

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

**TIME:** 8:30 a.m. – 11:00 a.m., Thursday, October 10, 2024

**Regular Location:** In-Person at Town Hall (Room 1), 511 Colorado, Carbondale, CO 81623

*Instructions to participate in the meeting remotely can be located at [www.rfta.com](http://www.rfta.com) on the Board Meeting page.*

**(This Agenda may change before the meeting)**

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
1	<b>Call to Order / Roll Call:</b>		<b>Quorum</b>	<b>8:30 a.m.</b>
2	<b>Approval of <a href="#">Minutes</a>:</b>		<b>Approve</b>	<b>8:31 a.m.</b>
	A. RFTA Board Meeting September 12, 2024, <b>page 3</b>			
3	<b>Public Comment:</b> Regarding items not on the Agenda (up to one hour will be allotted if necessary, however, comments will be limited to three minutes per person)		<b>Public Input</b>	<b>8:33 a.m.</b>
4	<b>Items Added to Agenda – Board Member Comments:</b>	<b>4.3.3.C</b>	<b>Comments</b>	<b>8:35 a.m.</b>
5	<b>Consent Agenda:</b>			
	A. <a href="#">Resolution</a> 2024-16: Authorization for the Roaring Fork Transportation Authority to Amend the Existing Intergovernmental Agreement with the City of Glenwood Springs for Maintenance Responsibilities of the 27th St. and SH 82 Underpasses – Ben Ludlow, Interim Capital Projects Director and David Pesnichak, COO, <b>page 6</b>	<b>4.2.5</b>	<b>Approve</b>	<b>8:45 a.m.</b>
6	<b>Presentations/Action Items:</b>			
	A. <a href="#">Resolution</a> 2024-17: Support for Pitkin County Ballot Issue 1A – Affordable and Workforce Housing Mill Levy – Kelly McNicholas Kury, Pitkin County Commissioner, <b>page 9</b>	<b>3.3</b>	<b>Approve</b>	<b>8:55 a.m.</b>
	B. 2 <sup>nd</sup> Draft of the 2025 <a href="#">Budget</a> , Update and Discussion – Paul Hamilton, Director of Finance, <b>page 13</b>	<b>4.1</b>	<b>Discussion</b>	<b>9:25 a.m.</b>
	C. First/ Last Mile <a href="#">Mobility</a> Services, Update – David Pesnichak, COO, <b>page 38</b>	<b>2.4</b>	<b>Discussion</b>	<b>9:55 a.m.</b>
7	<b>Information/Updates:</b>			
	A. <a href="#">CEO</a> Report – Kurt Ravenschlag, CEO, <b>page 42</b>	<b>2.8.6</b>	<b>FYI</b>	<b>10:25 a.m.</b>
	<b>Executive Session:</b>			
8	A. Pursuant to C.R.S. 24-6-402 4(e)(I): Determining positions that may be subject to negotiations; developing strategy for negotiations and instructions for negotiators: RFTA-ATU Collective Bargaining Agreement	<b>3.5.2.B</b>	<b>Executive Session</b>	<b>10:35 a.m.</b>
	<b>(Agenda Continued on Next Page)</b>			

	<b>Agenda Item</b>	<b>Policy</b>	<b>Purpose</b>	<b>Est. Time</b>
9	<b>Board Governance Process:</b>			
	A. <a href="#">Resolution</a> 2024-18: Appoint Vice-Chair as Acting Board Chair Until the Next Scheduled Election in January, 2025 – Paul Taddune, General Counsel, <b>page 57</b>	<b>Bylaws</b>	<b>Appoint Officers</b>	<b>10:45 a.m.</b>
10	<b>Issues to be Considered at Next Meeting:</b>			
	To Be Determined at the October 10, 2024 Board Meeting	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:55 a.m.</b>
11	<b>Next Meeting:</b> 8:30 a.m. – 11:00 a.m., November 14, 2024, In-person at Carbondale Town Hall or via WebEx Teleconference	<b>4.3</b>	<b>Meeting Planning</b>	<b>10:56 a.m.</b>
12	<b>Adjournment:</b>		<b>Adjourn</b>	<b>11:00 a.m.</b>

**ROARING FORK TRANSPORTATION AUTHORITY  
BOARD MEETING MINUTES  
September 12, 2024**

**Board Members Present (or via WebEx):**

Shelley Kaup, Chair (City of Glenwood Springs); Greg Poschman, Vice-Chair (Pitkin County); Jeanne McQueeney, (Eagle County); David Knight, (Town of Basalt); Torre, (City of Aspen); Art Riddile (Town of New Castle); Colin Laird, (Town of Carbondale)

**Non-Voting Alternates Present (or via WebEx):**

Ben Bohmfalk, (Town of Carbondale); Francie Jacober, (Pitkin County); Ingrid Wussow, (City of Glenwood Springs); Dieter Schindler (Town of Basalt)

**Staff Present (or via WebEx):**

Kurt Ravenschlag, Chief Executive Officer (CEO); Paul Taddune, General Counsel; Michael Yang, Chief Financial Administrative Officer (CFAO); David Pesnichak, Chief Operating Officer (COO); Craig Dubin, Chief of Staff; Erin Kemp, Chief Human Resources Officer; Nicole Schoon, Secretary to the Board of Directors; Kim Wells, Executive Assistant; Mike Hermes, Ben Ludlow, and Dustin Goodman, Facilities Department; Angela Henderson, Abbey Pascoe and Brett Meredith, Department of Trails and Rail Corridor; Paul Hamilton, David Carle, and Terri Glenn, Finance Department; David Johnson and Jason White, Planning; Ian Adams, Director of Operations; Mike Christenson, Director of Vehicle Maintenance; Tammy Sommerfeld, Melissa Sever, and Rebecca Hodgson, Procurement Department; Jamie Tatsuno, Joni Christenson, and Yazmin Carlson Communications; Jason Schelhaas, Blake Williams, and Ryan Giertz, Technology Department; Ed Cortez, President ATU Local 1774; Patricia Savoy, Bus Operator

**Visitors Present (or via WebEx):**

Pete Rice and Jenn Ooton, (City of Aspen); Sarah Adey (Labor Attorney); Linda DuPriest, (EOTC); Mirte Mallory (WE-cycle); Annalise Grueter, (Sopris Sun); Rachel Richards (Citizens)

**Agenda**

***Note: Blue Hyperlinks to the September 12, 2024 Board meeting video have been inserted for each Agenda item below. Please view video for additional information.***

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

**Greg Poschman called the September 12, 2024 RFTA Board of Directors meeting to order at 8:32 a.m. Poschman declared a quorum to be present (8-member jurisdictions present) and the meeting began at 8:33 a.m.**

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

**Torre moved to approve the August 11, 2024 Meeting Minutes and Alyssa Shenk seconded the motion. The motion was unanimously approved.**

**3. [Public Comment:](#)**

**Poschman asked if any member of the public would like to address the Board or make a comment regarding items not on the September 12, 2024 Board Agenda.**

A Public Comment was made by Rachel Richards regarding the entrance to Aspen, and Patricia Savoy and Ed Cortez commented on the ATU Contract Agreement coming to an impasse.

Poschman closed Public Comments at 8:42 a.m.

4. **Items Added to Agenda – Board Member Comments:**

Poschman asked if there were any items that needed to be added to the September 12, 2024, Board meeting Agenda.

No items were added to the September 12, 2024, Board Agenda.

Poschman asked if any Board member had any comments or questions regarding issues not on the September 12, 2024, Board meeting Agenda.

Poschman presented Dan Blankenship with a longevity award from the Board of Directors for his 35 years of service.

Torre stated how impressive it is for RFTA to receive the \$33 million Electric Vehicle grant.

Shelley informed the RFTA Board that announced that she has resigned as Glenwood Springs City Council Member At-Large, so at the October 10, 2024 Board meeting a new Chair will need to be elected.

Poschman closed Board Comments at 9:13 a.m.

5. **Consent Agenda:**

A. **Resolution 2024-14: IGA between RFTA and CDOT for Maintenance at 27st Underpass** – Ben Ludlow, Interim Capital Projects Director and David Pesnichak, COO

**Jeanne McQueeney moved to approve Resolution 2024-14: IGA between RFTA and CDOT for Maintenance at 27st Underpass, and Colin Laird seconded the motion. The motion was unanimously approved.**

B. Amendment Authorizing the CEO to Correct a Typographical Error in RFTA Governing Policies Manual, Board Awareness and Support, Policy 2.10

**McQueeney moved to approve the Amendment Authorizing the CEO to Correct a Typographical Error in RFTA Governing Policies Manual, Board Awareness and Support, Policy 2.10, and Laird seconded the motion. The motion was unanimously approved.**

6. **Presentations/Action Items:**

A. **Castle Creek Bridge, Update, City of Aspen** – Kurt Ravenschlag, CEO and Pete Rice, City of Aspen, Director of Transportation & Parking

Pete Rice from the City of Aspen presented the Board with an update on Castle Creek Bridge options.

B. **1st Draft of the 2025 Budget, Update and Discussion** – Paul Hamilton, Director of Finance

Paul Hamilton, Director of Finance and David Carle, Finance Manager presented the Board with the 1<sup>st</sup> Draft Budget.

C. **First/ Last Mile Mobility Services, Update** – David Pesnichak, COO/Mobility Coordinator

David Pesnichak presented an update to the First/Last Mile Mobility Services.

Francie Jacober left the September 12, 2024 Board meeting at 9:35 a.m. a quorum was still retained.

**7. Public Hearing:**

- A. [Resolution](#) 2024-15: 2024 Supplemental Budget Appropriation Resolution – Paul Hamilton, Director of Finance and Michael Yang, CFAO

**Bohmfolk moved to approve Resolution 2024-15: 2024 Supplemental Budget Appropriation Resolution, and Torre seconded the motion. The motion was unanimously approved.**

**8. Information/Updates:**

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

**9. [Executive Session](#):**

1 Issue: 1) Pursuant to C.R.S. 24-6-402 4(e)(I): Determining positions that may be subject to negotiations; developing strategy for negotiations and instructions for negotiators: RFTA-ATU Collective Bargaining Agreement

**Shenk moved to adjourn from the Regular Board Meeting into the Executive Session, and Laird seconded the motion. The motion was unanimously approved. Executive Session began at 10:48 a.m.**

**Staff Present:** Kurt Ravenschlag, COO; Michael Yang, CFAO; Paul Taddune, General Counsel; Nicole Schoon, Secretary to the Board of Directors

**Laird moved to adjourn from the Executive Session into the Regular Board Meeting and Torre seconded the motion. The motion was unanimously approved.**

**No action was taken during the Executive Session, which adjourned at 11:21 a.m.**

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

- 11. Next Meeting:** 8:30 a.m. – 11:00 a.m.; October 10, 2024, Carbondale Town Hall, Room 1 and via WebEx Teleconference, for those who are unable to attend in person.

**12. [Adjournment](#):**

**Laird moved to adjourn from the September 12, 2024 RFTA Board meeting, and Shenk seconded the motion. The motion was unanimously approved.**

**The September 12, 2024 RFTA Board Meeting adjourned at 11:23 a.m.**

Respectfully Submitted:

Nicole R. Schoon  
Secretary to the RFTA Board of Directors

**RFTA BOARD OF DIRECTORS MEETING  
“CONSENT” AGENDA SUMMARY ITEM # 5. A.**

<b>Meeting Date:</b>	October 10, 2024
<b>Subject:</b>	Resolution No. 2024-16: Authorization for the Roaring Fork Transportation Authority to Amend the Existing Intergovernmental Agreement with the City of Glenwood Springs for Maintenance Responsibilities of the 27 <sup>th</sup> St. and SH 82 Underpasses
<b>Strategic Outcome:</b>	1.0 Accessibility & Mobility 2.0 Safe Customers, Workforce & General Public
<b>Strategic Objective:</b>	1.1 Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected, utilized and accessible to all users 1.2 Trail and transit users move safely, quickly and efficiently 2.1 The Public is safe and comfortable using RFTA services, at RFTA facilities and on RFTA property
<b>Presented By:</b>	Ben Ludlow, Capital Projects Interim Director
<b>Staff Recommends:</b>	Approve Resolution 2024-16, which authorizes the CEO to negotiate and execute an amendment to the existing Intergovernmental Agreement with the City of Glenwood Springs for Maintenance Responsibilities of the 27 <sup>th</sup> St. and SH 82 Underpasses. Authorize CEO to sign the State of CO Intergovernmental Agreement.
<b>Executive Summary:</b>	This amendment will define the areas of maintenance that are required by RFTA and the City of Glenwood Springs as a result of construction of the SH 82 and 27 <sup>th</sup> St. underpasses.
<b>Background/ Discussion:</b>	See Executive Summary above.
<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 commit funds for yearly maintenance as part of the budget approval process.
<b>Attachments:</b>	1. Resolution 2024-16, attached below. 2. <a href="#">State of CO Intergovernmental Agreement.pdf</a> .

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-16**

**AUTHORIZATION FOR THE ROARING FORK TRANSPORTATION AUTHORITY TO AMEND THE EXISTING RFTA AND THE CITY OF GLENWOOD SPRINGS INTERGOVERNMENTAL AGREEMENT FOR THE 27<sup>TH</sup> ST. AND SH 82 UNDERPASSES**

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

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

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

**WHEREAS**, the Roaring Fork Transportation Authority (RFTA) is a political subdivision of the State of Colorado and therefore an eligible applicant for grants from Federal, State and local sources; and

**WHEREAS**, the Roaring Fork Transportation Authority (RFTA) and the City of Glenwood Springs entered into an Intergovernmental Agreement to construct and maintain the 27<sup>th</sup> Street and State Highway 82 pedestrian underpasses on the 2<sup>nd</sup> day of September 2021.

**NOW, THEREFORE, BE IT RESOLVED BY THE RFTA BOARD OF DIRECTORS THAT:**

1. The above recitals are hereby incorporated as findings by the RFTA Board of Directors.
2. The RFTA Board of Directors strongly supports the completion and Maintenance of the 27<sup>th</sup> St and SH 82 underpasses project.
3. The Board of Directors of RFTA authorizes the expenditure of funds necessary for continued maintenance of the underpasses during their useful lives.
4. The West Glenwood Transit Center will be owned by RFTA and will be maintained and operated by RFTA. The RFTA Board of Directors will continue to maintain the facility in a State of Good Repair (as defined in the State of Colorado Intergovernmental Agreement) and will appropriate funds on an annual basis for routine maintenance.
5. The RFTA Board of Directors hereby authorizes the CEO to execute the State of Colorado Intergovernmental Agreement.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10<sup>th</sup> day of October, 2024.

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

By: \_\_\_\_\_  
Shelley Kaup, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on October 10, 2024; (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 10<sup>th</sup> day of October, 2024.

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



**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6. A.**

<b>Meeting Date:</b>	October 10, 2024
<b>Subject:</b>	Resolution 2024-17: Support Pitkin County Ballot Issue 1A – Affordable and Workforce Housing Mill Levy
<b>Strategic Outcome:</b>	3.0 Sustainable Workforce
<b>Strategic Objective:</b>	3.3 Provide comfortable and affordable short-term (3-5 year) housing solutions
<b>Presented By:</b>	Kelly McNichols-Kury, District 2 Pitkin County Commissioner
<b>Staff Recommends:</b>	Staff acknowledges the presentation from Board members regarding the proposed ballot measure and does not have a recommendation on this item, as it is a matter for Board discussion.
<b>Executive Summary:</b>	<p>Pitkin County BOCC assembled a committee to advocate for Pitkin County Ballot Issue 1A, the Pitkin County Housing Tax which will be on the November 2024 ballot. The Pitkin County committee will be providing an informational presentation and requesting a resolution of support by the RFTA Board of Directors in favor of this ballot initiative. The following list are the identified purposes for this issue:</p> <ul style="list-style-type: none"> <li>○ ATTRACTING AND RETAINING ESSENTIAL WORKERS FOR CRITICAL COMMUNITY SERVICES, SUCH AS EMERGENCY RESPONSE, TRANSIT, ROAD AND BRIDGE, HEALTHCARE, ADULT AND CHILD WELFARE, TEACHING AND CHILDCARE, BY CONSTRUCTING, ACQUIRING, PRESERVING, AND OPERATING AFFORDABLE HOUSING;</li> <li>○ PARTNERING ON HOUSING PROGRAMS WITH NONPROFITS, GOVERNMENTAL ENTITIES, LOCAL BUSINESSES, HOUSING TRUSTS, AND PRIVATE ORGANIZATIONS TO GENERATE AFFORDABLE RENTAL OR OWNERSHIP HOUSING;</li> <li>○ BUYING DEED RESTRICTIONS ON FREE MARKET HOUSING TO PERMANENTLY CONVERT EXISTING HOUSING INTO WORKFORCE HOUSING;</li> <li>○ CREATING A CAPITAL RESERVE MAINTENANCE FUND TO PRESERVE AND IMPROVE EXISTING AFFORDABLE HOUSING;</li> <li>○ REDUCING HOMELESSNESS IMPACTS ON PUBLIC AGENCIES BY DEVELOPING TRANSITIONAL HOUSING, SUPPORTIVE HOUSING, AND HOUSING STABILITY SERVICES;</li> <li>○ PRIORITIZING SUCH HOUSING IN AREAS CONSISTENT WITH EXISTING EMPLOYMENT, SERVICES, AND FACILITIES TO PROTECT RURAL CHARACTER;</li> </ul>
<b>Background/ Discussion:</b>	This is a matter proposed by Board members as an agenda item to be discussed by the RFTA Board of Directors.
<b>Governance Policy:</b>	POLICY 4.2 Section 4: 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>	Not at this time.
<b>Attachments:</b>	<ol style="list-style-type: none"> <li>1. Resolution 2024-17, attached below.</li> <li>2. <a href="#">Pitkin County Ballot Issue 1A – Language.pdf</a></li> </ol>

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-17  
SUPPORT FOR PITKIN COUNTY BALLOT ISSUE 1A – AFFORDABLE AND WORKFORCE HOUSING  
MILL LEVY**

**WHEREAS**, Pursuant to Policy 4.2 Section 4: 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; and

**WHEREAS**, the Pitkin County Board of County Commissioners has a tax proposal that requires voter approval pursuant to Section 20 of Article X of the State Constitution and Article IX of the Pitkin County Home Rule Charter, and it has submitted such proposal to the electorate of Pitkin County at the election to be held on November 5, 2024; and

**WHEREAS**, we aspire to implement the vision of a healthy, safe, vibrant and sustainable community; and housing for individuals, families, seniors, and workforce is an essential component in achieving and maintaining this vision; and

**WHEREAS**, our community and our board of directors regularly reiterates the need to prioritize affordable housing; and

**WHEREAS**, the pre-COVID housing challenges were mostly caused by extremely high housing costs, constrained supply, and an ever-expanding commute shed. The Regional Housing Study conducted in 2019 showed a total unit shortfall of 4700 units needed across all income levels, which is a trend that has been worsened by the COVID pandemic; and

**WHEREAS**, the COVID pandemic brought new trends including: growth in year-round employment, growth in remote work, growth in second home purchases, a reduction in available year-round rentals due to short term rentals, and dramatic increases in construction costs, inflation and interest rates. All of these factors have worsened the housing challenges for the local workforce; and

**WHEREAS**, individuals and families who serve the local community by working for a local business or organization can’t afford to own a free market home in Pitkin County and most can’t afford free market rental rates because incomes and wages have not risen at the same rate as housing costs. In 2022 only 9% of home sales in the Roaring Fork Valley were affordable to a household at median wage. This is down from 23% in 2015, and in 2024 this percentage is likely to drop even lower with only deed restricted units available at affordable price points; and

**WHEREAS**, to respond to community needs and meaningfully impact the housing crisis, we support Pitkin County’s effort to provide housing that is affordable, accessible, attainable and available; offering alternative housing options, both rental and ownership, to what is available on the free market; and

**WHEREAS**, to support housing acquisition, construction, conservation and conversion, Pitkin County requires a sustainable and reliable funding stream that can support both immediate project investment as well as long term debt financing for projects; and

**WHEREAS**, Pitkin County’s current funding for housing is insufficient and too elastic to support the long-term investment that is needed in housing, making a new, reliable, funding stream a critical component of future success; and

**WHEREAS**, Pitkin County has submitted a measure to the electorate for an ad valorem property tax mill levy imposed at a rate of 1.5 mills for not more than twenty-five (25) years for the purposes of funding affordable and attainable housing referred for placement on the ballot for the November 5, 2025 election; and

**WHEREAS**, we find that the proposed mill levy of \$121 per million dollars of actual residential value, and \$435 per million dollars of actual commercial value, annually, is a moderate amount to both ask of the taxpayers of Pitkin County and raise a relevant amount to be effective; and

**WHEREAS**, we find that the measure thoughtfully endeavors to raise revenue (\$8,543,345.97 annually in the first fiscal year) that will be dedicated to prioritizing housing for critical community service workers, including but not limited to emergency response, transit, road and bridge, healthcare, adult and child welfare, teaching and childcare; and

**WHEREAS**, we support the county’s goal to construct new rental and ownership housing by partnering with nonprofits, governmental entities, local businesses, housing trusts and private organizations; and

**WHEREAS**, we support the conversion of free market units into permanent deed restricted housing through buy down programs; and

**WHEREAS**, we find that dedicating a portion of the revenue towards capital reserve maintenance and preservation of our existing housing inventory, helps to fill a crucial gap in funding towards maintaining the health and safety of our current housing supply; and

**WHEREAS**, we recognize that our homeless population has a variety of needs, and that jail and the hospital are not always the best places for our public safety agencies to bring a homeless person experiencing crisis. Our community has a gap in stabilizing and supporting our homeless population and Ballot Issue 1A seeks to reduce impacts on public agencies by developing transitional housing, supportive housing, and housing stability services; and

**WHEREAS**, we support the county’s desire to protect its rural character by prioritizing housing in areas consistent with existing employment, services, and facilities.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE ROARING FORK TRANSPORTATION AUTHORITY:**

The Board of the Roaring Fork Transportation Authority, will Support the Pitkin County Ballot Issue 1A – Affordable and Workforce Housing Mill Levy.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 10<sup>th</sup> day of October, 2024.

