree that the County and Lessee are relying on, and do not waive or intend to waive by any provision of this Contract, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act et seq., as from time to time amended, or otherwise available to the County, and Lessee and their subsidiary, associated and/or affiliated entities, successors, or assigns; or their elected officials, employees, agents, and volunteers.
- C. Insurance for Public Entities. Notwithstanding subsection (a.) of this section, the Lessee, as a "public entity" within the meaning of the Colorado Governmental Immunity Act CRS 24-10-101, et seq., as amended (the "Act"), shall at all times during the term of this Lease maintain only such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the Act. Upon request by County, the Lessee shall show proof of such insurance satisfactory to County. Public entity Lessees are not required to name County as an Additional Insured.
- D. Waiver of Subrogation. County agrees that any insurance maintained by it on the Leased Premises or in connection with the provisions of the Lease shall contain a waiver of subrogation provision as against Lessee and, in addition, County hereby waives all right of recovery which it might otherwise have against Lessee, its agents, employees, invitees, or licensees for any loss or damage which is covered by such insurance notwithstanding that such loss or damage may result from the neglect or fault of Lessee, its agents, employees, invitees, or licensees. Lessee agrees that any insurance maintained by it on the Premises or in connection with the provisions of the Lease shall contain a waiver of subrogation provision as against County and, in addition, Lessee hereby waives all right of recovery which it might otherwise have against County, its agents employees, invitees, or licensees for any loss or damage which is covered by such insurance notwithstanding that such loss or damage may result from the neglect or fault of County, its agents, employees, or invitees.

ARTICLE V: Utilities, Maintenance and Repairs

Lessee shall maintain the Leased Premises as stated in Section 3 of the Summary of Basic Lease Terms. This Lease shall be an absolute net lease with respect to the County, and Lessee shall provide and pay for all taxes, assessments, insurance, utilities and other operating costs and the cost of all maintenance, repairs and improvements, and all other direct costs, charges and expenses of any kind related to Lessee's improvements on the Leased Premises shall be borne by the Lessee and not by the County.

ARTICLE VI: Prohibited Uses; Nuisance and Cleanliness

- A. Except for the structures stated in this Lease pursuant to Exhibits A and B, which Exhibits are attached hereto and incorporated herein by reference, no other new permanent structures of any kind shall be erected on or within the Leased Premises without the express written prior permission of the County. The County at the expense of the Lessee may immediately remove any such structure erected or moved upon the Leased Premises without the express written consent of the Lessee. Upon the termination of the Lease, all improvements to the Premises existing at the commencement of the Lease, and any improvements installed by Lessee during the Lease which cannot be removed without damage to the Premises, shall become the property of County and shall be surrendered with the Premises and as a part thereof.
- B. Lessee shall not use, occupy, or permit the Leased Premises or any part thereof to be used or occupied for any unlawful or illegal business, use, or purposes deemed by the County to be disreputable or hazardous, nor in such manner as to constitute a nuisance of any kind, nor for any purpose or in any way in violation of any present or future laws, rules, requirements, orders, directions, ordinances, or regulations of the United States of America, State of Colorado, County of Pitkin, or other municipal, governmental, or lawful authority whatsoever.
- C. A breach of any of the terms or conditions contained in this Article VI shall constitute a material breach of this Lease.

ARTICLE VII: County Not Liable For Damages

County shall not be liable to Lessee or to any other person whatsoever for any damage arising from the leakage, obstruction, interruption, failure or discontinuance of all or any part of any utility or utility system in or about the Leased Premises or the improvements, or from water, snow, ice or other materials being upon the Leased Premises, nor for any damage arising from any acts or neglect of the public.

ARTICLE VIII: Assignment and Subletting

Except as provided herein, Lessee shall not assign this Lease nor any interest herein, or encumber, mortgage or hypothecate this Lease or any interest herein, or permit the use of the Leased Premises by any person or persons other than Lessee, or sublet the premises in whole or in part without County's prior written consent. Any assignment, encumbrance, sublet, or occupancy change made or given or permitted in violation hereof shall be null and void and without force or effect and shall be deemed a breach of this entire Lease.

ARTICLE IX: Access to Premises

County and its authorized representative shall have the right to enter upon the Leased Premises at all times to inspect the same, make repairs, additions or alterations to the premises and for any lawful purpose.

ARTICLE X: Hazardous Materials

Subject to the Constitution of the State of Colorado and the limitations of the Colorado Governmental Immunity Act, and only as permitted by law, the Lessee agrees to defend and hold harmless the County and any employees, agents, contractors, and officials of the County against any and all damages, claims, liability, loss, fines or expenses, including attorney's fees and litigation costs, related to the presence, disposal, release or clean-up of any contaminants, hazardous materials or pollutants on, over, under, from or affecting the property subject to this Lease agreement, which contaminants or hazardous materials the Lessee or its employees, agents, contractors or officials has caused to be located, disposed, or released on the property. The Lessee shall also be responsible for all damages, claims and liability to the soil, water, vegetation, buildings or personal property located thereon as well as any personal injury or property damage related to such contaminants or hazardous materials.

ARTICLE XI: Eminent Domain

- A. If title to all of the Leased Premises be taken by any public or quasi-public use under any statute or by right of eminent domain, or by private purchase in lieu thereof, this Lease shall terminate as of the date that possession of said Leased Premises be taken.
- B. If any part of the Leased Premises shall be so taken and the remaining part thereof is reasonably suitable for Lessee's continued occupancy for the purposes and uses for which the premises are leased, this Lease shall, as to the part so taken terminate as of the date that possession of such part of the premises be so taken.
- C. All compensation awarded or paid upon such a total or partial taking of the fee of the Leased Premises shall belong to and be the property of the County.
- D. Each party agrees to execute and deliver to the other all instruments that may be required to effectuate the provisions thereof.

ARTICLE XII: Termination and Cancellation

- A. Termination: County agrees that it will not terminate this Lease as long as Lessee is in compliance with the terms and conditions contained herein.
- B. Cancellation. This Lease may be canceled by Lessee upon one hundred eighty (180) days notification to County that the mass transit improvements are no longer necessary, at which time Lessee shall be responsible for restoration of the Leased Premises to their original condition unless instructed by County to leave any of them in place. If this Lease terminates because the term of this Lease has expired or because County has terminated this Lease, Lessee shall be responsible for restoration of the Leased Premises to their original condition unless instructed in writing by County to leave any of them in place.

ARTICLE XIII: Fiscal Funding

Financial obligations of both County and Lessee after the current fiscal year are contingent on funds for that purpose being appropriated, budgeted and otherwise made available.

ARTICLE XIV: Waiver

One or more waivers of any covenant or condition by County shall not be construed as a waiver of a subsequent breach of the same or any other covenant or condition, and the consent or approval by County to or of any act by Lessee requiring County's consent, or approval shall not be deemed to waive or render unnecessary County's consent or approval to or of any subsequent similar act by Lessee. No waiver of any provision of this Lease shall be effective unless it is in writing and signed by the County.

ARTICLE XV: Holding Over

If Lessee should remain in possession of the premises after the expiration or other termination of the lease term and without executing a new lease, then such holding over shall be construed as a tenancy from month-to-month, and subject to all the conditions, provisions and obligations of this Lease insofar as the same are applicable to a month-to-month tenancy.

ARTICLE XVI: Surrender of Premises

All alterations, additions, and improvements, which may be made or installed by either of the parties hereto upon the Leased Premises shall be the property of the County upon the expiration or other termination of this Lease, unless County shall elect otherwise. In the event the County shall so elect, such alterations, installations, additions or improvements made by Lessee upon the Leased Premises as the County shall so elect shall be removed by the Lessee and Lessee shall restore the premises to its original condition at the commencement hereof normal wear and tear excepted, at its own costs and expense prior to the expiration or termination of the term thereof; or if the Lessee fails to do so, County, in addition to all of its other rights and remedies hereunder, may do so at the Lessee's expense. The Lessee's obligations to perform the covenants contained in this Paragraph of this Lease shall survive the expiration or other termination of this Lease.

ARTICLE XVII: Notices

Any notice required or permitted under this Lease shall be in writing and shall be provided by electronic delivery to the e-mail addresses set forth below *and* by one of the following methods 1) hand-delivery or 2) registered or certified mail, postage pre-paid to the mailing addresses set forth below. Each party by notice sent under this paragraph may change the address to which future notices should be sent. Electronic delivery of notices shall be considered delivered upon receipt of confirmation of delivery on the part of the sender. Nothing contained herein shall be construed to preclude personal service of any notice in the manner prescribed for personal service of a

summons or other legal process.

The addresses for the County and the Lessee for notice are as follows:

To County:
Board of County Commissioners of Pitkin County
c/o EOTC Director
76 Service Center Road
Aspen, CO 81611

With a copy to:
Pitkin County Attorney's Office
530 E. Main St., Suite 301
Aspen, CO 81611
attorney@pitkincounty.com

To Lessee:
Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, CO 81601
ATTN: Chief Executive Officer

With a copy to:
RFTA General Counsel
2307 Wulfsohn Road
Glenwood Springs, CO 81601

ARTICLE XIII: Attorney's Fees and Waiver of Right to Jury

In the event of any litigation or other action or proceeding between the parties hereto arising out of the performance or nonperformance of this Lease, or enforcement of any rights of remedies hereunder, including any indemnities herein contained, the substantially prevailing party shall be entitled in such litigation, action or proceeding to also recover as part of any judgment, award or other relief, its reasonable attorney's fees and costs incurred. The County and Lessee expressly waive any right which either may have to trial by jury of any dispute arising under this Lease relating to the issues of termination of this Lease and rights to possession of the premises.

