

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

TIME: 8:30 a.m. – 10:00 a.m., Thursday, December 12, 2024

Location: **Webex Only**

To participate via WebEx go to www.rfta.com on the Board Meeting page.

(This Agenda may change before the meeting)

	Agenda Item	Policy	Purpose	Est. Time
1	Call to Order / Roll Call:		Quorum	8:30 a.m.
2	Approval of Minutes:		Approve	8:31 a.m.
	A. RFTA Board Meeting November 14, 2024, page 3			
3	Public Comment: 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)		Public Input	8:33 a.m.
4	Items Added to Agenda – Board Member Comments:	4.3.3.C	Comments	8:35 a.m.
5	Consent Agenda:			
	A. Resolution 2024-21: Acceptance of Roaring Fork Transportation Authority Housing Program Development Report, Prepared by Economic & Planning Systems (EPS) – Kurt Ravenschlag, CEO and Craig Dubin, CoS, page 8	4.2.5	Approve	8:45 a.m.
	B. Resolution 2024-22: Intergovernmental Agreement for Garfield County Older Adult Programs Traveler Services – 2025 – Dawn Dexter, Operations Manager and David Pesnichak, COO, page 11	4.2.5	Approve	8:45 a.m.
	C. Resolution 2024-23: 7-Party Memorandum of Understanding Regarding Garfield County Older Adult Programs for 2025 – Dawn Dexter, Operations Manager and David Pesnichak, COO, page 37	4.2.5	Approve	8:45 a.m.
6	Presentations/Action Items:			
	A. Resolution 2024-24: Approval of Agreement between Amalgamated Transit Union (ATU), Local 1774 and Roaring Fork Transportation Authority (RFTA); Effective January 1, 2025 through December 31, 2027 – Kurt Ravenschlag, CEO, page 60	4.2.5	Approve	8:50 a.m.
	(AGENDA CONTINUED ON NEXT PAGE)			

	Agenda Item	Policy	Purpose	Est. Time
7	Public Hearing:			
	A. Resolution 2024-25: Adoption of 2025 Roaring Fork Transportation Authority Budget - Paul Hamilton, Director of Finance and David Carle, Budget Manager, page 83	4.2.5	Approve	9:00 a.m.
	B. Resolution 2024-26: Appropriating Sums of Money for the 2025 Budget Year – Paul Hamilton, Director of Finance and David Carle, Budget Manager, page 212	4.2.5	Approve	9:10 a.m.
	C. Resolution 2024-27: Certifying and Levying a Property Tax of 2.65 Mills for the 2025 Budget Year – Paul Hamilton, Director of Finance and David Carle, Budget Manager, page 217	4.2.5	Approve	9:20 a.m.
8	Information/Updates:			
	A. CEO Report – Kurt Ravenschlag, CEO, page 226	2.10	FYI	9:25 a.m.
9	Issues to be Considered at Next Meeting:			
	To Be Determined at the December 12, 2024 Board Meeting	4.3	Meeting Planning	9:30 a.m.
10	Next Meeting: 8:30 a.m. – 11:00 a.m., January 9, 2025, In-person at Carbondale Town Hall or via WebEx Teleconference (Details to be provided later).	4.3	Meeting Planning	9:32 a.m.
11	Adjournment:		Adjourn	9:35 a.m.

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD MEETING MINUTES
November 14, 2024**

Board Members Present (or via WebEx):

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

Voting Alternates Present (or via WebEx):

Brandy Copeland, (Town of New Castle)

Non-Voting Alternates Present (or via WebEx):

Sam Rose, (City of Aspen); Francie Jacober, (Pitkin County)

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 Operations Officer (COO); Craig Dubin, Chief of Staff (CoS), Erin Kemp, Chief Human Resources Officer (CHRO); Jamie Tatsuno, Public Information Officer (PIO); Nicole Schoon, Executive Assistant; Kim Wells, Executive Assistant; Ben Ludlow, Interim Capital Projects Director; Angela Henderson, Director of Rio Grande Corridor; Paul Hamilton, Director of Finance; Ian Adams, Director of Operations; David Johnson, Planning Director; Tammy Sommerfeld, Director of Procurement; Jason Schelhaas, Director of Information Technology; Terri Glenn, Accounting Technician I; Jason White, Assistant Planner; Joni Christenson, Communications Specialist; Maria Vazquez, Risk Management Manager; Bisi Costanzo, HR Generalist II; Blake Williams, Computer Help Desk Technician; Mary Harlan, Mobility Coordinator; Ed Cortez, President ATU Local 1774

Visitors Present (or via WebEx):

Lynn Rumbaugh, (City of Glenwood Springs);

Agenda

*NOTE: Hyperlinks to the November 14, 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 November 14, 2024 RFTA Board of Directors meeting to order at 8:32 a.m. Poschman declared a quorum to be present (8-member jurisdictions), and the meeting began at 8:33 a.m.

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

Torre moved to approve the October 10, 2024 meeting minutes, and Colin Laird 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 November 14, 2024, Board agenda.

No members of the public had any comments.

Poschman closed Public Comments at 8:36 a.m.

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

Poschman asked if there were any items that needed to be added to the November 14, 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 November 14, 2024, Board meeting Agenda.

Torre stated that after the election, some individuals achieved their desired outcomes, while others did not. When working together on an issue, it's important to focus on a common goal and set aside personal egos and differences, regardless of individual perspectives. Torre congratulated Francie Jacober on her election win as the Pitkin County District 5 Commissioner.

Poschman closed Board Comments at 8:43 a.m.

5. **Consent Agenda:**

- A. **Resolution 2024-17: 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 and SH 82 Underpasses** – Ben Ludlow, Interim Capital Projects Director and David Pesnichak, COO
- B. **Resolution 2024-18: Authorization for the Roaring Fork Transportation Authority to Amend the Existing Intergovernmental Agreement with the Colorado Department of Transportation for West Glenwood Transit Center Portion of the RAISE Grant**– Ben Ludlow, Interim Capital Projects Director and David Pesnichak, COO
- C. **Resolution 2024-19: Authorization to Submit a Grant Application to the CY25 Colorado Department of Local Affairs (DOLA) Energy/Mineral Impact Assistance Fund (EIAF) Grant Program for the Glenwood Springs Maintenance Facility (GMF)/Regional Transit Center (RTC) Underground Storage Tanks Replacement Project**—David Johnson, Director of Planning

Laird moved to approve Resolution 2024-17: 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, Resolution 2024-18: Authorization for the Roaring Fork Transportation Authority to Amend the Existing Intergovernmental Agreement with the Colorado Department of Transportation for West Glenwood Transit Center Portion of the RAISE Grant, and Resolution 2024-19: Authorization to Submit a Grant Application to the CY25 Colorado Department of Local Affairs (DOLA) Energy/Mineral Impact Assistance Fund (EIAF) Grant Program for the Glenwood Springs Maintenance Facility (GMF)/Regional Transit Center (RTC) Underground Storage Tanks Replacement Project, and Jeanne McQueeney seconded. The motion was unanimously approved.

6. Presentations/Action Items:

A. 3rd Draft of the 2025 Budget, Update and Discussion – Paul Hamilton, Director of Finance and David Carle, Budget Manager

McQueeney questioned whether the jurisdictions may have overestimated the sales tax revenue forecast and if the Board is comfortable with it. She emphasized the need for a thorough analysis to ensure that projections align with current economic trends and consumer behavior, which is crucial for accurate forecasting.

Poschman stated that Pitkin County maintains a relatively conservative budget. He emphasized that this conservative approach allows for flexibility by providing a buffer in case the revenue projections fall short. Ultimately, maintaining a cautious outlook will be crucial for navigating potential fluctuations in tax revenue effectively.

Laird requested additional clarification about the facilities and vehicle maintenance director position, as it seems that fixing vehicles and fixing homes have different approaches.

Kurt Ravenschlag responded that the principles of asset management and facility maintenance are quite similar. Whether it's a vehicle or a facility, the key elements are preventive maintenance, asset scheduling, and useful life, all of which the vehicle maintenance department excels at. This presents an opportunity to bring the facilities department up to date and to the same level of planning, thereby enhancing our understanding of upcoming capital improvements. This proactive approach will enable RFTA to effectively allocate resources and plan for necessary upgrades. As a result, the organization can ensure that its infrastructure remains efficient and responsive to community needs.

Poschman asked if Ravenschlag could describe the process for finding the property management contractor.

Ravenschlag outlined that the process typically involves a thorough evaluation of potential contractors based on their experience, reputation, and cost estimates. He emphasized the importance of seeking proposals from multiple firms to ensure competitive pricing and quality of service. In the end, RFTA selected Integrated Mountain Management as the property manager.

Laird stated that it seems that many of these organizations—LoVa Trail, Garfield Clean Energy (GCE), RTCC, and now the Western Mountain Regional Housing Coalition (WMRHC)—are strategic partners in many ways. These collaborations not only enhance resource sharing but also foster innovative solutions to the pressing challenges faced by their communities. By leveraging their combined expertise, they can effectively address issues such as housing shortages and transportation accessibility. They are not just asking for money; they are actually helping RFTA achieve some of its strategic goals. By leveraging the strengths of its partners, RFTA can implement more effective and sustainable solutions, ensuring long-term benefits for the communities it serves. This could involve deepening existing relationships or forming new alliances that align more closely with RFTA's mission.

Laird stated that RFTA should consider additional resources for the WMRHC and the good deeds buydown program. This approach could not only strengthen the existing framework but also provide much-needed support to those in vulnerable situations. By investing in such initiatives, RFTA can create a more inclusive environment that promotes sustainable growth and accessibility for all residents.

Poschman asked what RFTA could anticipate in terms of grant funding. The landscape of grant funding is continually evolving, and RFTA must be prepared for potential changes that could impact its resources.

Ravenschlag mentioned that RFTA has been fortunate to receive many federal grants in the past four years. Most recently, RFTA received about \$32 million for completing the final phases of the GMF and \$10 million for acquiring battery electric buses. RFTA received one hundred percent (100%) funding to buy ten (10) more battery electric buses. RFTA will experience a delay in meeting its capital funding needs in the coming years. The new department led by David Johnson aims to focus on sustainability and legislative affairs, enabling proactive pursuit of grants instead of just identifying available programs. Taking a proactive stance will help RFTA align its projects with funding opportunities, ensuring timely fulfillment of capital needs. This will ultimately result in a more efficient and effective use of resources.

Poschman stated that RFTA needs to look at how to mitigate safety issues on the Rio Grande Trail as the number of accidents has increased. He emphasized the importance of implementing better signage, improving lighting in certain areas, and enhancing overall trail maintenance. Additionally, he suggested that community outreach programs could help raise awareness about trail safety among users.

7. Board Governance Process:

A. [Resolution](#) 2024-20: Establishing a First/ Last Mile Mobility Advisory Committee, Update – David Pesnichak, COO

Torre stated that this committee is galvanized around first/last mile solutions, and it is very exciting to have it working on this issue.

David Knight moved to approve Resolution 2024-20: Establishing a First/ Last Mile Mobility Advisory Committee, and Alyssa Shenk seconded. The motion was unanimously approved.

8. Information/Updates:

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

RFTA conducted a Supervisor Summit to bring all supervisors together for alignment and team-building activities. The event focused on leadership skills, communication strategies, and collaborative problem-solving, fostering a stronger sense of unity among the supervisors. This collaborative environment enabled participants to share best practices and innovative ideas, and enhanced their ability to lead effectively. As a result, the supervisors left the summit feeling more empowered and equipped to tackle the challenges ahead.

Michael Yang stated that RFTA is seeking a sales tax exemption for housing projects, but the Colorado Department of Revenue denied the exemption. RFTA plans to proceed with a formal hearing with the Department of Revenue to reverse their position. The outcome of this hearing could significantly impact RFTA's ability to fund and support essential housing initiatives. By advocating for the exemption, RFTA hopes to demonstrate the vital need for affordable housing solutions within the community.

9. [Executive Session:](#)

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

Laird moved to adjourn from the Regular Board Meeting into the Executive Session, and Knight seconded the motion. The motion was unanimously approved. Executive Session began at 9:53 a.m.

Staff Present: Kurt Ravenschlag, COO; Michael Yang, CFAO, Craig Dubin, CoS; David Pesnichak, COO; Paul Taddune, General Counsel; Nicole Schoon, Executive Assistant; Ian Adams, Director of Operations

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

No action was taken during the Executive Session, which adjourned at 10:16 a.m.

10. Issues to be Considered at Next Meeting:

11. **Next Meeting:** 8:30 a.m. – 11:00 a.m.; December 12, 2024, Carbondale Town Hall, Room 1 and via WebEx Teleconference, for those who are unable to attend in person.

12. **Adjournment:**

Shenk moved to adjourn from the November 14, 2024 RFTA Board meeting, and Laird seconded the motion. The motion was unanimously approved.

The November 14, 2024 RFTA Board Meeting adjourned at 10:18 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.**

Meeting Date:	December 12, 2024
Agenda Item:	Resolution 2024-21: Acceptance of 2023 – 2024 RFTA Housing Study Report
Strategic Outcome:	3.0 Sustainable Workforce
Strategic Objective:	3.3 Provide comfortable and affordable short-term (3-5 year) housing solutions
Presented By:	Kurt Ravenschlag, Chief Executive Officer, and Craig Dubin, Chief of Staff
Staff Recommends:	Staff recommends approval of Resolution 2024-21: Acceptance of Roaring Fork Transportation Authority Housing Program Development Report developed by Economic & Planning Systems (EPS)
Executive Summary:	<ol style="list-style-type: none"> 1. In 2023, RFTA contracted with EPS to assist and guide staff in the development of key strategies to initiate a housing plan and program. 2. Throughout 2023 and 2024, EPS conducted a series of workshops with staff, and updates to the RFTA Board of Directors to develop a strategies RFTA staff could use to strengthen its housing program. 3. EPS has completed their scope and submitted their final report to the RFTA Board of Directors.
Background/ Discussion:	RFTA staff have begun to incorporate several of the strategies included from EPS to improve its housing program. In June, 2024, the RFTA Board provided guidance to staff on its top 2025 priorities which included, “Implement RFTA’s Comprehensive Housing Policy”. The acceptance of this report is the next step for staff to complete and begin implementation of a comprehensive housing policy.
Governance Policy:	Board ENDS policy 1.0 – Outcomes, 3 states, “Sustainable Workforce RFTA will ensure organizational sustainability by enhancing its ability to recruit and retain an engaged, well-trained, and resilient professional workforce”
Fiscal Impacts:	There are no fiscal impacts at this time
Exhibits/ Attachments:	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2024-21: Acceptance of 2023 – 2024 RFTA Housing Study Report 2. Attachment 1: RFTA 2024 EPS Housing Program Development Final Report

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-21**

ACCEPTANCE OF 2023 – 2024 RFTA HOUSING STUDY REPORT

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) initiated an independent study from a third-party contractor, Economic & Planning Systems, Inc. (EPS), to evaluate and provide recommendations for housing strategies for the RFTA workforce; and

WHEREAS, Economic & Planning Systems, Inc. (EPS) has completed its scope and provided a final report with short-term and long-term recommendations for housing strategies, incorporated herein by this reference.

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

1. The above recitals are hereby incorporated as findings by the Board.
2. The Board acknowledges and accepts the final Housing Study report and recommendations.

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INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting 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 December 12, 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 12th day of December, 2024.

Nicole R. Schoon, Secretary to the RFTA Board

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

Meeting Date:	December 12, 2024
Agenda Item:	Resolution 2024-22: Authorization for the Roaring Fork Transportation Authority to Execute the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services – 2025
Strategic Outcome:	1.0 Accessibility & Mobility
Strategic Objective:	1.5 Identify and reduce barriers to riding transit and accessing trails 1.6 Provide convenient connections to key activity centers in service area
Presented By:	Dawn Dexter, Operations Manager, and David Pesnichak, Chief Operating Officer
Staff Recommends:	Staff recommends approval of Resolution 2024-22: Authorization for the Roaring Fork Transportation Authority to Execute the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services—2025 and authorizes the RFTA Board Chair to execute it.
Executive Summary:	<ol style="list-style-type: none"> 1. In 2008, RFTA was designated the provider of the Traveler Older Adults Transportation Program services, which it has provided from 2009 through 2024 pursuant to the Intergovernmental Agreement for Garfield County Older Adult Programs - Traveler Program. 2. Garfield County has updated the IGA for 2025. 3. Staff recommends that the RFTA Board of Directors approve the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services – 2025 and authorize the RFTA Board Chair to execute it.
Background/ Discussion:	<p>The Garfield County Board of Human Services approved the attached 2025 IGA at their November 18, 2024 meeting. This agreement is updated annually and executed by the Garfield County Board of County Commissioners/Board of Human Services and RFTA.</p> <p>The transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to Garfield County residents sixty-five (65) years old and older who have difficulty utilizing public transportation. The Traveler also serves citizens under the age of sixty-five (65) with a functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County.</p>
Governance Policy:	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).”
Fiscal Impacts:	The total estimated budget for the Traveler in 2025 is \$835,880. RFTA will be reimbursed by Garfield County for its documented expenses connected with providing the Traveler transportation service in 2024, up to \$620,091.79. The City of Glenwood Springs will also contribute \$30,000 to RFTA to defray costs related to the ADA Complementary Paratransit Service that it receives from the Traveler. In addition to these amounts, RFTA is contributing approximately \$185,788 towards

	<p>the Traveler’s expenses in 2025 to defray the prorated cost allocated to its members (Glenwood Springs, Carbondale, and New Castle) by the County’s cost allocation methodology. However, However, RFTA anticipates receiving a \$41,200 administrative fee payment for providing the service that will reduce its net contribution to the Traveler to approximately \$144,588.</p>
<p>Exhibits/ Attachments:</p>	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2024-22: Authorization for the Roaring Fork Transportation Authority to Execute the Intergovernmental Agreement (IGA) for Garfield County Older Adult Programs Traveler Services – 2025 2. Exhibit 2: IGA for Garfield County Older Adult Programs-Traveler Services 2025

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-22**

**AUTHORIZATION FOR THE ROARING FORK TRANSPORTATION AUTHORITY TO EXECUTE THE
INTERGOVERNMENTAL AGREEMENT FOR GARFIELD COUNTY OLDER ADULT PROGRAMS
TRAVELER SERVICES - 2025**

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 Garfield County entered into an Intergovernmental Agreement for Older Adult Programs Traveler Services in 2024.

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 attached agreement with Garfield County to provide older adult and Traveler services in 2025 is hereby approved.
3. The expenditure of funds necessary to continue to provide older adult and Traveler services in 2025.
4. The Board Chair is hereby authorized to execute the attached Intergovernmental Agreement for Garfield County Older Adult Programs Traveler Services - 2025.

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INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting 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 December 12, 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 12th day of December, 2024.

Nicole R. Schoon, Secretary to the RFTA Board

**INTERGOVERNMENTAL AGREEMENT
FOR GARFIELD COUNTY OLDER ADULT PROGRAMS
TRAVELER SERVICES - 2025**

This Intergovernmental Agreement is made by and between the **Garfield County Board of County Commissioners, State of Colorado**, a statutory county (“BOCC”), sitting as the BOCC and as the **Board of Social Services**, and the **Roaring Fork Transportation Authority**, a regional transportation authority (“RFTA”), in order to set forth the terms and conditions of county-wide transportation services for the Garfield County Older Adult Programs for calendar year 2025 (the “IGA” or “Agreement”). This Agreement is effective as of January 1, 2025.

RECITALS

- A. The BOCC and RFTA, collectively, the “Parties,” are authorized to make the most efficient and effective use of their governmental powers, responsibilities and monies by cooperating and contracting with other governments. Colo. Const. art. XIV §§ 18(2)(a) and (2)(b); Colorado Revised Statutes § 29-1-201.
- B. In 2009, the BOCC and RFTA, together with seven (7) other governmental entities and local municipalities, entered into an Intergovernmental Agreement to set forth the terms and conditions of their cooperative provision, administration and funding of meal and transportation services to senior citizens and persons with disabilities of Garfield County (“the 9-Party IGA”). This 9-Party IGA is recorded in records of the Garfield County Clerk and Recorder at Reception No. 776142.
- C. In accordance with the 9-Party IGA, in 2009 and each consecutive year thereafter, the nine parties have also entered into a Memorandum of Understanding that sets forth each party’s annual agreement to share administrative and operational costs of the Older Adult Programs meal and transportation services and the methodology by which those costs will be allocated among them (the “MOU”).
- D. The Town of Parachute, an original signatory to the 9-Party IGA, opted out of the Garfield County Older Adult Programs for 2017. Colorado Mountain College has opted out of the 9-Party IGA. The remaining seven original signatories have agreed to continue such services and have entered a 7-Party Memorandum of Understanding for 2025. The 2025 MOU is attached to this Agreement as Attachment No. 6 and is incorporated for the purpose of explaining the cost methodology adopted regarding the 2025 transportation services (the “2025 MOU”).
- E. Pursuant to the 9-Party IGA, the BOCC agreed to provide, through its Department of Human Services (“DHS”), the contractual management of transportation services for the Older Adult Programs. (9-Party IGA, ¶ 6.) The BOCC fulfills this responsibility by, among other things, annually negotiating this Agreement with RFTA and by ensuring

proper allocation of appropriate costs to the other municipalities in accordance with the MOU.

- F. The Colorado Human Services Code and the Colorado Older Americans Act authorize and encourage DHS to provide transportation services, such as the Traveler. The Colorado Older Americans Act encourages “agencies at all levels of government” to cooperate to administer programs and deliver services to the older population.
- G. The transportation services provide ADA based services to the eligible senior citizens and persons with disabilities of Garfield County in accordance with this Agreement are provided by the Traveler bus system operated by RFTA (the “Traveler”). The Traveler also provides services that are not within the scope of this IGA.
- H. Both RFTA and the BOCC desire to continue to provide transportation services to eligible Garfield County senior citizens and persons with disabilities in 2025 in accordance with the IGA and appropriate 2025 MOU.

NOW, THEREFORE, for and in consideration of mutual covenants and agreements set forth below, the Parties agree as follows:

AGREEMENT

1. Incorporation of Recitals. The foregoing Recitals are incorporated as if set forth in full.
2. Purpose of this Agreement. The purpose of this IGA is to define the responsibilities of the respective Parties with respect to the provision of transportation services to the eligible senior citizens, and persons with disabilities, defined below, of Garfield County.
3. Term of Agreement. This Agreement shall have an Effective Date of January 1, 2025, regardless of the date signed and shall terminate on December 31, 2025.
4. Transportation Services Provided. The transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to Garfield County residents sixty-five (65) years old and older who have difficulty utilizing public transportation (“Seniors”). The Traveler also serves citizens under the age of sixty-five (65) with a functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County. In order to achieve the stated purpose, the BOCC specifically grants RFTA the authority to operate outside RFTA’s boundaries and within the unincorporated boundaries of Garfield County, consistent with the provisions of C.R.S. § 43-4-605(1)(f) as required to comply with this IGA. Riders must make reservations 48 hours in advance.
5. Contract Amount. The amount to be paid by the BOCC to RFTA in 2025 for the provision of the services contemplated by this Agreement is Six Hundred Twenty Thousand,

Ninety-one Dollars and Seventy-nine cents (**\$620,091.79**). This amount is based upon RFTA's estimated cost to provide the services in 2025 less amounts received by RFTA from other sources who utilize the Traveler bus system and less the cost to provide such services to the Town of Carbondale, the City of Glenwood Springs and the Town of New Castle, each of which is a member of RFTA. Amounts are projected and should they reflect a higher cost, those funds will be paid through the Restricted Fund Balance/The Traveler.

- a. RFTA's Estimated Cost. The Parties recognize that RFTA's estimate of its costs to provide Traveler services is solely RFTA's responsibility; the BOCC is not responsible in any way for verifying or assuring the accuracy of RFTA's calculation. For 2025, RFTA estimates that its cost to provide these services is **\$835,880.00**.
 - b. Other Traveler Services. The Parties recognize that RFTA's operation of the Traveler by means of this IGA does not include funding for ADA complementary paratransit services in the City of Glenwood Springs. Funding for this complementary paratransit service is provided by a separate contract between the City of Glenwood Springs and RFTA, which RFTA represents to be **\$30,000.00** for 2025.
 - c. RFTA Member Jurisdictions. The cost to provide senior transportation services to RFTA's member jurisdictions is calculated by the cost methodology set forth in the 2025 MOU, to which both the BOCC and RFTA are parties. For 2025, the total transportation cost attributable to these member jurisdictions pursuant to the applicable methodology is **\$185,788.21**.
6. RFTA Responsibilities. In order to accomplish the purposes of this IGA, RFTA agrees to perform the following:
- a. Transportation Services. RFTA shall provide and administer the transportation services described in RFTA's Scope of Services, attached as Attachment No. 1, and Exhibits A - B thereto, which are incorporated here as if fully set forth, plus certain special events, which in prior years have included the Garfield County Air Show, Volunteer Appreciation Luncheon and a Holiday show.
 - b. Vehicle Inventory. RFTA shall purchase new vehicles as needed to maintain the Traveler Vehicle Inventory. Title to such vehicles will be held in RFTA's name. RFTA will update the Vehicle Inventory as required by the addition and/or removal of vehicles, in accordance with paragraph 6(c).
 - c. Vehicle Replacement. In the event that any vehicle included on the Vehicle Inventory reaches the end of its useful life, RFTA shall either: (1) sell the vehicle by means of an advertised sealed bid and remit any proceeds of the sale to the BOCC; or (2) convey title to the vehicle to the BOCC by written agreement, at which time the vehicle shall be removed from the Vehicle Inventory. The Parties recognize the disposition of any

vehicle must be in accordance with the rights of lien holders identified on the vehicle title.

- d. Vehicle Transfer. Upon expiration of this IGA, if not extended by future agreements, RFTA shall transfer title to all vehicles listed on the Vehicle Inventory to the BOCC.
- e. Communication System. RFTA shall continue to utilize its communication system for Traveler services.
- f. Donations and Contributions. RFTA shall provide to the BOCC all fees collected and/or donations received for support of the senior transportation programs in accordance with Attachment No. 1, paragraph 4.
- g. Functional Assessment Assistance. Traveler staff will do everything related to Functional Assessments. RFTA shall provide all intake and other information received from potential new clients who wish to apply for Traveler services to the BOCC's Older Adult Programs upon receipt and shall lead in the functional assessment process. RFTA will provide to the BOCC's Older Adult Programs monthly the number of potential new clients, out of assessments and applications pending.
- h. Monthly Financial Reports. RFTA shall provide the financial and other reports detailed in Attachment No. 1 to DHS monthly. Such reports shall include, without limitation, a monthly report of all expenses attributed by RFTA to the transportation services made the basis of this Agreement. The Parties agree to identify a mutually acceptable format for performance and fiscal reporting.
- i. Annual Reconciliation Report. In addition to the monthly reports, on or before February 15, 2026, RFTA shall provide a reconciliation report for the operation of the Traveler for the 2025 calendar year. RFTA's obligations to submit a reconciliation report and return funds or request expenses shall survive termination of this IGA.
- j. Right to Audit. RFTA shall allow the BOCC to audit RFTA's books and records relating to the operation of the Traveler upon reasonable notice at any time during the term of this Agreement and for six (6) months thereafter. The audit shall be at the BOCC's expense except for reasonable RFTA personnel costs. The BOCC shall provide RFTA with a copy of any audit report within thirty (30) days following receipt by the BOCC. In addition, if requested, RFTA will provide the BOCC with a copy of its annual audit within thirty (30) days of the BOCC's request.
- k. Claim Notification. RFTA shall immediately notify the BOCC, through the Child, Family, and Adult Services Division Manager, of any incident involving the Traveler and any claim or lawsuit made against the Traveler or RFTA in writing in accordance with paragraph 15, and shall cooperate with the BOCC in responding to all complaints,

claims or suits. Passenger Complaints shall further be handled in accordance with paragraph 6 of Attachment No. 1. The Traveler handles all complaints and communicates the outcomes to the BOCC's Senior Program Manager after appropriate investigations have been completed.

- l. Funding Sources. RFTA and the BOCC shall cooperate with each other to identify and apply for grants, donations, and other funding opportunities for both the purchase of vehicles and operational funding associated with providing senior transportation services.
 - m. Cost Methodology. RFTA acknowledges and agrees to the Cost Methodology related to the allocation of Older Adult Programs transportation services agreed to in the 2025 MOU, and included in the 2025 budget approved by the RFTA Board on December 12, 2024, If the actual 2025 costs exceed the budget, they will be covered by means of the Annual Reconciliation and True-up procedure as set forth in the MOU, or by the fund established after cost savings at the end of the year have been recognized.
7. BOCC Responsibilities. In order to accomplish the purposes of this IGA, the BOCC, directly or through DHS, agrees perform the following:
- a. Compensation. For calendar year 2025, the BOCC shall pay RFTA the amount set forth in paragraph 5, \$620,091.79 in seven (7) monthly payments of \$51,674.32 and five (5) monthly payments of \$51,674.31 beginning no later than February 26, 2025, and each 10th day of the month thereafter during the 2025 term of this IGA.
 - b. Functional Assessment Evaluations. Traveler staff will take over the Functional Assessments including mailing applications, scheduling assessments, and providing outcome data to the BOCC's Senior Program Manager monthly.
 - c. Training Assistance. All training related to providing transportation to Traveler clients will be provided by RFTA supervisors.
 - d. Funding Sources. RFTA and the BOCC shall cooperate with each other to identify and apply for grants, donations, and other funding opportunities for both the purchase of vehicles and operational funding associated with providing senior transportation services.
 - e. Complaint and Claim Cooperation. The BOCC shall cooperate with RFTA to respond to passenger complaints and claims of which the County has been notified by RFTA in accordance with paragraph 6(1).
 - f. Bilingual Literature. The BOCC agrees to provide written information for distribution in both English and Spanish regarding the services provided by the Traveler.”

- g. Fuel Access. The BOCC agrees to grant access to Traveler vehicles to the BOCC fueling stations by means of the Garfield County's gas fueling system. All fuel costs will be paid by RFTA, the expense for which may be credited to the monthly invoice amount set forth in paragraph 7(a).

8. Definitions:

- a. Initial Pickup Location: The initial pickup location for cost allocation purposes is the Municipality in which the first leg of a passenger's trip occurs, whether it is a round trip, a one-way trip, or a multi-legged trip. For example, if a passenger is picked up in municipality A to be transported to Municipality B and is later picked up in Municipality B for a return ride to Municipality A, the initial pickup location for cost allocation purposes is Municipality A for both trip legs.
- b. One-Way Passenger Trips: This represents vehicles transporting passengers one way from their origins to their destinations on any leg of their trips. This does not mean round trips or vehicle trips, since more than one passenger can be riding on a vehicle at the same time resulting in "X" number of one-way passenger trips.
- c. Loaded Miles: Loaded miles are the total distance driven while a passenger is in the vehicle.
- d. Loaded Minutes: Loaded minutes are the total duration of time while a passenger is in the vehicle.

9. Termination. Either Party may terminate this IGA upon a minimum of thirty (30) calendar days after the date of written notification by the other Party. Such termination may be with or without cause. Upon such termination, RFTA shall be entitled to compensation for operation of the transportation services provided prior to the date of termination. Unexpended funds shall be returned to the BOCC and all vehicles and equipment shall be conveyed or assigned to the BOCC, in accordance with paragraph 6(d).

10. Indemnification. To the extent permitted by law, the Parties shall hold harmless, indemnify and defend the other, including the other's employees, officers, agents, and assigns, from any claim, lawsuit or award of damages, to the extent such claim, lawsuit or award arises from the action or inaction of that party's officers, employees and agents. Nothing herein shall be interpreted as a waiver of governmental immunity to which the BOCC or RFTA would otherwise be entitled under C.R.S. § 24-6-101, *et seq* .

11. Appropriation. This IGA is expressly contingent upon appropriation and budgeting for the costs required herein. Should either RFTA or the BOCC fail to appropriate or have available sufficient funds to pay for the costs of the obligations set forth herein, this IGA shall be considered of no force and effect, except to the extent that the BOCC has tendered payment to RFTA as set forth herein.

12. Whole Agreement. This IGA sets forth the whole agreement of the Parties. No representation, either verbal or written, shall be considered binding to the extent it is not set forth herein.

13. Amendment and Assignment. This IGA may be amended, altered, or modified solely through a written agreement signed by both Parties. This IGA may not be assigned without written agreement.

14. Facsimiles and Counterparts. This IGA and all documents required for performance may be signed in counterparts. Facsimile signatures may be substituted for originals on such documents.

15. Notice and Identity of Administrators and Contact Persons. Notices required under this IGA shall be in writing and may be hand-delivered, sent by receipted delivery service or certified mail, return receipt requested, postage prepaid, or delivered electronically to the addresses and authorized representatives, identified below. Any Party by notice so given may change the address to which future notices shall be sent, as well as the identity of the IGA Administrator.

Notice to RFTA:
Administrator
Contact Person
Kurt Ravenschlag, Chief Executive Officer
Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, CO 81601
Phone: (970) 384-4981
Fax: (970) 945-7386
E-mail: kravenschlag@rfta.com

Notice to BOCC:
Administrator
Sharon Longhurst-Pritt, DHS Director
195 West 14th Street, Building B
Rifle, CO 81650
Phone: (970) 625-5282, Ext 3265
Fax: (970) 625-0927
E-mail: spritt@garfield-county.com

Contact Person
For BOCC:
Sheila Strouse, Child, Family, and Adult Services Division Manager
195 West 14th Street
Rifle, CO 81650
Phone: (970) 945-9191, ext. 3061
Fax: (970) 928-0465
E-mail: sstrouse@garfield-county.com

16. Authority. Each person signing this IGA represents and warrants that said person is fully authorized to enter into and execute this document and bind the Party represented.

17. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this IGA. Venue for any action pursuant to this IGA shall lie in Garfield County, Colorado.

IN WITNESS WHEREOF, the Parties have executed this IGA to be effective on January 1, 2025.

ATTEST:

**BOARD OF COUNTY COMMISSIONERS
GARFIELD COUNTY, COLORADO and
BOARD OF SOCIAL SERVICES**

Clerk to the Board

By: _____

John Martin, Chair

Dated: _____

ATTEST:

**ROARING FORK TRANSPORTATION
AUTHORITY**

Nicole Schoon, Secretary to the
RFTA Board of Directors

By: Colin Laird, Acting Chair

Dated: _____

INDEX OF ATTACHMENTS

Attachment No. 1: 2025 RFTA Scope of Services

Exhibit A: 2025 Vehicle Inventory

Exhibit B: 2025 County Holidays

Attachment No. 2: 2025 Transportation Cost Methodology

Attachment No. 3: 2025 RFTA Budget

Attachment No. 4: Transportation Arithmetic & Assumptions

Table 1 Cost Allocation Basis 2025 Draft Budget

Table 2 Summary of Cost with Adjustments for Glenwood Springs Take Off & Garfield County Contributions

Attachment No. 5: 2025 Combined Congregate Meal, Well & Wise and Transportation Service Costs

Attachment No. 6: 2025 7-Party Memorandum of Understanding

Attachment No. 1 to Traveler IGA 2025

RFTA SCOPE OF SERVICES

1. Service Description: The services to be performed by RFTA shall include, but not be limited to, scheduling the most appropriate and cost-effective trips, providing individual transportation services on a pre-arranged and/or scheduled basis for all eligible Garfield County residents. The present 2025 Vehicle Inventory and Garfield County Holiday Schedule are attached as Exhibits A and B, respectively. All of the items specified below shall be documented, updated, and maintained in written form by RFTA and shall be made available to the County upon request.

2. Services Provided. RFTA shall be responsible for day-to-day administration and provision of the Traveler bus services in Garfield County, including:

- a. Provide Garfield County trips to congregate meal sites, medical-related appointments locally, social activities, paid and volunteer employment, and to activities of daily living destinations as agreed to by the County and RFTA and providing at least one trip per month for medical-related appointments.
- b. Maintain the Traveler schedule including days of the week (currently 5 days a week, Monday through Friday), excluding Garfield County Holidays (see Exhibit B), number of rides provided by jurisdiction, starting location, destinations, and type of service (i.e., wheelchair accessible, curb to curb, driver assisted transportation).
- c. Deliver meals. Meals at Carbondale and Glenwood Springs meal sites are delivered by Chef Alan Kokish. Traveler will deliver meals from the Rifle Senior Center kitchen to the West Garfield meal sites as identified by Garfield County Older Adult Programs. Meals shall be transported in a cambro and be properly secured in the vehicles.
- d. Provide all personnel services, including but not limited to recruiting, hiring, performing background checks, training, supervising and monitoring qualified Traveler staff including program managers, drivers, dispatchers, schedulers, and others, according to applicable law, rules and regulations.
- e. Coordinate the training of Traveler staff regarding the special skills and sensitivity needed when serving senior citizens and adults with disabilities utilizing the Traveler.
- f. Coordinate between the Traveler and the RFTA fixed route service to maximize services in Garfield County for senior citizens and adults with disabilities.
- g. Work with the Garfield County Child, Family, and Adult Services Division Manager and DHS Finance and Contracts Administrator toward a mutually agreed upon format for performance and fiscal reporting and on the report submission schedule.

- h. Distribute information on the Traveler provided by the BOCC in English and Spanish, with the assistance of Garfield County Older Adult Programs, including Traveler usage rules and information on the Garfield County Older Adult Programs.
- i. Carry out Traveler operations in accordance with applicable federal, state and local rules, regulations, statutes, laws, and policies and procedures.
- j. Discuss any major purchase, e.g. communication equipment or new vehicles, for which funds provided under this IGA will be used, with the Garfield County Child, Family, and Adult Services Division Manager. Any vehicles and equipment purchased with contract funds shall be conveyed to the BOCC and shall be returned to the possession of the BOCC if RFTA ceases to provide services described herein.
- k. Maintain the confidentiality of all users of the Traveler.
- l. Participate in the Garfield Emergency Operations when necessary.
- m. Traveler services will be adjusted because of Governor orders or Public Health recommendations. This may include but is not limited to additional cleaning regimes, mask wearing compliance, limited number of passengers on the Traveler at one time and other such activities as directed through orders of the Governor or CDPH.

3. Vehicles: RFTA shall:

- a. Regularly maintain, and keep in a good quality, attractive, and safe condition all vehicles identified on the Vehicle Inventory list attached as Exhibit A and used in providing Traveler transportation services. In the event of mechanical breakdown by a vehicle which results in the removal of a vehicle from service, RFTA shall have a reasonable time during that same day within which to replace the affected vehicle.
- b. License, register and insure all vehicles used in the Traveler identified on Exhibit A and add the BOCC as a “loss payee” or “additional insured,” as appropriate, along with the lien holders identified on the vehicle titles or registrations.
- c. Provide proof of current registration and insurance in accordance with paragraph 3(b) to the DHS Older Adult Programs for calendar year 2025.
- d. Allow the BOCC to change signage on the Traveler vehicles to reflect program management by Garfield County, RFTA and organizations providing funding.

4. Collection of Revenue: RFTA shall develop a procedure for offering users of the Traveler the opportunity to contribute to the costs of the services and shall not deny services if a passenger cannot contribute.

RFTA shall collect any fares from Traveler passengers and provide such collections to the BOCC through DHS Older Adult Programs on a weekly basis.

