



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

THURSDAY, JUNE 11, 2026

MORGRIDGE COMMONS 815 Cooper Avenue, 2nd Floor, Glenwood Springs, CO 81601

8:30 a.m. – 11:00 a.m.

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

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

AGENDA ITEM	PURPOSE	TIME
<b>1. CALL TO ORDER/ROLL CALL</b>	Quorum	8:30 a.m.
<b>2. APPROVAL OF <a href="#">MINUTES</a>, page 3</b>	Approve	8:31 a.m.
<b>3. PUBLIC COMMENT</b>	Public Input	8:33 a.m.
<b>4. ITEMS ADDED TO AGENDA</b>	Approve	8:35 a.m.
<b>5. BOARD MEMBER COMMENTS</b> <i>Board Member Reports</i> - <i>Garfield Clean Energy</i> - <i>West Mountain Regional Housing Coalition</i>	Comments	8:36 a.m.
<b>6. BOARD GOVERNANCE PROCESS</b>		
<b>6.1. <a href="#">Resolution 2026-22</a>: Appointment of Board Secretary Pro Tem, Kurt Ravenschlag, CEO, page 6</b>	Approve	8:45 a.m.
<b>6.2. <a href="#">Resolution 2026-23</a>: Creation of Town of Silt Non-Voting RFTA Board Position and Appointment of Derek Hanrahan – Kurt Ravenschlag, CEO, page 9</b>	Approve	8:50 a.m.
<b>7. PRESENTATIONS/ACTION ITEMS</b>		
<b>7.1. <a href="#">Glenwood Springs Maintenance Facility</a> (GMF) Campus History and Update – Kyle Eckes, Project Manager, page 12</b>	Discussion	9:00 a.m.
<b>7.2. <a href="#">RFTA Master Plan</a> Overview – Hannah Klausman, Regional Planning Director, page 13</b>	Discussion	9:15 a.m.
<b>7.3. <a href="#">Update on Trail Safety Task Force</a> – Angela Henderson, Director of Rio Grande Corridor, page 15</b>	Discussion	9:45 a.m.
<b>7.4. <a href="#">Update on Coordination Efforts</a> to Continue Hogback Service to Silt and Rifle, Kurt Ravenschlag, CEO, page 16</b>	Discussion	10:00 a.m.
<b>8. INFORMATION/UPDATES</b>		

<b>8.1.</b> <a href="#">CEO Report</a> – Kurt Ravenschlag, CEO, <b>page 18</b>	FYI	10:20 a.m.
<b>9. EXECUTIVE SESSION</b>		
<b>9.1.</b> Pursuant to C.R.S. Sections 26-402 (4) (b) conferences with an attorney for the purposes of receiving legal advice on specific questions; 26-402 (4) (e) determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators regarding a real estate dispute, Paul Taddune, General Counsel	Executive Session	10:30 a.m.
<b>10. NEW BUSINESS FOR NEXT MEETING</b>	Planning	10:45 a.m.
<b>11. NEXT MEETING:</b> Thursday, July 9 <sup>th</sup> , 2026	Planning	10:46 a.m.
<b>12. ADJOURNMENT</b>	Adjourn	10:50 a.m.

## ROARING FORK TRANSPORTATION AUTHORITY

### BOARD MEETING MINUTES

May 14, 2026

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

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

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

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

**Non-Voting Members Absent:** Bill Guth (City of Aspen); Matt Scherr, (Eagle County); Graham Riddile (Town of New Castle)

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

Alicia Gresley (City of Rifle), Tom Jankovsky (Garfield County); Erica Sparhawk (Town of Carbondale); Chris Hassig (Town of Carbondale); Derek Hanrahan (Town of Silt)

#### **Staff Present:**

Kurt Ravenschlag, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Craig Dubin, Chief of Staff (CoS); Erin Kemp, Chief Human Resources Officer (CHRO); David Pesnichak, Chief Operating Officer (COO); Jamie Tatsuno, Public Information Officer (PIO); Michael Yang, Chief Financial Administrative Officer (CFAO); Tammy Sommerfeld, Director of Procurement; Nicole Schoon, Executive Assistant; Kim Wells, Executive Assistant; Ian Adams, Director of Operations; 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; Blake Williams, IT Technician; Mary Harlan, Mobility Coordinator; Joni Christenson, RFTA PIO Office

**Visitors Present:** Ed Cortez, Aurora Garcia, Doug Hayes

### AGENDA

*NOTE: Due to technical issues a recorded version of the board meeting and subsequent summit is not available.*

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

**Chair Greg Poschman called the meeting of the RFTA Board of Directors to order at 8:32 a.m. on May 14, 2026. The Board Secretary conducted roll call, and a quorum was present.**

#### **2. Approval of Minutes:**

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

**"I moved to approve the April 9, 2026, Board meeting minutes."**

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

#### **3. Public Comment:**

**Chair Poschman opened the floor for public comments regarding items not on the May 14, 2026, Board agenda.**

Aurora Garcia, resident of Rifle and employee of Glenwood Hot Springs Pool spoke on behalf of co-workers and citizens in the Colorado River Valley, expressing concern for the loss of the Hogback service as it is the main mode of transportation for work in the upper Valley.

Doug Hayes, CEO of Glenwood Hot Springs Pool also expressed concern over the loss of the Hogback service. He mentioned being open to conversations around alternative solutions.

Rachael Richards encouraged concerned citizens to let Garfield County Commissioners know their concerns.

**Public comment was closed at 8:42 a.m.**

**4. Items Added to Agenda:**

**Chair Poschman requested any additions or changes to the May 14, 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 May 14, 2026, Board meeting agenda.**

Rachael Richards shared comments from a recent middle school presentation in the upper valley around trail safety. Students created campaign flyers which she will share with the rest of the board.

Francie Jacober expressed concern for CLEER not having CDOT representation at their meetings.

**Board Comments were closed at 8:50 a.m.**

**6. Consent Agenda:**

- a. **Resolution 2026-19: Adoption of the RFTA Bus Stop Design Standards and Guidelines** – Hannah Klausman, Regional Planning Director
- 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** – David Johnson, Director of Sustainability and Legislative Affairs
- c. **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-** David Johnson, Director of Sustainability and Legislative Affairs

**A motion was made by Rachael and seconded by Alyssa.**

**"I moved to approve the Consent Agenda as presented."**

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

**7. Information/Updates:**

- a. **CEO Report** – presented by David Pesnicheck, COO and Craig Dubin, CoS

**8. Executive Session:**

- A. **One Matter: 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.** – Paul Taddune, General Counsel

**Shenk moved to adjourn from the Regular Board meeting into Executive Session, and Zalinski seconded the motion. The motion was unanimously approved. Executive Session began at 9:10 a.m.**

**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); Michael Yang, Chief Financial Administrative Officer (CFAO); Nicole Schoon, Executive Assistant

**Zalinski moved to adjourn from Executive Session into the Regular Board meeting, and Shenk seconded the motion. The motion was unanimously approved.**

No action was taken during the Executive Session, which adjourned at 9:10 a.m.

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

**10. Next Meeting:** Board meeting, 8:30 a.m. – 11:00 a.m. June 11, 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.

**11. Adjournment:**

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

**“I moved to adjourn.”**

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

**The RFTA Board meeting adjourned at 9:12 a.m. on May 14, 2026.**

The May 14, 2026, Board meeting was followed immediately by the 2026 RFTA Board Summit.

Respectfully Submitted:

Kimberly Wells, Executive Assistant and Board Clerk Pro Tem

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

<b>MEETING DATE</b>	March 12, 2026
<b>SUBJECT</b>	Resolution 2026-22: Appointment of Board Secretary Pro Tem
<b>STRATEGIC OUTCOME</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	7.4 Actively engage the public about plans, projects and service changes 7.7 Continually seek ways to improve business process and service delivery
<b>PRESENTED BY</b>	Kurt Ravenschlag, CEO
<b>STAFF RECOMMENDATION</b>	Approval of Resolution 2026-22 Appointing RFTA Executive Assistant, Kimberly Wells as RFTA Board Secretary Pro Tem
<b>EXECUTIVE SUMMARY</b>	Staff recommend that the Board adopt Resolution 2026-22 appointing RFTA Executive Assistant, Kimberly Wells, to serve as Board Secretary Pro Tem. This appointment will ensure continuity in the administration of Board meetings and official records during the period in which the Board Secretary position is vacant.
<b>BACKGROUND</b>	The position of Board Secretary has become vacant. The Board Secretary is responsible for maintaining official records of Board actions, preparing and certifying meeting minutes, and supporting the administrative functions of Board meetings. To maintain continuity in these essential functions, staff is recommending the temporary appointment of Kimberly Wells, Executive Assistant, as Board Secretary Pro Tem until such time as a permanent appointment is made by the Board.
<b>*GOVERNANCE POLICY</b>	Board Governance Policy 4.2.4 states, “The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization’s regional goals and the organization’s ability to achieve its Ends.”
<b>FISCAL IMPLICATIONS</b>	None. The creation of a non-voting Board position and appointment of a designated representative does not result in any direct fiscal impact to RFTA.
<b>EXHIBITS/ATTACHMENTS</b>	1. Exhibit 1: Resolution 2026-22: Appointment of Board Secretary Pro Tem

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY**

RESOLUTION NO. 2026-22

APPOINTMENT OF BOARD SECRETARY PRO TEM

**WHEREAS**, the position of Secretary to the Roaring Fork Transportation Authority ("RFTA") Board of Directors has become vacant; and

**WHEREAS**, the Board of Directors desires to appoint a Board Secretary Pro Tem to perform the duties of the office until a permanent appointment is made.

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

Kimberly Wells is hereby appointed to serve as Board Secretary Pro Tem and shall perform the duties of the office until such time as a permanent Board Secretary is appointed or this appointment is otherwise terminated by action of the Board.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 11<sup>th</sup> day of June, 2026.

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

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

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on June 11, 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 11<sup>th</sup> day of June, 2026.