ARTICLE XIX: Miscellaneous Provisions

- A. If any portion of this Lease shall be declared invalid or unenforceable, the remainder of the Lease shall continue in full force and effect.
- B. Where necessary to carry out the meaning hereof, the singular shall mean the plural, the plural the singular, and any gender shall apply to all genders.
- C. This Lease and the Lease Summary of Business Terms attached hereto constitute the total understanding of the parties with respect to the subject matter hereof and no modifications thereof may be made except in writing signed by both of the parties.
- D. This Lease and all agreements herein contained shall bind the parties hereto and their heirs, personal representatives, successors and assigns.
- E. Each term and each provision of this Lease shall be construed as, and shall have the same force and effect as though made in the form of a covenant.

- F. This Lease shall be construed in accordance with the laws of the State of Colorado. Jurisdiction for any disputes hereunder shall be in the courts in and of Pitkin County and the State of Colorado.
- G. Time is of the essence for the performance of any obligation contained in this Lease.
- H. The parties may execute this Lease in one or more counterparts, each of which shall constitute an original and all of which shall be one and the same agreement.
- I. This Lease, including all exhibits, supersedes any and all prior written or oral agreements and there are no covenants, conditions, or agreements between the parties except as set forth herein. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or affect whatsoever unless embodied herein in writing.
- J. The captions and headings used in this Lease are for identification only, and shall be disregarded in any construction of the lease provisions. All of the terms of this Lease shall inure to the benefit of and be binding upon the respective successors and assigns of both the County and the Lessee. If any portion, clause, paragraph, or section of this Lease shall be determined to be invalid, illegal, or without force by a court of law or rendered so by legislative act then the remaining portions of this Lease shall remain in full force and effect.
- K. Resolution of disputes or disagreements on any matter relating to this Lease shall be subject to a two-step process. Upon written notification of either party to the other party that a dispute exists, the matter shall first be submitted jointly to the representatives identified in Article XVII – Notice. These Parties shall collaborate to resolve the dispute. If a resolution cannot be achieved within thirty (30) day's time, the matter shall be submitted jointly to Lessee's CEO and County's Chief Engineer. The Parties agree that participation in each of these steps shall be a condition precedent to initiation of litigation, except in the case of emergency or other conditions that entitle either party to injunctive or emergency relief from a court of competent jurisdiction, in which event no participation in the foregoing dispute resolution process will be required.
- L. Subject to the Constitution of the State of Colorado and the limitations of the Colorado Governmental Immunity Act, 24-10-101, et seq., 10A C.R.S. (1987) and 24-30-1501, et seq., C.R.S., Lessee agrees to save and hold harmless the County for any liability for damage or loss to persons or property resulting from the Lessee's occupancy or use of the premises, as permitted by law, except to the extent that such damage is caused by County's own negligence or willful acts, or the negligence or willful acts of County's agents, servants or employees. The parties hereto understand and agree that liability for claims for injuries to persons or property arising out of the negligence of the County, its departments, institutions, agencies, boards, officials, and employees is controlled and limited by the Colorado Governmental Immunity Act. Any provision of this Lease, whether or not incorporated herein by reference, shall be controlled, limited and otherwise modified so as to limit any liability of the County and Lessee to the Colorado Governmental Immunity Act.

IN WITNESS WHEREOF, the parties have executed this Lease on the day and year first above written.

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

MEETING DATE	February 12, 2026
SUBJECT	RFTA’s 2026 Legislative Agenda and Communication Processes
STRATEGIC OUTCOME	7.0 HIGH PERFORMING ORGANIZATION
STRATEGIC OBJECTIVE	7.3 Proactively influence policy and legislative development that benefits public transportation to our region 7.7 Continually seek ways to improve business process and service delivery
PRESENTED BY	David Johnson, Director of Sustainability and Legislative Affairs Ashley Badesch, Sustainable Strategies
STAFF RECOMMENDS	Review proposed RFTA’s 2026 Legislative Agenda and provide feedback to staff.
EXECUTIVE SUMMARY	RFTA Staff and Sustainable Strategies DC (S2) have developed a proposed legislative agenda and communications protocols to respond to legislative policy issues and opportunities with greater clarity and efficiency, and for more effective communications with U.S. and State-level Members of Congress and staff. Drawing on S2’s experience as federal advocates for local governments and regional entities, S2 recommends that RFTA adopt an annual legislative agenda that defines RFTA’s funding and policy priorities. Consistent with the principles and priorities of the legislative agenda, S2 also recommends the following 4-tier communications protocols.
BACKGROUND	The following is an outline of RFTA’s proposed Legislative Agenda and Communications Processes, and how they work in concert to address legislative matters. Legislative Agenda -Guiding Principles and Policies The draft 2026 Legislative Agenda (attached) will serve as RFTA’s guidance for addressing and responding to legislative policies and for communicating with State and Federal lawmakers and staff, and to its advocacy partners. Efficient Communications, Consistent with Agenda Consistent with the principles and priorities outlined in the Agenda, RFTA staff will use the following approval thresholds to ensure timely communications while also maintaining appropriate board oversight. <ul style="list-style-type: none"> • Tier 1 – Routine Communications (thank yous, non-official updates to staffers, etc.): RFTA CEO, legislative affairs staff, and RFTA’s lobbyist shall issue Tier 1 communications (thank you notes, quick “heads ups” on potential policy issues, etc.) to US Members of Congress and staff. As a standard of practice across the local governments and regional entities S2 represents, S2 can communicate directly to staffers on issues related to funding requests and other key issues that would not rise to the level of a signed letter.

- **Tier 2 – Legislative Issues, Coalition Positions, or Regulatory Comments:** When these are in alignment with RFTA’s Legislative Agenda, communications will require approval by the CEO.
- **Tier 3 – High Profile Actions or Items not Covered by the Platform:** High-visibility and public-facing comments and policy actions, and sign-ons or regulatory comments that do not clearly align with RFTA’s Legislative Agenda will require Board approval.
- **Rapid-Response Protocol:** Two-day window for federal and state requests to ensure timely participation in important comment opportunities. Communication chain will be lobbyist → Director of Leg. Affairs + CEO → Board Chair/Vice Chair, following a written template for staff/S2 to summarize relevance, risks, and benefits.

Coordination with Partners

RFTA may work with CASTA, CTAA, CML, Club 20, APTA or other groups on advancing policies and communicating with State or Federal lawmakers and staff. This could be as range from signing a letter of support or opposition to testifying at the State or Federal level. This coordination will follow the 4-tier structure. For instance:

- **Tier 1** – RFTA may sign-on to a thank-you to staff jointly with CASTA or may ask CASTA to thank staffers on RFTA’s behalf.
- **Tier 2** – RFTA may work with CASTA on developing positions or comments on an active bill. Final action will require approval by CEO.
- **Tier 3** - CASTA may ask RFTA (or vice-versa) to address a high-profile action. This coordination will require Board approval. IF the matter is outside of RFTA’s Legislative Agenda, RFTA may defer to CASTA for advocacy. RFTA and CASTA may work on joint testimony.
- **Rapid Response:** If for instance, CASTA requests action from RFTA on short notice, Communication chain will be lobbyist → Director of Leg. Affairs + CEO → Board Chair/Vice Chair, following a written template for staff/S2 to summarize relevance, risks, and benefits.

RFTA asks that its member jurisdictions advocate on RFTA’s behalf in their legislative-related communications and activities.

Application to Current Legislation

RFTA intends to act on the following three legislative issues, in accordance with the guidance herein (Principles and Policies, Communications Protocols, Partnerships):

1. **HR 4924 Rails to Trails Landowner Rights Act:**
 - a. **Summary:** Federal legislation that would expand landowner approval and compensation requirements for railbanked corridors, increasing administrative and legal constraints on corridor managers and posing risks to long-term rail corridor preservation.
 - b. **Status:** Introduced August 8, 2025, Referred to the House Committee on Natural Resources. No further activity.
 - c. **Application to Legislative Agenda:** The proposed requirements for approval, compensation, administration and legal matters violate #2: Allow RFTA to maintain and expand its services.
 - d. **Proposed Response:** The Bill remains stalled in committee since August 2025. At this point, consistent with Tier 1 communications, the CEO will email

Representative Hurd and his staff expressing RFTA's concerns and opposition. If the Bill emerges from Committee and is being meaningfully advanced, it will elevate to a high-profile legislative matter (Tier 3), at which point, RFTA would involve the Board in reviewing communications and possibly meeting with lawmakers.

2. Transit Access Bill

- a. **Summary:** This State of Colorado draft bill requires covered transit agencies to implement the following practices to increase transit access:
 - Low-income fare discount programs;
 - Expanded rider information requirements;
 - Partner pass programs for individuals experiencing homelessness;
 - Language access initiatives; and
 - Minimum standards for restroom access on long-haul routes
- b. **Status:** Draft text circulated in September 2025; bill not formally before the legislature
- c. **Application to Legislative Agenda:** Relies on prescriptive, unfunded mandates that will strain local transit agencies and limit flexibility to design solutions that respond to local needs. As such, it violates #1 Support RFTA's financial sustainability and #2 Allow RFTA to maintain and expand its services.
- d. **Proposed Response:** This bill is still in emerging and therefore at a Tier 1 level. As such the CEO will email Senator Marc Catlin, Representative Elizabeth Velasco, and Representative McCluskie to express RFTA's concerns and opposition to this draft bill. If this bill progresses to be assigned a number, referred to a committee for hearings, and receives enough votes to be moved to the floor for debate, it could elevate to Tier 2 or Tier 3 throughout this process, and RFTA will adjust its communication plan accordingly. RFTA will work with CASTA on this matter. For instance. CASTA may request to incorporate RFTA's comments and findings into CASTA's advocacy efforts in opposing the bill.