5. Service Reports and Audit: RFTA shall submit to the BOCC, through the Older Adult Programs in the Department of Human Services, a monthly report due on the 10th of the following month. The report will include the following information:

- the actual route hours and miles incurred;
- specific number of one-way rides provided during the prior month by each jurisdiction, indicating type of ride and including whether the ride was ADA, Para-transit, Assisted, Lift Ride or Wheelchair;
- the number of trips denied and the reasons denied;
- the use of a waiting list, if a list is required;
- variance in the Traveler's user numbers or expenditures. RFTA shall alert the County with possible remedies and adjustments if user figures or dollars expended rise or fall significantly;
- amount of program income received from Traveler ridership;
- number of persons eligible for Traveler service and the number utilizing the service each month; and
- completed and updated Rider Information including any re-assessments and new functional assessments completed during the month and any denied assessment information. Share any riders whose status has changed from active to inactive monthly, updated rider information such as changes in address or phone numbers.

6. Passenger Complaints. Every complaint, concern or suggestion concerning the Traveler shall be responded to as promptly as practicable. RFTA shall maintain a program providing a reasonable opportunity for users of the Traveler to render complaints, suggestions, and comments concerning the Traveler. RFTA shall provide the BOCC, through its Older Adult Programs, with copies of all communications received by customers on a monthly basis, by the 20th of the month following the month in which they occurred.

7. Traveler Drivers: RFTA shall ensure that all Traveler drivers comply with all local, state and federal laws and regulations applicable to providing transit services. In recognition of the quality and care of services provided by RFTA and the importance of a first impression made on the public, RFTA management shall monitor the following appearance standards for drivers on the Traveler routes:

- a. Drivers shall present a neat, clean, hygienic and professional appearance at all times.
- b. Smoking, chewing tobacco, or reading personal materials shall not be permitted while boarding or transporting passengers.
- c. The cleanliness and appearance of the interior and exterior of each van.

8. Transportation Services.

- a. Cost Methodology - Transportation: The BOCC agrees to be responsible for fifty percent (50%) of the total budgeted cost to provide Senior Transportation Services in 2025. The remaining fifty

percent is paid for by grant and program funding income and allocated payments from the Municipalities based upon the fully allocated cost of providing services considering the total number of trips, total Loaded Miles, and total Loaded Minutes consumed by each Municipality. Costs will be considered allocable to a Municipality based upon the Initial Pickup Location as defined herein, regardless of the number of trip legs or Municipalities visited by the passenger. RFTA agrees to be responsible for the fully allocated cost of the transportation services provided to the three Municipalities that are current RFTA members: the Town of Carbondale, the City of Glenwood Springs, and the Town of New Castle. The remaining non-RFTA member Municipalities, the City of Rifle and the Town of Silt agree to pay the fully allocated cost of transportation allocable to their municipalities. The BOCC agrees to be responsible for any remaining transportation costs, including any shortfalls in anticipated grant and program funding income.

- b. 2025 Budgeted Contributions: As illustrated in Attachment 2, the total budgeted cost to provide Senior Transportation Services in 2025 is **\$828,998.00**. This cost represents the costs to the BOCC and to RFTA to provide such services in the amounts of **\$23,118.00** and **\$835,880.00**, respectively, less the amount of **\$30,000.00** received by RFTA from other sources who utilize the Traveler bus system pursuant to a contractual agreement that is unrelated to this MOU.

The BOCC's 50% share of this amount equals **\$414,499.00**. Anticipated grant and program funding income for 2025 is **\$75,000.00** for a total of **\$489,499.00** in contributions from the county and from grants and program income.

- c. Allocation of County Contribution and Grant and Program Income: The County's contribution, inclusive of its 50% commitment and anticipated grant and program income, shall be allocated first to the cost of rides originating in unincorporated Garfield County. Any remaining balance shall be allocated on a pro rata basis relative to each other party's fully allocated cost.
- d. Estimated Contributions: The following estimates are offered to aid the Municipalities in planning and budgeting for their portion of the Traveler costs. The amounts shown are based on the 2025 budgeted amounts identified above and a forecast of ridership and services levels for 2025.

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Municipality	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale	80	744	2,091	\$8,209	\$4,185	\$4,024
Glenwood Springs	4,077	11,951	73,257	\$294,549	\$150,153	\$144,396
Newcastle	576	8,399	20,209	\$76,226	\$38,858	\$37,368
Silt	43	365	875	\$3,819	\$1,947	\$1,872
Rifle	4,409	14,940	73,004	\$309,731	\$157,892	\$151,839
Garfield County	1,451	13,212	32,267	\$136,465	\$136,465	-
Total	10,636	49,611	201,703	\$828,998	\$489,499	\$339,499

- e. Monthly Billing: RFTA will pay directly for the full allocated net costs attributable to its member jurisdictions and each of the remaining Parties will pay the County the amount shown on their respective lines in the Chart above.
- f. Annual Reconciliation and True-up: No later than February 15, 2026, RFTA will publish a reconciliation statement. Actual expenditures for the 2025 year will be allocated based on the actual one-way passenger trips and estimated load miles and loaded minutes provided to the Parties in 2025. If the total fully allocated costs calculated for any Party during the preceding year exceeds the amount paid by the Party during the preceding year, a reconciliation credit or debit in the amount of the difference will be made for each such Party by the County. If a credit is due, RFTA will pay back to the County the amount it has been overpaid by the County for any Party or Parties within 30-days of the reconciliation statement. If a debit is owed, the Party or Parties owing the debit will pay the County the amount owed within 30 days of receiving the reconciliation statement, and the County will remit any additional payments received and owed to RFTA within 30 days of receipt of the Party or Party's debit payment(s) to the County.

EXHIBIT “A” TO ATTACHMENT 1 2025 TRAVELER VEHICLE INVENTORY

January 2025 Traveler Vehicles

Owned by	Used For	Vehicle #	wheelchair capacity	total capacity (excluding driver)	Year	make	model	fuel type	VIN	license plate
RFTA	Support Vehicle	C12	0	4	2013	Ford	Explorer	gas	1FM5K8D81DG859245	703DBF
Traveler	Traveler	G11	1	12	2009	Ford	cutaway	gas	1FDDE455X9DA61905	377VCH
Traveler	Traveler	G12	1	12	2009	Ford	cutaway	gas	1FDDE35L49DA88564	378VHC
Traveler	Traveler	G14	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2015	Ford	cutaway	CNG	1FDDE4F59FDA12107	528RUQ
Traveler	Traveler	G15	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2015	Ford	cutaway	CNG	1FDDE4F56FDA30502	529RUQ
Traveler	Traveler	G16	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2018	Ford	cutaway	gas	1FDDE4F50JDC31000	OHK930
Traveler	Traveler	G17	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2018	Ford	cutaway	gas	1FDDE4F52JDC31001	OHK929
Traveler	Traveler	G18	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2021	Ford	cutaway	gas	1FDDE4FN6MDC21859	CDNN77
Traveler	Traveler	G19	Rear Lift 2WC	14 (8 psgr with 2 w/c)	2021	Ford	cutaway	gas	1FDDE4FN2MDC21860	CDNN78
Traveler	Traveler	G20	Rear Lift 2WC	14 (8 psgr with 2w/c)	2023	Ford	cutaway	gas	1FDDE4FN1NDC39879	OHK969

EXHIBIT “B” TO ATTACHMENT 1
2025 GARFIELD COUNTY HOLIDAY SCHEDULE

Wednesday, January 1st – New Year’s Day
Monday, February 17th – President’s Day
Monday, May 26th – Memorial Day
Friday, July 4th – Independence Day
Monday, September 1st – Labor Day
Tuesday, November 11th – Veteran’s Day
Thursday, November 27th – Thanksgiving Day
Friday, November 28th – Post Thanksgiving Day
Wednesday, December 24th – Christmas Eve Day
Thursday, December 25th – Christmas Day
Friday, December 26th – Post Christmas Day

Attachment No. 2: 2025 Transportation Cost Methodology

Cost Methodology—2025	
Transportation Budget	Annual
Wages	\$ 14,849
Employee Benefits	\$ 7,569
Communication	\$ 200
Motor Pool Charges	\$ -
Training	\$ 100
Office Supplies	\$ 100
Computer Supplies	\$ 200
Freight, Postage, Delivery	\$ 100
Total County Expenses	\$ 23,118
RFTA	\$ 835,880
<i>MINUS GWS Paratransit</i>	<i>\$ 30,000</i>
Total Net RFTA Expenses	\$ 805,880
Total Expenses	\$ 828,998
Less Program Income	\$ 12,000
Less CSBG	\$ 63,000
Less Mt. Valley Development	\$ -
Total G/P Income	\$ 75,000
County Net 50% Share	\$ 414,499
2023 Refund Applied	\$ -
Total County 50% Share	\$ 414,499
Total Revenue	\$ 489,499
Total Expenses	\$ 828,998
Revenue less expenses	\$ 339,499

2025 Traveler Forecast Service And Cost Data

A	B	C	D	E	F	G
Jurisdiction	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale	80	744	2,091	\$ 8,209	\$ 4,185	\$ 4,024
Glenwood Springs	4,077	11,951	73,257	\$ 294,549	\$ 150,153	\$ 144,396
New Castle	576	8,399	20,209	\$ 76,226	\$ 38,858	\$ 37,368
Silt	43	365	875	\$ 3,819	\$ 1,947	\$ 1,872
Rifle	4,409	14,940	73,004	\$ 309,731	\$ 157,892	\$ 151,839
Garfield County	1,451	13,212	32,267	\$ 136,465	\$ 136,465	\$ -
Total	10,636	49,611	201,703	\$ 828,998	\$ 489,499	\$ 339,499

Attachment No. 3: 2025 RFTA Budget

	Line Item	2025 Budget	
03-10-0004-20100	Salaries Supervisor Ops Dpt	103,718	ClearGov
03-10-0011-20100	Salaries NonCDL Bus (FTYR) Ops Dpt	230,335	ClearGov
03-10-0012-20100	Salaries NonCDL Bus (PTYR) Ops Dpt	32,271	ClearGov
03-10-0015-20100	Salaries Transit Dispatch	82,964	ClearGov
03-10-0009-20100	Salaries Mechanics Mtn Dpt	51,100	3%-2024 Budget
03-10-0000-20105	Alternative Activity	2,550	2024 Budget
03-10-0000-20110	Overtime Pay	10,300	3%-2024 Budget
03-10-0004-20110	Overtime Pay - Supervisors		
03-10-0011-20110	Overtime Pay - nonCDL FT		
03-10-0012-20110	Overtime Pay - nonCDL PT		
03-10-0015-20110	Overtime Pay - Transit Dispatch		
03-10-0000-20120	Bonus Pay	2,060	3%-2024 Budget
03-10-0011-20127	Bonus Safety		
03-10-0012-20127	Bonus Safety		
03-10-0000-20130	Shift Pay	3,893	3%-2024 Budget
03-10-0011-20130	Shift Pay - CDL FT		
03-10-0012-20130	Shift Pay - nonCDL FT		
03-10-0004-20150	Separation Pay - Supervisor	-	
03-10-0000-20190	Fringe Benefits Ops Dept	77,054	ClearGov
03-10-0004-20190	Fringe Benefits - Supervisor		
03-10-0006-20190	Fringe Benefits - CDL FT		
03-10-0011-20190	Fringe Benefits - nonCDL FT		
03-10-0012-20190	Fringe Benefits - nonCDL PT		
03-10-0015-20190	Fringe Benefits - Dispatch		
03-10-0000-20200	Health Insurance Ops Dept		
03-10-0004-20200	Health Insurance - Supervisor	76,855	ClearGov
03-10-0005-20200	Health Insurance - Relief Sup		
03-10-0011-20200	Health Insurance - nonCDL FT		
03-10-0012-20200	Health Insurance - nonCDL PT		
03-10-0015-20200	Health Insurance - Dispatch		
	Subtotal Compensation	673,100	1.9%
03-11-0000-52000	Admin Overhead	41,200	3%-2024 Budget
03-11-0000-52200	Vehicle Insurance	15,040	3%-2024 Budget
03-11-0000-54200	Office Rental	21,125	3%-2024 Budget
03-11-0000-52360	Telephone/Communications	11,330	3%-2024 Budget
03-11-0000-52600	Staff Training	1,030	3%-2024 Budget
03-11-0000-52660	Travel	780	3%-2024 Budget
03-11-0000-53000	Office Supplies	825	3%-2024 Budget
03-11-0000-53200	Postage	415	3%-2024 Budget
	Subtotal Admin	91,745	3.0%
03-12-0000-52020	Repairs-Third pty sevices	38,265	3%-2024 Budget
03-12-0000-52021	Drug and Alcohol Testing	615	3%-2024 Budget
03-12-0000-52074	DOT Exams	615	3%-2024 Budget
03-12-0000-53713	Unleaded Fuel	9,720	3%-2024 Budget
03-12-0000-53714	Compressed Natural Gas	8,200	3%-2024 Budget
03-12-0000-52830	Software Support	13,620	Per agreement
03-12-0000-58888	Prior Year Expenses	-	
	Subtotal Operating	71,035	4.5%
	Total Budget / Forecast	835,880	2.3%

**Attachment No. 4: Transportation Arithmetic & Assumptions
Table 1. Cost Allocation Basis Draft Budget**

2025 Budget			
Compensation	Amount	Cost Category	Varies By
Administration	\$ 82,964	Fixed	
Transportation Supervisor	\$ 103,718	Fixed	
Relief Supervisor			
Bus Operator 3 (FTYR)			
Bus Operator 2 (PTYR)	\$ 32,271	Variable	Hours
Bus Operatorâ€Non CDL(FTYR)	\$ 230,335	Variable	Hours
Mechanics	\$ 51,100	Variable	Miles
Overtime Pay	\$ 10,300	Variable	Hours
Alt Activity	\$ 2,550	Variable	Hours
Bonus Pay	\$ 2,060	Variable	Hours
Shift Pay	\$ 3,893	Variable	Hours
Separation Pay	\$ -	Variable	Hours
Fringe Benefits	\$ 77,054	Variable	Hours
Health Insurance	\$ 76,855	Variable	Hours
Subtotal Traveler's Compensation Expenditures	\$ 673,100		
Admin Operating Expenditures			
Admin Overhead	\$ 41,200	Fixed	
Third Party Consulting			
Vehicle Insurance	\$ 15,040	Fixed	
Office Rental	\$ 21,125	Fixed	
Telephone/Communications	\$ 11,330	Fixed	
Staff Training	\$ 1,030	Variable	Hours
Travel	\$ 780	Fixed	
Office Supplies	\$ 825	Fixed	
Postage	\$ 415	Fixed	
Subtotal Traveler's Admin Operating Expenditures	\$ 91,745		
Operating Expenditures			
Repairsâ€Third pty sevices	\$ 38,265	Variable	Miles
Drug & Alcohol Testing	\$ 615	Variable	Hours
DOT Exams	\$ 615	Variable	Hours
Equipment			
Unleaded Fuel	\$ 9,720	Variable	Miles
Compressed Natural Gas	\$ 8,200	Variable	Miles
Software Support	\$ 13,620	Fixed	
Subtotal Traveler's Operating Expenditures	\$ 71,035		
Total Traveler's Expenditures	\$ 835,880		

Table 2
Summary of 2025 Budgeted Costs by Cost Driver with Adjustments for Glenwood Takeoff & County Contributions

Summary of 2025 Budgeted Costs by Cost Driver with Adjustments for Glenwood Takeoff & County Contributions					
A	B	C	D	E	F
Cost Allocation Expense Category	Total Budgeted Expense by Cost Allocation Category	Distribution	Glenwood ADA Takeoff	Garfield County Administrative Expense	Traveler Costs
Variable Hours (Loaded Minutes)	\$ 437,578	52.35%	\$ 15,705	\$ -	\$ 421,873
Variable Miles	\$ 107,285	12.83%	\$ 3,850	\$ -	\$ 103,435
Fixed	\$ 291,017	34.82%	\$ 10,445	\$ 23,118	\$ 303,690
Total	\$ 835,880	100.00%	\$ 30,000	\$ 23,118	\$ 828,998
Garfield County 50% Contribution, Grants and Program Income					
Garfield County 50% Contribution					\$ 414,499
Estimated Grants and Program Income					\$ 75,000
Total County Contribution, Grants and Program Income					\$ 489,499

Attachment No. 5:

2025 Combined Congregate Meal, Well & Wise and Transportation Service Costs

COMBINED CONTRIBUTION BREAKDOWN

	2025	2025	2025	2025	RFTA	2025	2025	2025	2025
<i>Jurisdiction</i>	<i>Nutrition</i>	<i>Transportation</i>	<i>Well & Wise</i>	<i>Total</i>	<i>Transportation</i>	<i>Nutrition</i>	<i>Transportation</i>	<i>Well & Wise</i>	<i>Net Adjusted</i>
	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contributions</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Total</i>
Carbondale	\$23,252.03	\$ 4,024.21	-	\$27,276.24	\$4,024.21	\$23,252.03	-	-	\$23,252.03
Glenwood Springs	\$68,425.19	\$ 144,395.91	-	\$212,821.11	\$144,395.91	\$68,425.19	-	-	\$68,425.19
New Castle	\$10,955.07	\$ 37,368.08	-	\$48,323.15	\$37,368.08	\$10,955.07	-	-	\$10,955.07
Silt	\$22,570.08	\$ 1,872.12	-	\$24,442.21		\$22,570.08	\$1,872.12	-	\$24,442.21
Rifle	\$60,989.82	\$ 151,838.67	-	\$212,828.49		\$60,989.82	\$151,838.67	-	\$212,828.49
Garfield County	\$ 262,272.80	\$ 414,499.00	-	\$676,771.80		\$262,272.80	\$414,499.00	-	\$676,771.80
Totals	\$448,465.00	\$ 753,998.00	\$0.00	\$1,202,463.00	\$185,788.21	\$448,465.00	\$568,209.79	\$0.00	\$1,016,674.79

Attachment No. 6 to Traveler IGA 2025

7-Party Memorandum of Understanding 2025

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

Meeting Date:	December 12, 2024
Agenda Item:	Resolution 2024-23: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025
Strategic Outcome:	1.0 Accessibility & Mobility
Strategic Objective:	1.5 Identify and reduce barriers to riding transit and accessing trails 1.6 Provide convenient connections to key activity centers in service area
Presented By:	Dawn Dexter, Operations Manager and David Pesnichak, Chief Operating Officer
Staff Recommends:	Staff recommends approval of Resolution 2024-23: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025 and authorize the RFTA Board Chair to execute the 7-Party MOU.
Executive Summary:	<ol style="list-style-type: none"> 1. The provision of Garfield County Older Adult Programs, including congregate meal/nutrition services and Traveler transportation services, is a cooperative effort involving 7 governmental entities as follows: Garfield County, City of Rifle, Town of Carbondale, City of Glenwood Springs, Town of New Castle, Town of Silt, and RFTA. 2. The parties set forth the terms and conditions of their cooperative provision, administration, and funding of the Older Adult Programs for older adult citizens in Garfield County pursuant to a 7-Party MOU, which explains who is responsible for various aspects of Older Adult Programs. RFTA is designated the provider of the Traveler transportation services, which it provides pursuant to a separate IGA with Garfield County (see Agenda Item 5. A., above). 3. Each year, the actual financial contributions of the 7-Party IGA participants, which help to support the Older Adult Programs, are established by the terms of the 7-Party MOU. The MOU sets forth the level of services to be provided in each community and the methodology for determining the financial contributions of the 7-Party MOU's participants. 4. Staff recommends that the RFTA Board of Directors approve Resolution 2024-23: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025 and authorize the RFTA Board Chair to execute MOU.

<p>Background/ Discussion:</p>	<p>The Garfield County Board of Human Services approved the attached 2025 7-Party MOU at their November 18, 2024 meeting. This agreement is updated annually and executed by both the Garfield County Board of County Commissioners/Board of Human Services, RFTA, City of Rifle, Town of Carbondale, City of Glenwood Springs, Town of New Castle, and Town of Silt.</p> <p>The BOCC, through its Department of Human Services Older Adult Programs, will organize and administer the congregate meal and transportation services described in the MOU for eligible older adults and disabled citizens of Garfield County on behalf of Rifle, Glenwood Springs, Carbondale, New Castle, and Silt.</p> <p>The BOCC, RFTA and Municipalities agree that older adults and disabled transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to assessed Garfield County residents who have difficulty utilizing public transportation and have an assessed functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County.</p>
<p>Governance Policy:</p>	<p>Board Job Products Policy 4.2.5 states, “The Board will approve RFTA’s annual operating budget (subject to its meeting the criteria set forth in the Financial Planning/Budget policy).”</p>
<p>Fiscal Impacts:</p>	<p>The total estimated budget for the Traveler in 2025 is \$835,880. RFTA will be reimbursed by Garfield County for its documented expenses connected with providing the Traveler transportation service in 2024, up to \$620,091.79. The City of Glenwood Springs will also contribute \$30,000 to RFTA to defray costs related to the ADA Complementary Paratransit Service that it receives from the Traveler. In addition to these amounts, RFTA is contributing approximately \$185,788 towards the Traveler’s expenses in 2025 to defray the prorated cost allocated to its members (Glenwood Springs, Carbondale, and New Castle) by the County’s cost allocation methodology. However, RFTA anticipates receiving a \$41,200 administrative fee payment for providing the service that will reduce its net contribution to the Traveler to approximately \$144,588.</p>
<p>Exhibits/ Attachments:</p>	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2024-23: Authorization for the Roaring Fork Transportation Authority to Execute the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025 2. Exhibit 2: 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-23**

AUTHORIZATION FOR THE ROARING FORK TRANSPORTATION AUTHORITY TO EXECUTE THE 7-PARTY MEMORANDUM OF UNDERSTANDING (MOU) REGARDING GARFIELD COUNTY OLDER ADULT PROGRAMS FOR 2025

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 Garfield County entered into the 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025.

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

1. The above recitals are hereby incorporated as findings by the Board.
2. The 7-Party Memorandum of Understanding (MOU) with Garfield County to provide older adult and Traveler services in 2025 attached hereto is approved.
3. The Board authorizes the expenditure of funds necessary to continue to provide older adult and Traveler services in 2025.
4. The CEO is hereby authorized to execute that the attached 7-Party Memorandum of Understanding (MOU) Regarding Garfield County Older Adult Programs for 2025.

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INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting 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 December 12, 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 12th day of December, 2024.

Nicole R. Schoon, Secretary to the RFTA Board

**7-PARTY MEMORANDUM OF UNDERSTANDING
REGARDING GARFIELD COUNTY OLDER ADULT PROGRAMS
FOR 2025**

This Memorandum of Understanding is entered into between:

The Garfield County Board of County Commissioners, (" BOCC")

The City of Rifle, Colorado,

The City of Glenwood Springs, Colorado,

The Town of Carbondale, Colorado,

The Town of New Castle, Colorado,

The Town of Silt, Colorado,

Roaring Fork Transportation Authority, (" RFTA")

(collectively, the "7-Parties") in order to set forth the terms and conditions of their cooperative provision, administration, and funding of a county-wide meal and transportation services for the Garfield County Older Adult Programs for calendar year 2025 (the "MOU"). This MOU is effective as of January 1, 2025, regardless of the dates on which it is signed.

BACKGROUND

- A. Each of the 7-Parties is authorized to make the most efficient and effective use of their governmental powers, responsibilities, and monies by cooperating and contracting with other governments. Colo. Const. art. XIV §§ 18(2)(a) and (2)(b); Colorado Revised Statutes § 29-1-201.
- B. In 2009, 9-Parties entered into an Intergovernmental Agreement to set forth the terms and conditions of their cooperative provision, administration, and funding of meal and transportation services to senior and disabled citizens of Garfield County ("the 9-Party MOU"). This 9-Party MOU is recorded in records of the Garfield County Clerk and Recorder at Reception No. 776142.
- C. In accordance with the 9-Party MOU, in 2009 and each consecutive year thereafter, the now 7 parties have also entered into a Memorandum of Understanding that sets forth each party's annual commitment to share the administrative and operational costs of the Older Adult Programs meal and transportation services and determines the methodology by which those costs will be allocated among them (the "MOU").
- D. In 2016, The Town of Parachute withdrew from membership and opted not to participate in the services provided by Garfield County Older Adult Programs in 2017. In 2017, it was determined that Colorado Mountain College no longer needs to be part of the MOU beginning 2019.

- E. Each of the remaining Parties desires to continue to provide meal and transportation services to eligible Garfield County senior citizens in 2025 in accordance with the original 9-Party MOU.

NOW, THEREFORE, for and in consideration of mutual covenants and agreements set forth below, the 7-Parties agree as follows:

AGREEMENT

1. Incorporation of Recitals. The foregoing Recitals are incorporated as if set forth in full.
2. Purpose of this Agreement. The purpose of this MOU is to define the terms and conditions by which the 7-Parties will collectively provide, administer and fund county-wide meal and transportation services for the Garfield County Older Adult Programs for calendar year 2025.
3. Term of Agreement. This Agreement shall have an Effective Date of January 1, 2025, regardless of the dates signed and shall terminate on December 31, 2025.
4. Senior Services to be Provided. The BOCC, through its Department of Human Services Older Adult Programs, will organize and administer the congregate meal and transportation services described in this MOU for eligible senior and disabled citizens of Garfield County on behalf of Rifle, Glenwood Springs, Carbondale, New Castle, Silt (collectively, the "Municipalities"). In exchange, the Municipalities will reimburse the BOCC for their proportionate shares of the cost of such services as calculated in accordance with the Cost Methodologies defined in this Agreement.
5. Congregate Meal Services. The BOCC and Municipalities agree that Senior Program meals will be provided at seven (7) locations throughout Garfield County on the days and times, and further agree that the costs to provide such services will be allocated among them as follows:
 - a. Cost Methodology - Nutrition: The BOCC agrees to pay forty percent (40%) of total budgeted cost to provide Congregate Meal Services in 2025.
 - b. The Municipalities each agree to pay a proportionate share of the remaining balance, less all anticipated grant and program funding income, based upon the percentage of total meals served between July 2023 and June 2024 to the residents of each Municipality. The BOCC agrees to be responsible for all meals served to residents of unaffiliated Garfield County and Battlement Mesa as well as any shortfall in grant and program funding income.

- c. Application of Cost Methodology to the 2025 Budget: As illustrated in **Attachment A**, which is incorporated here for all purposes, the total budgeted cost to provide Congregate Meal Services in 2025 is **\$655,682.00.00**. The BOCC's 40% share of that amount equals **\$262,272.80**. Anticipated grant and program funding income for 2025 is **\$207,217.00**. The remaining balance is **\$186,192.20**.

Municipality	Number of Meals	Percent of Total	Amount Due
Carbondale	2,114	12.49%	\$23,252.03
Glenwood Springs	6,221	36.75%	\$68,425.19
New Castle	996	5.88%	\$10,955.07
Silt	2,052	12.12%	\$22,570.08
Rifle	5,545	32.76%	\$60,989.82
TOTAL	16,928	100.00%	\$186,192.20

6. Transportation Services. The BOCC, RFTA and Municipalities agree that Senior and Disabled transportation services funded by this Agreement are wheelchair accessible, curb to curb, driver assisted transportation services to assessed Garfield County residents who have difficulty utilizing public transportation and have an assessed functional disability affecting the ability to use public transportation. The Traveler provides transportation to destinations throughout Garfield County. In order to achieve the stated purpose, the BOCC specifically grants RFTA the authority to operate outside RFTA's boundaries and within the unincorporated boundaries of Garfield County, consistent with the provisions of C.R.S. § 43-4-605(1)(f) as required to comply with this IGA. Riders must make reservations 48 hours in advance. The cost to provide these transportation services will be shared by the BOCC, RFTA, and the Municipalities in accordance with the following Cost Methodology.

7. Definitions:

- a. Initial Pickup Location: The initial pickup location for cost allocation purposes is the Municipality in which the first leg of a passenger's trip occurs, whether it is a round trip, a one-way trip, or a multi-legged trip. For example, if a passenger is picked up in municipality A to be transported to Municipality B and is later picked up in Municipality B for a return ride to Municipality A, the initial pickup location for cost allocation purposes is Municipality A for both trip legs.
- b. One-Way Passenger Trips: This represents vehicles transporting passengers one way from their origins to their destinations on any leg of their trips. This does not mean round trips or vehicle trips, since more than one passenger can be riding on a vehicle at the same time resulting in "X" number of one-way passenger trips.
- c. Loaded Miles: Loaded miles are the total distance driven while a passenger is in the vehicle.

- d. Loaded Minutes: Loaded minutes are the total duration of time while a passenger is in the vehicle.

8. Cost Methodology – Transportation

- a. The BOCC agrees to be responsible for fifty percent (50%) of the total budgeted net County and RFTA expenses to provide Traveler Services in 2025. The remaining fifty percent is paid for by grant and program funding, a refund of 2021 excess revenue and allocated payments from the Municipalities based upon the fully allocated cost of providing services. Costs will be allocated to the Parties based on the total number of trips provided in each Jurisdiction, and total estimated Loaded Miles, and total estimated Loaded Minutes consumed by each Jurisdiction/Municipality. Costs will be considered allocable to a Jurisdiction/Municipality based upon the Initial Pickup Location as defined in Paragraph 7.a. herein, regardless of the number of trip legs or Jurisdictions/Municipalities visited by the passenger.
- b. RFTA agrees to be responsible for the fully allocated net cost of the Traveler transportation services provided to the three Municipalities that are current RFTA members: the Town of Carbondale, the City of Glenwood Springs, and the Town of New Castle.
- c. The remaining non-RFTA member Municipalities, the City of Rifle and the Town of Silt agree to pay the fully allocated net cost of Traveler transportation services allocable to their municipalities.
- d. The BOCC agrees to be responsible for any remaining Traveler transportation service costs, including any shortfalls in anticipated grant and program funding income.

9. 2025 Budgeted Contributions: As illustrated in Attachment B, the total budgeted cost to provide Senior and Disabled Transportation Services in 2025 is **\$828,998.00**. This cost represents the costs to the BOCC and to RFTA to provide such services in the amounts of **\$23,118.00** and **\$835,880.00**, respectively. This cost less the amount of **\$30,000.00** received by RFTA from other sources who utilize the Traveler bus system pursuant to a contractual agreement that is unrelated to this MOU, equals the net total County and RFTA expense for the Traveler transportation services in 2025 of **\$828,998.00**.

The BOCC's 50% share of this amount equals **\$414,499.00**. Anticipated grant and program funding income for 2025 is **\$75,000.00**. The total amount of the contribution from the County, including grants, program income is **\$489,499.00**. Subject to the recommendation of the Senior Advisory Board and the approval of the BOCC, any year-end excess budget funds in 2022 may also be applied to the County's contribution in 2025 for the Senior and Disabled Transportation Services budget. However, pursuant to the provisions of paragraph 13. Annual Reconciliation and True-Up, below, after 2023 there should not be any significant excess budget revenue to apply as a refund to a subsequent year's County contribution.

10. Allocation of County Contribution and Grant and Program Income: The County's contribution, inclusive of its 50% commitment and anticipated grant and program income, shall be

allocated first to the cost of rides originating in unincorporated Garfield County. Any remaining balance shall be allocated on a pro rata basis relative to each other party's fully allocated cost.

11. Estimated Contributions: On the Chart below, the following estimates are offered to aid the Municipalities in planning and budgeting for their portion of the 2025 Traveler transportation services costs. The amounts shown are based on the 2025 budgeted amounts identified above and a forecast of ridership and services levels for 2025.

Jurisdiction	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale*	80	744	2,091	\$8,209	\$4,185	\$4,024
Glenwood Springs*	4,077	11,951	73,257	\$294,549	\$150,153	\$144,396
New Castle*	576	8,399	20,209	\$76,226	\$38,858	\$37,368
Silt	43	365	875	\$3,819	\$1,947	\$1,872
Rifle	4,409	14,940	73,004	\$309,731	\$157,892	\$151,839
Garfield County	1,451	13,212	32,267	\$136,465	\$136,465	-
Total	10,636	49,611	201,703	\$828,998	\$489,499	\$339,499

12. Monthly Billing: RFTA will pay directly for the fully allocated net costs attributable to its member jurisdictions and each of the remaining Parties will pay the County the amount shown on their respective lines in the Chart above.

13. Annual Reconciliation & True-up: No later than February 15, 2026 RFTA will publish a reconciliation statement. Actual expenditures for the year will be allocated based on the actual trips, and estimated loaded miles and loaded minutes provided to the Parties in 2025. If the total fully allocated net costs calculated for any Party during the preceding year exceeds the amount paid by the Party during the preceding year, a reconciliation credit or debit in the amount of the difference will be made for each such Party by the County. If a credit is due, RFTA will pay back to the County the amount it has been overpaid by the County for any Party or Parties within 30-days of the reconciliation statement. If a debit is owed, the Party or Parties owing the debit will pay the County the amount owed within 30 days of the reconciliation statement, and the County will remit any additional payments received and owed to RFTA within 30 days of receipt of the Party or Party's debit payment(s) to the County.

14. County Payments to RFTA for the Traveler Program. The amount to be paid by the BOCC to RFTA in 2025 for the provision of the Traveler Transportation Services contemplated by this Agreement is **Six Hundred Twenty Thousand, Ninety-one Dollars and Seventy-nine cents (\$620,091.79)**. This amount is based upon RFTA's estimated cost to provide the services in 2025 (\$835,880.00) less amounts received by RFTA from other sources who utilize the Traveler bus system (\$30,000.00) and less the cost to provide such services to the Town of Carbondale (\$4,024.21), the City of Glenwood Springs (\$144,395.91), and the Town of New Castle (\$37,368.08), each of

which is a member of RFTA. Amounts are projected and should the actual cost exceed the budgeted costs, those funds will be paid through the Restricted Fund Balance/The Traveler, and reimbursed at year end by following the Annual Reconciliation and True-Up procedures described in Paragraph 13., above.

- a. RFTA's Estimated Cost: The Parties recognize that RFTA's estimate of its costs to provide Traveler services is solely RFTA's responsibility; the BOCC is not responsible in any way for verifying or assuring the accuracy of RFTA's calculation. For 2025, RFTA estimates that its cost to provide these services is **\$835,880.00**.
- b. Other Traveler Services: The Parties recognize that RFTA's operation of the Traveler by means of this MOU does not include funding for ADA complementary paratransit services in the City of Glenwood Springs. Funding for this complementary paratransit service is provided by a separate contract between the City of Glenwood Springs and RFTA, which RFTA represents to be **\$30,000.00** for 2025.
- c. Payment: The BOCC and RFTA have entered into a separate intergovernmental agreement pursuant to which the BOCC agrees to pay RFTA the total amount of \$620,091.79 in seven (7) monthly payments of \$51,674.32 and five (5) monthly payment of \$51,674.31 for Senior and Disabled Transportation Services (the "Traveler IGA"). This amount represents RFTA's estimated cost to provide such services in 2025 less amounts received by RFTA from other sources and less the cost to provide such services to the RFTA Member Municipalities identified with an asterisk above. The non-RFTA member Municipalities agree to pay the respective amounts set forth above upon receipt of an invoice from the BOCC.
- d. Appropriation: This MOU is expressly contingent upon appropriation and budgeting for the costs required herein. If any Municipality, including RFTA on behalf of its member jurisdiction Municipalities, fails to appropriate or have available sufficient funds to pay for the costs of the obligations set forth in this MOU, services to residents of the failing Municipality shall end. The attached budget was adopted by the RFTA Board on December 12, 2024, and is considered final. If the actual cost of the Traveler program exceeds the amount set forth in this MOU, the additional cost will be covered through the Restricted Fund Balance/The Traveler, which would then be reimbursed at year end by following the Annual Reconciliation and True-Up Procedures described in Paragraph 13., above.
- e. COVID 19 Accommodations. Traveler services will be adjusted because of Governor orders or Public Health recommendations.

15. Combined Costs: The combined cost for 2025 Congregate Meal, Well and Wise,

and Traveler Transportation Service are set forth on Attachment C.

16. Whole Agreement: This MOU sets forth the whole agreement of the Parties. No representation, either verbal or written, shall be considered binding to the extent it is not set forth herein.

17. Amendment and Assignment. This MOU may be amended, altered, or modified solely through a written agreement executed with equal formality. This MOU may not be assigned by any Party without the written agreement of all.

18. Facsimiles and Counterparts. This MOU and all documents required for performance may be signed in counterparts. Facsimile signatures may be substituted for originals on such documents.

19. Authority. Each person signing this MOU represents and warrants that said person is fully authorized to enter into and execute this document and bind the Party represented.

20. Governing Law. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this MOU. Venue for any action instituted pursuant to this MOU shall lie in Garfield County.

21. Notice. Notices to be provided under this MOU shall be given in writing either by hand delivery or by certified return receipt requested United States mail, to the following:

Carbondale: Lauren Glister, Town Manager
Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623
970-510-1207
lgister@Carbondaleco.net

Garfield County: Sharon Longhurst-Pritt, Director
Garfield County Department of Human Services
195 West 14th Street, Building B
Rifle, CO 81650
(970) 625-8282 ext. 3265
spritt@garfield-county.com

Glenwood Springs: Steve Boyd, City Manager
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601
(970) 384-6522
steve.boyd@cogs.us

New Castle: Dave Reynolds, Town Administrator
New Castle Town Hall
450 West Main Street,
PO Box 90
New Castle, CO 81647
(970) 984-2311
dreynolds@newcastlecolorado.org

RFTA: Kurt Ravenschlag, Chief Executive Officer
Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, CO 81601
(970) 384-4981
kravenschlag@rfta.com

Rifle: Patrick Waller, City Manager
City of Rifle
202 Railroad Ave
P. O. Box 1980
Rifle, CO 81650
(970) 625-6266
pwaller@rifleco.org

Silt: Jim Mann, Town Administrator
Town of Silt
231 N. 7th Street, PO BOX 70
Silt, CO 81652
(970) 876-2353, ext. 813
jmann@townofsilt.org

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IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

**BOARD OF COUNTY COMMISSIONERS OF
GARFIELD COUNTY, COLORADO, and
BOARD OF SOCIAL SERVICES**

Clerk to the Board

By: _____

John Martin, Chairman

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

CITY OF GLENWOOD SPRINGS, COLORADO

City Clerk

By: _____

Ingrid Wussow , Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

**ROARING FORK TRANSPORTATION
AUTHORITY**

Nicole Schoon, Secretary to the
RFTA Board of Directors

By: _____
Colin Laird, Acting Chair

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

TOWN OF CARBONDALE, COLORADO

Town Clerk

By: _____

Ben Bohmfalk, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

TOWN OF SILT, COLORADO

Town Clerk

By: _____

Keith Richel, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

TOWN OF NEW CASTLE, COLORADO

Town Clerk

By: _____

Art Riddile, Mayor

DATED: _____

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed effective January 1, 2025.