\_\_\_\_\_

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

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

<b>MEETING DATE</b>	March 12, 2026
<b>SUBJECT</b>	Resolution 2026-23: Creation of the Position of Non-Voting Board Member of the Town of Silt and Appointment of Derek Hanrahan as the Town of Silt Non-Voting Member of the Roaring Fork Transportation Authority (RFTA) Board of Directors
<b>STRATEGIC OUTCOME</b>	7.0 HIGH PERFORMING ORGANIZATION
<b>STRATEGIC OBJECTIVE</b>	7.4 Actively engage the public about plans, projects and service changes 7.7 Continually seek ways to improve business process and service delivery
<b>PRESENTED BY</b>	Kurt Ravenschlag, CEO
<b>STAFF RECOMMENDS</b>	Approval of Resolution 2026-23 Creating the Position of Non-Voting Member of the Town of Silt on the RFTA Board and Appointing Derek Hanrahan as the Town of Silt Non-Voting Member.
<b>EXECUTIVE SUMMARY</b>	Staff recommend creating a courtesy non-voting Town of Silt position on the RFTA Board to strengthen communication with the Town, whose residents benefit from RFTA services even though Silt is not a member jurisdiction of the Authority. This courtesy seat provides an avenue for collaboration without altering governance structure. The Silt Board of Trustees has nominated Derek Hanrahan, whose community leadership and engagement support RFTA’s regional transit objectives.
<b>BACKGROUND</b>	Although the Town of Silt is not a member government of RFTA and therefore has no statutory role on the Board, Silt residents are users of RFTA services and are indirectly affected by Board decisions. As a gesture of cooperation and transparency, the Board proposed offering a courtesy non-voting Board position for Silt, allowing the Town to participate in discussions without voting authority, and appointing Derek Hanrahan as the Town Board of Trustees’ designated participant.
<b>*GOVERNANCE POLICY</b>	Board Governance Policy 4.2.4 states, “The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization’s regional goals and the organization’s ability to achieve its Ends.”
<b>FISCAL IMPLICATIONS</b>	None. The creation of a non-voting Board position and appointment of a designated representative does not result in any direct fiscal impact to RFTA.
<b>EXHIBITS/ATTACHMENTS</b>	2. Exhibit 1: Resolution 2026-23: Creation of the Position of Non-Voting Board Member of the Town of Silt and Appointment of Derek Hanrahan as the Town of Silt Courtesy Non-Voting Member of the Roaring Fork Transportation Authority (RFTA) Board of Directors

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY**

RESOLUTION NO. 2026-23

CREATING THE POSITION OF A NON-VOTING RFTA BOARD MEMBER FOR THE TOWN OF SILT AND APPOINTMENT OF DEREK HANRAHAN AS THE NON-VOTING ROARING FORK TRANSPORTATION AUTHORITY (RFTA) BOARD OF DIRECTORS MEMBER

**WHEREAS**, the Roaring Fork Transportation Authority (RFTA) benefits from participation by individuals who provide valuable expertise and support to the Board of Directors (the “Board”); and

**WHEREAS**, although the Town of Silt is *not* a member government of the Authority and therefore has no statutory or formal governance role under the RFTA Intergovernmental Agreement, its residents nevertheless utilize and are impacted by RFTA services; and

**WHEREAS**, the Board wishes, as a matter of collaboration—and not as a governance requirement—to provide the Town of Silt with an opportunity to participate in Board discussions by creating a Town of Silt Non-Voting Board Member position, to be filled by an individual designated by the Silt Board of Trustees, subject entirely to the Board’s discretion to continue, modify, or rescind such courtesy position; and

**WHEREAS**, Derek Hanrahan, as the designee of the Silt Board of Trustees, has demonstrated strong commitment, leadership, and professional insight that supports RFTA’s mission and regional transportation goals, and the Town Board of Trustees has nominated him to serve as the courtesy non-voting member on behalf of the Town of Silt;

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

1. The position of Non-Voting Member of the Town of Silt is hereby created for the purpose of allowing such trustee designated by the Silt Board of Trustees to attend and participate in RFTA Board meetings as a non-voting member of the RFTA Board of Directors, who shall not vote on any item brought before the Board and shall not make or second motions, the continuation of such position subject to the discretion of the Board; and
2. Derek Hanrahan is hereby recognized as the Town of Silt Non-Voting Member of the RFTA Board of Directors as designated by the Silt Board of Trustees to serve in such capacity.
3. The Creation of the Town of Silt Non-Voting Member of the RFTA Board of Directors and the appointment of Derek Hanrahan to serve in such position shall take effect immediately and remain in effect until modified or rescinded by the Board.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 11<sup>th</sup> day of June, 2026.

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

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

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on June 11, 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 11<sup>th</sup> day of June, 2026.

\_\_\_\_\_

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

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

<b>MEETING DATE</b>	June 11, 2026
<b>SUBJECT</b>	Glenwood Springs Maintenance Facility (GMF) Campus History and Update
<b>STRATEGIC OUTCOME</b>	High Performing Organization
<b>STRATEGIC OBJECTIVE</b>	Objective 7.1 – Optimize the use of RFTA assets through capital improvement planning, preventative maintenance and asset management
<b>PRESENTED BY</b>	Kyle Eckes
<b>STAFF RECOMMENDS</b>	No Action
<b>EXECUTIVE SUMMARY</b>	This presentation is for the Glenwood Maintenance Facility which has evolved since 1999 through strategic partnerships, land acquisitions, and phased development guided by a 2015 master plan. This will guide you through the phases for the development of the property.
<b>BACKGROUND</b>	Recent investments have expanded maintenance capacity, bus storage, and operational infrastructure, supported by significant federal grant funding and major construction projects completed and underway. Looking ahead, the focus is on continued expansion and transitioning to electric bus operations through added charging infrastructure, facility upgrades, and long-term capacity growth.
<b>GOVERNANCE POLICY</b>	Policy 2.10 Board Awareness and Support
<b>FISCAL IMPLICATIONS</b>	None
<b>EXHIBITS/ATTACHMENTS</b>	1. <a href="#">Attachment 1: GMF Board Presentation 2026.pdf</a>

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

<b>MEETING DATE</b>	June 11, 2026
<b>SUBJECT</b>	RFTA Master Plan Update
<b>STRATEGIC OUTCOME</b>	<p>The Master Plan advances and integrates all seven of RFTA’s strategic outcome areas</p> <ol style="list-style-type: none"> <li>1. Accessibility and Mobility</li> <li>2. Safe Customers, Workforce and General Public</li> <li>3. Sustainable Workforce</li> <li>4. Financial Sustainability</li> <li>5. Satisfied Customers</li> <li>6. Environmental Sustainability</li> <li>7. High Performing Organization</li> </ol>
<b>STRATEGIC OBJECTIVE</b>	The RFTA Master Plan is complementary to RFTA’s existing Strategic Plan and advances nearly all the stated objectives.
<b>PRESENTED BY</b>	Hannah Klausman, AICP, Regional Planning Director
<b>STAFF RECOMMENDS</b>	No action is required for this project update.
<b>EXECUTIVE SUMMARY</b>	<p>The RFTA Master Plan RFP process has been completed, with Kimley-Horn selected as the preferred consultant team. The Project team includes Farnsworth, Economic Planning Systems, GBSM, FHU, and Perez Interpretations LLC as subconsultants. The project will be delivered over an approximate 24-month timeline and includes a robust, bilingual stakeholder and community engagement process to ensure broad regional input and support for the Plan’s recommendations.</p> <p>The RFTA Master Plan includes a comprehensive assessment of existing services, organizational capacity, and regional travel patterns; development and evaluation of future service scenarios; and delivery of a strategic vision with phased implementation, funding strategies, and prioritized capital and operational recommendations.</p> <p>Key consultant tasks include:</p> <ul style="list-style-type: none"> <li>• Project management and stakeholder engagement</li> <li>• Existing conditions and service performance analysis</li> <li>• Organizational capacity assessment</li> <li>• Future scenario development and evaluation</li> <li>• Rio Grande Corridor feasibility analysis</li> <li>• Strategic vision and implementation phasing</li> <li>• Funding and financial strategy development</li> <li>• Final plan development and Board adoption materials</li> </ul> <p>Over the next month, the consultant team will finalize the Project Management Plan and Engagement Strategy. An internal staff kickoff is scheduled for June, followed by an in-person Board kickoff in July to formally launch the RFTA Master Plan.</p>

<b>BACKGROUND</b>	<p>RFTA initiated the RFTA Master Plan in response to continued growth in ridership, evolving regional travel demand, and changing community needs across the service area. As the agency’s first comprehensive long-range planning effort, the RFTA Master Plan represents a critical step in defining a coordinated regional transportation vision. It will evaluate existing services and conditions while establishing a strategic roadmap to guide transit services, infrastructure, and investment decisions over the next 10–20 years.</p>
<b>GOVERNANCE POLICY</b>	<p>Policy 2.3 Financial Condition and Activities  Policy 2.4 Asset Protection  Policy 2.5 Financial Planning/Budgeting  Policy 2.8 Rio Grande Corridor  Policy 2.9 Five-year Strategic Plan  Policy 2.10 Board Awareness and Support</p>
<b>FISCAL IMPLICATIONS</b>	<p>The RFTA Master Plan total project cost is \$1,776,758 following the RFP process. Partial funding is provided by the Capital Contingency fund consistent with the April 2026 Board-approved use of contingency funds for high-priority strategic initiatives. Further details are provided in the CFAO report.</p>
<b>EXHIBITS/ATTACHMENTS</b>	<p><a href="#">Attachment 1: RFTA Master Plan Update Presentation</a></p>