3. Increase Transportation Funds for Road Transportation and Decrease Funds for Other Forms of Transportation Amendment (Proposition 175)

- a. **Summary:** This is an active effort in Colorado to place a proposition on the November 3, 2026, ballot that would increase the amount of state revenue dedicated to road transportation and decrease funding for other transportation-related services and programs provided by the state and local governments.
- b. **Status/Sponsors:** This citizen-initiated ballot measure was filed by Michael Andre Hancock and Donna Kim Wade on November 7, 2025, and cleared for signature gathering, with signatures due by May 27, 2026.
- c. **Application to Legislative Agenda:** This proposed amendment would constitutionally redirect Colorado transportation revenues toward road and bridge funding at the expense of funding for public transit, multimodal transportation programs, and related services. As such, it violates #1 Support RFTA's financial sustainability and #2 Allow RFTA to maintain and expand its services.
- d. **Proposed Response:** This ballot measure is only cleared for signature gathering. At this point it is a Tier 1 matter. The CEO will email Senator Marc Catlin, Representative Elizabeth Velasco, and Representative McCluskie, to express RFTA's concerns and opposition to this ballot initiative. If enough signatures are gathered to place the proposition on the November 2026 ballot,

	RFTA will discuss next steps with the Board, including working with CASTA on providing testimony against the measure.
GOVERNANCE POLICY	Policy 4.2.4 Job Products states: The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization’s regional goals and the organization’s ability to achieve its Ends.
FISCAL IMPLICATIONS	None
EXHIBITS/ATTACHMENTS	<ol style="list-style-type: none"> 1. Exhibit 1: Draft Legislative Agenda 2. Attachment 1: Presentation

Legislative Agenda 2026

Core Principles

RFTA will advance federal and state policies that align with RFTA's mission to **connect the region with transit and trails** and that support RFTA's ability to **maintain, improve, and expand its fleet, facilities, and operations** in a region with growing multimodal transportation needs.

RFTA's advocacy efforts will align with the agency's core values of **Integrity, Respect, Excellence, Accountability, Collaboration, Adaptability and Stewardship**.

Legislative Priorities

Identify and secure long-term funding to support or advance:

1. RFTA's Strategic Outcome areas
2. Maintenance, operations, and priority capital projects to maintain a state of good repair
3. The delivery of reliable, accessible, and affordable public transportation
4. Fleet, facilities, and technology modernization, replacement, and expansion
5. Workforce recruitment, training, development, retention, safety, wellness, and well-being
6. Achieving compliance with federally mandated regulations

Advocate for laws, regulations, policies, and actions that:

1. Support RFTA's financial sustainability
2. Allow RFTA to maintain and expand its services
3. Support innovative initiatives, partnerships, and investments that benefit public transit and increase ridership
4. Support adequate funding for the Highway Trust Fund and preserve dedicated transit funding allocations
5. Reduce regulatory barriers to efficiently develop and deliver projects and services
6. Support the provision of low/no emission bus and paratransit vehicle service

RFTA BOARD OF DIRECTORS MEETING
“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 8.1.

CEO REPORT

TO: RFTA Board of Directors
FROM: Kurt Ravenschlag, CEO
DATE: February 12, 2026



Glassier Open Space / PCOST Letter of Support

RFTA’s CEO plans to provide a letter of support for Pitkin County Open Space and Trails (PCOST) as it undertakes a preservation and restoration project at the Glassier Farmstead, also known as the Glassier Open Space, located on Hook’s Spur Road near Emma. PCOST is seeking History Colorado grant funding to stabilize and restore the historic barn adjacent to the farmhouse. The site is easily accessible from the Rio Grande Trail and presents an opportunity to enhance the trail user experience while preserving an important historic resource in the mid-valley.

Per Pitkin County’s website: “Set within the heart of the middle Roaring Fork Valley’s historic agricultural corridor, Glassier Open Space reflects more than a century of farming and ranching. First settled in the late 1800s by the Glassier family and shaped by generations of Italian immigrant farmers, the 137-acre property includes a distinctive 1904 brick farmhouse, early log buildings, and irrigated fields that once produced hay, cattle, and the region’s famed potatoes.

The ranch was purchased with funding from the Town of Basalt, the Mid-Valley Trails Committee, Great Outdoors Colorado, and Pitkin and Eagle Counties. Today, the ranch is protected through a partnership between Pitkin and Eagle Counties. Preserving the farmstead is important not only for its agricultural and scenic character, but also for its cultural significance as a rare, intact example of early homesteading life and mid-valley Italian heritage.”

More about the project can be found on Pitkin County’s website here:

[Glassier Farmstead Historic Preservation | Pitkin County, CO](#)

Town of Silt Pedestrian / Bicycle Overpass Letter of Support

RFTA’s CEO plans to provide a letter of support for the Town of Silt in support of a proposed elevated pedestrian and bicycle overpass across Interstate 70 (I-70). The project is intended to improve safety by eliminating conflicts between vehicles and non-motorized users, enhance multimodal transportation options, and strengthen connectivity between the north and south sides of the community.

The Town of Silt and CDOT began working together on the overpass design following a fatal pedestrian accident on the 9th Street Bridge in 2018. The community is physically divided by the Colorado River, I-70, and the Union Pacific Railroad (UPRR), which together create significant barriers to safe movement. Northern Silt includes downtown, municipal facilities, the Roaring Fork Transportation Authority bus stop, and the majority of the Town’s residential housing, businesses, and parks. Southern Silt is home to a tiny home community housing nearly 100 residents, a KOA campground, riverfront open space and dog park, lodging, and employment opportunities. The proposed overpass would provide a dedicated, grade-separated connection between these areas, improving access to services, transit, recreation, and jobs.

More about the project can be found on Town of Silt’s website here:

silti70.com

Garfield Clean Energy Letter of Support

RFTA's CEO plans to provide a letter of support to GCE for the Colorado Energy Office's Impact Accelerator grant program. GCE is seeking grant funding for policy development and project funding for clean transportation, multimodal improvements and clean energy projects.

The region's high cost of living means that many residents in our area do not have the funds on their own to install energy efficiency measures, but would not qualify for other state and federal programs. The project funding also supports outreach to employers to provide incentives to employees to use multimodal transportation.

More about Garfield Clean Energy can be found at [Welcome to Garfield Clean Energy - Garfield Clean Energy](#).

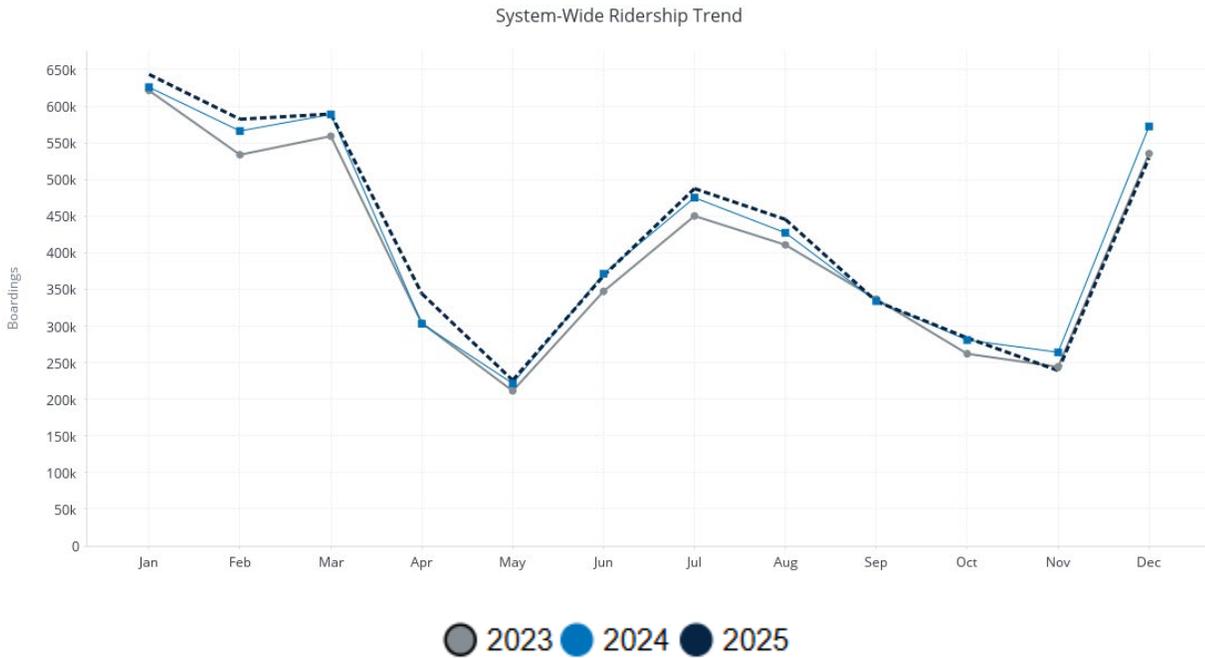
Rio Grande Trail Corridor Safety

Following directions provided during the January 2026 Board meeting, RFTA staff has initiated the formation of a dedicated task force to address trail safety, with a specific focus on e-bike management.

Staff are currently finalizing the Objectives and Key Results (OKR) framework and a work plan to ensure the task force operates with clear metrics and defined milestones. We will report progress back to the Board at key intervals over the coming months.