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

By: \_\_\_\_\_  
Shelley Kaup, Chair

I, the Secretary of the Board of Directors (the "Board") of the Roaring Fork Transportation Authority (the "Authority") do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on October 10, 2024; (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 10<sup>th</sup> day of October, 2024.

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

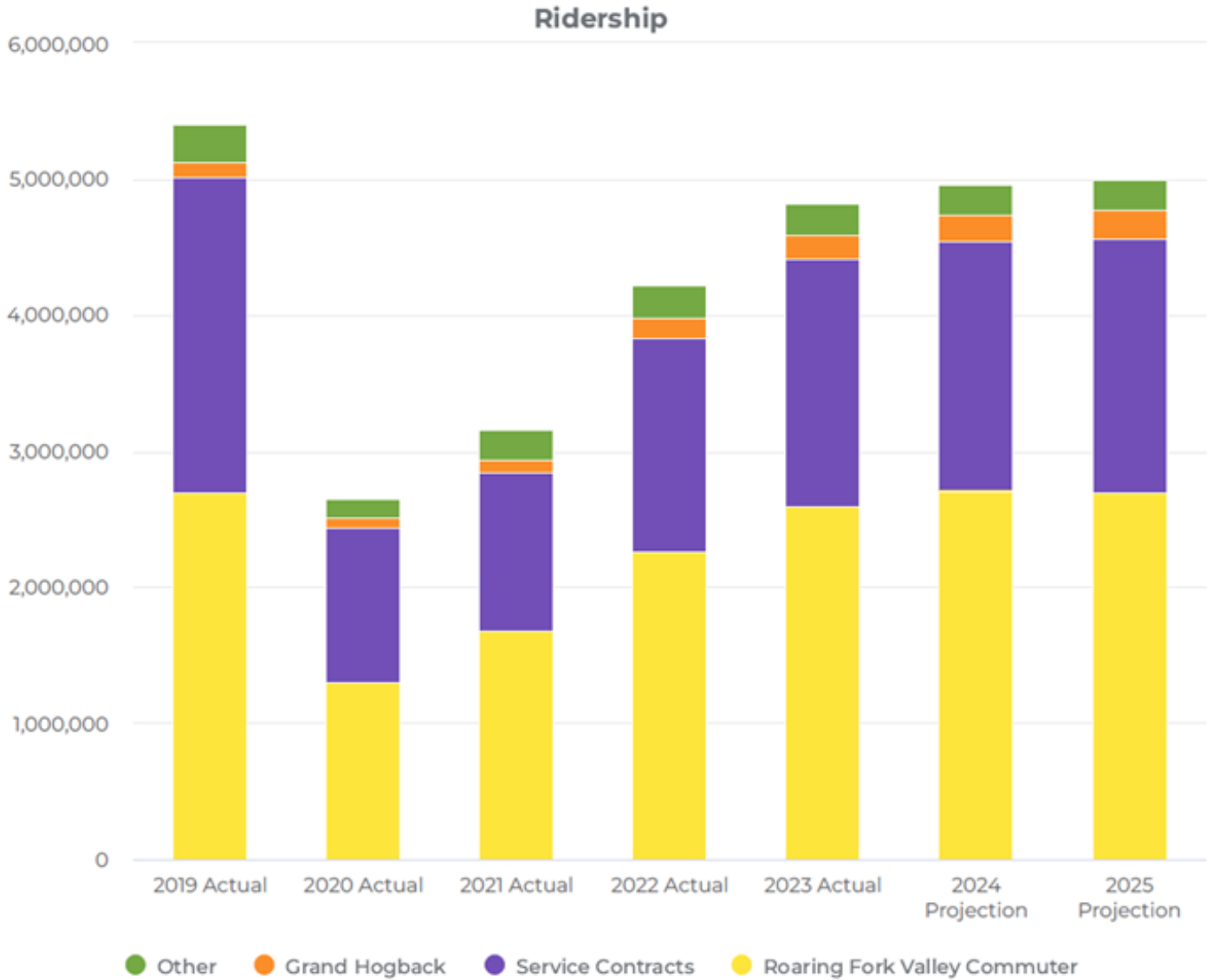
**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6. B.**

<b>Meeting Date:</b>	October 10, 2024
<b>Subject:</b>	2025 2 <sup>nd</sup> Draft Budget Presentation, Update and Discussion
<b>Strategic Outcome:</b>	4.0 Financial Sustainability
<b>Strategic Objective:</b>	4.1 Ensure fiscal integrity
<b>Presented By:</b>	Paul Hamilton, Director of Finance David Carle, Budget Manager
<b>Staff Recommends:</b>	Approve prioritization and assumptions of the 2025 Budget with revisions as the Board feels necessary.
<b>Executive Summary:</b>	The 2 <sup>nd</sup> draft of the 2025 budget has been prepared based on the approved budget initiatives and assumptions. The budget is a work-in-progress document and will be refined in October and November as more actual expenditure and revenue data becomes available, which may affect the General Fund’s 2024 forecast.
<b>Background/ Discussion:</b>	<p>At the August 2024 Board meeting, staff presented the 2025 budget initiatives, assumptions and issues.</p> <p>The 2<sup>nd</sup> draft of the 2025 budget has been prepared based on the approved budget initiatives and assumptions. The budget is a work-in-progress document and will be refined from September through November as more actual expenditure and revenue data becomes available, which may affect the General Fund’s 2024 forecast.</p> <p>The 2<sup>nd</sup> draft of the 2025 budget is presented in the following order (<b>with updates highlighted in yellow</b>)</p> <ol style="list-style-type: none"> <li>1. Services</li> <li>2. Challenges, Issues, and Opportunities</li> <li>3. Consolidated Financial Overview</li> <li>4. Estimated Revenue Composition and Assumptions</li> <li>5. Budgeted Expenditures by Program/Department and Assumptions</li> <li>6. Budgeted Other Financing Sources/Uses</li> <li>7. Staffing</li> <li>8. Major Goals</li> <li>9. Fund Balance</li> <li>10. Background information</li> </ol>
<b>Governance Policy:</b>	Board Job Products Policy 2.4.5 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>	Limited resources will require prioritization of Authority’s projects; revenues and expenditures assumptions could affect Fund balance.
<b>Attachments:</b>	<ol style="list-style-type: none"> <li>1. 2025 2<sup>nd</sup> Draft Budget Presentation, on the following pages.</li> <li>2. <a href="#">RFTA BOD PowerPoint Slide Deck - 2nd Draft Budget Presentation Final.pdf</a></li> <li>3. <a href="#">City of Rifle RFTA 2025 Grand Hogback Bus Service Budget Request.pdf</a></li> </ol>

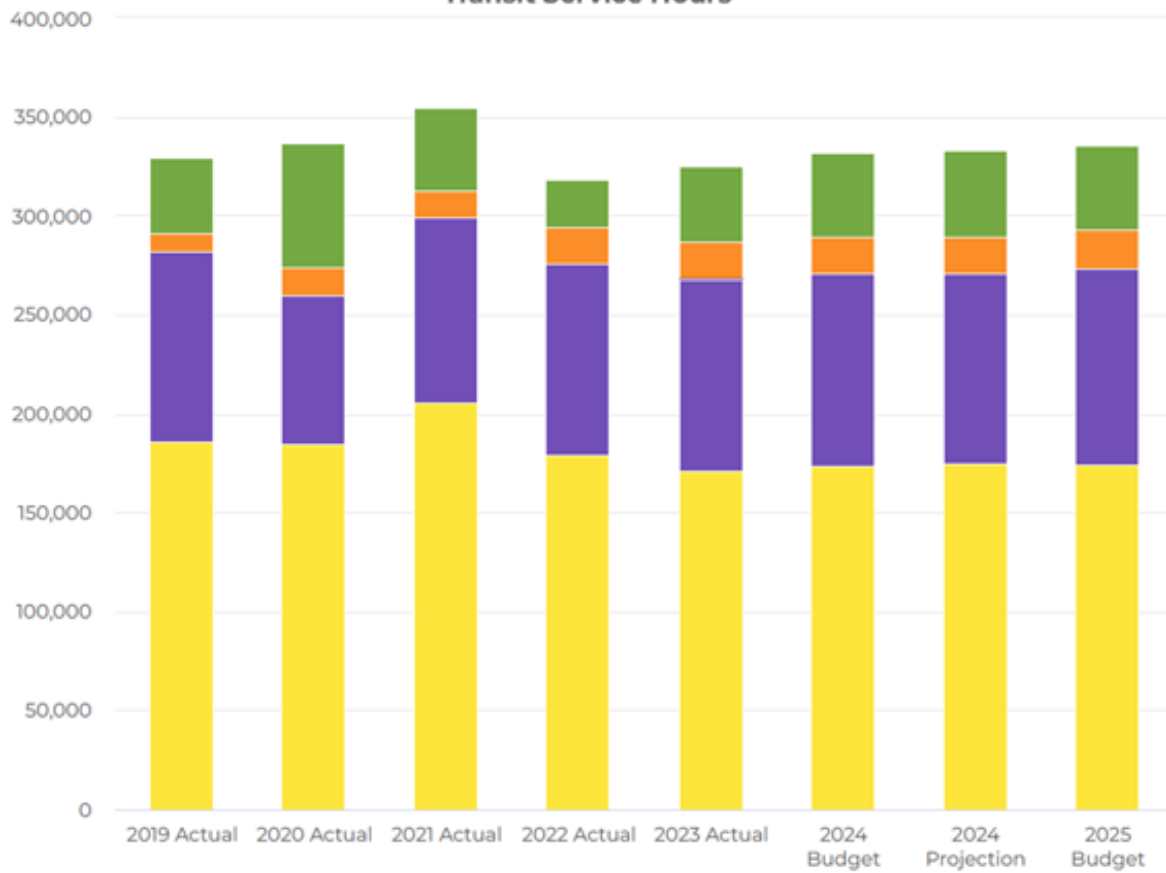
**2025 RFTA BUDGET – 2<sup>nd</sup> DRAFT PRESENTATION**

**1. Services**

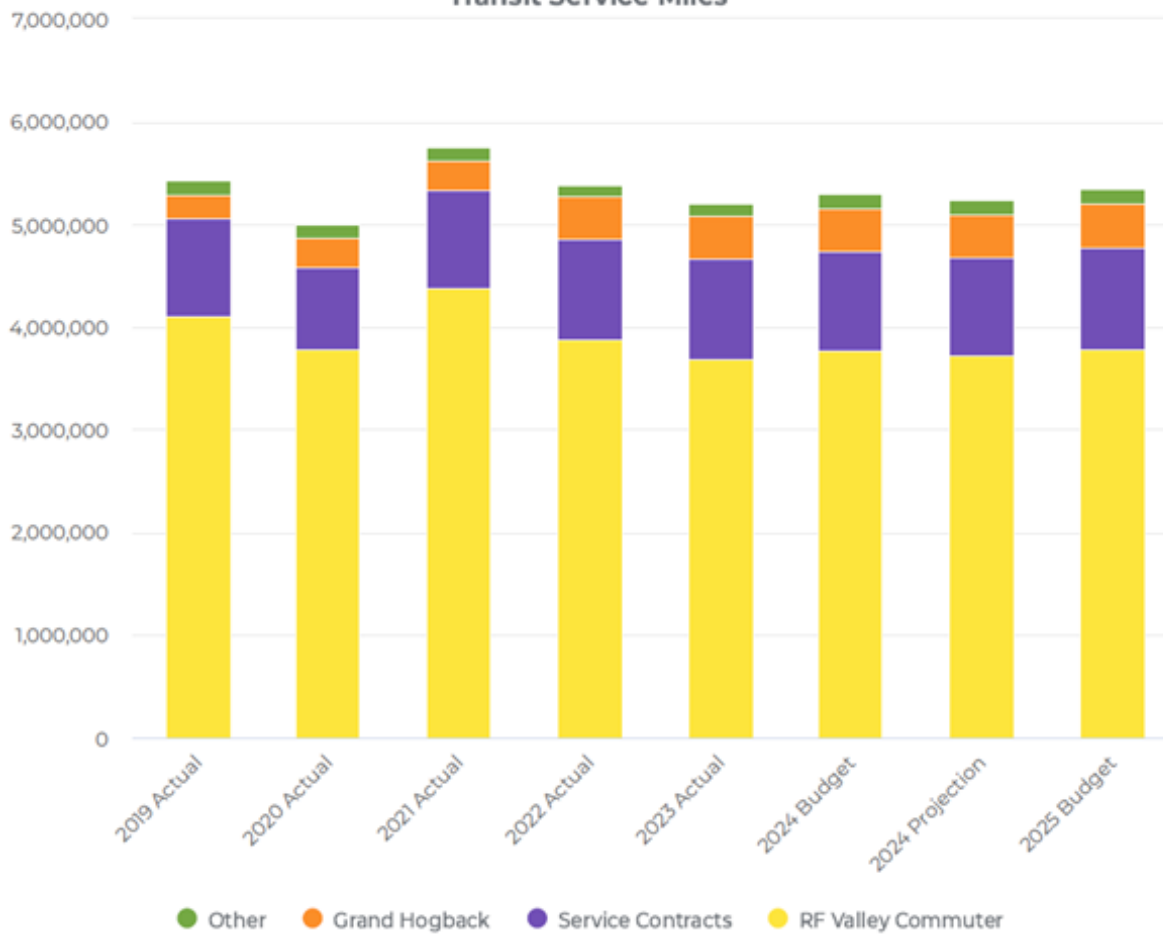
- The 2<sup>nd</sup> draft of the 2025 budget is based on 2024 service levels with updates for seasonal changes, and minor changes to Spring and Fall Service included in the 1<sup>st</sup> draft, and minor true-up modifications to hours and miles to several services. Staff will continue work with RFTA’s service contract partners for any potential changes will be reflected in the 3<sup>rd</sup> draft budget.
- The 2025 2<sup>nd</sup> draft budget transit service hours and miles reflect a 0.7% and 2.3% increase over 2024 projections, respectively.



**Transit Service Hours**



**Transit Service Miles**



● Other   
 ● Grand Hogback   
 ● Service Contracts   
 ● RF Valley Commuter

## 2. Challenges, Issues, and Opportunities

- **Construction Projects:** RFTA anticipates three major construction projects will be completed by the end of 2024, which will result in increased operating costs to support and maintain the facilities for a full year in 2025.
  - *Glenwood Springs Maintenance Facility (GMF) Phases, 3, 4, 5 and 7 Project:* Staffing and operational costs for a full budget year related to the opening of Glenwood Maintenance (GMF) facility expansion, which is estimated to open in October/November 2024. This project includes a new operations center, a multi-fuel Fueling and Bus Wash Facility, and a sixty bus-storage building.
  - *RFTA 27<sup>th</sup> Street Pedestrian Underpass:* Impacts of operating and maintenance costs for a full budget year of the 27<sup>th</sup> Street and Highway 82 Pedestrian Underpasses Project, located at the intersection of 27<sup>th</sup> Street and Highway 82 in Glenwood Springs, which is estimated to open in October 2024. Staff is currently working with the City of Glenwood Springs to determine allocation of operating and maintenance costs. This project includes reconfiguration of the Rio Grande Trail, drainage improvements, and construction of two underpasses under 27<sup>th</sup> Street and Highway 82.
  - *Iron Mountain Place:* Impacts of operating and maintenance costs for employee housing located in Glenwood Springs, which is estimated to open in December 2024. This project includes 43 employee housing units. This will reduce RFTA's need to lease third party rental units.
- **Other Initiatives Currently Underway:** Staff is currently monitoring the following initiatives for potential budgetary needs, in order to advance priority action items that require funding.
  - Housing Policy and Program Study
  - CEO Transition – Organizational Restructure
  - ERP (Enterprise Resource Planning) Software Implementation
  - **GMF Phases 6a, 6b, and 8 Project - Design and Construction**
- **Property Tax Revenues:** Staff continues to monitor potential legislative efforts at the state level, e.g. HB24B-1001, to provide property tax relief for homeowners and businesses, which could reduce RFTA's property tax revenues. **Based on bond counsel guidance, impact would be for 2025 tax year with collections in 2026 budget year.**
- **Staffing Levels:** RFTA ended the 2024/2025 winter season approximately 2 bus operators below its budget target, this is a noticeable improvement over 2023/2024 winter season, which was approximately 40 bus operators below target. RFTA's diligent hard work has led to an increase in bus operator staffing levels, in which there are currently 20 more bus operators in July 2024, as compared to July 2023. It remains a continued focus and challenge to meet/maintain staffing goals given the current labor market along with the high cost of living and scarcity of affordable housing in the region. Staff will continue to monitor RFTA's workforce readiness level to deliver the baseline transit service plan.
- As the **economy** moves along, the rate of growth appears to be slowing down. If any indicators exist of a downturn in the economy that result in estimated shortfalls in revenue, then the Authority has the



ability to act as it had done so during the Great Recession between 2009 and 2011 or utilize operating reserves, as needed, until the economy recovers.



- **Sales and Use Tax** revenues is the Authority's primary source of revenue and may be volatile with increases and decreases varying among each member jurisdiction.
  - The Authority relies on input from each member jurisdiction for assumptions and trend analysis during budget preparation. Staff consulted with each member jurisdiction's Finance Department to receive preliminary sales tax estimates for 2025. Of the eight jurisdictions, staff has received assumptions and estimates **from all eight jurisdictions**. As a result, the preliminary 2025 overall sales tax projection includes a 2.2% increase compared to the 2024 forecast.
  - Use tax is projected flat compared to the 2024 forecast.
- **Property Tax** revenues for the 2024 tax year, with collections in 2025, which will have the following impacts:
  - The full 2.65 mill levy is included in the 2025 2nd draft budget. As a result, the preliminary 2025 property tax revenues include a **2.6% decrease** compared to the 2024 forecast, based on preliminary August information received from the County Assessors.
  - Colorado law requires a two-year reassessment cycle for all property, and all properties are reassessed every odd-number year. Therefore, the 2024 tax year (2025 collections) is not a reassessment year. Staff works closely with the Assessors in Pitkin, Eagle, and Garfield Counties to obtain preliminary and final assessed valuations for RFTA's district.
- **Transit fuel** prices, for 2025, management will continue to utilize fixed price transit diesel fuel contracts for a majority of its fuel needs to manage fuel volatility. Currently, both unleaded gasoline and diesel contracts have been executed for RFTA's 2025 fuel needs. For the 2nd draft budget, the weighted average price for unleaded gasoline includes a 6.5% increase and no change to diesel based on fixed forward contracts for 2025 compared to 2024. As fuel prices will remain volatile, staff will continue to partner with its fuel vendor to monitor pricing and opportunities to lock in future fuel needs. For CNG fuel, staff are estimating a decrease in production and delivery costs and staff will monitor any legislative efforts related to the Alternative Fuel Credit as this credit from the Inflation Reduction Act of 2022 expires on December 31, 2024.
- **Health care** costs continue to increase. RFTA's County Health Pool renewal rates reflect a **12%** increase in health insurance premiums, a **1.5%** increase in dental, and **no change** in vision insurance premiums. Staff assumes that the cost increase will be shared by the employer and employee, maintaining the same cost percentage allocations from 2024, **and will plan to update the final allocations in the 3<sup>rd</sup> draft**.
- **Compensation**, historically, the high cost of living in the Roaring Fork Valley has challenged the Authority's ability to hire and retain qualified personnel. Management continues to review and refine RFTA's compensation package with respect to wages, incentive programs, and benefit enhancements, including employee housing, in order to remain competitive in the local job market. Staff will provide any recommendations for pay adjustments, including the timing of implementation, to the Board as part of

the 2025 budget process. The current Collective Bargaining Unit (“CBU”), comprised of full-time bus operators, contract expires at the end of 2024. Negotiations for the new CBU contract are currently in process, which will determine scheduled pay increases for the 2025 budget.