ATTEST:

CITY OF RIFLE , COLORADO

City Clerk

By: _____
Sean Strode, Mayor

DATED: _____

ATTACHMENTS TO MEMORANDUM OF UNDERSTANDING
RE: OLDER ADULT PROGRAMS

ATTACHMENT A: 2025 CONGREGATE MEAL BUDGET AND COST METHODOLOGY

ATTACHMENT B: 2025 TRANSPORTATION BUDGET AND COST METHODOLOGY

ATTACHMENT C: 2025 CONGREGATE MEAL, WELL AND WISE, AND TRAVELER
TRANSPORTATION SERVICE

ATTACHMENT A

2025 CONGREGATE MEAL BUDGET AND COST METHODOLOGY

ATTACHMENT A: 2025 CONGREGATE MEAL BUDGET AND COST METHODOLOGY

Nutrition Budget	Annual
Wages	\$ 166,972.00
Employee Benefits	\$ 88,199.00
Professional Services	\$ 6,000.00
Professional - Other	\$ 355,091.00
Technical Services	\$ 150.00
Repair and maintenance	\$ 200.00
Rental of Land & Buildings	\$ 1,200.00
Communications	\$ 1,600.00
Printing and Binding	\$ 150.00
DHS - Destruction of Records	\$ 250.00
Travel	\$ 300.00
Motor Pool Charges	\$ 12,220.00
Professional Affiliations	\$ 100.00
Training	\$ 600.00
Office Supplies	\$ 500.00
Operating Supplies	\$ 10,000.00
Freight, postage, Delivery	\$ 2,500.00
Other Supplies	\$ 200.00
Other Supplies-NSIP	\$ 250.00
Copy Machine Usage	\$ 1,200.00
Food - non travel related	\$ 4,000.00
Computers & computer equipment	\$ 4,000.00
Total 12 Month Budget	\$866,882.00
Less AAA funding	\$ 167,217.00
Less NSIP Incentives	\$ 10,000.00
Less Program Income	\$ 30,000.00
Grant & Program Income Total	\$ 207,217.00
40% County Share of Total Expenses	\$ 262,272.80
Garfield County Share	\$ 282,272.80
Projected Income/County Share	\$ 469,489.80
Income less expenses	\$196,192.20
Municipal Budget Share for Distribution	\$196,192.20

NUTRITION BREAKDOWN SUMMARY FOR MUNICIPALITIES				2024		2023		2022	
2025	# of Meals Served	Percent of Total	Municipal Nutrition Contribution	# Meals	Contributions	# Meals	Contributions	# Meals	Contributions
Jurisdiction									
Carbondale	2,114	12.49%	\$23,262.03	2,126	\$ 19,287.15	1,284	\$ 10,920.06	1,157	\$ 8,555.53
Glenwood Springs	6,221	36.75%	\$86,426.19	6,509	\$ 59,049.89	6,195	\$ 52,686.76	6,812	\$ 50,371.89
New Castle	996	5.88%	\$10,866.07	1,019	\$ 9,244.41	695	\$ 5,910.78	996	\$ 7,365.00
Silt	2,052	12.12%	\$22,670.08	2,225	\$ 20,185.28	1,761	\$ 14,976.82	1,778	\$ 13,147.57
Rifle	5,545	32.76%	\$80,888.82	5,465	\$ 49,578.68	5,924	\$ 50,381.98	7,529	\$ 55,673.81
Municipal Total	16,928	100.00%	\$186,192.20	17,344	\$ 157,345.40	15,859	\$ 134,876.40	18,272	\$ 135,113.80
Garfield County	4,793			5,798		5,073		3,325	
Grand Total	21,721			23,142		20,932		21,597	
Based on July 2023 - June 2024 Usage				Based on July 2022 - June 2023		Based on July 2021 - June 2022		Based on July 2020 - June 2021	

ATTACHMENT B

2025 TRANSPORTATION BUDGET AND COST METHODOLOGY

ATTACHMENT B: 2025 TRANSPORTATION BUDGET AND COST METHODOLOGY

Transportation Budget	Annual
Wages	\$ 14,849.00
Employee Benefits	\$ 7,569.00
Communication	\$ 200.00
Training	\$ 100.00
Office Supplies	\$ 100.00
Computer Supplies	\$ 200.00
Freight, Postage, Delivery	\$ 100.00
Total County Expenses	\$ 23,118.00
RFTA	\$ 835,880.00
MINUS GWS Paratransit	\$ 30,000.00
Total RFTA Expenses	\$ 805,880.00
Total Expenses	\$ 828,998.00
Less Program Income	\$ 12,000.00
Less CSBG	\$ 63,000.00
Total G/P Income	\$ 75,000.00
Less County Share	\$ 414,499.00
Total 50% County Share	\$ 414,499.00
Total Revenue	\$ 489,499.00
Total Expenses	\$ 828,998.00
Income less expenses	\$ 339,499.00
Municipal Budget Share for Distribution	\$ 339,499.00

2025 Traveler Forecast Service And Cost Data

A B C D E F G

Jurisdiction	Est. One-Way Passenger Trips	Est. Loaded Miles	Est. Loaded Minutes	Est. Fully Allocated Cost	Est. Allocation of County Contribution, Grants & Program Income	Est. Net Responsibility for Each Municipality
Carbondale	80	744	2,091	\$ 8,209	\$ 4,185	\$ 4,024
Glenwood Springs	4,077	11,951	73,257	\$ 294,549	\$ 150,153	\$ 144,396
New Castle	576	8,399	20,209	\$ 76,226	\$ 38,858	\$ 37,368
Silt	43	365	875	\$ 3,819	\$ 1,947	\$ 1,872
Rifle	4,409	14,940	73,004	\$ 309,731	\$ 157,892	\$ 151,839
Garfield County	1,451	13,212	32,267	\$ 136,465	\$ 136,465	\$ -
Total	10,636	49,611	201,703	828,998	489,499	339,499

Check Total 10,636 49,611 201,703 \$828,998 \$489,499 \$339,499

Difference =/- -----

ATTACHMENT C:

**2025 CONGREGATE MEAL, WELL AND WISE, AND TRAVELER
TRANSPORTATION SERVICE**

ATTACHMENT C: 2025 CONGREGATE MEAL, WELL AND WISE, AND TRAVELER TRANSPORTATION SERVICE

COMBINED CONTRIBUTION BREAKDOWN

<i>Jurisdiction</i>	2025		2025		RFTA Transportation <i>Contribution</i>	2025		2025		2025 Net Adjusted <i>Total</i>
	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contributions</i>		<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	<i>Contribution</i>	
Carbondale	\$23,252.03	\$4,024.21	-	\$27,276.24	\$4,024.21	\$23,252.03	-	-	\$23,252.03	
Glenwood Springs	\$68,425.19	\$144,395.91	-	\$212,821.11	\$144,395.91	\$68,425.19	-	-	\$68,425.19	
New Castle	\$10,955.07	\$37,368.08	-	\$48,323.15	\$37,368.08	\$10,955.07	-	-	\$10,955.07	
Silt	\$22,570.08	\$1,872.12	-	\$24,442.21		\$22,570.08	\$1,872.12	-	\$24,442.21	
Rifle	\$60,989.82	\$151,838.67	-	\$212,828.49		\$60,989.82	\$151,838.67	-	\$212,828.49	
Garfield County	\$262,272.80	\$414,499.00	-	\$676,771.80		\$262,272.80	\$414,499.00	-	\$676,771.80	
Totals	\$448,465.00	\$753,998.00	\$0.00	\$1,202,463.00	\$185,788.21	\$448,465.00	\$568,209.79	\$0.00	\$1,016,674.79	

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

Meeting Date:	December 12, 2024
Agenda Item:	Resolution 2024-24: Approval of Collective Bargaining Agreement between Amalgamated Transit Union (ATU), Local 1774 and Roaring Fork Transportation Authority (RFTA); Effective January 1, 2025 through December 31, 2027
Strategic Outcome:	3.0 Sustainable Workforce
Strategic Objective:	3.2 Provide competitive compensation and benefits packages
Presented By:	Kurt Ravenschlag, Chief Executive Officer
Staff Recommends:	Staff recommends approval of Resolution 2024-24: Approval of Tentative Collective Bargaining Agreement between Amalgamated Transit Union (ATU), Local 1774 and Roaring Fork Transportation Authority (RFTA); Effective January 1, 2025 through December 31, 2027
Executive Summary:	<ol style="list-style-type: none"> 1. Representatives of the Amalgamated Transit Union (ATU) Local 1774 and RFTA management have reached tentative agreement on a 3-year Collective Bargaining Agreement (CBA) that will be effective from January 1, 2025, through December 31, 2027, superseding the CBA due to expire December 31, 2024. 2. The Agreement is scheduled to be ratified by ATU Local 1774 on December 7, 2024. The status of this ratification will be provided to the Board during our December 12, 2024, Board of Directors meeting. 3. For details, please see the attached Signed tentative CBA, which covers the term of January 1, 2025, through December 31, 2027, and includes provisions modified and tentatively agreed upon by RFTA management and ATU Local 1774.
Background/ Discussion:	<p>The Amalgamated Transit Union (ATU) and RFTA Bargaining Teams began negotiating over a new Collective Bargaining Agreement (CBA) in late May 2024. During that time, we held a number of sessions, tentatively agreed to several proposals, but reached an impasse on September 10, 2024 on the following items:</p> <ol style="list-style-type: none"> 1. Wages 2. Housing Stipend 3. Fatigue Management (Alert Meter) 4. Leave of Absence 5. Attendance 6. Work Stoppages 7. Rights of Management 8. Overtime 9. Days Off- Sick Leave 10. Scheduling 11. Drugs and Alcohol <p>The ATU Local 1774 notified RFTA they would be filing a notice of intent to strike with the Colorado Department of Labor and Employment (CDLE) on that same day.</p>

	<p>The CDLE provided a written response to both parties that they would tentatively agree to allow a strike as of January 1, 2025, but encouraged both parties to continue working towards resolution. They also indicated that if progress was not made toward such resolution, they may reconsider their position to allow a strike.</p> <p>On November 6, 2024 the ATU Local 1774 President, Ed Cortez met with RFTA CEO, Kurt Ravenschlag to discuss a possible resolution to the impasse on CBA negotiations. A verbal proposal was presented by Mr. Cortez, in which Mr. Ravenschlag indicated RFTA would consider. On November 13, 2024, parties reconvened to clarify the proposal. During this meeting, Mr. Ravenschlag indicated that RFTA would accept their proposal if it would resolve all outstanding open items within the CBA, which Mr. Cortez confirmed it would. This proposal was put into written form and Mr. Cortez and Mr. Ravenschlag met on November 20, 2024 to sign tentative agreement on all articles of the Collective Bargaining Agreement with a term from January 1, 2025 through December 31, 2027. On November 21, 2024 counsel for the ATU Local 1774 contacted the CDLE to withdraw their intent to strike.</p> <p>The Proposal presented by the ATU Local 1774 on November 13, 2024 adjusted the annual bonus received by Year-Round CDL Bus Operators who had been wage-capped by 12 or months.</p> <p style="text-align: center;">ARTICLE XVII WAGE SCALE- YEAR-ROUND CDL BUS OPERATORS</p> <p style="padding-left: 40px;">G. A Year-Round CDL Bus Operator will receive a \$2,500 \$1,000 gross bonus on the payroll period that includes the employee's anniversary date after having completed 12 months at the maximum step. The bonus is subject to payroll deductions and tax withholdings.</p> <p>The ATU Local 1774 plans to present this tentatively agreed upon CBA to their ATU Local 1774 members on December 7, 2024 for their ratification.</p> <p>The tentatively agreed upon CBA between ATU Local 1774 and RFTA for a term of January 1, 2025 through December 31, 2027 is attached for the Board of Directors review and approval.</p>
Governance Policy:	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).
Fiscal Impacts:	The 3-year estimated financial impact of the CBA renewal from 2025 through 2027, specifically as it relates to compensation (includes base wages, benefits; excludes health insurance) for Full Time Year-Round CDL Bus Operators, is approximately \$48.5 million.
Exhibits/ Attachments:	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2024-24: Approval of Collective Bargaining Agreement between Amalgamated Transit Union (ATU), Local 1774 and Roaring Fork Transportation Authority (RFTA); Effective January 1, 2025 through December 31, 2027 2. Exhibit 2: Signed Tentative Collective Bargaining Agreement

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-24**

APPROVAL OF THE COLLECTIVE BARGAINING AGREEMENT BETWEEN AMALGAMATED TRANSIT UNION, LOCAL 1774 AND ROARING FORK TRANSPORTATION AUTHORITY; EFFECTIVE JANUARY 1, 2025 THROUGH DECEMBER 31, 2027

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, Roaring Fork Transportation Authority (RFTA) and Amalgamated Transit Union (ATU), Local 1774 have reached a Collective Bargaining Agreement (CBA), effective January 1, 2025 through December 31, 2027, a copy of which is attached hereto.

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

3. The above recitals are hereby incorporated as findings by the Board.
4. The attached CBA with ATU, Local 1774 effective January 1, 2025 through December 31, 2027 is approved, and the Board hereby authorizes and directs the Board Chair to execute it on behalf of RFTA. The officers, employees and attorneys for RFTA are also hereby authorized and directed to take all actions necessary or appropriate to effectuate the CBA and this Resolution.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting 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 December 12, 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 12th day of December, 2024

Nicole R. Schoon, Secretary to the RFTA Board

AGREEMENT
between
AMALGAMATED TRANSIT UNION, LOCAL 1774
and
ROARING FORK TRANSPORTATION AUTHORITY

Effective: January 1, 2025, through December 31, 2027

*I [Signature] have tentatively agreed to
the entire CBA.*


*[Signature] I Eduardo Cortez agree
to this tentative CBA*

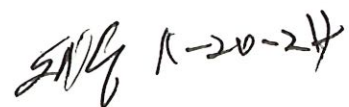
ERC 11-20-27

[Signature] 11-20-2024

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 11-20-2024

 11-20-24

AGREEMENT
between
AMALGAMATED TRANSIT UNION, LOCAL 1774
and
ROARING FORK TRANSPORTATION AUTHORITY

This agreement is between the ROARING FORK TRANSPORTATION AUTHORITY (hereinafter called the Employer) or any successors or assignees thereof, and AMALGAMATED TRANSIT UNION, LOCAL 1774, AFL-CIO (hereinafter called the Union) for the purpose of setting forth the mutual understanding of the parties as to wages, hours and other conditions of employment of those employees for whom the Employer has recognized the Union as the exclusive collective bargaining representative.

ARTICLE I - SUBORDINATION OF AGREEMENT

It is understood that the parties hereto and the employees of the Employer are governed by the provisions of applicable state and federal laws. When any provisions thereof are in conflict with or are different than the provisions of this Agreement, the provisions of said state and federal laws are paramount and shall prevail.

ARTICLE II - RECOGNITION AND BARGAINING UNIT

The Employer hereby recognizes the Union as the exclusive collective bargaining representative for all Year-Round CDL bus operators. It is further agreed that this Collective Bargaining Agreement pertains only to Year-Round CDL bus operators.

ARTICLE III - RIGHTS OF MANAGEMENT

A. The management of the system, and the direction of the workforce, are rights vested exclusively in the Employer. This contract shall not in any way alter or limit any of Employer's rights unless specifically set forth in this contract and agreed to by the Employer. The Employer's exclusively vested rights include, but are not limited to, the following rights:

1. Hire, train, and supervise its employees.
2. Select, promote, or transfer employees to supervisory, managerial, or other positions outside the bargaining unit.
3. Establish or revise qualifications of employees and performance standards, job requirements, descriptions, and classifications, except as these rights are specifically modified by other provisions of this agreement.
4. Schedule operations, determine the number, duration, and scheduling of work shifts, and allocate employees and jobs to be assigned to each shift.
5. Expand, maintain, or reduce its business operations.

SLC 11-20-24

[Signature] 11-20-2024


6. Choose and control the equipment, processes, methods, and means to conduct its business, and change them as needed to respond to changing conditions.
7. Promote, transfer, layoff, suspend, discipline, or discharge for just cause, any employee within the bargaining unit, limited only by the applicable seniority requirements and any other provision in this contract to which Employer has specifically agreed.
8. Establish reasonable company rules which will not conflict with the provisions of this contract, to be applied uniformly and consistently to all of its employees. These rules will be distributed in manuals and publications such as personnel guidelines, operator manuals, safety and training materials, and driver memos to each employee who is expected to adhere to them, and will be updated in a timely manner and distributed as needed. No employee will be held responsible for knowing a rule that has been established or revised but has not been communicated through one of these methods.
9. May employ new technologies including, but not limited to, video/camera systems, GPS, mobile data computer terminals, and other current or future technologies designed for the support of transit operations.
10. The Employer and the Union agree that the exercise of Employer's rights as set out above cannot be interfered with by the Union, unless:
 - a) The Union or one of its members raises an objection based on a good-faith belief that the Employer has exercised its rights in such a way as to violate another provision of this contract.
 - b) The proper forum for raising such an issue is the grievance procedure set forth in Article

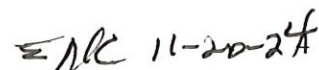
The above rights of management are not all-inclusive, and not set forth for purposes of limitations, but instead indicate the type of matters or rights which belong to or are inherent to management.

The management rights enumerated herein are deemed to be inherent rights as owner and proprietor of the transit system at issue, and not subject to the grievance procedure set forth in this agreement. Nonetheless, the employer and the Union agree that any matter which is deemed to be subject to the grievance procedure specifically wages, benefits, and working conditions under this agreement shall not be excluded from said process merely because it relates to the application of any particular management rights.

ARTICLE IV-MANAGEMENT/UNION RELATIONS

The Employer agrees to meet in good faith with the duly elected representatives of the Union and attempt to resolve all questions arising between them. The Union fully agrees that within its ability each of its members shall render faithful service in their respective positions as outlined in the clauses of this Agreement and will cooperate with the management of the Employer in the efficient operation of the system in accordance with the rules, regulations and operating conditions as announced by the Employer. Furthermore, the Union agrees that it will

 11-20-2024

 11-20-24

cooperate and assist in fostering cordial relations between the Employer and the public. It is further agreed that the parties will adhere to this Agreement.

ARTICLE V- UNION MEMBERSHIP AND DUES

A. Employees who are covered by this Agreement have the right to join, or not join, the Union, to maintain their membership or to discontinue their membership in the Union. Each employee shall decide such matters without coercion or discrimination by either party to this Agreement. The language in this article shall not exclude or circumvent the Colorado Labor Peace Act, which allows for an election for a union security clause, for this bargaining unit.

B. It shall be the responsibility of the Union to provide all disclosures required by law concerning service fees.

C. The Employer agrees to deduct from the paycheck of each employee who has so authorized it, the regular initiation fees, regular monthly dues, and assessments uniformly required of members of the Union or in lieu thereof the monthly service charge. The amounts deducted shall be transmitted monthly to the Union on behalf of the employees involved. Authorization by the employee shall be on a form that conforms with applicable law. Said authorization shall be signed by the employee personally and is terminable at any time by the employee giving at least thirty (30) days written notice of such termination.

Employees terminating membership shall notify the Union Financial Secretary Treasurer. The Union Financial Secretary Treasurer shall submit all employee signed dues authorization and dues revocation forms to Human Resources upon receipt.

D. The Union shall hold the Employer harmless against any and all claims, suits, orders, or judgments brought or issued against the Employer as a result of any action taken or not taken by the Employer under the provisions of this Article.

ARTICLE VI- UNION ACTIVITIES

A. Visitation and Conduct of Union Business: An authorized representative of the Union may, after notifying the Director of Operations or an Operations Manager, and subject to replacement manpower availability, visit the work location of employees covered by this Agreement at a reasonable time, for the purpose of investigating conditions on the job. Such representative shall confine their activities during such investigations to matters relating to this Agreement. Employer work hours, offices, and facilities shall not be used by employees or a Union representative for the conduct of Union business meetings or the promotion of Union affairs.

B. Employee common areas may be used for informal discussions between Union representatives and individual drivers for union business and/or promotion of Union affairs, provided the individual drivers are not officially on duty, and such discussion does not interfere with the use of the common area by other drivers.

C. The Union shall provide the Employer, in writing, with the names of the representatives who are authorized to resolve grievances.

EAC 11-20-24

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[Signature] 11-20-2024

D. Union Bulletin Boards: The Employer shall provide one Union bulletin board in each of the following locations: Rubey Park, Aspen bus facility, Carbondale bus facility, Glenwood bus facility and at any other facility that may open during the life of this agreement. Postings by the Union and its members shall be confined to such boards and shall be limited to the official business of the Union.

E. Leave for Union Business: The Director of Operations, or an Operations Manager, will approve granting of leave without pay and without loss of continued accrual of seniority for any employee who is a member of the Union in good standing and who the Union designates to be engaged in the business of the Union. Employees will endeavor to request leave at least two weeks prior to its start. For pension continuation purposes only, such a leave may be designated as paid leave when agreement is made in cases where the Employer is reimbursed monthly by the Union for salary, retirement contributions, and any other related costs incurred by the Employer.

F. Union Leave of Absence: Time off with pay, to attend labor-management committee meetings, will be granted for up to two employee Union representatives, subject to manpower availability and approval by an Operations Director or Manager, to authorized representatives of the Union.

G. Union Officials Leave of Absence: The President/Business Agent and the Recording/Financial Secretary-Treasurer will be granted, with a minimum of seventy-two (72) hours-notice and the approval of an Operations Director or Manager, paid time off to conduct the business of the Union relating to this Agreement.

ARTICLE VII WORK STOPPAGES


A. The Union and the Employer agree that the public interest requires the efficient and uninterrupted performance of all Employer services and to this end pledge their efforts to avoid or eliminate any conduct contrary to this objective.

B. During the life of this Agreement, the Union shall not cause or condone any work stoppage, strike, slowdown, or other interference with Employer functions by employees under this Agreement, and should same occur, the Union agrees to take appropriate steps to end such interference.

C. During the life of this agreement, the Company shall not engage in a lockout of the employees covered by this Agreement.

ARTICLE VIII - NONDISCRIMINATION

A. The parties understand and agree that the Employer and the Union are subject to state and federal laws, regulations and requirements prohibiting discrimination of various types and that these laws, regulations and requirements may change from time to time during the term of this Agreement. Furthermore, the Union understands and agrees that the Employer had, and in the future will have, various programs governing its affirmative action efforts regarding all facets

 11-20-2024

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of employment including, but not limited to, race, color, religion, ancestry, sex, age, national origin, political preference, disability, or a disabled veteran.

B. The union and management agree to work cooperatively to ensure the achievement of the principles of non-discrimination. Further, it is mutually agreed that there shall be no discrimination based on union membership, or non-membership, or union activity. Employees who believe they have been the subject of discrimination are encouraged to utilize the Employer's internal complaint procedures prior to seeking relief through external agencies. The Employer will apply uniformly and consistently established company rules to all employees with discrimination complaints.

C. The term "Employee", as used in this Agreement, includes both male and female employees. Contract language has been written as gender neutral whenever possible.

ARTICLE IX - GRIEVANCE PROCEDURE

A. The purpose of this procedure is to provide an orderly method for resolving grievances. A determined effort shall be made to settle any such differences at the lowest possible level in the grievance procedure. It is understood that there shall be no suspension of work, slowdown, or curtailment of services while any difference is in process of adjustment or arbitration pursuant to the terms of this Agreement,

B. A "Grievance," as is used in this Agreement, means a claim by an employee that the terms of this Agreement have been violated, or that a dispute exists concerning the proper application or interpretation of this Agreement. Additionally, disciplinary actions, actions requiring unpaid time off, and cases of discharge shall also be processed in accordance with the following procedures within the stated time limits. Grievances involving discharge shall start at step two of the process.

C. Steps in the grievance procedure for disputes as defined in Section B.

STEP 1: The grieving employee, or authorized Union representative, shall present the grievance to an Operations Manager or the Director of Operations within ten (10) calendar days of notification to the employee, of the act or event giving rise to the grievance. The parties shall have ten (10) calendar days after receipt of the grievance within which to meet and resolve the issue.

STEP 2: In the event that resolution is not reached, and the Union Business Representative believes the grievance has merit, the grievance shall be submitted in writing to the Director of Human Resources or their designee, within ten (10) calendar days of the answer received in step 1. In cases involving discharge the grievance must be submitted in writing to the Director of Human Resources within twenty (20) calendar days of notice of discharge. The grievance shall specify the act or event grieved, the date of the occurrence, the identity of the employee(s) who claims to be aggrieved, the specific provision of the Agreement that has been violated, and the remedy sought.

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STEP 3: The Director of Human Resources, or their designee, shall serve as chair of a Grievance Committee consisting of a Director of Operations and the Chief Operating Officer or their designee, who will meet with the Employee and the Union representative to review the facts and resolve the grievance. The meeting shall be held within ten (10) calendar days after receipt of the written grievance and the Committee shall render a written decision within ten (10) calendar days after the meeting.

STEP 4: In the event the grievance remains unresolved, the grievance may be appealed to arbitration by so notifying the Director of Human Resources in writing by registered or certified mail. Such notification must be received by the Director of Human Resources not later than thirty (30) calendar days, after receipt by the Union, of the committee's decision,

D. Arbitration Procedure:

1. In the event that any grievance, defined in Section B above, cannot be amicably adjusted in accordance with the provisions of the grievance procedures defined in Section C of this Article, it may be submitted to arbitration. Either party shall give notice of its intention to arbitrate as required in Step 4. A list of seven (7) arbitrators shall be requested from the Federal Mediation and Conciliation Service by the party appealing the matter to arbitration. The request must be made within ten (10) calendar days after the receipt of the appeal by the Director of Human Resources. Both parties shall meet and each shall strike a name, until one (1) arbitrator is selected. A flip of the coin will be used to determine who strikes first.
2. The Union and the Employer both agree that the submission of a case' to arbitration shall be based on the original written grievance filed in step 2, Section C of this Article, and shall contain the nature of the grievance; act or acts grieved; date of occurrence; actual work performed; identity of employee or employees who claim to be aggrieved; provisions of this Agreement that the Employer has violated; and remedy sought.
3. Unless agreed upon in writing by both parties prior to the scheduling of the Arbitration, no more than one (1) grievance, dispute, or controversy shall be submitted before the same Arbitrator at any hearing.
4. Upon mutual consent of the parties, an important grievance, dispute, or controversy may be severed from the other matters, where more than one employee or grievance are involved, so as not to be heard at the same arbitration session or by the same Arbitrator.
5. The arbitrator shall determine whether just cause has been shown.
6. The Arbitrator shall settle or decide an issue or grievance submitted for arbitration within thirty (30) calendar days from the date at which the arbitration hearing closed,
7. All meetings and hearings under this procedure shall be kept informal and private, and shall include only parties in interest and/or designated representatives.

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8. The arbitrator shall have no authority to alter, modify, vacate or amend any terms of this Agreement, to limit or impair any common law right of the Employer, or to establish or change any wage or rate of pay contrary to the terms of this Agreement. The decision of the arbitrator within these stated limits shall be final and binding on both parties and shall be in accordance with the laws of the State of Colorado and Federal law. The decision of the arbitrator shall be based solely on the evidence and arguments presented to him by the parties. Any arbitrator findings shall be precedent setting when the factual situation is substantially the same as a subsequent matter.
9. The parties agree that the power and jurisdiction of any arbitrator chosen hereunder shall be limited to deciding whether there has been a violation of a provision of this Agreement.
10. The expense of the impartial arbitrator shall be borne equally by the parties.

E. Any and all time limits specified in the grievance procedure may be waived by mutual agreement of the parties, in writing. Failure by the employee, or Union, to submit the grievance in accordance with these time limits without such waiver shall constitute an abandonment of the grievance. Failure by the Employer to submit a reply within the specified time limits shall cause forfeiture of the grievance by the Company.


ARTICLE X - DISCIPLINE AND DISCHARGE

A. Any written reprimands, notices of suspension, and notices of discharge which are to become a part of an employee's personnel file, shall be read and acknowledged by signature of the employee. If the employee declines to sign the document, a witness may sign in the employee's place. Such signature shall not constitute a waiver of any rights to which the employee is entitled. The employee will receive a Notice of Pending Corrective Action Form, notifying the employee that there will be an investigation and pending corrective action. The Notice of Pending Corrective Action Form must be issued within fourteen (14) calendar days of the date of the first report of the occurrence or no disciplinary action can be taken.

B. An employee will be notified in writing of any verbal reprimands which are to become a part of an employee's personnel file.

C. An employee may be suspended without pay, demoted, or dismissed for just cause. The determination of whether an administrative leave/investigative suspension will be paid, will be made on a case-by-case basis.

D. The employee or delegate shall be given a copy of the notice of disciplinary action, which includes a statement of reasons for the action. In determining the appropriate level of discipline to be administered the Employer may only consider the employee's record from the prior two (2) years; except in cases of substance abuse violations or a continuing and substantiated record of disciplinary action.

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ARTICLE XI -SENIORITY

A. Each category of operations employee has its own seniority listing. The following categories are listed in descending order with regards to seniority ranking, Each category will complete the bidding process each season prior to the start of the next bidding category.

1. Year-Round CDL Bus Operators
2. Full Time Seasonal Operators (not part of the bargaining unit)
3. Part Time Operators (not part of the bargaining unit)

A. Supervisors, Information Clerks, Maintenance Department Employees, Facility Maintenance, and other Administrative Employees are non-bargaining unit job classifications. These job classifications shall not bid, and shall only be utilized to drive routes for which they are qualified in exigent circumstances when all other operators have been exhausted. The Employer will communicate to lower level supervisors that failure to adhere with this provision will constitute a violation of this agreement.

B. Seniority within the bargaining unit is determined as follows:

1) Year-Round CDL Bus Operators

Seniority for Year-Round CDL Bus Operators is the date on which the employee is promoted to a year-round position. When several employees enter the position on the same date, their seniority will be determined by their last seniority as a full time seasonal operator or by a seniority draw. If a Year-Round CDL Bus Operator has experienced a break in service, and returns to work as a Year-Round CDL Bus Operator at some future date, they will be placed at the bottom of the Year-Round CDL Bus Operator seniority list. However, if a Year-Round CDL Bus Operator who was terminated after six (6) months of medical leave, with no return-to-work date, is cleared to return-to-work within six (6) calendar months of the termination date, and is eligible for re-hire, they will be rehired at the seniority level they held at the time of termination.

If the break in service is for two (2) years or less, the Year-Round CDL Bus Operator will be paid based on total years of service at RFTA under the Year-Round CDL Bus Operator Wage Scale at Article XVII. If the break in service is for more than two (2) years, they will start at the bottom of the Year-Round CDL Operator Wage Scale.

C. Transferring Positions

Year-Round CDL Bus Operators transferring back into the bargaining unit will be given full seniority credit for all time worked outside the bargaining unit provided they return within six (6) calendar months. If they do not return within six (6) calendar months, they will be placed at the bottom of the Year-Round CDL Bus Operator seniority list. Upon transferring back into the bargaining unit, the Year-Round CDL Bus Operator will be paid based on total years of service at RFTA under the Year-Round CDL Bus Operator Wage Scale in Article XVII.

Current employees are always given seniority ranking over new hires, within any new hire training group.

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ARTICLE XII - LAYOFF

A. Layoff:

1. In the event of a system-wide layoff, other than an end of season layoff, the Employer shall determine the classifications, and which positions are to be reduced in consultation with the Union. In determining which employees in the affected classifications will be laid off, the principle of seniority shall apply. Employees will be laid off in reverse seniority order and will be given seven (7) calendar days' notice, prior to the effective date of the layoff.
2. An employee who is in a classification designated for reduction may displace an employee in any equal or lower classification in the division in which said employee previously held regular status; provided said employee has more seniority in the classification than the employee he/she desires to displace. This right shall be exercised only once in any layoff.
3. Seniority for, benefits purposes shall not accrue during layoff, but seniority for job bidding purposes shall continue to accrue during layoff.

B. Recall:

1. Employees shall be recalled in the reverse order of layoff as provided in Section A. above.
2. Notice of recall shall be sent to employees at their last known address by registered or certified mail. It is the employee's responsibility to keep the Employer informed of his/her current address.

ARTICLE XIII - SCHEDULING

A. Number one (1) to five (5) on the seniority list may choose to work thirty-six (36) or more hours per week and be granted a full leave of absence in the off season upon request.

B. Number six (6) to fifteen (15) on the seniority list may request a full leave of absence in the off season. Such requests are subject to approval by management.

C. Driver schedules will be done at least four times per year, with schedule periods to be determined by management, based on seasonal changes in service demands.

D. The Union may send up to two (2) representatives to any scheduling session to observe the process four (4) times per year, for up to a period of four (4) hours, by mutual agreement. Representatives will be compensated for this time.

E. Joint Scheduling Committee:

1. The Joint Scheduling Committee will continue to meet monthly, unless agreed to otherwise by the Committee.

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2. The members of the committee shall be three (3) representatives of the Local Union, appointed by the Union, and three (3) representatives of the Employer, appointed by the Employer. Representatives will be compensated for committee meeting time.
3. The purpose of the Joint Scheduling Committee is to establish and maintain a run-board or similar system and make additional scheduling improvements. A run-board system is defined as a scheduling process where bargaining unit employees select their work/runs and days off via seniority order.
4. When the Scheduling Committee agrees on scheduling improvements, these processes will be documented and implemented during the next viable scheduling period or as soon as possible.

ARTICLE XIV- OVERTIME

- A. Employees covered under this agreement shall be eligible for overtime.
- B. Overtime hours are hours worked, in excess of forty (40) hours per week (Sunday through Saturday), which are paid at the rate of one and one-half times the regular rate of pay.
- C. Overtime must be authorized by the Director of Operations or Operations Manager. RFTA reserves the right to schedule employees as service levels dictate.
- D. In the event overtime becomes available with at least two (2) hours' notice to RFTA, the Employer shall offer such overtime opportunities to Operators as follows:
 1. Operators scheduled for less than thirty-seven and a half (37.5) hours shall be given first priority in seniority order to work overtime until they are scheduled over forty (40) hours for the workweek;
 2. Operators scheduled for at least thirty-seven and a half (37.5) hours shall be given second priority in seniority order to work overtime until they are scheduled over forty (40) hours for the workweek.

In the event the Employer uses the entire seniority list and all Operators willing to work overtime have been assigned overtime hours, the Employer re-starts the priority process.

If a shift is or becomes vacant within two (2) hours of the scheduled start time of the shift the Dispatcher may assign the shift to any eligible operations employee.

If overtime is needed and no Operators have volunteered to perform such overtime, it shall be assigned in inverse order of seniority for any Operators currently at work.

ARTICLE XV- DAYS OFF

Year-round CDL Bus Operators shall have specified days off each week. (Example; An employee may work Monday through Friday with Saturday and Sunday being the specified days off; or Wednesday through Saturday with Sunday, Monday and Tuesday being the specified days off.) In the event of any emergency, or when required for the performance of essential public service, an employee may be required to work on the day(s) the employee is normally off. Use of paid leave,

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in lieu of hours worked, may not be used to create overtime. This includes the use of vacation, sick, jury duty or bereavement leave, or any other paid leave.

LEAVE OF ABSENCE

Employees may request an unpaid leave of absence, which is subject to approval by RFTA Management.

PAID DAYS OFF

Vacation Leave. Vacation leave accrual varies based on length of service. The equivalent of ten (10) paid holidays per year is included in the calculation of vacation accrual.

<u>Service Time</u>	<u>Accrual Rate</u>
Up to 5 Consecutive Years of Service	8.5% of total hours worked up to 40 hours
5 or More Consecutive Years of Service	10.75% of total hours worked up to 40 hours

Vacation Pay: The maximum accrual is three hundred (300) hours and in no event will a terminating employee receive compensation for those hours accrued over maximum.

Accrued leave shall be utilized at the rate of forty (40) hours per calendar week when vacation time has been scheduled. Year-Round CDL Bus Operators may maintain their regularly scheduled hours through the use of vacation time. Pay will not be given in lieu of vacation time, except when the employee terminates. Approval and timing of vacations shall be determined by the Department Head taking into consideration seasonal demands, availability of time and the employee's wishes. Vacation days shall be reported on the employee's time sheet and approved by the Department Head.

Year-Round CDL Bus Operators who are scheduled for less than forty (40) hours per week may elect to use vacation time to supplement their hours. Total hours may not exceed forty (40) hours in a calendar week.

Personal Days: Employees may request one (1) unpaid personal day off in the spring off-season and one (1) unpaid personal day off in the fall off-season. Employees shall have the option of using a vacation day for pay.

Winter Vacation:

Based upon availability of winter bus operators, RFTA will provide for Year-Round CDL Bus Operators, starting on the Monday of Thanksgiving Day week, and through the life of the contract, a minimum of two winter vacation slots, with the following restrictions.

- a.) Requests must be made at least thirty one days prior to the first day requested off and will be granted thirty days in advance of the day off.
- b.) Vacation periods must be a full week Sunday through Saturday using 40 hours of vacation time. Two consecutive weeks can be requested. Two nonconsecutive weeks cannot.

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- c.) Winter vacation periods will be posted in rotating four-week blocks.
- d.) Requests will be honored in order of seniority.
- e.) Requests will only be granted once per employee in any rotating five-year period or subject to management approval.

Sick Leave:

Sick leave may be used when an employee is incapacitated by illness or injury, or for medical, dental, mental health, or optical examinations or treatment. While the *Healthy Families and Workplaces Act* ("TIFWA") remains in effect, sick leave may also be taken for any of the reasons listed at section 8-13.3-404 of *HFWA*.

Employees are strongly urged to schedule such medical exams and appointments for times when they are not scheduled for work. When appointments must be scheduled during working hours, time off will be granted for the day of the appointment.

Sick leave may also be used when a member of the employee's immediate family is ill or injured requiring the employee's care or service. Immediate family is defined as spouse, parents, brother, sister, grandparents, children, grandchildren, stepchildren, stepparents, step-grandparents, mothers-in-law, fathers-in-law, brothers-in-law, sisters-in-law, sons-in-law, and daughters-in-law, or any relative living in the employee's immediate household, or any other qualifying family member under *HFWA*, while it remains in effect.

In the event of a prolonged illness, the Family Medical Leave Act (FMLA) takes precedence. Use of sick leave and FMLA will run concurrently and not consecutively.

Use of sick leave, for four or more consecutively scheduled work days requires a health care provider's written authorization or other reasonable documentation as determined by the employer, as soon as the employee can provide it after returning to work. RFTA also reserves the right to require an employee who has an established pattern of excessive sick time usage, to undergo a physical examination at the employer's physician and at the employer's expense.

Sick leave and public health emergency leave must be used, at minimum, in hourly increments.

Year-round CDL Bus Operators accrue sick leave in the following manner:

4.6% of total hours worked, to a maximum of twelve (12) days per year.

SICK LEAVE PAYOUT:

The following formula will be used to determine sick leave payout upon termination:
Accrued hours up to a maximum of 480 hours minus 80, divided by 3.

PUBLIC HEALTH EMERGENCY LEAVE

While *HFWA* remains in effect, in the event of a declared public health emergency, as defined in *HFWA*, the Employer will follow *HFWA* as it relates to public health emergency leave.

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ARTICLE XVI -BENEFITS

Employees will continue to be covered under the benefit package in effect on January 1,2021. A benefit package will remain in effect during the term of this agreement; the Union will be consulted about any future plan reduction in benefits or increase in passed-on costs, as soon as practicable or prior to open enrollment.