RFTA Ridership Impact Analysis

Local ridership on RFTA is influenced by a range of external factors, including regional economic conditions, seasonal travel demand, remote work patterns, and broader shifts in travel behavior across the agency’s 70-mile service area. Although total system-wide ridership in 2025 increased slightly compared to 2024, this net gain masks a notable downturn toward the end of the year. Ridership declined consistently during the final three months of 2025 relative to the same period in 2024, including during the Zero Fare period, indicating a late-year softening in demand. The chart below illustrates monthly ridership trends for 2023, 2024, and 2025 by month.



This decline appears to reflect a confluence of economic softening, changing travel preferences, and reduced seasonal demand throughout the Roaring Fork Valley.

Traffic volumes on State Highway 82 increased by 4 percent at South Glenwood Springs and 2 percent near Snowmass, suggesting a modest shift toward private vehicle travel.¹ Lower gasoline prices (down 8.7 percent statewide) likely reinforced this trend, particularly for discretionary and shorter local trips where driving may be perceived as more convenient.²

At the same time, Pitkin County experienced measurable economic contraction. Building permits declined by 18 percent from 2024,³ total annual sales tax fell by 17 percent, the first annual decrease since 2020⁴, and population decreased by 4.2 percent between 2020 and 2024.⁵ Together, these trends indicate a reduced resident and workforce base for transit use.

While Aspen recorded a 12 percent increase in sales tax revenue, other indicators point to underlying softness in visitation. Lodging and short-term rental tax revenues declined in September, commercial air service was reduced in October, and shoulder-season tourism weakened.⁶ Hotel occupancy in Aspen and Snowmass declined year over year by

¹ CDOT Online Transportation Information System, Traffic Data [Traffic Data Explorer](#)

² The Global Statistics [Average Gas Prices by State in US 2025 | Statistics & Facts – The Global Statistics](#)

³ Pitkin County Community Development Dashboard, [Building Permits](#)

⁴ Pitkin County Sales Tax Collections, [Retail Sales](#)

⁵ U.S. Census Bureau, "American Community Survey 5-Year Estimates" [U.S. Census Bureau QuickFacts: Pitkin County, Colorado](#)

⁶ Pitkin County Economic Performance Indicator Report Q4 2025, [Economic Indicator Report | Q4 2025](#)

5.3 percent in December and was down 4.1 percent for the winter season to date.⁷ Similarly, Glenwood Springs hotel occupancy through October 2025 declined by 2.2 percent and is expected to close the year down approximately 5 percent, with out-of-state visitation down 5.3 percent compared to 2024.⁸

Additional indicators reinforce reduced shared travel demand. Aspen carpool permit activity declined overall in fall 2024, and RFTA employer bus pass purchases remained essentially flat between the Winter 2024/25 and Winter 2025/26 seasons. Compounding these factors, exceptionally low statewide snowpack—near the 5th percentile—likely suppressed early winter recreation trips that traditionally support transit ridership.

Although Garfield County and the City of Glenwood Springs experienced population growth and stable local sales tax revenues, this growth was insufficient to offset the combined effects of reduced tourism, slower construction activity, lower fuel prices, and shifting travel behavior. Collectively, these factors likely contributed to the observed decrease in local ridership on RFTA.

Conclusion

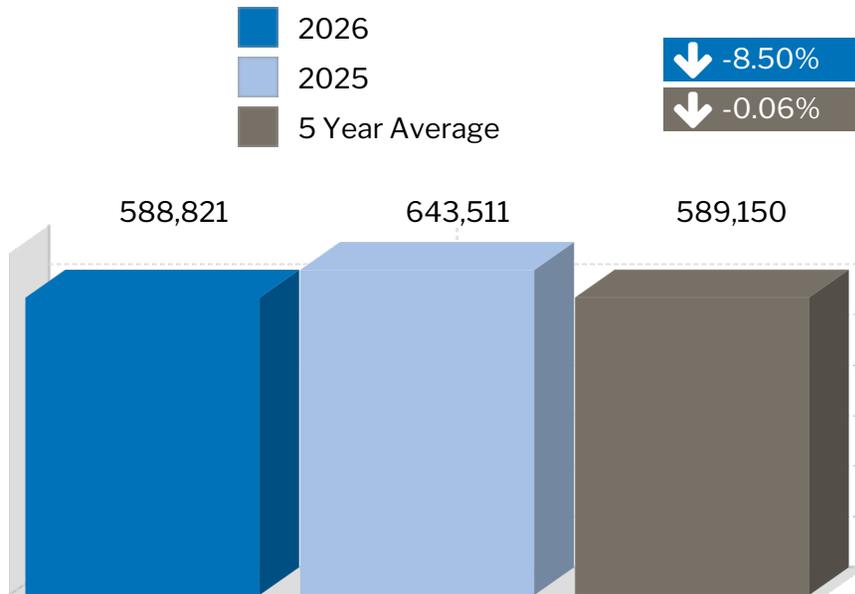
RFTA recognizes that the data currently available captures only part of a complex and evolving picture. Ridership trends are influenced by overlapping economic, seasonal, and behavioral dynamics that may not be fully reflected in any single indicator. Staff will continue to monitor available data sources including traffic volumes, economic conditions, tourism metrics, and transit usage patterns, to better understand the relative influence of these factors and to more clearly identify longer-term trends contributing to changes in local ridership over time.

⁷ Aspen Chamber Organization, *Reservations Activity Report, December 31, 2025*. [SAS Executive Summary 2025 12 31.pdf](#)

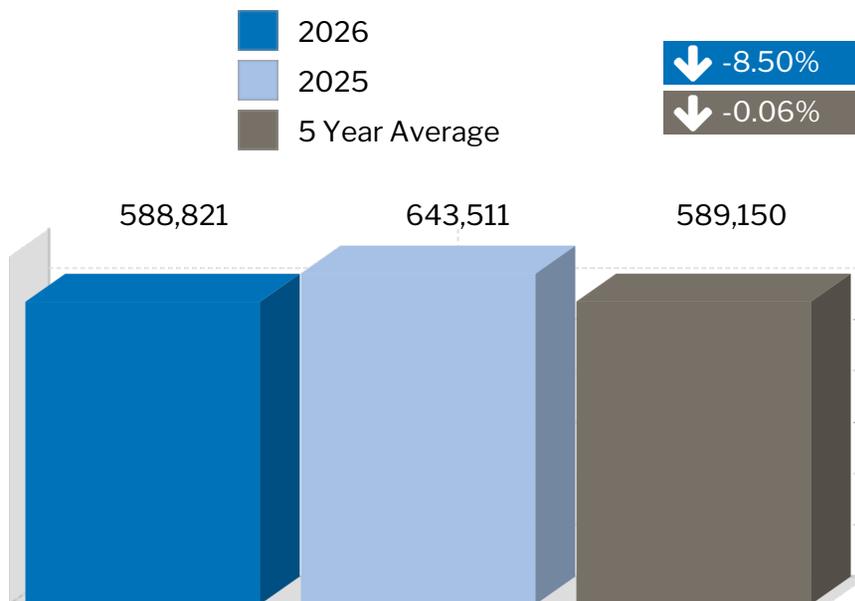
⁸ City of Glenwood Springs Interactive Economic Profile, [Microsoft Power BI](#)