- **Destination 2040:** 2025 will be the third full year as RFTA and its partners continue to implement the 2023-2028 **Regional Bikeshare Plan**. Planning efforts for expansion will continue for the City of Glenwood Springs while operating and capital support will continue for the existing systems in the Aspen, Snowmass Village, Pitkin County, Basalt, Eagle County, and Carbondale. The chart below reflects the preliminary financing plan for the operating and capital funding for 2025:

Total 2025 Bikeshare Operations and Capital Funding	RFTA	RFTA Existing WE-cycle Funding Commitment	Net RFTA Share	WE-cycle	EOTC	FLMMR Grant Funding	Local	Total
Total 2025 Bikeshare Indirect and Direct Operations Funding	\$ 1,105,567	\$ 207,618	\$ 1,313,185	\$ 203,247	\$ 109,273	\$ 268,654	\$ 494,614	\$2,388,972
Total 2025 Bikeshare Planning Funding	\$ 3,310	\$ -	\$ 3,310	\$ -	\$ -	\$ 9,000	\$ 9,000	\$ 21,310
Total 2025 Bikeshare Startup Operations	\$ 94,000	\$ -	\$ 94,000	\$ -	\$ -	\$ -	\$ -	\$ 94,000
Total 2025 Core Bikeshare Equipment Funding	\$ 218,742	\$ -	\$ 218,742	\$ -	\$ -	\$ 246,578	\$ 246,578	\$ 711,898
Total 2025 Bikeshare Support Equipment Funding	\$ 106,015	\$ -	\$ 106,015	\$ -	\$ -	\$ 31,993	\$ 31,993	\$ 170,001
Total 2025 Bikeshare Replacement and Maintenance Equipment Funding	\$ 45,130	\$ -	\$ 45,130	\$ -	\$ -	\$ 5,641	\$ 5,641	\$ 56,413
Total 2025 Bikeshare Funding - All Sources	\$ 1,572,764	\$ 207,618	\$ 1,780,382	\$ 203,247	\$ 109,273	\$ 561,866	\$ 787,826	\$3,442,594

- The 2025 budget includes the following WE-Cycle items:
  - \$2.0 million in contributions for annual ongoing indirect and direct operating funding, planning funding, and startup operations, included in Administrative costs;
  - **\$654,100** in contributions for capital, startup equipment, and capital replacement costs, of which \$384,000 deposit is planned to be contributed in 2024, included in Capital outlay
  - **\$562,200** in First and Last Mile Mobility (FLMM) grant funding contributions included in both Administrative and Capital outlay.
  - **\$897,200** in Local Government Contributions from the EOTC and member jurisdictions contributions.
  - The Authority’s net cash contribution to 2025 Bikeshare Operations and Capital Financing Plan is \$2.3 million.
- **First and Last Mile Mobility (FLMM) Grant Program:** This grant program will enable RFTA to serve as a granting agency that helps “kick-start” new FLMM projects in the region in partnership with its member jurisdictions. FLMM Grant Application Forms are required to be completed by members seeking financial support. The deadline for requests related to the 2025 budget year was the end of June 2024. Staff reviewed the grant applications and provided the chart below to the Board at the August 8<sup>th</sup> Board meeting, which reflects a total request of approximately **\$2,052,386**, which is incorporated into 2025 2nd draft budget.

2025 Summary of FLMM Grant Requests (Updated August 4, 2024)

Applicant	Project Title	Summary	Amount Requested	Total Cost
Town of Carbondale	We-Cycle Bike Share	2025 Capital and Operating \$166,281 Operating Request \$840 Capital Request \$1,010 R&ME Request <b>Commitment Requested from We-Cycle: \$168,131</b>	\$84,066 (50%)	\$166,281 Operating + \$840 Capital + \$1,010 R&ME: <b>\$168,131</b>
Town of Carbondale	Carbondale Downtowner	Micro Transit Operations for 12 months of 2025	\$336,713 (50%)	<b>\$673,425</b>
Town of Basalt	Basalt Connect	Micro Transit Operations for 12 months of 2025	\$289,237 (50%) (Does not include CASTA grant)	<b>\$578,474</b> (Does not include \$29,756 CASTA Grant, when available and awarded) Total cost with CASTA grant, if awarded: \$608,230
Town of Basalt	We-Cycle Bike Share	2025 Capital and Operating \$96,531 Operating Request \$68,152 Capital Request \$15,534 Support Equipment Request \$6,504 R&ME Request <b>Commitment Requested from We-Cycle: \$186,721</b>	\$78,361 (41.9%)	\$96,531 Operating + \$68,152 Capital + \$15,534 Support + \$6,504 R&ME + - \$30,000 existing = <b>\$156,721</b>
Town of Snowmass Village	We-Cycle Bike Share	2025 Capital and operating \$90,488 Operating Request \$18,000 Planning \$328,558 Capital Request \$10,874 Support Equipment Request \$739 R&ME Request <b>Commitment Requested from We-Cycle: \$448,659</b>	\$224,330 (50%)	\$90,488 Operating + \$18,000 Planning + \$328,558 Capital + \$10,874 Support + \$739 R&ME = <b>\$448,659</b>
City of Aspen	WE-Cycle Bike Share	2025 Capital and Operating \$249,551 Operating Request \$96,833 Capital Request \$29,854 Support Equipment Request \$1,010 R&ME Request <b>Commitment Requested from We-Cycle: \$377,248</b>	\$112,480 (29.9%)	\$249,551 operating + \$96,833 Capital + \$29,854 Support Equipment + \$1,010 R&ME - \$150,960 existing = <b>\$226,288</b>
Eagle County	WE-cycle Bike Share	2025 Capital and Operating \$82,293 Operating Request \$7,824 Support Equipment Request \$1,010 R&ME Request <b>Commitment Requested from We-Cycle: \$91,127</b>	\$23,063 (25.5%)	\$82,293 operating + \$7,824 Support Equipment + \$1,010 R&ME - \$45,000 existing = <b>\$46,127</b>
Pitkin County	We-Cycle Bike Share	2025 Capital and Operating \$78,123 Operating Request \$1,010 R&ME Request <b>Commitment Requested from We-Cycle: \$79,133</b>	\$39,566 (50%)	\$78,123 Operating + \$1,010 R&ME = <b>\$79,133</b>
City of Glenwood Springs	The 6th Street Corridor Improvements Project	6 <sup>th</sup> Street from Maple St. to Olive St. – Protected Bike Lanes (Bike Connection from Grand Ave Bike/Ped Bridge to RGS stops at La Quinta / Rosie's Bavarian Restaurant + RRFBs at Roundabout)	\$464,570.40 (8.1%)	Funding Sources: \$464,570.40 RFTA FLMM + \$1,167,000 CDOT RMS Grant + \$2,297,948.40 DDA Funding + \$1,800,000 COGS = <b>\$5,729,518.80</b>
City of Glenwood Springs	Glenwood Springs On-Demand Transit Pilot	Micro Transit Operations for 12 Months of 2025	\$400,000 (50%)	<b>\$800,000</b>
FLMM Award Total			\$2,052,386.40	

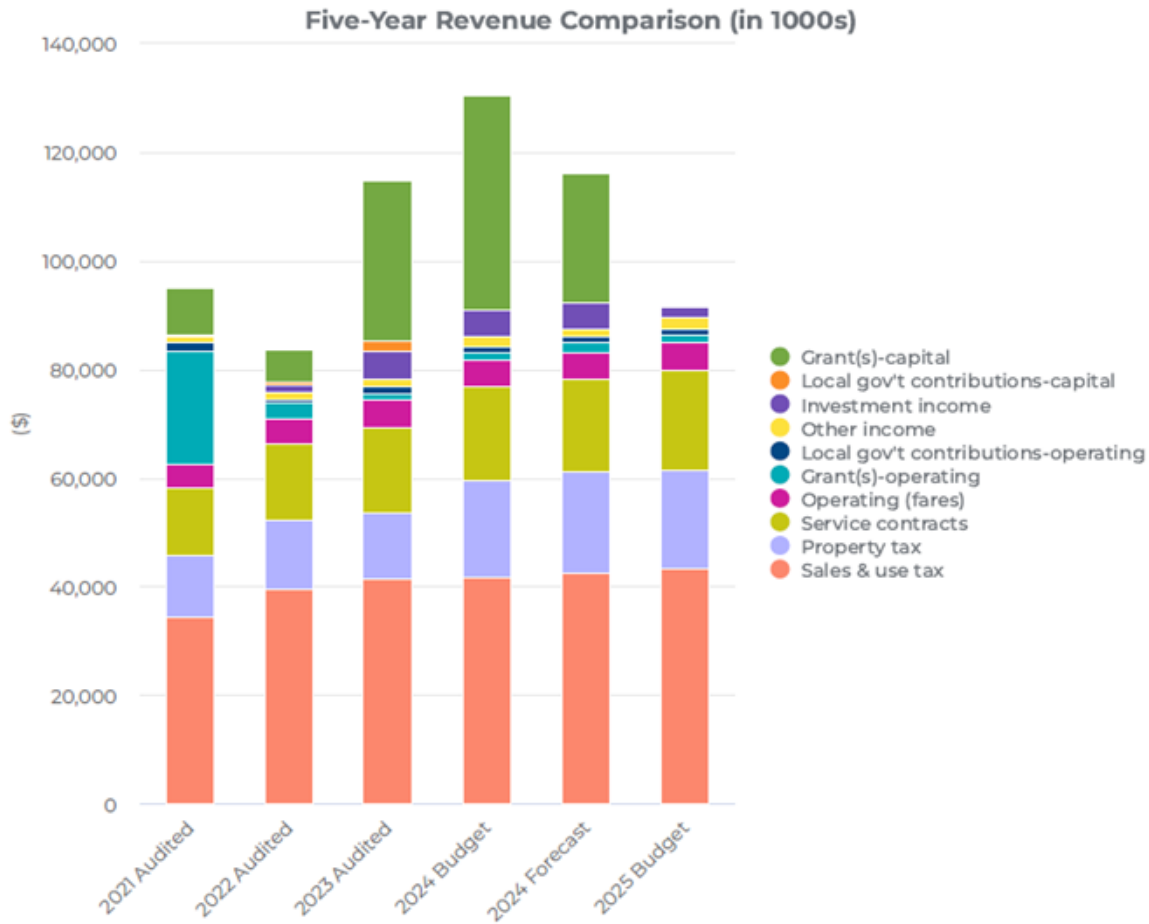
- With the capital-intensive nature of the transit industry, management continues to develop funding strategies for short- and long-term **capital replacement and improvement needs**. Funding strategies include a combination of financing options, pursuing grant opportunities, pay-go using fund balance, seeking additional revenue, and reducing operating costs. The **Destination 2040 Plan** has secured additional funding through property tax revenues and increased bonding authority. Management has implemented service enhancements, design/planning efforts, and construction for multiple capital projects. RFTA issued bonds in 2021 to fund the Glenwood Maintenance Facility (GMF) Expansion Project (Phases 2, 3, 4, 5, & 7) and 27<sup>th</sup> Street Parking Expansion Property Acquisition. As RFTA experiences increasing project costs due to inflation, staff continues to monitor and prioritize the various projects in the Plan and funding needed to deliver those projects.

### 3. Consolidated Financial Overview

(in 1,000s)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2025 Draft Budget	%
<b>Beginning fund balance (Budget)</b>	\$ 80,626	\$ -	\$ -	\$ 358	\$ 920	\$ 81,904	
<b>Revenues:</b>							
Sales and use tax	43,422	-	-	125	-	43,547	47%
Property tax	17,989	-	-	-	-	17,989	20%
Service contracts	-	18,374	-	-	-	18,374	20%
Operating revenue	5,034	-	-	-	-	5,034	5%
Grant revenue - operating	1,438	30	-	-	-	1,468	2%
Grant revenue - capital	-	-	-	-	-	-	0%
Local gov't contributions - operating	1,239	-	-	-	-	1,239	1%
Local gov't contributions - capital	284	-	-	-	-	284	0%
Other income	1,305	-	545	-	106	1,956	2%
Investment income	1,846	-	-	-	-	1,846	2%
<b>Total revenues</b>	<b>\$ 72,557</b>	<b>\$ 18,404</b>	<b>\$ 545</b>	<b>\$ 125</b>	<b>\$ 106</b>	<b>\$ 91,737</b>	<b>100%</b>
<b>Program expenditures:</b>							
Fuel	\$ 2,478	\$ 959	\$ -	\$ -	\$ -	\$ 3,437	3%
Transit	47,340	17,628	1,899	-	-	66,867	65%
Trails & Corridor Mgmt	1,327	-	-	-	-	1,327	1%
<b>Subtotal operating exp.</b>	<b>\$ 51,146</b>	<b>\$ 18,587</b>	<b>\$ 1,899</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 71,632</b>	<b>69%</b>
Capital	25,193	-	-	-	-	25,193	24%
Debt Service	1,876	-	-	-	4,386	6,262	6%
<b>Total expenditures</b>	<b>\$ 78,215</b>	<b>\$ 18,587</b>	<b>\$ 1,899</b>	<b>\$ -</b>	<b>\$ 4,386</b>	<b>\$ 103,087</b>	<b>100%</b>
<b>Other financing sources</b>	<b>\$ 18,197</b>	<b>\$ 183</b>	<b>\$ 1,354</b>	<b>\$ -</b>	<b>\$ 4,280</b>	<b>\$ 24,015</b>	
<b>Other financing (uses)</b>	<b>(5,817)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(5,817)</b>	
<b>Change in Fund Balance</b>	<b>\$ 6,722</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125</b>	<b>\$ -</b>	<b>\$ 6,847</b>	
<b>Ending fund balance</b>	<b>\$ 87,348</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 483</b>	<b>\$ 920</b>	<b>\$ 88,751</b>	

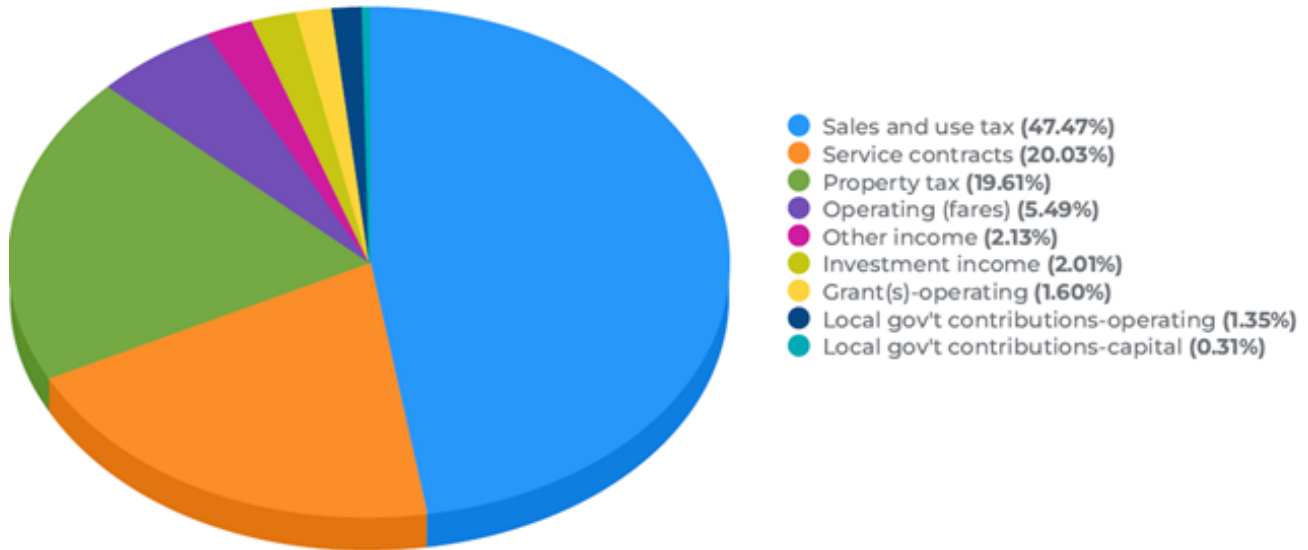
For an explanation of each fund, please refer to the Background section at the end of this report.