ARTICLE XVII — WAGE SCALE
YEAR-ROUND CDL BUS OPERATORS

A. Pursuant to CRS 29-1-110, wages are subject to annual appropriations by the RFTA Board of Directors.

B. Effective at the start of the first payroll period beginning on or after January 1, 2025, the wage rate applicable to each current bargaining unit employee will be determined based on the employee's Length of Service as a Year-Round CDL Bus Operator using number of months the employee has worked as a Year-Round CDL Bus Operator as of January 1, 2025, according to the hourly pay schedule set forth in paragraph E below.

C. Subsequent to January 1, 2025, current bargaining unit employees will advance through the pay steps on their anniversary date of promotion to Year-Round CDL Bus Operator, up to the Maximum. Increases will be effective annually, at the start of the payroll period that includes the employee's anniversary date.

D. An employee newly entering the Year-Round CDL Bus Operator classification after January 1, 2025, will be paid at the Step 1 rate in the pay schedule, and will advance through the steps annually, on their anniversary date. Increases will be effective annually, at the start of the payroll period that includes the employee's anniversary date.

E. Hourly Pay Schedule for Year-Round CDL Bus Operator

Step	Length of Service as Year-Round CDL Bus Operator	Hourly Wage Rate		
		2025	2026	2027
1	1st 12 Months	\$31.05	\$31.36	\$31.67
2	2nd 12 Months	\$32.52	\$32.85	\$33.18
3	3rd 12 Months	\$34.07	\$34.41	\$34.75
4	4th 12 Months	\$35.68	\$36.04	\$36.40
5	5th 12 Months	\$37.38	\$37.75	\$38.13
6	6th 12 Months	\$39.15	\$39.54	\$40.00

F. Beginning in 2026, an employee will receive only one wage increase annually, which shall be effective at the start of the payroll period that includes the anniversary date.

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G. A Year-Round CDL Bus Operator will receive a \$2,500 gross bonus on the payroll period that includes the employee's anniversary date after having completed 12 months at the maximum step. This bonus is subject to payroll deductions and tax withholdings.

H. It is expressly understood that in the event of any future RFTA-wide wage freezes, at RFTA Board direction, all Year-Round CDL Bus Operators covered by this agreement shall remain in the year of service level and pay rate as listed above and bonuses for capped Year-Round CDL Bus Operators will also be frozen. When the wage freeze is lifted, Year-Round CDL Bus Operators shall move through the progression to the next consecutive step on their anniversary dates and shall not move through the progression by more than one step annually.

I. RFTA at times may pay bonuses including but not limited to shift differentials during peak season weekends, accident free driving, attendance, or additional pay for driver trainers.

ARTICLE XVIII - HOUSING


All bargaining unit employees will have the same opportunity to participate in any housing benefits available to other RFTA employees, if the Operator meets the eligibility criteria.

ARTICLE XIX- ATTENDANCE POLICY

A NON-CHARGEABLE ABSENCE is any approved leave which includes but is not limited to vacation, holidays, bereavement, jury or witness duty, military service, personal days, FMLA, HFWA or any other legally protected leave. While HFWA remains in effect, the first forty-eight (48) work hours of paid sick leave used each calendar year and any public health emergency leave used under *HFWA* will not be treated as a Chargeable Absence.

A **CHARGEABLE ABSENCE** is each Occurrence that an employee misses assigned work that does not qualify as a Non-Chargeable absence. This includes but is not limited to a Miss-out, any failure to complete at least half of a day's work assignment, ineligibility to work due to an expired CDL or expired DOT physical card.

- i) An Occurrence is any number of consecutive or individual days an employee calls in sick. For example, two consecutive scheduled days will constitute one occurrence.
- ii) If an employee must leave early and misses half or less than half of their assigned shift on a given day, they will be charged with half an Occurrence, as long as they began their shift on time at the proper location.
- iii) A Miss out is each failure of an operator to a) report at their assigned location for duty within three minutes of the established show-up time; or b) to contact the dispatcher for a sick call at least one hour before the scheduled start time of the operator's scheduled shift. A Miss out may be excused when written verification is submitted substantiating a bona-fide emergency. A bona fide emergency includes but is not limited to an auto accident, home fire, flat tire, dead battery, late babysitter, or any other bona fide emergency as determined by the Employer. The atomic clock in the Supervisors office at the AMF & GMF will serve as official time in any dispute relating to a Miss out.

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A pattern of absence, including absences caused by a bona-fide emergency may subject employees to corrective action up to and including termination of employment.

Corrective action for attendance violations shall be as follows:

Occurrences	Corrective Action
3	Verbal Warning
4	Written Warning
5	Final Written Warning
6	Termination

A no call/no show for three (3) consecutively scheduled workdays may subject the Employee to termination of employment.

An employee's failure to notify RFTA of a foreseeable absence (includes but is not limited to a scheduled appointment) will result in the absence counting as two (2) occurrences.

Attendance is measured on a rolling twelve (12) month period (i.e., *not* a calendar year).

RFTA reserves the right to terminate any employee, at any time, on the basis of any Chargeable Absences, if RFTA management reasonably determines that there is abuse or misuse of this policy.

ARTICLE XX - SAVING CLAUSE

Should any part hereof, or any provision herein contained, be rendered or declared invalid by reason of any existing or subsequently enacted legislation, or by any decree of a court of competent jurisdiction, such invalidation of such part or portion of this Agreement shall not invalidate the remaining portions thereof, and the remaining parts or portions thereof shall remain in full force and effect. Both parties agree to immediately attempt to renegotiate such invalidation's to a form acceptable to both parties.

ARTICLE XXI - ENTIRE AGREEMENT

A. The Employer and the Union acknowledge that during the negotiations that resulted in this Agreement, each party had the unlimited right and opportunity to make demands and proposals with respect to any subject or matter not removed by law from the area of collective bargaining. The understandings and agreements arrived at by the parties after the exercise of their rights and opportunities are set forth in this Agreement. The foregoing shall not be construed as preventing the parties from voluntarily and mutually agreeing to discuss or negotiate any subject matter during the life of this Agreement.

ARTICLE XXII - TERMINATION

This Agreement supersedes and replaces the previous agreement dated July 1, 2021 to December 31, 2024

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Term of Agreement: This Agreement shall remain in full force and effect from January 1, 2025 through December 31, 2027 provided, however, that this Agreement shall be subject to such change or modification as may be mutually agreed upon by the parties hereto. It is the intent of the parties to this Agreement that negotiations for change or modification shall begin at least one hundred- eighty (180) days, prior to the termination of this Agreement. All terms of this Agreement shall continue in full force and effect until changed, revised, or amended by agreement of the parties.

DATED this _____ day of _____, 20____.

FOR ROARING FOR TRANSPORTATION AUTHORITY

FOR AMALGAMATED TRANSIT UNION, AFL-CIO, LOCAL UNION 1774

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APPENDIX "A" FATIGUE MANAGEMENT

RFTA is committed to preventing and managing fatigue-related incidents to ensure the safe and efficient operation of our transit services. Fatigue can impair decision-making, reaction times and overall performance, which can pose serious risks to our employees, passengers and the general public. RFTA must ensure their safety by managing and mitigating the risks associated with fatigue in the workplace.

Employees must continue to report any concerns related to fatigue to their supervisors. Employees who work in safety-sensitive positions must also utilize AlertMeter, a tool used only to flag potential signs of fatigue. If flagged, the employee will have a conversation with a supervisor who will assess whether they are fit to drive. Alert Meter does not determine fitness to drive. Only the employee by self-reporting and/or the supervisor will make that determination.

RFTA has implemented Alert Meter for a testing period which will continue until April 15, 2025. During this testing period, RFTA will analyze data and seek feedback from the Operators. RFTA will make the decision regarding the continued use of Alert Meter prior to April 15, 2025.

Alert Meter results on their own will not result in disciplinary action against an employee.

If Alert Meter is used and the supervisor determines after their assessment, that the Operator is unfit to drive, RFTA will compensate the Operator for the missed shift at their regular rate of pay to a maximum of four (4) shifts in a calendar year. Those four missed shifts will not count as occurrences for attendance purposes.

If an employee is sent home for more than four (4) shifts in a calendar year, that time will be unpaid unless the employee chooses to use any qualifying accrued leave.

An Operator will not receive any compensation for the missed shift, and the missed shift will count as an occurrence for attendance purposes if the employee is under the influence of alcohol, drugs, or any other similar reason, or there is misuse of this paid time.

This Appendix B will be in effect until April 15, 2025, after which it will be removed from the Agreement, unless the parties mutually agree to continue it year to year thereafter.

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RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEMS # 7. A.

Meeting Date:	December 12, 2024
Subject:	Resolution 2024-25: Adoption of 2025 Roaring Fork Transportation Authority (RFTA) Budget
Strategic Outcome:	4.0 Financial Sustainability
Strategic Objective:	4.1 Ensure fiscal integrity 4.2 Develop a capital planning and prioritization process, while also reviewing and updating RFTA’s financial policies 4.3 Preserve financial sustainability and develop, improve, and maintain a balanced long-range budget and financial forecast
Presented By:	Paul Hamilton, Director of Finance David Carle, Budget Manager
Staff Recommends:	Staff recommends approval of Resolution 2024-25: Adoption of 2025 Roaring Fork Transportation Authority (RFTA) Budget.
Executive Summary:	<p>At the August 2024 Board meeting, staff presented the 2025 budget initiatives, assumptions and issues. Based on these approved budget initiatives and assumptions, staff prepared and presented to the Board three drafts of the 2025 budget between September and November, fine-tuning each one as new information became available. Since the draft budget presented in November, staff has finalized its estimates of revenue and expenditures based on updated information available over the past month.</p> <p>The 2025 Budget will be presented in the following order:</p> <ol style="list-style-type: none"> 1. Highlights 2. Consolidated Financial Overview 3. Revenues 4. Expenditures 5. Fund Balance
Background/ Discussion:	At the August 2024 Board meeting, staff presented the 2025 budget initiatives, assumptions and issues. The 1 st draft of the 2025 budget was presented at the September 2024 board meeting. The 2 nd draft of the 2025 budget was presented at the October 2024 board meeting. The 3 rd draft of the 2025 budget was presented at the November 2024 board meeting.
Governance Policy:	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).”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.

Exhibits/ Attachments:	<ol style="list-style-type: none">1. Exhibit 1: Resolution 2024-25: Adoption of 2025 Roaring Fork Transportation Authority (RFTA) Budget2. Exhibit 2: 2025 Budget Book3. Exhibit 3: 2025 Budget Detailed General Ledger4. Attachment 1: 2025 RFTA Budget Presentation5. Attachment 2: New web-based version of 2025 Budget Book
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Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-25**

**SUMMARIZING EXPENDITURES AND REVENUES FOR EACH FUND AND ADOPTING A BUDGET FOR
THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE CALENDAR YEAR BEGINNING ON
THE FIRST DAY OF JANUARY, 2025, AND ENDING ON THE LAST DAY OF DECEMBER, 2025**

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, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2024, beginning January 1, 2025 and ending December 31, 2025; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority has appointed the Chief Financial and Administrative Officer of RFTA, to prepare and submit a proposed budget to the Board; and

WHEREAS, the Chief Financial and Administrative Officer of RFTA, submitted a proposed budget to the Board of Directors for its consideration on December 12, 2024; and

WHEREAS, public hearings on the proposed 2025 RFTA budget were held December 12, 2024; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2025 budget for the Authority has continuously been open for public inspection; public hearings were held on December 12, 2024, before the Board to consider the adoption of the subject 2025 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2025 budget; and

WHEREAS, the Board has made appropriations within the 2025 budget for the Authority for expenditures in an amount equal to or less than the total available revenues and beginning fund balances set forth within the subject proposed 2025 budget; and

WHEREAS, expenditures do not exceed revenues reasonably assumed to be available, as required by law; and

WHEREAS, whatever increases may have been made in the expenditures, like increases were added to the revenues or planned to be expended from reserves/fund balances so that the budget remains in balance, as required by law; and

WHEREAS, all legal requirements have been fully complied with and performed in the premises.

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

1. The above recitals are hereby incorporated herein as findings by the Board.
2. The budget for the calendar year beginning on the first day of January 2025 and ending on the last day of December 2025 as submitted, amended, and summarized by fund below, is hereby approved and adopted as the 2025 Budget of the Roaring Fork Transportation Authority, and be a part of the public records of the Roaring Fork Transportation Authority.

Fund	Revenue Type	Budget
GENERAL FUND		
	Sales tax	\$ 43,820,000
	Property tax	\$ 18,311,200
	Grant	\$ 39,578,704
	Fares	\$ 5,065,100
	Other govt contributions	\$ 1,616,855
	Other income	\$ 3,289,430
	Other financing source:	
	Capital Lease Proceeds	<u>\$18,197,470</u>
	Total revenue	\$129,878,759
 SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Service contract revenue	\$18,259,837
	Grant revenue	\$ 30,000
	Other financing source:	
	Transfer in from General Fund	<u>\$ 185,788</u>
	Total revenue & other financing sources	\$18,475,625
 SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Other income	\$ 545,000
	Other financing source:	
	Transfer in from General Fund	<u>\$ 1,360,677</u>
	Total revenue & other financing sources	\$1,905,677
 SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Sales tax	<u>\$125,000</u>
	Total revenue	\$125,000
 DEBT SERVICE FUND - SERIES 2012A		
	Other income	\$84,200
	Other financing source:	
	Transfer in from General Fund	<u>\$391,250</u>
	Total revenue & other financing sources	\$475,450

DEBT SERVICE FUND - SERIES 2013B

Other income	\$21,660
Other financing source:	
Transfer in from General Fund	<u>\$94,340</u>
Total revenue & other financing sources	\$116,000

DEBT SERVICE FUND - SERIES 2019

Other financing source:	
Transfer in from General Fund	<u>\$2,114,400</u>
Total revenue & other financing sources	\$2,114,400

DEBT SERVICE FUND - SERIES 2021

Other financing source:	
Transfer in from General Fund	<u>\$1,680,000</u>
Total revenue & other financing sources	\$1,680,000

TOTAL OF ALL FUNDS

\$154,770,911

3. The budget, hereby approved and adopted shall be signed by the Chair of the Board and made a part of the public records of RFTA.
4. Pursuant to C.R.S. 29-1-113, the Chief Financial and Administrative Officer of RFTA, is hereby requested and directed to immediately transmit a copy of this Resolution to the officer or employee of the Authority whose duty is to draw warrants or orders for the payment of money.
5. Pursuant to Section 29-1-113, C.R.S., the Chief Financial and Administrative Officer of RFTA, is hereby further requested and directed to file an original or certified copy of this Resolution with the Division of Local Government in the Department of Local Affairs.
6. The adopted 2025 budget made as set forth in this Resolution is to be read as one comprehensive and integrated document.
7. The Board hereby declares to be the legislative intent that the several provisions of this Resolution shall be severable, in accordance with the provisions set forth below.
8. If any provision of this Resolution is declared to be invalid by decision of any court of competent jurisdiction, it is hereby declared to be the legislative intent that:
 - a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and
 - b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.
9. This Resolution was adopted in accordance with the governing documents of RFTA and is now in full force and effect.

INTRODUCED, READ AND PASSED, by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting Chair

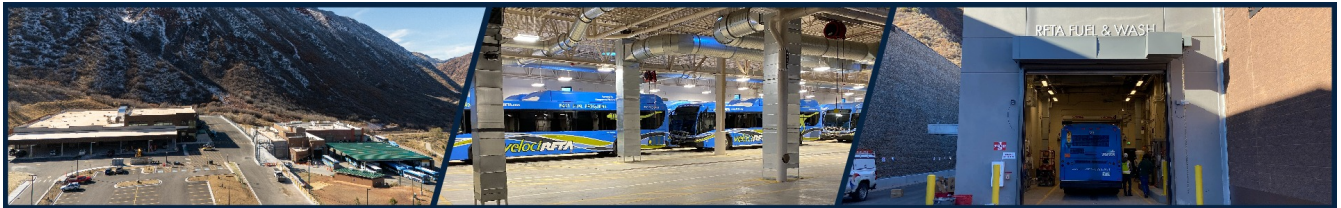
I, the Secretary of the Board of Directors (the “Board”) of the Roaring Fork Transportation Authority (the “Authority”) do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held on December 12, 2024; (b) the meeting was open to the public; (c) the Authority provided 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 12th day of December, 2024.

Nicole R. Schoon, Secretary to the RFTA Board



Roaring Fork Transportation Authority 2025 Budget



Proposed Version - 12/12/2024

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INTRODUCTION

Introduction

This Budget Document includes the Governmental Finance Officers Association (GFOA) Distinguished Budget Awards Program structure and criteria for high quality budget documents. Annually, the Program recognizes high quality budget documents with the following budget structure categories:

- Policy Documentation;
- Financial Plan;
- Operations Guide;
- Communications Device.

GFOA Categories and criteria are explicitly identified and cross-referenced in this document.

The State of Colorado Financial Management Manual – A Guide for Colorado Local Governments also recommends that a budget document is formatted in the GFOA Budget structure (containing the four categories referenced above).

The GFOA presented the Distinguished Budget Presentation Award to the Roaring Fork Transportation Authority for the Annual Budget beginning **January 1, 2024**. This award is valid for a period of one year. We believe our current budget continues to conform to program requirements, and are submitting this budget document to the GFOA for consideration to receive another Distinguished Budget Presentation Award.

Management presents the 2025 Roaring Fork Transportation Authority Budget in accordance with the GFOA Budget Award Program categories and criteria.

Respectfully submitted,



Michael Yang, CPA
Budget Officer

CEO'S BUDGET MESSAGE

Introduction and Mission

The Roaring Fork Transportation Authority (the Authority) has prepared the 2025 Annual Budget document as a means to communicate to the General Public and the Authority's Board of Directors (the Board). The adoption of the annual budget is one of the single most important actions taken by the Board each year. The Authority considers key issues in determining how to use its limited resources to provide essential public transportation and to maintain the Rio Grande Trail in the Roaring Fork Valley during the 2025 budget year. To access the Authority's website, click the following link: [RFTA - Website](#)

The Authority's Mission: Connecting our region with transit and trails.
To access additional information regarding the Authority's missions, click the following link: [Our Mission - RFTA | Roaring Fork Transportation Authority](#)



Services to be Delivered

- The Authority provides regional transit services in the Roaring Fork Valley (from Aspen to Glenwood Springs, Colorado) and in the I-70 Corridor (from Glenwood Springs to Rifle, Colorado). Additionally, the Authority owns a rail corridor in the Roaring Fork Valley and maintains the Rio Grande Trail for pedestrian, bike, and equestrian use.
- In 2025, the Transit Program will continue to provide:
 - Essential services to support the regional workforce and economy;
 - Contracted transit services within the Authority's service area;
 - First and Last Mile Mobility commuting options through the Regional Bikeshare Plan.
- The service plan covers approximately 5.3 million miles within a 70-mile region, operating and maintaining approximately 120 large transit vehicles with approximately 400 employees during the peak winter season. To access the Service Plan System Map, click the following link: [RFTA System Map - Aspen & Glenwood Springs Bus Routes](#)
- The Rio Grande Trail Program maintains a 34-mile rail corridor and trail. To access additional information about the Rio Grande Trail, click the following link: [Rio Grande Trail - Information](#)

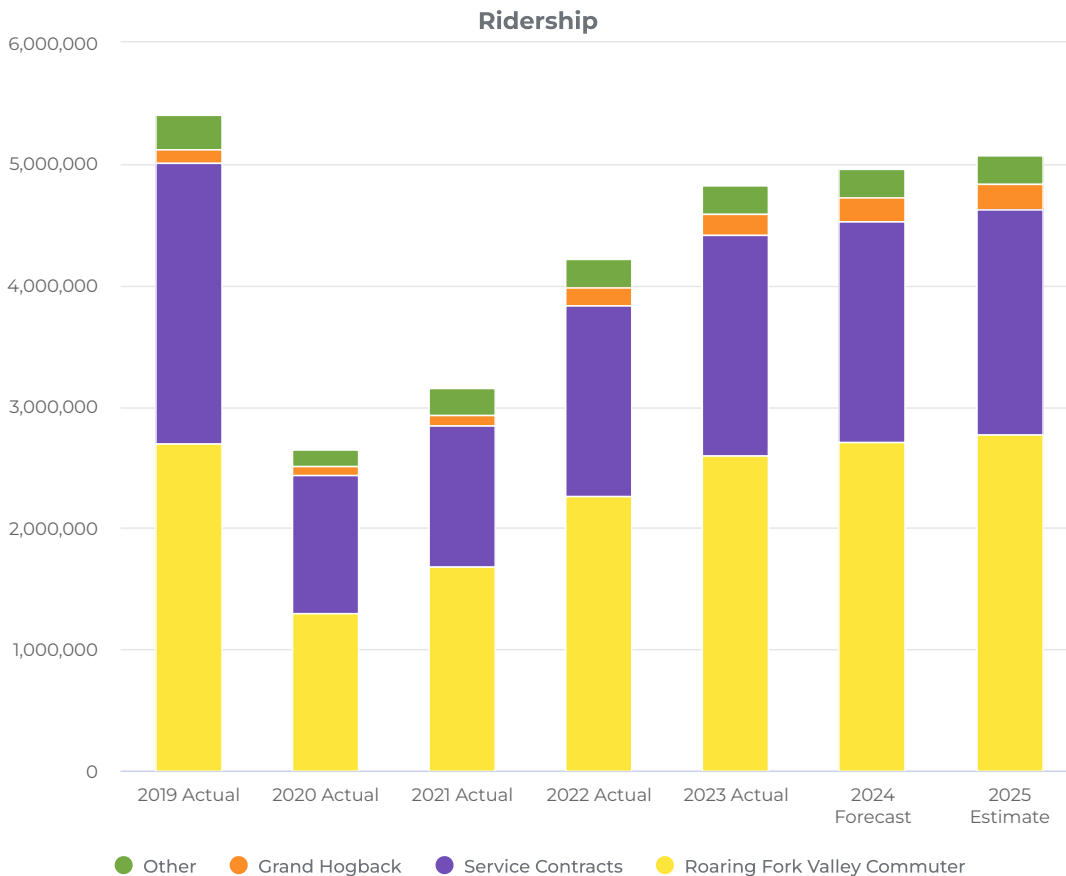


Transit Service Plan Ridership

Transit Service Plan Ridership: The following chart and graph is a 7-year comparison illustrating ridership prior, during, and after the COVID-19 pandemic. The 2025 estimated ridership is approximately 7% less than the 2019 actual ridership.

	Ridership	Change	% Chg
2025 Estimate	5,071,950	111,750	2.2%
2024 Forecast	4,960,200	139,573	2.9%
2023 Actual	4,820,627	602,690	14.3%
2022 Actual	4,217,937	1,063,403	33.7%
2021 Actual	3,154,534	506,598	19.1%
2020 Actual	2,647,936	-2,820,705	-51.6%
2019 Actual	5,468,641	309,526	6.0%

March 2020: COVID-19 pandemic first affected the region, restricting seating capacity and/or reducing or eliminating portions of the Authority's transit services.
 June 2021: seating capacity was increased from 50% to 100%.

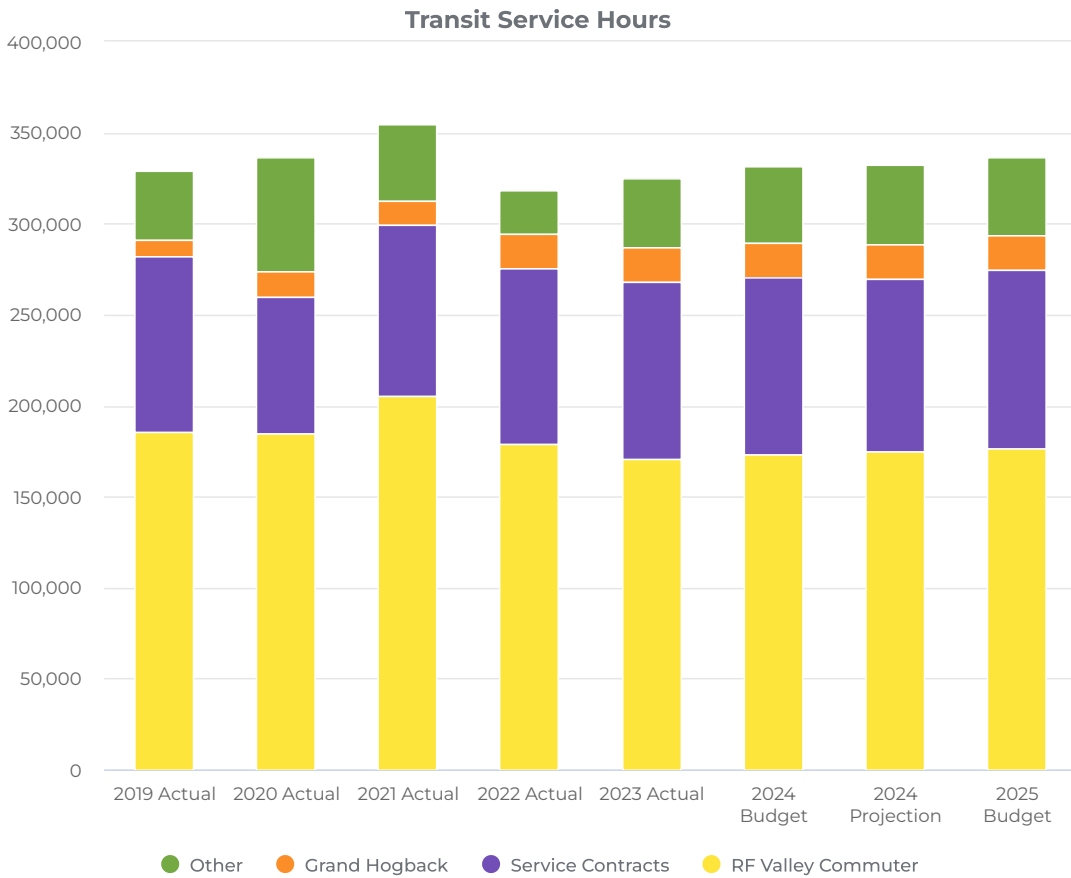


Transit Service Plan Hours

Transit Service Plan Hours: The following chart and graph is a 7-year comparison illustrating the service plan hours prior, during, and after the COVID-19 pandemic.

	Hours	Change	% Chg
2025 Budget	336,783	4,210	1.3%
2024 Projection	332,573	7,642	2.4%
2023 Actual	324,931	-3,806	-1.2%
2022 Actual	328,737	-25,947	-7.3%
2021 Actual	354,684	18,511	5.5%
2020 Actual	336,173	7,413	2.3%
2019 Actual	328,760	15,741	5.0%

During the COVID-19 pandemic, March 2020 to June 2021, due to seating capacity restrictions, additional buses were deployed to manage passengers.



Transit Service Miles

Transit Service Plan Miles: The following chart and graph is a 7-year comparison illustrating the service plan miles prior, during, and after the COVID-19 pandemic.

	Miles	Change	% Chg
2025 Budget	5,337,473	111,331	2.1%
2024 Projection	5,226,142	22,148	0.4%
2023 Actual	5,203,994	-188,469	-3.5%
2022 Actual	5,392,463	-364,401	-6.3%
2021 Actual	5,756,864	747,777	14.9%
2020 Actual	5,009,087	-425,368	-7.8%
2019 Actual	5,434,455	261,237	5.0%

During the COVID-19 pandemic, March 2020 to June 2021, due to seating capacity restrictions, additional buses were deployed to manage passengers.



2025 Continuing Budget Issues

- **Sales and Use Tax** revenues are the Authority's primary revenue source and may be volatile with increases and decreases varying among each member jurisdiction. For additional Sales and Use Tax information, see Major Revenues in the Financial Plan of this document.
 - The Authority relies on input from each member jurisdiction for assumptions and trend analysis during the budget preparation. Staff consulted with each member jurisdiction's Finance Department to receive sales tax estimates for 2025. Staff received assumptions and estimates from all eight of its jurisdictions. As a result, the 2025 budget overall sales tax includes a 2.3% increase compared to the 2024 forecast.
 - Use tax in the 2025 budget includes a 2.8% decrease compared to the 2024 forecast.
- **Property Tax** revenues for the 2024 tax year, with collections in 2025, have the following impacts:
 - The full 2.65 mill levy is included in the 2025 budget. As a result, the 2025 budget property tax revenues include a 1.8% decrease compared to the 2024 forecast, based on final assessed valuations 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 the Authority'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. Both unleaded gasoline and diesel contracts have been executed for the Authority's 2025 estimated fuel needs. For the 2025 budget, the weighted average price for unleaded gasoline includes a 6.5% increase and no change for diesel based on fixed forward contracts for 2025 compared to 2024. As fuel prices remain volatile, staff will continue to partner with its fuel vendor to monitor pricing and opportunities to lock in future fuel needs. For Compress Nature Gas (CNG) fuel, staff is estimating a decrease in production and delivery costs and will monitor any legislative efforts related to the Alternative Fuel Credit, which expires on December 31, 2024, from the Inflation Reduction Act of 2022..
- **Health care** costs continue to increase. For 2025, the Authority's County Health Pool renewal rates reflect a 12% increase in health insurance premiums, a 1.5% increase in dental insurance premiums, and no change in vision and hearing premiums. The 2025 budget includes small modifications to the employer-employee share of health insurance premium costs: employee cost percentage for PPO Employee +1 and PPO Family coverage increased from 16% to 17%; and employee cost percentage for HDHP Employee Only coverage increased from 0% to 3%.
- **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 the Authority'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 time of implementation, to the Board as part of the 2025 budget process.

- **Destination 2040:** 2025 will be the third full year for the Authority ("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, operating and capital support will continue for the existing systems in Aspen, Snowmass Village, Pitkin County, Basalt, Eagle County, and Carbondale. The chart below reflects the 2025 financing plan for operating and capital funding. To access additional information on WE-cycle, click the following link: [WE-cycle | Roaring Fork Valley Bikeshare](#)

2025 Summary Bikeshare Operations and Capital Financing Plan

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	\$ 140,000	\$ 268,654	\$ 494,614	\$ 2,419,699
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	\$ 140,000	\$ 561,866	\$ 787,826	\$ 3,473,321

- The 2025 budget includes the following WE-cycle items:
 - \$2.1 million in contributions for annual ongoing indirect and direct operating funding, planning funding and startup operations, included in operating costs.
 - \$346,000 in contributions for capital, startup equipment, and capital replacement costs, of which a \$384,000 deposit will be contributed in 2024, included in capital outlay.
 - \$561,900 in First and Last Mile Mobility (FLMM) grant funding contributions included in both operating and capital outlay.
 - \$927,800 in Local Government Contributions from the EOTC and member jurisdictions contributions.
 - The Authority's net cash contribution to the 2025 Bikeshare Operations and Capital Financing Plan is \$2.3 million.



- First and Last Mile Mobility (FLMM) Grant Program:** This grant program enables the Authority 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 June 30, 2024. Staff reviewed the grant applications and a total of \$2,052,386 has been included in the 2025 budget.

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 Commitment Requested from We-Cycle: \$168,131	\$84,066 (50%)	\$166,281 Operating + \$840 Capital + \$1,010 R&ME: \$168,131
Town of Carbondale	Carbondale Downtowner	Micro Transit Operations for 12 months of 2025	\$336,713 (50%)	\$673,425
Town of Basalt	Basalt Connect	Micro Transit Operations for 12 months of 2025	\$289,237 (50%) (Does not include CASTA grant)	\$578,474 (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 Commitment Requested from We-Cycle: \$186,721	\$78,361 (41.9%)	\$96,531 Operating + \$68,152 Capital + \$15,534 Support + \$6,504 R&ME + - \$30,000 existing = \$156,721
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 Commitment Requested from We-Cycle: \$448,659	\$224,330 (50%)	\$90,488 Operating + \$18,000 Planning + \$328,558 Capital + \$10,874 Support + \$739 R&ME = \$448,659
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 Commitment Requested from We-Cycle: \$377,248	\$112,480 (29.9%)	\$249,551 operating + \$96,833 Capital + \$29,854 Support Equipment + \$1,010 R&ME - \$150,960 existing = \$226,288
Eagle County	WE-cycle Bike Share	2025 Capital and Operating \$82,293 Operating Request \$7,824 Support Equipment Request \$1,010 R&ME Request Commitment Requested from We-Cycle: \$91,127	\$23,063 (25.5%)	\$82,293 operating + \$7,824 Support Equipment + \$1,010 R&ME - \$45,000 existing = \$46,127
Pitkin County	We-Cycle Bike Share	2025 Capital and Operating \$78,123 Operating Request \$1,010 R&ME Request Commitment Requested from We-Cycle: \$79,133	\$39,566 (50%)	\$78,123 Operating + \$1,010 R&ME = \$79,133
City of Glenwood Springs	The 6th Street Corridor Improvements Project	6 th 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 = \$5,729,518.80
City of Glenwood Springs	Glenwood Springs On-Demand Transit Pilot	Micro Transit Operations for 12 Months of 2025	\$400,000 (50%)	\$800,000
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. The Authority issued bonds in 2021 to fund the Glenwood Maintenance Facility (GMF) Expansion (Phases 2, 3, 4, 5, & 7) and 27th Street Parking Expansion Property Acquisition, in Glenwood Springs. As the Authority experiences increasing project costs due to inflation, staff continues to monitor and prioritize the various projects in the Plan and funding needed to deliver these projects.

2025 New Budget Issues

- **Construction Projects:** The Authority 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 following 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 the expanded Glenwood Maintenance (GMF) facility expansion, which is estimated to open in December 2024. This project includes a new operations center, a multi-fuel Fueling and Bus Wash Facility, and a sixty-bus-storage building. To access additional information regarding the Glenwood Springs Maintenance Facility Expansion, click on the following link: [GMF Expansion Phases 3, 4, 5 & 7 - RFTA](#)
 - *27th Street and Colorado Highway 82 Pedestrian Underpasses:* Impacts of operating and maintenance costs for a full budget year of the 27th Street and Highway 82 Pedestrian Underpasses Project, located at the intersection of 27th Street and Colorado Highway 82 in Glenwood Springs, which opened in October 2024. This project includes reconfiguration of the Rio Grande Trail, drainage improvements, and construction of two underpasses under 27th Street and Colorado Highway 82. To access additional information regarding the Pedestrian Underpasses project, click on the following link: [27th street project | RFTA 27th street station | 82 27th Street, Glenwood Springs, CO, USA](#)
 - *Iron Mountain Place:* Impacts of operating maintenance costs for employee housing located in Glenwood Springs, which is estimated to open in December 2024. This project includes 42 employee housing units. This will reduce the Authority'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:
 - CEO Transition - Organizational Restructure, the 2025 budget includes:
 - Organizational Restructure estimated costs of \$274,000.
 - ERP (Enterprise Resource Planning) Software Implementation, the 2025 budget includes:
 - Estimated capital costs of \$3.3 million and estimated operating implementation costs of \$647,000.
 - GMF Expansion Phases 6a, 6b, and 8 Project - Design & Construction, the 2025 budget includes:
 - GMF Phase 6a West Glenwood Transit Center has estimated capital costs of \$10.1 million.
 - GMF Phase 6b Administration Building has estimated capital costs of \$35.4 million.
 - GMF Phase 8 Zero Emission Vehicle (ZEV) Equipment Storage Facility has estimated capital costs of \$2.1 million.
 - Housing Policy and Program Implementation
 - GMF Underground Storage Tanks
 - Iron Mountain Place Financing
 - Aspen Maintenance Facility (AMF) Roof and Bus Wash Replacement

- **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 the Authority's property tax revenues. Based on bond counsel guidance, the impact would take effect in the 2025 tax year with collection in the 2026 budget year.

- **Staffing Levels:** RFTA ended the 2023/2024 winter season approximately 2 bus operators below its budget target, a noticeable improvement over the 2022/2023 winter season, which was approximately 40 bus operators below target. Staff's diligent hard work has led to an increase in bus operator staffing levels. Comparing November 2024 to November 2023, there are approximately 20 more bus operators. 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 the Authority's workforce readiness level to deliver the 2025 budget 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 results in estimated shortfalls in revenues, the Authority has the ability to act as it did during the Great Recession between 2009 and 2011 or utilize operating reserves, as needed, until the economy recovers.