Ridership Performance Metrics

January Ridership

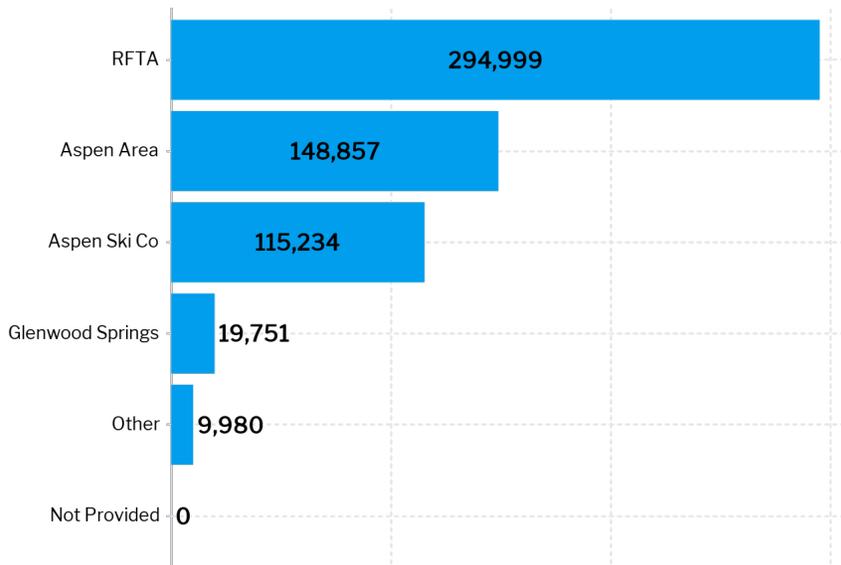


January Year-to-Date Ridership



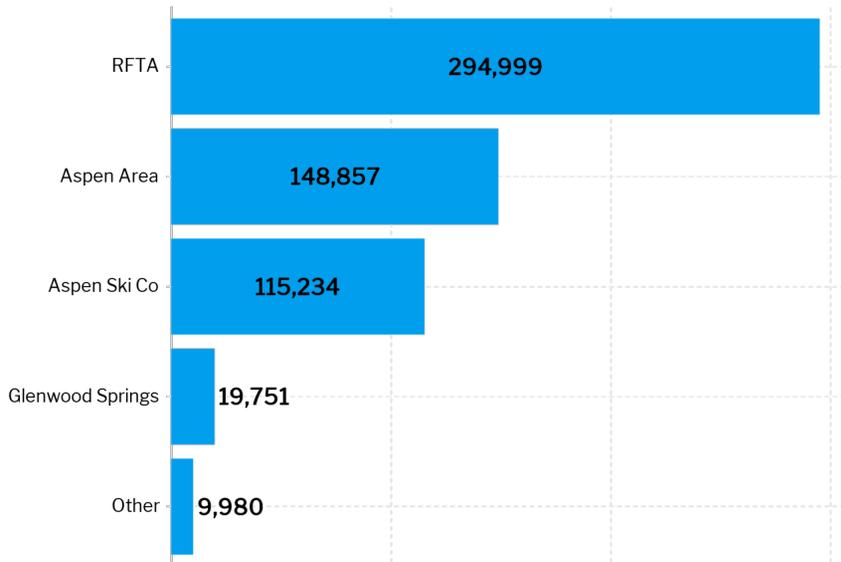
January 2026 Ridership

588,821 Boardings



January Year-to-Date 2026 Ridership

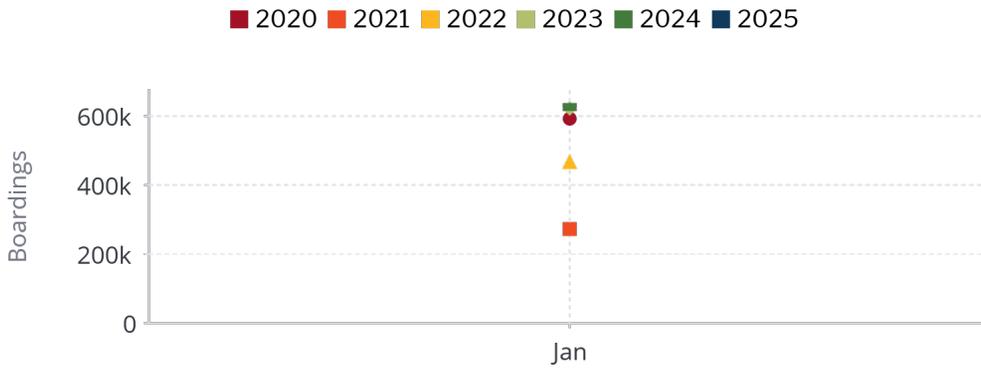
588,821 Boardings



- **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

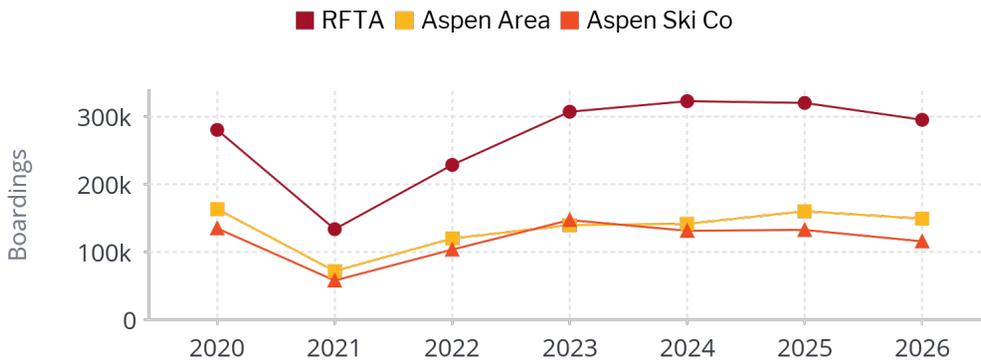
Ridership by Month Year-to-Date

(Jan)



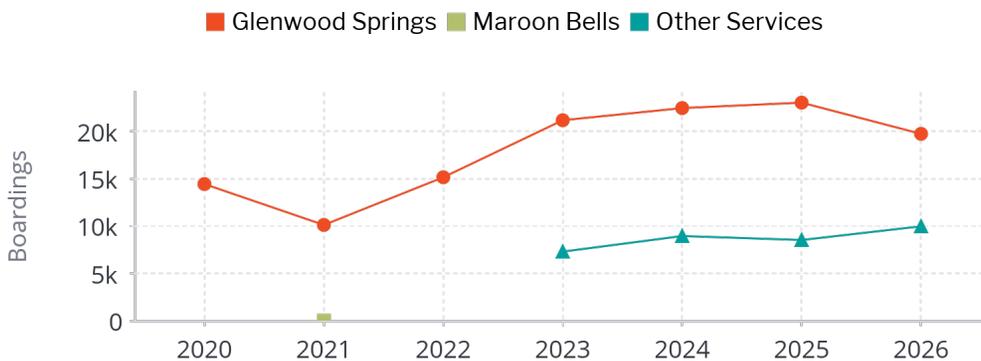
Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan)



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

(Jan)



- **RFTA:** BRT, Carbondale Circulator, Hogback, Local Valley, Snowmass-Valley, Snowmass/Aspen, Snowmass/Intercept
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- **Other:** Music School (Burlingame), Jazz Aspen Snowmass, X Games

Ridership Rankings - January

Route	2025	2024	% Change
VelociRFTA	116,950	121,914	-4.1%
Local Valley	78,724	86,278	-8.8%
Snowmass/Aspen Ski	77,974	91,114	-14.4%
Castle Maroon	52,703	57,547	-8.4%
Snowmass/Aspen	46,394	53,776	-13.7%
Hunter Creek	41,890	41,586	0.7%
Ride Glenwood	19,751	23,051	-14.3%
Buttermilk	19,140	19,066	0.4%
Aspen Highlands Ski	18,120	21,948	-17.4%
Burlingame	17,692	17,682	0.1%
Hogback	16,055	17,962	-10.6%
Snowmass-Valley	13,926	15,532	-10.3%
Carbondale Circulator	12,449	13,888	-10.4%
Aspen Highlands Direct	11,363	13,295	-14.5%
X Games	9,980	8,532	17.0%
Snowmass/Intercept	9,836	10,113	-2.7%
Cemetery Lane	9,387	10,233	-8.3%
Galena Street	9,369	8,103	15.6%
Mountain Valley	4,752	9,294	-48.9%
Cross Town	1,701	2,061	-17.5%
Woody Creek	665	536	24.1%
	588,821	643,511	-8.5%

Ridership Rankings - January Year-to-Date

Route	2025 YTD	2024 YTD	% Change
VelociRFTA	116,950	121,914	-4.1%
Local Valley	78,724	86,278	-8.8%
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Passengers per Hour Rankings - January

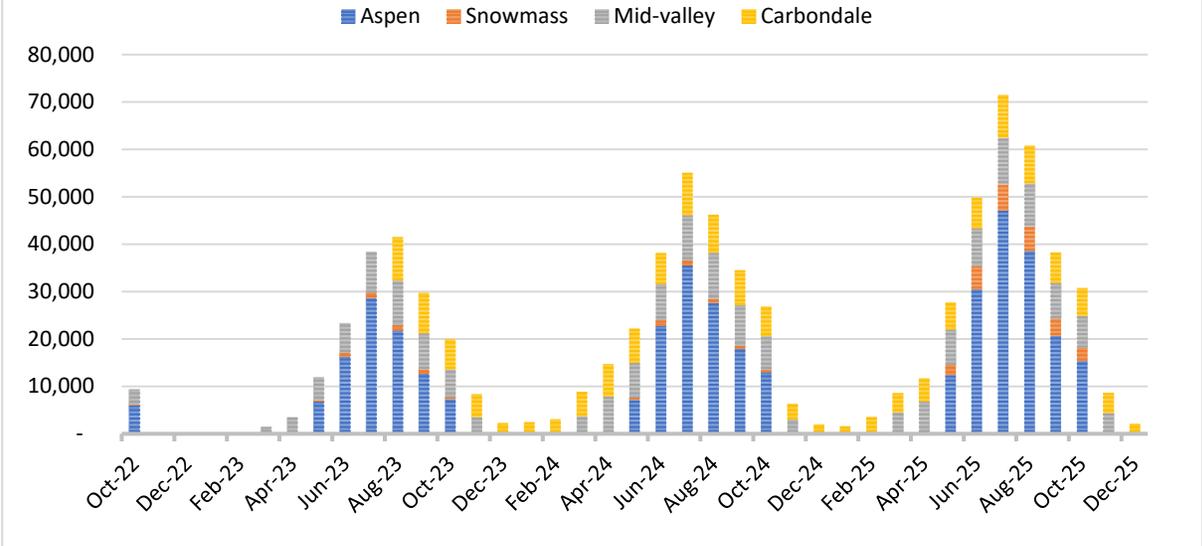
Route	2025 YTD	2024 YTD	% Change
X Games	135.05	118.34	14.12%
Hunter Creek	68.99	68.24	1.10%
Castle Maroon	35.62	38.48	-7.45%
Aspen Highlands Ski	32.25	39.00	-17.31%
Buttermilk	30.90	31.37	-1.49%
Snowmass/Aspen Ski	29.34	34.87	-15.85%
Snowmass-Valley	27.92	30.88	-9.57%
Aspen Highlands Direct	26.60	32.18	-17.35%
Snowmass/Aspen	26.59	30.90	-13.96%
Ride Glenwood	25.66	29.79	-13.85%
Snowmass/Intercept	24.58	24.80	-0.89%
Carbondale Circulator	24.38	27.18	-10.31%
Burlingame	23.40	23.57	-0.75%
VelociRFTA	17.99	19.00	-5.32%
Galena Street	17.24	17.09	0.84%
Local Valley	15.75	17.23	-8.55%
Cemetery Lane	15.54	16.94	-8.25%
Hogback	12.09	14.29	-15.42%
Mountain Valley	7.92	15.42	-48.65%
Cross Town	3.62	4.46	-18.77%
Woody Creek	1.77	1.40	25.71%
	22.20	24.50	-9.40%

