



**AGENDA**  
**ROARING FORK TRANSPORTATION AUTHORITY**  
**BOARD OF DIRECTORS MEETING**

Thursday, May 14, 2026

Morgridge Commons 815 Cooper Avenue, 2nd Floor, Glenwood Springs, CO 81601

8:30 a.m. – 09:00 a.m.

*Board Summit to convene following the meeting: 9:00 a.m. – 2:00 p.m.*

*The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time.*

*The order and times of agenda listed items are approximate and are intended as guidelines for the Board of Directors.*

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

AGENDA ITEM	PURPOSE	TIME
<b>1. CALL TO ORDER/ROLL CALL</b>	Quorum	8:30 a.m.
<b>2. APPROVAL OF <a href="#">MINUTES</a>, page 3</b>	Approve	8:31 a.m.
<b>3. PUBLIC COMMENT</b>	Public Input	8:32 a.m.
<b>4. ITEMS ADDED TO AGENDA</b>	Approve	8:33 a.m.
<b>5. BOARD MEMBER COMMENTS</b>	Comments	8:34 a.m.
<b>6. CONSENT AGENDA</b>		
<b>6.1. <a href="#">Resolution</a> 2026-19: Adoption of the RFTA Bus Stop Design Standards and Guidelines – Hannah Klausman, Regional Planning Director, <b>page 10</b></b>	Approve	8:40 a.m.
<b>6.2. <a href="#">Resolution</a> 2026-20: Authorization to Request FY27 Federal Transit Administration (FTA) 5311 Formula Operating Grant Funds for Rural Areas Program through the Colorado Department of Transportation (CDOT) 2027 Consolidated Operating and Administrative Funding Call for Projects – David Johnson, Director of Sustainability and Legislative Affairs, <b>page 14</b></b>	Approve	8:40 a.m.
<b>6.3. <a href="#">Resolution</a> 2026-21: Authorization to Commit Local Matching Funds for the City of Glenwood Springs’ FY2026 Safe Streets and Roads for All (SS4A) Grant Proposal to Advance Construction on the Midland/Wulfsohn Roundabout Project – David Johnson, Director of Sustainability and Legislative Affairs, <b>page 17</b></b>	Approve	8:40 a.m.
<b>7. INFORMATION/UPDATES</b>		
<b>7.1. <a href="#">CEO</a> Report – Kurt Ravenschlag, CEO, <b>page 21</b></b>	FYI	8:41 a.m.
<b>(AGENDA CONTINUED ON NEXT PAGE)</b>		

AGENDA ITEM	PURPOSE	TIME
<b>8. EXECUTIVE SESSION</b>		
<b>8.1.</b> C.R.S. §24-6-402(4)(b) – Conference with General Counsel for the purpose of receiving legal advice on specific legal questions re RFTA authority.	Executive Session	8:44 a.m.
<b>9. NEW BUSINESS FOR NEXT MEETING</b>	Planning	8:59 a.m.
<b>10. NEXT MEETING:</b> Thursday, June 11, 2026	Planning	8:59 a.m.
<b>11. ADJOURNMENT:</b> Followed directly by RFTA Board Strategic Summit from 9:00 a.m. to 2:00 p.m.	Adjourn	9:00 a.m.

## ROARING FORK TRANSPORTATION AUTHORITY

### BOARD MEETING MINUTES

April 9, 2026

#### **Board Members Present:**

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

#### **Board Members Absent:**

Alyssa Shenk (Town of Snowmass Village); Brandy Copeland (Town of New Castle)

#### **Voting Alternates Present:**

Tom Fridstein (Town of Snowmass Village)

#### **Non-Voting Alternates Present:**

Francie Jacober (Pitkin County); Steve Smith (City of Glenwood Springs); Bill Guth (City of Aspen)

#### **Non-Voting Representatives Present:**

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 Corridor and Trail; David Johnson, Director of Sustainability and Legislative Affairs; Hannah Klausman, Regional Director of Planning; Ben Ludlow, Director of Capital Projects; Jason Schelhaas, Director of Information Technology; Tammy Sommerfeld, Director of Procurement; John Blair, Operations Manager; Jerediah Burianek, Senior Service Planner; David Carle, Budget Manager; Joni Christenson, Communications Specialist; Dawn Dexter, Operations Manager – Paratransit – Customer Service; Terri Glenn, Accounting Technician I; Mike Hermes, Project Manager; Jud Lang, Facilities Maintenance Supervisor; Abbey Pascoe, Corridor and Trails Specialist; Mark Scruton, Talent Acquisition Specialist; Zac Sutherland, Safety, Security, & Risk Manager; Maria Vazquez, Senior Leave Specialist; Jason White, Sustainability Program Administrator; Blake Williams, IT Technician

#### **Visitors Present:**

Lee Barger, (Transportation Engineer, City of Glenwood Springs); Hannah Berman, (Senior Sustainability and Philanthropy Manager, Aspen Skiing Company); Sam Guarino (Transportation Director, Town of Snowmass Village); Shaida Libhart, (Senior Transportation Planner, HDR); April Long, (Executive Director, West Mountain Regional Housing Coalition); Susan Marolt, Michael Miracle, George Newman, (Co-Chairs, Roaring Fork Transportation Coalition); Lynn Rumbaugh, (Transportation Director, City of Aspen); Ed Cortez, (citizen)

### AGENDA

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

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

Chair Greg Poschman called the meeting of the RFTA Board of Directors to order at 8:31 a.m. on April 9, 2026. The Board Secretary conducted roll call, and a quorum was present.

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

A motion was made by Jeanne McQueeney and seconded by Tom Fridstein.

**“I moved to approve the March 12, 2026, Board meeting minutes.”**

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

**3. Public Comment:**

**Chair Poschman opened the floor for public comments regarding items not on the April 9, 2026, Board agenda.**

April Long, Executive Director of the West Mountain Regional Housing Coalition, informed the Board about the pending sale of Cavern Springs Mobile Home Park, a 98-unit community in unincorporated Garfield County, and its broader regional impacts. She noted that the property is listed for approximately \$23 million, significantly above its assessed value, raising concerns about substantial rent increases and potential displacement of residents. Long emphasized that the loss of this affordable housing would have impacts across the valley, including workforce displacement, increased transit demand, and declining school enrollment. She explained that a resident-led acquisition, supported by nonprofit partners and financing mechanisms, is being pursued, requiring a \$14 million loan and approximately \$10 million in subsidy to maintain affordability. Long requested that RFTA consider a contribution to the project, noting that the Town of Carbondale and the Town of Snowmass Village have already committed funds, with other jurisdictions in active discussions.

Kurt Ravenschlag explained that, as a special district, RFTA has limited powers and authority, with funding restricted to transportation purposes, unlike municipalities or counties with broader authority. He added that there is a nexus to transportation, as the potential loss of the mobile home park could result in resident displacement, increasing demand on the transit system and potentially shifting riders outside the current service area, particularly in western Garfield County. Ravenschlag noted that this raises both operational concerns regarding service capacity and policy considerations regarding the appropriate use of RFTA tax revenues.

Collin Laird acknowledged the challenges associated with RFTA’s funding limitations and emphasized the importance of continued regional collaboration. He referenced an upcoming meeting with regional mayors and managers to discuss funding and encouraged participation from RFTA leadership. Laird noted that ongoing dialogue has been beneficial in addressing housing challenges and suggested that housing be included as a topic in the Board’s May strategic session.

Bill Guth commented that he does not view this as an appropriate role for government involvement and requested that legal counsel prepare a briefing for the Board on Colorado laws regarding relocation protections for mobile home residents.

Francie Jacober noted that there is a missing voice at the table, specifically Garfield County, and expressed that, despite indications the County may not fund the effort, its participation would be important in supporting its constituents.

Long outlined that residents have a 120-day period to submit an offer, with a deadline of June 13, followed by an additional 120 days to close if accepted. She explained that strong funding commitments are needed to demonstrate a viable offer, with full funding required by early to mid-September. She emphasized that funds would only be utilized if the full financing package is secured and the transaction is completed.

Jacober asked whether housing units would be available and if, should RFTA participate, there would be an opportunity to prioritize housing for employees.

Long noted that no units are currently available for employer allocation but noted that a model is being explored to allow employers, including RFTA, to have priority to purchase units as they become available, subject to deed restrictions.

Ravenschlag requested clarification on the total funding need, noting it is not the full purchase price.

Long clarified that approximately \$10 million in subsidy is being sought to maintain affordable lot rents, with the final amount subject to financing conditions and interest rates.

**Public comment was closed at 8:56 a.m.**

#### 4. Items Added to Agenda:

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

None were proposed.

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

**Chair Poschman asked whether Board members had any comments or questions on items not included on the April 9, 2026, Board meeting agenda.**

McQueeney thanked Ravenschlag for presenting at a recent Core Transit retreat, noting that his discussion on regionalization and representing RFTA was well received and appreciated by attendees.

Rachael Richards explained that a proposed statewide ballot measure, referred to as Ballot Measure 175, is currently collecting signatures and, if advanced, would redirect transportation-related sales tax revenues from the state general fund to the Highway Users Tax Fund for roads and bridges only. She noted that this could eliminate funding for transit programs and referenced recent reductions to Colorado Department of Transportation's (CDOT) mobility options program. Richards added that the measure could have broader fiscal impacts, including potential effects on K-12 education, Medicaid, rural hospitals, and other state-funded services. She further noted that the Pitkin County Board of County Commissioners (BOCC) has submitted a letter in opposition and that regional discussions and outreach efforts are underway, encouraging awareness and participation as the measure progresses.

Steve Smith referenced a recent coalition presentation where CDOT staff indicated challenges in funding the Bustang service, which includes multiple stops in Glenwood Springs. He added that the proposed measure would further complicate funding and suggested that mobility is not a priority for its proponents.

**Board Comments were closed at 9:04 a.m.**

#### 6. Presentations:

1. [Roaring Fork Transportation Coalition Presentation](#) – George Newman, Michael Miracle, Susan Marolt – Co-Chairs, Steering Committee of The Roaring Fork Transportation Coalition

George Newman, Michael Miracle, and Susan Marolt introduced themselves and presented information on the Roaring Fork Transportation Coalition to the Board.

Poschman noted that, as the RFTA Board may be asked to support related efforts, it is important to clarify how the concepts apply not only to Aspen but also to downvalley communities.

Miracle added that these solutions could extend throughout the valley, from Rifle to Aspen, as commuters utilize ridesharing and employer-supported transportation options, resulting in broader regional benefits.

Erin Zalinski referenced prior exploration of congestion pricing in Glenwood Springs, noting that research into models such as Stockholm and London identified regulatory challenges, particularly on state-owned roadways, and asked about feasibility in that context.

Miracle explained that congestion pricing on a state highway would be complex, requiring environmental review, legislative action, and coordination with CDOT, and is considered a longer-term strategy, noting that reducing vehicle trips through ridesharing may address congestion without more complex measures.

Smith asked how the proposed hot lane concept would address equity. He also asked about performance measures of success, including targeted reductions in vehicle trips and applicability to other corridors such as the Grand Avenue Bridge at Highway 133.

Miracle explained that the concept preserves user choice by maintaining a no-cost general lane while offering a paid option for time savings, with equity considerations addressed through incentives such as free access for high-occupancy vehicles. Miracle noted that, while discussions began in Aspen, impacts are valley-wide and efforts will include engagement with all communities and evaluation of replicating strategies downvalley.

Richards highlighted ongoing public engagement on the Entrance to Aspen project and encouraged submission of specific modeling questions.

Jacober noted that while the concepts are promising, CDOT is a critical partner given its authority over the roadway and should be engaged before advancing further analysis or investment.

Ravenschlag thanked the citizen coalition for its efforts and noted that their work highlights a gap in valley-wide congestion management. He emphasized that RFTA is uniquely positioned to play a leadership role in managing regional travel demand, noting that congestion impacts extend beyond the Upper Valley, particularly in Glenwood Springs along Highway 82. Ravenschlag added that while the coalition's ideas are strong, further analysis and resources are needed to advance them and suggested identifying near-term actionable items to build momentum. He noted that the upcoming May 14 Board retreat may provide an opportunity to further explore these concepts.

**2. [Bus Stop Design Standards and Guidelines](#) – David Johnson, Sustainability and Legislative Affairs Director and Hannah Klausman, Regional Planning Director**

Ravenschlag highlighted that RFTA has developed bus stop design standards to define amenities, footprint, and ADA accessibility requirements for internal use and to guide member jurisdictions and developers.

Hannah Klausman explained that the primary objective is to achieve consistency across the RFTA service area as stops are added, relocated, or improved, with a focus on safety, ADA compliance, and uniform design. She outlined next steps, including completing a system-wide inventory of stops and amenities, establishing accessibility goals prioritizing high ridership and vulnerable populations, conducting a third-party ADA compliance survey, standardizing maintenance agreements, and integrating these efforts into the RFTA master planning process.

Smith raised concerns identified in the MOVE study and Glenwood Springs Comprehensive Plan regarding buses re-entering traffic from curbside stops, particularly along Grand Avenue, and asked whether the standards address these safety and operational challenges.

Ravenschlag noted that the standards include preferred design options such as pull-outs and bulb-outs but must account for site-specific constraints, including right-of-way limitations, and evaluate traffic conditions when determining appropriate configurations.

Richards suggested a phased implementation approach, prioritizing the most critical locations and addressing a limited number of stops annually, and noted that incorporating the standards into planning processes would allow jurisdictions to require compliance in future development.

**7. Public Hearing:**

**1. [Resolution 2026-16: 2025 Supplemental Budget Appropriations](#) – Paul Hamilton, Director of Finance**

Paul Hamilton explained that Resolution 2026-16 authorizes the reallocation of funds from the 2025 budget into the 2026 budget. He noted that this adjustment ensures previously appropriated funds are carried forward and aligned with current-year financial needs and project timelines. He further clarified that the reallocation supports continuity of operations and ongoing initiatives that were not fully expended in the prior fiscal year.

Chair Poschman opened the floor for public comments regarding Resolution 2026-16: 2025 Supplemental Budget Appropriations.

*No comments were received.*

Chair Poschman closed public comments.

Chair Poschman opened the floor for Board comments.

*No Comments were received.*

**A motion was made by Zalinski and seconded by Richards**

**“I moved to approve Resolution 2026-16: 2025 Supplemental Budget Appropriations.”**

**A Roll Call Vote was Taken for Resolution 2026-16:**

Greg Poschman	AYE
Colin Laird	AYE
David Knight	AYE
Erin Zalinski	AYE
Jeanne McQueeney	AYE
Rachael Richards	AYE
Tom Fridstein	AYE

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

**2. [Resolution 2026-17: 2026 Supplemental Budget Appropriations](#) – Paul Hamilton, Director of Finance**

Paul Hamilton presented Resolution 2026-17: 2026 Supplemental Budget Appropriations, which includes the reallocation of funds from the 2025 budget into the 2026 budget to align prior-year resources with current fiscal needs. He highlighted several new items incorporated into the 2026 budget, noting that these additions reflect updated funding opportunities, refined service assumptions, and adjustments identified through ongoing budget review. He emphasized that the supplemental appropriations ensure the budget remains responsive to operational priorities and emerging program needs.