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

<b>MEETING DATE</b>	June 11, 2026
<b>SUBJECT</b>	Regional Trail Safety Task Force
<b>STRATEGIC OUTCOME</b>	1 Accessibility & Mobility
<b>STRATEGIC OBJECTIVE</b>	1.2 Trail and transit users move safely, quickly, and efficiently
<b>PRESENTED BY</b>	Angela Henderson, Director of Corridor and Trail
<b>STAFF RECOMMENDS</b>	No action is required for this project update.
<b>EXECUTIVE SUMMARY</b>	The RFTA Board directed staff to lead a regional process to identify and address safety concerns throughout the region with use of our Trails, Pathways and Sidewalks.
<b>BACKGROUND</b>	<ul style="list-style-type: none"> <li>• To date RFTA staff has held two meetings that included RFTA member jurisdictions (Aspen, Snowmass Village, Basalt, Carbondale, Glenwood Springs, New Castle, Eagle, and Pitkin County), Garfield County, regional trails and parks staff, and local emergency services and law enforcement on 04/09/26 and 05/21/2026 to identify a list of top safety concerns and set near-term, mid-term and long-term potential solutions to address each of the concerns.</li> <li>• Key topics included: <ul style="list-style-type: none"> <li>○ <b>Electric Bikes</b> – Differentiation in classes, non-motorized vs. motorized</li> <li>○ <b>Safety Concerns</b>, Helmets, Dogs off Leash, speed, inconsistent signage, and general lack of common courtesy.</li> <li>○ <b>Enforcement</b> – Varies by jurisdiction.</li> <li>○ <b>Education</b> – Outreach, consistency, and inclusion</li> </ul> </li> <li>• The group developed a list of potential solutions to address each of the key topics, breaking the list down into potential near-term, mid-term and long-term solutions.</li> <li>• The next meeting will be held on June 11, 2026, from 1pm to 3pm. This will be a smaller group focused on assessing the viability of the identified near-term solutions. This group will meet every two weeks throughout June, July and August and will keep the RFTA Board updated on progress via the monthly CEO report.</li> <li>• Starting in fall 2026, this group will transition to monthly meetings to evaluate implementing regional mid- and long-term solutions that address the needs of the region.</li> </ul>
<b>GOVERNANCE POLICY</b>	<u>Board Governance Policy 2.4.3</u> states, “To employ risk management practices to minimize exposure of the organization, its Board, or staff to claims of liability”
<b>FISCAL IMPLICATIONS</b>	None at this time
<b>EXHIBITS/ATTACHMENTS</b>	2. <a href="#">Attachment 1: Presentation on Activities to Date</a>

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

<b>MEETING DATE</b>	June 11, 2026
<b>SUBJECT</b>	Hogback Funding Update
<b>STRATEGIC OUTCOME</b>	1.0 Accessibility and Mobility
<b>STRATEGIC OBJECTIVE</b>	1.3 Increase alternative mode splits throughout the region 1.5 Identify and reduce barriers to riding transit and accessing trails 1.6 Provide convenient connections to key activity centers in service area
<b>PRESENTED BY</b>	Kurt Ravenschlag, RFTA CEO
<b>STAFF RECOMMENDS</b>	Staff recommend the Board receive the update and provide any desired feedback.
<b>EXECUTIVE SUMMARY</b>	<p>RFTA has been working with the City of Rifle and the Town of Silt to develop a proposed cost-sharing strategy for consideration by their respective governing bodies in the coming month. This approach is intended as a short-term (2–3 year) solution to allow time for broader community discussion among Silt, Rifle, and Garfield County residents regarding long-term transportation needs and funding preferences.</p> <p>The proposed cost-sharing recommendation includes Garfield County as a continued partner during this interim period. Although Garfield County has indicated that it does not intend to remain a funding partner beyond 2026 for Hogback services, its participation during this 2–3 year timeframe is critical to ensuring Western Garfield County residents have the opportunity to engage in meaningful discussions and identify sustainable funding solutions.</p> <p>The framework would incorporate annual performance milestones to ensure measurable progress and continued eligibility for funding. Should these outcomes not be achieved within the terms of the agreement, both transit services and RFTA funding contributions would be discontinued.</p> <p>The RFTA CEO along with Staff from Silt and Rifle are scheduled to present this proposal at a Rifle City Council workshop on June 17, followed by a Town of Silt work session on June 22. RFTA also anticipates similar discussions with Garfield County staff and commissioners in the coming month. Staff will return to the RFTA Board of Directors on July 9 with an update on these discussions and any resulting recommendations.</p>
<b>BACKGROUND</b>	<p>The Hogback route runs from Glenwood Springs to Rifle, with stops in Glenwood Springs, New Castle, Silt, Rifle, and parts of unincorporated Garfield County. Different funding structures apply to different segments of the route.</p> <p>Hogback bus service between Glenwood Springs and New Castle is funded through RFTA’s regional funding structure because those communities are RFTA member jurisdictions — meaning their residents voted to join the Regional Transportation Authority and tax themselves to fund regional public transit connecting their communities to others in the Roaring Fork and Colorado River Valleys, from Aspen to New Castle.</p> <p>The New Castle to Rifle segment involves a separate funding structure. Silt, Rifle, and Garfield County are not members of RFTA, as their communities have not voted to join the Regional Transportation Authority or participate in its regional transit funding structure.</p>

	<p>Since 2002, Garfield County has contracted with RFTA to extend Hogback service westward to Silt and Rifle and has historically provided the majority of funding for that service extension. Over time, as costs increased and funding contributions changed, RFTA began contributing additional funds to keep the service running.</p> <p>In 2025, the Garfield County Commissioners communicated plans to end funding for the Hogback service west of New Castle due to budget constraints. For 2026, Garfield County agreed to contribute \$250,000, while Rifle and Silt each committed \$40,000. The RFTA Board of Directors, representing RFTA’s member jurisdictions, agreed to contribute more than \$400,000 to continue the Silt and Rifle Hogback service through November 21, 2026.</p> <p>As of today, the last day of Hogback service west of New Castle to Silt and Rifle is November 21, 2026, when the combined funding for this portion of the service runs out.</p> <p>RFTA remains committed to being a constructive partner in the region and is actively supporting conversations among the affected jurisdictions as they consider options for the route’s future. RFTA, the City of Rifle, and the Town of Silt are collaborating to explore potential short and long-term funding solutions to maintain service to Silt and Rifle. These discussions are ongoing, and no final agreement has been reached.</p> <p>RFTA recognizes the importance of the Hogback route to residents and commuters along the I-70 corridor and will continue working with these communities to address funding challenges and explore long-term solutions for the portion of the route west of New Castle, serving Silt and Rifle.</p>
<b>GOVERNANCE POLICY</b>	<p><a href="#">Board Governance Policy</a> 4.2.4 states, “The Board may take positions on transportation matters, including local, state, or federal issues that affect the organization’s regional goals and the organization’s ability to achieve its Ends.”</p>
<b>FISCAL IMPLICATIONS</b>	None at this time
<b>EXHIBITS/ATTACHMENTS</b>	None

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

**CEO REPORT**

**TO:** RFTA Board of Directors  
**FROM:** Kurt Ravenschlag, CEO  
**DATE:** June 11, 2026



**CEO Report – Traveler Update**

As part of ongoing regional cost-reduction efforts, Garfield County has presented a proposal through its County Attorney to eliminate its financial contributions toward older adult transportation services within incorporated Carbondale, New Castle, and Glenwood Springs.

RFTA staff are currently evaluating the fiscal, legal, and operational impacts of this proposal. A comprehensive assessment, including an overview of RFTA’s senior and paratransit services and an analysis of RFTA’s obligations, will be presented to the Board at the July meeting.

Because the Garfield County Board of County Commissioners (BOCC) is expected to discuss this matter publicly in the coming weeks, Board members may receive external inquiries or hear about these developments outside of official RFTA communication channels in the interim.

**Emergency Preparedness Update**

RFTA continues to strengthen regional emergency preparedness through active participation in both strategic and operational exercises. Regional coordination was further advanced during a full-scale exercise in Garfield County on May 14, 2026. RFTA collaborated with partners including the Garfield County Sheriff’s Office, local law enforcement, fire, and emergency management to simulate the large-scale movement of people during an emergency. This exercise validated RFTA’s operational readiness and demonstrated its capability to effectively support mass evacuation efforts using RFTA resources.

**Letter of Support – City of Aspen SS4A Implementation Grant**

Background:

The City of Aspen is applying for a federal Safe Streets and Roads for All (SS4A) Implementation Grant to fund the Buttermilk-to-Truscott Vulnerable User Safety Project along the Highway 82 corridor. The project would improve safety and connectivity for pedestrians, bicyclists, and transit users traveling between workforce housing areas, transit stops, and major destinations. The attached letter expresses RFTA's support for the grant application and recognizes the project's role in improving first- and last-mile transit access, advancing regional mobility goals, and addressing documented safety concerns identified in the City's Safety Action Plan.



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

May 15, 2026

Paul Teicher  
Program Manager for the Safe Streets and Roads for All Program  
Office of the Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Letter of Support for the City of Aspen's Buttermilk-to-Truscott Vulnerable User Safety Project**

Dear Mr. Teicher,

On behalf of the Roaring Fork Transportation Authority (RFTA), I am writing to express our enthusiastic support for the City of Aspen's application for a Safe Streets and Roads for All (SS4A) Implementation grant to fund the **Buttermilk-to-Truscott Vulnerable User Safety Project**.

This project aligns closely with the Roaring Fork Transportation Authority's mission of connecting our region with transit and trails by strengthening safe, reliable connections between workforce housing, transit stops, and key destinations along the Highway 82 corridor. By improving first- and last-mile access to transit, this project supports RFTA's goals of enhancing mobility and accessibility for all users while advancing safety for pedestrians and cyclists traveling to and from transit services. It also complements RFTA's broader commitment to sustainable transportation by encouraging shifts away from single-occupancy vehicle use and supporting integrated transit and trail networks throughout the Roaring Fork Valley.

We recognize that the safety of employees, residents, and visitors—particularly those walking, biking, and utilizing transit—is of paramount importance. The corridor between Buttermilk and Truscott serves as a critical connection for our community, linking high-density workforce housing at Truscott and Burlingame with the Buttermilk ski area and essential regional transit stops along Colorado State Highway 82.

Currently, this corridor presents significant safety challenges. As detailed in the City's 2024 **Aspen Safety Action Plan**, this area is a documented high-injury hot spot where modal conflicts frequently threaten the lives of commuters and recreational users. The City's proactive approach to addressing these hazards through the evidence-based **Safe System Approach** is exactly the type of intervention needed to eliminate roadway fatalities and serious injuries in this corridor and contribute to a safer regional transportation system.

We believe this project is vital for the following reasons:

- **Enhancing Equitable Access:** By improving safety for those accessing affordable workforce housing and transit, this project directly supports our community's commitment to equity and sustainable transportation.