Passengers per Hour Rankings - January Year-to-Date

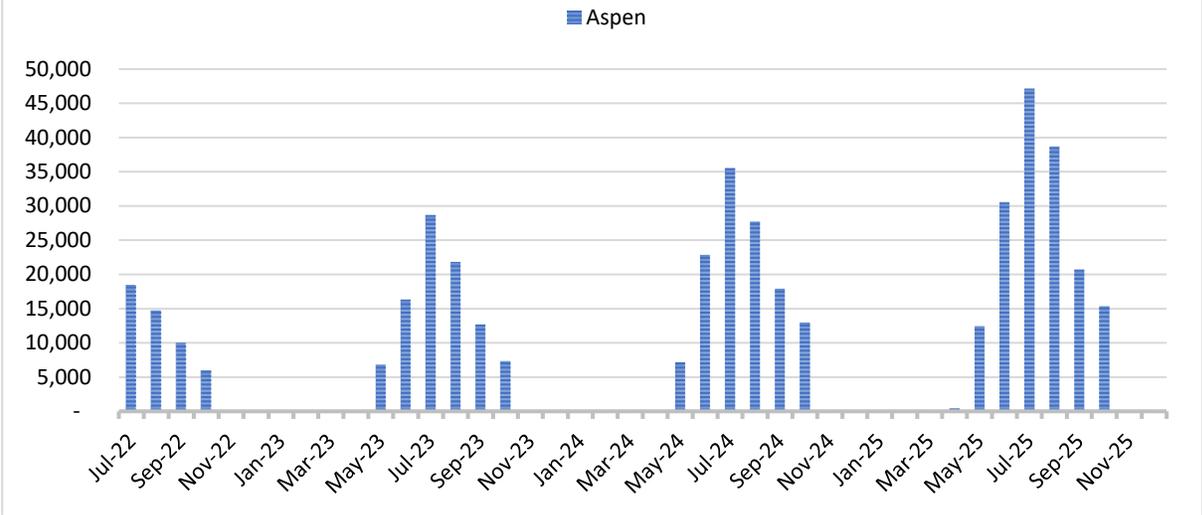
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Castle Maroon	35.62	38.48	-7.45%
Aspen Highlands Ski	32.25	39.00	-17.31%
Buttermilk	30.90	31.37	-1.49%
Snowmass/Aspen Ski	29.34	34.87	-15.85%
Snowmass-Valley	27.92	30.88	-9.57%
Aspen Highlands Direct	26.60	32.18	-17.35%
Snowmass/Aspen	26.59	30.90	-13.96%
Ride Glenwood	25.66	29.79	-13.85%
Snowmass/Intercept	24.58	24.80	-0.89%
Carbondale Circulator	24.38	27.18	-10.31%
Burlingame	23.40	23.57	-0.75%
VelociRFTA	17.99	19.00	-5.32%
Galena Street	17.24	17.09	0.84%
Local Valley	15.75	17.23	-8.55%
Cemetery Lane	15.54	16.94	-8.25%
Hogback	12.09	14.29	-15.42%
Mountain Valley	7.92	15.42	-48.65%
Cross Town	3.62	4.46	-18.77%
Woody Creek	1.77	1.40	25.71%
	22.20	24.50	-9.40%

BIKESHARE

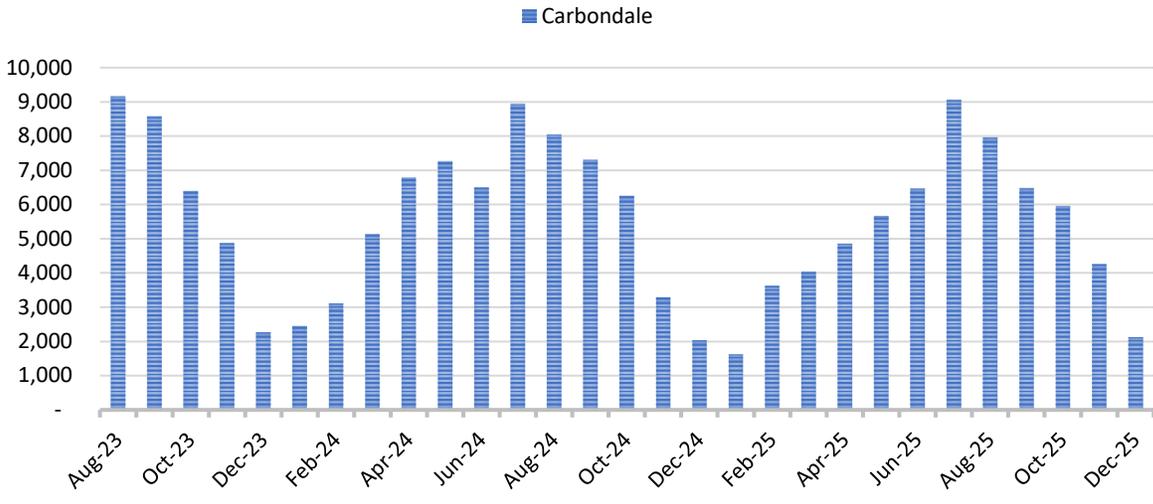
WE-CYCLE MONTHLY TRIPS



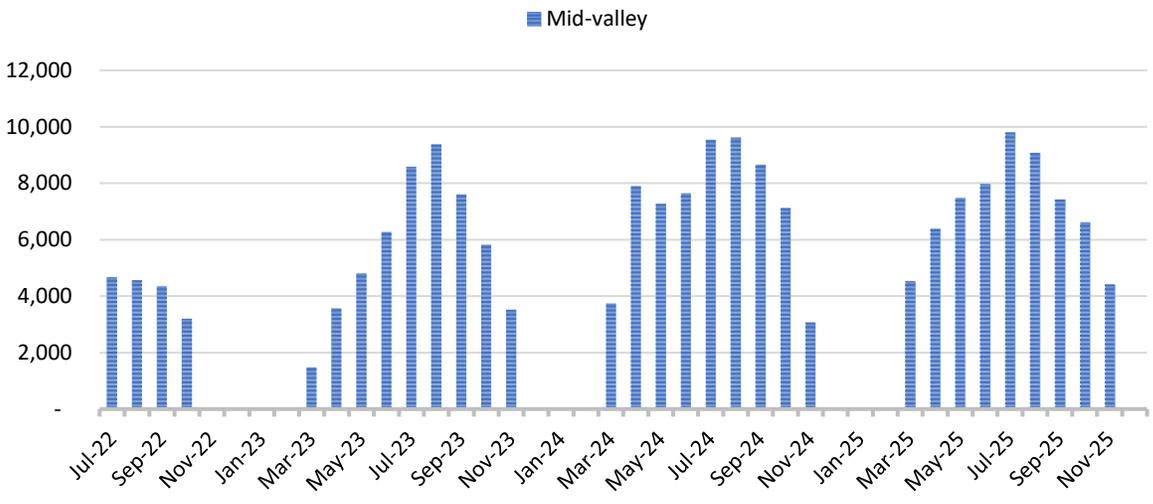
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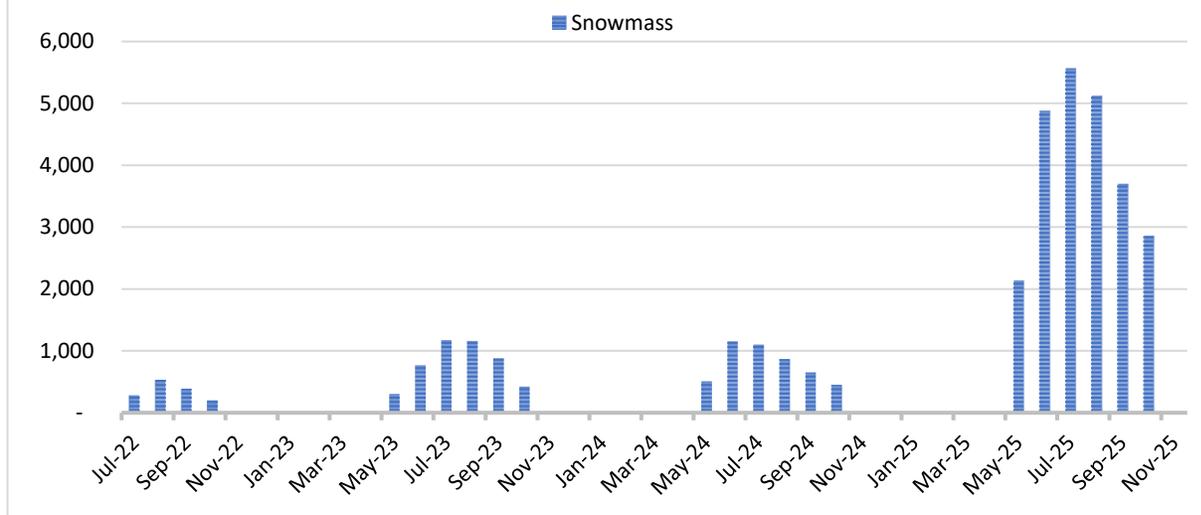
WE-CYCLE MONTHLY TRIPS