Chair Poschman opened the floor for public comments regarding Resolution 2026-17: 2026 Supplemental Budget Appropriations.

*No comments were received.*

Public comments were closed.

Chair Poschman opened the floor for Board comments.

*No Comments were received.*

**A motion was made by McQueeney and seconded by Zalinski.**

**“I moved to approve Resolution 2026-17: 2026 Supplemental Budget Appropriations.”**

**A Roll Call Vote was Taken for Resolution 2026-17:**

Greg Poschman	AYE
Colin Laird	AYE
David Knight	AYE
Erin Zalinski	AYE
Jeanne McQueeney	AYE
Rachael Richards	AYE
Tom Fridstein	AYE

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

**8. Action Items:**

- [Resolution 2026-18: A Resolution of the Roaring Fork Transportation Authority \(in the State of Colorado\) Declaring its Official Intent to Reimburse Itself with the Proceeds of Future Taxable or Tax Exempt Bonds for Certain Capital Expenditures to be Undertaken by RFTA; Identifying Said Capital Expenditures and the Funds to be Used for Such Payment; and Providing Certain Other Matters in Connection Therewith](#) – Michael Yang, CFAO**

Michael Yang reported that voters approved approximately \$74.7 million in bonding authority during the 2018 election, of which about \$28.8 million has been issued, leaving roughly \$45–48 million available. He explained

that this project is part of the Destination 2040 program and could be financed over a longer term, such as 20–30 years, making bonding an appropriate option. With approximately \$32 million in grant funding already secured, the remaining decision is whether to utilize existing funds or pursue financing for the local share, providing RFTA with flexibility in funding the project.

**A motion was made by Laird and seconded by Zalinski.**

**“I moved to approve Resolution 2026-18: A Resolution of the Roaring Fork Transportation Authority (in the State of Colorado) Declaring its Official Intent to Reimburse Itself with the Proceeds of Future Taxable or Tax Exempt Bonds for Certain Capital Expenditures to be Undertaken by RFTA; Identifying Said Capital Expenditures and the Funds to be Used for Such Payment; and Providing Certain Other Matters in Connection Therewith.”**

**A Roll Call Vote was taken for Resolution 2026-18:**

<b>Greg Poschman</b>	<b>AYE</b>
<b>Colin Laird</b>	<b>AYE</b>
<b>David Knight</b>	<b>AYE</b>
<b>Erin Zalinski</b>	<b>AYE</b>
<b>Jeanne McQueeney</b>	<b>AYE</b>
<b>Rachael Richards</b>	<b>AYE</b>
<b>Tom Fridstein</b>	<b>AYE</b>

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

## **9. Board Governance:**

- a. [RFTA Board Strategic Planning Summit Agenda Overview](#) – Kurt Ravenschlag, CEO; David Knapp, President, Marathon Leadership

Ravenschlag introduced David Knapp as the facilitator for the upcoming Board retreat, noting his role in leadership development and implementation of Objectives and Key Results (OKRs). He outlined that the retreat will begin with a brief Board meeting followed by a structured agenda, including introductions, discussion of opportunities and challenges, an overview of the master planning effort, and identification of key priorities. Ravenschlag stated the session will include an overview of OKRs, a review of current progress, and a working session to develop strategic ideas, with adjournment anticipated in the early afternoon.

Richards emphasized the need to better align and coordinate ongoing regional transportation efforts, including those led by the Colorado Department of Transportation, Upper Valley elected officials, local jurisdictions, and other stakeholder groups. She stated that unifying these efforts around common goals will be critical to advancing effective regional solutions.

Laird suggested conducting pre-work, such as surveys, to gather Board input on key topics and priorities in advance of the retreat. He noted this approach would help maximize meeting efficiency and support more focused discussion.

Knapp concurred with the value of pre-work and stated that materials will be distributed in advance to guide Board members in identifying priorities and areas of interest. He noted that background information on OKRs will also be provided to ensure members are prepared, streamline the process, and support productive outcomes.

## **10. Information/Updates:**

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

Ravenschlag reported that staff followed up on concerns raised at the previous Board meeting regarding office space in Glenwood Springs leased by RFTA. He stated the concern related to building occupancy after the

facility was temporarily “yellow tagged” by the local fire department due to fire suppression deficiencies. Ravenschlag reported that the building owner remedied the issue prior to the deadline, avoiding escalation to a “red tag,” and that the matter has been resolved with no anticipated impact to RFTA operations.

Ravenschlag reported that RFTA is coordinating with Pitkin County and regional emergency response partners on preparedness efforts, including participation in recent discussions and an upcoming tabletop exercise. He stated that RFTA is integrated into incident command planning and may serve as a transportation resource during emergencies, with a focus on supporting transit-dependent populations and broader evacuation needs.

Ravenschlag highlighted that staff are developing a webpage to track progress on RFTA’s Climate Action Plan (CAP).

Ravenschlag mentioned that a letter was sent to Congressman Jeff Hurd expressing concerns regarding House Bill 4924 – Rails to Trails Landowner Rights Act, and its potential impacts on rail banking.

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

**12. Next Meeting:** Board meeting, 8:30 a.m. – 9:00 a.m. and Board Summit, 9:00 a.m. – 2:00 p.m.; May 14, 2026, Morgridge Commons, 815 Cooper Avenue, 2nd Floor, Glenwood Springs, CO 81601 and via Microsoft Teams, for those who are unable to attend in person.

**13. Adjournment:**

**A motion was made by Zalinski and seconded by Fridstein.**

**“I moved to adjourn.”**

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

**The RFTA Board meeting adjourned at 11:31 a.m. on April 9, 2026.**

Respectfully Submitted:

Nicole R. Schoon  
Secretary to the RFTA Board of Directors

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

<b>MEETING DATE</b>	April 9, 2026
<b>SUBJECT</b>	Resolution 2026-19: Adoption of the RFTA Bus Stop Design Standards and Guidelines
<b>STRATEGIC OUTCOME</b>	1.0 ACCESSIBILITY AND MOBILITY 2.0 SAFE CUSTOMERS, WORKFORCE & GENERAL PUBLIC 5.0 SATISFIED CUSTOMERS
<b>STRATEGIC OBJECTIVE</b>	1.2 Trail and transit users move safely, quickly and efficiently 1.5 Identify and reduce barriers to riding transit and accessing trails 2.1 The Public is safe and comfortable using RFTA services, at RFTA facilities and on RFTA property 5.1 Transit and trail experiences are enjoyable 5.7 Provide clean and well-maintained facilities, trails and equipment
<b>PRESENTED BY</b>	Hannah Klausman, Regional Director of Planning
<b>STAFF RECOMMENDS</b>	Adopt Resolution 2026-19, the RFTA Bus Stop Design Standards and Guidelines
<b>EXECUTIVE SUMMARY</b>	<p>The purpose of the Bus Stop Design Standards and Guidelines document is to assist City, County and RFTA staff, developers, local partners, and private property owners to locate and design bus stops and their associated passenger amenities within the RFTA service area. The standards include guidelines for:</p> <ul style="list-style-type: none"> <li>• Maintenance</li> <li>• Stop Spacing</li> <li>• Stop Locating</li> <li>• Street Design</li> <li>• Passenger Amenities</li> <li>• ADA Accessibility</li> <li>• Bus Stop Types and Determination</li> </ul> <p>The Board Reviewed the Bus Stop Design Standards and Guidelines at the April 9, 2026, meeting.</p>
<b>BACKGROUND</b>	RFTA Board and staff discussed the proposed Bus Stop Design Standards and Guidelines at the April Board meeting. Staff are presenting the Board with a resolution for adoption.
<b>GOVERNANCE POLICY</b>	<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>

<b>FISCAL IMPLICATIONS</b>	None currently.
<b>EXHIBITS/ATTACHMENTS</b>	<ol style="list-style-type: none"><li>1. <a href="#">Exhibit 1</a>: Resolution 2026- 19: Adoption of the RFTA Bus Stop Design Standards and Guidelines</li><li>2. <a href="#">Attachment 1</a>: Bus Stop Design Standards and Guidelines</li></ol>

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-19**

**ADOPTION OF THE RFTA BUS STOP DESIGN STANDARDS AND GUIDELINES**

**WHEREAS**, the Bus Stop Design Standards and Guidelines (“Standards”) establish consistent direction for the siting, design, and maintenance of bus stops and passenger amenities throughout the RFTA service area; and

**WHEREAS**, the Standards have been developed to assist City, County and RFTA staff, developers, local partners, and private property owners in the proper siting and design of bus stops and associated passenger amenities throughout the RFTA service area; and

**WHEREAS**, the Standards address key elements including maintenance, stop spacing, stop location, street design, passenger amenities, ADA accessibility, and bus stop types and determination; and

**WHEREAS**, the Board of Directors reviewed the Standards at its April 9, 2026 meeting; and

**WHEREAS**, adoption of the Standards supports RFTA’s Strategic Plan by improving accessibility, safety, and customer experience; and

**WHEREAS**, there are no fiscal impacts associated with adoption of the standards at this time.

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

1. The Standards are hereby approved and adopted; and
2. RFTA staff are authorized to implement and apply the adopted Standards in coordination with member jurisdictions and partners; and
3. The Standards shall guide future transit infrastructure planning, design, and improvements.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]**

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14<sup>th</sup> day of May 2026.

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

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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 May 14, 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 14<sup>th</sup> day of May, 2026.

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

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

<b>MEETING DATE</b>	May 14, 2026
<b>SUBJECT</b>	Resolution 2026-20: Authorization to Request FY27 Federal Transit Administration (FTA) 5311 Formula Operating Grant Funds for Rural Areas Program through the Colorado Department of Transportation (CDOT) 2027 Consolidated Operating and Administrative Funding Call for Projects
<b>STRATEGIC OUTCOME</b>	4.0 FINANCIAL SUSTAINABILITY
<b>STRATEGIC OBJECTIVE</b>	4.5 Optimize RFTA services and expenditures for more efficiency and/or costs savings 4.7 Monitor, evaluate and present new revenue sources
<b>PRESENTED BY</b>	David Johnson, Director Sustainability & Legislative Affairs
<b>STAFF RECOMMENDS</b>	Adopt Resolution 2026-20 and authorize staff to apply for \$1,352,499 from the FY27 FTA 5311 Formula Operating Grant Funds for Rural Areas Program and commit a local match of up to \$1,352,499 in 2027, for a total estimated cost not to exceed \$2,704,998.
<b>EXECUTIVE SUMMARY</b>	RFTA staff intends to apply for up to \$1,352,499 in FY27 FTA 5311 Formula Operating Grant funding with a required 50% local match of up to \$1,352,499, for a total project cost estimate of \$2,704,998. The grant application requires the RFTA Board of Directors approval of the authorizing resolution for the application and commitment for the local share.
<b>BACKGROUND</b>	The Colorado Department of Transportation (CDOT) Division of Transit & Rail (DTR) issued a Notice of Funding Availability (NOFA) on April 13th, calling for applications for 2027 Operating & Administration and Mobility Management projects using Federal Transit Administration (FTA) Section 5311 funds. The application deadline is May 29, 2026.  The section 5311 operating program provides funding to transit agencies in nonurbanized areas by formula to support system operations. RFTA has relied upon these grant funds to offset operating costs for RFTA’s BRT and SH82 regional transit services.
<b>GOVERNANCE POLICY</b>	Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”
<b>FISCAL IMPLICATIONS</b>	RFTA will receive the allocated FY27 FTA 5311 Formula Operating Grant funds of \$1,352,499, with a required 50% local match of \$1,352,499, for a total project cost of \$2,704,998.
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Exhibit 1</a> : Resolution 2026-20: Authorization to Request FY27 Federal Transit Administration (FTA) 5311 Formula Operating Grant Funds for Rural Areas Program through the Colorado Department of Transportation (CDOT) 2027 Consolidated Operating and Administrative Funding Call for Projects

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-20**

**AUTHORIZATION TO REQUEST FY27 FTA 5311 FORMULA OPERATING GRANT FUNDS FOR RURAL AREAS  
PROGRAM THROUGH THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) 2027 CONSOLIDATED OPERATING  
AND ADMINISTRATIVE FUNDING CALL FOR PROJECTS**

**WHEREAS**, the Roaring Fork Transportation Authority (RFTA) is a political subdivision of the State of Colorado, and therefore an eligible applicant for requests from Federal Transit Administration (FTA) and Colorado Department of Transportation (CDOT); and

**WHEREAS**, the RFTA Board of Directors supports the grant application for FY27 FTA 5311 Operating Grant Funds for Rural Areas Program and the and the completion of the project if the FTA request is granted; and

**WHEREAS**, this resolution supports RFTA’s outcome area of Financial Sustainability.

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

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors supports the grant application for \$1,352,499, with a required 50% local match of \$1,352,499, for FY27 FTA 5311 Formula Operating Grant Funds for Rural Areas Program for a total project cost of \$2,704,998.
3. The Board of Directors of RFTA authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to FTA or CDOT grant agreements.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]**

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14<sup>th</sup> day of May 2026.

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

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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 May 14, 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 14<sup>th</sup> day of May, 2026.