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- **Applying Proven Strategies:** The City's commitment to implementing design-based solutions that separate vulnerable users from high-speed vehicular traffic is a necessary step to modernize this essential artery.
- **Improving Regional Connectivity:** This project will provide a safer, more reliable experience for employees, students, and visitors, encouraging shifts away from single-occupancy vehicle use.

RFTA is proud to support the City of Aspen in this effort. We believe that this investment will yield immediate and long-term benefits for the safety, health, and connectivity of our community. We respectfully request that the Department of Transportation look favorably upon this application.

Warmest regards,

Kurt Ravenschlag

## **Letter Regarding Evaluation of HOV Access to SH-82 Bus-Only Lanes**

### **Background:**

As part of the ongoing Entrance to Aspen Environmental Reassessment, one of the transportation scenarios being evaluated would allow high-occupancy vehicles (HOVs) to use the dedicated bus-only lanes on SH-82 between Airport Road and the Maroon Creek Roundabout. RFTA has concerns that this scenario conflicts with the historical purpose, funding commitments, and lease agreements governing the exclusive use of the lanes for transit operations. The attached letter requests clarification from CDOT regarding the inclusion of the HOV scenario in the reassessment process and outlines RFTA's concerns regarding potential impacts to transit reliability, corridor performance, and compliance with existing agreements.



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Glenwood Springs, Colorado 81601  
970.925.8484 | RFTA.COM

May 13, 2026

Dear Shoshana Lew,

I'm writing to express serious concern regarding the inclusion of a High Occupancy Vehicle (HOV) access scenario within the ongoing Environmental Reassessment for the Entrance to Aspen within CDOT Region 3.

RFTA recently met with project team members from the City of Aspen and their consultant team at Jacobs to better understand the scenarios under consideration and the modeling approach. During that discussion, RFTA learned that one scenario being evaluated would open the Bus Rapid Transit (BRT) bus-only lanes along SH-82 between Airport Road and the Maroon Creek Roundabout to HOVs.

RFTA does not believe this scenario represents a reasonable or feasible alternative for evaluation.

These bus only lanes were constructed in 2007 using mass transportation tax dollars and were approved by a City of Aspen ballot initiative, due to encroachment into City Open Space, for the sole purpose of bus and emergency vehicle use. In 2011, when RFTA worked with FTA to secure Very Small Starts grant funding for the Valley wide BRT system, FTA required RFTA to enter a 30-year lease with CDOT, ensuring exclusive and continuing control of those lanes for bus travel only.

While some BRT systems operate within managed lane or HOV environments, that was not the operational model, funding assumption, or legal framework established for the SH-82 corridor. Dedicated bus-only lanes are one of the defining features of our BRT System and were fundamental to the original federal, state, and local investment in the corridor. The exclusive transit lanes in the Roaring Fork Valley were specifically developed and funded to preserve reliable transit operations within a uniquely constrained corridor experiencing extreme peak congestion patterns, long-distance commuter trips, no practical parallel routes, workforce housing imbalance, and weather and incident sensitivity.

For RFTA, dedicated bus-only lanes result in more predictable travel times, maintaining higher operating speeds, increased capacity and efficiency with more trips per day, improved safety by reducing accidents, and increase transit service attractiveness with a more "rail-like" experience. Opening those lanes to HOVs with no proven enforcement strategy, would likely erode speed and reliability of the system, reduce ridership, increase overall congestion over time, and undermine workforce mobility and regional economic efficiency. RFTA believes our BRT system is only as strong as its right-of-way protection. Once that exclusivity is compromised – even by well-intentioned policies like HOV access – our regional transportation system will begin to behave more like conventional bus service, losing the very advantages that justified the FTA and regional investment in BRT.

During our discussion with City of Aspen staff and the consultant project team, RFTA understood that



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970.925.8484 | RFTA.COM

CDOT staff encouraged evaluation of the HOV scenario. Because implementing this scenario would be inconsistent with the terms of our Master Lease with CDOT, which was required by FTA as a condition of the federal grant, RFTA is concerned that continuing to model it as a live option risks creating false expectations among Aspen stakeholders, misallocating project resources, and undermining the credibility of the reassessment process.

RFTA is seeking clarification from CDOT as to why this scenario is being considered and encouraged when its implementation conflicts with the lease terms governing the use of the bus-only lanes.

We would welcome the opportunity to meet and discuss this further to better understand CDOT's position and to explore removing this scenario from the project team's analysis.

Warmest regards,

A handwritten signature in black ink, appearing to read 'Kurt Ravenschlag', is written over a light blue circular background.

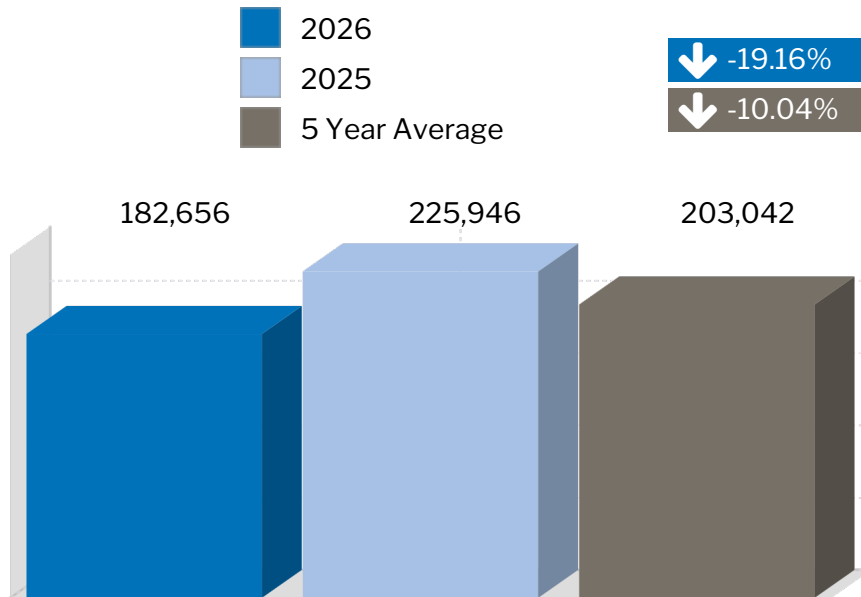
Kurt Ravenschlag  
CEO  
Roaring Fork Transportation Authority

CC:

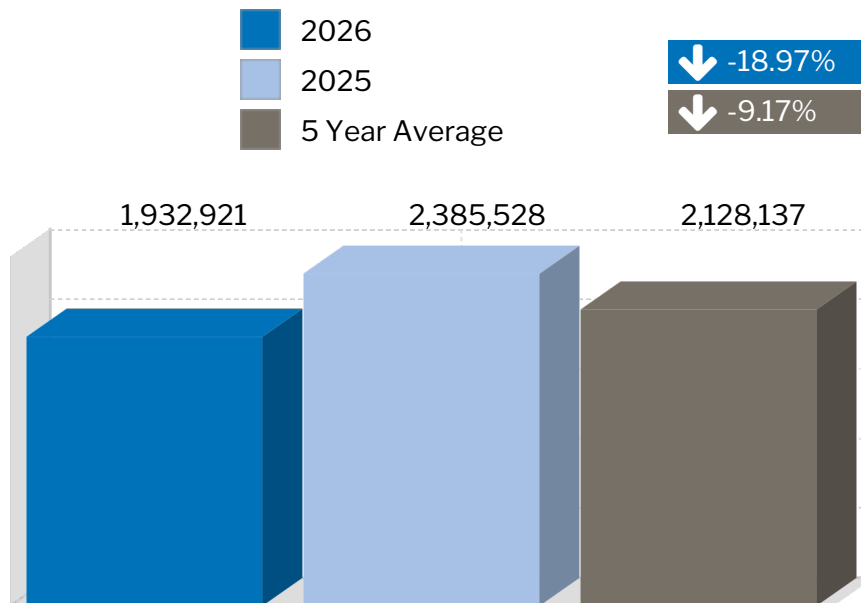
John Cater, FHWA Colorado Division Administrator  
David Beckhouse, FTA Region 8 Acting Regional Administrator  
Tracey MacDonald, FTA Region 8 Deputy Regional Administrator  
Tiffany Gallegos, FTA Region 8 Operations and Program Management Director  
Herman Stockinger, CDOT Deputy Director  
Jason Smith, CDOT Region 3 Director  
Pete Strecker, Aspen City Manager  
Tyler Christoff, Aspen Deputy City Manager