WE-CYCLE MONTHLY TRIPS



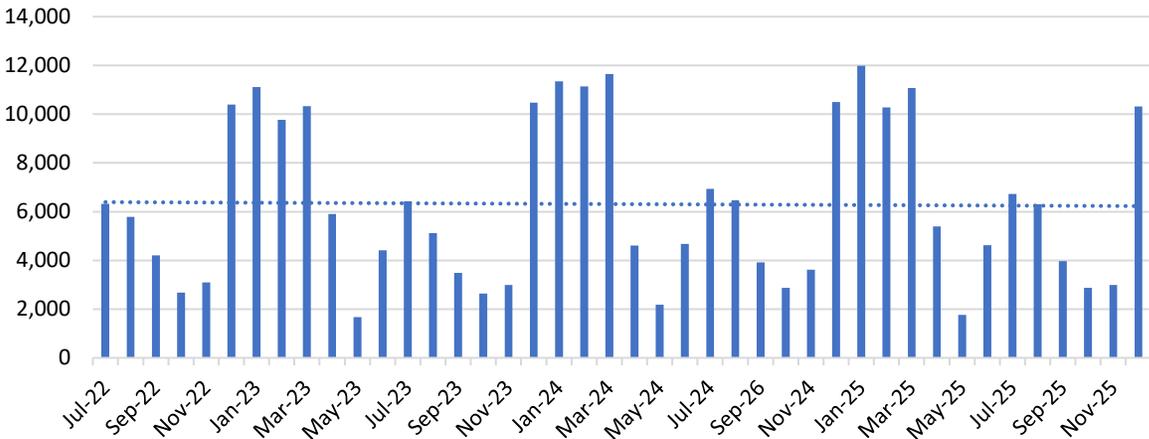
WE-CYCLE MONTHLY TRIPS



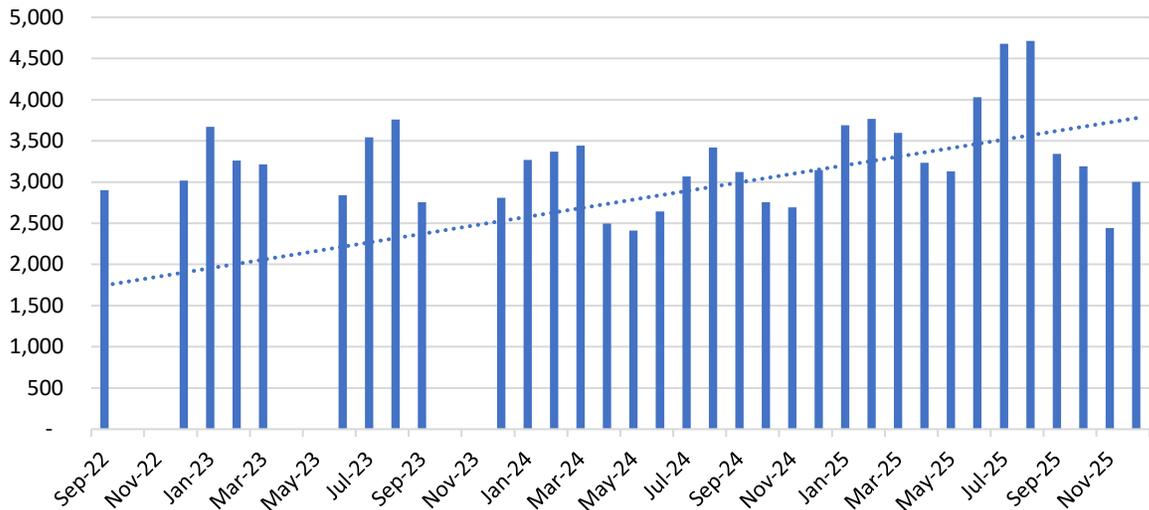
MICROTRANSIT

Aspen Downtowner Monthly Passenger Trips*

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

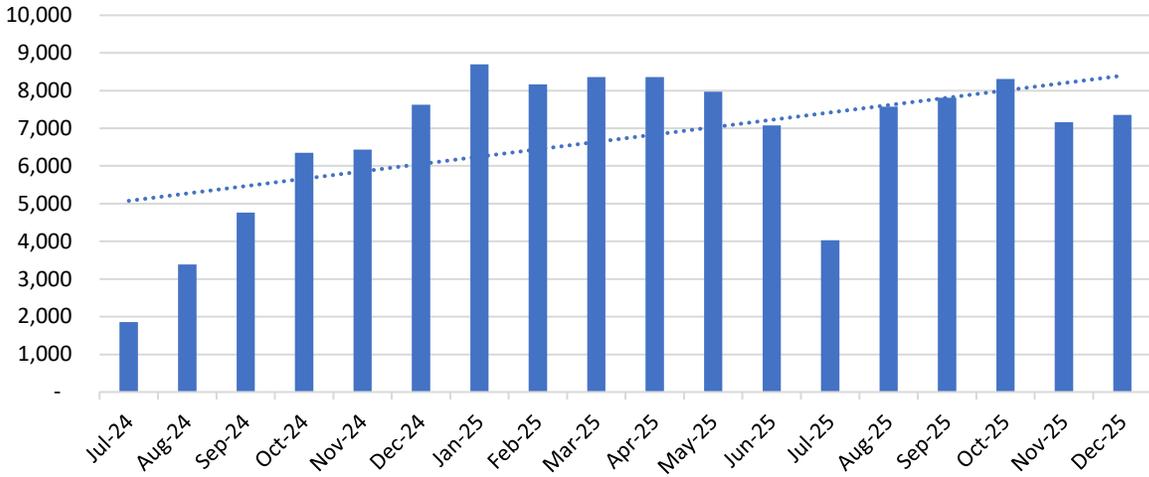


Basalt Connect Monthly Passenger Trips

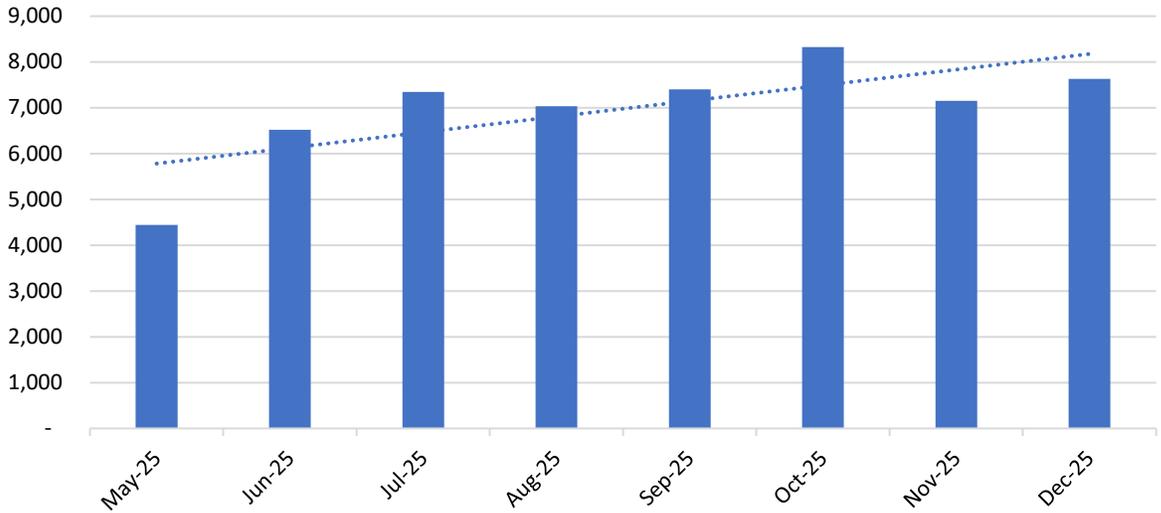


Carbondale Downtowner Monthly Passenger Trips*

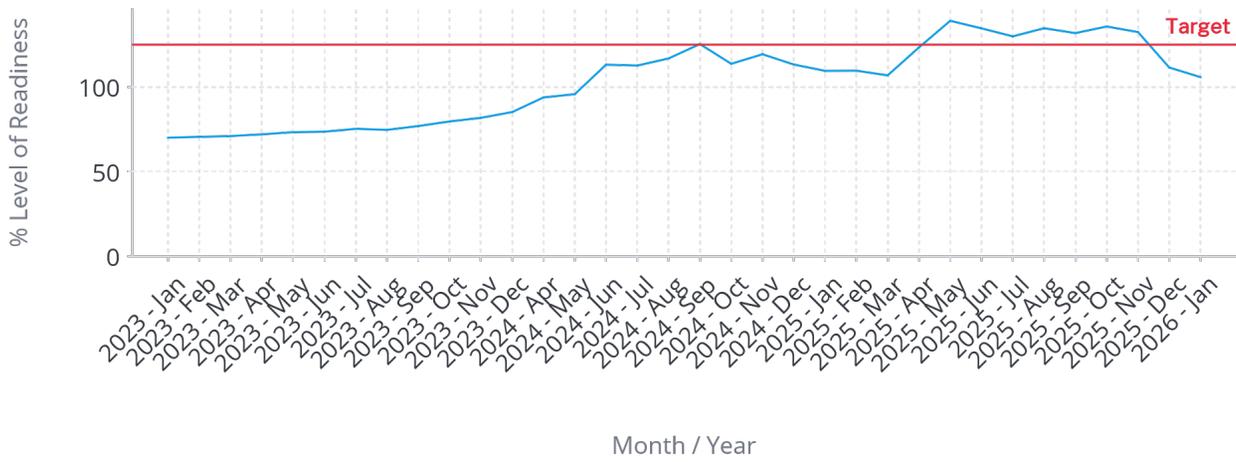
*Service Initiated July 1, 2024



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.

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.