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Nicole R. Schoon, Secretary to the Board

**RFTA BOARD OF DIRECTORS MEETING**  
**“CONSENT” AGENDA SUMMARY ITEM # 6.3.**

<b>MEETING DATE</b>	May 14, 2026
<b>SUBJECT</b>	Resolution 2026-21: Authorization to Commit Local Matching Funds for the City of Glenwood Springs’ FY2026 Safe Streets and Roads for All (SS4A) Grant Proposal to Advance Construction on the Midland/Wulfsohn Roundabout Project
<b>STRATEGIC OUTCOME</b>	1.0 SAFE CUSTOMERS, WORKFORCE & GENERAL PUBLIC 4.0 FINANCIAL SUSTAINABILITY 7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	1.3 The general public has a positive perception of the safety of RFTA services 4.4 Pursue financing opportunities to complete future capital projects 7.1 Optimize the use of RFTA assets through capital improvement planning, preventative maintenance and asset management
<b>PRESENTED BY</b>	David Johnson, Director of Sustainability and Legislative Affairs
<b>STAFF RECOMMENDS</b>	Adopt Resolution 2026-21, authorizing staff to commit up to \$370,000 as RFTA’s contribution to the City of Glenwood Springs (City) in FY 2027, subject to annual appropriations, as a portion of local matching funds for the City’s SS4A grant proposal to construct the roundabout at the Midland and Wulfsohn intersection in Glenwood Springs with an estimated total project cost of \$3.7 million.
<b>EXECUTIVE SUMMARY</b>	<p>The City of Glenwood Springs has a unique opportunity to apply for <a href="#">SS4A</a> funding to construct the roundabout project at the intersection of Midland and Wulfsohn in Glenwood Springs. The City staff indicated that the total estimated project cost is \$3.7 million, based on a 95% level of design. The grant is anticipated to cover 80% of the project cost. RFTA staff coordinated with the City staff for RFTA to seek to fund half of the estimated local share or 10% of the estimated project cost up to \$370,000 while the City fund the other half of the local share.</p> <p>SS4A will fund projects only if they are derived from a Comprehensive Safety Action Plan (CSAP). The City completed a <a href="#">CSAP</a> last year, which its Council adopted. The roundabout project is cited specifically as a project that will contribute to improving safety for roadway users. Moreover, the City recently completed design of the project, ensuring a shovel-ready project with a reliable cost estimate.</p>
<b>BACKGROUND</b>	<p>The <a href="#">Infrastructure Investment and Jobs Act</a> (IIJA) established the Safe Streets and Roads for All (SS4A) competitive grant program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. The SS4A program supports the U.S. Department of Transportation's <a href="#">National Roadway Safety Strategy</a> and our goal of zero roadway deaths using a <a href="#">Safe System Approach</a>.</p> <p>Combining the <a href="#">FY22</a>, <a href="#">FY23</a>, <a href="#">FY24</a>, and <a href="#">FY25</a> awards to date, SS4A has provided \$3.9 billion in Federal funding to over 2,000 communities in all 50 States and Puerto Rico. Through this</p>

	<p>important funding source, USDOT is empowering Tribal, local, and regional efforts to save lives and reduce serious injuries on our roadways.</p> <p>SS4A grant proposals require a minimum 20% local match commitment to be eligible for funding. This is the last year of availability of SS4A grants.</p> <p>The City of Glenwood Springs staff indicated that the total estimated project cost is \$3.7 million, based on a 95% level of design. The grant is anticipated to cover 80% of the project cost. RFTA staff coordinated with the City staff for RFTA to seek to fund half of the estimated local share or 10% of the estimated project cost up to \$370,000 while the City fund the other half of the local share.</p> <p>The \$370,000 amount includes RFTA’s contribution of \$100,800 toward the construction of the roundabout, as referenced in Exhibit A of the attached recorded development agreement executed by RFTA and the COGS.</p>
<b>GOVERNANCE POLICY</b>	<p>Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”</p>
<b>FISCAL IMPLICATIONS</b>	<p>Cost estimate of the entire construction project is \$3.7 million, based on 95% design plans. SS4A requires minimum 20% of total project cost as local match. RFTA will commit 10% of the total estimated project cost, or \$370,000, not to exceed \$370,000.</p>
<b>EXHIBITS/ATTACHMENTS</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Exhibit 1</a>: Resolution 2026-21: Authorization to Commit Local Matching Funds for the City of Glenwood Springs’ FY2026 Safe Streets and Roads for All (SS4A) Grant Proposal to Advance Construction on the Midland/Wulfsohn Roundabout Project</li> <li>2. <a href="#">Attachment 1</a>: Development Agreement by and between the City of Glenwood Springs and RFTA, executed and recorded August 28, 2025.</li> </ol>

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2026-21**

**AUTHORIZATION TO COMMIT LOCAL MATCHING FUNDS FOR THE CITY OF GLENWOOD SPRINGS' FY2026 SAFE STREETS  
AND ROADS FOR ALL (SS4A) GRANT PROPOSAL TO ADVANCE CONSTRUCTION ON THE MIDLAND/WULFSOHN  
ROUNABOUT PROJECT**

**WHEREAS**, the Roaring Fork Transportation Authority (RFTA) is a political subdivision of the State of Colorado, and eligible to provide local matching funds for SS4A Grant proposals, in partnership with other jurisdictions; and

**WHEREAS**, the RFTA Board of Directors supports the City of Glenwood Springs' grant application for FY2026 Safe Street and Roads for All (SS4A) grant program and the completion of the Roundabout Project if funds are granted; and

**WHEREAS**, the City of Glenwood Springs' Roundabout Project supports RFTA's outcome area of Safe Customers, Workforce and General Public; and

**WHEREAS**, RFTA has agreed to contribute \$100,800 towards construction of the City of Glenwood Springs' Roundabout Project in accordance with the recorded development agreement between RFTA and the City of Glenwood Springs, dated August 28, 2025; and

**WHEREAS**, RFTA staff has coordinated with the City of Glenwood Springs' staff to seek to fund half of the estimated local share required by the SS4A grant or up to \$370,000 (inclusive of the \$100,800 contribution from the development agreement) while the City funds the remaining amount of local share.

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

1. The Board supports the City's Roundabout Project for the safety and operational benefits to RFTA, to the City, and general public; and
2. The Board hereby approves the proposed local match commitment of up to \$370,000, to the City of Glenwood Springs, in support of the City's FY2026 SS4A grant application to construct the Midland/Wulfsohn Roundabout Project, inclusive of the previous commitment of \$100,800; and
3. The financial commitment, not to exceed \$370,000, is subject to annual appropriations in calendar year 2027, and contingent upon award of SS4A funding; and
4. The Board authorizes the Chief Executive Officer to execute all documents necessary to finalize the settlement and to take any additional actions required to implement the intent of this Resolution.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 14<sup>th</sup> day of May 2026.

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

---

Greg Poschman, Chair

I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on May 14, 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 14<sup>th</sup> day of May 2026.

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

**RFTA BOARD OF DIRECTORS MEETING**  
**“INFORMATION/UPDATES” AGENDA SUMMARY ITEM 7.1.**

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Kurt Ravenschlag, CEO  
**DATE:** May 14, 2026



**Bus Roadeo**

RFTA recently hosted its 1<sup>st</sup> annual Bus Operator Roadeo from April 14–16, selecting two operators to represent the organization at the APTA International Bus Roadeo in Salt Lake City on May 15. Alisa LaPierre and Luis Florian Monzon earned their spots as finalists and competed in the CORE Transit Bus Roadeo in Gypsum, Colorado, which drew participants from several regional transit agencies — with Alisa LaPierre taking first place in that event.

We are also proud to share that for the first time in RFTA's history, our Fleet Maintenance team will be competing at the APTA International Bus Roadeo. Led by Fleet Manager Joe Schilz, Fleet Technicians Warren Smith, Trent Smith, and Jose Salguero will join maintenance teams from transit agencies across the country in this nationally recognized competition that tests technical expertise, speed, and precision.

Having both our Operations and Fleet Maintenance teams represented in Salt Lake City is an exciting milestone and a true reflection of the talent and dedication across our organization. We look forward to competing with pride, making a strong impression on a national stage, and returning next year.



From left to right: Luis Florian Monzon (Bus Operator), Angelo Davis (Operations Manager – Dispatch), Alisa LaPierre (Bus Operator), Hannah Klausman (Regional Director of Planning), and David Pesnichak (COO)

## Upcoming Service Improvements and Changes

### Summary of Upcoming Service Improvements and Adjustments

Effective Date	Service / Season	Change Type	Description	Grant*
May 22, 2026	Start of Seasonal Maroon Bells Service	Start of Service	Start of season for Maroon Bells Service.	
June 1, 2026	Summer Season Start	Season Launch	Official start of the summer season and regional service plan.	
June 1, 2026	Additional Summer BRT Trips	Service Expansion	5 additional daily trips (3 AM upvalley, 2 PM downvalley) to address peak capacity.	SB230
June 19, 2026	Additional Maroon Bells Trip	Service Expansion	Additional 6am Maroon Bells Trip. Additional trip ends September 13th.	
June 19-20, 2026	Event - Strawberry Days	Service Expansion	Ride Glenwood Springs (RGW) service expansion (frequency and hours) for Strawberry Days.	
June 28, 2026	"The Flyer" (FL)	New Route	Launch of year-round, fare-free pilot route connecting Brush Creek P&R to Maroon/Castle Creek.	SB230
Sept. 20, 2026	Summer Season End	Season Extension	Service extended 2 weeks past Labor Day to align with City of Aspen transit and high ridership.	SB230
Sept. 21, 2026	Fall Season Start	Season Launch	Official start of the fall season and regional service plan.	
Sept. 21, 2026	Additional Fall BRT Trips	Service Expansion	5 additional daily trips added to service plan to replicate Spring levels of service.	SB230
Sept. 21, 2026	Snowmass Valley Service Trips	Service Expansion	3 added regional trips with direct service between Snowmass Village and Glenwood Springs.	SB230
Oct. 18, 2026	End of Seasonal Maroon Bells Service	End of Service	Tentative end of season for Maroon Bells Service.	
Nov. 21, 2026	End of Hogback Service	End of Service	End of Hogback service to Silt and Rifle per IGA with Garfield County.	
Nov. 22, 2026	Winter Season Start	Season Launch	Official start of the winter season and regional service plan.	

\*Note: SB230 Grant funds may only be utilized for new or expanded services.

This summer season, effective June 1<sup>st</sup> through September 20<sup>th</sup>, will see the first implementation of service improvements associated with Colorado SB230 funding for new and expanded services. The following service improvements will be rolled out over the course of 2026 as a result of this new funding source.

#### Flyer Service

On June 28, 2026, RFTA will launch "The Flyer" (FL), a year-round, fare-free pilot route connecting Brush Creek Park & Ride directly to the Maroon Creek and Castle Creek corridors. Developed in direct response to feedback from public input, the City of Aspen, Aspen Valley Health, Aspen Public Schools, Pitkin County, and Aspen Skiing Company, the service allows commuters, students, hospital patients and recreationists to access key destinations without first having to transfer in Aspen. By providing a more intuitive and direct link to major employers, services, schools and seasonal destinations like the Maroon Bells shuttles, the route aims to simplify regional travel and provide increased mobility options.

This service will operate five round trips during the morning commuter hours 7:00 a.m. - 9:30 a.m. and five additional round trips in the afternoon commuter window, 3 p.m. - 6 p.m. This schedule was developed in conjunction with input from stakeholder feedback including staff from Aspen Valley Hospital, the Aspen School District and Pitkin County.

### **Additional BRT Trips**

Effective June 1<sup>st</sup>, at the start of the summer season, five additional daily BRT trips will be added to the regional service plan. These trips will be added to peak commuter service hours to address capacity and frequency issues when the system is most heavily utilized. The morning upvalley BRT schedule will have 3 more daily trips, and the afternoon downvalley will have 2 more daily trips. These service improvements will increase the summer BRT service plan from 115 total daily trips to 120.

### **Extended Summer Season**

Historically, RFTA's summer season end date has always aligned with Labor Day, with reduced regional service beginning in late August or early September. Trends indicate that tourism and ridership is still strongly active through the first part of September, driven in large part by Maroon Bells visitation. The RFTA 2026 summer service plan will now operate an additional two weeks and run through September 20<sup>th</sup> with higher levels of regional service, including an extension of the Woody Creek Shuttle. This extended season will include the additional aforementioned BRT service additions.

The adjustment to these dates brings full alignment to the seasons between City of Aspen transit services and RFTA services. In past years City of Aspen services operated at summer levels through the first 3 weeks of September.

### **Regional Trail and Pathway Safety Task Force**

On April 9, 2026, RFTA hosted the kickoff meeting for the Regional Trail and Pathway Safety Task Force, convening 33 representatives including health care professionals, law enforcement, fire/EMS, and member and non-member jurisdiction staff from across the Roaring Fork Valley and Colorado River Valleys. The working group identified four primary efforts for attention: e-bike classifications, improving consistent regional signage, scaling a coordinated education campaign, and exploring approaches to streamline enforcement.

Staff are currently gathering regional incident data and evaluating possible technology solutions to address increasing trail capacity and the unauthorized use of high-powered "e-motos." The next task force meeting is expected to take place in late May 2026 (exact date pending).

### **RFTA Participation in CLEER TMO Workshop April 15, 2026**

Clean Energy Economy for the Region (CLEER) hosted a Transportation Management Organization (TMO) workshop on April 15, 2026, attended by David Pesnichak, Chief Operating Officer; Hannah Klausman, Regional Planning Director; and Mary Harlan, Mobility Coordinator.

In 2023, CLEER identified the need for a coordinated regional initiative to educate community members about transportation options, develop a centralized dashboard for data driven decision making, and convene transportation-focused organizations across the region. In spring 2024, CLEER received \$100,000 CDOT Office of Innovative Mobility (OIM) TMO Seed Funding Grant. RFTA also contributed \$25,000 to support the effort.

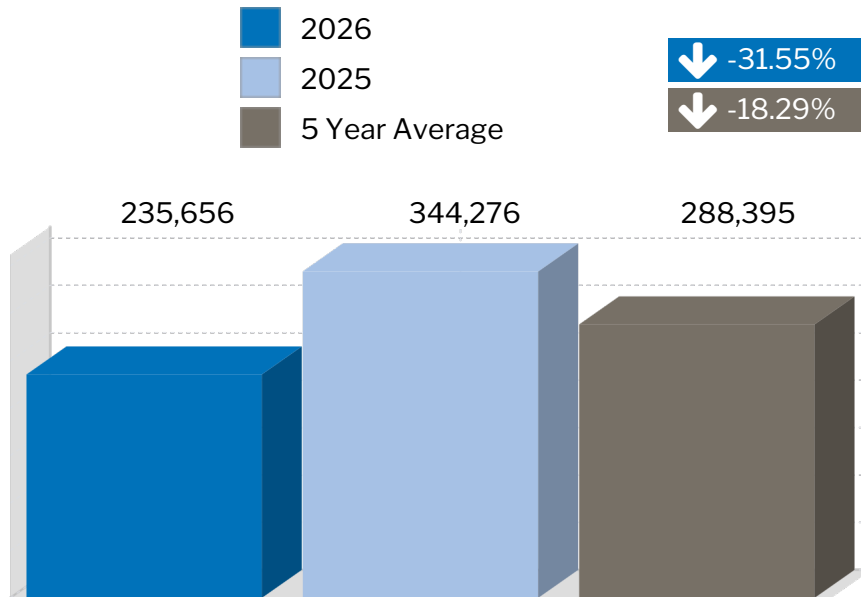
The workshop aimed to advance a collective recommendation on key elements of a long-term regional TMO structure. A TMO supports specific geographic areas in implementing Transit Demand Management (TDM) strategies including rideshare and bikeshare programs, community and business outreach, first/last mile connections, multi-modal transportation events, pedestrian infrastructure, and parking management.