- As illustrated in the chart below, approximately \$17.2 million of property tax revenues are being used to fund the Destination 2040 Plan (net of lease proceeds or grants/contributions), and \$253,000 is available to fund strategic initiatives. Although the 2018 Ballot Measure 7A, Property Tax Mill Levy Increase references specific uses of associated property taxes, the property tax revenues are not considered legally restricted. To access additional information regarding the Destination 2040 Plan, click on the following link: [RFTA - Destination 2040 Plan Roadmap](#)

Destination 2040 Funding and Uses included in the General Fund:	
Description (in 1,000s)	2025 Budget
Net Property Tax Revenues	\$17,473
Less: Estimated Costs for Service Enhancements	(3,196)
Less: Estimated Debt Service for Capital Bus Leases	(676)
Less: Estimated Debt Service for Series 2021A Bonds	(1,680)
Less: Estimated Net Costs for D2040 Projects	(11,668)
Less: Estimated Costs for Strategic Initiatives	(253)
Remaining Available Funds	\$0

Respectfully submitted,

Kurt Ravenschlag
Chief Executive Officer

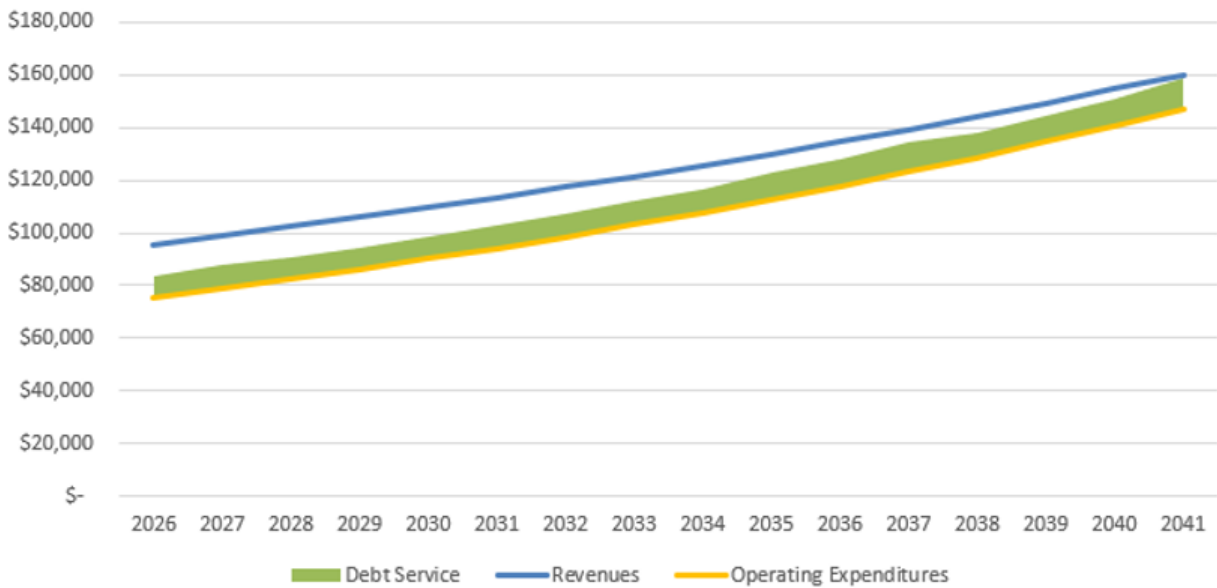
POLICY DOCUMENTATION

Overview of Financial Policies

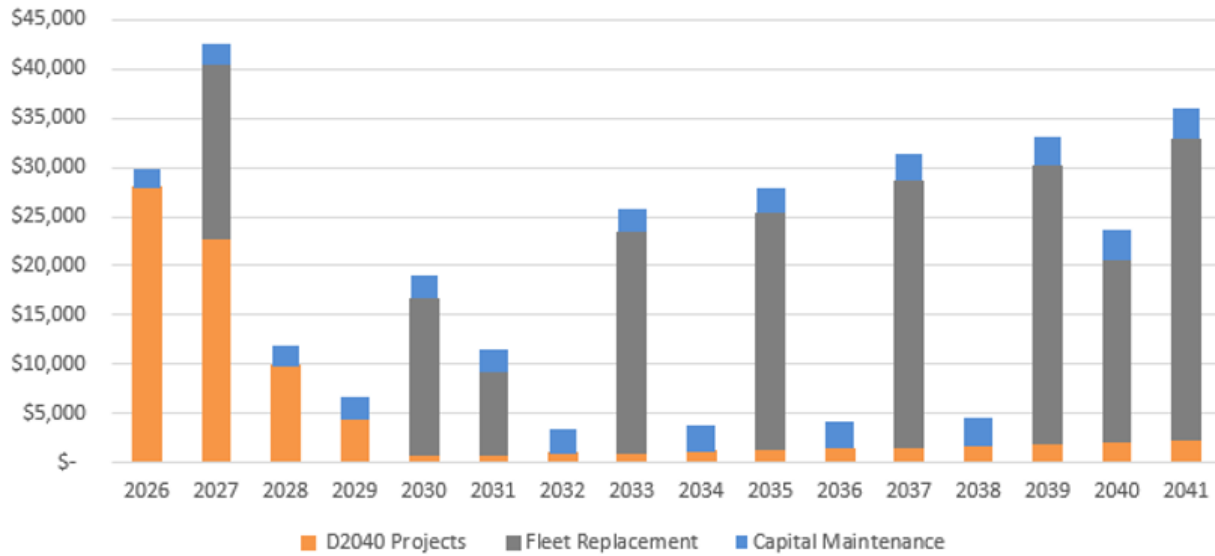
Financial Planning

- Balanced Budget:** Current year expenditures/expenses will be funded from current year forecasted sales and use tax, property tax, transit fares and other sources specifically identified to fund current operating expenditures/expenses. Other sources of funds must be confirmed or reasonably anticipated to be used for operating expenditures/expenses. Use of fund balance for current year's expenditures/expenses will be explicitly approved by the Board;
- Long Range Planning:** With the passage of ballot measure 7A at the November 6, 2018, general election, the Authority secured additional funding through property tax revenues from a 2.65 mill levy within its district and increased its bonding authority by up to \$74.675 million. These resources are intended to increase the Authority's ability to implement service enhancements and fund capital projects, including bus replacements, as part of the Authority's Destination 2040 Plan. The following charts were derived from the Authority's financial feasibility model updated in December 2024. Key assumptions include: average 3.75% sales tax revenue growth, property tax revenues from a 2.65 mill levy with an average 8% growth in each reassessment year, 50% of bus purchases which are grant funded, certain capital projects receive grant funding, including a 10% construction inflation factor, 4% operations and maintenance inflation factor, and fleet replacement includes diesel, compressed natural gas, and electric buses. Note: the long range plan currently does not include the Zero Emission Vehicle fleet replacement recommendation, which would require a substantial increase in funding.

Projected Revenues vs. Operating Expenditures & Debt Service



Projected Capital Project and Fleet Replacement Costs



Projected Schedule of Debt Issuances & Capital Grants



- Capital purchases:** The useful life of a bus for operating purposes is 12-years or 500,000 miles. Refurbishing a bus may extend its useful operating life. Annually, staff will review the bus fleet based on the above criteria to determine the required replacement. Trails capital expenditures/expenses will be incurred as funding is available. Capital assets are defined as assets with an initial cost of \$10,000 or more, \$5,000 for Federal grant funded capital assets, and an estimated useful life in excess of one year.

Basis of Budgeting

- The Authority Budget and Financial Statements are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting; the Authority's transit and trails activities are recorded in the General Fund of the government wide financial statements; additionally, the Authority accounts for service contracts, bus stop and park & ride activities as well as certain trails activities in Eagle County, in specific Special Revenue funds; Bond Resolutions for Series 2012A, 2013B, 2019, and 2021A require capital projects funds and debt service funds for each bond issuance and a reserve fund, as required.
- The modified accrual basis of accounting recognizes increases and decreases in financial resources only to the extent that they reflect near-term inflows or outflows of cash. Amounts are recognized as revenue when earned and collectible to pay liabilities of the current period or soon thereafter; certain expenditures are recognized when payment is due.

Revenue

- *Revenue Diversification*: Funding is primarily received through dedicated sales and use tax, property tax, service contract revenue and transit fares. Revenue diversification is achieved by actively pursuing other financing sources each year, such as local, state and federal grants;
- *Fees and Charges*: Annual sales tax forecast will be based on estimates received from the participating governmental entities. Additionally, an annual review of transit fares is performed for potential modifications;
- *Use of one-time revenues/unpredictable revenues*: Financing sources (sources other than sales tax, service contract revenue or transit fares) should not be used to pay for current year operating expenditures unless specifically identified to fund operating expenditures/expenses by the contributor/grantor of the resource and the amount to be received is certain.

Expenditure/ Expense Policies

- *Debt capacity, issuance and management*: By Colorado Law, the Authority cannot enter into any action creating a multiple fiscal year debt or other financial obligation unless first submitted to a vote of the registered electors residing within the boundaries of the Authority;
- However, the Law allows the Board to enter into installment or lease purchase contracts, subject to annual appropriation with the following limits:
 - For the purchase of property or capital equipment;
 - The term of any such contract may not extend over a period greater than the estimated useful life of the property or equipment;
- The Authority's Debt Management Policy establishes guidelines for the issuance and management of its debt, subject to and limited by the applicable provisions of State and Federal Law, with the following objectives:
 - Assure the timely delivery of and finance capital for projects in accordance with the priorities identified within the Authority's Budget or Capital Improvement Plan (CIP) annually approved by the Board;
 - Achieve the lowest cost of borrowing while identifying mitigation factors for any additional risk to the Authority;
 - Preserve future financial flexibility; and
 - Maintain strong credit ratings and good investor relations.
- Operating/capital expenditure accountability: Review of actual expenditures versus budget by department will be performed on a monthly basis. Each department will act to bring department expenditures within budget, as necessary.
- *Reserve or stabilization accounts*: The Operating reserve requirement is, at a minimum, an average of two months of budgeted General Fund Revenues to Operating Reserves or an average of 2 months of budgeted General Fund Expenditures, whichever is larger. Revenues include sales and use tax, property tax, service contracts, fares, operating grants and contributions. Expenditures include operation expenditures, operating expenditures allocated to service contracts and debt service. Additionally, capital reserves are committed based on Board requirements. Prior Board approval is required to use reserve funds, to not reserve funds in a given year, or to use fund balance when expenditures exceed revenues in a given year.

Non-Financial Goals & Objectives

In August 2024, the Authority's Board approved the 2024 Strategic Plan, which provides the framework to guide the Authority's decision-making, budgeting, and daily operations. The Strategic Plan identifies vision, mission, values, and outcomes to support this framework. Outcomes represent the high-level deliverables that the Authority strives to provide for the communities it serves. Each outcome area includes more specific objectives that define different areas of focus in achieving the outcome. Performance measures are also identified for objectives with performance targets set annually. Strategic initiatives are developed to achieve these identified performance targets associated with the objectives. The Strategic Initiatives have become a part of the annual budget process. Each task completed is linked back to the Strategic Plan and ultimately the Mission and Values of the Authority. The Strategic Initiatives funded in 2025 are included in "Outcome Areas". To access additional information regarding the Authority's Strategic Plan, click on the following link: [Strategic Plan - Outcome Areas | RFTA](#)





The 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.

RFTA STRATEGIC PLAN OUTCOME AREAS



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ACCESSIBILITY AND MOBILITY \$14.8 M

OVERVIEW

RFTA will provide accessible, effective and easy to use mobility options that connect our region for all users' types.

- 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
- 1.3 Increase alternative mode splits throughout the region
- 1.4 Provide increased first and last mile options for customers throughout service area
- 1.5 Identify and reduce barriers to riding transit and accessing trails
- 1.6 Provide convenient connections to key activity centers in service area
- 1.7 Connect all member jurisdictions by transit and trails



INITIATIVE HIGHLIGHTS FOR 2025 BUDGET	
PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
GMF EXPANSION PHASE 6A	\$10,071,000
REGIONAL BIKESHARE – CAPITAL AND OPERATING FUNDING	\$2,324,000
FLMM – CITY OF GLENWOOD SPRINGS 6 TH STREET PROJECT	\$465,000
FLMM – CITY OF GLENWOOD SPRINGS MICROTRANSIT	\$400,000
FLMM – TOWN OF CARBONDALE DOWNTOWNER	\$337,000
FLMM – TOWN OF BASALT CONNECT	\$289,000
FLMM – TOWN OF SNOWMASS VILLAGE BIKESHARE	\$224,000
FLMM – CITY OF ASPEN BIKESHARE	\$112,000
FLMM – TOWN OF CARBONDALE BIKESHARE	\$84,000
FLMM – TOWN OF BASALT BIKESHARE	\$78,000
FLMM – PITKIN COUNTY BIKESHARE	\$40,000
FLMM – EAGLE COUNTY BIKESHARE	\$23,000
NEW POSITION – PLANNING DIRECTOR	\$194,000
27 TH STREET/SH82 UNDERPASSES O&M (full year)	\$82,000
SERVICE CONTRACT – TOWN OF SNOWMASS VILLAGE (increase)	\$30,000
LOWER VALLEY TRAILS GROUP COMMUNITY GRANT	\$10,000
NORTHWEST COLORADO COUNCIL OF GOVERNMENTS RTCC GROUP COMMUNITY GRANT	\$6,000



SAFE CUSTOMERS, WORKFORCE AND GENERAL PUBLIC

\$584,000

OVERVIEW

RFTA will ensure the safety of its workforce, customers and general public through its safety-first culture, systematic procedures, practices, and policies for managing risks and hazards.

- 2.1 The Public is safe and comfortable using RFTA services, at RFTA facilities and on RFTA property
- 2.2 Ensure safe work environment for all RFTA employees
- 2.3 The general public has a positive perception of the safety of RFTA services
- 2.4 Staff are well trained and safety focused
- 2.5 Ensure RFTA is knowledgeable, prepared and coordinated with Regional Emergency response plans

INITIATIVE HIGHLIGHTS FOR 2025 BUDGET

PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
GMF PHASES 3, 4, 5, AND 7 O&M (full year)	\$409,000
AMF FIRE SUPPRESSION ANTIFREEZE LOOP ADDITIONS	\$168,000
HIGH VISIBILITY APPAREL O&M	\$7,000



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SUSTAINABLE WORKFORCE

\$1.2 M

OVERVIEW

RFTA will ensure organizational sustainability by enhance its ability to continue to recruit and retain an engaged, well-trained, resilient professional workforce.

- 3.1 Attract and retain top talent to the organization
- 3.2 Provide competitive compensation and benefit packages
- 3.3 Provide comfortable and affordable short-term (3-5 year) housing solutions
- 3.4 Find ways to reduce the hardship of commuting long distances on the workforce
- 3.5 Recognize and reward top performers
- 3.6 Ensure organizational resilience through thoughtful succession planning and workforce development
- 3.7 Increase employee engagement
- 3.8 Provide employees with the tools, technology, space and equipment to maximize efficiency and safety
- 3.9 Provide appropriate staffing to meet business needs of RFTA

INITIATIVE HIGHLIGHTS FOR 2025 BUDGET

PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
IRON MOUNTAIN PLACE O&M (full year)	\$339,000
EXTEND TWO CONTRACT EMPLOYEES	\$176,000
TURNKEY HOUSING PROPERTY MANAGEMENT SOLUTION	\$174,000
NEW POSITION – FINANCIAL OPERATIONS SPECIALIST (FINANCE)	\$119,000
NEW POSITION – ERP ADMINISTRATOR (IT)	\$118,000
NEW POSITION – CONTROLLER (FINANCE)	\$114,000
NEW POSITION – SYSTEMS ANALYST (IT)	\$69,000
POSITION CONVERSION – TOTAL REWARDS MANAGER (HR)	\$44,000
POSITION CONVERSION – BUSINESS SPECIALIST III (FACILITIES)	\$17,000
IT DEPARTMENT TRAVEL & TRAINING BUDGET (increase)	\$35,000
COMPENSATION MARKET REVIEW	\$12,000



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FINANCIAL SUSTAINABILITY

\$17,000

OVERVIEW

RFTA will ensure cost-effective and responsible use of funding, maintain and monitor its short-term and five year long-term financial forecasts, seek funding partnerships and revenue diversification.

- 4.1 Ensure fiscal integrity
- 4.2 Develop and maintain a capital planning and prioritization process, while also reviewing and updating RFTA's financial policies
- 4.3 Preserve financial sustainability and develop, improve and maintain a balanced long-range budget and financial forecast
- 4.4 Pursue financing opportunities to complete future capital projects
- 4.5 Optimize RFTA services and expenditures for more efficiency and/or costs savings
- 4.6 Promote fair and open competition in contracting opportunities to ensure fair and reasonable pricing
- 4.7 Monitor, evaluate and present new revenue sources

INITIATIVE HIGHLIGHTS FOR 2025 BUDGET

PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
GRANT DEVELOPMENT & OUTREACH ASSISTANCE (increase)	\$15,000
ANNUAL FINANCIAL STATEMENT AUDIT (increase)	\$2,000



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SATISFIED CUSTOMERS

\$68,000

OVERVIEW

RFTA will exceed customer expectations by providing modern, courteous, safe, convenient, reliable, comfortable, sustainable and affordable transportation for residents and visitors.

- 5.1 Transit and trail experiences are enjoyable
- 5.2 Transit services are financially accessible for diverse user groups
- 5.3 Leverage technology to enhance customer experience
- 5.4 Deliver easy-to-use, modern and reliable services
- 5.5 Conduct triennial on-board passenger surveys
- 5.6 Provide a centralized, user-friendly Customer Relationship Management system
- 5.7 Provide clean and well-maintained facilities, trails and equipment
- 5.8 Staff are well trained and focused on providing exceptional customer service
- 5.9 Actively engage with the community to gather feedback and suggestions for improving services

INITIATIVE HIGHLIGHTS FOR 2025 BUDGET

PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
TRIENNIAL ON-BOARD SURVEY	\$60,000
POSITION CONVERSION – CUSTOMER SERVICE SUPERVISOR (OPERATIONS)	\$8,000



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ENVIRONMENTAL SUSTAINABILITY

\$70,000

OVERVIEW

RFTA will research and implement innovative, environmentally sustainable practices in all areas of transit and trails management.

- 6.1 Trail and transit users enjoy environmentally friendly equipment and facilities
- 6.2 RFTA will strive for 100% renewable energy use
- 6.3 RFTA will prioritize energy-efficient strategies to reduce GHG emissions and advance projects that enhance existing services with a responsible budget
- 6.4 Provide alternative and innovative travel solutions to help slow the growth of Vehicle Miles Traveled in region
- 6.5 Promote and support transit-oriented land use patterns
- 6.6 Integrate technology to optimize energy, reduce our carbon footprint, and promote eco-friendly practices wherever possible

INITIATIVE HIGHLIGHTS FOR 2025 BUDGET

PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
GMF DEBRIS AND STORM WATER BASIN CLEAN OUT	\$70,000



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HIGH PERFORMING ORGANIZATION

\$60.0 M

OVERVIEW

RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.

- 7.1 Optimize the use of RFTA assets through capital improvement planning, preventative maintenance and asset management
- 7.2 Strategically integrate innovative technology to enhance service delivery and business process efficiency across all key performance areas.
- 7.3 Proactively influence policy and legislative development that benefits public transportation to our region
- 7.4 Actively engage the public about plans, projects and service changes
- 7.5 Ensure appropriate transparency of all RFTA business
- 7.6 Actively plan for business continuity and resilience in the event of crisis
- 7.7 Continually seek ways to improve business process and service delivery
- 7.8 Prioritize cybersecurity measures to protect integrity of systems and data
- 7.9 Prioritize Strategic Planning at all levels of the RFTA organization
- 7.10 Implement a system to routinely compare RFTA performance with industry standards and best practices

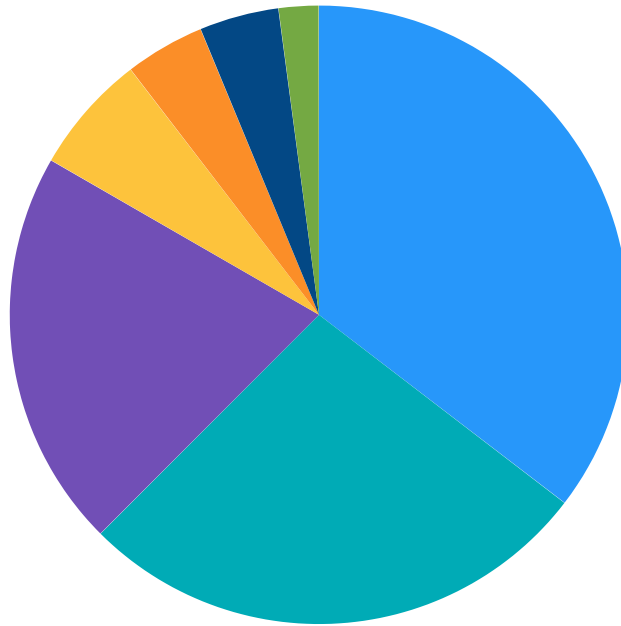
INITIATIVE HIGHLIGHTS FOR 2025 BUDGET

PROJECT DESCRIPTION	2025 BUDGET ESTIMATE
GMF EXPANSION PHASE 6B	\$35,424,000
GMF EXPANSION PHASE 8	\$2,102,000
13 MCI CRT DIESEL BUSES (2025/26 delivery)	\$18,197,000
ERP IMPLEMENTATION (FINANCE & PROCUREMENT)	\$3,730,000
2 TRAVELER VEHICLES	\$317,000
REPLACE IT FIREWALLS	\$111,000
REPLACE IT CORE SWITCHES	\$70,000
GRAPHIC PROCESSING UNITS (GPU) TO VDI HOSTS	\$65,000
BOARD OF DIRECTORS SOFTWARE	\$20,000
OUTSOURCE ADMINISTRATION OF LIFE CRISIS	\$7,000



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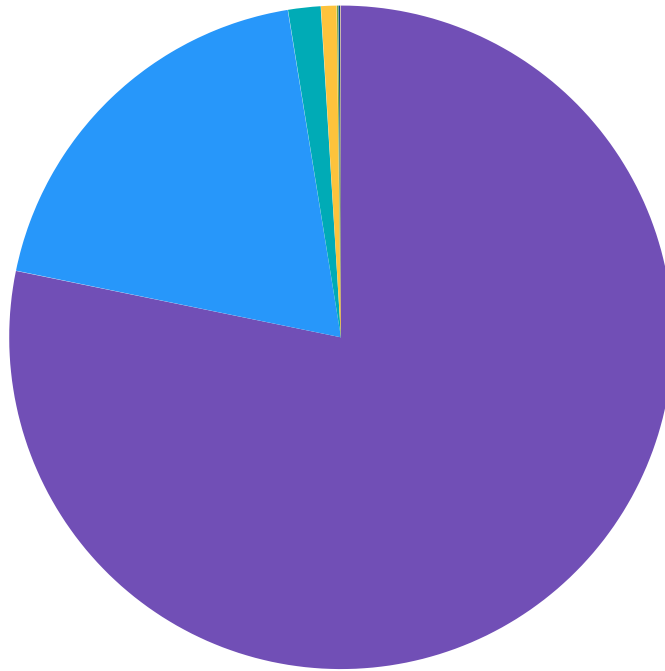
2025 Strategic Initiatives by Outcome Area



- Accessibility and Mobility **17** (35.42%)
- Sustainable Workforce **13** (27.08%)
- High Performing Organization **10** (20.83%)
- Safe Customers, Workforce, and General Public **3** (6.25%)
- Financial Sustainability **2** (4.17%)
- Satisfied Customers **2** (4.17%)
- Environmental Sustainability **1** (2.08%)



2025 Budget Strategic Initiatives by Outcome Area



- High Performing Organization **\$60,043,000** (78.21%)
- Accessibility and Mobility **\$14,769,000** (19.24%)
- Sustainable Workforce **\$1,217,000** (1.59%)
- Safe Customers, Workforce, and General Public **\$584,000** (0.76%)
- Environmental Sustainability **\$70,000** (0.09%)
- Satisfied Customers **\$68,000** (0.09%)
- Financial Sustainability **\$17,000** (0.02%)



Performance Measures

In 2020, the Authority identified key performance metrics to track the Authority's performance, primarily focused for transportation agencies:

- Transit and financial performance metrics were derived from the Federal Transit Administration National Transit Database (NTD) financial and operating statistics.
- Safety performance metric was derived from the Occupational Safety and Health Administration (OSHA) establishment-specific data.
- Personnel/staffing performance metric was internally identified.

Each performance metric provides a means of evaluating how effectively and efficiently the Authority is performing over time. The following charts illustrate each performance measure for tracking performance, with a target measure for the current budget year, description of the performance, how the Authority is performing against the measure, and target for the current budget year. Ideally, performance measurement will generate information from each key metric results and outcomes that will drive future transit service plans during budget planning. Staff is currently updating performance metrics for the 2025 budget, and they will be completed prior to the GFOA submission.



Transit Performance Measure

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
RIDERSHIP	2,646,117	3,152,681	4,215,679	4,771,500	4,771,490	-10	4,821,170
Year-over-year Change		+506,654	+1,062,998		+555,811		+49,680

Ridership provides the total number of passenger boardings, which determines the overall utilization of public transportation services in the Authority's service area. Increased ridership is an indicator of the adoption of public transportation versus single-occupancy transportation choices by riders.

2023 Performance: the Authority estimates achieving approximately 100% of its target, which is a 13.2% increase over 2022.

2024 Target: includes a 49,680, or 1%, increase over the 2023 estimate, which equates to a 2.18 million increase over the 2020 ridership.

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
PASSENGERS per MILE	0.65	0.64	0.87	0.85	1.00	+0.15	1.00
Year-over-year Change		-0.01	+0.23		+0.13		0.00

Passengers per Mile calculates the total number of passenger boardings by total transit service plan miles, which determines how efficient the transit service plan is per bus-mile driven. An increase in passengers per mile is an indicator of effective scheduling limiting the number of vehicles needed to provide the service plan.

2023 Performance: the Authority estimates exceeding its target by 0.15 passengers per bus-mile driven or 17.9%, which is a 15.3% increase over 2022.

2024 Target: includes 1.00 passengers per bus-mile driven, maintaining the 2023 estimate.

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
PASSENGERS per HOUR	14.1	12.7	17.1	16.5	19.0	+2.5	19.2
Year-over-year Change		-1.4	+4.4		+1.9		+0.2

Passengers per Hour calculates the total number of passenger boardings by total transit service bus operator hours, which determines how efficient the transit service plan is per bus operator labor hour. An increase in passengers per hour is an indicator of effective scheduling limiting the number of labor hours needed to provide the service plan.

2023 Performance: the Authority estimates exceeding its target by 2.5 passenger boarding per bus operator labor hour or 14.9%, which is a 10.9% increase over 2020.

2024 Target: includes a 0.2, or 1.2%, passenger boarding per bus operator labor hour over the 2023 estimate.

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
ON TIME PERFORMANCE	77.4%	77.9%	76.7%	80.0%	74.8%	-5.2%	78.0%
Year-over-year Change		+0.4%	-1.2%		-1.9%		+3.2%

On Time Performance calculates the ratio of on-time serviced timepoints to total performed timepoints, which determines how effective the transit service plan is to adhering to the service schedule. An increase in on-time percentage is an indicator of how reliable the service plan is for riders, which may also influence an increase in ridership.

2023 Performance: the Authority estimates to miss its on-time performance target by 5.2%, which is 1.9% lower than 2022.

2024 Target: includes a 3.2% improvement in its on-time performance over the 2023 estimate.

Financial Performance Measures

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
OPERATING EXPENSE per PASSENGER	\$14.35	\$13.39	\$11.00	\$12.49	\$10.93	-\$1.57	\$12.71
Year-over-year Change		-\$0.96	-\$2.39		-\$0.07		+\$1.79

Operating Expense per Passenger calculates total service costs including wages (salary, benefits, leave), vehicle and facility maintenance, and contracted services by total passenger boardings, which determines how cost-efficient the transit service plan is per passenger.

2023 Performance: the Authority estimates to have a \$1.57, or 12.5%, lower operating expense per passenger compared to its target, primarily from exceeding target ridership and labor costs savings due to vacant positions. It is also \$0.07, or 0.7%, more efficient than 2022.

2024 Target: includes a \$1.79, or 16.4%, increase in operating expense per passenger compared to the 2023 estimate, primarily from market compensation analysis wage increases, added employee benefits, and increased health insurance costs at full staffing levels.

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
OPERATING EXPENSE per MILE	\$9.36	\$8.56	\$9.57	\$10.59	\$10.96	+\$0.23	\$12.70
Year-over-year Change		-\$0.80	+\$1.021		+\$1.39		+\$1.75

Operating Expense per Mile calculates total service costs including wages (salary, benefits, leave), vehicle and facility maintenance, and contracted services by total transit service miles, which determines how cost-efficient the transit service plan is per bus operator mile driven.

2023 Performance: the Authority estimates to have a \$0.23, or 12.5%, increase in operating expense per mile compared to its target, primarily from service plan reductions due to vacant bus operators, which reduced miles by approximately 435,000.

2024 Target: includes a \$1.75, or 16.0%, increase in operating expense per mile compared to the 2023 estimate, primarily from market compensation analysis wage increases, added employee benefits, and increased health insurance costs at full staffing levels.

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
OPERATING EXPENSE per HOUR	\$203.07	\$170.31	\$188.12	\$206.41	\$207.26	+\$0.85	\$242.15
Year-over-year Change		-\$32.76	+\$17.81		+\$19.14		+\$34.90

Operating Expense per Hour calculates total service costs including wages (salary, benefits, leave), vehicle and facility maintenance, and contracted services by total transit service miles, which determines how cost-efficient the transit service plan is per bus operator labor hour.

2023 Performance: the Authority estimates to have a \$0.85, or 0.4%, increase in operating expense per bus operator labor hour compared to its target, primarily from service plan reductions due to vacant bus operators, which reduced hours by approximately 18,800.

2024 Target: includes a \$34.90, or 16.8%, increase in operating expense per bus operator labor hour compared to the 2023 estimate, primarily from market compensation analysis wage increases, added employee benefits, and increased health insurance costs at full staffing levels.

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
NET EXPENSE per PASSENGER	\$13.25	\$12.08	\$9.93	\$11.46	\$9.93	-\$1.53	\$11.73
Year-over-year Change		-\$1.17	-\$2.15		\$0.00		+\$1.80

Net Expense per Passenger calculates total operating expenses net of fare revenue divided by total passenger boardings, which determines how cost-efficient the transit service plan is when factoring in fare revenue per passenger.

2023 Performance: the Authority estimates to have a \$1.53, or 13.4%, lower net expense per passenger compared to its target, primarily from exceeding target ridership resulting in increased fare revenue, and labor cost savings due to vacant positions.

2024 Target: includes a \$1.80, or 18.1%, increase in net expense per passenger compared to the 2023 estimate, primarily from market compensation analysis wage increases, added employee benefits, and increased health insurance costs at full staffing levels, and using a conservative fare revenue forecast with a nominal, 0.3%, increase over 2023 estimate. The Authority is not planning on increasing fare rates in 2024.

Safety Performance Measure

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
TOTAL RECORDABLE INCIDENT RATE	1.71	1.78	1.53	1.50	3.03	+1.53	1.80
Year-over-year Change		+0.07	-0.25		+1.50		-1.23

Total Recordable Incident Rate (TRIR) is an OSHA standard performance measure that calculates recordable employee injuries or illness per 100 employees over one year. This may also be expressed as a percentage of recordable (illness/injury) per 100 workers. Recordable incidents are based on one or more of: 1) Any work-related fatality; 2) Any work-related injury or illness that results in loss of consciousness, days away from work, restricted work, or transfer to another job; 3) Any work-related injury or illness requiring medical treatment beyond first aid; 4) Any work-related diagnosed case of cancer, chronic irreversible diseases, fractured or cracked bones or teeth, and punctured eardrums per 50,000 labor hours, which determines how effective the workplace safety is for the Authority.

2023 Performance: the Authority estimates to have a 1.53, or 102%, increase in recordable incident rate compared to its target.

2024 Target: includes a 1.23, or 40.6%, improvement in recordable incident rate compared to the 2023 estimate.

Personnel / Staffing Measure

	2020 Actual	2021 Actual	2022 Actual	2023 Target	2023 Estimate	2023 Performance	2024 Target
EMPLOYEE TURNOVER RATE	1.0%	2.2%	2.7%	2.0%	1.7%	-0.3%	1.8%
Year-over-year Change		+1.2%	+0.5%		-1.0%		+0.1%

Employee Turnover Rate calculates the number of employees terminated during a calendar year divided by the average number of employees during the calendar year, which indicates how effective the Authority is retaining employees.

2023 Performance: the Authority estimates an improvement of 0.3% in its employee turnover rate from its target, and 1.0% improvement over 2022.

2024 Target: includes a 0.1% increase in employee turnover rate versus the 2023 estimate.

Initiatives, Priorities, and Issues

- **Sales and Use Tax** revenues are the Authority's primary revenue source and may be volatile with increases and decreases varying among each member jurisdiction. For additional Sales and Use Tax information, see Major Revenues in the Financial Plan of this document.
 - The Authority relies on input from each member jurisdiction for assumptions and trend analysis during the budget preparation. Staff consulted with each member jurisdiction's Finance Department to receive sales tax estimates for 2025. Staff received assumptions and estimates from all eight of its jurisdictions. As a result, the 2025 budget overall sales tax includes a 2.3% increase compared to the 2024 forecast.
 - Use tax in the 2025 budget includes a 2.8% decrease compared to the 2024 forecast.
- **Property Tax** revenues for the 2024 tax year, with collections in 2025, have the following impacts:
 - The full 2.65 mill levy is included in the 2025 budget. As a result, the 2025 budget property tax revenues include a 1.8% decrease compared to the 2024 forecast, based on final assessed valuations 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 the Authority'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. Both unleaded gasoline and diesel contracts have been executed for the Authority's 2025 estimated fuel needs. For the 2025 budget, the weighted average price for unleaded gasoline includes a 6.5% increase and no change for diesel based on fixed forward contracts for 2025 compared to 2024. As fuel prices remain volatile, staff will continue to partner with its fuel vendor to monitor pricing and opportunities to lock in future fuel needs. For Compress Nature Gas (CNG) fuel, staff is estimating a decrease in production and delivery costs and will monitor any legislative efforts related to the Alternative Fuel Credit, which expires on December 31, 2024, from the Inflation Reduction Act of 2022.
- **Health care** costs continue to increase. For 2025, the Authority's County Health Pool renewal rates reflect a 12% increase in health insurance premiums, a 1.5% increase in dental insurance premiums, and no change in vision and hearing premiums. The 2025 budget includes small modifications to the employer-employee share of health insurance premium costs: employee cost percentage for PPO Employee +1 and PPO Family coverage increased from 16% to 17%; and employee cost percentage for HDHP Employee Only coverage increased from 0% to 3%.
- **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 the Authority'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 time 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 determines scheduled pay increases for the 2025 budget.
- **Destination 2040:** 2025 will be the third full year for the Authority ("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, operating and capital support will continue for the existing systems in Aspen, Snowmass Village, Pitkin County, Basalt, Eagle County, and Carbondale. The chart below reflects the 2025 financing plan for operating and capital funding. To access additional information on WE-cycle, click the following link: [WE-cycle | Roaring Fork Valley Bikeshare](#)
 - The 2025 budget includes the following WE-cycle items:
 - \$2.1 million in contributions for annual ongoing indirect and direct operating funding, planning funding and startup operations, included in operating costs.
 - \$346,000 in contributions for capital, startup equipment, and capital replacement costs, of which a \$384,000 deposit will be contributed in 2024, included in capital outlay.
 - \$561,900 in First and Last Mile Mobility (FLMM) grant funding contributions included in both operating and capital outlay.

- \$927,800 in Local Government Contributions from the EOTC and member jurisdictions contributions.
 - The Authority's net cash contribution to the 2025 Bikeshare Operations and Capital Financing Plan is \$2.3 million.
- **First and Last Mile Mobility (FLMM) Grant Program:** This grant program enables the Authority 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 June 30, 2024. Staff reviewed the grant applications and a total of \$2,052,386 has been included in the 2025 budget.
- 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. The Authority issued bonds in 2021 to fund the Glenwood Maintenance Facility (GMF) Expansion Project (Phases 2, 3, 4, 5, & 7) and 27th Street Parking Expansion Property Acquisition. As the Authority 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.
- **Construction Projects:** The Authority 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 following 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 the expanded Glenwood Maintenance (GMF) facility expansion, which is estimated to open in December 2024. This project includes a new operations center, a multi-fuel Fueling and Bus Wash Facility, and a sixty-bus-storage building. To access additional information regarding the Glenwood Springs Maintenance Facility Expansion, click on the following link: [GMF Expansion Phases 3, 4, 5 & 7 - RFTA](#)
 - *27th Street and Colorado Highway 82 Pedestrian Underpasses:* Impacts of operating and maintenance costs for a full budget year of the 27th Street and Highway 82 Pedestrian Underpasses Project, located at the intersection of 27th Street and Colorado Highway 82 in Glenwood Springs, which opened in October 2024. This project includes reconfiguration of the Rio Grande Trail, drainage improvements, and construction of two underpasses under 27th Street and Colorado Highway 82. To access additional information regarding the Pedestrian Underpasses project, click on the following link: [27th street project | RFTA 27th street station | 82 27th Street, Glenwood Springs, CO, USA](#)
 - *Iron Mountain Place:* Impacts of operating maintenance costs for employee housing located in Glenwood Springs, which is estimated to open in December 2024. This project includes 42 employee housing units. This will reduce the Authority'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:
 - CEO Transition - Organizational Restructure, the 2025 budget includes:
 - Organizational Restructure estimated costs of \$274,000.
 - ERP (Enterprise Resource Planning) Software Implementation, the 2025 budget includes:
 - Estimated capital costs of \$3.3 million and estimated operating implementation costs of \$647,000.
 - GMF Expansion Phases 6a, 6b, and 8 Project - Design & Construction, the 2025 budget includes:
 - GMF Phase 6a West Glenwood Transit Center has estimated capital costs of \$10.1 million.
 - GMF Phase 6b Administration Building has estimated capital costs of \$35.4 million.
 - GMF Phase 8 Zero Emission Vehicle (ZEV) Equipment Storage Facility has estimated capital costs of \$2.1 million.
 - Housing Policy and Program Implementation
 - GMF Underground Storage Tanks
 - Iron Mountain Place Financing
 - Aspen Maintenance Facility (AMF) Roof and Bus Wash Replacement

- **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 the Authority's property tax revenues. Based on bond counsel guidance, the impact would take effect in the 2025 tax year with collection in the 2026 budget year.
- **Staffing Levels:** RFTA ended the 2023/2024 winter season approximately 2 bus operators below its budget target, a noticeable improvement over the 2022/2023 winter season, which was approximately 40 bus operators below target. Staff's diligent hard work has led to an increase in bus operator staffing levels. Comparing November 2024 to November 2023, there are approximately 20 more bus operators. 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 the Authority's workforce readiness level to deliver the 2025 budget 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 results in estimated shortfalls in revenues, the Authority has the ability to act as it did during the Great Recession between 2009 and 2011 or utilize operating reserves, as needed, until the economy recovers.



- As illustrated in the chart below, approximately \$17.2 million of property tax revenues are being used to fund Destination 2040 Plan (net of lease proceeds or grants/contributions), and \$253,000 is available to fund strategic initiatives. Although the 2018 Ballot Measure 7A, Property Tax Mill Levy Increase references specific uses of associated property taxes, the property tax revenues are not considered legally restricted. To access additional information regarding the Destination 2040 Plan, click on the following link: [RFTA - Destination 2040 Plan Roadmap](#)

Destination 2040 Funding and Uses included in the General Fund:	
Description (in 1,000s)	2025 Budget
Net Property Tax Revenues	\$17,473
Less: Estimated Costs for Service Enhancements	(3,196)
Less: Estimated Debt Service for Capital Bus Leases	(676)
Less: Estimated Debt Service for Series 2021A Bonds	(1,680)
Less: Estimated Net Costs for D2040 Projects	(11,668)
Less: Estimated Costs for Strategic Initiatives	(253)
Remaining Available Funds	\$0

FINANCIAL PLAN

Funds and Fund Structure

The Authority Budget and Financial Statements are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting. All Funds are appropriated.

General Fund reports operating activity for regional Valley, Grand Hogback and miscellaneous Transit, Trails and Administrative Support services. Additionally, Capital and all Debt Service activity are reported in the General Fund, unless otherwise required by bond resolution.

Service Contract Special Revenue Fund reports revenue and operating activity for additional contracted transit services. These services are extra services provided in certain areas within the overall Authority service area. For a more detailed description of the Transit Services provided, see the service description narrative and service area map in the statistical and supplemental information section.

Bus Stop and Park & Ride Special Revenue Fund reports vehicle registration fee revenue and bus stops and park & 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 shelter and park & ride improvements in unincorporated Garfield County.

Mid Valley Trails Special Revenue Fund reports activity for certain trail 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 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.

Debt Service Fund:

Series 2012A Debt Service Fund reports all principal and interest expenditures for the \$6.65 million Qualified Energy Conservation Bond (QECCB) issuance and interest earned as required by resolution. The QECCBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

Series 2013B Debt Service Fund reports all principal and interest expenditures for the \$1.3 million QECCB issuance and interest earned as required by resolution. The QECCBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

Series 2019 Debt Service Fund reports all principal and interest expenditures for the \$24.5 million sales and use tax revenue refunding and improvement bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

Series 2021A Debt Service Fund reports all principal and interest expenditures for the \$28.8 million property tax revenue bonds 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 activities of Series 2012A, Series 2013B, and interest earned as required by resolution.