#### 4. Estimated Revenue Composition & Assumptions



Revenues (in 1000s)	2021 Audited	2022 Audited	2023 Audited	2024 Budget	2024 Forecast	2025 Draft Budget	25/24 Budget	
							\$ Dif	% Dif
Sales and use tax	\$ 34,528	\$ 39,800	\$ 41,372	\$ 41,718	\$ 42,606	\$ 43,547	\$ 1,829	4%
Property tax	11,409	12,390	12,330	17,963	18,474	17,989	26	0%
Service contracts	12,405	14,297	15,713	17,219	17,122	18,374	1,155	7%
Fare Revenue	4,136	4,536	4,992	4,794	5,023	5,034	240	5%
Grant revenue - operating	20,979	2,831	1,281	1,618	1,618	1,468	(150)	-9%
Local gov't contributions - operating	1,374	560	1,112	1,155	1,155	1,239	84	7%
Other income	1,340	1,444	1,480	1,578	1,618	1,956	378	24%
Investment income	34	1,382	5,134	4,868	4,887	1,846	(3,022)	-62%
<b>Subtotal Revenues - Operating</b>	<b>\$ 86,204</b>	<b>\$ 77,241</b>	<b>\$ 83,414</b>	<b>\$ 90,913</b>	<b>\$ 92,502</b>	<b>\$ 91,453</b>	<b>\$ 539</b>	<b>1%</b>
Local gov't contributions - capital	130	331	1,705	27	27	284	257	941%
Grant revenue - capital	8,608	6,071	29,646	39,355	23,815	-	(39,355)	-100%
<b>Subtotal Revenues - Capital</b>	<b>\$ 8,739</b>	<b>\$ 6,403</b>	<b>\$ 31,350</b>	<b>\$ 39,382</b>	<b>\$ 23,842</b>	<b>\$ 284</b>	<b>\$ (39,098)</b>	<b>-99%</b>
<b>Total</b>	<b>\$ 94,943</b>	<b>\$ 83,644</b>	<b>\$ 114,764</b>	<b>\$ 130,296</b>	<b>\$ 116,344</b>	<b>\$ 91,737</b>	<b>\$ (38,559)</b>	<b>-30%</b>

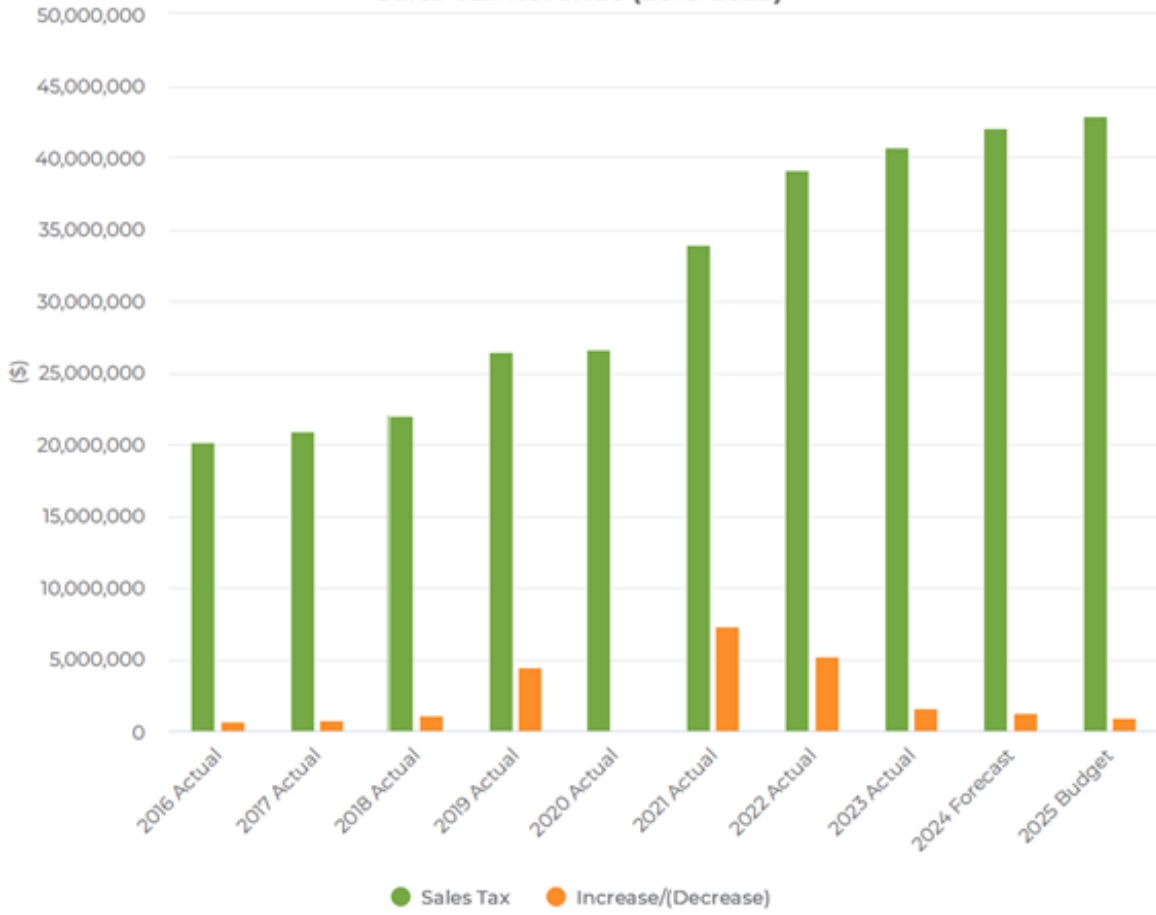
## 2025 Estimated Revenue Composition (in 1000s)



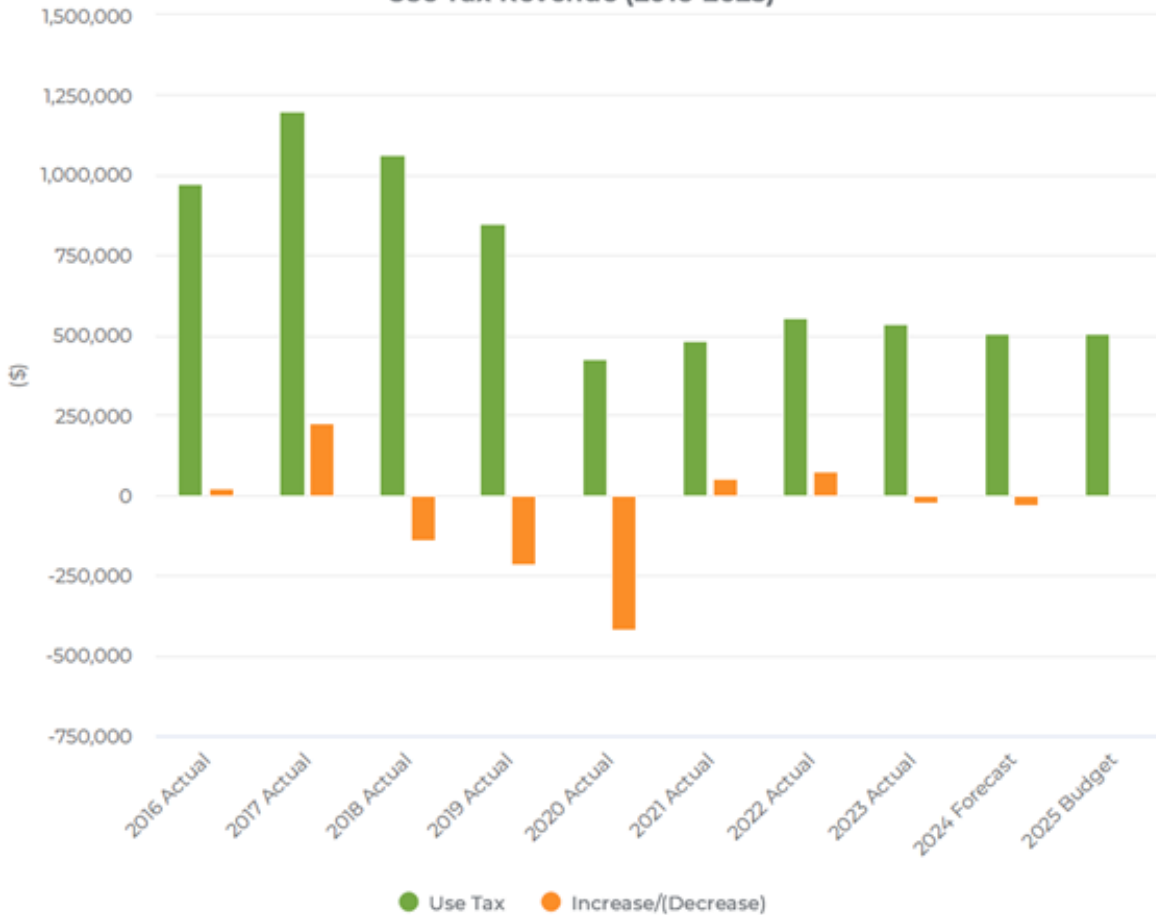
- **Sales Tax** revenues are dedicated taxes collected from member jurisdictions based on intergovernmental agreements. The chart below shows *preliminary* estimates by jurisdiction as of **September** 2024:

Member Jurisdictions	2025 % Increase / (Decrease)
Aspen	+2.0%
Basalt	0.0%
Carbondale	0.0%
Glenwood Springs	+5.0%
Eagle County	+2.0%
New Castle	+1.0%
Pitkin County	+2.0%
Snowmass Village	+3.0%

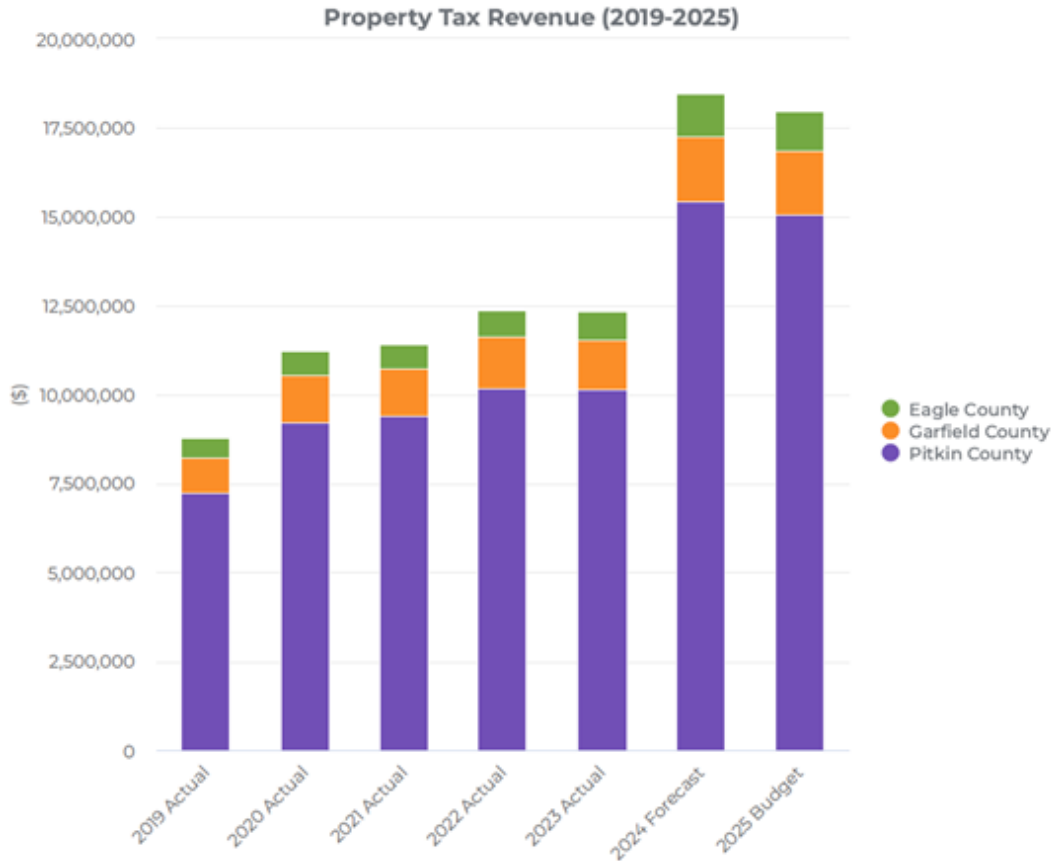
**Sales Tax Revenue (2016-2025)**



**Use Tax Revenue (2016-2025)**



- Property tax revenues** are collected by the County Treasurer in Pitkin, Eagle and Garfield Counties within RFTA's member jurisdictions. Based on the preliminary data received from Pitkin, Eagle and Garfield Counties, the preliminary assessed property value decreases are <1.5%>, <1.9%>, and <3.3%>, respectively. The Assessors' Offices indicated that updated preliminary certifications will be provided by November 1 and Final certifications of assessed valuations will occur in December. Staff continues to monitor legislative efforts at the state level, specifically HB24B-1001 and quantify the impacts to RFTA's property tax revenues, which are not expected to occur until the 2026 budget year.



- Service contract revenues** are for service contract agreements based on hours and miles by route for each agreement and are billed on monthly basis. The Authority has service contract agreements with the Aspen Skiing Company, the City of Aspen, the City of Glenwood Springs and Garfield County (Traveler Program);
  - The Authority estimates hours and miles by route for each service contract agreement and calculates costs in accordance with each service contract agreement. Staff continues to work closely with its partners to make any modifications to service levels.
- Operating revenues** are for transit fares collected primarily from regional routes, Highway 82 and the I-70 Corridor, as well as fares collected from the Maroon Bells Bus Tour;
  - At this time, staff is estimating a 5% increase in regional fare collections in 2025 over the 2024 budget, attributable to an increase in ridership. For the 2025 2nd draft budget, fare revenues are flat to the 2024 forecast.
  - At this time, there is no fare adjustment assumed. Any fare changes directed by the Board will be considered and implemented following a 30-day public comment period and a Public Hearing.

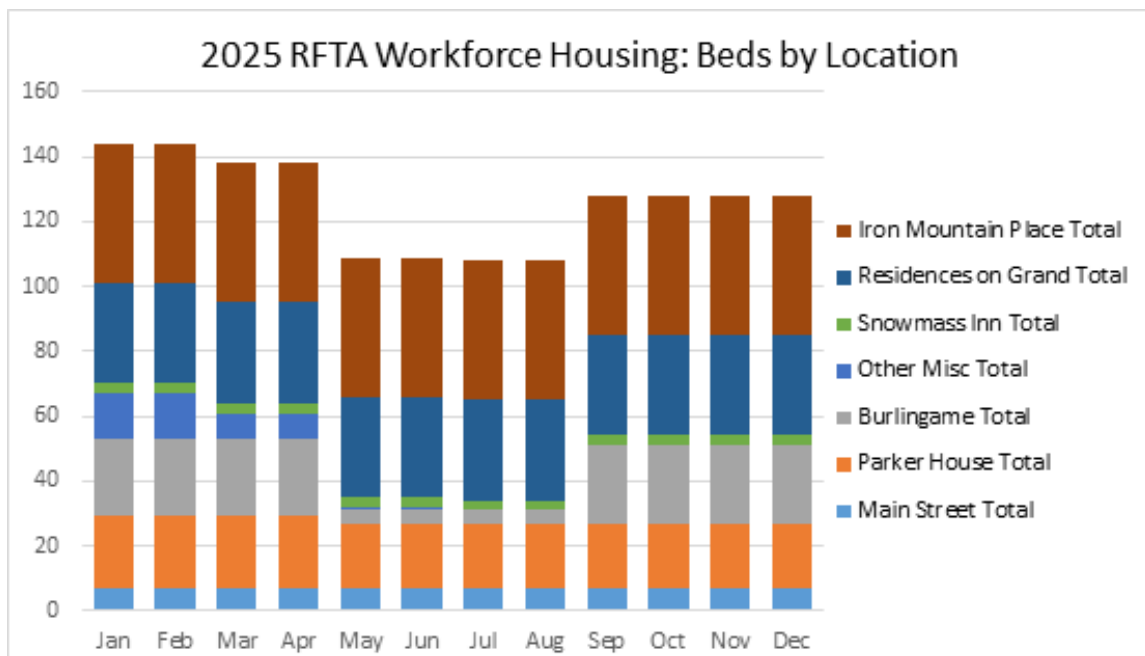
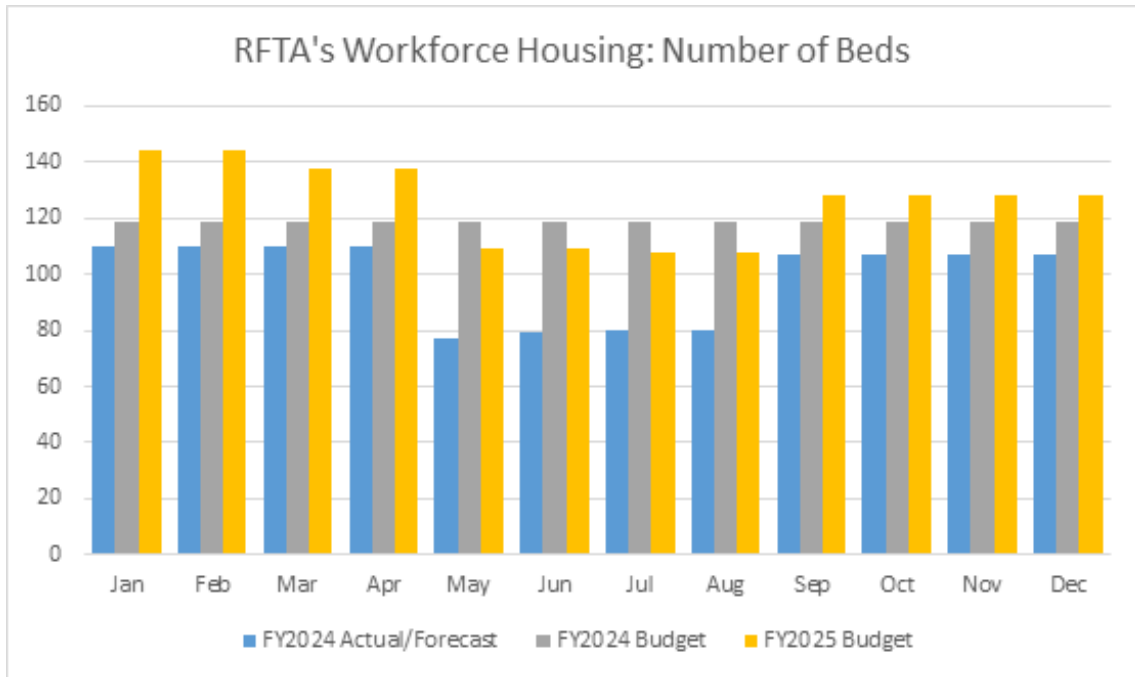


- The Authority receives **operating and capital grant revenues** from the Federal Transit Administration and the Colorado Department of Transportation;
  - \$1,237,728 from **FTA Section 5311 operating grant** (flat from 2024; 2025 grant amounts are anticipated to be awarded later in 2024);
  - \$200,000 from **CDOT FASTER operating grant** (flat from 2024; 2025 grant amounts are anticipated to be awarded later in 2024);
  - Staff will be seeking capital grant funds to assist funding various capital projects and purchases. Funds are appropriated after grants have been awarded. Additional grant revenues may be added before the final budget.
  
- **Local governmental contributions** are received to primarily assist in funding transit programs;
  - Assumes that **Garfield County’s** support for the Grand Hogback bus service is **\$544,500, or 10% lower than their \$605,000 contribution in 2024**. RFTA and the County are in contact regarding any potential change in contribution. Due to rising costs of the service, RFTA is seeking an increase in support. However, **early indications from county staff reflect a preliminary reduction due to constraints in 2025 funding. Staff is scheduled to present its formal request to the Garfield County Board of County Commissioners in October.**
  - Assumes that the **City of Rifle’s** support for the Grand Hogback bus service will remain the same at \$40,000. RFTA and the City are in contact regarding its 2025 contribution.
  - Assumes that the **EOTC** provides \$109,273 and **RFTA member jurisdictions** provide \$503,614 in Operating contributions and **\$284,213** in Capital contributions to support the Regional Bikeshare Plan:

	<b>2025</b>		
	<b>Operating</b>	<b>Capital</b>	<b>Total</b>
City of Aspen	\$ 200,256	\$ 63,185	\$ 263,440
Pitkin County	39,062	505	39,566
Town of Basalt	63,266	45,095	108,361
Eagle County	63,647	4,417	68,063
Town of Carbondale	83,141	925	84,066
Town of Snowmass Village	54,244	170,086	224,330
<b>Subtotal</b>	<b>\$ 503,614</b>	<b>\$ 284,213</b>	<b>\$ 787,826</b>
<b>EOTC</b>	<b>109,273</b>	<b>0</b>	<b>109,273</b>
	<b>\$ 612,887</b>	<b>\$ 284,213</b>	<b>\$ 897,099</b>

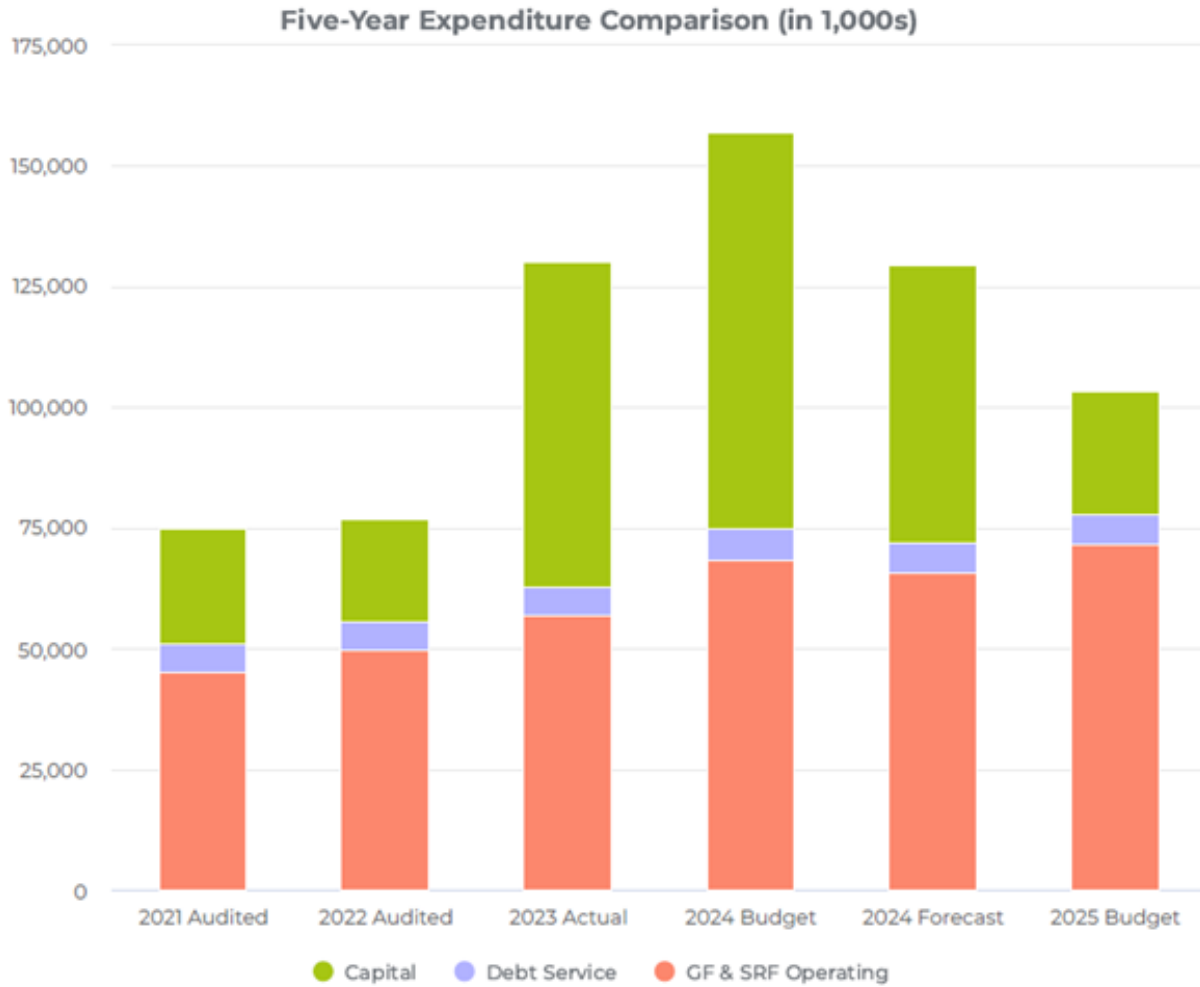
- **Other income** primarily consists of employee housing rental revenue in the General Fund, vehicle registration fees in the Bus Stop/Park & Ride Special Revenue Fund, and credits from the Federal Government representing a reimbursement on a portion of the interest paid on the Series 2012A and 2013B Qualified Energy Conservation Bonds in the Debt Service Fund.