# Ridership Performance Metrics

## May Ridership

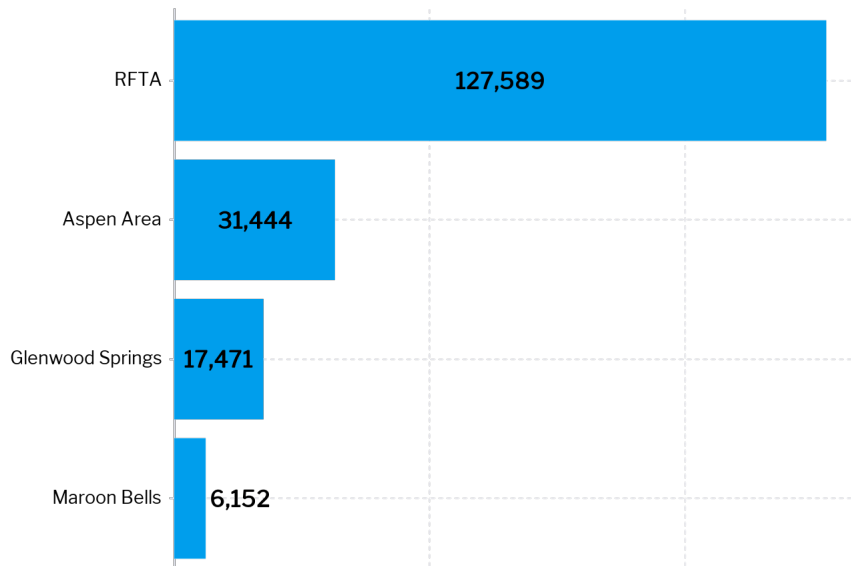


## May Year-to-Date Ridership



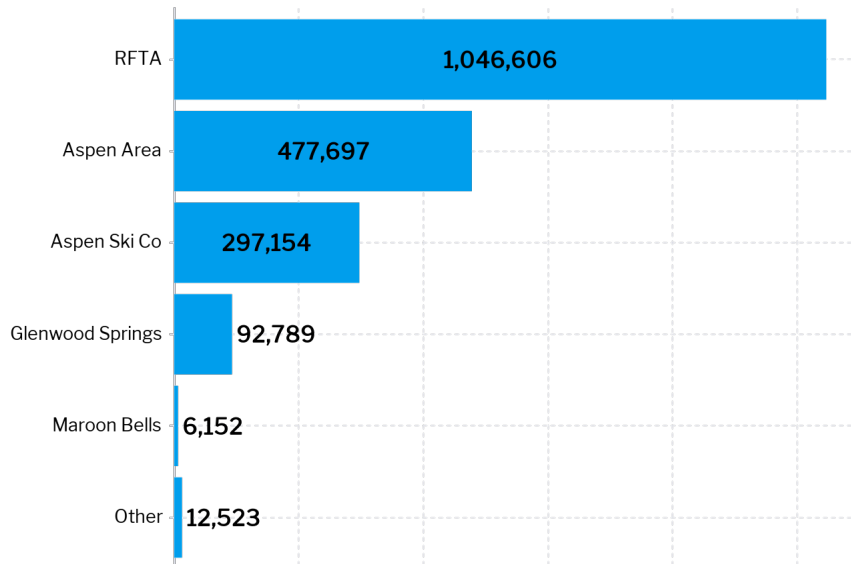
## May 2026 Ridership

182,656 Boardings



## May Year-to-Date 2026 Ridership

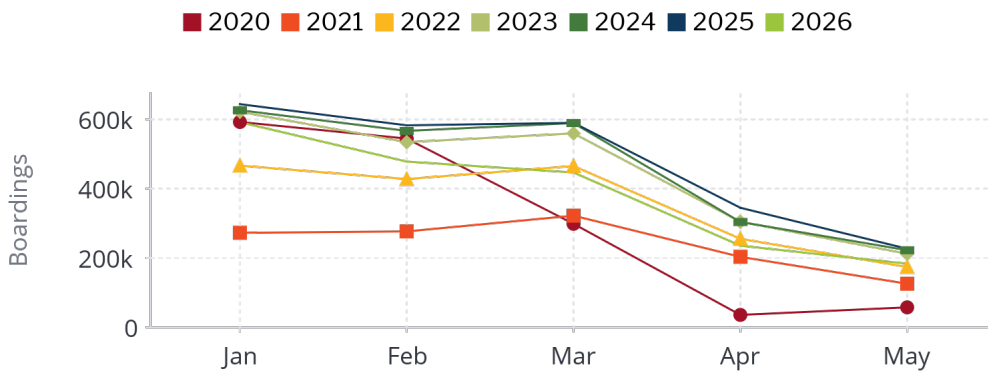
1,932,921 Boardings



- **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

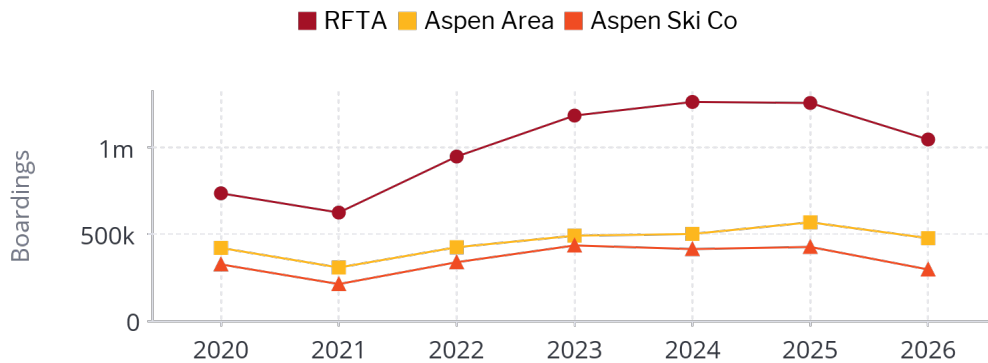
## Ridership by Month Year-to-Date

591,586.00



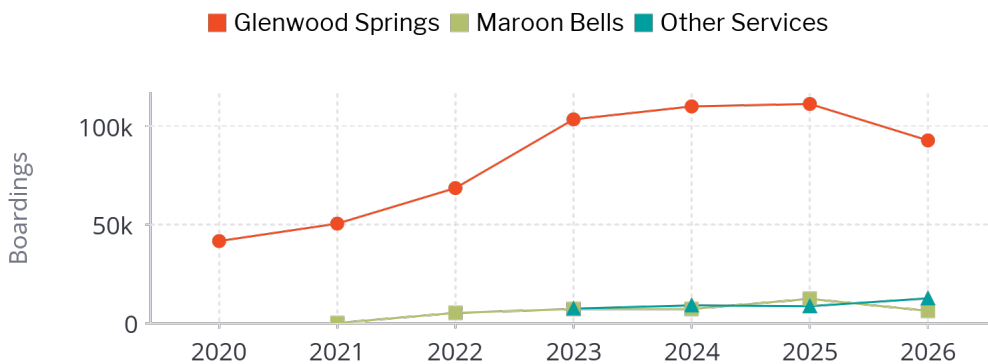
## Ridership Year-to-Date: RFTA, Aspen Area & Aspen Ski Co

(Jan - May)



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

(Jan - May)



- **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 - May

Route	2026	2025	% Change
VelociRFTA	54,177	63,004	-14.0%
Local Valley	50,434	60,595	-16.8%
Ride Glenwood	17,471	22,464	-22.2%
Castle Maroon	13,688	17,225	-20.5%
Hogback	13,309	15,621	-14.8%
Hunter Creek	9,150	10,116	-9.5%
Carbondale Circulator	8,235	11,001	-25.1%
Maroon Bells	6,152	12,271	-49.9%
Burlingame	4,984	6,965	-28.4%
Cemetery Lane	2,376	3,865	-38.5%
Mountain Valley	1,246	1,428	-12.7%
Snowmass/Intercept	1,097	1,026	6.9%
Snowmass-Valley	337	365	-7.7%
	<b>182,656</b>	<b>225,946</b>	<b>-19.2%</b>

### Ridership Rankings - May Year-to-Date

Route	2026 YTD	2025 YTD	% Change
VelociRFTA	413,882	481,866	-14.1%
Local Valley	302,859	368,340	-17.8%
Snowmass/Aspen Ski	205,333	291,537	-29.6%
Castle Maroon	171,784	210,615	-18.4%
Snowmass/Aspen	139,074	172,719	-19.5%
Hunter Creek	133,720	144,516	-7.5%
Ride Glenwood	92,789	111,321	-16.6%
Hogback	71,249	82,098	-13.2%
Burlingame	59,492	68,202	-12.8%
Carbondale Circulator	48,886	61,624	-20.7%
Buttermilk	46,092	59,439	-22.5%
Aspen Highlands Ski	45,729	76,095	-39.9%
Snowmass-Valley	39,217	51,144	-23.3%
Cemetery Lane	33,576	39,142	-14.2%
Snowmass/Intercept	29,251	37,737	-22.5%
Aspen Highlands Direct	28,889	44,839	-35.6%
Galena Street	28,008	26,970	3.8%
Mountain Valley	16,766	29,130	-42.4%
X Games	12,523	8,532	46.8%
Maroon Bells	6,152	12,271	-49.9%
Cross Town	5,462	5,628	-2.9%
Woody Creek	2,188	1,763	24.1%
	<b>1,932,921</b>	<b>2,385,528</b>	<b>-19.0%</b>

### Passengers per Hour Rankings - May

Route	2026 YTD	2025 YTD	% Change
Ride Glenwood	22.67	29.22	-22.42%
Hunter Creek	18.18	20.12	-9.64%
Maroon Bells	17.27	39.28	-56.03%
Carbondale Circulator	16.52	22.26	-25.79%
Snowmass/Intercept	12.37	12.53	-1.28%
Castle Maroon	10.99	13.53	-18.79%
VelociRFTA	10.91	12.72	-14.20%
Hogback	10.37	12.04	-13.83%
Local Valley	10.27	12.35	-16.82%
Snowmass-Valley	8.89	10.28	-13.52%
Burlingame	6.17	8.70	-29.01%
Cemetery Lane	4.70	7.55	-37.69%
Mountain Valley	2.50	2.86	-12.76%
	<b>11.09</b>	<b>13.74</b>	<b>-19.31%</b>

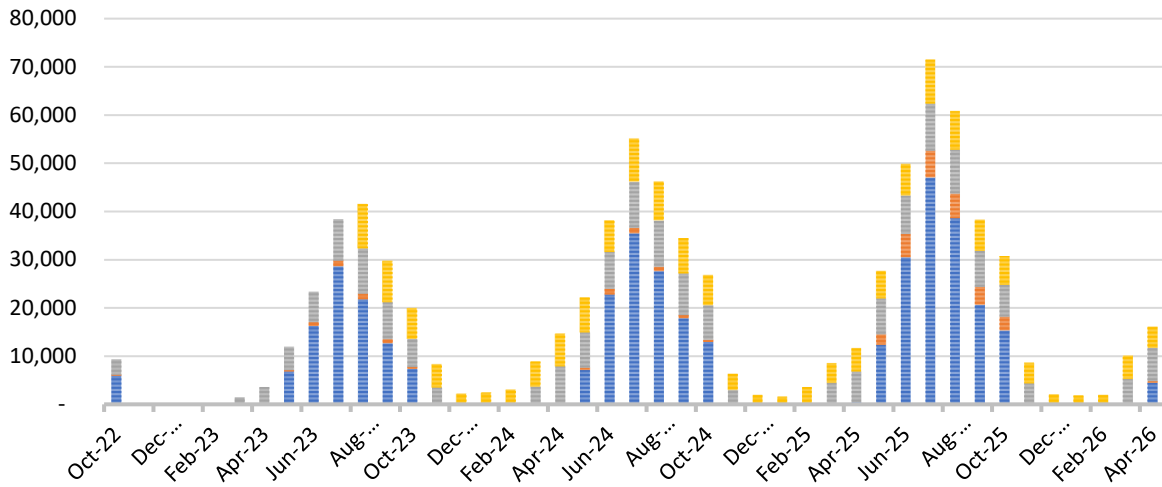
### Passengers per Hour Rankings - May Year-to-Date