Participants collaborated to define the purpose of a regional TMO and explore potential operational models, engaging staff from both RFTA member and non-member jurisdictions, in addition to other community organization partners and the business community. Presentations were provided by the City of Boulder's TMO, Boulder Transportation Connections, CDOT's Office of Innovative Mobility, and DRCCOG.

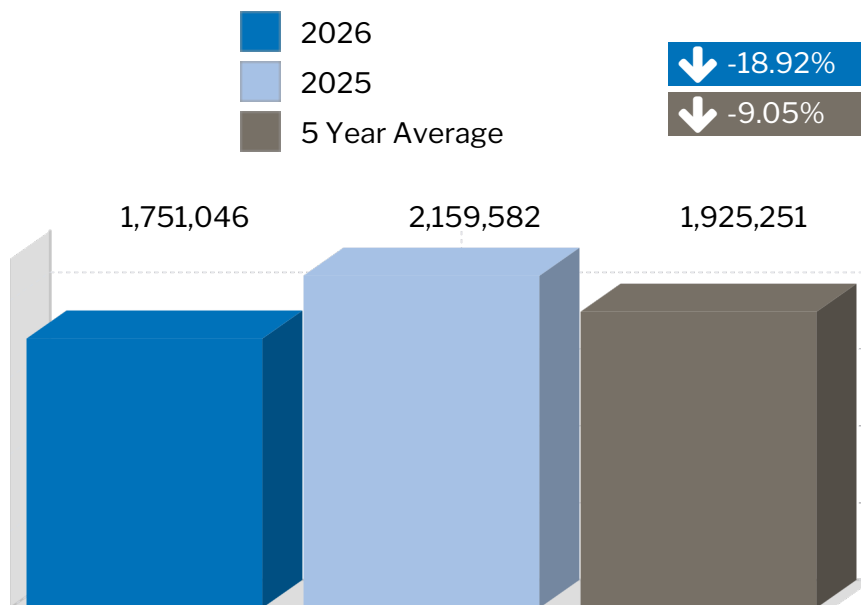
Next steps for the TMO initiative include continuing education and outreach through the Two Rivers Connect app and special events, expanding the data dashboard hosted on the CLEER website, and convening local partners to further refine the TMO's purpose, priorities, and project portfolio. RFTA's Planning Department will continue to engage with ongoing discussions and decisions as this effort progresses.

# Ridership Performance Metrics

## April Ridership

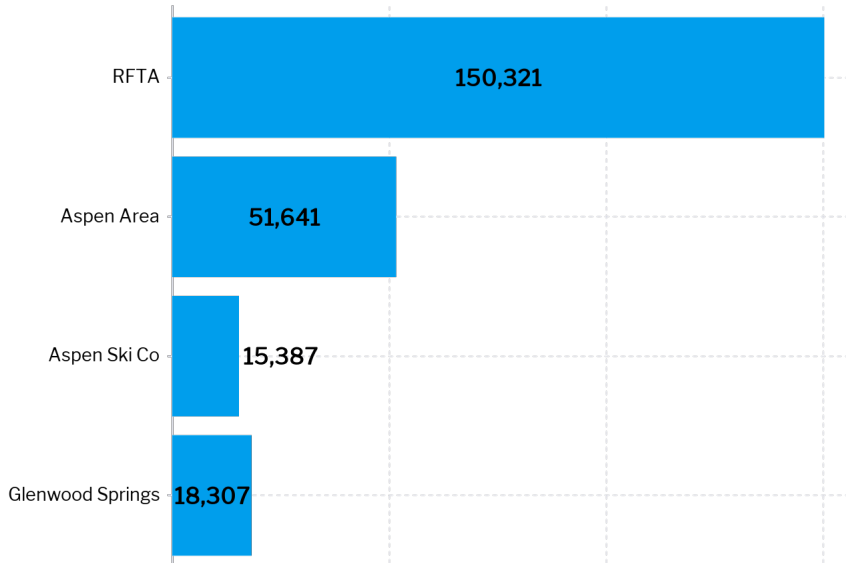


## April Year-to-Date Ridership



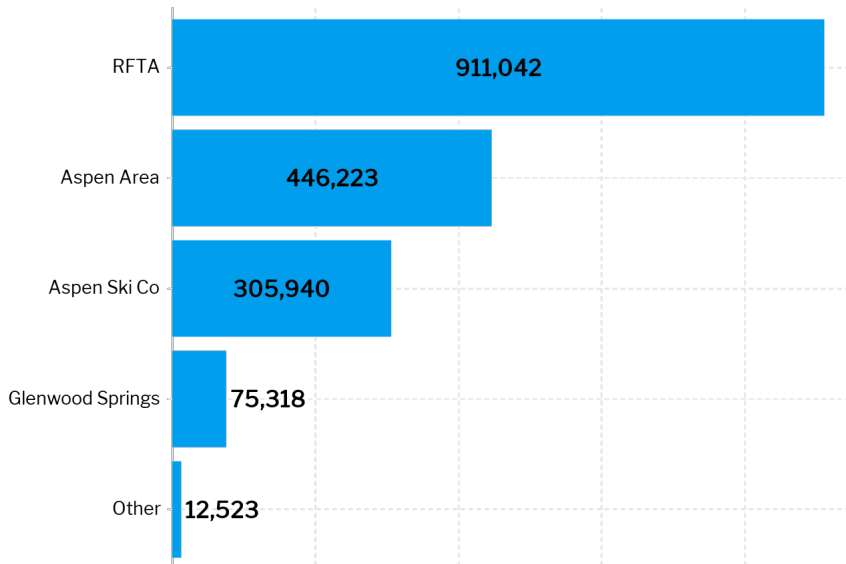
## April 2026 Ridership

235,656 Boardings



## April Year-to-Date 2026 Ridership

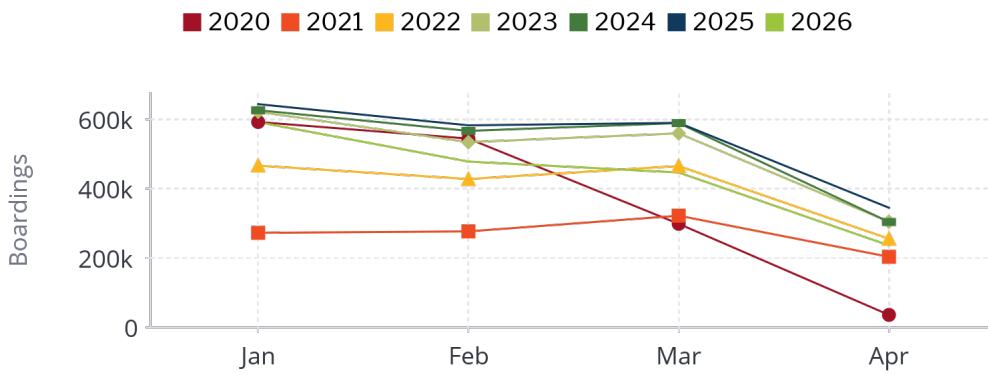
1,751,046 Boardings



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

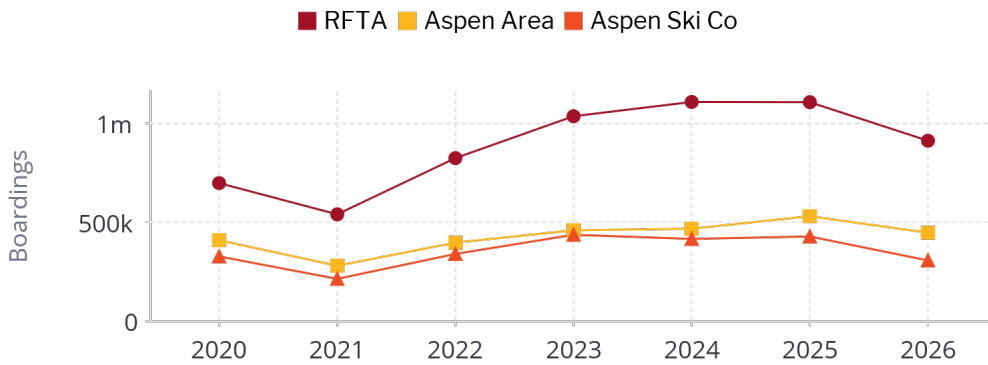
## Ridership by Month Year-to-Date

591,586.00



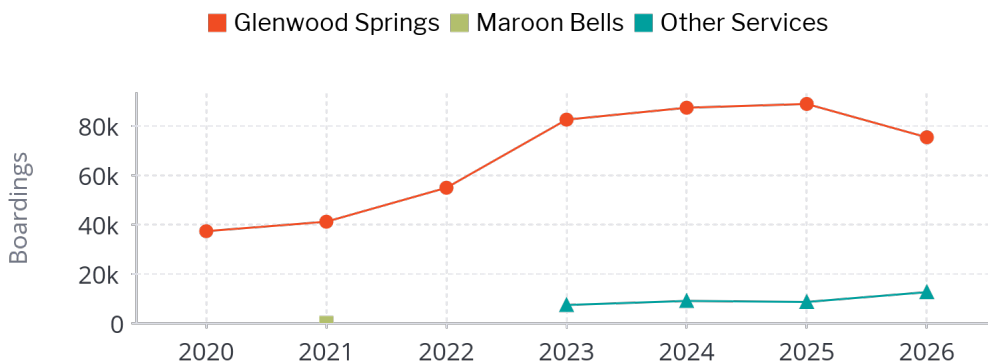
## Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - Apr)



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

(Jan - Apr)



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

### Ridership Rankings - April

Route	2026	2025	% Change
VelociRFTA	62,832	79,438	-20.9%
Local Valley	48,810	65,244	-25.2%
Ride Glenwood	18,307	22,800	-19.7%
Castle Maroon	17,760	29,467	-39.7%
Hunter Creek	16,131	19,896	-18.9%
Snowmass/Aspen Ski	15,387	28,499	-46.0%
Hogback	13,377	16,542	-19.1%
Snowmass/Aspen	11,051	19,843	-44.3%
Carbondale Circulator	7,796	11,213	-30.5%
Burlingame	7,684	11,085	-30.7%
Cemetery Lane	4,897	5,734	-14.6%
Snowmass-Valley	3,729	6,606	-43.6%
Galena Street	2,870	3,423	-16.2%
Snowmass/Intercept	2,386	6,046	-60.5%
Mountain Valley	1,789	2,712	-34.0%
Cross Town	480	630	-23.8%
Woody Creek	340	320	6.3%
Aspen Highlands Direct	30	4,753	-99.4%
Aspen Highlands Ski	0	7,753	-100.0%
Buttermilk	0	2,272	-100.0%
	<b>235,656</b>	<b>344,276</b>	<b>-31.6%</b>

### Ridership Rankings - April Year-to-Date

Route	2026 YTD	2025 YTD	% Change
VelociRFTA	359,696	418,862	-14.1%
Local Valley	252,425	307,745	-18.0%
Snowmass/Aspen Ski	214,119	291,537	-26.6%
Castle Maroon	158,072	193,390	-18.3%
Snowmass/Aspen	131,088	172,719	-24.1%
Hunter Creek	124,570	134,400	-7.3%
Ride Glenwood	75,318	88,857	-15.2%
Hogback	57,961	66,477	-12.8%
Burlingame	54,502	61,237	-11.0%
Buttermilk	46,092	59,439	-22.5%
Aspen Highlands Ski	45,729	76,095	-39.9%
Carbondale Circulator	40,651	50,623	-19.7%
Snowmass-Valley	38,879	50,779	-23.4%
Cemetery Lane	31,200	35,277	-11.6%
Aspen Highlands Direct	28,889	44,839	-35.6%
Snowmass/Intercept	28,154	36,711	-23.3%
Galena Street	28,008	26,970	3.8%
Mountain Valley	15,520	27,702	-44.0%
X Games	12,523	8,532	46.8%
Cross Town	5,462	5,628	-2.9%
Woody Creek	2,188	1,763	24.1%
	<b>1,751,046</b>	<b>2,159,582</b>	<b>-18.9%</b>

### Passengers per Hour Rankings - April

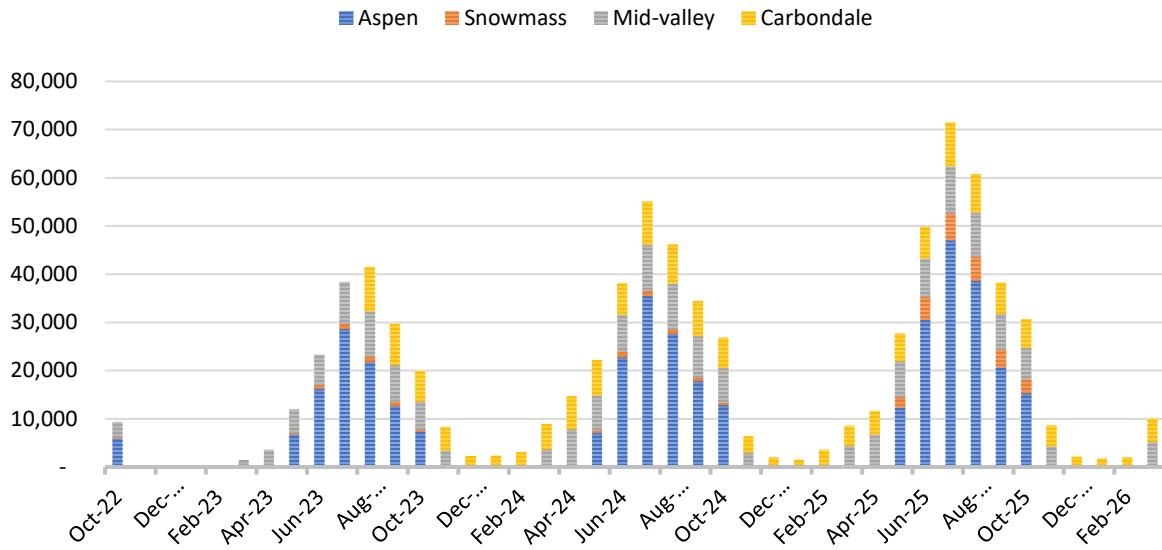
Route	2026 YTD	2025 YTD	% Change
Hunter Creek	28.95	35.68	-18.87%
Ride Glenwood	24.59	30.54	-19.48%
Carbondale Circulator	15.87	22.85	-30.52%
Castle Maroon	13.11	21.38	-38.67%
Snowmass/Aspen Ski	11.74	18.76	-37.44%
Snowmass-Valley	11.58	19.55	-40.76%
VelociRFTA	11.01	13.78	-20.11%
Snowmass/Aspen	11.00	18.25	-39.70%
Hogback	10.57	13.54	-21.92%
Burlingame	10.18	14.87	-31.53%
Local Valley	10.07	13.48	-25.31%
Snowmass/Intercept	8.96	16.23	-44.82%
Cemetery Lane	8.82	10.30	-14.34%
Galena Street	8.65	9.90	-12.62%
Aspen Highlands Direct	4.29	27.11	-84.19%
Mountain Valley	3.29	4.90	-32.91%
Cross Town	1.75	2.20	-20.25%
Woody Creek	1.51	1.30	15.90%
Aspen Highlands Ski		32.95	0.00%
Buttermilk		18.64	0.00%
	<b>11.46</b>	<b>15.95</b>	<b>-28.16%</b>