- Employee housing rental revenue currently assumes a 43% over the 2024 forecast, the 2025 2<sup>nd</sup> draft budget assumes an average of 126 beds per month. Staff expects to refine this assumption in conjunction with the new units becoming available at the Iron Mountain Place and the Housing Policy and Program Study currently underway.



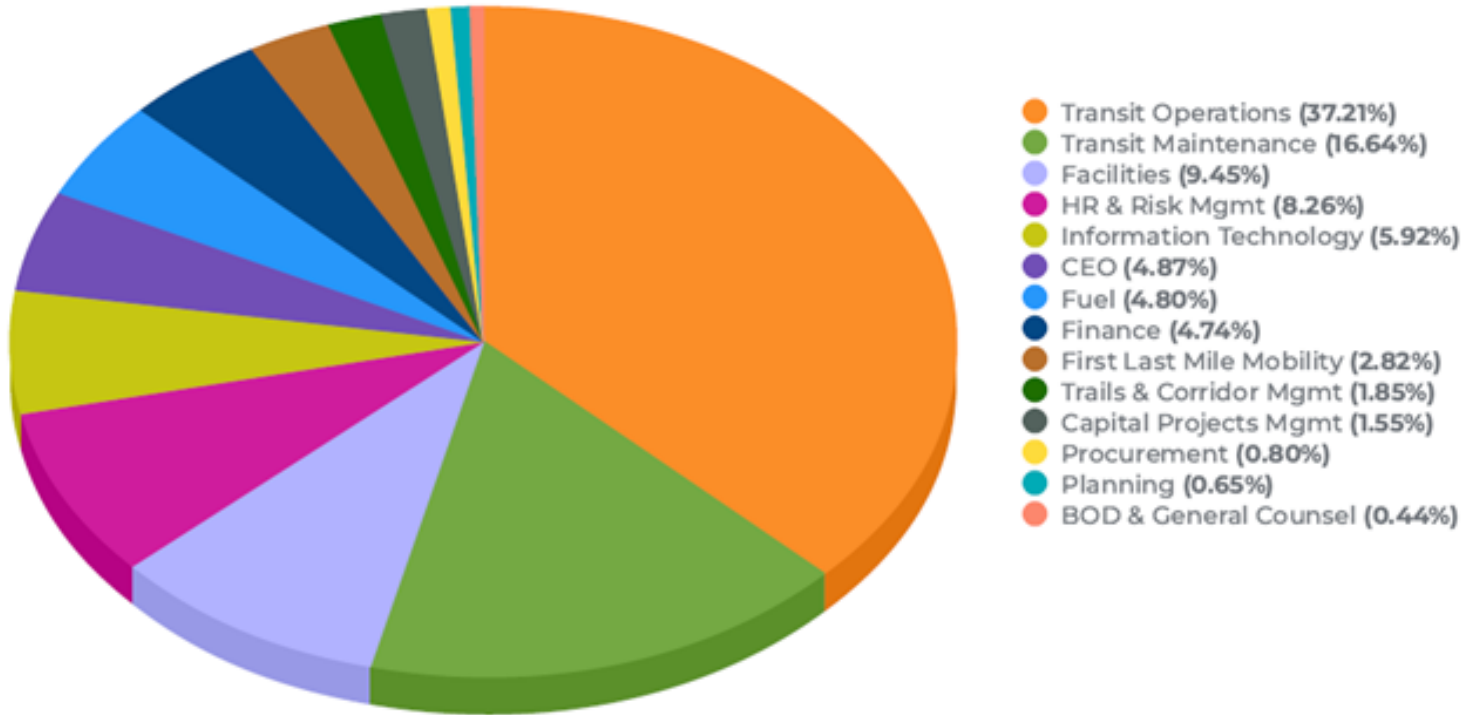
- Assumes vehicle registration fees will remain flat to the 2024 forecast.
- Assumes a 5.7% sequestration rate on refundable credits applicable to the Authority's Build America Bonds and the Qualified Energy Conservation Bonds. The sequestration rate is subject to change.

## 5. Expenditure by Program/Department & Assumptions



							25/24 Budget		
							2025 Draft		
<b>Expenditures (in 1000s)</b>	<b>2021 Audited</b>	<b>2022 Audited</b>	<b>2023 Audited</b>	<b>2024 Budget</b>	<b>2024 Forecast</b>	<b>2024 Forecast</b>	<b>Budget</b>	<b>\$ Dif</b>	<b>% Dif</b>
Fuel	1,209	1,605	1,744	2,594	2,142	2,478	2,478	(116)	-4%
Transit Maintenance	6,373	6,911	7,473	8,490	7,985	8,623	8,623	134	2%
Transit Operations	13,313	13,855	16,436	18,148	17,821	18,723	18,723	575	3%
Administration	7,073	7,689	8,592	12,743	11,973	13,105	13,105	362	3%
Facilities	2,824	2,800	3,074	3,890	3,509	3,530	3,530	(360)	-9%
Capital Projects Mgmt	-	-	-	391	391	1,108	1,108	717	183%
Attorney & Board of Directors	236	133	274	239	231	226	226	(12)	-5%
FLMM - Regional Bikeshare	198	720	1,380	1,489	1,489	2,023	2,023	535	36%
Trails & Corridor Mgmt	537	691	926	1,264	1,218	1,327	1,327	63	5%
<b>Total GF &amp; SRF Operating Expenditures</b>	<b>\$ 31,763</b>	<b>\$ 34,405</b>	<b>\$ 39,898</b>	<b>\$ 49,247</b>	<b>\$ 46,759</b>	<b>\$ 51,146</b>	<b>\$ 51,146</b>	<b>\$ 1,899</b>	<b>4%</b>
SRF - Service Contracts	12,603	14,493	15,858	17,430	17,323	18,587	18,587	1,157	7%
SRF - Bus Shelter / PNR	787	913	1,152	1,759	1,648	1,899	1,899	140	8%
SRF - Mid Valley Trails	36	56	104	141	113	-	-	(141)	-100%
<b>Total GF &amp; SRF Operating Expenditures</b>	<b>\$ 45,189</b>	<b>\$ 49,866</b>	<b>\$ 57,012</b>	<b>\$ 68,577</b>	<b>\$ 65,842</b>	<b>\$ 71,632</b>	<b>\$ 71,632</b>	<b>\$ 3,055</b>	<b>4%</b>
GF - Debt Service	2,609	1,530	1,709	1,882	1,882	1,876	1,876	(6)	0%
Debt Service Fund	3,304	4,400	4,397	4,394	4,394	4,386	4,386	(8)	0%
<b>Total Debt Service</b>	<b>\$ 5,913</b>	<b>\$ 5,929</b>	<b>\$ 6,106</b>	<b>\$ 6,276</b>	<b>\$ 6,276</b>	<b>\$ 6,262</b>	<b>\$ 6,262</b>	<b>\$ (14)</b>	<b>0%</b>
<b>Total Operating &amp; Debt Service</b>	<b>\$ 51,102</b>	<b>\$ 55,795</b>	<b>\$ 63,118</b>	<b>\$ 74,853</b>	<b>\$ 72,118</b>	<b>\$ 77,894</b>	<b>\$ 77,894</b>	<b>\$ 3,041</b>	<b>4%</b>
GF - Capital Outlay	15,402	10,643	45,913	80,423	55,915	22,871	22,871	(57,552)	-72%
GF - FLMM Grant Program & Bikeshare	57	213	1,691	1,693	1,159	2,322	2,322	629	37%
SRF - Bus Shelter / PNR - Capital Outlay	-	-	-	187	136	-	-	(187)	0%
Capital Projects Fund	8,329	10,448	19,359	-	-	-	-	-	0%
<b>Total Capital</b>	<b>\$ 23,789</b>	<b>\$ 21,303</b>	<b>\$ 66,963</b>	<b>\$ 82,304</b>	<b>\$ 57,211</b>	<b>\$ 25,193</b>	<b>\$ 25,193</b>	<b>\$(57,111)</b>	<b>-69%</b>
<b>Total Expenditures - all funds</b>	<b>\$ 74,891</b>	<b>\$ 77,099</b>	<b>\$ 130,081</b>	<b>\$ 157,157</b>	<b>\$ 129,329</b>	<b>\$ 103,087</b>	<b>\$ 103,087</b>	<b>\$(54,069)</b>	<b>-34%</b>

## 2025 Budget Operating Expenditures by Department



Department	General Fund	Service Contracts	Bus Stops/ PNR SRF	2025 Draft Budget	%
Fuel	\$ 2,478	\$ 959	\$ -	\$ 3,437	5%
Transit Maintenance	8,623	3,295	-	11,918	17%
Transit Operations	18,723	7,929	-	26,652	37%
CEO	2,529	961	-	3,490	5%
Procurement	417	158	-	576	1%
Finance	2,461	935	-	3,396	5%
Planning	338	128	-	466	1%
HR & Risk Mgmt	4,288	1,629	-	5,916	8%
Information Technology	3,071	1,167	-	4,238	6%
Facilities	3,530	1,341	1,899	6,770	9%
Capital Projects Mgmt	1,108	-	-	1,108	2%
BOD & General Counsel	226	86	-	312	0%
Trails & Corridor Mgmt	1,327	-	-	1,327	2%
First Last Mile Mobility	2,023	-	-	2,023	3%
<b>Total</b>	<b>\$ 51,146</b>	<b>\$ 18,587</b>	<b>\$ 1,899</b>	<b>\$ 71,632</b>	<b>100%</b>

- **Compensation Adjustments:**

- The Collective Bargaining Unit (CBU) comprised of full-time CDL bus operators are subject to a scheduled pay increase, corresponding to each employee’s anniversary date in accordance with their contract. The 2<sup>nd</sup> draft budget assumes 176 full-time CDL bus operators. The average increase results in an additional cost of based pay will be included after the Collective Bargain Agreement has been executed.
- For positions outside of the CBU, the budget assumes a merit increase of up to 4% effective at each employee’s annual performance review date, resulting in an additional cost of approximately \$500,000.

- **Community Partnership Grant Program:** RFTA contributions to quasi-governmental or non-profit organizations that demonstrate that the use of RFTA funding will have a nexus to RFTA’s mission of providing convenient, cost effective, and environmentally-friendly multi-modal public transit and trails services and programs. Total contributions will not be greater than \$50,000 individually or in the aggregate during any calendar year unless additional funding is approved by the Board. Requests for funding will be considered during RFTA’s annual budget process.

- The 2nd draft budget includes the following multi-year funding request that began in 2024:
  - **Garfield Clean Energy (GCE):** A three-year funding request beginning in 2024, subject to annual appropriation, to support three key program areas and projects: (1) Active Energy Management consultation services to RFTA for its facilities, and hosting of RFTA facilities on the Building Energy Navigator website, (2) Programs to promote active transportation, multi-modal transportation connecting transit and trails, and adoption of electric vehicles, and (3) Organizational administration, outreach, education, website and reporting. The multi-year funding request is \$45,000 for 2024, \$49,500 for 2025, and \$54,450 for 2026.
- RFTA has received additional grant applications for funding requests. These requests will be reviewed, and any staff recommendations will be included in the 3<sup>rd</sup> draft budget presentation.

- **Capital Outlay:** approximately \$7 million in net capital outlay has been included in the 2nd draft budget:

<b>Capital Expenditure by Project</b>			
<b>Description (in 1,000's)</b>	<b>Total Outlay</b>	<b>Lease Purch. Proceeds</b>	<b>RFTA Share</b>
<b>General Fund</b>			
<b>Transit</b>			
13 Coach Diesel Bus Replacements	\$ 18,197	\$ (18,197)	\$ -
ERP Implementation	3,292		3,292
First-Last Mile Mobility Grant Program	2,052		2,052
Engine / Transmission rebuilds	618		618
IT Equipment	344		344
We-Cycle Capital	270		270
AMF Fire Suppression	168		168
Safety Mitigation	79		79
GMF Debris and Stormwater basin clean out	70		70
On-Board Survey	60		60
GMF Equipment	42		42
<b>Subtotal Transit</b>	<b>\$ 25,193</b>	<b>\$ (18,197)</b>	<b>\$ 6,996</b>
<b>Capital Expenditures Total</b>	<b>\$ 25,193</b>	<b>\$ (18,197)</b>	<b>\$ 6,996</b>

- The project list currently includes 13 coach diesel bus replacements (with an assumed lease purchase), Enterprise Resource Planning (ERP) implementation costs, engine and transmission rebuilds, Facilities improvements and equipment, various IT equipment and software, WE-cycle Capital Contributions, First-Last Mile Mobility Grants, safety mitigation costs, and triennial on-board survey.
- **Strategic Initiatives:** Staff develops strategic initiatives aimed at achieving the performance targets associated with objectives as identified by the RFTA Board. Strategic initiatives are included in the annual budget requests and, if funded, directly impact daily operations. Each task completed or dollar spent by RFTA should be linked to the Strategic Plan and, ultimately, to the organization's Mission and Vision. A strategic initiative committee reviews and prioritizes all strategic initiatives.

The committee received and reviewed 100 submitted strategic initiatives with a capital outlay or one-time cost of \$94.9 million and \$6.3 million in ongoing operations & maintenance costs. The committee used the 1<sup>st</sup> draft budget to identify funding parameters, and high priority strategic initiatives to be included in the 2<sup>nd</sup> draft budget for Board review, input, and approval. Management has reviewed the list of strategic initiatives and identified high priority projects and updated the 2<sup>nd</sup> draft budget to include approximately ~\$27.8 million of projects. As staff continues to refine the revenue assumptions and operating budget over the course of the budget planning process, the project list will be updated accordingly based on priority.

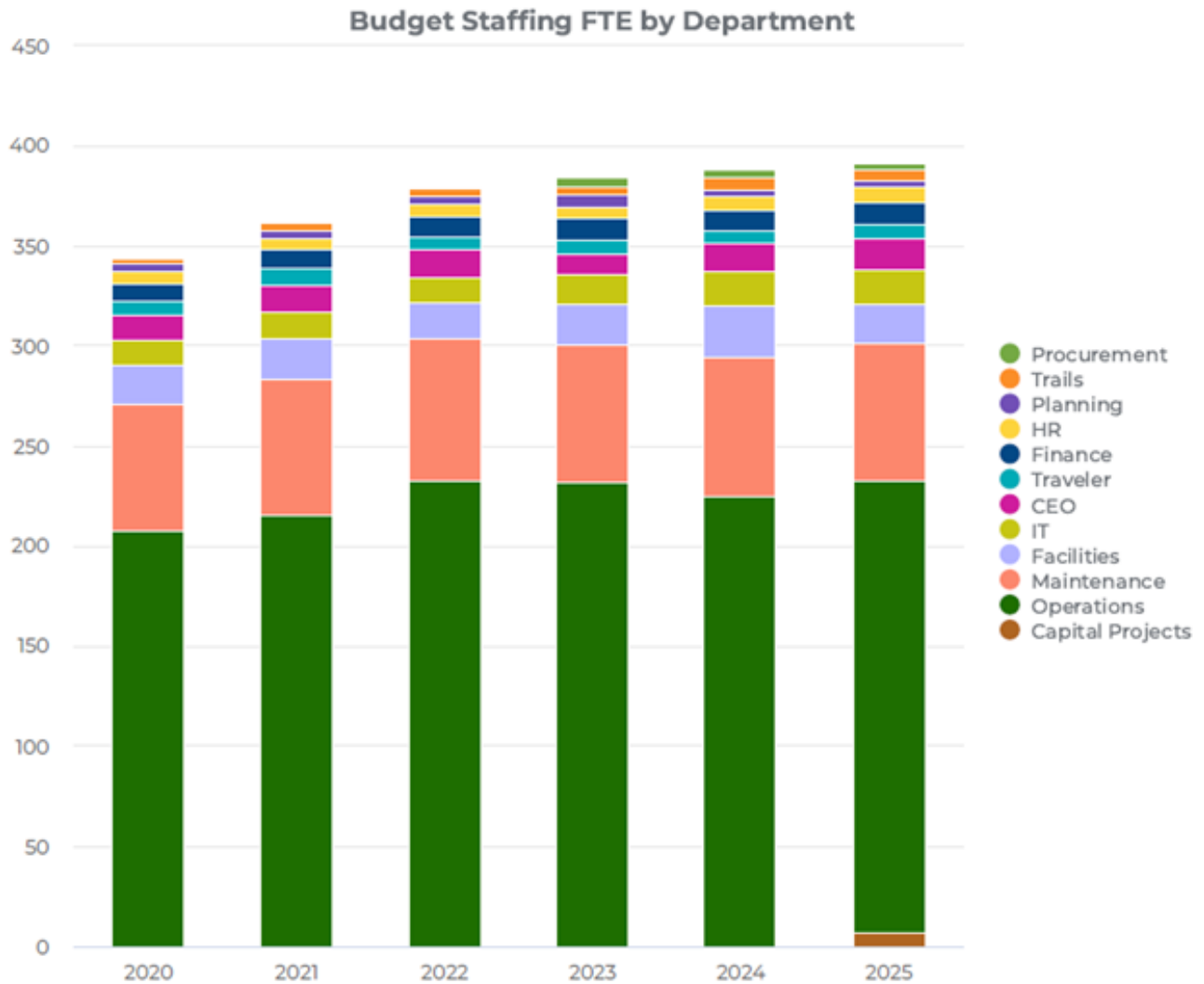
- Certain expenditures may be added into the budget through supplemental budget appropriation resolutions during the budget year when funding is available in the case where actual revenues exceed projections or capital grants are awarded.

## 6. Other Financing Sources and Uses Assumptions

- Approximately \$1,354,000 of current available resources is budgeted to be transferred from the General Fund to the **Bus Stops/Park and Ride** Special Revenue Fund to fund the costs to operate and maintain the BRT stations & park and rides and other stops.
- RFTA will continue to contribute to the **Traveler Program** on behalf of its members located in Garfield County as reflected by the budgeted transfer of approximately \$183,000 of current available resources from the General Fund to the Service Contract Special Revenue Fund.
- In accordance with bond resolutions, approximately \$4.28 million of current available resources will be transferred from the General Fund to the **Debt Service** fund which will be used to fund current debt service payments on RFTA's outstanding bonds from 2012, 2013, 2019 and 2021.

## 7. Staffing

- Assumes 391.8 full-time equivalents (FTEs) compared to 387.6 budgeted in 2024.