Consolidated Financial Overview

(in 1,000s)	General Fund	Service Contracts SRF	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2025 Final Budget	%
Beginning fund balance (Budget)	\$80,626	\$-	\$-	\$358	\$920	\$81,904	
Revenues:							
Sales and use tax	43,820	-	-	125	-	43,945	34%
Property tax	18,311	-	-	-	-	18,311	14%
Service contracts	-	18,260	-	-	-	18,260	14%
Operating revenue	5,065	-	-	-	-	5,065	4%
Grant revenue - operating	1,438	30	-	-	-	1,468	1%
Grant revenue - capital	38,141	-	-	-	-	38,141	29%
Local gov't contributions - operating	1,269	-	-	-	-	1,269	1%
Local gov't contributions - capital	348	-	-	-	-	348	0%
Other income	1,291	-	545	-	106	1,942	1%
Investment income	1,998	-	-	-	-	1,998	2%
Total revenues	\$111,681	\$18,290	\$545	\$125	\$106	\$130,747	100%
Program expenditures:							
Fuel	\$2,337	\$892	\$-	\$-	\$-	\$3,229	2%
Transit	48,105	17,584	1,906	-	-	67,595	45%
Trails & Corridor Mgmt	1,339	-	-	-	-	1,339	1%
Subtotal program expenditures	\$51,781	\$18,476	\$1,906	\$-	\$-	\$72,162	48%
Capital	73,435	-	-	-	-	73,435	48%
Debt Service	1,876	-	-	-	\$4,386	6,262	4%
Total expenditures	\$127,092	\$18,476	\$1,906	\$-	\$4,386	\$151,860	100%
Other financing sources	\$18,197	\$186	\$1,361	\$-	\$4,280	\$24,024	
Other financing (uses)	(5,826)	-	-	-	-	(5,826)	
Change in fund balance	\$(3,040)	\$-	\$-	\$125	\$-	\$(2,915)	
Ending fund balance	\$77,586	\$-	\$-	\$483	\$920	\$78,989	



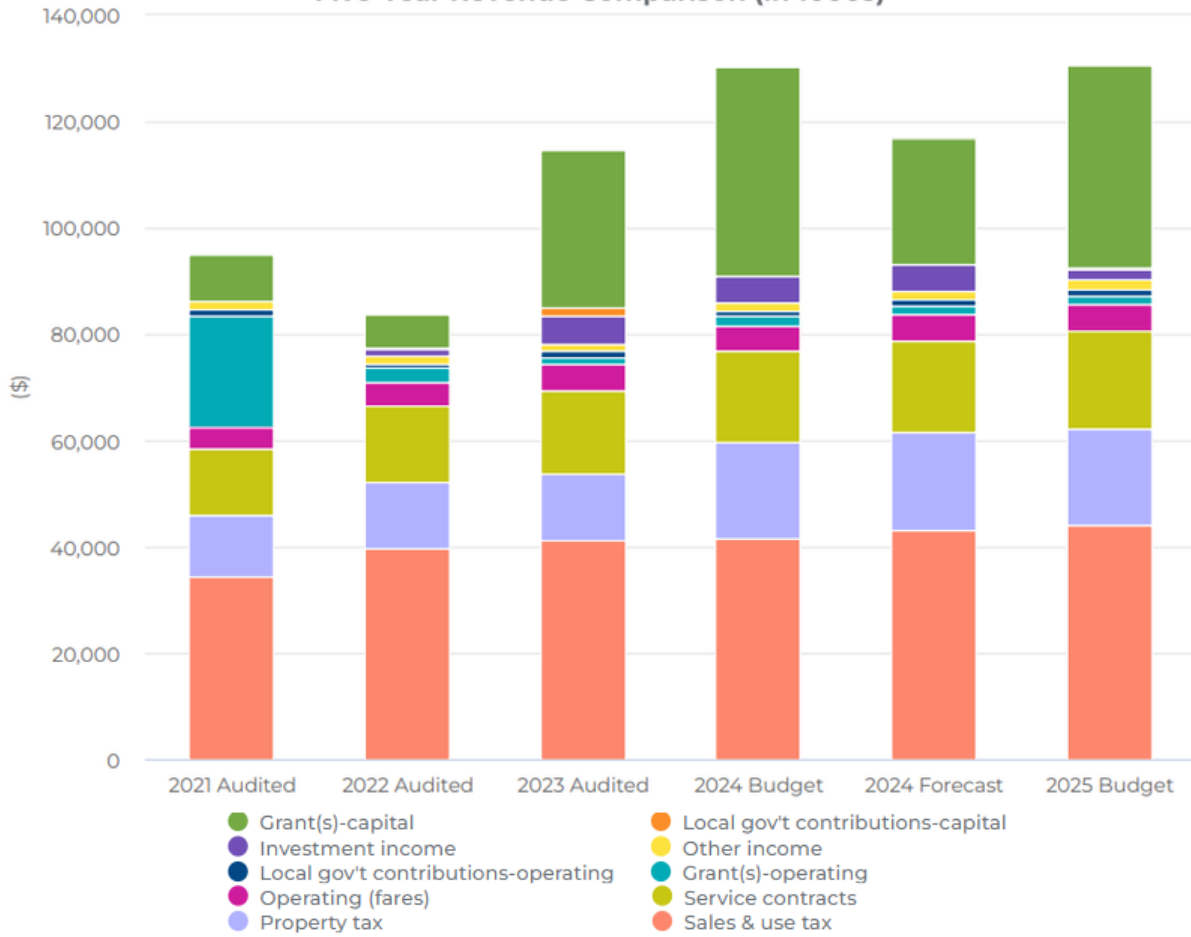
Five-Year Financial Summary Information

Revenues							25/24 Budget	
(in 1,000s)	2021 Audited	2022 Audited	2023 Audited	2024 Budget	2024 Forecast	2025 Final Budget	\$ Chg	% Chg
Sales and use tax	\$34,528	\$39,800	\$41,372	\$41,718	\$42,993	\$43,945	\$2,227	5%
Property tax	11,409	12,390	12,330	17,963	18,656	18,311	348	2%
Service contracts	12,405	14,297	15,713	17,219	17,097	18,260	1,041	6%
Fare revenue	4,136	4,536	4,992	4,794	5,041	5,065	271	6%
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	1,269	115	10%
Other income	1,340	1,444	1,480	1,578	1,623	1,942	364	23%
Investment income	34	1,382	5,134	4,868	5,011	1,998	(2,870)	-59%
Subtotal Revenues - Operating	\$86,204	\$77,241	\$83,414	\$90,913	\$93,193	\$92,258	\$1,345	1%
Local gov't contributions - capital	130	331	1,705	27	27	348	320	1173%
Grant revenue - capital	8,608	6,071	29,646	39,355	23,790	38,141	(1,214)	-3%
Subtotal Revenues - Capital	\$8,739	\$6,403	\$31,350	\$39,382	\$23,817	\$38,489	\$(894)	-2%
Total Revenues	\$94,943	\$83,644	\$114,764	\$130,296	\$117,010	\$130,747	\$451	0%

2024/2025 Budgetary Revenue Trends:

- Sales and use tax revenues: 5% increase. The 2024 forecast is 3.1% higher than the 2024 budget. In addition, the 2025 budget includes a 2.3% increase versus the 2024 forecast. For each member jurisdiction's 2025 versus 2024 forecast sales tax percentage assumptions, see Major Revenues in the Financial Plan section of this document ;
- Property tax revenues: 2% increase. The 2024 tax year, with collections in 2025, is not a reassessment year. The 2025 budget does include specific ownership tax collections, based on historical data, which was not included in the 2024 budget;
- Service contract revenues: increase due to increasing costs and updates to service levels;
- Fare revenues: increase primarily due to increase in regional ridership;
- Operating grant revenues: decrease primarily due to timing of 2023 FASTER funds that were received in 2024;
- Local government contributions - operating: increase primarily from Member Jurisdictions for Regional Bikeshare operating costs, partially offset by Garfield County contributions for Hogback service;
- Other income: increase primarily due to housing revenues from the scheduled opening of Iron Mountain Place in December 2024;
- Investment income: decrease primarily due to lower anticipated interest rates;
- Local government contributions - capital: increase from Member Jurisdictions for Regional Bikeshare capital outlay and Garfield County contribution for the purchase of two Traveler vehicles;
- Capital grant revenues: decrease due to the timing of capital outlay based on project completion. Capital grants are recognized when awarded.

Five-Year Revenue Comparison (in 1000s)



Expenditures							25/24 Budget	
(in 1,000s)	2021 Audited	2022 Audited	2023 Audited	2024 Budget	2024 Forecast	2025 Final Budget	\$ Chg	% Chg
Fuel	\$1,209	\$1,605	\$1,744	\$2,594	\$1,968	\$2,337	\$(257)	-10%
Transit Maintenance	6,373	6,911	7,473	8,490	7,833	8,691	202	2%
Transit Operations	13,313	13,855	16,436	18,148	17,761	18,963	814	4%
Administration	7,073	7,689	8,592	12,743	11,837	13,754	1,011	8%
Facilities	2,824	2,800	3,074	3,890	3,468	3,596	(294)	-8%
Capital Projects Mgmt	-	-	-	391	388	823	432	111%
Attorney & Board of Directors	236	133	274	239	235	224	(15)	-6%
FLMM - Regional Bikeshare	198	720	1,380	1,489	1,489	2,054	565	38%
Trails & Corridor Mgmt	537	691	926	1,264	1,204	1,339	75	6%
Total GF Operating Expenditures	\$31,763	\$34,405	\$39,898	\$49,247	\$46,182	\$51,781	\$2,534	5%
SRF - Service Contracts	12,603	14,493	15,858	17,430	17,300	18,476	1,046	6%
SRF - Bus Shelter / PNR	787	913	1,152	1,759	1,638	1,906	147	8%
SRF - Mid Valley Trails	36	56	104	141	83	-	(141)	-100%
Total GF & SRF Operating Expenditures	\$45,189	\$49,866	\$57,012	\$68,577	\$65,204	\$72,162	\$3,585	5%
GF - Debt Service	2,609	1,530	1,709	1,882	1,882	1,876	(6)	0%
Debt Service Fund	3,304	4,400	4,397	4,394	4,394	4,386	(8)	0%
Total Debt Service	\$5,913	\$5,929	\$6,106	\$6,276	\$6,276	\$6,262	\$(14)	0%
Total Operating & Debt Service	\$51,102	\$55,795	\$63,118	\$74,853	\$71,480	\$78,425	\$3,571	5%
GF - Capital Outlay	15,402	10,643	45,913	80,423	56,316	71,113	(9,311)	-12%
GF - FLMM Grant Program & Bikeshare	57	213	1,691	1,693	1,159	2,322	629	37%
SRF - Bus Shelter/PNR - Capital Outlay	-	-	-	187	136	-	(187)	0%
Capital Projects Fund	8,329	10,448	19,359	-	-	-	-	0%
Total Capital	\$23,789	\$21,303	\$66,963	\$82,304	\$57,612	\$73,435	\$(8,869)	-11%
Total Expenditures - all funds	\$74,891	\$77,099	\$130,081	\$157,157	\$129,091	\$151,860	\$(5,297)	-3%

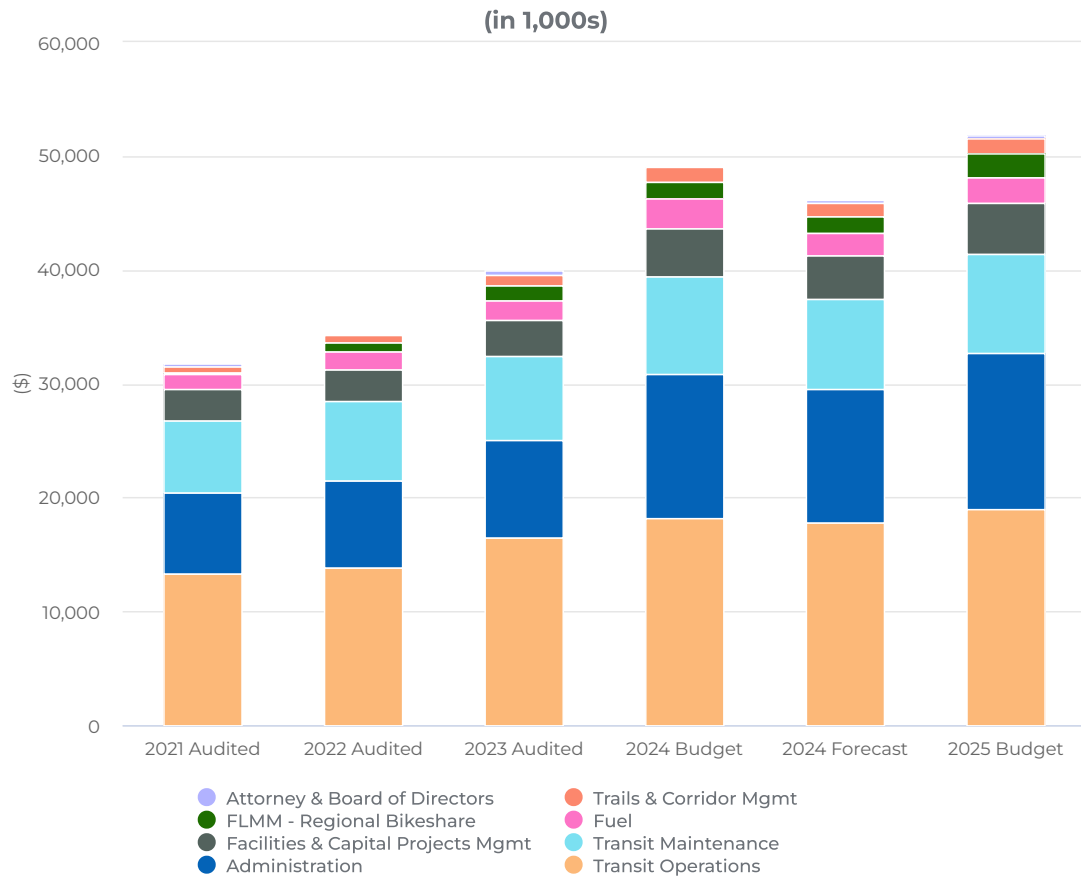
2024/2025 Budgetary Expenditure Trends:

- The increase in total General Fund operating costs is primarily due to higher labor costs, and other operating and maintenance costs.
 - Fuel: decrease is primarily due to lower fuel costs from efficiencies in miles per gallon;
 - Transit Maintenance: increase is primarily due to higher labor costs, and inflation on materials, parts and supplies;
 - Transit Operations: increase is primarily due to higher labor costs, the addition of 2.0 Bus Operators due to the 2025 transit service plan increase in hours;
 - Administration: increase is primarily due to higher labor costs, addition of 4.1 FTEs, ERP implementation, organizational restructure, housing program management;
 - Facilities: decrease is due to separating Capital Projects Management into a separate department (occurred in September 2024), offset by added operating and maintenance costs for GMF Phases 3, 4, 5, & 7 and Iron Mountain Place (employee housing) projects, both scheduled to open in December 2024;
 - Capital Projects Management: increase is due to the creation of this new department, previously included in Facilities;
 - Attorney & Board of Directors: decrease is primarily due to CEO succession planning completed in 2024;
 - FLMM - Regional Bikeshare: increase is primarily due to increased ridership, which drives maintenance and operational costs, increase in the overall regional bikeshare system, which is expanding warehouse and storage facilities needs, and higher labor costs;
 - Trails and Corridor Management Program: increase is primarily due to higher labor costs.

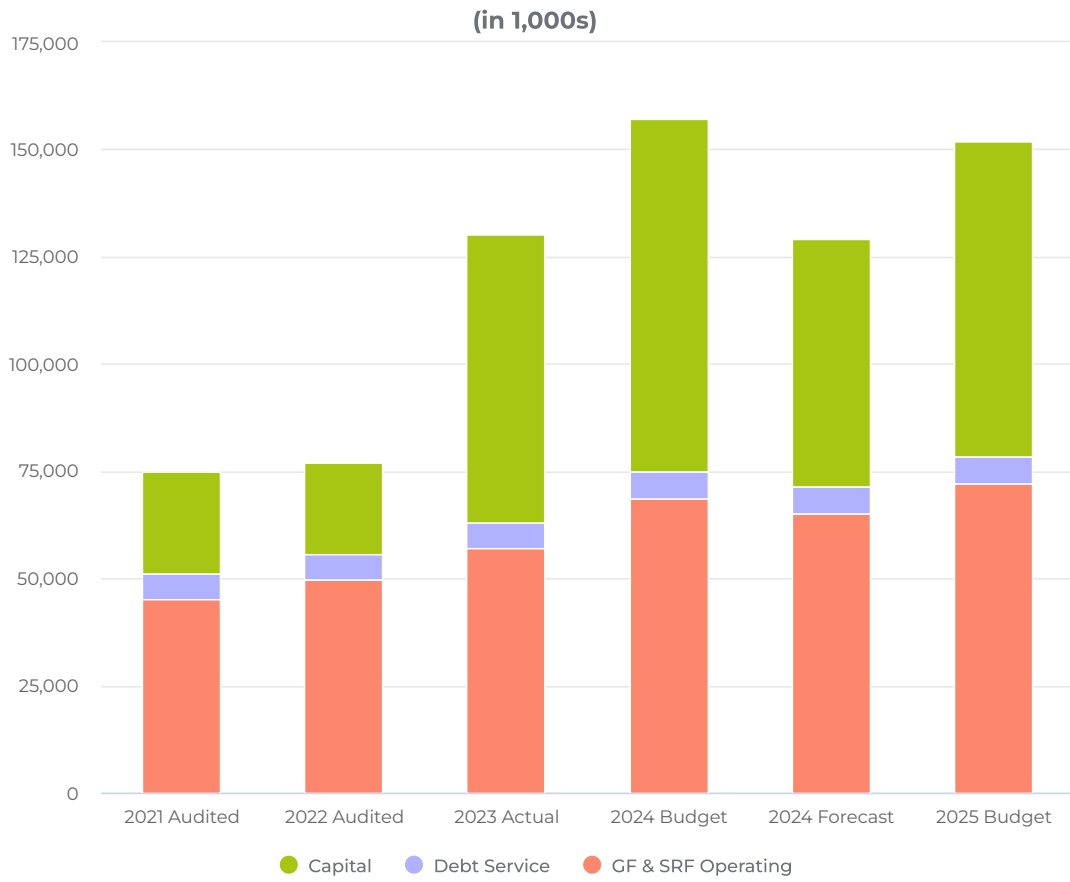
- Service Contract Special Revenue Fund: increase is due to higher costs to operate the service primarily from labor and operating costs.
- Bus Shelter and Park & Ride Special Revenue Fund: increase is primarily due to increased labor costs, and full year of maintenance costs for the 27th Street and SH82 underpasses located in Glenwood Springs.
- Mid Valley Trails Special Revenue Fund: decrease is due to the timing of trail projects.
- General Fund and Special Revenue Funds: increase in operating costs reflects a more accurate representation of costs to support the complete operation of the Authority's services provided.



Five-Year Operating Expenditure Comparison - General Fund



Five-Year Total Expenditure Comparison - All Funds



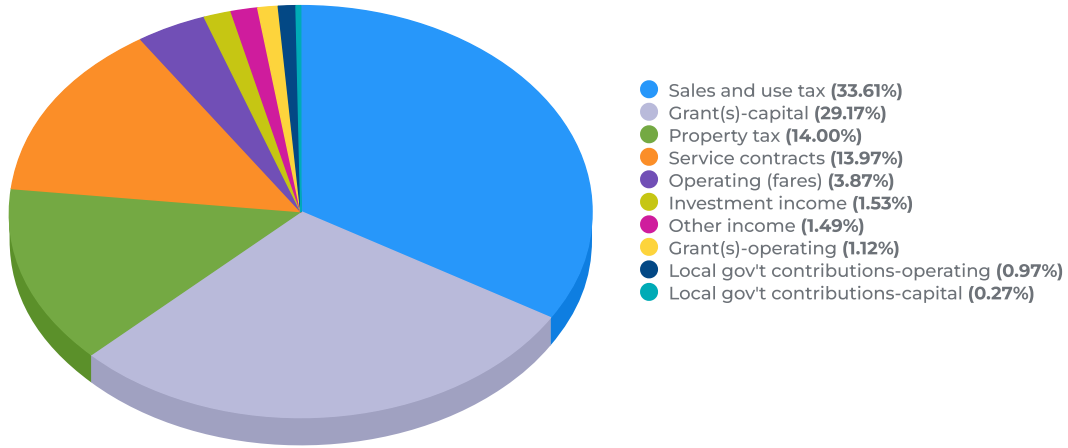
Major Revenues

(in 1,000s)	General Fund	Service Contracts SRF	Bus Shelter/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2025 Final Budget	%
Revenues:							
Sales and use tax	\$43,820	\$-	\$-	\$125	\$-	\$43,945	34%
Property tax	18,311	-	-	-	-	18,311	14%
Service contracts	-	18,260	-	-	-	18,260	14%
Operating revenue	5,065	-	-	-	-	5,065	4%
Grant revenue - operating	1,438	30	-	-	-	1,468	1%
Grant revenue - capital	38,141	-	-	-	-	38,141	29%
Local gov't contributions - operating	1,269	-	-	-	-	1,269	1%
Local gov't contributions - capital	348	-	-	-	-	348	0%
Other income	1,291	-	545	-	106	1,942	1%
Investment income	1,998	-	-	-	-	1,998	2%
Total revenues	\$111,681	\$18,290	\$545	\$125	\$106	\$130,747	100%

Revenue Composition:

- **Sales and Use Tax** revenues are dedicated taxes collected from member governments based on intergovernmental agreements, see the Authority history section and member governments;
- **Property Tax** revenues are dedicated taxes collected from Pitkin, Eagle, and Garfield Counties member jurisdictions;
- **Service Contracts** are for contracted transit services, billed monthly based on miles and hours by route; see Transit Services section for description of services and Contract formula methodology section for billing (cost allocation) methodology. The Authority has service contracts with the Aspen Skiing Company, City of Aspen, City of Glenwood Springs, and Garfield County (Traveler Program);
- **Operating Revenues** reflect transit fares collected primarily from regional service routes in the Roaring Fork Valley and on the I-70 Corridor, as well as fares collected from the Maroon Bells service; see Transit Services section for description of services;
- The Authority primarily receives **operating and capital grants** from the Federal Transit Administration and the Colorado Department of Transportation;
- **Local Governmental Contributions** are received to primarily assist in funding transit programs; for details of these revenues see the line item budget;
- **Other Income** primarily consists of employee housing rental revenue in the General Fund, vehicle registration fees in the Bus Shelter/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.
- **Investment Income** reflects income from investments that are made in accordance with the Colorado Revised Statutes as follows: C.R.S. 11-10.5-101, et seq. Public Deposit Act; C.R.S. 24-75-601, et. seq. Funds - Legal Investments; C.R.S. 24-75-603, Depositories; and C.R.S. 24-75-702, Local governments - authority to pool surplus funds.

2025 Estimated Revenue Composition (in 1000s)



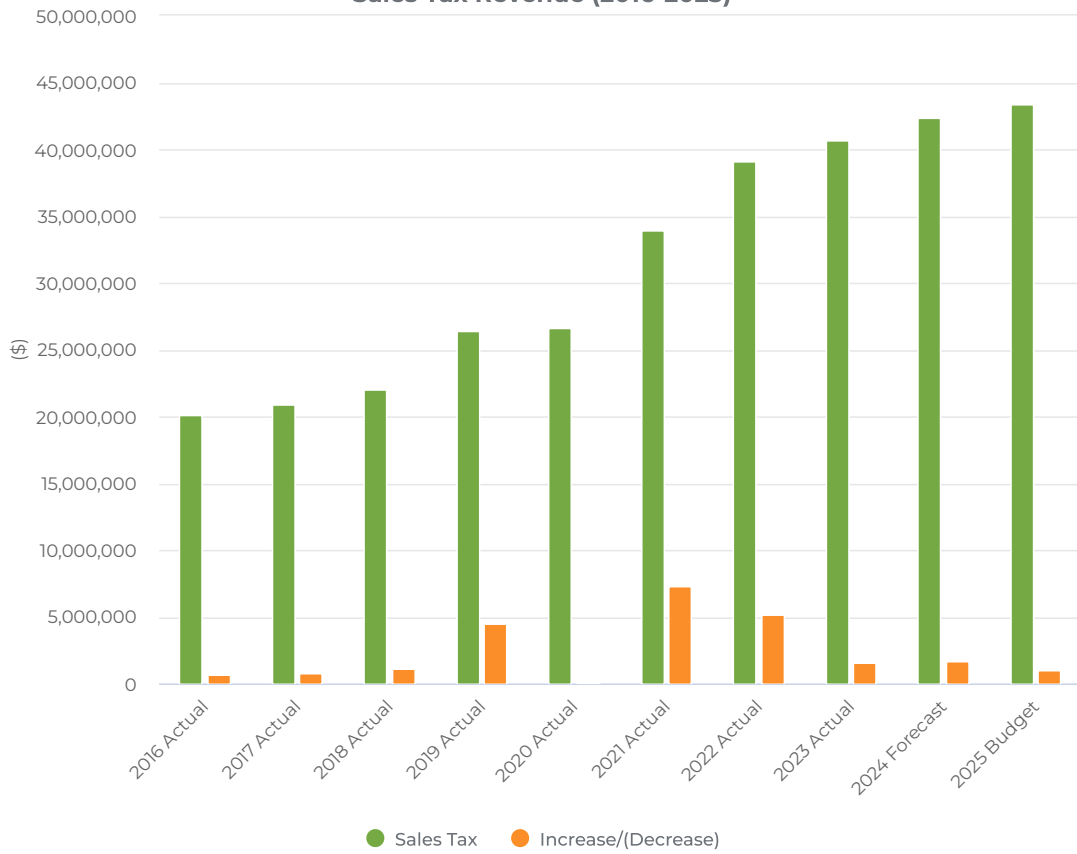
Revenue Assumptions

Sales Tax Revenues

- The Authority consulted with member jurisdictions' Finance Departments to obtain sales tax estimates for 2025. The Authority relies on each member jurisdictions' assumptions and trend analysis for estimate preparation. As a result, the 2025 sales tax budget includes a 2.3% increase compared to the 2024 forecast.

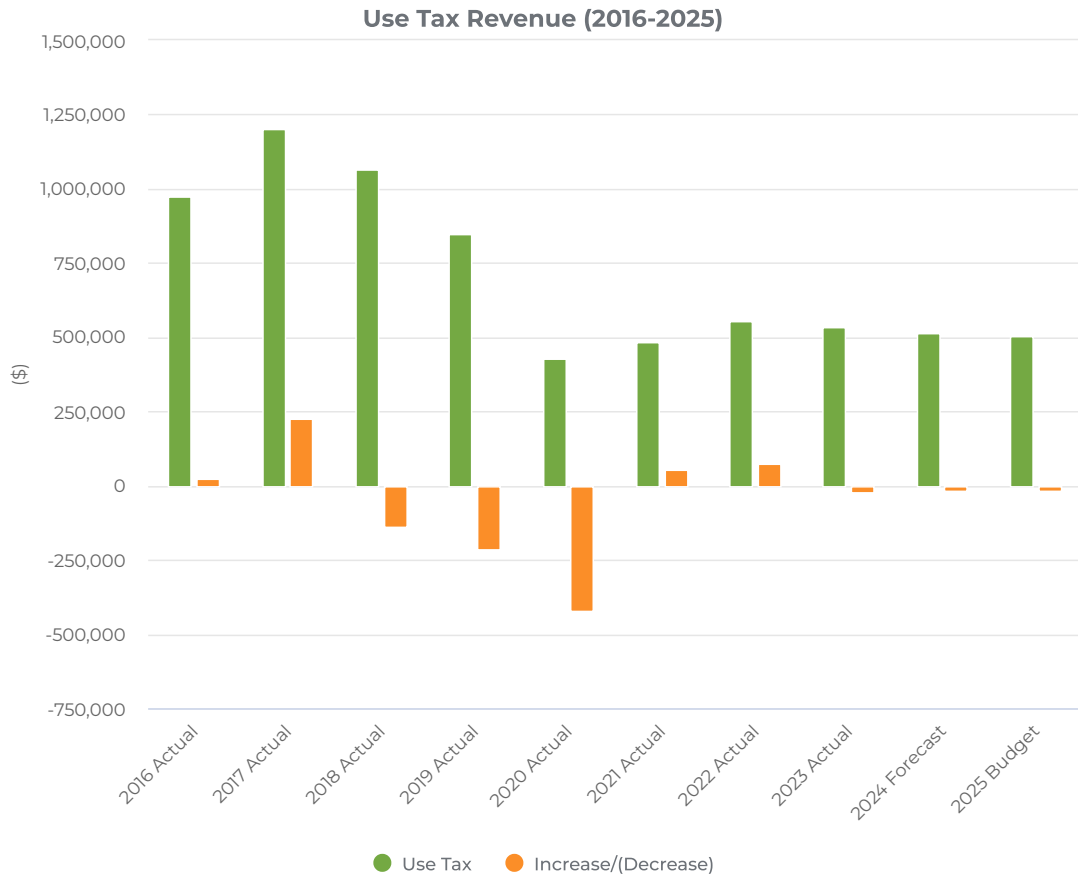
Member Jurisdictions	2025 % Increase
Aspen	2.0%
Basalt	1.0%
Carbondale	1.0%
Glenwood Springs	5.0%
Eagle County	2.0%
New Castle	1.0%
Pitkin County	2.0%
Snowmass Village	3.0%

Sales Tax Revenue (2016-2025)



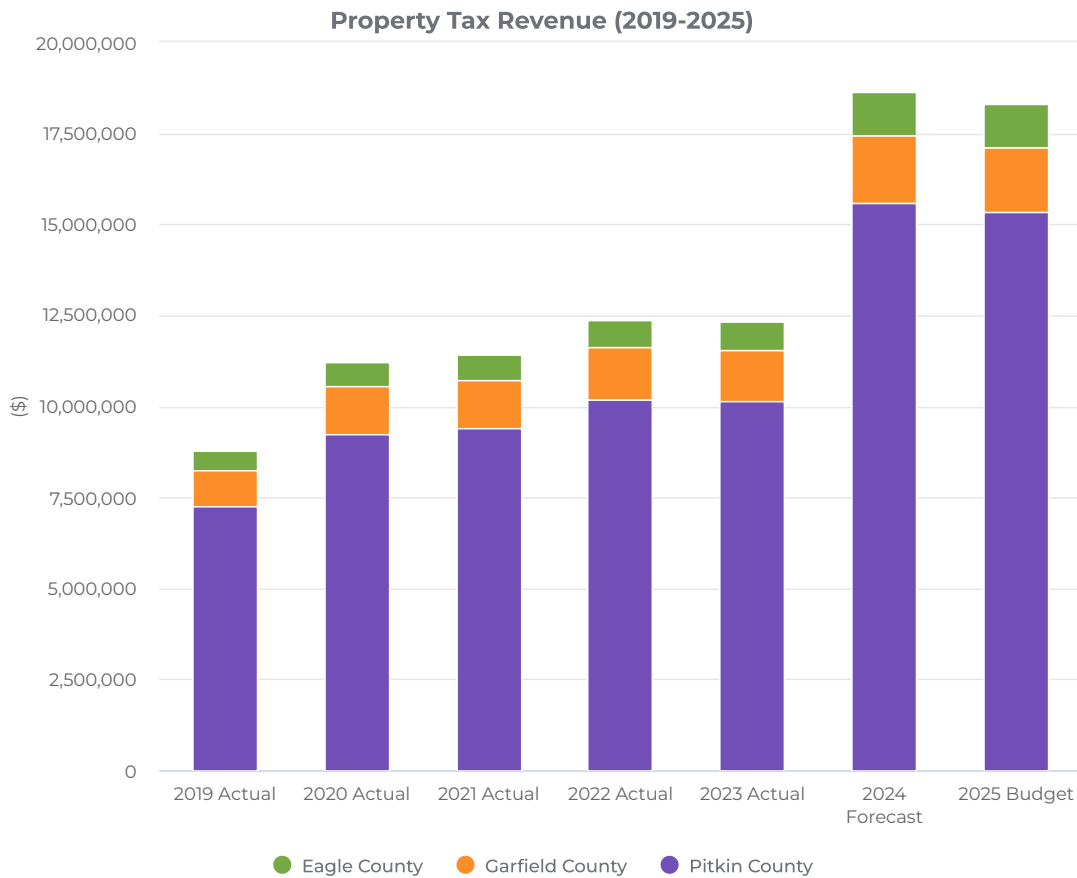
Use Tax Revenues

- Use tax revenues are primarily driven by the construction and real estate sectors based on market conditions. The 2025 budget uses conservative estimates, and as a result, the 2025 budget includes a 2.8% decrease compared to the 2024 forecast. Note: Colorado HB19-1240, effective June 1, 2019, changed the law for sales and use tax collected by local governments. In essence, the legislation reduced use tax collections and increased sales tax collections, which was the driver of the decrease in use tax revenues from 2019 to 2020. To access additional information regarding Colorado HB19-1240, click on the following link: [Colorado HB19-1240](#)



Property Tax Revenues

- The County Treasurer collects revenue for Pitkin, Eagle and Garfield Counties within the Authority’s member jurisdictions. Reassessment of all properties occurs every odd-numbered year. Based on the 2024 final assessed valuations of taxable property provided by the Assessors in Pitkin, Eagle and Garfield Counties, the values remain relatively flat and are -1.7%, -1.9%, and -3.5%, respectively for the 2024 tax year, with collections in the 2025 budget year.

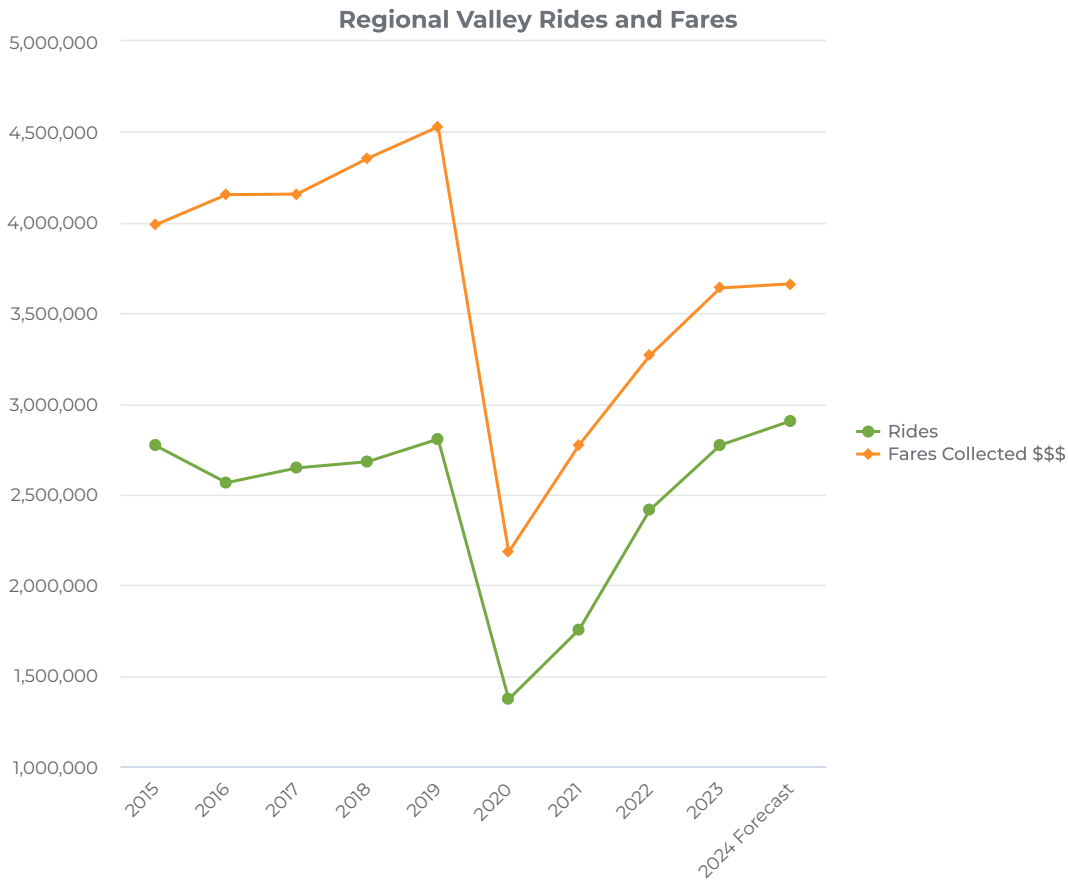


Service Contract Revenues

- The Authority estimates hours and miles by route for each service contract agreement and calculates costs in accordance with each service contract agreement.

Operating Revenues

- Transit fares are estimated to remain relatively flat, as compared to the 2024 forecast. The chart below illustrates a 10-year comparison of regional transit services on the Highway 82 Corridor and I-70 Corridor for rides and fares collected.



Grant Revenues

- \$1.2 million from FTA Section 5311 operating grant;
- \$200,000 from CDOT FASTER operating grant.
- \$4.8 million from FTA Raise capital grant for GMF Expansion Phase 6a.
- \$250,000 from State DOLA capital grant from GMF Expansion Phase 6a.
- \$32.2 million from FTA Section 5339 capital grant for GMF Expansion Phases, 6a, 6b, and 8
- \$253,300 from FTA Section 5339 capital grant for two Traveler replacement vehicles.

Local governmental contributions

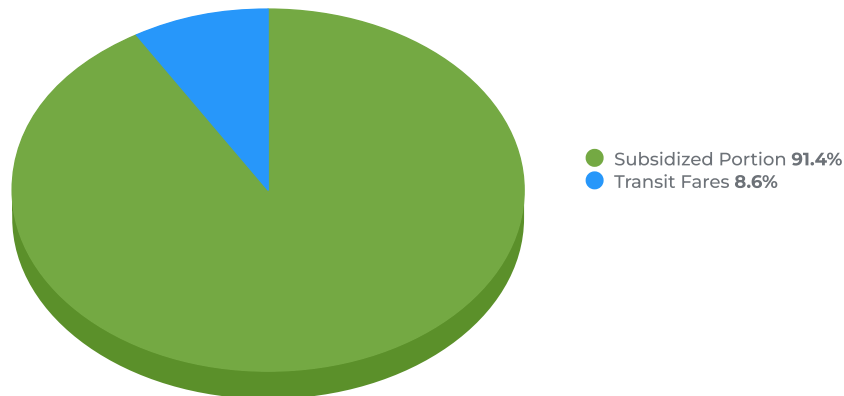
- Garfield County's contribution for the Grand Hogback bus service is \$544,500, which is a decrease of \$60,500 compared to the 2024 forecast. The 2025 service plan maintains Destination 2040 service operating levels.
- The Town of Rifle's contribution for the Grand Hogback bus service is \$40,000, which is the same as the 2024 forecast.
- The Authority's member jurisdictions and Elected Officials Transportation Committee (EOTC) contributions to the Regional Bikeshare Plan of \$724,600 and \$203,200, respectively.

Other income

- Employee housing rental revenue is budgeted to increase by 42% compared to the 2024 forecast primarily due to Iron Mountain Place, scheduled to open in December 2024.
- Vehicle registration fees are budgeted flat compared to the 2024 forecast.
- Credits related to Build America Bonds and Qualified Energy Conservation Bonds assume a sequestration reduction rate of 5.7%.

Farebox Recovery Ratio is the percentage of total operating revenues that passengers pay through fares. The 2025 budget farebox recovery ratio is 8.6%, a slight improvement versus the 2024 budget recovery ratio of 8.4%.