Route	2026 YTD	2025 YTD	% Change
X Games	134.22	118.34	13.43%
Hunter Creek	47.29	51.13	-7.51%
Aspen Highlands Ski	28.92	41.43	-30.20%
Buttermilk	26.46	31.11	-14.95%
Snowmass/Aspen Ski	25.43	31.89	-20.26%
Castle Maroon	24.91	30.10	-17.22%
Ride Glenwood	24.74	29.60	-16.42%
Aspen Highlands Direct	24.19	32.77	-26.16%
Snowmass-Valley	21.61	27.96	-22.72%
Snowmass/Aspen	19.98	28.18	-29.11%
Carbondale Circulator	19.71	24.91	-20.86%
Snowmass/Intercept	19.32	23.11	-16.43%
Maroon Bells	17.27	39.28	-56.03%
Burlingame	15.86	18.29	-13.28%
Galena Street	15.21	15.40	-1.27%
VelociRFTA	14.16	16.42	-13.78%
Local Valley	12.42	15.16	-18.07%
Cemetery Lane	11.93	13.87	-13.99%
Hogback	11.14	13.34	-16.49%
Mountain Valley	6.03	10.49	-42.57%
Cross Town	3.43	3.53	-2.62%
Woody Creek	1.67	1.31	27.11%
	<b>17.05</b>	<b>20.91</b>	<b>-18.46%</b>