- 176 full-time CDL and 4 full-time non-CDL bus operators are needed for the 2025 transit service level plan
- Increase of one Project Manager for the ERP Implementation Project, added in 2024
- Includes movement of FTE's due to organizational restructure in the Fall of 2024
- Capital Projects FTEs, prior to 2025, were included in Facilities

## 8. Major Goals

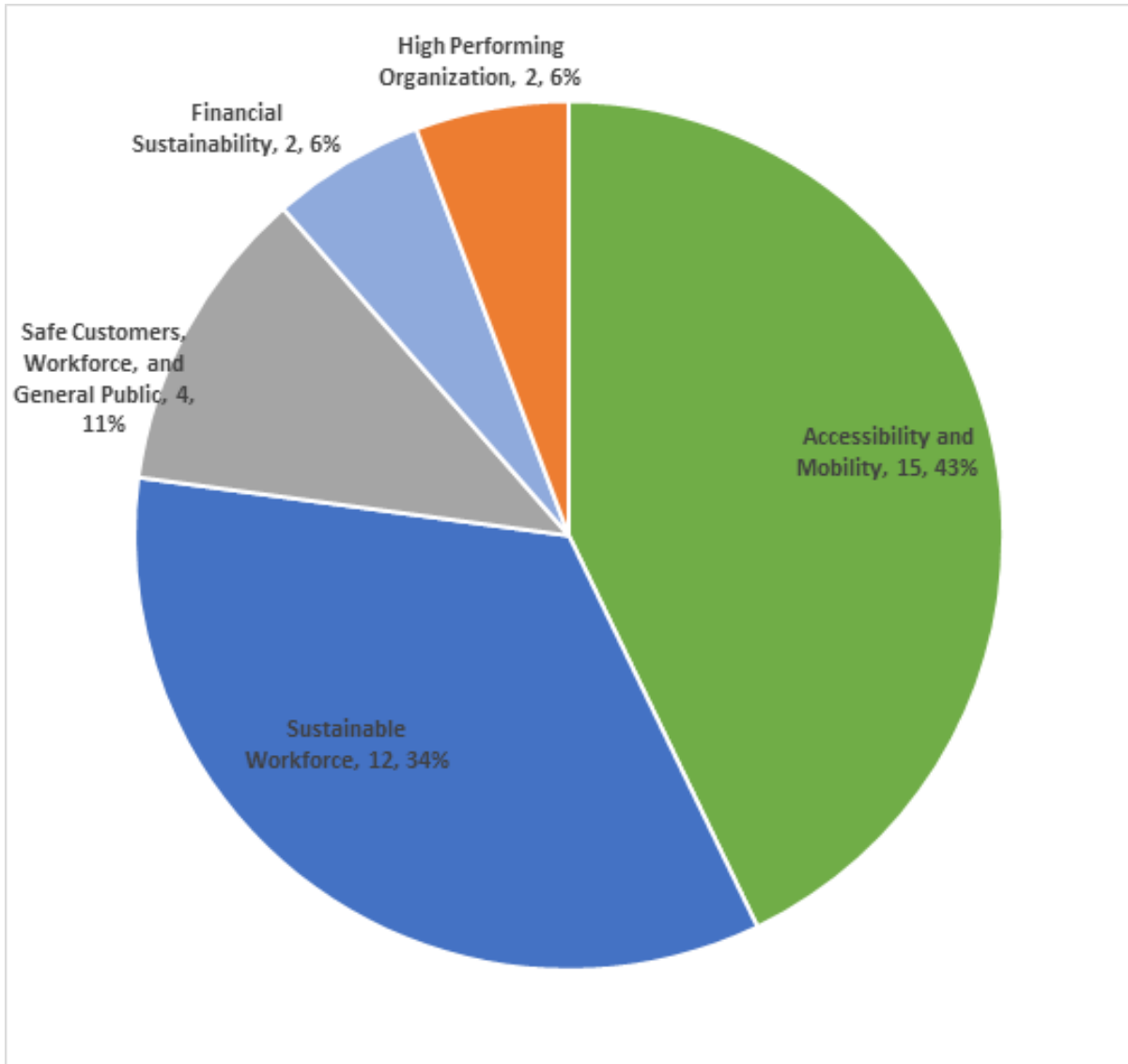
- 3<sup>rd</sup> year of the 2023 – 2028 Regional Bikeshare Plan
- Continued expansion of the First-Last Mile Mobility (FLMM) Grant Program
- 13 Diesel Bus Replacements
- Enterprise Resource Planning (ERP) Implementation

### Priority items not yet included in the budget:

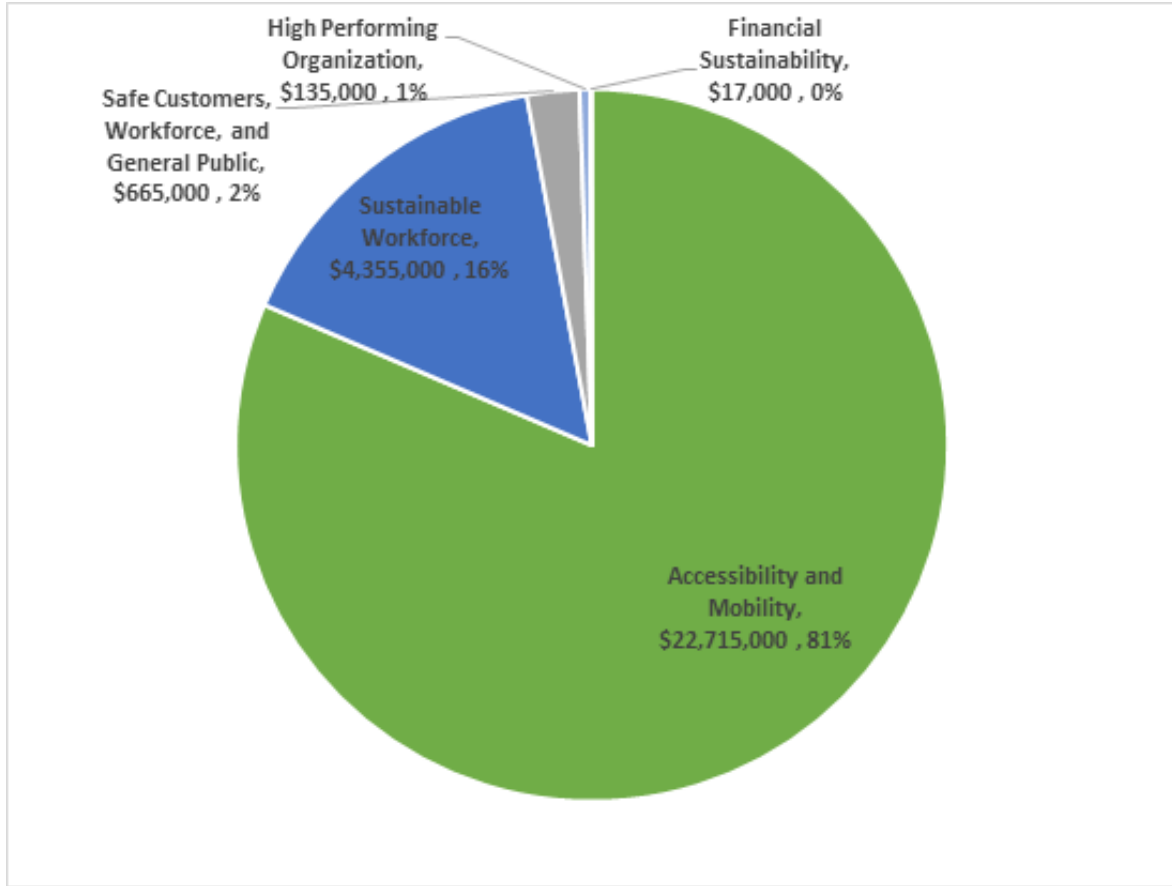
- GMF Phase 6a, 6b and 8
- GMF Underground Fuel Storage Tanks
- AMF Bus Wash
- IMP Lease Purchase Financing
- Administrative Support for ERP Implementation
- Housing Policy and Program



**Preliminary Number of Key Initiatives by Outcome Area:**



**Preliminary Estimated Budget for Key Initiatives by Outcome Area:**



Notable projects included in the 2024 budget, which are expected to be continued in 2025 due to timing:

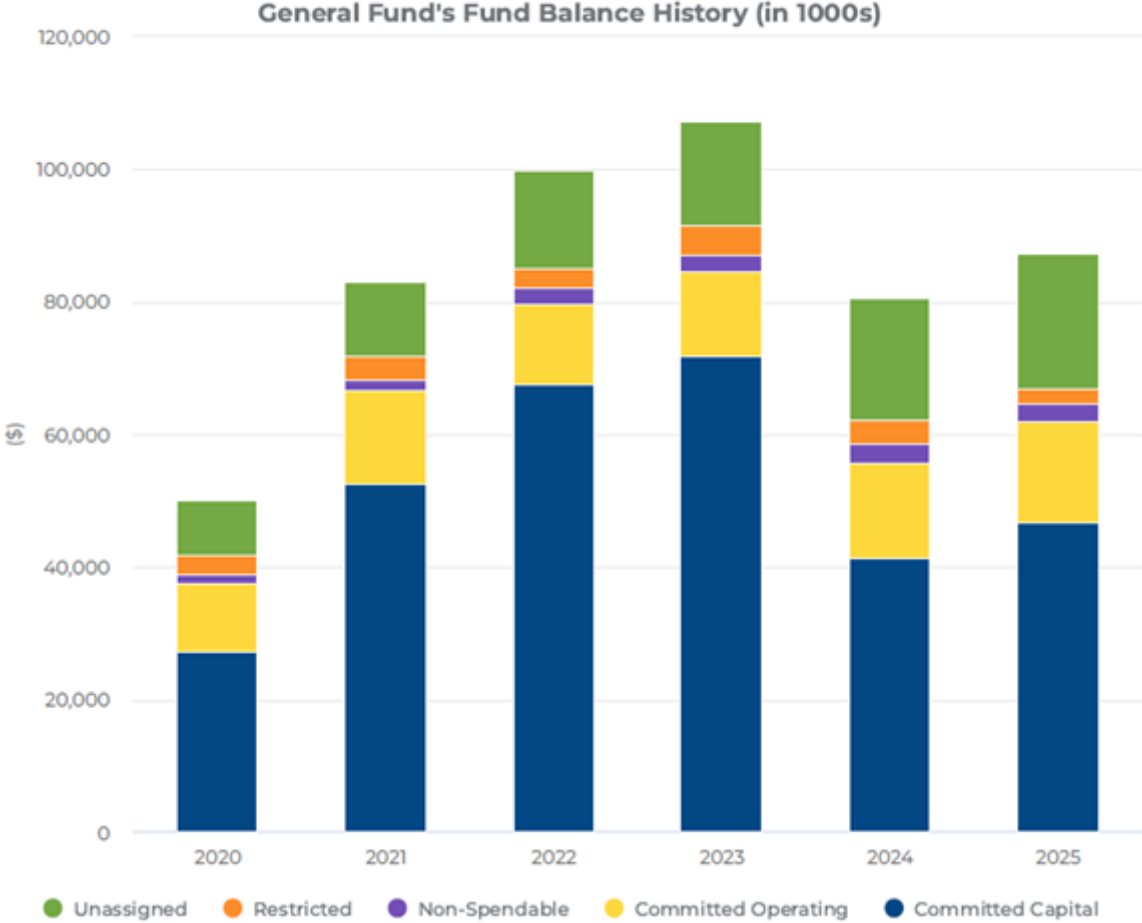
- Purchase of ten (10) Battery Electric Buses
- ERP (Enterprise Resource Planning) Software Implementation
- Glenwood Maintenance Facility (GMF) Expansion Phase 6 & 8 Design
- RFTA Housing Policy and Program Study
- Contribution to the Glenwood Springs South Bridge Project
- Contribution to the Town of Snowmass Village Transit Station Project

## 9. Fund Balance

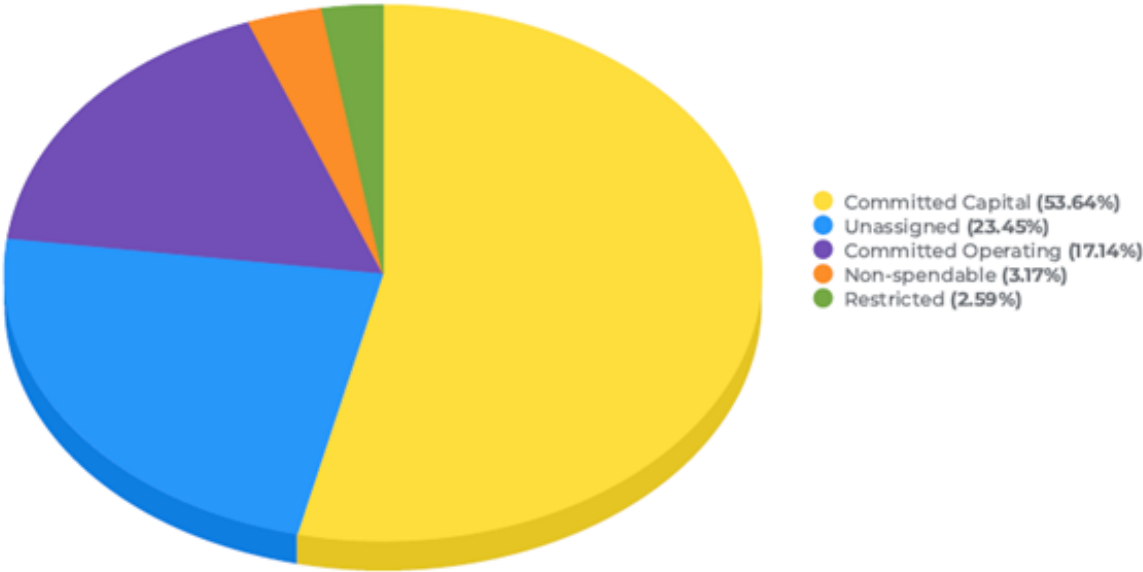
	General	Service	Bus	Mid	Debt	
(in 1,000s)	Fund	Contracts	Stops/ PNR	Valley Trails	Service Fund	Total
<b>Beginning fund balance (budget)</b>	\$ 80,626	\$ -	\$ -	\$ 358	\$ 920	\$ 81,904
Revenues	72,557	18,404	545	125	106	91,737
Expenditures	(78,215)	(18,587)	(1,899)	-	(4,386)	(103,087)
Other financing source/(use)	12,380	183	1,354	-	4,280	18,197
<b>Change in net assets</b>	\$ 6,722	\$ -	\$ -	\$ 125	\$ -	\$ 6,847
<b>Ending fund balance</b>	\$ 87,348	\$ -	\$ -	\$ 483	\$ 920	\$ 88,751
<b>Ending fund balance composition:</b>						
<b>Non-spendable fund balance</b>	\$ 2,771					\$ 2,771
<b>Restricted fund balance</b>	2,264	\$ -	\$ -	\$ 483	\$ 920	3,667
<b>Committed fund balance:</b>						
Operating reserves	14,974					14,974
Facilities capital reserves	16,161					16,161
Transit capital reserves	19,043					19,043
Trails capital reserves	4,421					4,422
FLMM reserves	7,230					7,230
<b>Unassigned fund balance</b>	20,483					20,483
<b>Ending fund balance</b>	\$ 87,348	\$ -	\$ -	\$ 483	\$ 920	\$ 88,751

**Fund balance** is the difference between assets and liabilities and is divided between Non-spendable and Spendable. **Non-spendable** fund balance includes amounts that cannot be spent either because it is not in spendable form or because of legal or contractual constraints. **Spendable** fund balance is comprised of Restricted, Committed and Unassigned fund balance. **Restricted** fund balance includes amounts that are constrained for specific purposes that are externally imposed by providers. **Committed** fund balance includes amounts that are constrained for specific purposes that are internally imposed by the Board. **Unassigned** fund balance includes residual amounts that have not been classified within the previously mentioned categories and is a measure of current available financial resources.

# General Fund's Fund Balance History



## 2025 Projected General Fund Balance Composition



## 10. Background information

**Fund and fund structure:** The Authority Budget and Financial Statement are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting. All Funds are appropriated.

**The General Fund** reports operating activity for regional Valley, Grand Hogback and miscellaneous Transit, Trails and Administrative Support services. Additionally, most Capital and Debt Service activity are reported in the General Fund, unless resolution requires otherwise.

**The Service Contract Special Revenue Fund** reports revenue and operating activity for additional services based on contractual agreement. These services are extra services provided in certain areas within the overall Authority service area.

**Bus Stop and Park n Ride Special Revenue Fund** reports vehicle registration fee revenue and bus stops and park n ride expenditure activity as required by State rural transit authority enabling legislation. Additionally, by resolution, Garfield County has dedicated certain development fees to construct bus stops and park n ride improvements in unincorporated Garfield County.

**Mid Valley Trails Special Revenue Fund** reports activity for certain trails activities within Eagle County. As a condition of becoming a member of the Authority, Eagle County dedicated an existing ½ cent sales tax to the Authority. Part of the sales tax was dedicated to trails. In June of 2002 the Authority by resolution adopted the Eagle County Mid Valley Trails Committee. The Committee administers all aspects of appropriating the funds and the Authority provides accounting of the funds and other services as requested by the Committee.

**Capital Project Fund** reports activity for a variety of Capital Projects related to transit assets and infrastructure such as the Battery Electric Bus Pilot program, GMF Vehicle Maintenance Expansion Project, AMF Phase 9 Fuel Farm Replacement Project, and SH82 Mid-Valley Bus Stop Improvements Project. Projects funded through 2019 and 2021 bond proceeds contain expenditures that are certain and specific in accordance with State and Federal tax law as identified by Bond Counsel.

### **Debt Service Fund:**

- **The Series 2012A Debt Service Fund** reports all principal and interest expenditures for the \$6.65 million Qualified Energy Conservation Bonds issuance (QECB) and interest earned as required by resolution. The QECBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.
- **The Series 2013B Debt Service Fund** reports all principal and interest expenditures for the \$1.3 million QECB issuance and interest earned as required by resolution. The QECBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.
- **The Series 2019 Debt Service Fund** reports all principal and interest expenditures for the \$24.545 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.
- **The Series 2021A Debt Service Fund** reports all principal and interest expenditures for the \$28.78 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.
- **Reserve Fund** reports all activity related to the required reserves for the Series 2009, Series 2012, Series 2013 Bonds, Series 2019 Bonds, and Series 2021 Bonds and interest earned as required by resolution.