Farebox Recovery Ratio Regional Transit Services



Fund Balance - All Funds

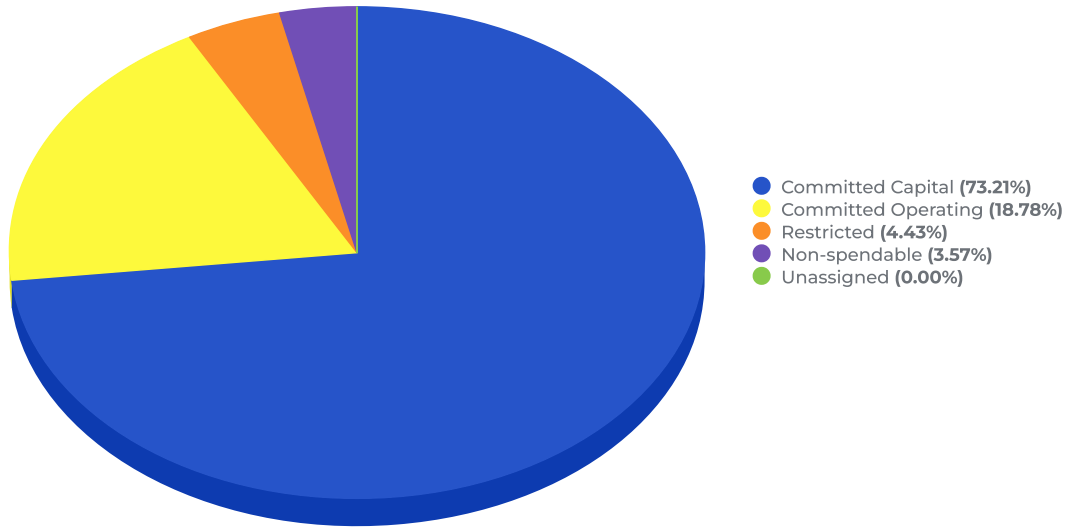
(in 1,000s)	General Fund	Service Contracts SRF	Bus Shelter/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	Total
Beginning fund balance (budget)	\$80,626	\$-	\$-	\$358	\$920	\$81,904
Revenues	111,681	18,290	545	125	106	130,747
Expenditures	(127,092)	(18,476)	(1,906)	-	(4,386)	(151,860)
Other financing sources/(uses)	12,371	186	1,361	-	4,280	18,197
Change in net assets	\$(3,040)	\$-	\$-	\$125	\$-	\$(2,915)
Ending fund balance	\$77,586	\$-	\$-	\$483	\$920	\$78,989
Ending fund balance composition:						
Non-spendable fund balance	\$2,771					\$2,771
Restricted fund balance	3,438	\$-	\$-	\$483	\$920	4,841
Committed fund balance:						
Operating reserves	14,573					14,573
Facilities capital reserves	1,051					1,051
Transit capital reserves	47,105					47,105
Trails capital reserves	3,643					3,643
FLMM reserves	5,006					5,006
Unassigned fund balance	-					-
Ending fund balance	\$77,586	\$-	\$-	\$483	\$920	\$78,989

Fund balance Definitions:

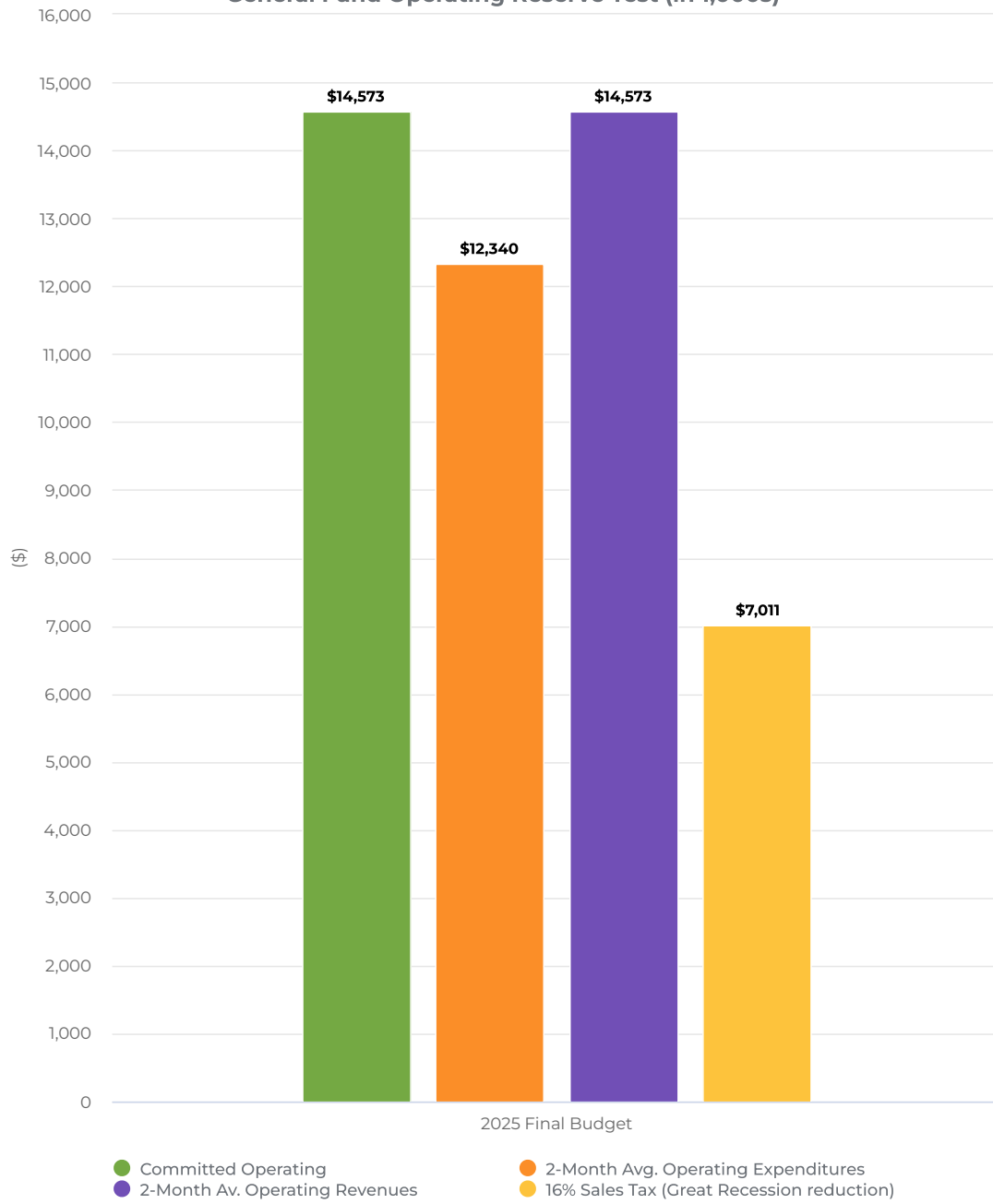
Fund balance is the difference between total assets and total liabilities. It is classified between Non-spendable and Spendable. **Non-spendable** fund balance includes amounts that cannot be spent either because it is not in spendable form or because of legal or contractual constraints. **Spendable** fund balance is composed of Restricted, Committed and Unassigned fund balances:

- **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.

2025 Projected General Fund Balance Composition



General Fund Operating Reserve Test (in 1,000s)



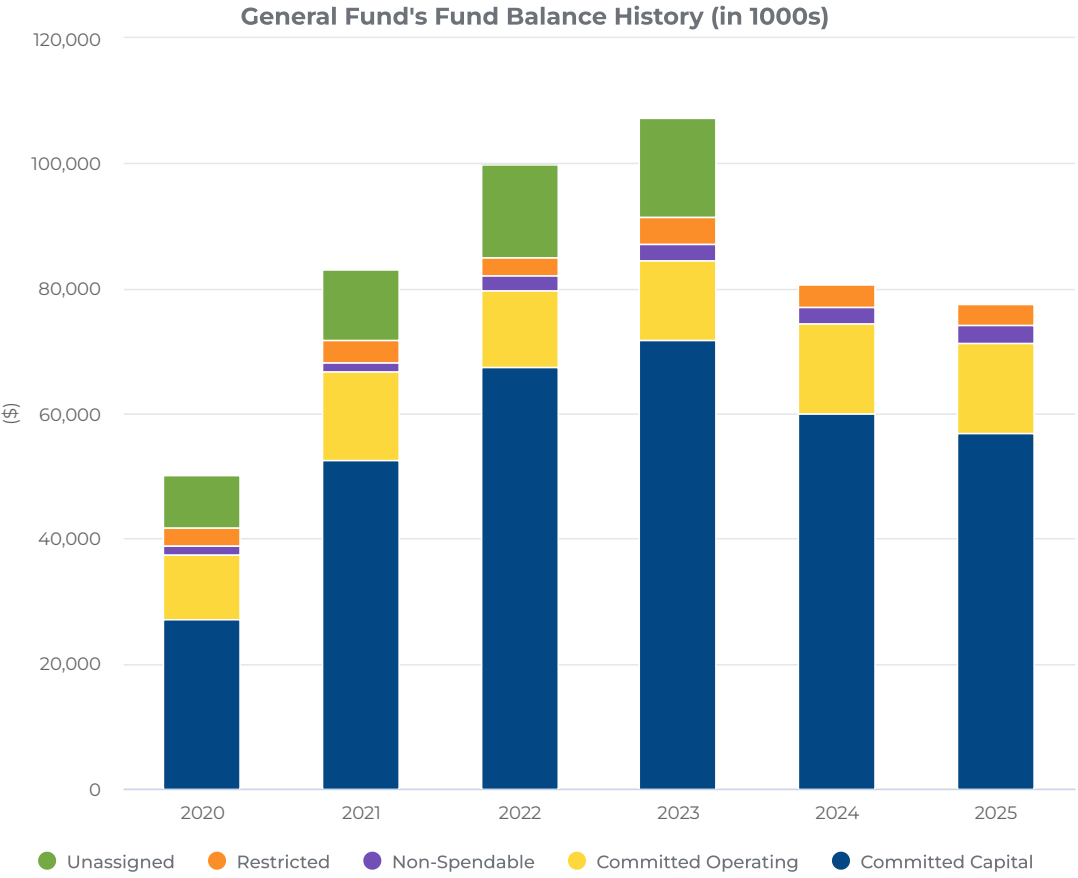
General Fund Comparative Fund Balance

(in 1,000s)	2018 Final	2019 Final	2020 Final	2021 Final	2022 Final	2023 Final	2024 Budget	2025 Budget
Beginning fund balance	\$20,213	\$22,305	\$34,431	\$50,225	\$82,921	\$99,918	\$107,369	\$80,626
Revenues	33,498	55,604	55,286	81,732	68,496	98,171	112,283	111,681
Operating expenditures	(22,824)	(24,870)	(29,752)	(31,763)	(34,405)	(40,001)	(49,247)	(51,781)
Transit & trails capital	(4,563)	(14,978)	(5,213)	(15,460)	(10,855)	(48,818)	(82,116)	(73,435)
Debt service	(1,493)	(1,522)	(1,100)	(2,609)	(1,530)	(1,709)	(1,882)	(1,876)
Other financing sources/(uses)	(2,527)	(2,109)	(3,427)	795	(4,709)	(192)	(5,780)	12,371
Change in net assets	\$2,092	\$12,125	\$15,795	\$32,695	\$16,997	\$7,451	\$(26,743)	\$(3,040)
Fund Balance:								
Non-spendable fund balance	957	1,141	1,436	1,514	2,337	2,771	2,771	2,771
Restricted fund balance	2,329	2,898	2,790	3,483	2,989	4,187	3,556	3,438
Committed fund balance:								
Operating reserves	6,995	9,323	10,445	14,115	12,235	12,689	14,309	14,573
Facilities capital	2,163	3,520	5,693	9,648	12,245	13,047	2,184	1,051
Transit capital	6,291	11,379	19,527	34,361	44,098	47,105	47,105	47,105
Trails capital	922	1,261	1,804	2,793	3,443	3,643	3,643	3,643
First & Last Mile Mobility reserves	-	-	-	-	7,680	7,892	7,058	5,006
Unassigned fund balance	2,647	4,909	8,530	11,181	14,890	16,036	-	-
Ending fund balance	\$22,305	\$34,431	\$50,225	\$82,921	\$99,918	\$107,369	\$80,626	\$77,586

Significant changes in Fund balance are as follows:

- 2017/2018 increase was primarily due to higher than anticipated sales and use tax revenues, and overall savings throughout the organization.
- 2018/2019 increase was primarily due to new property tax revenues and planning stages for the Destination 2040 Plan capital projects.
- 2019/2020 increase was primarily due to the timing of capital projects, and financing for five expansion buses.
- 2020/2021 increase was primarily due to the timing of capital projects and federal stimulus funds received from CRRSAA and CARES Act.
- 2021/2022 increase was primarily due to higher than anticipated sales, use, and property tax revenues, overall organizational savings related to transit operations, administrative expenditures, timing of capital projects and related grants, and use of capital projects funds from 2021 bond issuance for capital projects.
- 2022/2023 increase was primarily due to higher than anticipated sales and use tax revenues, investment income from higher interest rates, financing for six expansion buses, capital grant revenues, timing of capital projects and related grants, and use of capital project funds from 2021 bond issuance for projects.
- 2023/2024 decrease is primarily due to property tax revenues and timing of capital projects and related grants.
- 2024/2025 decrease is primarily due to the GMF Expansion Phases 6a, 6b, and 8 Project construction costs, net of grant revenues.

General Fund's Fund Balance History



Expenditures

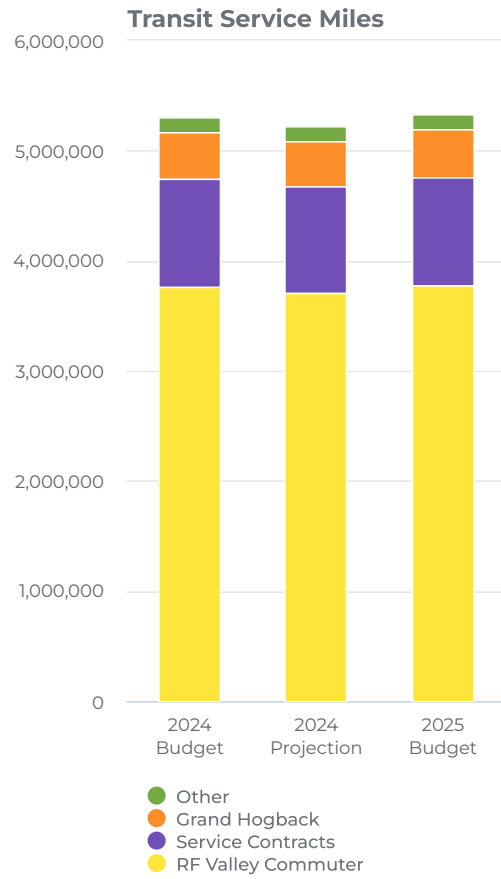
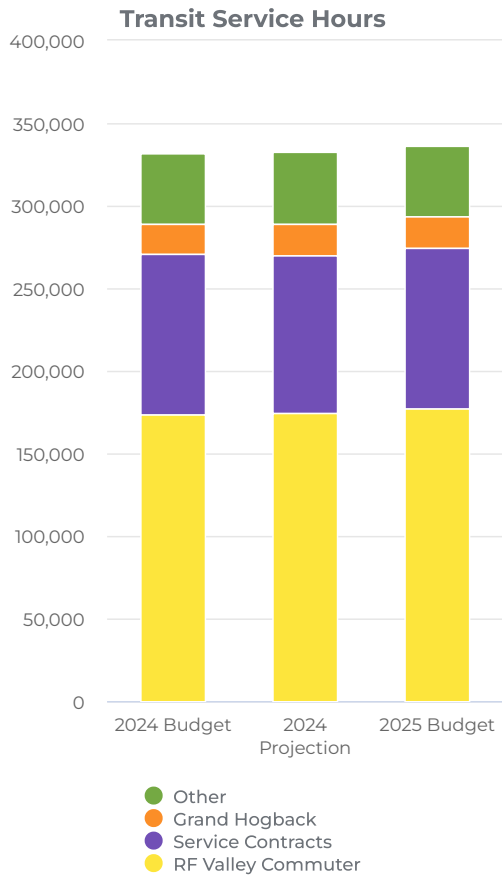
Operating Expenditure Summary by Department and Fuel

Department (in 1,000s)	General Fund	Service Contracts SRF	Bus Shelter/ PNR SRF	Mid Valley Trails SRF	2025 Final Budget	%
Fuel	\$2,337	\$892	\$-	\$-	\$3,229	4%
Transit Maintenance	8,691	3,271	-	-	11,962	17%
Transit Operations	18,963	7,912	-	-	26,875	37%
CEO	2,422	906	-	-	3,328	5%
Procurement	440	165	-	-	605	1%
Finance	2,664	997	-	-	3,661	5%
Planning	142	53	-	-	194	0%
HR & Risk Management	4,056	1,517	-	-	5,573	8%
Information Technology	3,566	1,334	-	-	4,901	7%
Facilities	3,596	1,345	1,906	-	6,847	9%
BOD & General Counsel	224	84	-	-	307	0%
Sustainability	465	-	-	-	465	1%
Capital Projects Management	823	-	-	-	823	1%
Trails and Corridor Management	1,339	-	-	-	1,339	2%
First and Last Mile Mobility	2,054	-	-	-	2,054	3%
Total	\$51,781	\$18,476	\$1,906	\$-	\$72,162	100%

Assumptions used in preparing the budget are as follows:

- The 2025 budget includes baseline service levels with updates for seasonal changes and minor changes to Spring and Fall services to support rider needs, the Grand Hogback service operating at Destination 2040 service levels, and the Maroon Bells Bus Tour services continuing to use the reservation system.

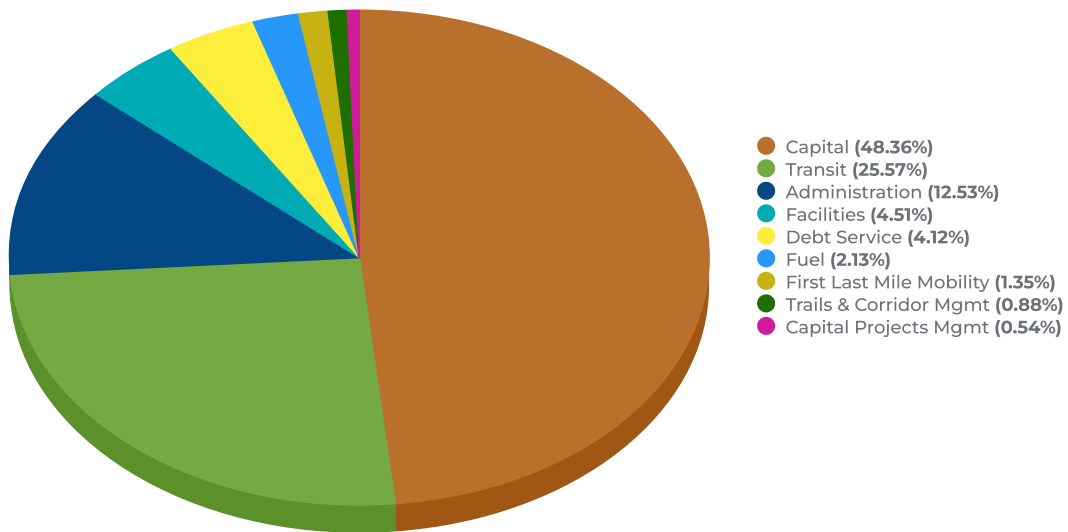




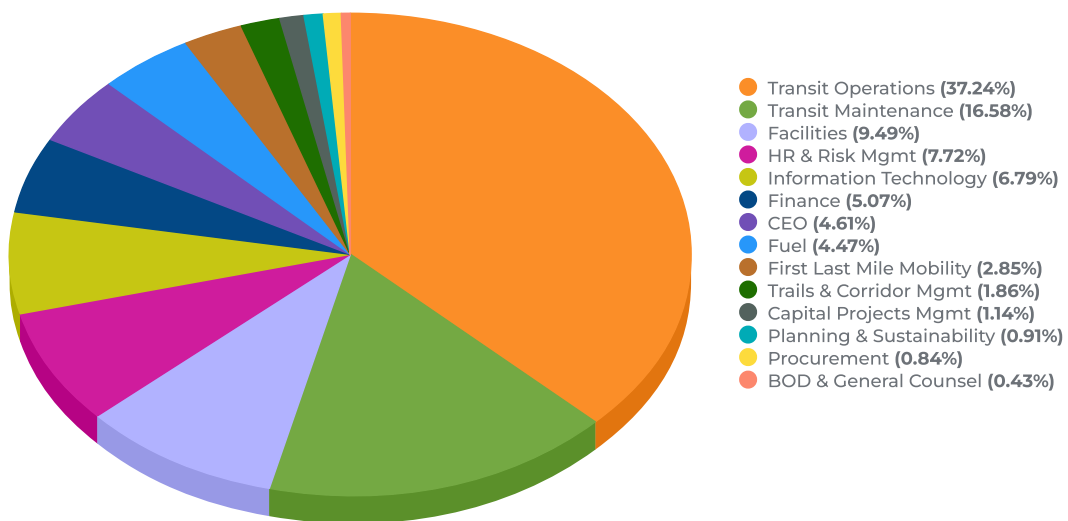
- **Fuel:** Diesel fuel includes a weighted average cost of \$3.05, which is flat compared to the 2024 budget. CNG fuel includes current pricing from existing vendors, and includes a CNG cost of approximately \$1.73 per Diesel Gallon Equivalent.
- **Compensation:** the budget incorporates an up to 4% merit increase at each employee's annual performance review date. Full-time bus operators are subject to scheduled pay increases in accordance with the Collective Bargaining Unit ("CBU") contract. The current CBU expires at the end of 2024 and negotiations for a new CBU contract are currently ongoing. The 2025 budget includes the Authority's most current proposed offer, which has a tentative agreement.
- **Community Partnership Grant Program:** the Authority contributions to quasi-governmental or non-profit organizations that demonstrate that the use of funds will have a nexus to the Authority'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 a calendar year unless additional funding is approved by the Board. Requests for funding will be considered during the annual budget process. The following grant applications have been included in the 2025 budget, one of which is a multi-year funding request that began in 2024.
 - **Garfield Clean Energy (GCE):** A three-year funding request that began in 2024, subject to annual appropriation, to support three key program areas and projects: (1) Active Energy Management consultation services for the Authority's facilities, and hosting of the Authority's 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 in 2024, \$49,500 in 2025, and \$54,450 in 2026. GCE's programs for active transportation align with the Authority's Accessibility and Mobility Strategic Outcome area.
 - **Northwest Colorado Council of Governments - RTCC Group:** \$6,000 contribution that supports the local match required by CDOT for the 5310 Mobility Management Grant, used to employ a regional Mobility Manager who coordinates the RTCC group, runs a Call Center for NEMT, performs regular regional Gaps in services assessments, and addresses regional gaps in service to older adults, people with disabilities, low-income individuals, and veterans. These services align with the Authority's High Performing Smart Objective 7.7 - "Continually seek ways to improve business process and service delivery."
 - **Lower Valley Trails Group (LoVa):** \$10,000 contribution for Design and Construction of the LoVa trail, primarily between New Castle and Glenwood Springs, which aligns with the Authority's Accessibility and Mobility Strategic Outcome area.

Certain expenditures will be added to the budget through supplemental budget appropriation resolutions during the budget year as funding becomes available.

2025 Budgeted Expenditures by Function



2025 Budget Operating Expenditures by Department



Capital Expenditures

Capital Expenditures by Project					
Description (in 1,000s)	Total Outlay	Lease Purch. Proceeds	Grant Proceeds	Local Gov't Contribution	RFTA Share
General Fund					
Transit					
GMF Expansion Phase 6b	\$35,424		\$(28,339)		\$7,085
13 Coach Diesel Bus Replacements*	18,197	\$(18,197)			-
GMF Expansion Phase 6a	10,071		(7,867)		2,204
ERP Implementation	3,292				3,292
GMF Expansion Phase 8	2,102		(1,681)		420
First-Last Mile Mobility Grant Program	2,052				2,052
Engine / Transmissions rebuilds	618				618
IT Equipment	344				344
2 Traveler Vehicles	317		(253)	\$(63)	-
Engineers-Contract employees	306				306
Regional Bikeshare (WE-cycle) Capital	270				270
AMF Fire Supression	168				168
ERP Project Manager-Contract employee	163				163
On-Board Survey	60				60
Safety Mitigation	50				50
Subtotal General Fund Transit	\$73,435	\$(18,197)	\$(38,141)	\$(63)	\$17,033
Total Capital Expenditures	\$73,435	\$(18,197)	\$(38,141)	\$(63)	\$17,033

* Assumed order to be placed in 2025 with a 2026 delivery.



GMF Phase 6a: West Glenwood Transit Center



GMF Phase 6b: Administration Building

Capital assets are defined as assets with an initial cost of \$10,000, or \$5,000 for Federal grant funded capital assets, and an estimated useful life in excess of one year; funding for capital expenditures is primarily obtained through sales tax, fares, and grants.

The Authority's major fixed assets are as follows:

Transit Program

- Aspen Maintenance Facility; two Carbondale Administrative Offices; Glenwood Springs Maintenance Facility and Administrative Offices; and three employee housing complexes;
- Rolling stock or buses, carrying approximately 40 passengers, are used to provide the majority of public commuter transit services;
- The Authority's fleet primarily consists of diesel, compressed natural gas, and battery-electric buses that cost from approximately \$590,000 to \$1.6 million per bus;
- The Authority uses the average life of a bus as 12 years or 500,000 miles;
- Bus replacements are primarily funded through various Federal, State, and local grants;
- Maintenance for the fleet is provided primarily through the Authority's Vehicle Maintenance Department within the Transit Program;
- Bus stop and park n ride property locations.

Trails Program

- Carbondale Trails Shop and Administrative Offices; the Rio Grande Trail and Corridor.

Capital Maintenance Program

- Rolling Stock – replaces thirteen transit buses identified during the State of Good Repair inspection.
- Facilities improvements include repairs to existing infrastructure.
- All other capital maintenance projects are identified on a case-by-case basis.

Significant Non-routine Capital Expenditures

The Authority considers building and park & ride repairs and maintenance routine, and such amounts are included annually in the operating budget.



Impact of Capital Improvements on the Operating Budget

- Glenwood Springs Maintenance Facility (GMF) Phases 3, 4, 5 and 7 are scheduled to open in December 2024. This project includes a new operations center, a multi-fuel Fueling and Bus Wash Facility, and a sixty-bus storage building. The 2025 budget includes operating and maintenance costs of \$479,000 and labor costs of \$306,000 for two Facility Technician III positions and one Custodian position.
- 27th Street and Colorado Highway 82 Pedestrian Underpasses opened in October 2024. This project includes reconfiguration of the Rio Grande Trail, drainage improvements, and construction of two underpasses under 27th Street and Colorado Highway 82. The 2025 budget includes operating and maintenance costs of \$81,000.
- Iron Mountain Place (Employee Housing) is scheduled to open in December 2024. This project includes 42 employee housing units. The 2025 budget includes operating and maintenance costs of \$339,000.
- Management reviewed the \$73.4 million of capital outlay and determined that \$18.2 million for thirteen coach bus replacements will be financed through lease purchase agreements. However, grants are actively being pursued to fund these purchases, and if grants are secured, it will reduce the need to finance the purchase. The impact on the operating budget for 2025 does not include new debt service payments on the acquisition of thirteen new buses, which are anticipated to be delivered and placed in service until 2026.
- Engine and transmission rebuilds are planned recurring projects requiring no extra maintenance resources; all engine and transmission rebuilds are performed by third party vendors.



GMF Expansion Phases 3,4,5,&7



27th St and SH82 Underpasses Grand Opening



Iron Mountain Place

Summary of Changes between Proposed and Adopted Budget

A summary of the significant changes to all funds, between the originally presented budget at the September Board Meeting and the adopted budget from the December Board Meeting are below:

(in 1,000s)	2025 Draft Budget Sep 2024	2025 Adopted Budget Dec 2024	Change
Revenues			
Sales and use tax	\$43,529	\$43,945	\$416
Property tax	18,417	18,311	(106)
Service contracts	18,321	18,260	(61)
Operating revenue	4,996	5,065	69
Grant revenue - capital	-	38,141	38,141
Local gov't contributions - operating	1,298	1,269	(29)
Local gov't contributions - capital	291	348	57
Other income	1,925	1,942	17
Investment income	1,846	1,998	152
Subtotal revenues	\$86,525	\$86,628	\$103
Expenditures			
Transit	71,249	70,823	(426)
Trails & Corridor Mgmt	1,326	1,339	13
Capital	3,120	73,435	70,315
Subtotal expenditures	\$75,695	\$145,597	\$69,903
Other financing sources (uses)	-	18,197	18,197
Change in Fund Balance	\$14,930	\$1,880	\$(13,050)

The major causes of changes are updates to sales and use tax revenue estimates, updates to assessed property valuations, updates to yield rate assumptions for investment income, updates to service levels and ridership, operating and maintenance cost estimates for major capital projects completed in 2024, and inclusion of prioritized strategic initiatives with related capital grant revenues and lease purchase proceeds.



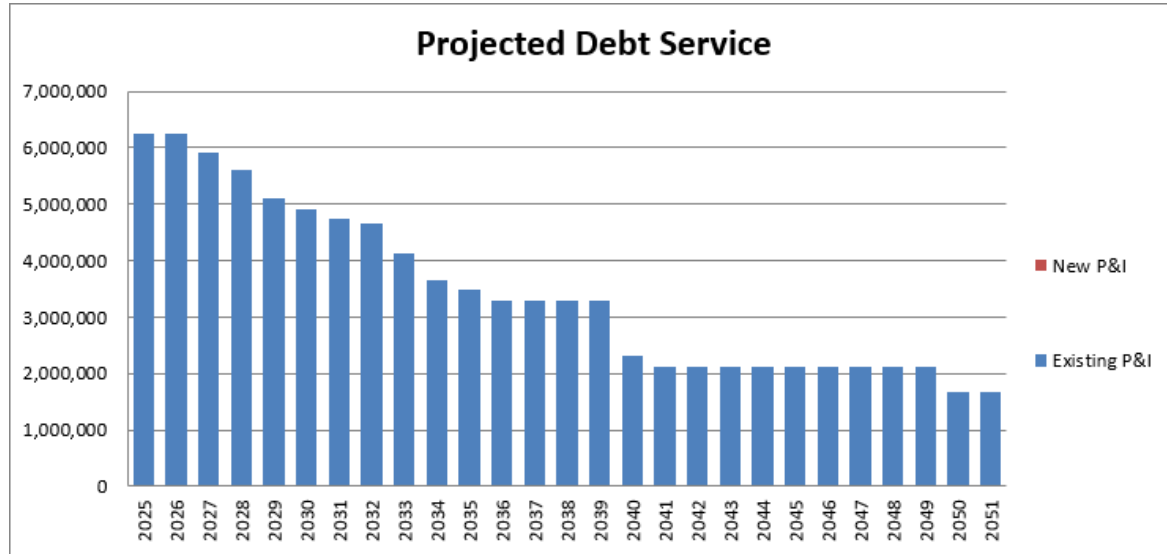
Operating Line Item Expenditures greater than 50,000 (excluding personnel compensation)

Description	2025 Budget	Description	2025 Budget
Medical Insurance(CHP)	\$6,545,400	Electric-AMF	\$100,695
WE-cycle Operating	1,947,799	Dues, Memberships, & Subscriptions	96,000
Bus Parts	1,782,550	Janitorial Service and Supplies-GMF	95,770
Transit Diesel Fuel	1,776,000	RFTA Training	94,350
Computer Software Ongoing O&M	912,390	WE-cycle Operations Expansion	94,000
Property Tax Collection Fees	838,050	WC Claims	92,700
Corporate Insurance Package	730,000	Building Repair & Maintenance-GMF3457	90,290
Transit Compressed Natural Gas	696,600	Natural Gas-GMF3457	87,590
Rental Expense - ROG	693,000	Serviced Contracts-GMF3457	82,660
TOSV Regional Service Contract	626,983	HAZMAT Disposal	79,160
Alt Fica (Life Insurance, AD&D, LTD)	538,810	Advertising & Promotions	77,250
WC Premiums	459,000	Building Repair and Maintenance-GMF	77,250
Snow Plowing	431,570	Professional Services	77,250
Bus Tire & Tubes	400,000	Asphalt Repairs	77,250
Trillium O&M	345,560	Electric-IMP	76,000
Security / Loss Prevention	320,590	Advertising - Jobs	75,000
Dental Insurance	305,100	Transit Unleaded Fuel	74,300
HSA Employer Match (HDHP)	291,500	Inter Facility Connectivity Service	74,160
Other Business Insurance	282,500	Janitorial Service and Supplies-Midland	73,030
Professional / Legal Services	257,500	VM IT O&M	71,690
Material & Supplies	250,000	Communications IT O&M	71,690
Janitorial Service and Supplies-RP	241,220	SUTA Expense	71,600
Bus Third Party Repairs	220,000	Sales & Use Tax Collection Fees	69,000
STD Claims	208,920	Printers and Scanners	68,290
Oil, Lubricants, Antifreeze	208,060	Leadership Coaching	67,310
General Liability Claims	200,850	Accident Bus Parts	66,950
FSA Employee Distribution(CS)	190,550	HRA Deductable Reimb(CS-PPO)	66,950
Rental Expense - BG	189,660	Housing Program Management-IMP	66,410
Railroad Corridor Land Management	180,250	Medical Insurance Broker	65,270
Weed Management	170,260	Electric - Compressors	62,750
Accident Third Party Repairs	170,000	Electric-GMF	62,130
Janitorial Service and Supplies-AMF	166,700	Non-Capitalized Improvements	61,955
Service Contracts-GMF	158,980	Employee Events	61,800
AVL/CAD Software Support	158,930	Accounting Contracts	58,660
Bus Internet VPN and WiFi	154,800	Mobile App O&M	57,780
Mobile Ticketing CC Fee & Svcs	146,200	Freight	57,400
Service Contracts-AMF	140,080	Professional Services	53,850
Natural Gas-GMF	131,945	Repair and Maintenance	53,560
Online Charger Meter-RP	131,200	Pitkin County Radio	51,500
Scheduling Software Support	121,510	Data Processing Supplies	51,500
Natural Gas-AMF	112,260	Service Contracts-IMP	51,420
Trapeze Software Support	111,840	Janitorial Service and Supplies-CMF	51,050
Building Repair and Maintenance-AMF	109,000	Grant Assistance Services	51,000
Manual Snow Removal	108,150	Electric-GMF3457	50,810
Janitorial Service and Supplies-GMF3457	105,850		

Debt, Long-Term Commitments and Obligations

The Authority is not subject to legal debt limits.

Entering 2025, the existing annual debt service is approximately \$6.3 million.



The following represents the Authority's list of debt, long-term commitments and obligations reported in the General Fund:

- 2008 Capital lease include: 4.39%, purpose - employee housing purchase;
- 2011 Capital lease, 4.5%, purpose - office;
- 2016 Capital lease, 1.87%, purpose - bus replacement;
- 2019 Capital leases, 6.32%, purpose - trails equipment;
- Series 2020 Sales Tax Revenue Refunding Bonds, 4.0%, refunding of Series 2010A (Build America) and 2010B (Tax Exempt Bonds);
- 2021 Capital lease, 2.5%, purpose – bus expansion/replacement;
- 2023 Capital lease, 3.88% purpose – bus expansion.

Principal and interest by issuance to be paid during the Budget year are as follows:

Issuance	Principal	Interest	Issuance Total
2008 Employee Housing	\$151,958	\$21,019	\$172,977
2011 Office	57,355	19,021	76,376
2016 Buses	387,515	25,862	413,377
2019 Trails Equipment	8,092	526	8,619
Series 2020 Sales and Use Tax Revenue Refunding and Improvement Bonds	410,000	119,600	529,600
2021 Buses	262,832	49,432	312,264
2023 Buses	244,814	118,456	363,270
Total General Fund	\$1,522,566	\$353,916	\$1,876,482

The following represents the Authority's list of debt, long-term commitments and obligations reported in the Debt Service Fund:

- Series 2012A Qualified Energy Conservation Bonds, 1.07%, purpose - CNG Project capital assets, AA Rating;
- Series 2013B Qualified Energy Conservation Bonds, est. 1.8% - AMF Recommissioning Project capital assets, Direct placement - no rating available;
- Series 2019 Sales and Use Tax Revenue Refunding and Improvement Bonds, est. 2.9% - Battery Electric Bus Pilot Project, AMF Fuel Farm Replacement Project, Glenwood Maintenance Expansion (GMF) Project, and SH82 Mid-Valley Bus Stop Improvement Project (capital assets), AA Rating;
- Series 2021 Property Tax Revenue Bonds, est. 2.62% - GMF Expansion Phases 2, 3, 4, 5, and & Project, 27th Grade Separated Pedestrian Crossings of Highway 82 and 27th Street Project, and 27th Street Parking Expansion Property Acquisition, AA Rating.

Principal and interest, by issuance, to be paid during the Budget year are as follows:

Issuance	Principal	Interest	Issuance Total
Series 2012A Qualified Energy Conservation Bonds	\$350,000	\$125,450	\$475,450
Series 2013B Qualified Energy Conservation Bonds	85,000	31,000	116,000
Series 2019 Sales and Use Tax Revenue Refunding and Improvement Bonds	1,135,000	979,400	2,114,400
Series 2021 Property Tax Revenue Bonds	545,000	1,135,000	1,680,000
Total Debt Service Funds	\$2,115,000	\$2,270,850	\$4,385,850



Basis of Budgeting

- The Authority **Budget and Financial Statements** are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting; the Authority's transit and trails activities are recorded in the General Fund of the government wide financial statements; additionally, the Authority accounts for service contracts, bus stop and park & ride activities as well as certain trails activities in Eagle County, in specific Special Revenue funds; Bond Resolutions for Series 2012A, 2013B, 2019, and 2021A require capital projects funds and debt service funds for each bond issuance and a reserve fund, as required.
- The **modified accrual basis** of accounting recognizes increases and decreases in financial resources only to the extent that they reflect near-term inflows or outflows of cash. Amounts are recognized as revenue when earned and collectible to pay liabilities for the current period or soon thereafter; certain expenditures are recognized when payment is due.

Revenue

- **Revenue Diversification:** Funding is primarily received through dedicated sales and use tax, property tax, service contract revenue and transit fares. Revenue diversification is achieved by actively pursuing other financing sources each year, such as local, state and federal grants;
- **Fees and Charges:** Annual sales tax forecast will be based on estimates received from the participating governmental entities. Additionally, an annual review of transit fares is performed for potential modifications;
- **Use of one-time revenues/unpredictable revenues:** Financing sources (sources other than sales tax, service contract revenue or transit fares) should not be used to pay for current year operating expenditures unless specifically identified to fund operating expenditures/expenses by the contributor/grantor of the resource and the amount to be received is certain.