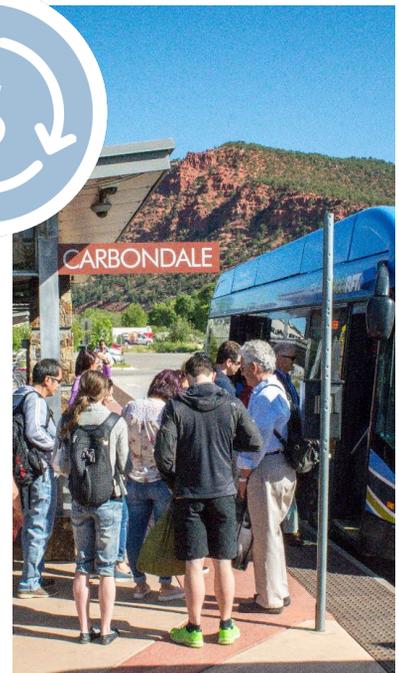
KEY RESULTS:

- 1. Complete an encroachment resolution plan for the Rio Grande Railroad Corridor by end of Q4 2026.
- 2. Strengthen community understanding of the RFTA rail corridor through proactive communication by end of Q3 2026.
- 3. Develop a comprehensive safety strategy to ensure accessibility of the Rio Grande Trail by end of Q4 2026

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 data-driven capital improvement plan by end of Q2 2027.
- 2. Establish multi-year departmental planning to support long-term forecasting 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. Integrate core operations into enterprise-wide platform by end of Q3 2026.
- 2. Finalize a comprehensive Master Plan to guide long-term service improvements and fiscal sustainability by end of Q2 2027.
- 3. Optimize departmental operations for efficiency by end of Q4 2026.
- 4. Modernize RFTA infrastructure to optimize regional efficiency 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. Develop an energy-efficient strategy by end of Q1 2026



2025 Actuals/Budget Comparison (December YTD)

2025 Budget Year					
General Fund					
	December YTD				
	Actual	Projection	Amended Budget	% Var.	
Revenues					
Sales and Use tax (1)	\$ 39,785,685	\$ 44,643,814	\$ 43,820,000	1.9%	
Property Tax Revenue	\$ 18,582,113	\$ 18,582,113	\$ 18,311,200	1.5%	
Grants (2)	\$ 1,492,625	\$ 1,492,625	\$ 55,357,180	-97.3%	
Fares (3)	\$ 4,652,630	\$ 4,652,630	\$ 4,515,100	3.0%	
Other govt contributions	\$ 1,810,316	\$ 2,094,693	\$ 2,167,084	-3.3%	
Other income (4)	\$ 5,317,488	\$ 5,317,488	\$ 5,019,430	5.9%	
Total Revenues	\$ 71,640,856	\$ 76,783,362	\$ 129,189,994	-40.6%	
Expenditures					
Fuel (5)	\$ 1,860,095	\$ 1,842,000	\$ 2,336,539	-21.2%	
Transit (6)	\$ 45,586,094	\$ 45,139,000	\$ 48,093,398	-6.1%	
Trails & Corridor Mgmt	\$ 1,237,440	\$ 1,237,440	\$ 1,338,923	-7.6%	
Capital (7)	\$ 9,155,578	\$ 9,815,580	\$ 101,884,888	-90.4%	
Debt service	\$ 2,114,769	\$ 2,114,769	\$ 2,183,703	-3.2%	
Total Expenditures	\$ 59,953,977	\$ 60,148,789	\$ 155,837,451	-61.4%	
Other Financing Sources/Uses					
Other financing sources	\$ 12,998,717	\$ 12,998,717	\$ 31,172,470	-58.3%	
Other financing uses	\$ (5,283,629)	\$ (5,283,629)	\$ (5,826,455)	-9.3%	
Total Other Financing Sources/Uses	\$ 7,715,088	\$ 7,715,088	\$ 25,346,015	-69.6%	
Change in Fund Balance	\$ 19,401,967	\$ 24,349,662	\$ (1,301,442)	-1971.0%	

- (1) Actual sales and use tax revenues exclude December data, which will become available in early February 2026. Through November, revenues are approximately 4% over the prior year and approximately 2% over the amended budget.
- (2) Budgeted grant revenues expected to be carried over to 2025 include: \$38 million for the GMF Phase 6 and 8 Project (5339, RAISE, and State Funding) \$10.1 million for the VW Settlement Award and \$5.5 million for the CTE Vehicle Award for the 10 Battery Electric Buses and charging equipment, \$253,000 for the CDOT Grant for 2 Paratransit Vans, and \$84,000 for the ZEV Safety and Training Project.
- (3) Through December, fare revenue decreased by 10% 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 12/2024	YTD 12/2025	Increase/ (Decrease)	% Change
Regional Fares	\$ 3,745,589	\$ 3,141,840	\$ (603,749)	-16%
Maroon Bells	\$ 1,355,748	\$ 1,444,338	\$ 88,590	7%
Total Fare Revenue	\$ 5,101,337	\$ 4,586,178	\$ (515,159)	-10%
Ridership on RFTA Regional Services*				
Ridership on RFTA Regional Services*	YTD 12/2024	YTD 12/2025	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	940,377	917,568	(22,809)	-2%
BRT	1,109,421	1,139,337	29,916	3%
SM-DV	80,296	73,240	(7,056)	-9%
Grand Hogback	200,548	196,661	(3,887)	-2%
Maroon Bells	222,051	226,526	4,475	2%
Total Ridership on RFTA Fare Services	2,552,693	2,553,332	639	0%
Avg. Fare/Ride	\$ 1.61	\$ 1.35	\$ (0.26)	-16%
Avg. Fare/Ride MB	\$ 6.11	\$ 6.38	\$ 0.27	4%

- (4) Includes higher than expected investment income and funds for Alternative Fuel Vehicle Refueling Property Credit.
- (5) Savings in fuel is due to change in fleet usage between CNG and diesel buses, lower than anticipated CNG costs, and lower than anticipated monthly fixed charging costs.
- (6) Anticipated savings include both lower than expected facilities operating costs and administrative costs.
- (7) Unexpended budget for several capital projects will be carried over to 2026 due to timing, including, but not limited to: the Glenwood Maintenance Facility (GMF) Phase 6 and 8 Project, 10 Battery Electric Buses, 7 diesel coach buses, 6 Hybrid diesel replacements, the Glenwood Maintenance Facility (GMF) Fuel Farm Project, the Town of Snowmass Village Transit Station contribution, the contribution to the South Bridge project, Enterprise Resource Planning (ERP), and First-Last Mile Mobility (FLMM) funding.

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage December YTD				Hours December YTD			
	Actual	Budget	Variance	% Var	Actual	Budget	Variance	% Var.
RF Valley Commuter	3,824,496	3,779,018	45,478	1.2%	186,189	176,884	9,306	5.3%
City of Aspen	567,674	581,897	(14,223)	-2.4%	66,466	67,039	(573)	0.9%
Aspen Skiing Company	271,269	272,466	(1,199)	-0.4%	18,996	19,188	(203)	-1.1%
Ride Glenwood Springs	121,881	115,668	6,213	5.4%	9,997	9,984	13	0.1%
Grand Hogback	431,602	432,257	(655)	-0.2%	19,621	19,589	33	0.2%
Specials/Charters	7,104	5,520	1,584	28.7%	596	640	(44)	-6.9%
Senior Van	14,513	11,990	2,523	21.0%	2,020	1,620	400	24.7%
MAA Burlingame	12,541	12,661	(120)	-0.9%	1,136	1,144	(8)	-0.7%
Maroon Bells	90,311	88,501	1,810	2.0%	7,176	6,700	476	7.1%
Subtotal - Transit Service	5,341,416	5,300,173	41,243	0.8%	312,179	302,778	9,400	3.1%
Training & Other	21,967	37,330	(15,333)	-41.1%	36,893	34,005	2,888	8.5%
Total Transit Service, Training & Other	5,363,383	5,337,473	25,910	0.5%	349,072	336,783	12,289	3.6%

RFTA Investments Quarterly Report

In accordance with RFTA's Investment Policy, staff has prepared the following investment summary that provides an analysis of RFTA's current investment portfolio and quarterly activity through 12/31/2025.

Investment	9/30/2025		Purchases/ (Redemptions)	12/31/2025	
Local Government Investment Pools:					
Colostrust Plus+	\$ 43,797,236	50%	\$ 11,124,998	\$ 54,922,234	50%
CSIP	\$ 43,759,653	50%	\$ 11,122,298	\$ 54,881,951	50%
Total	\$ 87,556,889	100%	\$ 22,247,295	\$ 109,804,185	100%
Monthly Distribution Yield					
Colostrust Plus+	4.32%			3.94%	
CSIP	4.30%			3.95%	

Notes:

- The increase in the Colostrust Plus+ account is due to interest earnings and two transfers from Alpine Bank, with one transfer representing half of the net lease proceeds from the financing of Iron Mountain Place in October 2025.
- The increase in the CSIP account is due to interest earnings and two transfers from Alpine Bank, with one transfer representing half of the net lease proceeds from the financing of Iron Mountain Place in October 2025.

3. If there is an accumulation of excess funds in RFTA's operating accounts with Alpine Bank, then staff could transfer the excess funds to the Local Government Investment Pools.

2025 Budget - Update

RFTA staff closes its books for the 2025 calendar year in February. At the March 2026 RFTA Board meeting, staff anticipates to present a supplemental budget appropriation resolution to carry forward unexpended project budgets from 2025 to 2026 (due to timing of the various projects) and anticipate to true-up the capital budget for the GMG Phases 6 and 8 Project as previously mentioned to the Board last December.

Workday (ERP) Implementation Update

The new Workday platform launches February 22nd and will transform the administrative side of RFTA's business by streamlining HR, payroll, finance and procurement functions. Workday offers employee self-service, mobile and desktop access, real-time reporting, and having payroll, hiring, performance reviews, and org chart visibility all in one place—designed to save time, reduce paper, and make work easier across the organization. Workday Financials will go live on March 1st adding tools for expenses, procurement, budgets, and more, creating an even more connected and efficient system.