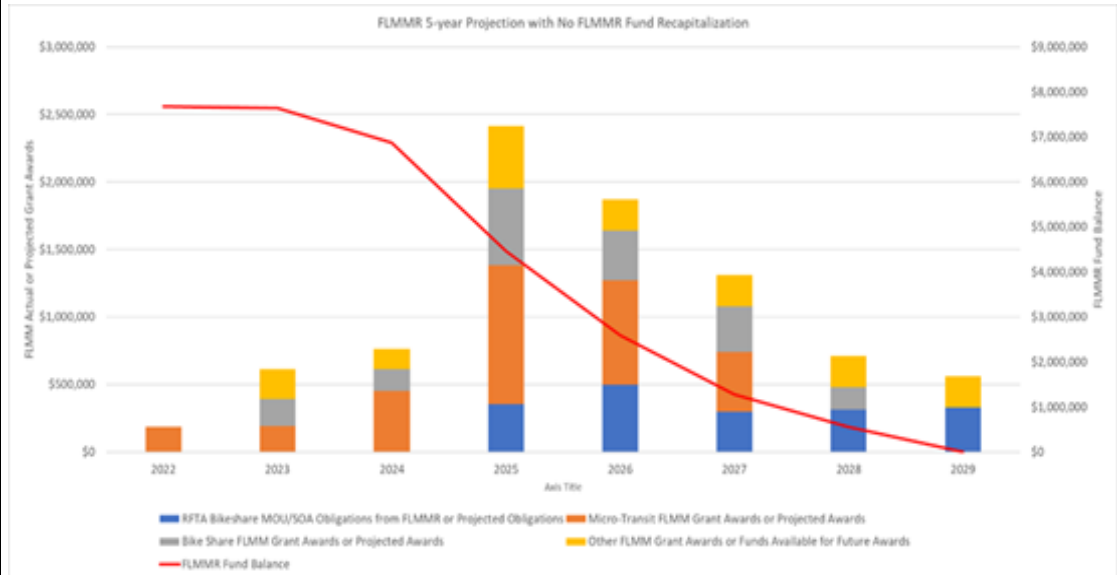
**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 6. C.**

<b>Meeting Date:</b>	October 10, 2024
<b>Subject:</b>	First/Last Mile Mobility (FLMM) Presentation
<b>Strategic Outcome:</b>	1.0 Accessibility and Mobility 6.0 Environmental Sustainability
<b>Strategic Objective:</b>	1.2 Trail and transit users move safely, quickly, and efficiently 1.3 Increase alternative mode splits throughout the region 1.4 Provide increased first and last mile options for customers throughout service area 1.6 Identify and reduce barriers to riding transit and accessing trails 6.4 Provide alternative and innovative travel solutions to help slow the growth of vehicle miles traveled in region
<b>Presented By:</b>	David Pesnichak, Chief Operating Officer
<b>Staff Recommends:</b>	<p>FLMM Grant Program – Institute Option C as identified in the September Board of Directors packet (memo attached) and further described below:</p> <p>Establishing a Prioritized FLMM Grant Program as outlined below. In addition, Staff will work to identify alternative funding source for ongoing operational expenses with the goal of \$500,000 per year with an annual 5% inflation adjustment.</p> <p><b>Prioritized FLMM Grant Program:</b></p> <ul style="list-style-type: none"> <li>• RFTA 2023 Bike Share MOU/SOA Obligations.</li> <li>• Jurisdiction Annual FLMM Grant Requests for Bike Share Support.</li> <li>• Jurisdiction Annual FLMM Grant Requests for Micro-Transit. Funding to be provided at up to 50% for the first 3 years and reducing at 10% per year after 3 years, based on available funding. Also, establish Key Performance Indicator (KPI) for micro-transit to help divide available requests for funding when it is limited based on support for RFTA’s fixed route services.</li> <li>• Jurisdiction Annual FLMM Grant Requests for all other projects (e.g. infrastructure).</li> </ul> <p>Note: all FLMM awards must meet established review criteria for consideration, regardless of priority.</p>

<p><b>Executive Summary:</b></p>	<p>During the post-Destination 2040 planning process for bike share, which culminated in a comprehensive regional bike share plan, many participating jurisdictions expressed an interest in considering additional FLMM strategies. The development of FLMM options emerged as a priority from the Board’s July 8, 2021 Strategic Retreat. In December 2021, the RFTA Board approved the creation of an FLMM Reserve category of the General Fund to set aside resources to help fund discretionary grant applications for FLMM projects submitted by RFTA member jurisdictions. RFTA proposed to serve as a limited grantor to fund FLMM services, in partnership with member jurisdictions. This appeared to be the most feasible opportunity to implement FLMM services more rapidly and at a lower overall cost to the partners and RFTA.</p> <p>At the June 2024 Board Retreat, Strategic Plan Objective 2.4: <i>Provide increased FLMM options for customers throughout the service area</i> emerged as one of 4 priority objectives for RFTA to focus over the next year. Over the last 20 years, RFTA’s primary focus has been regional transportation, connecting the roughly 80-mile linear service area. Funding for FLMM was established by Resolution 2021-20, from 10% of any available surplus in the General Fund at year end, which is a volatile source of funding.</p> <p>At the August 8 RFTA Board meeting, staff presenting background and performance data for the FLMM grant program.</p> <p>At the September 12 RFTA Board meeting, staff presented an overview of the financial picture for the FLMM grant program.</p> <p>Within the Attachments, please find a memo outlining the details of the FLMM program founding, administration information, and performance data.</p>
<p><b>Background/ Discussion:</b></p>	<p>Since RFTA’s creation in 2000, RFTA has provided fixed route regional transit and contracted with local governments for local fixed route services. As a part of the BRT system, RFTA implemented the Carbondale Circulator in 2013 in order to increase the speed and efficiency of the BRT system.</p> <p>RFTA did not venture into First Last Mile Mobility (FLMM) or micro-mobility until 2021-2022 with the creation of the FLMM Grant Program and 2023 with the signing of the Bike Share Memorandum of Understanding (MOU) and Service Operating Agreement (SOA), as recommended by the 2022 Regional Bike Share Plan.</p> <p>RFTA’s authorization to move into FLMM stems from the State of Colorado’s enabling legislation that allowed for the creation of RFTA in 2000, Ballot Initiative language to create RFTA in 2000, the subsequent RFTA formation IGA also executed in 2000, and the 2018 Property Tax Mill Levy increase ballot initiative language. The Board also approved Resolution 2021-20 approving amendments to the Board Policy and Board Job Products Policy to create bylaws for the FLMM Grant program.</p> <p>As an overview of the FLMM Grant program to date, below outlines the grants received or granted through the program between 2022 and 2025.</p>

FLMM Grant Awards – 2022-2025	Applications Received / Granted	Total Requests
Bike Share	14	\$931,934
Micro-Transit	7	\$1,861,560
Infrastructure	5	\$983,849.40
<b>Total</b>	<b>26</b>	<b>\$3,777,343.40</b>

Following analysis of the previous, current and anticipated future demands on the FLMMR fund through the FLMM grant program, the graph below depicts the trend currently anticipated out to 2029, which is the end of the Bike Share Memorandum of Understanding (MOU) and Service Operating Agreement (SOA).



Staff provided detailed reports and presentations on the performance and trends to date with the FLMM programming as well as the financial demands and future projections for the FLMMR fund.

At the September 12, 2024 Board meeting, Staff presented the staff recommendation for the evolution of the FLMM Grant Program which is noted in the Staff Recommendation section of this Agenda Summary. However, due to time constraints the Board did not have a chance to discuss this staff recommendation.

At the October 10, 2024 Board meeting, Staff will review the above recommendation and open the meeting for discussion and questions from the Board. Staff is recommending the noted directions in order to:

- Continue micro-transit funding at a reducing rate for four additional years to allow jurisdiction more time to identify funding sources if they wish to continue the program; and
- Allow four additional years of data collection and program tailoring to ensure the program works for the jurisdictions needs; and
- Tapers RFTA’s financial commitment which reduces RFTA’s long-term obligations, does not end funding abruptly at three years for jurisdictions, and does not create the expectation that RFTA has a long-term funding source identified at this point in time to continue funding operations indefinitely; and



	<ul style="list-style-type: none"> <li>RFTA's funding will be targeted in times when funding is limited through the creation of a Key Performance Indicator (KPI) to help steer RFTA's future funding on programs that are best supporting RFTA's fixed route services.</li> </ul> <p>Note, that should conditions change, such as RFTA identifying a long-term funding source, then this program can be subsequently modified at that time.</p>
<b>Governance Policy:</b>	Board Job Products Policy 2.4.5 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>	None at this time.
<b>Attachments:</b>	<ol style="list-style-type: none"> <li><a href="#">Oct 10 2024 Board Mtg – FLMM PowerPoint.pdf</a></li> <li><a href="#">First and Last Mile Mobility - Board Packet - 8-2024 – Policy.pdf</a>,</li> <li><a href="#">First and Last Mile Mobility - Board Packet - 9-2024 – Finance.pdf</a>.</li> </ol>

**RFTA BOARD OF DIRECTORS MEETING**  
**“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 7. A.**

**CEO REPORT**

**To:** RFTA Board of Directors  
**From:** Kurt Ravenschlag, CEO  
**Date:** October 10, 2024



**Ribbon-Cutting Ceremony and Grand Opening of 27th Street Pedestrian Underpasses – October 15, 2024 – Update!**

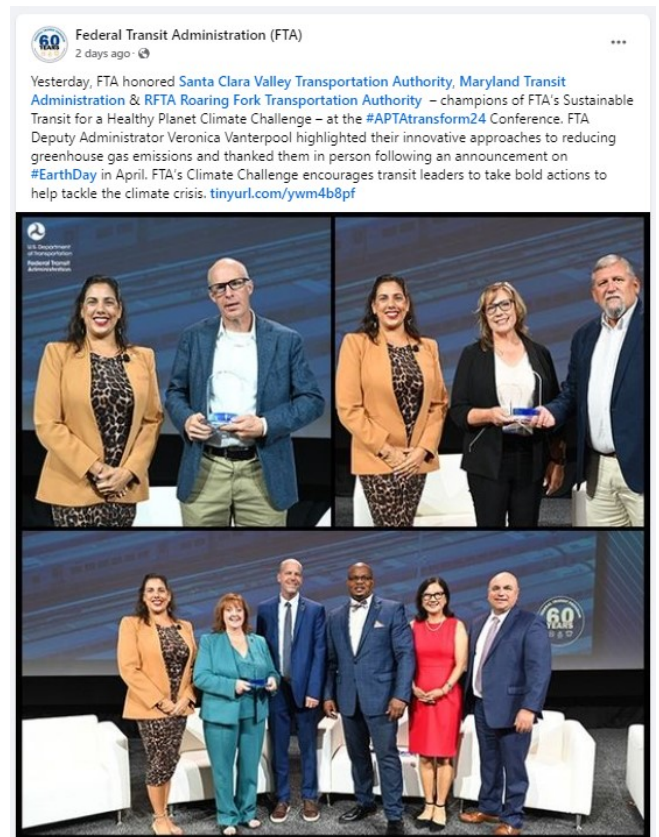
On October 15, 2024, RFTA will host a ribbon-cutting ceremony and grand opening for the 27th Street Pedestrian Underpasses in Glenwood Springs. Please note there has been a change in the event time, which is now scheduled from 1:00 to 2:30 PM at the underpass plaza on the west side of the Highway 82, 27th St Park & Ride. The event will feature speakers, project highlights, a ribbon-cutting ceremony, and a biker and pedestrian parade through the underpasses. The speaking lineup tentatively includes RFTA CEO Kurt Ravenschlag, City of Glenwood Springs Mayor Ingrid Wussow, and Senator Michael Bennet. Invitations were sent out two weeks ago and RFTA Board Members are invited to the event.

**Colorado State House Bill 24B-1001**

Staff has been monitoring the legislative efforts at the state level related to HB24B-1001 which is intended to provide property tax relief to property owners in Colorado. Staff has reached out to the County Assessors in Garfield, Eagle and Pitkin Counties to gather more information and impacts to assessed valuations in RFTA’s district. Staff is also working with bond counsel to understand the legislation and how it impacts RFTA’s property tax revenues going forward. Based on our initial findings, the impacts of this will affect the 2026 budget/collection year (or the 2025 tax year) where staff anticipates growth of RFTA’s property tax revenues will be constrained due to the caps on the growth rate of qualified property tax revenue. RFTA staff will continue working with bond counsel on fully understanding the details of the legislation, which may take some time.

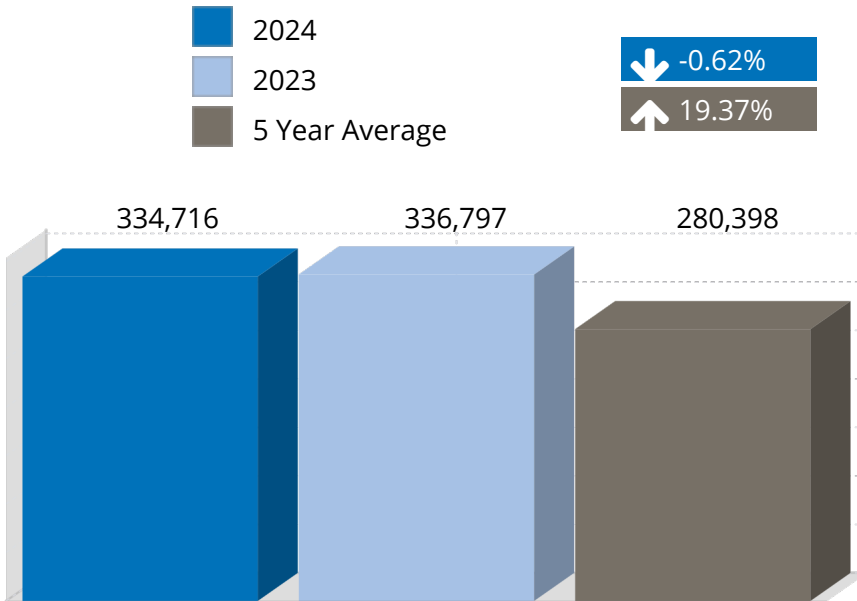
**RFTA Honored for Commitment to Sustainability at APTA TRANSform Conference**

Earlier this year, RFTA was recognized by the Federal Transit Administration (FTA) for its outstanding efforts in reducing greenhouse gas emissions and combating climate change as part of the FTA’s Sustainable Transit for a Healthy Planet Climate Challenge. At the American Public Transportation Association (APTA) TRANSform Conference last week in Anaheim, California, David Johnson, RFTA’s Director of Planning, accepted the award from FTA Deputy Administrator Veronica Vanterpool as seen in the photo. This prestigious honor underscores RFTA’s dedication to sustainability through innovative practices and policies that reduce emissions and improve air quality, further solidifying its leadership in advancing eco-friendly transit solutions.

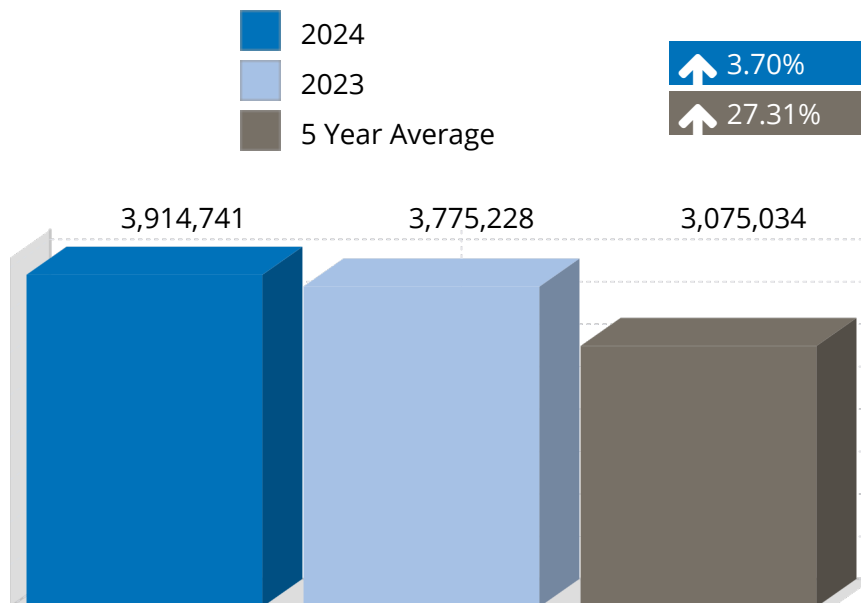


# Ridership Performance Metrics

## September Ridership

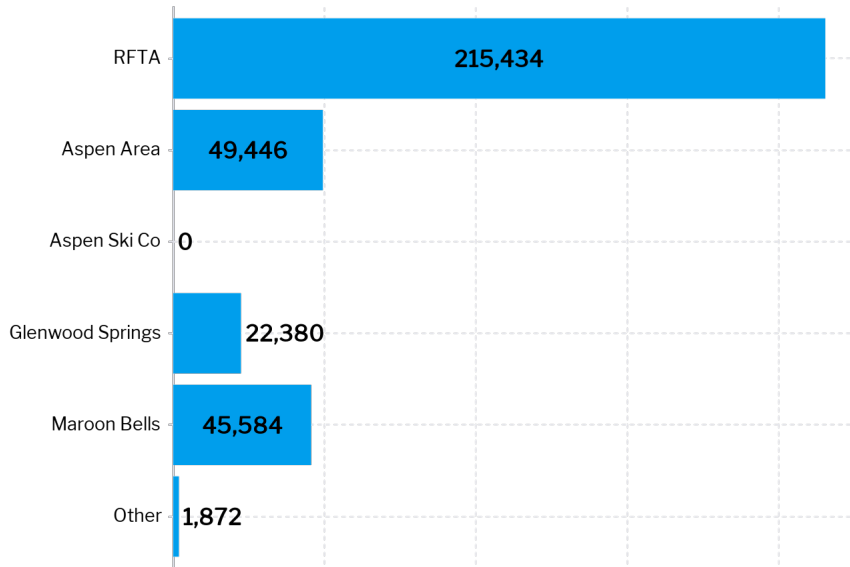


## September Year-to-Date Ridership



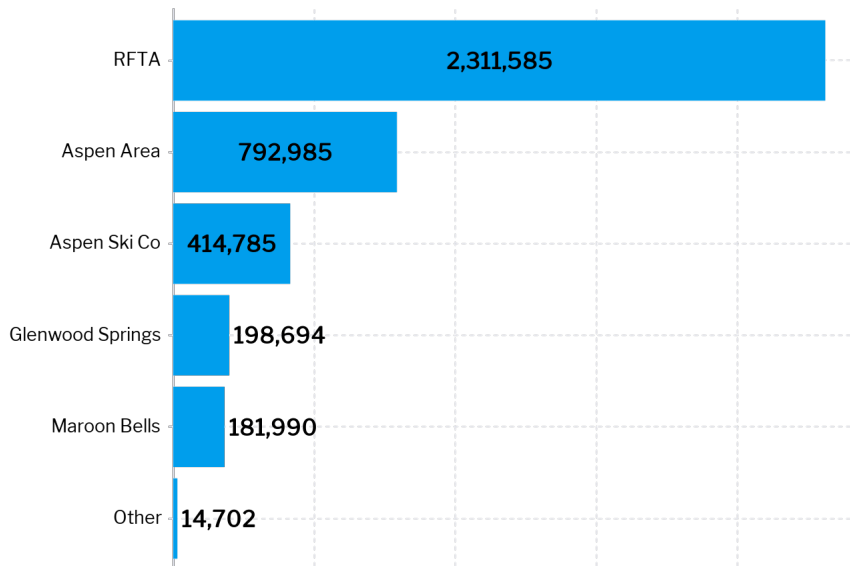
## September 2024 Ridership

334,716 Boardings



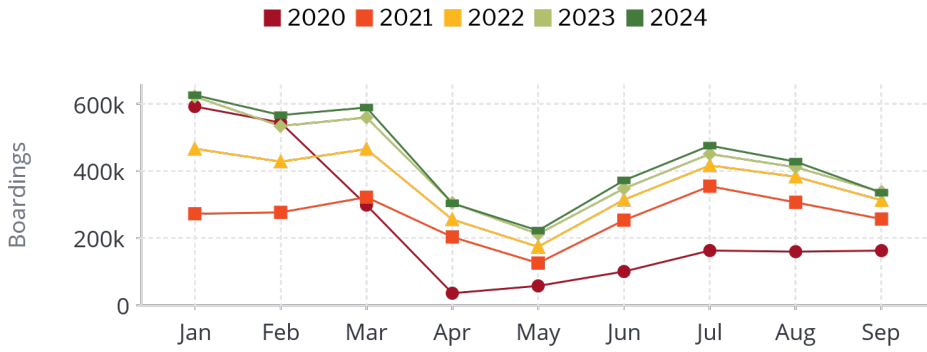
## September Year-to-Date 2024 Ridership

3,914,741 Boardings

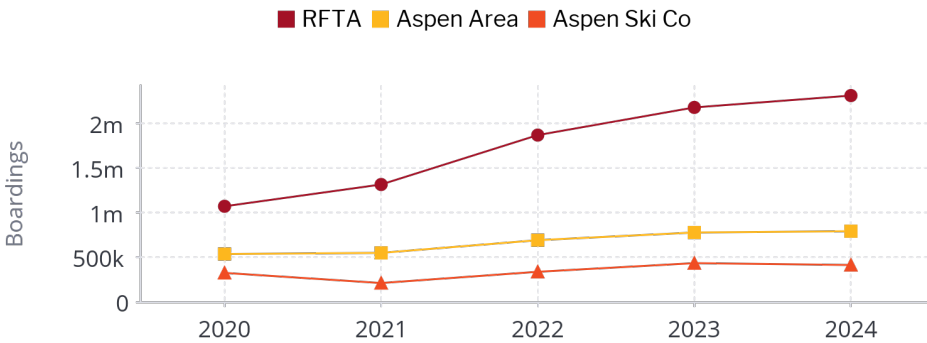


- **RFTA:** BRT, Carbondale Circulator, Hogback, Local Valley, Snowmass-Valley, Snowmass/Aspen, Snowmass/Intercept
- **Aspen Area:** Aspen Highlands Direct, Burlingame, Castle Maroon, Cemetery Lane, Cross Town, Galena Street, Hunter Creek, Mountain Valley, Music School
- **Aspen Ski Co:** Aspen Highlands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