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

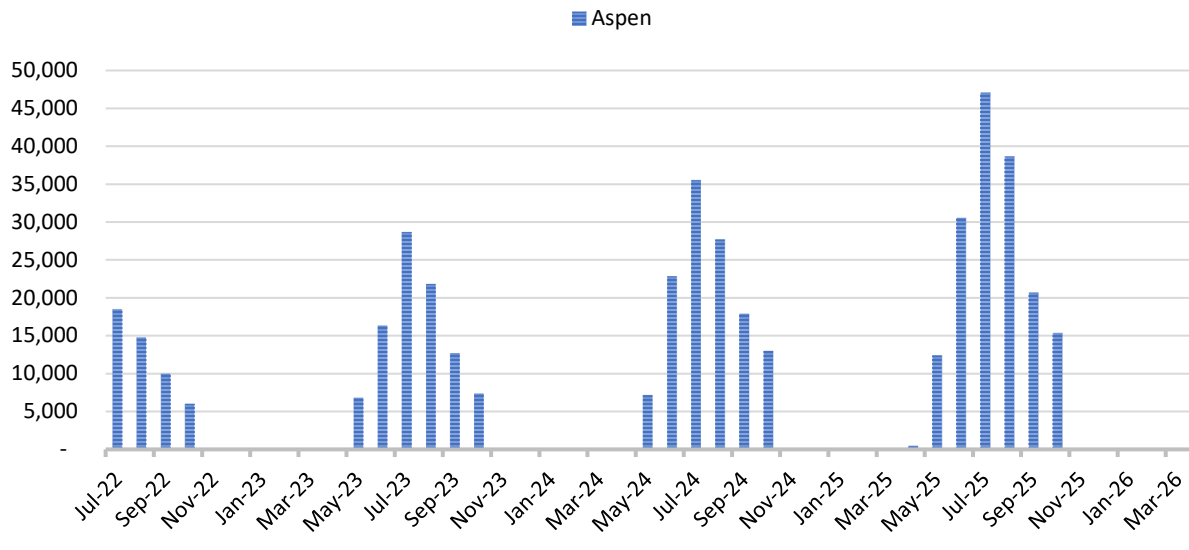
Route	2026 YTD	2025 YTD	% Change
X Games	134.22	118.34	13.43%
Hunter Creek	53.59	57.83	-7.34%
Aspen Highlands Ski	28.92	41.43	-30.20%
Castle Maroon	27.98	33.79	-17.17%
Buttermilk	26.46	31.11	-14.95%
Ride Glenwood	25.28	29.70	-14.89%
Aspen Highlands Direct	24.19	32.77	-26.16%
Snowmass/Aspen Ski	23.85	31.89	-25.23%
Snowmass-Valley	21.88	28.31	-22.73%
Snowmass/Aspen	21.63	28.18	-23.26%
Carbondale Circulator	20.51	25.57	-19.76%
Snowmass/Intercept	19.75	23.67	-16.57%
Burlingame	18.51	20.91	-11.48%
Galena Street	15.21	15.40	-1.27%
VelociRFTA	14.82	17.17	-13.70%
Cemetery Lane	13.52	15.28	-11.53%
Local Valley	12.97	15.88	-18.33%
Hogback	11.33	13.69	-17.18%
Mountain Valley	6.79	12.16	-44.12%
Cross Town	3.43	3.53	-2.62%
Woody Creek	1.67	1.31	27.11%
	<b>18.07</b>	<b>22.11</b>	<b>-18.30%</b>