# BIKESHARE

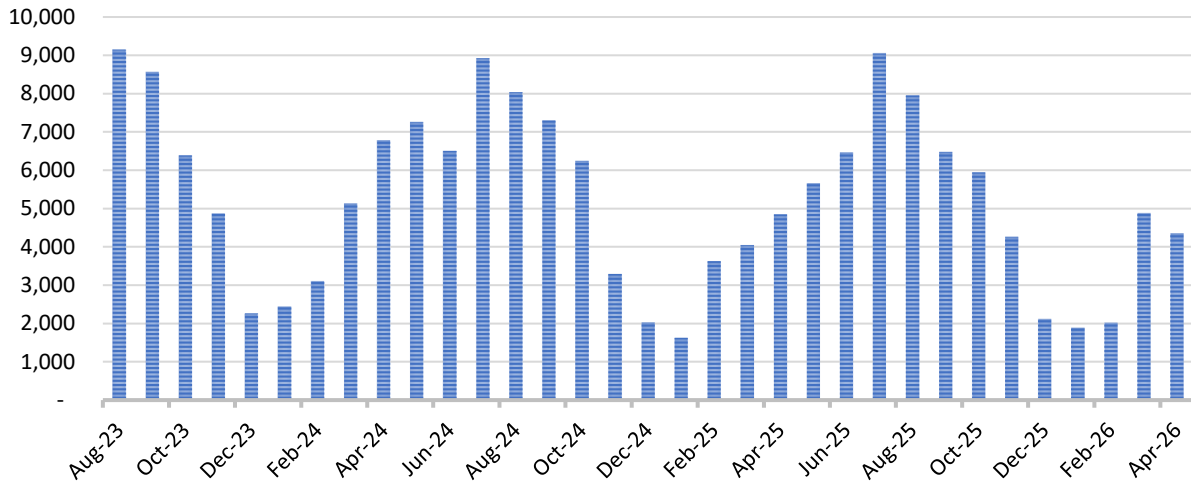
## WE-CYCLE MONTHLY TRIPS

Aspen Snowmass Mid-valley Carbondale



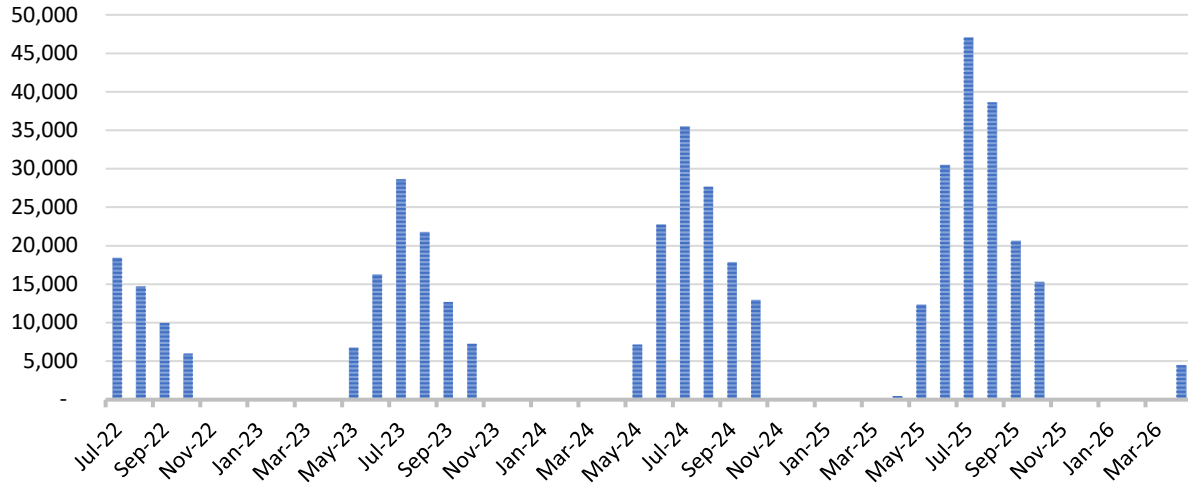
## WE-CYCLE MONTHLY TRIPS

Carbondale



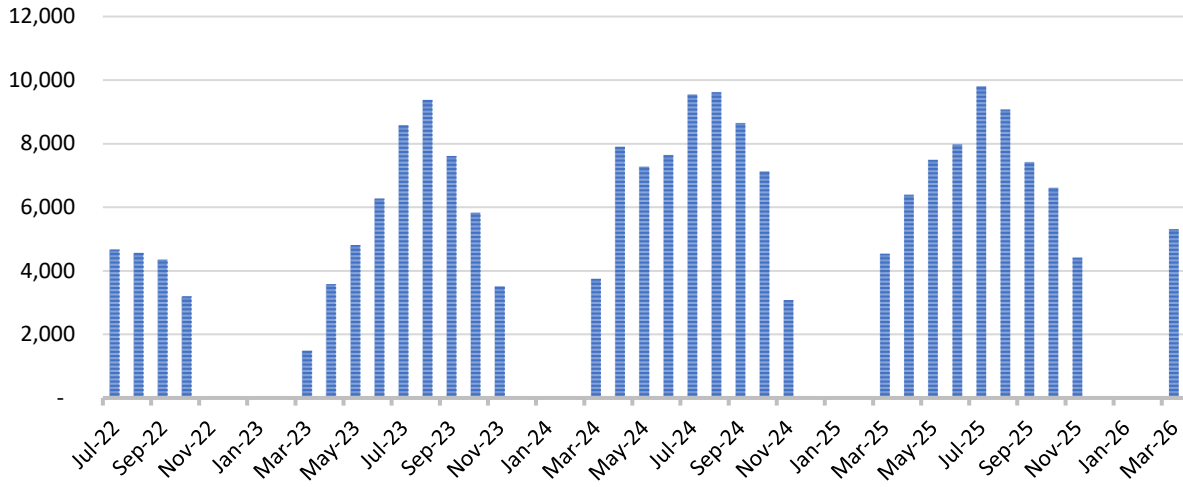
# WE-CYCLE MONTHLY TRIPS

Aspen



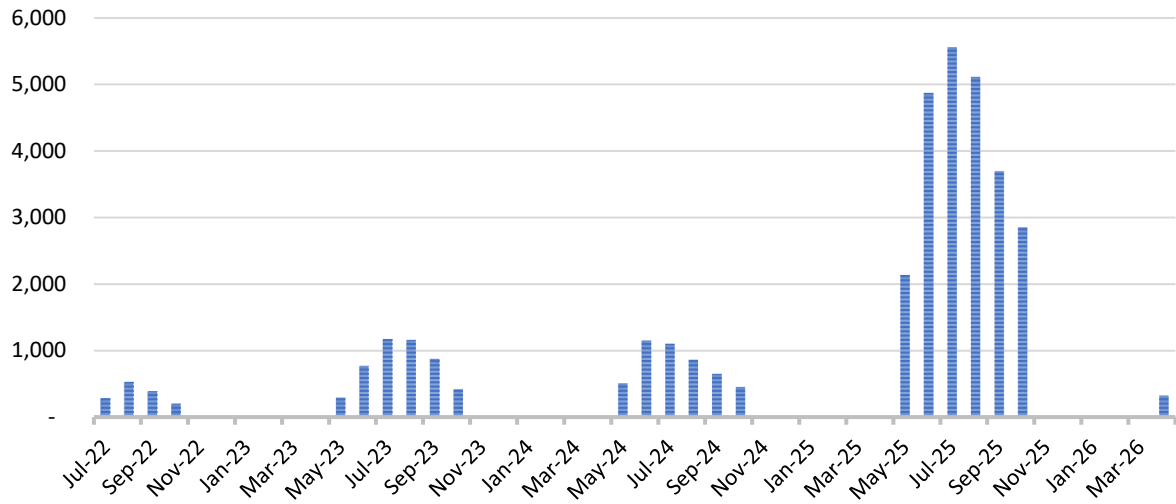
# WE-CYCLE MONTHLY TRIPS

Mid-valley



# WE-CYCLE MONTHLY TRIPS

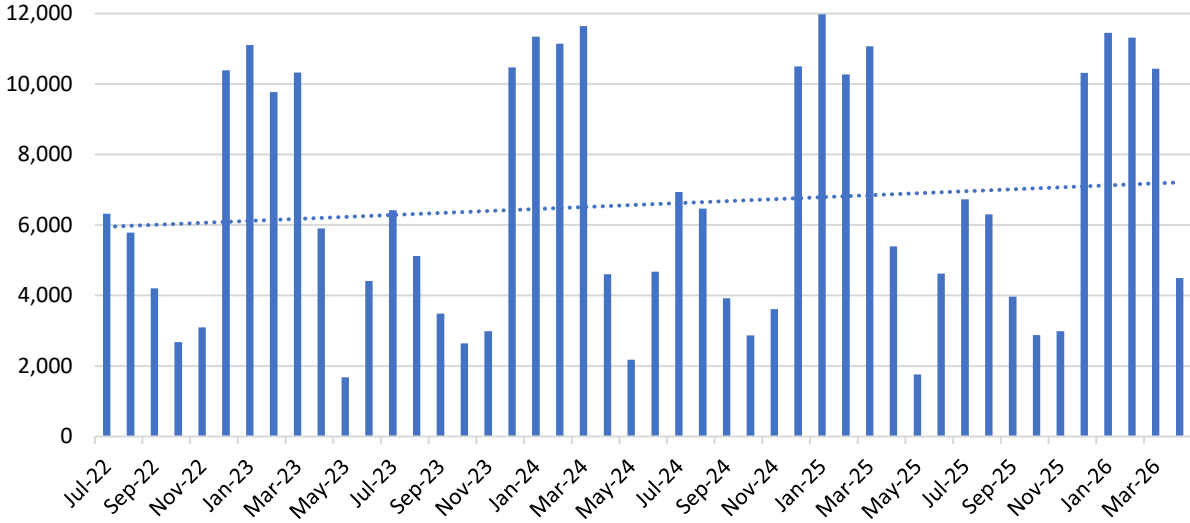
■ Snowmass



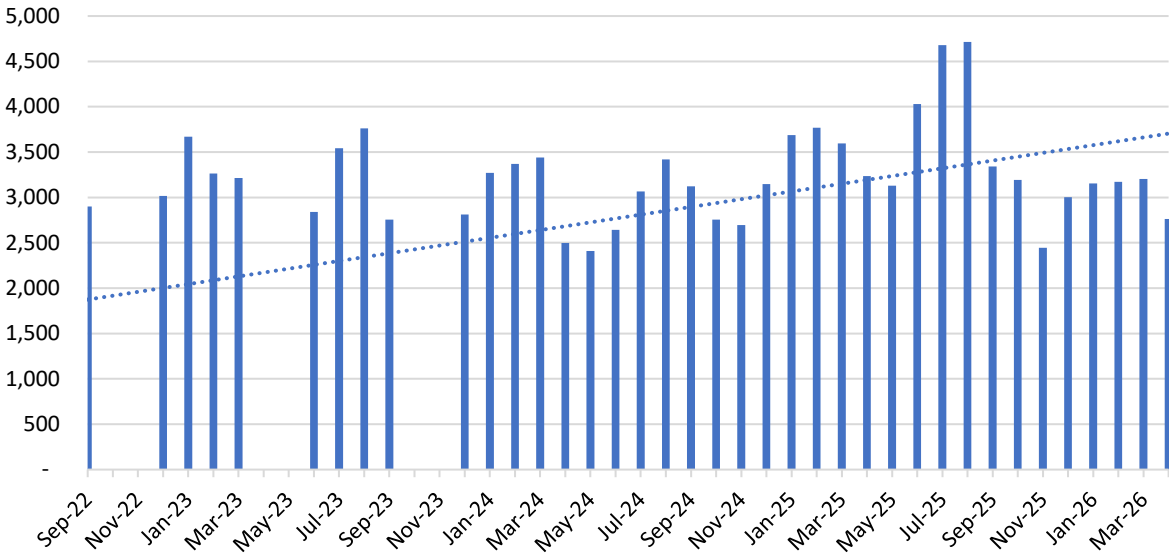
# MICROTRANSIT

## Aspen Downtowner Monthly Passenger Trips\*

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

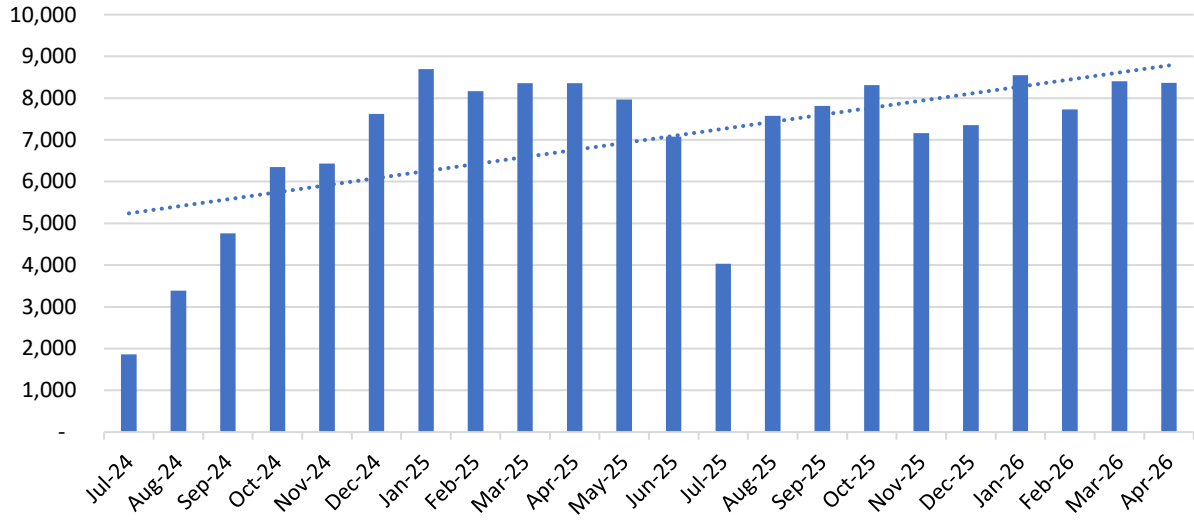


## Basalt Connect Monthly Passenger Trips

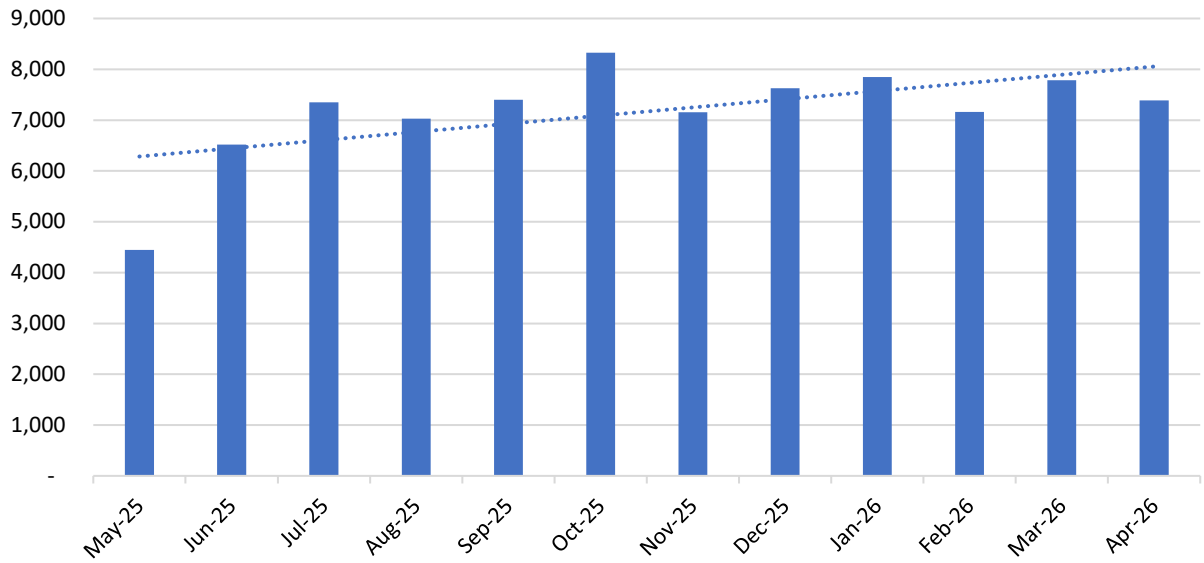


### Carbondale Downtowner Monthly Passenger Trips\*

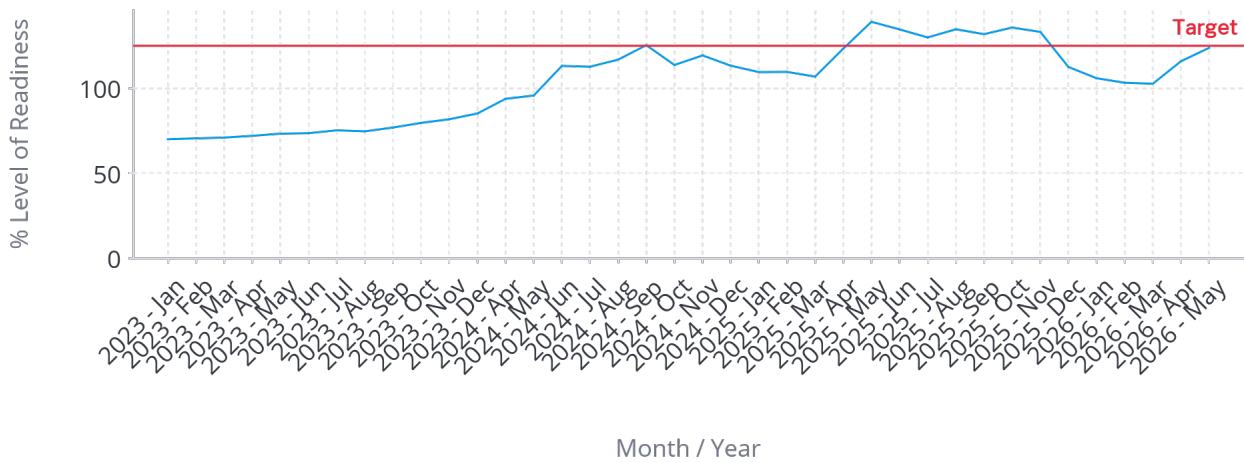
\*Service Initiated July 1, 2024



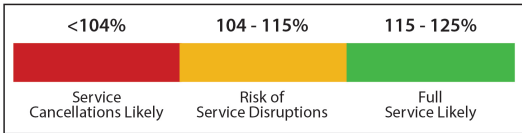
### Ride Glenwood On-Demand Monthly Passenger Trips