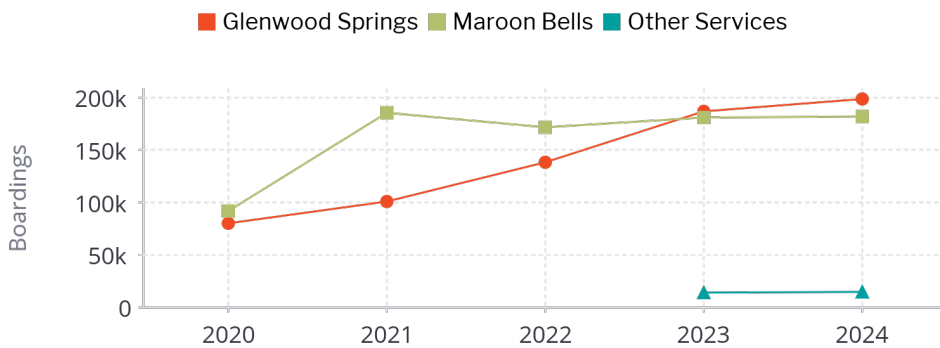
## Ridership by Month Year-to-Date



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



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



- **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
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- **Maroon Bells:** Maroon Bells
- **Other:** Music School (Burlingame), Jazz Aspen Snowmass, X Games

## Ridership Rankings - September

Route	2024	2023	% Change
VelociRFTA	83,688	74,404	12.5%
Local Valley	77,396	82,222	-5.9%
Maroon Bells	45,584	44,807	1.7%
Castle Maroon	24,512	27,010	-9.2%
Snowmass/Intercept	23,152	24,522	-5.6%
Ride Glenwood	22,380	21,260	5.3%
Hogback	17,877	16,120	10.9%
Carbondale Circulator	11,510	12,921	-10.9%
Hunter Creek	10,819	11,813	-8.4%
Burlingame	7,365	7,343	0.3%
Cemetery Lane	4,794	4,738	1.2%
Jazz Aspen Snowmass	1,872	6,718	-72.1%
Snowmass-Valley	1,769	150	1,079.3%
Mountain Valley	1,340	1,560	-14.1%
Cross Town	616	1,087	-43.3%
Woody Creek	42	122	-65.6%
Snowmass/Aspen			
	<b>334,716</b>	<b>336,797</b>	<b>-0.6%</b>

## Ridership Rankings - September Year-to-Date

Route	2024 YTD	2023 YTD	% Change
VelociRFTA	848,406	795,855	6.6%
Local Valley	723,921	680,689	6.4%
Castle Maroon	352,828	330,063	6.9%
Snowmass/Aspen Ski	287,560	293,330	-2.0%
Ride Glenwood	198,694	186,909	6.3%
Snowmass/Intercept	189,131	172,727	9.5%
Maroon Bells	181,990	181,017	0.5%
Snowmass/Aspen	174,255	179,904	-3.1%
Hunter Creek	166,616	164,790	1.1%
Hogback	148,551	133,645	11.2%
Carbondale Circulator	129,201	128,164	0.8%
Burlingame	96,997	89,100	8.9%
Aspen Highlands Ski	67,596	69,187	-2.3%
Snowmass-Valley	61,777	53,493	15.5%
Cemetery Lane	60,614	55,584	9.0%
Buttermilk	59,629	62,673	-4.9%
Music School	37,925	37,003	2.5%
Music School BG	31,410	29,771	5.5%
Mountain Valley	28,604	28,598	0.0%
Galena Street	23,836	21,246	12.2%
Cross Town	13,527	13,502	0.2%
Aspen Highlands Direct	12,038	38,820	-69.0%
X Games	8,953	7,304	22.6%
Jazz Aspen Snowmass	5,749	6,718	-14.4%
Woody Creek	4,933	4,730	4.3%
Flyer		10,406	
	<b>3,914,741</b>	<b>3,775,228</b>	<b>3.7%</b>

## Passengers per Hour Rankings - September

Route	2024 YTD	2023 YTD	% Change
Maroon Bells	39.44	40.76	-3.25%
Jazz Aspen Snowmass	35.93	66.38	-45.87%
Ride Glenwood	29.91	28.47	5.04%
Snowmass/Intercept	24.66	23.73	3.91%
Carbondale Circulator	22.51	25.76	-12.61%
Hunter Creek	19.17	20.78	-7.75%
Castle Maroon	17.86	19.24	-7.16%
VelociRFTA	17.62	17.39	1.34%
Local Valley	16.17	16.93	-4.45%
Snowmass-Valley	15.28	14.71	3.88%
Hogback	15.21	13.26	14.66%
Burlingame	9.28	9.45	-1.85%
Cemetery Lane	8.53	8.17	4.48%
Woody Creek	3.53	3.30	7.04%
Mountain Valley	2.62	2.73	-4.13%
Cross Town	1.94	3.13	-37.88%
Snowmass/Aspen			0.00%
	<b>18.23</b>	<b>18.58</b>	<b>-1.89%</b>

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

Route	2024 YTD	2023 YTD	% Change
X Games	79.23	98.97	-19.95%
Aspen Highlands Direct	47.94	32.55	47.31%
Jazz Aspen Snowmass	41.45	66.38	-37.56%
Aspen Highlands Ski	38.98	40.85	-4.59%
Maroon Bells	36.88	36.96	-0.22%
Snowmass/Aspen Ski	34.82	30.96	12.45%
Buttermilk	33.85	34.42	-1.64%
Music School BG	32.47	31.23	3.97%
Hunter Creek	31.97	31.77	0.62%
Snowmass/Aspen	29.96	31.60	-5.18%
Ride Glenwood	28.75	27.39	4.96%
Carbondale Circulator	28.49	28.08	1.46%
Snowmass/Intercept	27.87	23.77	17.23%
Castle Maroon	27.74	25.89	7.14%
Snowmass-Valley	24.16	26.06	-7.29%
Music School	20.19	20.17	0.06%
VelociRFTA	18.12	17.23	5.17%
Local Valley	16.28	15.38	5.84%
Hogback	14.59	11.38	28.16%
Galena Street	13.84	11.40	21.42%
Burlingame	13.54	12.56	7.82%
Cemetery Lane	11.71	10.69	9.58%
Mountain Valley	5.62	5.83	-3.63%
Cross Town	4.23	4.44	-4.65%
Woody Creek	2.09	1.97	6.09%
Flyer		23.82	0.00%
	<b>20.52</b>	<b>19.51</b>	<b>5.19%</b>

# RFTA 2024 Work Plan

## ACCESSIBILITY AND MOBILITY

Department	Project Description	Project Status
FACILITIES	GMF PH 3&7 - BUS STORAGE AND FUELING LANE	ACTIVE
FACILITIES	GMF PH 4&5 BUS STORAGE AND CIRCULATION	ACTIVE
PLANNING	SOUTH BRIDGE PROJECT - GLENWOOD SPRINGS	ACTIVE
RAILROAD CORRIDOR AND TRAILS	RAIL SALVAGE PROJECT FOR THE GLENWOOD SPRINGS AREA	ACTIVE

## SAFE CUSTOMER STAFF AND PUBLIC

Department	Project Description	Project Status
FACILITIES	CONSTRUCTION OF 27TH PEDESTRIAN CROSSING	ACTIVE

## SUSTAINABLE WORKFORCE

Department	Project Description	Project Status
CEO	COMPREHENSIVE HOUSING POLICY	ACTIVE

## SATISFIED CUSTOMERS

Department	Project Description	Project Status
FACILITIES	82 & SERV CTR RD - UV STOP 84 - SHELTER REPLACEMENT	ACTIVE
FACILITIES	BRT RESTROOM REMODEL - 27TH STREET & CARBONDALE	ACTIVE
FACILITIES	BRT STATION ANTI-GRAFFITI PAINT	ACTIVE
FACILITIES	WEST GLENWOOD MALL STOP SHELTER REPLACEMENT	ACTIVE
RAILROAD CORRIDOR AND TRAILS	RGT ASPHALT REPLACEMENT: MP 15.8 TO 21.5	ACTIVE
RAILROAD CORRIDOR AND TRAILS	RGT REPLACE ALL BEAR PROOF TRASH & RECYCLING BINS	COMPLETED

## ENVIRONMENTAL SUSTAINABILITY

Department	Project Description	Project Status
FACILITIES	FIRST BEB ON ROUTE CHARGER	ACTIVE
PLANNING	RFTA CLIMATE ACTION PLAN (CAP)	COMPLETED
PLANNING	ZERO EMISSION BUS (ZEB) TRANSITION PLAN	COMPLETED
VEHICLE MAINTENANCE	ORDER 10 BEB BUSES	ACTIVE



## HIGH PERFORMING ORGANIZATION

Department	Project Description	Project Status
HR	1ST PHASE OF NEW ERP SYSTEM- HRIS	ACTIVE
IT	WIFI UPGRADE - FACILITY AND BRT STATIONS	ACTIVE
PLANNING	BUS STOP DESIGN STANDARDS AND GUIDELINES	ACTIVE
RAILROAD CORRIDOR AND TRAILS	RGT - ROARING FORK BRIDGE- CONSTRUCT DESIGN REPAIRS	ACTIVE

## FINANCIAL UPDATE

### 2024 Actuals/Budget Comparison (August YTD)

2024 Budget Year General Fund	August YTD			Annual Budget
	Actual	Budget	% Var.	
<b>Revenues</b>				
Sales and Use tax (1)	\$ 21,447,529	\$ 20,265,610	5.8%	\$ 40,598,000
Property Tax	\$ 18,473,812	\$ 17,963,000	2.8%	\$ 17,963,000
Grants	\$ 17,065,369	\$ 17,065,369	0.0%	\$ 25,403,044
Fares (2)	\$ 3,195,541	\$ 2,980,296	7.2%	\$ 4,794,360
Other govt contributions	\$ 1,141,342	\$ 1,141,342	0.0%	\$ 1,181,970
Other income	\$ 4,355,241	\$ 3,468,797	25.6%	\$ 3,802,860
<b>Total Revenues</b>	<b>\$ 65,678,834</b>	<b>\$ 62,884,414</b>	<b>4.4%</b>	<b>\$ 93,743,234</b>
<b>Expenditures</b>				
Fuel (3)	\$ 1,167,785	\$ 1,570,282	-25.6%	\$ 2,593,606
Transit	\$ 28,532,379	\$ 30,094,450	-5.2%	\$ 45,264,326
Trails & Corridor Mgmt	\$ 606,796	\$ 614,263	-1.2%	\$ 1,263,978
Capital	\$ 35,244,244	\$ 35,230,686	0.0%	\$ 81,857,491
Debt service	\$ 944,338	\$ 944,338	0.0%	\$ 1,882,484
<b>Total Expenditures</b>	<b>\$ 66,495,542</b>	<b>\$ 68,454,019</b>	<b>-2.9%</b>	<b>\$ 132,861,885</b>
<b>Other Financing Sources/Uses</b>				
Other financing sources	\$ 5,436	\$ -	#DIV/0!	\$ 15,859,890
Other financing uses	\$ (3,558,407)	\$ (3,558,407)	0.0%	\$ (5,779,993)
<b>Total Other Financing Sources/Uses</b>	<b>\$ (3,552,971)</b>	<b>\$ (3,558,407)</b>	<b>-0.2%</b>	<b>\$ 10,079,897</b>
<b>Change in Fund Balance (4)</b>	<b>\$ (4,369,678)</b>	<b>\$ (9,128,012)</b>	<b>-52.1%</b>	<b>\$ (29,038,754)</b>

- (1) Sales and Use Tax Revenues are received 2 months in arrears (i.e. August sales and use tax revenue will be deposited in October).
- (2) Through August, fare revenue increased by 5% and ridership increased by 7%, respectively, compared to the prior year. The chart below provides a YTD August 2023/2024 comparison of actual fare revenues and ridership on RFTA regional services:

Fare Revenue:	YTD 8/2023	YTD 8/2024	Increase/ (Decrease)	% Change
Regional Fares	\$ 2,232,531	\$ 2,339,080	\$ 106,549	5%
Maroon Bells	\$ 771,285	\$ 809,999	\$ 38,714	5%
<b>Total Fare Revenue</b>	<b>\$ 3,003,816</b>	<b>\$ 3,149,079</b>	<b>\$ 145,263</b>	<b>5%</b>
Ridership on RFTA Regional Services*:	YTD 8/2023	YTD 8/2024	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	598,478	646,577	48,099	8%
BRT	721,431	764,718	43,287	6%
SM-DV	53,343	60,008	6,665	12%
Grand Hogback	117,540	130,674	13,134	11%
Maroon Bells	136,210	136,406	196	0%
<b>Total Ridership on RFTA Fare Services</b>	<b>1,627,002</b>	<b>1,738,383</b>	<b>111,381</b>	<b>7%</b>
Avg. Fare/Ride	\$ 1.50	\$ 1.46	\$ (0.04)	-2%
Avg. Fare/Ride MB	\$ 5.66	\$ 5.94	\$ 0.28	5%

- (3) Savings in fuel is due to less overall mileage than budgeted and also change in fleet usage between CNG and diesel buses and efficiency (miles per gallon) in actual fleet of diesel buses versus the budget.
- (4) Over the course of the year, there are times when RFTA operates in a deficit; however, at this time we are projecting that we will end the year within budget.

RFTA System-Wide Transit Service Mileage and Hours Report								
Transit Service	Mileage August YTD				Hours August YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	2,511,686	2,590,918	(79,232)	-3.1%	118,495	119,478	(983)	-0.8%
City of Aspen	385,852	390,035	(4,183)	-1.1%	44,795	45,373	(578)	-1.3%
Aspen Skiing Company	218,934	216,163	2,771	1.3%	15,660	15,640	20	0.1%
Ride Glenwood Springs	76,428	76,933	(504)	-0.7%	6,698	6,645	53	0.8%
Grand Hogback	268,484	272,659	(4,175)	-1.5%	12,269	12,203	66	0.5%
Specials/Charters	5,106	4,100	1,006	24.5%	590	580	10	1.8%
Senior Van	7,939	6,120	1,819	29.7%	1,050	1,016	34	3.3%
MAA Burlingame	12,485	12,663	(178)	-1.4%	1,136	1,123	13	1.2%
Maroon Bells	57,249	58,865	(1,616)	-2.7%	4,374	4,328	46	1.1%
<b>Subtotal - Transit Service</b>	<b>3,544,164</b>	<b>3,628,456</b>	<b>(84,291)</b>	<b>-2.3%</b>	<b>205,066</b>	<b>206,385</b>	<b>(1,319)</b>	<b>-0.6%</b>
Training & Other	14,929	19,950	(5,021)	-25.2%	19,494	18,922	572	3.0%
<b>Total Transit Service, Training &amp; Other</b>	<b>3,559,093</b>	<b>3,648,406</b>	<b>(89,312)</b>	<b>-2.4%</b>	<b>224,560</b>	<b>225,307</b>	<b>(747)</b>	<b>-0.3%</b>

## 2025 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/8/2024	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	Completed
9/12/2024	Presentation/Direction/Action: 1 <sup>st</sup> draft budget presentation	Completed
10/10/2024	Presentation/Direction/Action: 2 <sup>nd</sup> draft budget presentation	On schedule
11/14/2024	Presentation/Direction/Action: 3 <sup>rd</sup> draft budget presentation	On schedule
12/12/2024	Public Hearing: Final budget presentation and adoption Review and approve the final certifications of valuations from the Eagle, Garfield, and Pitkin County Assessors	On Schedule

## RFTA Investments Quarterly Report

In accordance with RFTA's Investment Policy, staff has prepared the following investment summary that provides an analysis of RFTA's current investment portfolio and quarterly activity through 9/30/2024.

Investment	6/30/2024		Purchases/ (Redemptions)	9/30/2024	
<i>Local Government Investment Pools:</i>					
Colotrust Plus+	\$ 47,357,921	49%	\$ 643,042	\$ 48,000,963	49%
CSIP	\$ 48,902,998	51%	\$ 657,522	\$ 49,560,520	51%
<b>Total</b>	<b>\$ 96,260,919</b>	<b>100%</b>	<b>\$ 1,300,564</b>	<b>\$ 97,561,483</b>	<b>100%</b>
<i>Monthly Distribution Yield:</i>					
Colotrust Plus+	5.41%				5.27%
CSIP	5.37%				5.24%

### Notes:

1. The increase in the Colotrust Plus+ account is due to interest earnings.
2. The increase in the CSIP account is due to interest earnings.

**RFTA BOARD OF DIRECTORS MEETING**  
**“PRESENTATION/ACTION” AGENDA SUMMARY ITEM # 9. A.**

<b>Meeting Date:</b>	October 10, 2024
<b>Subject:</b>	Resolution 2024-18: Appoint Vice-Chair as Acting Board Chair Until the Next Scheduled Election in January, 2025
<b>Strategic Outcome:</b>	7.0 High Performing Organization
<b>Strategic Objective:</b>	7.5 Ensure appropriate transparency of all RFTA business
<b>Presented By:</b>	Kurt Ravenschlag, CEO
<b>Staff Recommends:</b>	Staff recommends approving Resolution 2024-18, and appointing the RFTA Board Vice-Chair as Acting Chair until the next scheduled election in January, 2025.
<b>Executive Summary:</b>	<p>The current RFTA Board Chair, Shelley Kaup, has announced her resignation as Glenwood Springs City Council Member At-Large, necessitating her resignation from the RFTA Board. As a result, a new Board Chair must be appointed.</p> <p>According to the 2010 amended RFTA bylaws, Article VII, Officers, Section 7.07, Duty of Officers, Subsection (b) Vice Chair: “The Vice Chair shall be the Officer next in seniority after the Chair and, upon the death, absence, or disability of the Chair, shall have the authority, powers, and duties of the Chair. The Vice Chair shall have such additional authority, powers, and duties as prescribed by the Board.”</p> <p>Once the appointment is in place, the newly appointed Acting Chair will carry out the duties until the next scheduled election in January, 2025 when new leadership is elected by the Board.</p>
<b>Background/ Discussion:</b>	The resignation of the current Board Chair, Shelley Kaup, highlights the need for a smooth transition in leadership to ensure continued effective governance. The role of Chair is crucial for facilitating Board meetings, guiding discussions, and representing the Board's interests. The appointment of the Vice-Chair to the Acting Chair position, will help maintain stability and support the ongoing work of the Board.
<b>Governance Policy:</b>	Election and appointment of Officers to the RFTA Board is governed by its bylaws. Article VII, Section 7.07 – Duties of the Officers (a) Chair and (b) Vice-Chair.
<b>Fiscal Implications:</b>	Not at this time
<b>Attachments:</b>	1. Resolution 2024-18, attached below.

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

**BOARD OF DIRECTORS  
ROARING FORK TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-18  
APPOINT VICE-CHAIR AS ACTING BOARD CHAIR UNTIL THE NEXT SCHEDULED ELECTION  
IN JANUARY, 2025.**

WHEREAS, pursuant to Section 7.07 of the Bylaws of the Roaring Fork Transportation Authority (“RFTA”), the Vice-Chair shall be the Officer next in seniority after the Chair and, upon the death, absence, or disability of the Chair, shall have the authority, powers and duties of the Chair. The Vice-Chair shall have such additional authority, powers and duties as prescribed by the Board.

Following a motion first, seconded, and passed by the Board, the Vice-Chair was appointed the RFTA Chair until the next scheduled election in January, 2025.

\_\_\_\_\_, as Chairperson;

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE  
ROARING FORK TRANSPORTATION AUTHORITY:**

The above-named person shall serve as Chair of the Roaring Fork Transportation Authority Board until new persons are elected, by consensus, to serve as Officers of the Roaring Fork Transportation Authority Board of Directors for the year 2025.

**INTRODUCED, READ AND PASSED** by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held October 10, 2024.

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

By: \_\_\_\_\_  
Shelley Kaup, Chairperson

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