# BIKESHARE

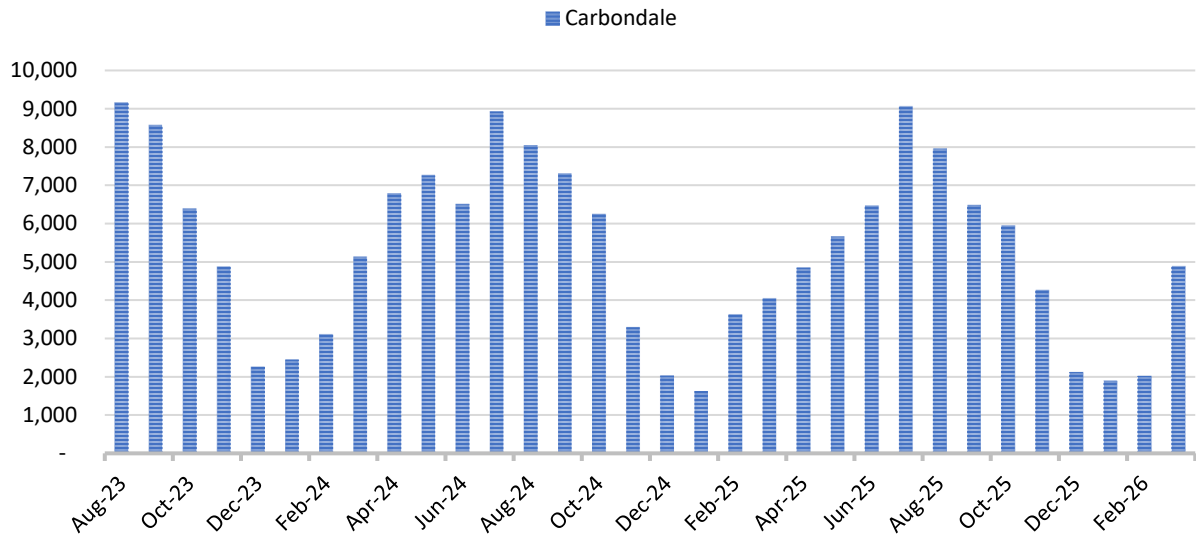
## WE-CYCLE MONTHLY TRIPS



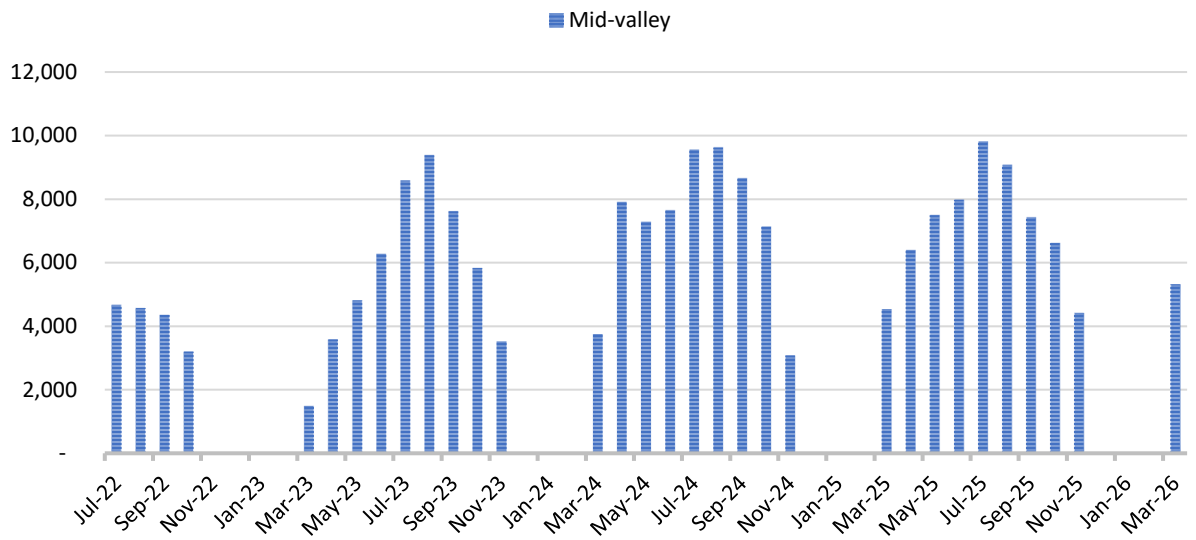
## WE-CYCLE MONTHLY TRIPS



## WE-CYCLE MONTHLY TRIPS

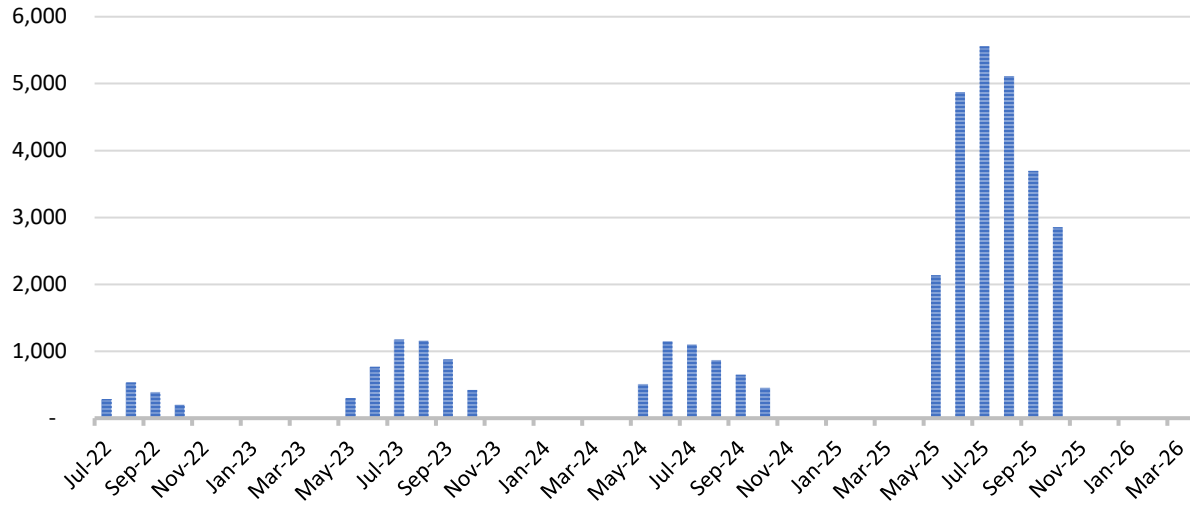


## WE-CYCLE MONTHLY TRIPS



# WE-CYCLE MONTHLY TRIPS

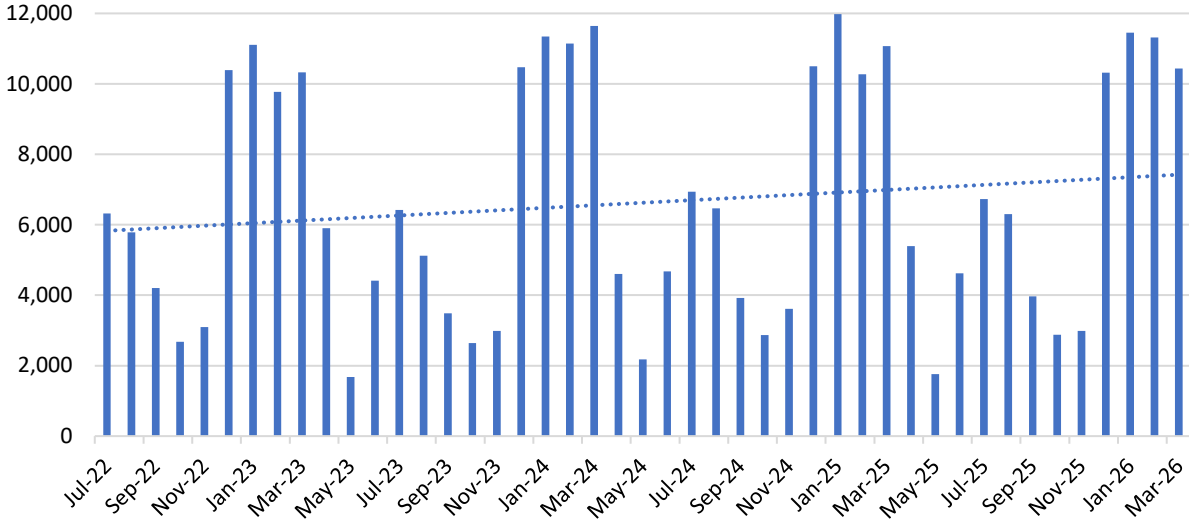
■ Snowmass



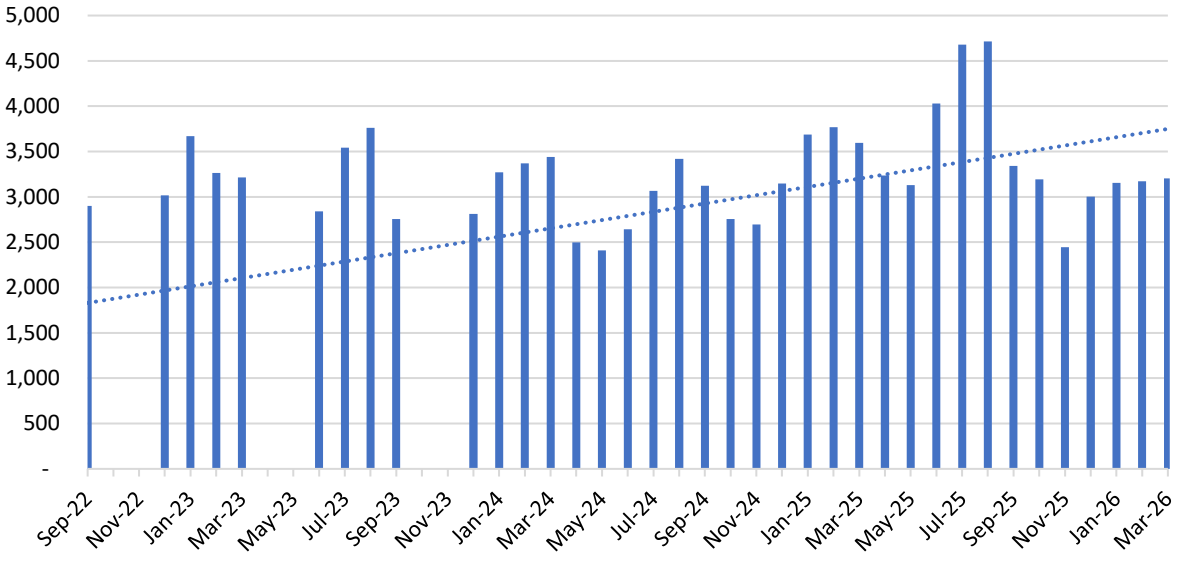
# MICROTRANSIT

**Aspen Downtowner Monthly Passenger Trips\***

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

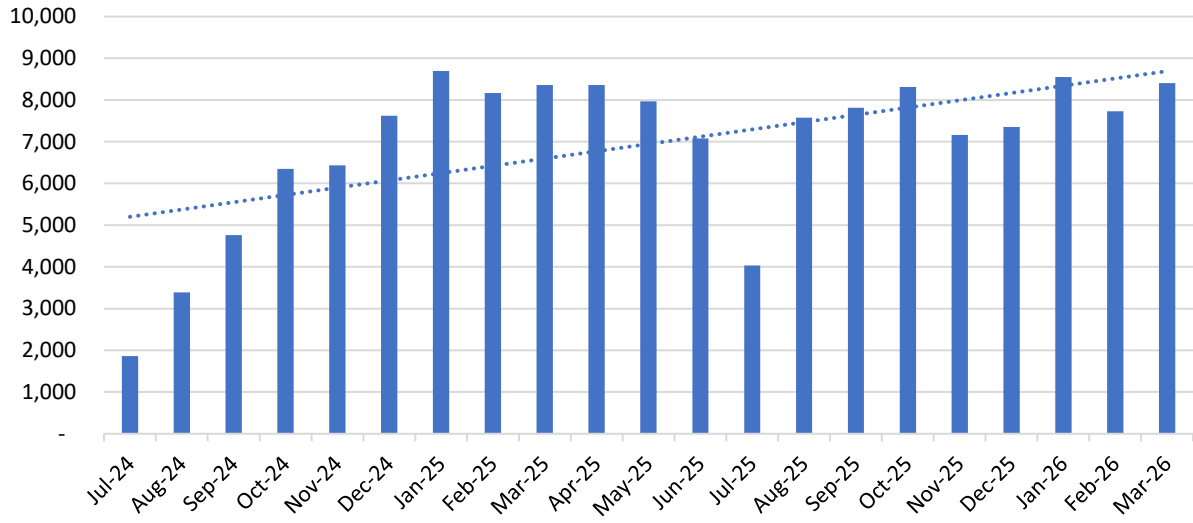


**Basalt Connect Monthly Passenger Trips**

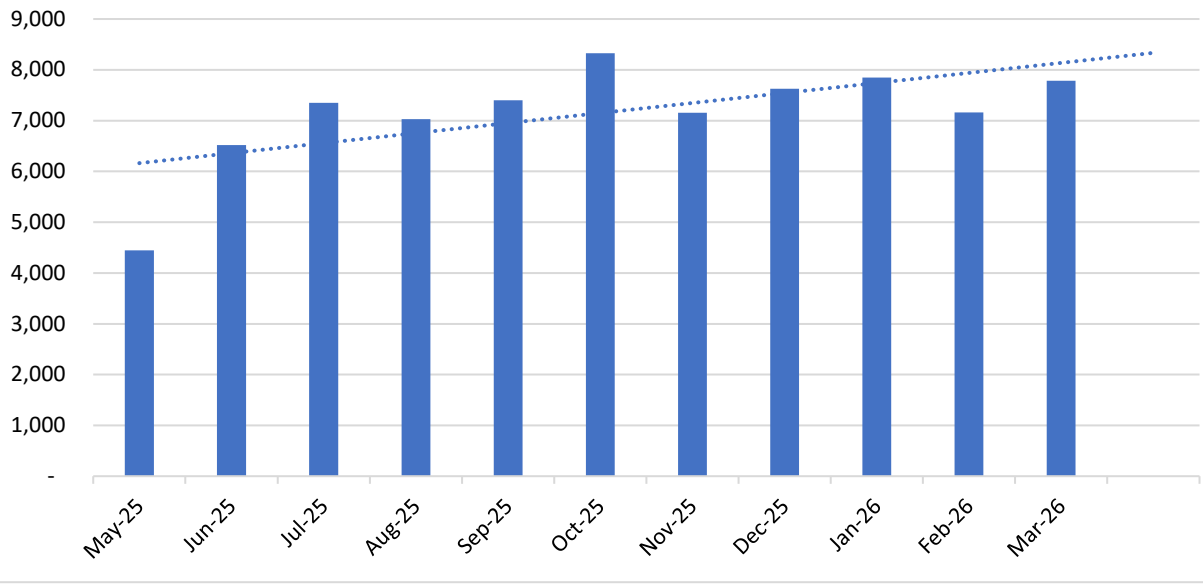


### Carbondale Downtowner Monthly Passenger Trips\*

\*Service Initiated July 1, 2024



### Ride Glenwood On-Demand Monthly Passenger Trips



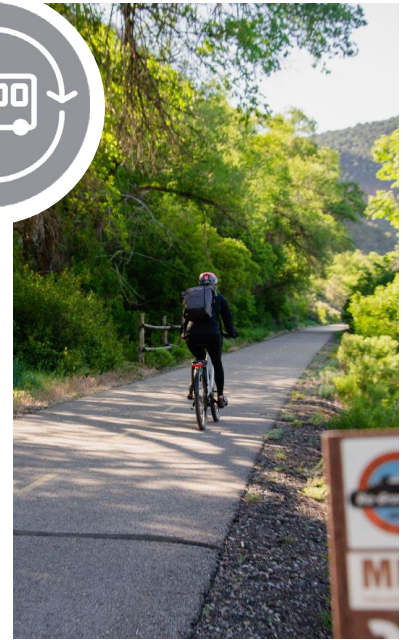
# 2026 RFTA Objectives and Key Results

- 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.**



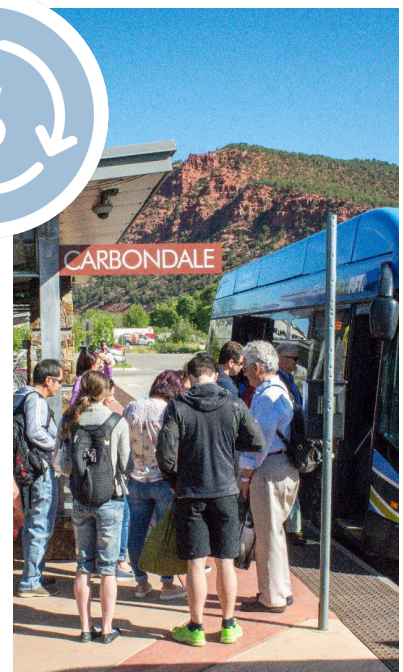
### KEY RESULTS:

- 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

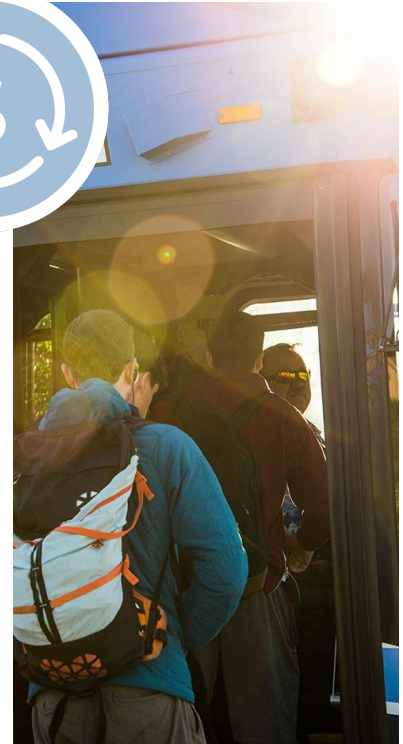


## OBJECTIVE:

**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:

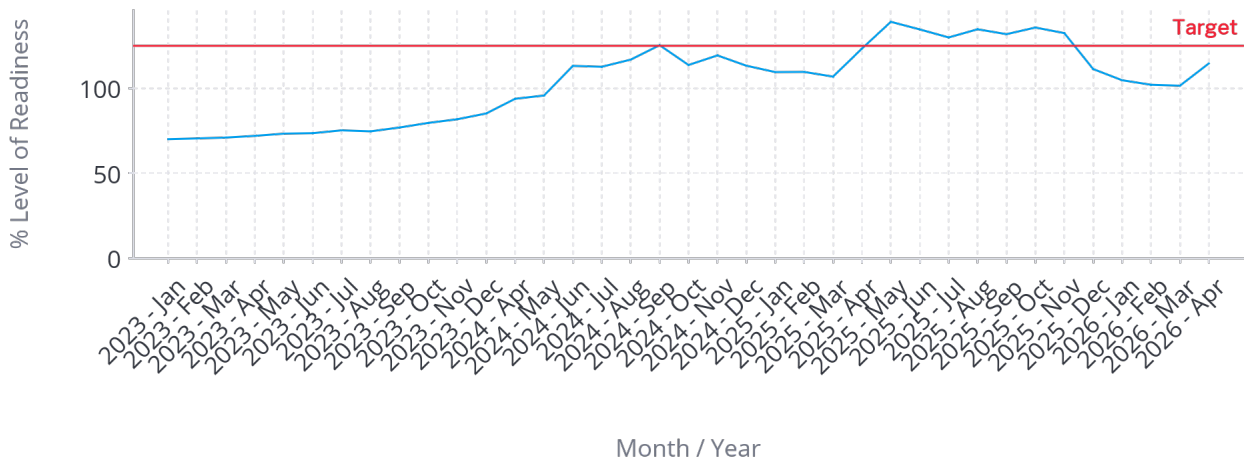
**6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget**

## KEY RESULTS:

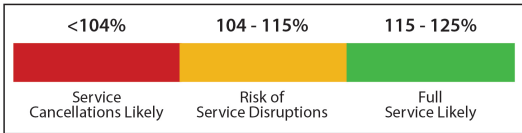
- 1. Develop an energy-efficient strategy by end of Q1 2026



# Operational Readiness



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



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

## Legislative Affairs and Grants Update

### Outreach to Representative Hurd on Surface Transportation Reauthorization

According to The Bus Coalition, the FTA Section 5339 program is proposed to be cut by as much as 50%, and is urging transit supporters to reach out to their delegations and to the T&I Committee to maintain the level of 5339 funding overall, and to preserve the competitive grant program (5339b Bus and Bus Facilities and 5339c Low and No Emissions), which has been beneficial to RFTA and other rural transit agencies. RFTA's lobbyist, Ashley Badesch of Sustainable Strategies, has reached out to Representative Hurd's office to arrange a small Western Slope listening session with Congressman Hurd while he is in the district during the week of May 26<sup>th</sup> which coincides closely with the issuance of the new Surface Transportation Reauthorization bill text, anticipated to be in early May.

The meeting is anticipated to focus on issues central to the Congressman's priorities and community needs across the region: connecting rural workers to jobs, supporting small local economies, and addressing affordability challenges - all areas where transportation authorities do some of the district's heavy lifting. RFTA (serving Garfield, Pitkin, and Eagle Counties), Grand Valley Transit (serving Mesa County/Grand Junction), Gunnison Valley RTA, and the San Miguel Authority for Regional Transportation collectively support millions of passenger trips each year. Across the Western Slope, these services help workers reach jobs, support small businesses and industry, boost tourism economies, and connect residents to healthcare and essential services where commute distances are long and options are limited.

### Legislative Update

Legislative Item	Legislative or Regulatory Type	Description	Impact	Status
<a href="#">HB26-1269</a> Transit Access Bill	State House Bill	This State of Colorado draft bill requires medium-size transit agencies (those with at least one million unlinked passenger trips annually) to report data annually to the Governor and other State-level committees, starting January 2028.	The reporting requirements remaining in the bill conflict with RFTA's priority to reduce regulatory barriers. Will require additional administrative resources without improving transit service.	RFTA, CASTA and Mountain Metro met with the Senators sponsors of the bill. Pending the next draft of the Bill, we believe we have reduced the reporting requirements to what is already available. Basically, we will probably need to include a link on our web site to NTD and to the Coordinated Human Services Transportation Plan in our TPR.
<a href="#">HR4924</a> Rails to Trails Landowner Rights Act	U.S. House Bill	Federal legislation to 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.	Conflicts with RFTA's ability to maintain and expand its services. Will add administrative & legal process and requirements to railbanking.	Referred to the House Committee on Natural Resource August 2025 and has not advanced since then. Moreover, the Bill's sponsor, Sam Graves (R-MO) is retiring at the end of the session. RFTA staff met Representative Hurd in person on April 14, 2026, during the APTA Legislative conference, and reported RFTA's concerns.
<a href="#">Ballot Initiative 175</a> : Increase Transportation Funds for Road Transportation	State Ballot Initiative	Effort to place a proposition on the November 2026 ballot that increases the amount of state	Conflicts with RFTA's financial sustainability and ability to expand	This citizen-initiated ballot measure was filed by Michael Andre Hancock and Donna Kim Wade on November 7, 2025, and cleared for signature gathering,

Legislative Item	Legislative or Regulatory Type	Description	Impact	Status
and Decrease Funds for Other Forms of Transportation Amendment		revenue dedicated to road transportation and decrease funding for other transportation-related services and programs provided by the state and local governments.	and maintain its services.	with signatures due by May 27, 2026. CASTA is continuing to research and will work with member agencies and other agencies to oppose. The lobbying firm Siegel Long Public affairs is working on an opposition plan, and, potentially, a fiscal impact analysis of this bill. CASTA is still trying to determine if SB230 funds will be impacted. The RFTA Board issued a statement opposing the ballot measure on April 16, 2026.
<a href="#">HB 26-1065</a> : Transit and Housing Investment Zones	State House Bill	Creates a new statewide framework to encourage coordinated transit infrastructure improvements and affordable housing development in designated high opportunity areas. It does this primarily through financing tools and a structured approval process.	Potential impacts to RFTA, both positive and negative may be mixed. May support, innovative initiatives, partnerships, and investments that benefit public transit and increase ridership, while it may also create regulatory barriers. and may shift decision-making away from local jurisdictions and the approval process could be competitive and complex.	The bill passed the House Finance Committee in February 2026 and was referred to the House Appropriations Committee, where it is pending. Mike Davies, RTD Government Relations Officer, reported that RTD supported the bill, as did many cities.
SB21-260 (Multimodal Options Fund)	Funding Change	The MMOF has been a reliable funding source for transit, bike/ped, TDM, multimodal safety, and VMT-reduction projects, including the 27 <sup>th</sup> Street Pedestrian crossing.	Support RFTA's financial sustainability and allows RFTA to maintain and expand its services	The JBC voted 6–0 to draft legislation that may reduce or eliminate the \$10.5M annual General Fund transfer to MMOF. CDOT's State Legislative Liaison, Emily Haddaway reports that it is a challenging budget year, without a lot of leverage to oppose. We don't know whether the JBC will propose only a FY27 reduction or a reduction for all remaining years through FY32. The proposed

Legislative Item	Legislative or Regulatory Type	Description	Impact	Status
				<p>reductions would cut about 56% of FY27's current awards, or about 53% combined in FY27-29 if all remaining general funds are cut. There are 40 projects awarded FY27 funds that are at risk, and 77 total projects at risk throughout FY27-29.</p>
<p>USDOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative</p>	<p>Regulatory</p>	<p>The ROUTES Initiative was established in October 2019 with DOT Order 5050.1 and codified in Section 25010 of the Infrastructure Investment and Jobs Act in November 2021 to support the needs of rural America by advancing rural transportation policy. ROUTES addresses rural transportation infrastructure needs by developing user-friendly tools and information, aggregating DOT resources, and providing direct technical assistance to connect rural communities with the funding, financing, and outreach resources available.</p>	<p>Aligns with RFTA's financial sustainability and ability to maintain and expand its services</p>	<p>RFTA submitted comments on April 24, 2026, per CASTA's request, requesting that the ROUTES initiative should focus on, among other things, working with Congress to provide more transit funding for rural and tribal areas and reduce local matching requirements</p>

**Grants Update**

**Combined Capital Call for FY2025 CDOT Consolidated Call for Capital Projects (CCCP) and Clean Transit Enterprise (CTE):** We have received verbal confirmation that we will receive CTE funding for 6 of the 10 requested battery electric buses (BEBs), as well as the full \$4.7 million request for AMF and GMF BEB charging expansion infrastructure. Staff also received a CDOT email alerting us to a CCCP award of \$1 million for an Intelligent Transportation Systems (ITS) Safety/Security Package. In total, Staff received about \$13.9 million for three projects, or about 79% of all requested grant funds We can anticipate CTE contracts in August and a CCCP contract in September.