# Operational Readiness



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



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

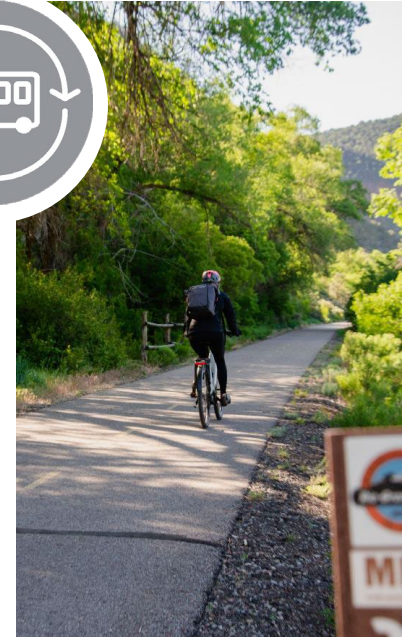
# 2026 RFTA Objectives and Key Results

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

## ACCESSIBILITY & MOBILITY

### OBJECTIVE:

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



### KEY RESULTS:

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

## FINANCIAL SUSTAINABILITY

### OBJECTIVE:

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



### KEY RESULTS:

- 1. Complete a data-driven capital improvement plan by end of Q2 2027.
- 2. Establish multi-year departmental planning to support long-term forecasting by end of Q4 2026.

# FINANCIAL SUSTAINABILITY



## OBJECTIVE:

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

## KEY RESULTS:

- 1. Integrate core operations into enterprise-wide platform by end of Q3 2026.
- 2. Finalize a comprehensive Master Plan to guide long-term service improvements and fiscal sustainability by end of Q2 2027.
- 3. Optimize departmental operations for efficiency by end of Q4 2026.
- 4. Modernize RFTA infrastructure to optimize regional efficiency by end of Q4 2028.



# ENVIRONMENTAL SUSTAINABILITY



## OBJECTIVE:

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

## KEY RESULTS:

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



## Legislative Affairs Update

### 1. H.R. 8870: BUILD America 250 Act

- Type: Committee Proposed Legislation
- Summary: The House Transportation and Infrastructure Committee approved the Building United Infrastructure and Long-term Development for America's 250<sup>th</sup> Act (BUILD America 250) by a 62-2 vote on May 22, 2026. The House Appropriations Committee also released its FY2027 Transportation, Housing and Urban Development (THUD) appropriations bill, which will shape near-term funding levels for key transportation programs. BUILD America 250 serves as the next iteration of the Surface Transportation Reauthorization and focuses solely on transportation. BUILD America 250 includes: significant policy updates to federal National Environmental Policy Act (NEPA) processes, shifts in formula funding and competitive grants, and a new tax on electric vehicles to shore up the Highway Trust Fund. BUILD America 250 has very few advance appropriations and, in most competitive grant funding, only authorizes and actual funding is not guaranteed until Congress appropriates the funds each year.
- Application to RFTA's Legislative Agenda: May make it more difficult to maintain 5311 formula funds and increase competition for available capital funds; therefore violates #1 Support RFTA's financial sustainability and #2 Allow RFTA to maintain and expand its services.
- Status: BUILD America 250 is a House committee proposal, not enacted law. It has not passed the full House, and the Senate has not released its surface transportation reauthorization proposal and will likely defer action until after the midterm elections. The Senate proposal may take a different approach to program funding, eligibility, and policy reforms. The timing matters because FY2027 will be the first year in which many transit programs no longer receive guaranteed funding. Annual THUD appropriations bill will determine actual funding levels for programs that BUILD America 250 authorizes but does not guarantee. The House FY2027 THUD appropriations language proposes approximately \$16.5 billion for public transit, about \$4.6 billion or 22% below FY2026 enacted levels, and proposes \$737 million for Capital Investment Grants, a 78% reduction from FY2026.
- Proposed Response: RFTA's greatest opportunity to influence federal transit policy will likely occur in the Senate through Senator Bennet and Senator Hickenlooper's offices and during the annual appropriations process through Representative Hurd's office given his position on the House Transportation and Infrastructure Committee.

### 2. HB26-1269: Transit Access

- Type: Colorado Legislation
- Summary: Beginning on June 30, 2027, RFTA is required to implement the following practices to increase transit access: expanded rider information requirements and language access initiatives. Reporting requirements will begin in January 2028.
- Application to RFTA's Legislative Agenda: Additional reporting requirements violate #5, reduce regulatory barriers to efficiently develop and deliver projects and services
- Status: This bill was passed with significant modifications, with outreach to the bill sponsors from CASTA, RFTA and Mountain Metropolitan Transit. The resulting requirements will require additional reporting, but significantly less reporting than required under the original draft.
- Action taken: RFTA, CASTA and Mountain Metro met with the Senator sponsors of the bill to express concerns and amend original draft language.

### 3. H.R.4924 - Rails to Trails Landowner Rights Act

- Type: U.S. House Bill Proposed Legislation
- Summary: This proposed legislation expands landowner approval and compensation requirements for railbanked corridors, increasing administrative and legal constraints and poses risks to long-term rail corridor preservation.
- Application to RFTA's Legislative Agenda: Proposed requirements for approval, compensation, administration, and legal matters violate #2, Allow RFTA to maintain and expand its services.

- Status: This was 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.
- Action taken: RFTA sent Hurd's office a letter opposing the Bill, and staff met Representative Hurd in person on April 14, 2026, during the APTA Legislative conference, and reported RFTA's concerns.

#### 4. **Ballot Initiative #175**

- Type: State Ballot Initiative
- Summary: This November 2026 ballot initiative increases the amount of state revenue dedicated to road transportation, and decreases funding for other transportation-related services, education and health care.
- Application to RFTA's Legislative Agenda: Potential decrease in transit funding violates #1, Support RFTA's financial sustainability and #2, Allow RFTA to maintain and expand its services
- Status: Opponents, including K-12 education and healthcare advocates, warn that diverting funds from the General Fund will force steep cuts to public services like Medicaid and education. To neutralize the financial impact of the initiative and protect the General Fund, lawmakers passed House Bill 26-1430. The bill, which would take effect only if voters approve Initiative 175, would reduce fuel taxes, vehicle fees, and road usage fees for four years while creating a Support Road Transportation Fund (SRTF) to receive the revenue affected by the initiative. HB26-1430 would dramatically blunt Initiative 175's practical effect. Rather than allowing the measure to direct established funds towards road and bridge construction and repair, the bill would reduce the taxes and fees that generate transportation revenue and use the remainder to replace existing state transportation obligations, leaving little money left to be rededicated for road construction and repair during the bill's three-and-a-half-year window.
- Action Taken: The RFTA Board issued a statement opposing the ballot measure on April 16, 2026.



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

Transit Service	Mileage April YTD				Hours April YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	1,452,226	1,436,423	15,803	1.1%	69,310	68,158	1,152	1.7%
City of Aspen	204,604	213,411	(8,807)	-4.1%	23,957	24,466	(509)	-2.1%
Aspen Skiing Company	190,136	215,395	(25,259)	-11.7%	13,293	15,131	(1,838)	-12.1%
Ride Glenwood Springs	40,298	39,130	1,168	3.0%	3,246	3,246	0	0.0%
Grand Hogback	146,145	147,061	(916)	-0.6%	6,684	6,666	18	0.3%
Specials/Charters	1,739	3,665	(1,926)	-52.6%	382	360	22	6.1%
Senior Van	6,246	4,584	1,662	36.3%	817	660	157	23.7%
<b>Subtotal - Transit Service</b>	<b>2,041,393</b>	<b>2,059,668</b>	<b>(18,275)</b>	<b>-0.9%</b>	<b>117,689</b>	<b>118,688</b>	<b>(999)</b>	<b>-0.8%</b>
Training & Other	2,061	5,850	(3,789)	-64.8%	4,523	6,638	(2,115)	-31.9%
<b>Total Transit Service, Training &amp; Other</b>	<b>2,043,454</b>	<b>2,065,518</b>	<b>(22,065)</b>	<b>-1.1%</b>	<b>122,212</b>	<b>125,326</b>	<b>(3,114)</b>	<b>-2.5%</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>
June 22, 2026	During this period, staff anticipates that the Audit Report will be reviewed by the <b>RFTA Board Audit Subcommittee</b> . Anticipated subcommittee members include Erin Zalinski, RFTA Board Member, Alyssa Shenk, RFTA Board Member, Colin Laird, 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>On schedule</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>

1. **Alyssa Shenk**, RFTA Board member (Town of Snowmass Village)
2. **Erin Zalinski**, RFTA Board member (City of Glenwood Springs).
3. **Colin Laird**, RFTA Board member (Town of Carbondale)
4. **Liz Woods**, Independent Financial Expert (Pitkin County Director of Finance)
5. **Anna Earl**, Independent Financial Expert (Eagle County Director of Finance)

### **2026 Budget – General Fund Update**

As part of staff's ongoing budget monitoring, staff has identified one capital project requiring budget adjustments: The **Master Plan** was initially budgeted at \$905,625 based on a more limited Transit Development Plan scope. Following the RFP process and selection of an expanded, Board-aligned scope, the project cost increased to \$1,777,000. In April 2026, the Board authorized use of Capital Contingency funds for high-priority initiatives; accordingly, \$871,375 will be transferred from Capital Contingency to fund the Master Plan. The Capital Contingency fund started with a \$1,306,925 and, after this adjustment, the remaining balance of the Capital Contingency fund will be \$435,530.

### **GMF Phases 6b and 8 Project - Update**

On Wednesday, March 27, RFTA executed a \$34,051,415.11 construction contract with BHI for Phase 6B and Phase 8 at the Glenwood Maintenance Facility. This work includes construction of the RFTA Administration Building and the Low Emission Parts Storage Building, along with improvements to Wulfsohn Road and minor upgrades at the West Glenwood Park and Ride. Site mobilization is scheduled to begin in July, with substantial completion anticipated in May 2028.