**FY2026 5339b/c (Bus and Bus Facilities and Low and No Emissions):** The Notice of Funding Availability (NOFA) should be issued soon. RFTA will request the remaining four (4) low-emission buses and the remaining ITS equipment that it did not receive from the FY2025 CCCP.

**Congressionally Directed Spending:** Senator Hickenlooper has submitted RFTA's Congressionally Directed Spending Request for replacement of one bus with a BEB to the Senate Appropriations Committee for funding. While this is encouraging news, it does not guarantee funding, as several steps remain in the appropriations process. The Appropriations Committee will review requests and determine which projects will be included in spending bills. To be funded, these bills must pass both the House and the Senate and be signed into law by the President. If the project advances through committee markup, the award amount may also be reduced.



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

Transit Service	Mileage March YTD				Hours March YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,107,921	1,104,359	3,562	0.3%	52,704	52,578	126	0.2%
City of Aspen	159,915	166,210	(6,295)	-3.8%	18,811	19,043	(232)	-1.2%
Aspen Skiing Company	182,575	186,082	(3,507)	-1.9%	12,829	13,114	(284)	-2.2%
Ride Glenwood Springs	30,287	29,335	952	3.2%	2,435	2,432	3	0.1%
Grand Hogback	110,189	110,909	(720)	-0.6%	5,040	5,027	13	0.3%
Specials/Charters	1,739	3,665	(1,926)	-52.6%	382	360	22	6.1%
Senior Van	4,622	3,438	1,184	34.4%	594	495	99	20.0%
<b>Subtotal - Transit Service</b>	<b>1,597,248</b>	<b>1,603,997</b>	<b>(6,749)</b>	<b>-0.4%</b>	<b>92,795</b>	<b>93,048</b>	<b>(253)</b>	<b>-0.3%</b>
Training & Other	1,634	3,900	(2,266)	-58.1%	2,704	4,470	(1,766)	-39.5%
<b>Total Transit Service, Training &amp; Other</b>	<b>1,598,883</b>	<b>1,607,897</b>	<b>(9,015)</b>	<b>-0.6%</b>	<b>95,499</b>	<b>97,518</b>	<b>(2,019)</b>	<b>-2.1%</b>

**2025 Financial Statement Audit – Schedule**

Date	Activity	Status
4/27/2026 – 5/1/2026	Start of Audit – auditors conducting onsite fieldwork	<i>Completed.</i>
Mid-June	During this period, staff anticipates that the Audit Report will be reviewed by the <b>RFTA Board Audit Subcommittee</b> . Anticipated subcommittee members include Colin Laird, RFTA Board Member, Erin Zalinski, RFTA Board Member, Alyssa Shenk, RFTA Board Member, Anna Earl, independent financial expert and Eagle County Director of Finance, and Liz Woods, independent financial expert and Pitkin County Director of Finance, Treasurer/Public Trustee A meeting will be held at a RFTA office in Carbondale between the Audit Subcommittee, the auditors, and staff to discuss the audit in detail.	<i>Email will be sent to Audit Subcommittee to establish date &amp; location of meeting.</i>
7/3/2026	Final Audit Report to be distributed to RFTA Board with July Board Packet	<i>On schedule</i>
7/9/2026	Presentation of Final Audit Report at RFTA Board Meeting by Auditor	<i>On schedule</i>

**RFTA Investments Quarterly Report**

In accordance with RFTA’s Investment Policy, staff have prepared the following investment summary that provides an analysis of RFTA’s current investment portfolio and quarterly activity through 3/31/2026.

Investment	Purchases/ (Redemptions)	12/31/2025	%	Purchases/ (Redemptions)	3/31/2026	%
Local Government Investment Pools:						
Colotrust Plus+	\$ 11,124,998	\$ 54,922,234	50%	\$ 11,124,998	\$ 53,477,811	50%
CSIP	\$ 11,122,298	\$ 54,881,951	50%	\$ 11,122,298	\$ 53,436,140	50%
<b>Total Investment</b>	<b>\$ 22,247,295</b>	<b>\$ 109,804,185</b>	<b>100%</b>	<b>\$ 22,247,295</b>	<b>\$ 106,913,951</b>	<b>100%</b>

Monthly Distribution Yield:

Colotrust Plus+	3.94%	3.76%
CSIP	3.95%	3.74%

**Notes:**

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

**Mid-Month CEO Report:**

- Please note the following mid-month CEO Report update to the Board of Directors from [April 24, 2026](#).

**RFTA BOARD OF DIRECTORS MEETING**  
**“INFORMATION/UPDATES” AGENDA SUMMARY ITEM**

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Kurt Ravenschlag, CEO  
**DATE:** April 24, 2026



**Aspen Airport Closure – Transportation Coordination**

Pitkin County has organized a working group of valley-wide leaders and stakeholders to address various issues associated with the ASE closure during the spring, summer, and fall of 2027. I have volunteered to co-lead the transportation subcommittee alongside Dave Tanner of Aspen One.

To date, we have held two meetings—the first to identify appropriate participants and the second to begin defining our scope of work. Weekly meetings have now been scheduled to ensure momentum and accelerate progress.

The group is currently identifying key user types, including daily commuters, construction traffic, out-of-region visitors, special events, and others, in order to determine the accommodations and coordination required to proactively inform the traveling public of their access options to the Roaring Fork Valley during the ASE closure.

At this time, no single entity has been identified to assume responsibility for costs associated with potential transportation strategies beyond what the private market can support. This may become a topic for further discussion as potential solutions and concepts are more fully developed.

**RFTA Master Planning**

As a reminder to the Board, RFTA is approximately one month away from initiating a first-of-its-kind Master Planning effort to develop a comprehensive regional transportation plan for the Roaring Fork and Colorado River Valleys.

This effort will identify opportunities to optimize RFTA’s existing services while also establishing a long-term vision for how RFTA can better meet the expanding transportation needs of our growing travel shed. The plan will evaluate and define new and enhanced services, including carpool and vanpool solutions; travel demand modeling across various transportation scenarios; transportation demand and congestion management strategies for Highway 82; emerging and new technologies; BRT optimization opportunities; regional facility and capital needs; and sustainable first- and last-mile strategies. The effort will also include evaluation of larger, long-range concepts, such as rail, to ensure we are planning effectively for the region’s transportation needs well into the future.

This Master Planning effort is well resourced and designed to heavily involve municipal and county jurisdictions throughout the region to collaboratively build a clear vision and actionable plan. Additionally, we will remain responsive to any evolving opportunities or initiatives that may not be fully defined at this time, leveraging our top-tier project team.

The project team plans to hold a kick-off presentation at the July Board meeting.

### **Launch of "The Flyer" Pilot Service**

On June 28, 2026, RFTA will launch "The Flyer" (FL), a year-round, fare-free pilot route connecting Brush Creek Park & Ride directly to the Maroon Creek and Castle Creek corridors. Developed in direct response to feedback from public input, the City of Aspen, Aspen Valley Health, Aspen Public Schools, Pitkin County, and Aspen Skiing Company, the service allows commuters, students, hospital patients and recreationists to access key destinations without first having to transfer in Aspen. By providing a more intuitive and direct link to major employers, services, schools and seasonal destinations like the Maroon Bells shuttles, the route aims to simplify regional travel and provide increased mobility options.

This shuttle will operate five round trips during the morning commute hours of 7 a.m. - 9:30 a.m. and five additional round trips during the afternoon commuter window, 3 p.m. – 6 p.m. This schedule was developed with input from stakeholder feedback.

Supported by Colorado's SB230 transit funding and RFTA resources, this pilot will operate through 2027 to evaluate ridership demand and long-term viability. To ensure a successful launch, RFTA's Public Information Office is developing a comprehensive media toolkit for distribution in mid-May. This toolkit will provide regional partners and stakeholders with the necessary resources to build awareness and encourage a mode shift toward this new service. Data collected throughout the pilot period will be instrumental in shaping RFTA's future service decisions and regional connectivity goals.

### **APTA Legislative Conference Summary**

Earlier this month, David Johnson, Director of Sustainability and Legislative Affairs, attended the APTA Legislative Conference in Washington DC which is the premier event for public transportation professionals to learn about important federal public transportation legislation and policy initiatives, and to engage with federal lawmakers, USDOT officials, and committee members and shape the industry's positions and federal advocacy agenda.

The primary focus of this year's conference was on securing a new Surface Transportation Reauthorization Act that builds upon the historic funding levels of the Infrastructure Investment and Jobs Act (IIJA). The critical issue is the lack of advanced appropriations in the President's proposed FY 2027 budget while the IIJA expires on October 1st. A new authorization or an extension can potentially shape public transportation's future for many years.

RFTA and CASTA secured meetings with Homer Carlisle (Senior Advisor on Infrastructure, Transportation and Transit Policy; Senate Banking, Housing & Urban Affairs Committee), Senator Bennet (Staff), and Representative Hurd (Staff). The purpose of the meeting with Homer Carlisle was to emphasize the importance of maintaining and expanding FTA 5339 and FTA 5311 programs to transit agencies in Colorado. CASTA led the conversation, and RFTA provided tangible experiences of the benefit of this funding for rural transit agencies, such as fleet replacement and facility construction. Meetings with the staffers of Senator Bennet and Representative Hurd emphasized the importance of RFTA to the Region, expressed gratitude for support and highlighted monumental projects completed with Federal funding (such as VelociRFTA BRT, grade separated pedestrian crossings of major highways, the Regional Transit Center, renovation of Rubey Park Transit Center, and bus replacements), shared project updates on RFTA's Glenwood Maintenance Facility Expansion (Regional Transit Center), advocated for Surface Transportation Reauthorization Principles to support rural communities and continues to offer critical support to promote safe, affordable transportation systems, and highlighted concerns with H.R. 4924 the "Rails to Trails Landowner Rights Act".

## Correspondence

- RFTA CEO issued a letter of Opposition to H.R. 4924 to Congressman Jeff Hurd on [April 8, 2026](#).
- RFTA Board Chair Greg Poschman issued a letter of opposition to Proposition 175 on behalf of the RFTA Board of Directors. The letter was dated [April 16, 2026](#), and included in a press release as well as circulated to municipalities in the region.

April 8, 2026

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

Re: Opposition to H.R. 4924, the “Rails to Trails Landowner Rights Act”

Dear Congressman Hurd,

The Roaring Fork Transportation Authority (RFTA) appreciates your service to Colorado’s Third Congressional District and your leadership on transportation and infrastructure issues that support the region’s economy and quality of life. RFTA is writing to share concerns about H.R. 4924, the “Rails to Trails Landowner Rights Act,” which was introduced on August 8, 2025 and referred to the House Committee on Natural Resources. Although the bill has not advanced beyond introduction, RFTA wants to bring awareness that its provisions could have negative implications for established railbanked corridors such as the RFTA-owned Rio Grande Railroad Corridor and Rio Grande Trail.

The RFTA Corridor is a 42-mile multi-use corridor connecting Glenwood Springs and Aspen that was successfully railbanked and converted for public use under the National Trails System Act. The Rio Grande Trail developed within the RFTA Corridor provides year-round transportation and recreation opportunities for more than one million bicyclists and pedestrians annually, supports local businesses, and preserves the right-of-way for potential future rail reactivation.

H.R. 4924 would require written consent from every adjacent landowner before any new action within a railbanked corridor, shift compensation and maintenance costs from the federal government to local trail sponsors, and authorize landowners to petition for corridor width reductions. For RFTA, these provisions could translate into new administrative reviews and potential compensation obligations each time the agency undertakes safety improvements, surface upgrades, or accessibility modifications. Such requirements would impose costs and delays that are inconsistent with the original intent of railbanking: to preserve former rail corridors for interim public use while maintaining the option for future rail reactivation. While RFTA fully supports fair treatment of private property owners, the current railbanking framework has proven to balance those rights with the public benefits of safe, accessible trail systems.

RFTA respectfully encourages careful consideration of the bill’s potential effects on existing railbanked corridors and requests opportunities to engage as the legislation is discussed further.

Thank you for your attention to this issue and for your continued commitment to Colorado’s transportation network.

Sincerely,



Kurt Ravenschlag  
CEO



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

April 16, 2026

RE: Roaring Fork Transportation Authority opposes Proposition 175

On behalf of the Roaring Fork Transportation Authority (RFTA), I write to express strong opposition to Proposition 175 and urge Colorado voters to decline to sign the petition currently circulating to place this measure on the November ballot.

RFTA is the second-largest transit agency in Colorado and the largest rural transit provider in the United States. We serve eight communities across a 70-mile mountain corridor from Aspen to Rifle. We were created by our communities, funded by our voters, and built to solve a real problem: State Highway 82 and Interstate 70 on the Colorado Western Slope cannot function if every worker, resident, and visitor must arrive by private vehicle.

At its core, Proposition 175 would amend the Colorado Constitution to require that a broad set of state transportation-related revenues be used only for road construction, bridge maintenance, and the State Patrol. Proponents argue that drivers paying road-related taxes should receive roads in return. However, this initiative reflects a fundamental misunderstanding of how transportation works in Colorado's mountain communities. In the Roaring Fork Valley, drivers benefit every single day from the fact that their neighbors, coworkers, and fellow commuters are riding buses instead of driving. RFTA's roughly 5 million annual passenger trips represent millions of vehicle miles not traveled on SH 82, I-70, and local roads, which reduces road maintenance costs, extends pavement life, and keeps travel times manageable for all road users.

Public transit systems rely on a mix of funding sources, including state programs tied to vehicle fees, multimodal investments, and emissions reduction initiatives. Initiative 175 would restrict or redirect those funds, with serious consequences for the Roaring Fork Valley, which is a topographically constrained corridor where highway expansion is not a realistic option. Reducing transit funding here will not protect road dollars. It will increase congestion and roadway wear by shifting trips back onto highways that cannot absorb them.

RFTA also has serious concerns about this measure advancing to the ballot when its real-world impacts remain undefined. While framed as an effort to "restore our roads" without raising taxes, the nonpartisan Colorado Legislative Council's fiscal note estimates that this measure will reallocate up to approximately \$2.09 billion in existing state revenue annually. The fiscal note identifies up to approximately \$160 million annually in transit-related funding that could be diverted but acknowledges this reflects only a subset of potentially impacted programs. As drafted, the measure could reach major funding sources such as the Clean Transit Enterprise, which has provided multi-million-dollar support for RFTA asset replacement, fleet modernization, and new transit services to meet growing demand. Because these restrictions would be embedded in the Constitution, any unintended consequences would be extremely difficult to revise or correct. Yet the measure does not



2307 Wulfsohn Road  
Glenwood Springs, Colorado 81601  
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clearly identify which funding sources would be affected or how existing programs would be treated, leaving transit and other core community services for RFTA patrons and workers, such as education and healthcare, vulnerable to consequences that cannot be easily undone.

For these reasons, RFTA urges Coloradans to decline to sign the Initiative 175 petition and to keep this measure off the ballot.

Sincerely,

Greg Poschman (Apr 16, 2026 15:23:57 MDT)

Greg Poschman

Roaring Fork Transportation Authority Board of Directors, Board Chair



**AGENDA**  
**ROARING FORK TRANSPORTATION AUTHORITY**  
**BOARD OF DIRECTORS ANNUAL SUMMIT MEETING**

THURSDAY, May 14, 2026

Morgridge Commons, 815 Cooper Avenue, 2<sup>nd</sup> Floor, Glenwood Springs, CO

9:00 a.m. – 2:00 p.m.

*The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time.*

*The order and times of agenda listed items are approximate and are intended as guidelines for the Board of Directors.*

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

AGENDA ITEM	PURPOSE	TIME
<b>1. Summit Opening - Welcome and Introductions</b>	<ul style="list-style-type: none"> <li>Board summit kick-off</li> </ul>	9:00 a.m.
<b>2. Opportunities and Challenges over next 2 years</b>	<ul style="list-style-type: none"> <li>To provide Board of Directors (BOD) scan of upcoming challenges and opportunities that need attention</li> </ul>	9:15 a.m.
<b>3. What are Objectives and Key Results (OKR's) and how is RFTA using them?</b>	<ul style="list-style-type: none"> <li>To educate the BOD on OKR's and how RFTA is using them</li> </ul>	10:00 a.m.
<b>4. Break</b>	<ul style="list-style-type: none"> <li>Refuel</li> </ul>	10:15 a.m.
<b>5. 2027 Board Priority Objectives Identification</b>	<ul style="list-style-type: none"> <li>Board to provide staff direction for 2027 Objectives to be accomplished</li> </ul>	10:30 a.m.
<b>6. Lunch</b>	<ul style="list-style-type: none"> <li>Refuel</li> </ul>	11:30 a.m.
<b>7. 2027 Board Priority Objectives Identification</b>	<ul style="list-style-type: none"> <li>Continued</li> </ul>	12:30 p.m.
<b>8. Closing</b>	<ul style="list-style-type: none"> <li>Parking lot ideas</li> <li>Summary of work completed and next steps</li> <li>Closing comments and appreciations</li> </ul>	1:45 p.m.
<b>9. Adjournment</b>	<ul style="list-style-type: none"> <li>End meeting</li> </ul>	2:00 p.m.

## RFTA BOARD RETREAT PRE-WORK

To make our time together on May 14 as productive as possible, we ask each RFTA Board member to review the following information on OKRs in advance. This will help ensure a shared understanding of how Board objectives will be translated into actionable 2027 OKRs for the organization. We will also spend a few minutes on May 14 reinforcing these concepts.

### OKRs

Objectives and Key Results (OKRs) are one of the most popular goal-setting frameworks for individuals, teams, and entire organizations in use today. When combined with the SMART Goals methodologies, they help identify and measure success in the workplace (and personal lives).

As part of this retreat, the Board will be asked to consider and refine a set of potential new organizational objectives that may serve as the foundation for 2027 OKRs. These draft objectives are organized below for discussion purposes:

**Objectives** = Overall goals or desired outcomes

**Key Results** = Measurable and time-bound milestones to reach those objectives

#### Objective:

“Increase our 2026 revenue”

#### Key Result 1:

“Increase new monthly subscriptions by 3-5% by the end of Q1”

#### Key Result 2:

“Increase the average monthly subscription spend from \$175 to >\$200 by the end of Q2”

#### Key Result 3:

“Reduce canceled monthly subscription rates by 1-2% by the end of Q3”

## What are OKRs?

### OBJECTIVES AND KEY RESULTS

OKRs are a management methodology which helps to ensure that your company focuses efforts on the same important issues throughout the organization.

#### OBJECTIVES

**An Objective is what you want to accomplish.**

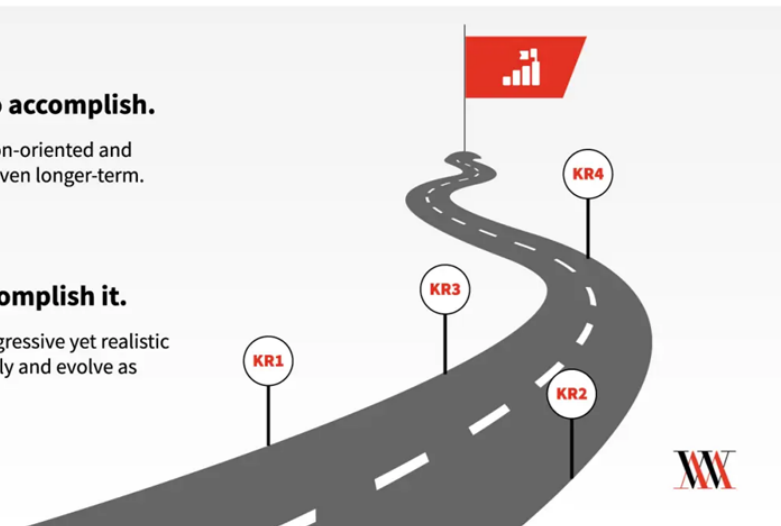
A good Objective is significant, concrete, action-oriented and inspirational. Can be set annually or over an even longer-term.

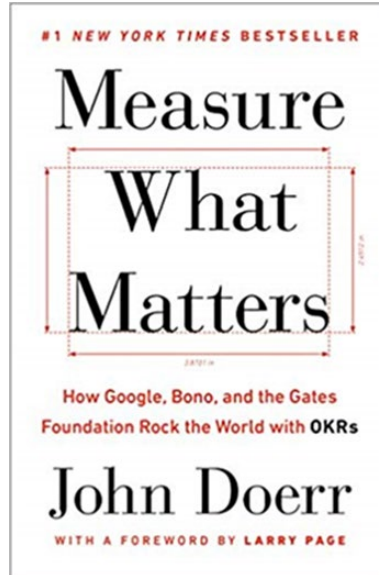
#### KEY RESULTS

**Key Results are how you will accomplish it.**

Good Key Results are specific, timebound, aggressive yet realistic measurable and verifiable. Can be set quarterly and evolve as work progresses.

What Matters





### [Measure What Matters](#)

Once the Board and E-Team decide on the 3-5 2027 OKRs, Kurt, Mike, and Dave will turn those into specific organizational Objectives and Key Results that will then be cascaded down through the organization, providing an aligned roadmap for critical initiatives that go beyond RFTA’s day-to-day Business as Usual tasks (BAUs).

**The overall goal of the 14<sup>th</sup> is to identify the “What” RFTA should focus on in 2027. The E-Team will then develop the “How” and present it to the Board at a future monthly meeting. This will prevent us from getting too far down in the weeds during the retreat.**

## EXAMPLE ONE OF CASCADING OKRs

**General Manager Objective:** “Establish a dynasty”

**Key Result 1:**

“Win the Super Bowl”

**Key Result 2:**

“Fill home stands to 90%”

**Head Coach Objective:** “Win the Super Bowl”

**Key Result 1:**

“Passing attack amasses 300+ yards per game”

**Key Result 2:**

“Defense allows fewer than 17 points per game”

**Key Result 3:**

“Special teams unit ranks in top 3 in punt return coverage”

**Offensive Coach Objective:** “Generate 300 yards per game passing attack”

**Key Result 1:**

“Achieve 65% pass completion rate”

**Key Result 2:**

“Cut interceptions to fewer than 1 per game”

**Key Result 3:**

“Hire new quarterback coach”

## EXAMPLE ONE OF CASCADING OKRs (CONTINUED)

**Defensive Coach Objective:** “Give up fewer than 17 points a game”

**Key Result 1:**

“Allow fewer than 100 rushing yards per game”

**Key Result 2:**

“Increase number of sacks to 3+ per game”

**Key Result 3:**

“Develop a Pro Bowl cornerback”

**Special Teams Coach Objective:** “Improve to top 3 ranking for punt coverage”

**Key Result 1:**

“Allow fewer than 10 yards per punt return”

**Key Result 2:**

“Block 3+ punts over the season”



## EXAMPLE TWO OF CASCADING OKRs

**Organization Objective:** “Increase brand recognition and awareness”

**Key Result 1:**

“Launch the new customer-referral program by the end of Q1”

**Key Result 2:**

“Increase social-media engagement by 20% by the end of Q2”

**Key Result 3:**

“Expand our thought leadership positioning by publishing at least 4 white papers (one per quarter) on industry-respected sites by the end of Q4”

**Marketing Director Objective:** “Increase social-media engagement by 35% this year”

**Key Result 1:**

“Establish presence on two new sites (LinkedIn and Instagram) by the end of Q1”

**Key Result 2:**

“Reduce average response time to all social-media comments to under 2 hours by the end of Q1”

**Key Result 3:**

“Increase followers on Facebook and Twitter by 20% by the end of Q2”

**Marketing Individual Contributor Objective:** “Increase the number of social-media connections by 25% this year”

**Key Result 1:**

“Identify and establish relationships with at least 25 Instagram influencers by the end of the year” (Notice that this could – and probably should – be broken down to quarterly.)

**Key Result 2:**

“Join 5 industry-related LinkedIn groups with at least 2,500 members each by the end of Q1”

**Key Result 3:**

“Gain 100 Instagram followers by the end of Q1 by posting at least 5 photos a week”

## ADDITIONAL OKR NOTES

What makes a great OKR?

### *Objectives*

- **What** you want to achieve
- **Clear** (easily communicates what we want to achieve)
- **Qualitative**
- **Actionable** by the team
- **Simple** / One sentence
- **Independent** (as much as possible)

### *Key Results*

- Defines the **outcomes** of your objectives (in the form of metrics and deliverables)
- Is **measurable and quantifiable**, indicating if advance is being made
- **Value-based** over activity-based
- Makes the objective **achievable**
- Sets clear **grading methodology**
- Combines **opposing forces / trade-off** if possible

Here are some overall characteristics of OKRs

- Is **Inspirational/Motivational**
- Follows a time bound scheme characterized by **short cycles**
- Is **Simple**
- Is **Transparent**
- Follows **Top-down and bottom-up** schemes (~ 60% defined bottom-up)
- Leverages **Stretch goals** (~ 0.6 to 0.7 achievement rate – “difficult, not impossible”)
- Limits itself to **3-5 Objectives** and **2-3 Key Results per Objective**

Keep the following in mind as you embark on incorporating OKRs into your organization:

- **Be bold** when defining your OKRs
- Incorporate OKRs to your **daily routine** (periodic reminders, measurement, mentions)
- **Avoid setting too many OKRs** (See the final bullet in the previous list.)
- Make OKRs **public and visible** to help create a culture of accountability
- **Be prepared to adapt them but avoid constant revisions or changes** (particularly for quarterly OKRs)
- Accept that **you’re going to miss some OKRs** every period
- Recognize this is a **learning process**
- **Fail fast** (Create and iterate)

## **Potential New Objectives for RFTA Board Discussion**

The following topics are intended to support Board discussion regarding potential strategic focus areas for the coming years.

### **Accessibility and Mobility**

- Improve service reliability and strengthen public confidence in RFTA service.

Advance systemwide service reliability by addressing the root causes of interruptions — including staffing levels, vehicle availability, scheduling efficiency, and fleet performance — and establishing clear performance targets that improve on-time service, reduce missed trips, and enhance the customer experience.

- Launch a comprehensive regional congestion mitigation strategy.

Position RFTA as a proactive regional partner in reducing congestion by developing and implementing coordinated, multimodal strategies — beyond current service delivery — that leverage transit, trails, demand management, and jurisdictional collaboration to meaningfully slow the growth of and manage vehicle traffic across the region.

- Establish sustainable multimodal connections linking western Garfield County to the broader Colorado and Roaring Fork River valleys.

Strengthen regional connectivity by proactively engaging Western Garfield County communities — whose travel patterns extend into the existing RFTA service area but lie outside current member jurisdictions — to identify mobility needs, facilitate collaborative planning, and closing critical gaps in the region’s travel shed.

### **Sustainable Workforce**

- Increase opportunities for professional development and growth.

Advance RFTA’s long-term resilience by accelerating development across the workforce, ensuring all roles critical to the mission are supported and prepared for the future.

### **Safe Customers, Workforce and General Public**

- Implement a comprehensive RFTA Rio Grande Trail Safety plan.

Translate the work of the region-wide Rio Grande Trail Safety Task Force into a comprehensive, actionable Safety Plan that identifies priority improvements, establishes implementation strategies, and guides coordinated investments to enhance safety for all trail users.

### **High Performing Organization**

- Deliver RFTA’s first Comprehensive Master Plan.

Lead the development of RFTA’s inaugural Comprehensive Master Plan — launching in June 2026 and extending through 2027–2028 — to establish a unified short- and long-term vision that prepares the organization to meet the region’s evolving mobility needs. This effort will address major systemwide topics including service optimization, fare modernization, FLMM program reassessment, and scenario-based growth planning, including potential integration of the Rio Grande Corridor.