Expenditure/ Expense Policies

- **Debt capacity, issuance and management:** By Colorado Law, the Authority cannot enter into any action creating a multiple fiscal year debt or other financial obligation unless first submitted to a vote of the registered electors residing within the boundaries of the Authority;
- However, the Law allows the Board to enter into installment or lease purchase contracts, subject to annual appropriation with the following limits:
 - For the purchase of property or capital equipment;
 - The term of any such contract may not extend over a period greater than the estimated useful life of the property or equipment;
- The **Authority's Debt Management Policy** establishes guidelines for the issuance and management of its debt, subject to and limited by the applicable provisions of State and Federal Law, with the following objectives:
 - Assure the timely delivery of and finance capital for projects in accordance with the priorities identified within the Authority's Budget or Capital Improvement Plan (CIP) annually approved by the Board;
 - Achieve the lowest cost of borrowing while identifying mitigation factors for any additional risk to the Authority;
 - Preserve future financial flexibility; and
 - Maintain strong credit ratings and good investor relations.
- **Operating/capital expenditure accountability:** Review of actual expenditures to budget by departments will be performed on a monthly basis. Each department will act to bring the department's expenditures within budget, when necessary.
- **Reserve or stabilization accounts:** The Operating reserve requirement is, at a minimum, an average of two months of budgeted General Fund Revenues to Operating Reserves or an average of 2 months of budgeted General Fund Expenditures, whichever is larger. Revenues include sales and use tax, property tax, service contracts, fares, operating grants and contributions. Expenditures include operation expenditures, operating expenditures allocated to service contracts and debt service. Additionally, capital reserves are committed based on Board requirements. Prior Board approval is required to use reserve funds, to not reserve funds in a given year, or to use fund balance when expenditures exceed revenues in a given year.

OPERATIONS GUIDE

Description of Programs

- **Transit Program** provides commuter bus services throughout the Roaring Fork Valley and into the I-70 Corridor in Colorado, and first and last mobility options through regional bikeshare services. To access the Service Plan System Map, click the following link: [RFTA System Map - Aspen & Glenwood Springs Bus Routes](#). To access the Regional Bikeshare Systems Map, click the following link: [WE-cycle: Find a Bike](#).
- **Trails Program** maintains a multipurpose pedestrian, bike, and equestrian trail on the Authority-owned Rio Grande Rail Corridor. To access additional information regarding the Rio Grande Trail, click on the following link: [Rio Grande Trail - Information | Aspen to Glenwood Springs \(rfta.com\)](#).



Description of Functions and Departments

- **Transit Function** provides commuter transit services and maintains the fleet of transit commuter vehicles (buses):
 - Maintenance – Activities include maintenance, repair and cleaning of commuter buses and administrative vehicles, purchase of bus parts and transit fuel, personnel recruitment, and bus procurement.
 - Operations - Activities include personnel recruitment, management of the commuter bus service, and customer service center for the Transit Program.
- **Trails and Corridor Function** maintains the multipurpose pedestrian, bike, and equestrian trail and manages the Rio Grande Rail Corridor:
 - The Trails and Corridor – Activities include maintenance and repair of the Authority-owned trail, trail grant applications and management.
- **First and Last Mile Mobility** provides commuting options that connect passengers to the Authority's transit service hubs, and ultimately to their final destination. This is provided by activities through the Regional Bikeshare Plan, indirect and direct operations, planning, and startup operations.
- **Administrative Function** provides all administrative activities:
 - General Counsel – Activities include Board governance policy support, contract, personnel, and rail corridor legal support.
 - Capital Projects – Activities include the overall management of the Authority's capital projects.
 - Facilities – Activities include the maintenance and repairs of the buildings, grounds, bus stops and park and rides used by the programs, and management of capital projects.
 - Finance – Activities include maintaining the financial records of the Authority, budget, all accounting functions, debt service, cash management, and financial and grant reporting. Also, responsible for management of the Authority's employee social security replacement 401(a) Plan.
 - First and Last Mile Mobility – Activities include Regional Bikeshare indirect and direct operations, planning, and startup operations.
 - Human Resources/ Risk Management – Activities include hiring of administrative personnel, procuring and maintaining employee benefits, procuring and management of all insurance aspects.
 - Information Technology – Activities include maintaining the facilities and bus security systems, cybersecurity, computer hardware and software, data management, printers, voice over internet protocol telephone system, the electronic fare box system, ticket vending machines, and Intelligent Transportation Systems.
 - Planning – Activities include transit, first and last mile mobility, and trail planning.
 - Procurement – Activities include procuring and maintenance of contracts.
 - Sustainability - Activities include developing and submitting proposals for federal and state grants, legislative affairs, and managing strategic planning efforts, e.g., the Authority's Climate Action Plan and Zero Emission Vehicle Plan.

Organizational Chart

RFTA ORGANIZATIONAL STRUCTURE



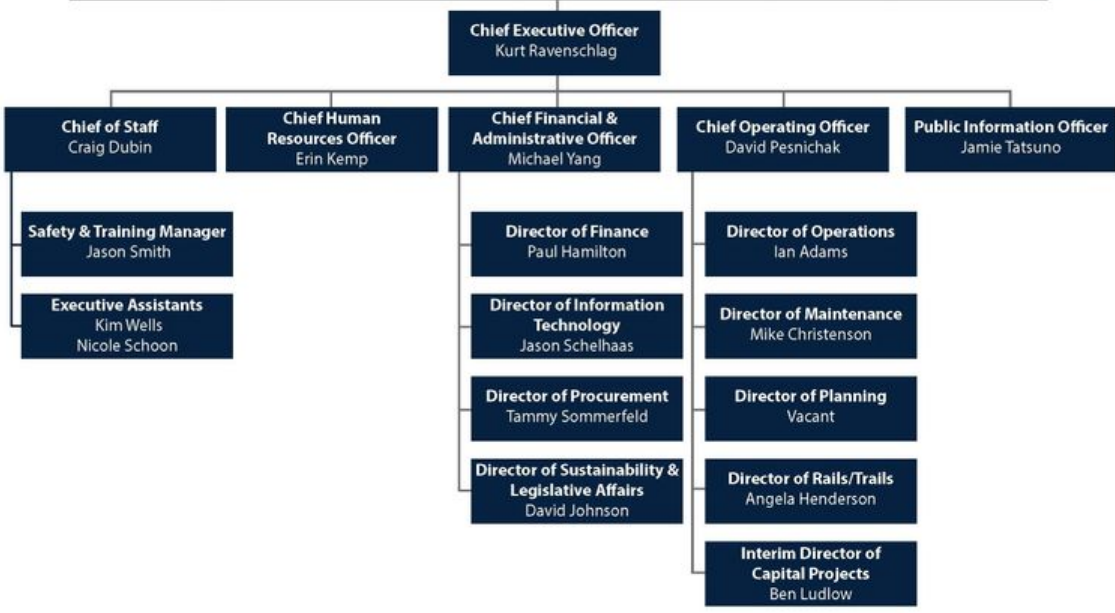
PUBLIC AS OWNERS (VOTERS & TAX PAYERS)

REGIONAL RFTA MEMBER JURISDICTIONS

CITY OF ASPEN	CITY OF GLENWOOD SPRINGS	TOWN OF BASALT	TOWN OF CARBONDALE	TOWN OF NEW CASTLE	TOWN OF SNOWMASS VILLAGE	EAGLE COUNTY	PITKIN COUNTY
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RFTA BOARD OF DIRECTORS & ALTERNATES

Torre Alternate: Sam Rose	Erin Zalinski Alternate: Ingrid Wussow	David Knight Alternate: Dieter Schindler	Colin Laird Alternate: Ben Bohmfalk	Art Riddle Alternate: Brandy Copeland	Alyssa Shenk Alternate: Bill Madsen	Jeanne McQueeney Alternate: Kathy Chandler-Henry	Greg Poschman – Acting Chair Alternate: Francie Jacober
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Summary of Position Information - Staffing by Department

The 2025 Budget includes 397.9 full-time equivalents (FTEs) compared to 387.6 included in the 2024 adopted budget. The following chart illustrates staffing changes by department, including the past five years.

Department	2020	2021	2022	2023	2024	2025	Change	Notes
Operations	207.6	215.5	232.6	231.7	225.2	227.2	2.0	(a)
Maintenance	63.0	68.3	71.0	68.7	69.0	69.0	0.0	
Facilities	19.4	19.7	18.3	20.7	26.2	20.0	-6.2	(b)
Capital Projects	0.0	0.0	0.0	0.0	0.0	7.0	7.0	(b)
IT	13.0	13.8	12.3	14.3	16.5	18.6	2.1	(c)
CEO	12.0	13.0	14.0	10.8	14.0	16.0	2.0	(d)
Procurement	0.0	0.0	0.0	4.0	4.0	4.0	0.0	
Traveler	8.0	8.2	6.4	6.8	6.6	6.4	-0.2	
Finance	8.5	9.6	10.3	10.4	10.5	12.1	1.6	(e)
HR	6.0	6.0	6.0	6.0	7.0	9.0	2.0	(f)
Planning	4.0	4.0	4.0	5.7	3.0	0.9	-2.1	(g)
Sustainability	0.0	0.0	0.0	0.0	0.0	0.0	2.0	(g)
Trails	2.2	2.9	4.3	4.4	5.7	5.7	0.0	
Total	343.7	360.9	379.3	383.7	387.6	397.9	10.3	

(a) - 178 Full-Time Bus Operators, an increase of 2 FTEs.

(b) - Separated Capital Projects Team into its own department.

(c) - 1 ERP Systems Administrator (effective January 1, 2025), and 1 Systems Analyst (effective June 1, 2025).

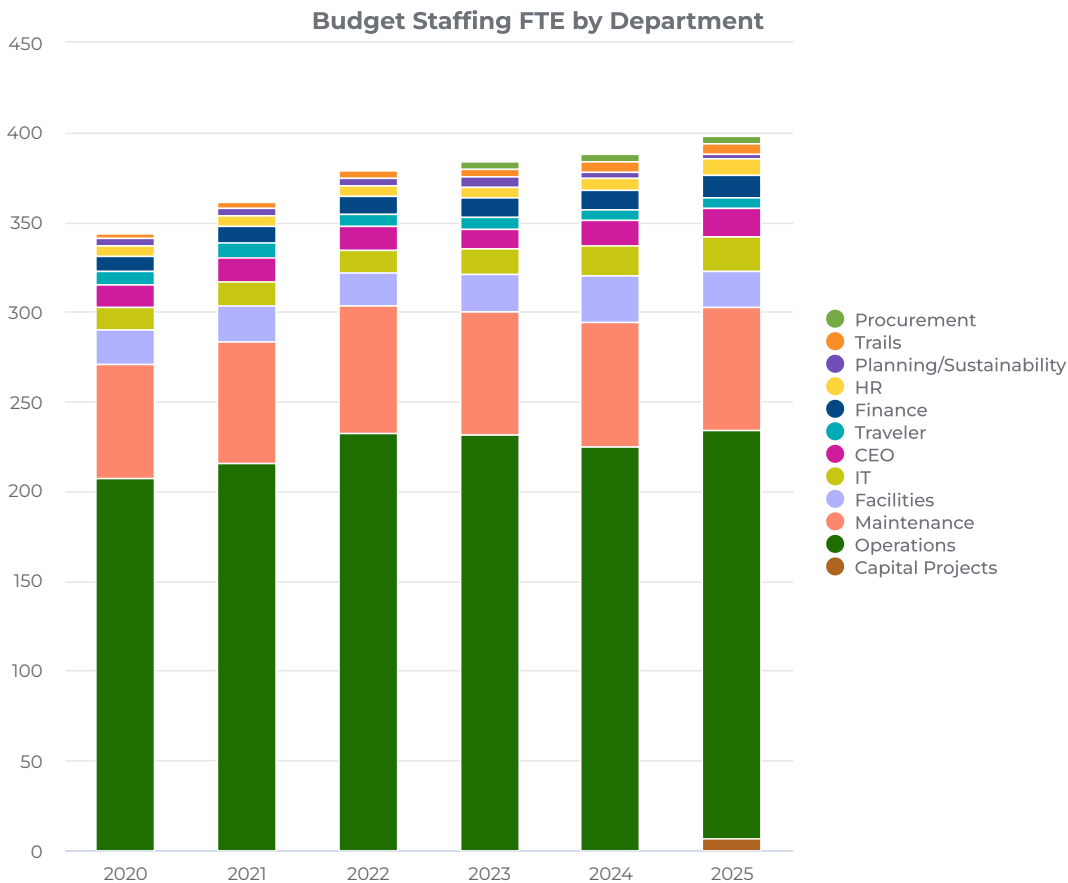
(d) - Mobility Coordinator added from the Planning Department, and 1 Technical (ERP) Project Manager (added in 2024)

(e) - 1 Financial Operations Specialist (added in 2024), and 1 Controller (effective June 1, 2025).

(f) - Talent Acquisition Specialist added (converted Operations Manager), and Housing Coordinator added from the Facilities Department.

(g) - Add Sustainability Department converting 2 Planning Department positions, 1 Planning Director (effective February 1, 2025).





CEO Transition and Organizational Restructure Plan

In 2024, the Board announced Kurt Ravenschlag as the new CEO effective September 1, 2024, to succeed the retiring Dan Blankenship. As part of the CEO transition, an organizational restructuring plan was presented to the Board in September 2024. The organizational restructuring plan is designed to better align the Authority's resources and capabilities for long-term success. Some of these changes include restructured job positions (position conversions), position eliminations, and new positions. The following chart is a summary of the Organizational Restructuring.

Position Conversions	
Special Projects Manager to	Chief of Staff
Communications Manager to	Public Information Officer
Operations Manager, Hiring to	Talent Acquisition Specialist
Enterprise Asset Mgmt & Fuel Focus Systems Admin to	Maintenance Program Manager
Director of HR and Risk Management to	Chief Human Resources Officer
Planning Director to	Sustainability & Legislative Affairs Director
Planning Assistant to	Sustainability Coordinator
Position Eliminations	
Facility Director	Facilities and Vehicle Maintenance merged to create the Maintenance Department.
New Positions	
Planning Director	Position to focus on Transit, FLMM, and Trail planning

Budget Issues

- **Sales and Use Tax** revenues are the Authority's primary revenue source and may be volatile with increases and decreases varying among each member jurisdiction. For additional Sales and Use Tax information, see Major Revenues in the Financial Plan of this document.
 - The Authority relies on input from each member jurisdiction for assumptions and trend analysis during the budget preparation. Staff consulted with each member jurisdiction's Finance Department to receive sales tax estimates for 2025. Staff received assumptions and estimates from all eight of its jurisdictions. As a result, the 2025 budget overall sales tax includes a 2.3% increase compared to the 2024 forecast.
 - Use tax in the 2025 budget includes a 2.8% decrease compared to the 2024 forecast.
- **Property Tax** revenues for the 2024 tax year, with collections in 2025, have the following impacts:
 - The full 2.65 mill levy is included in the 2025 budget. As a result, the 2025 budget property tax revenues include a 1.8% decrease compared to the 2024 forecast, based on final assessed valuations 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 the Authority'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. Both unleaded gasoline and diesel contracts have been executed for the Authority's 2025 estimated fuel needs. For the 2025 budget, the weighted average price for unleaded gasoline includes a 6.5% increase and no change for diesel based on fixed forward contracts for 2025 compared to 2024. As fuel prices remain volatile, staff will continue to partner with its fuel vendor to monitor pricing and opportunities to lock in future fuel needs. For Compress Nature Gas (CNG) fuel, staff is estimating a decrease in production and delivery costs and will monitor any legislative efforts related to the Alternative Fuel Credit, which expires on December 31, 2024, from the Inflation Reduction Act of 2022..
- **Health care** costs continue to increase. For 2025, the Authority's County Health Pool renewal rates reflect a 12% increase in health insurance premiums, a 1.5% increase in dental insurance premiums, and no change in vision and hearing premiums. The 2025 budget includes small modifications to the employer-employee share of health insurance premium costs: employee cost percentage for PPO Employee +1 and PPO Family coverage increased from 16% to 17%; and employee cost percentage for HDHP Employee Only coverage increased from 0% to 3%.
- **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 the Authority'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 time 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 determines scheduled pay increases for the 2025 budget.
- **Destination 2040:** 2025 will be the third full year for the Authority ("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, operating and capital support will continue for the existing systems in Aspen, Snowmass Village, Pitkin County, Basalt, Eagle County, and Carbondale. The chart below reflects the 2025 financing plan for operating and capital funding. To access additional information on WE-cycle, click the following link: [WE-cycle | Roaring Fork Valley Bikeshare](#)
 - The 2025 budget includes the following WE-cycle items:
 - \$2.1 million in contributions for annual ongoing indirect and direct operating funding, planning funding and startup operations, included in operating costs.
 - \$346,000 in contributions for capital, startup equipment, and capital replacement costs, of which a \$384,000 deposit will be contributed in 2024, included in capital outlay.
 - \$561,900 in First and Last Mile Mobility (FLMM) grant funding contributions included in both operating and capital outlay.

- \$927,800 in Local Government Contributions from the EOTC and member jurisdictions contributions.
 - The Authority's net cash contribution to the 2025 Bikeshare Operations and Capital Financing Plan is \$2.3 million.
- **First and Last Mile Mobility (FLMM) Grant Program:** This grant program enables the Authority 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 June 30, 2024. Staff reviewed the grant applications and a total of \$2,052,386 has been included in the 2025 budget.
- 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. The Authority issued bonds in 2021 to fund the Glenwood Maintenance Facility (GMF) Expansion Project (Phases 2, 3, 4, 5, & 7) and 27th Street Parking Expansion Property Acquisition. As the Authority 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.
- **Construction Projects:** The Authority 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 following 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 the expanded Glenwood Maintenance (GMF) facility expansion, which is estimated to open in December 2024. This project includes a new operations center, a multi-fuel Fueling and Bus Wash Facility, and a sixty-bus-storage building. To access additional information regarding the Glenwood Springs Maintenance Facility Expansion, click on the following link: [GMF Expansion Phases 3, 4, 5 & 7 - RFTA](#)
 - *27th Street and Colorado Highway 82 Pedestrian Underpasses:* Impacts of operating and maintenance costs for a full budget year of the 27th Street and Highway 82 Pedestrian Underpasses Project, located at the intersection of 27th Street and Colorado Highway 82 in Glenwood Springs, which opened in October 2024. This project includes reconfiguration of the Rio Grande Trail, drainage improvements, and construction of two underpasses under 27th Street and Colorado Highway 82. To access additional information regarding the Pedestrian Underpasses project, click on the following link: [27th street project | RFTA 27th street station | 82 27th Street, Glenwood Springs, CO, USA](#)
 - *Iron Mountain Place:* Impacts of operating maintenance costs for employee housing located in Glenwood Springs, which is estimated to open in December 2024. This project includes 42 employee housing units. This will reduce the Authority'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:
 - CEO Transition - Organizational Restructure, the 2025 budget includes:
 - Organizational Restructure estimated costs of \$274,000.
 - ERO (Enterprise Resource Planning) Software Implementation, the 2025 budget includes:
 - Estimated capital costs of \$3.3 million and estimated operating implementation costs of \$647,000.
 - GMF Expansion Phases 6a, 6b, and 8 Project - Design & Construction, the 2025 budget includes:
 - GMF Phase 6a West Glenwood Transit Center has estimated capital costs of \$10.1 million.
 - GMF Phase 6b Administration Building has estimated capital costs of \$35.4 million.
 - GMF Phase 8 Zero Emission Vehicle (ZEV) Equipment Storage Facility has estimated capital costs of \$2.1 million.
 - Housing Policy and Program Implementation
 - GMF Underground Storage Tanks
 - Iron Mountain Place Financing
 - Aspen Maintenance Facility (AMF) Roof and Bus Wash Replacement

- **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 the Authority's property tax revenues. Based on bond counsel guidance, the impact would take effect in the 2025 tax year with collection in the 2026 budget year.
- **Staffing Levels:** RFTA ended the 2023/2024 winter season approximately 2 bus operators below its budget target, a noticeable improvement over the 2022/2023 winter season, which was approximately 40 bus operators below target. Staff's diligent hard work has led to an increase in bus operator staffing levels. Comparing November 2024 to November 2023, there are approximately 20 more bus operators. 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 the Authority's workforce readiness level to deliver the 2025 budget 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 results in estimated shortfalls in revenues, the Authority has the ability to act as it did during the Great Recession between 2009 and 2011 or utilize operating reserves, as needed, until the economy recovers.



- As illustrated in the chart below, approximately \$17.2 million of property tax revenues are being used to fund the Destination 2040 Plan (net of lease proceeds or grants/contributions), and \$253,000 is available to fund strategic initiatives. Although the 2018 Ballot Measure 7A, Property Tax Mill Levy Increase references specific uses of associated property taxes, the property tax revenues are not considered legally restricted. To access additional information regarding the Destination 2040 Plan, click on the following link: [RFTA - Destination 2040 Plan Roadmap](#)

Destination 2040 Funding and Uses included in the General Fund:	
Description (in 1,000s)	2025 Budget
Net Property Tax Revenues	\$17,473
Less: Estimated Costs for Service Enhancements	(3,196)
Less: Estimated Debt Service for Capital Bus Leases	(676)
Less: Estimated Debt Service for Series 2021A Bonds	(1,680)
Less: Estimated Net Costs for D2040 Projects	(11,668)
Less: Estimated Costs for Strategic Initiatives	(253)
Remaining Available Funds	\$0

Other Planning Processes

◦ Annual Board Retreat

- During the first half of each year, the Board participates in a retreat to review strategic plans for all of the Authority's programs.

◦ Destination 2040 Plan (f/k/a Integrated Transportation System Plan (ITSP))

- The Authority engaged consultants to develop an Integrated Transportation System Plan, which includes an organizational structure and efficiency review, identifying future needs of the region while taking into consideration land use planning, Air Sage data/ridership demand estimates, public engagement, and review of information received from the Technical Advisory Committee meetings.
- A Financial Implementation Plan was developed for operating and capital transit alternatives in order to identify potential revenue sources and financing strategies to address gaps in services, and to enable the Authority to accommodate future demand.
- At the August 2018 Board meeting, the Board unanimously approved calling an election in the fall to authorize the Authority to impose a uniform mill levy and issue bonds as a funding source to implement the Authority's Destination 2040 Plan (www.rfta2040.com). At the general election on November 6, 2018, voters approved ballot issue 7A and authorized the Authority to impose a 2.65 mill levy within its district and to start collecting property tax revenues in 2019 (for tax year 2018) and authorized up to \$74.675 million of bonding authority. The Authority's Destination 2040 Plan includes the implementation of regional service enhancements and multiple capital projects throughout the service area for the next 20 years.
- In 2019, the Authority implemented increased BRT service and local regional services during the spring and fall seasons, and increased Grand Hogback service year-round. The Authority also started the design and planning processes for nearly all capital projects included in the Plan. The Authority issued bonds in 2019 to provide the necessary funding needed for the construction of three projects in 2020: Aspen Maintenance Facility Phase 9 (Fuel Farm Replacement), SH82 Mid-Valley Bus Stop Improvement Project, and Glenwood Maintenance Facility Expansion Project – Phase 2.
- In 2020, Aspen Maintenance Facility Phase 9 (Fuel Farm Replacement) and SH82 Mid-Valley Bus Stop Improvement projects were completed. Glenwood Maintenance Facility Expansion Project - Phase 2 construction started.
- In 2021, the Authority issued bonds to provide the necessary local funds in combination with capital grants for three projects: Glenwood Maintenance Facility Expansion Project – Phases 3, 4, 5 & 7, Grade Separated Pedestrian Crossings of Hwy 82 and 27th Street, and 27th Street BRT Station Parking Expansion Property Acquisition, which was completed in 2021. The Authority added six new transit buses and fifteen replacement transit buses.
- In 2022, Glenwood Maintenance Facility Expansion Project - Phase 2 was completed. Glenwood Maintenance Facility Expansion Project - Phases 3, 4, 5, & 7 construction started.
- To access additional information regarding the Destination 2024 Plan, click the following link: [Destination 2040 Roadmap - Project Updates | RFTA](#)

◦ Capital Planning Committee

- Starting in 2019, with the 2020 budget planning process, a newly formed internal committee began utilizing new technology to evaluate, prioritize and potentially fund new projects submitted by staff throughout the organization in accordance with the outcomes identified in the Board-approved Strategic Plan.
- During the budget process, the committee uses the first budget draft to identify funding parameters, and high priority new projects are included in subsequent budget drafts with Board review, input, and approval.
- To access additional information regarding the Strategic Plan, click the following link: [Strategic Plan - RFTA](#)


◦ Facility and Office Planning

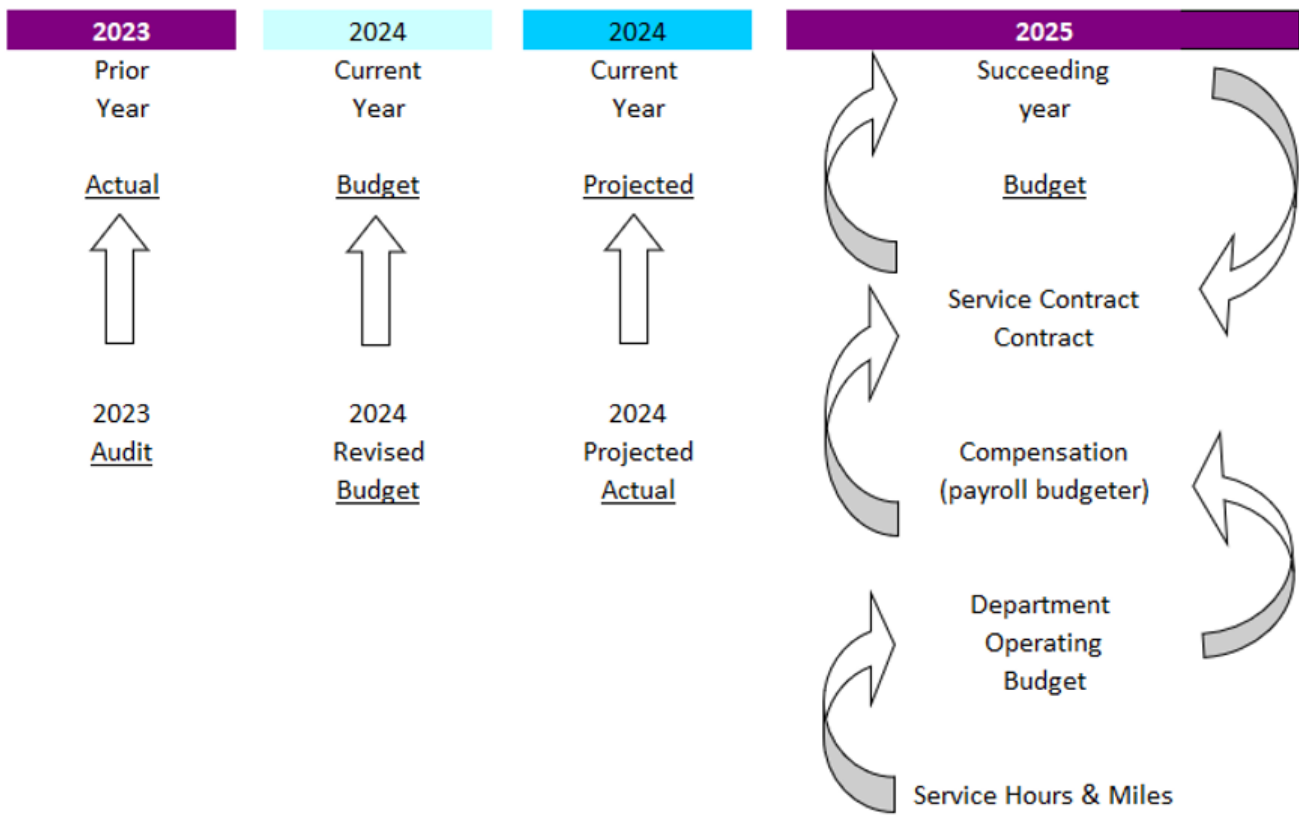
- The Authority engages consultants to review all major facilities, determine capital maintenance needs, and provide a capital maintenance program to ensure that the Authority's facilities will continue to operate in an efficient and effective capacity.

- An outside firm has been engaged to provide real estate and programming consulting services to define the Authority's existing office space, housing requirements, and to define and forecast the organization's needs for the next 20 years due to anticipated growth. The goal is a comprehensive analysis of the organization's current and future housing, office needs, and development of a high-level strategic plan to meet the Authority's needs.
 - The Authority has engaged a consultant to assist in developing a **comprehensive employee housing program** that will: 1) document housing issues among employees and assess and inventory the Authority's current programs.; 2) develop targets for the quantity and configuration of employee housing units needed; 3) review and evaluate the Authority's property and facility inventory to determine if anything could be developed or converted to employee housing; 4) final housing program and implementation plan.
- **Public Involvement Plan**
 - In 2023, the Authority established its Public Involvement Plan (PIP) which outlines the importance of, and establishes specific guidelines for, involving community members, organizations, governments, transportation professionals and other entities in the Authority's route and fare changes, and other programs. Included is information about the value of public participation, how it will be accomplished under various circumstances, and what will be done with the results. Also included are specific commitments by the Authority to support an effective public process. The Authority seeks to interact with the public as much as possible and practically.
 - To access the complete PIP, click the following link: [RFTA-Public-Involvement-Plan-2023.pdf](#)
- **Climate Action Plan**
 - In 2023, the Authority completed its Climate Action Plan with the assistance of consultants. The plan is designed to provide the Authority with a future-learning vision, aggressive goal setting, consistent data monitoring, and a strong but flexible implementation strategy necessary to prepare for evolving and sustainable mobility solutions in the Authority's service region. It includes the following Climate Action Goals; 1) Reduce scope 1 and 2 GHG emissions by 50% by 2030 and 90% by 2050; 2) Reduce transportation-related emissions throughout the region by increasing emissions offset compared to emissions produced in 2019 to 3x by 2030 and 5x by 2050.
 - To access the complete Climate Action Plan, click the following link: [RFTA_2023-Climate-Action-Plan_Final_20230531.pdf](#)
 - The Authority has engaged consultants to create a **Zero Emissions Vehicle (ZEV) Transition Plan**. The study is intended to accomplish the following objectives; 1) Determine year-to-year fleet composition by propulsion type and total cost of ownership, based on fleet transition goals, service plans, and population and employment-growth based service expansion needs; 2) Determine the required infrastructure investments, year-to-year, including general specifications, costs, and timing and location of implementation; 3) Develop operating plans or suggest changes that will best optimize the environmental benefits of the transition to disadvantaged communities and underserved populations in the Authority's service area.
- **Community Partnership Grant Program**
 - Contributions from the Authority to quasi-governmental or non-profit organizations that demonstrate the use of funds have a nexus to the Authority's mission of providing convenient, cost-effective, and environmentally-friendly multi-modal public transit and trails service and programs.
 - Total contributions will not be greater than \$50,000 individually or in the aggregate during any calendar year unless approved by the Board.
 - Requests for funding are considered during the Authority's annual budget process.

Budget Process

The Authority is a Special District Governmental Entity for State Budget reporting purposes and is subject to Colorado Local Government Budget Law, Section 29-1-101. The budgetary level of control is on a fund basis. Starting in July of each year the appointed Budget Officer and CEO prepare the budget using the following steps:

- Month of July
 - Revenue projections based on information obtained from participating governments;
 - Total personnel costs based on position compensation, taxes and benefit costs, and additional service levels;
 - Obtain operating and capital appropriation requests from each department on a line-item basis;
 - Obtain capital purchase requirements to maintain required service levels, e.g., bus purchases, etc.
- Month of August
 - Review Preliminary Budget Planning Initiatives, Assumptions, and Issues with the Board of Directors at the regularly scheduled Board Meeting to incorporate appropriate items into the subsequent year's budget;
 - Incorporate service contract revenues based on operating and capital costs obtained in July;
 - Incorporate estimated operating changes, such as modified transit services;
 - Review condition of budget;
 - Request prioritization of previously received departmental capital appropriation requests and make budget adjustments as necessary.
- Month of September
 - Prepare 1st draft of the subsequent year's budget for presentation to the Board at the regularly scheduled Board Meeting;
 - Review budget priorities with the Board;
 - Make budget adjustments, if necessary, based on the Board's approved priorities in preparing a balanced budget.
- Month of October
 - Present 2nd draft of the subsequent year's budget to the Board, at the regularly scheduled Board Meeting, for comments, revising budget as necessary;
 - Update estimates such as transit service levels, benefits, insurance, etc., making budget adjustments as necessary.
- Month of November
 - Present 3rd draft of the subsequent year's budget to the Board, at the regularly scheduled Board Meeting, for comments, revising budget as necessary;
 - Update estimates such as transit service levels, benefits, insurance, etc., making budget adjustments as necessary.
- Month of December
 - Presentation and Adoption of the Budget – the governing body must publish a public notice of a public hearing on the budget indicating the date and time of the meeting, information about the availability for inspection of the proposed resolution, and a statement that electors may file objections to the proposed budget at any time prior to the adoption of the budget. Once adopted, the final budget is submitted and filed with the State of Colorado and may be accessed on the Authority's website by clicking the following link: [Public Documents - Roaring Fork Transportation Authority \(rfta.com\)](#) 
 - Certification of Mill Levy.



Amending the Budget

Local governments must follow statutory procedures to authorize any spending in excess of the “appropriation” or spending authority of the budget. The appropriation must be made by fund within the budget and may be made by a spending agency (a department, unit, commission, etc.), and the amounts appropriated shall not exceed the expenditures specified in the budget. The appropriation determines whether the budget must be amended by statutory manner.

Transfer Appropriated Money: If the appropriation is by a fund, that is, for the total amount of all the listed expenditures as originally budgeted... money may be transferred from one-line item to another... from one spending agency to another... within the fund without having to do a statutory budgetary amendment. However, if moneys are to be transferred between appropriated funds or between appropriated spending agencies within a fund, the budget must be amended by statutory manner.

Supplemental Budget and Appropriation: If the local government receives revenues unanticipated or not assured at the time of the adoption of the budget from any source other than its property tax mill levy, the associated expenditures from such revenues requires the adoption of a supplemental budget and appropriation to authorize spending the “new” money above the initially appropriated amount. Supplemental Budget Resolutions are subject to public comment at each Board meeting prior to any board action.

Revised Appropriation: If revenues are lower than anticipated in the adopted budget, the governing board may adopt a revised (downward) appropriation resolution and reduce spending to less than originally budgeted.

Steps to Amend the Budget: The steps to amend the budget for a budgetary transfer or a supplemental budget and appropriation are: publish, or if permitted post, the notice of meeting to amend the budget; conduct the hearing; adopt the budget amendment by formal action; and file a copy of the adopted resolution amending the budget with the Division of Local Government. The notice of budget amendment must indicate the same information contained in the notice of budget for the adoption of the budget.

Timing: Spending in excess of the appropriation is not permitted. Therefore, the statutory amendment of the budget must occur before spending in excess of the original appropriation. Local governments may wish to consult with legal counsel and their auditors on this matter.

Summary of Colorado Local Government Budget Calendar

The following are excerpts from the calendar, prepared by the (Colorado) Department of Local Affairs and lists applicable budget process deadlines.

DATE	EVENT/ACTIVITY
October 15	Budget officers must submit the proposed budget to the governing body. (C.R.S. 29-1-105) Governing body must publish a "Notice of Budget" upon receiving the proposed budget. (C.R.S. 29-1-106(1))
December 15	Deadline for certification of mill levy to County Commissioners (C.R.S. 39-5-128(1)). Local governments levying property tax must adopt their budgets before certifying the levy to the county. If the budget is not adopted by the certification deadline, then 90 percent of the amounts appropriated in the current year for operations and maintenance expenses shall be deemed re-appropriated for the purposes specified in such last appropriation. (C.R.S 29-1-108(2) and (3))
January 31 (plus one year)	A certified copy of the adopted budget must be filed with the Division. (C.R.S 29-1-113(1)).



Relationship Between Functional Units (Departments) and Financial Structure

Program Type	Department	Fund
Transit	Service All Departments	General
Transit	Service contracts All Departments, excluding: First and Last Mile Mobility, Sustainability and Capital Projects	Special Revenue
Transit	Bus Shelter & Park n Ride All Departments	Special Revenue
Transit	Capital Projects Finance, Facilities, Capital Projects Finance	Capital Projects Debt Service
Trails	Trails and Corridor Management Trails Trails / Mid Valley Trails Committee	General Special Revenue
Administration	BOD & General Counsel, CEO, Finance, Procurement, Information Technology Human Resources/Risk Management, Planning, Sustainability, Capital Projects First and Last Mile Mobility	General General General General



STATISTICAL AND SUPPLEMENTAL INFORMATION

History of the Authority

The Roaring Fork Transit Agency (the Agency) was formed by an intergovernmental agreement between the City of Aspen and Pitkin County in 1983. At that time, the City and Pitkin County services were merged to achieve economies of scale. The purpose of the Agency was to:

- Own, operate, and administer a public transportation system, both within and without the corporate limits of the City and County;
- Provide a level of service that is based on funding, ridership, convenience, and a mass transit incentive;
- Establish an organization framework through which public transportation would be provided to citizens and visitors as an alternative to private automobile use, and to assist in carrying out environmental and conservation policies.

Originally, there was a 5-member board appointed by the City and County. Pitkin County was responsible for issuing debt for the Agency and handling all of the accounting functions. In addition, the Agency employees were considered employees of Pitkin County and both the City of Aspen and Pitkin County had to adopt the Agency's budget. Prior to the formation of the Agency, the City of Aspen operated city routes and skier shuttles and Pitkin County provided commuter services between Aspen and El Jebel.

In 2000, it became apparent the demand for transit services was outgrowing the current organizational structure. At that time, approximately 50% of all trips that started down valley stayed down valley. Down valley was the region experiencing the most rapid and consistent ridership growth.

In November 2000, the voters of the Roaring Fork Valley approved the establishment of the Roaring Fork Transportation Authority (the Authority). At that time, the Authority encompassed five towns and two counties that included: City of Glenwood Springs, Town of Carbondale, Town of Basalt, Town of Snowmass, City of Aspen, Pitkin County, and Eagle County. The purpose of the new Authority was to maintain and improve the regional transit services; provide funding to build and maintain the regional trail; conduct regional transportation planning; leverage grant monies from federal, state, and local sources; provide funds to maintain the Corridor right of way; contract with local governments and private companies to provide transit services.

As part of the formation of the Authority, the existing Roaring Fork Transit Agency and the Roaring Fork Holding Authority were merged into one entity, the Roaring Fork Transportation Authority.

In November 2004, the Town of New Castle joined the Authority.

In November 2008, the Authority Electorate passed a 0.4% sales tax increase for the construction and implementation of a Bus Rapid Transit (BRT) system to enhance regional services. The BRT service known as VelociRFTA was implemented in September 2013, making it the nation's first rural bus rapid transit system. VelociRFTA introduced buses powered by compressed natural gas into the Authority's fleet of primarily diesel buses.

In November 2018, the Authority Electorate passed a 2.65 mill levy to authorize the Authority to impose a property tax and to approve up to \$74.675 million of bonding authority for the implementation of the Authority's Destination 2040 Plan, which includes service enhancements and capital projects over the next 20 years.

On December 3, 2019, in collaboration with the City of Aspen and the Elected Officials Transportation Committee, the Authority placed its initial Battery Electric Bus Pilot Fleet of eight buses into revenue service primarily in the upper valley. This marked the first step forward in the electrification of the Authority's fleet as part of the Destination 2040 Plan.

In September 2024, Dan Blankenship, the Authority's first and only CEO, retired and was succeeded by Kurt Ravenschlag.

To access additional information about the Authority, click the following link: [About RFTA - Colorado Rural Transit System | Quick Facts](#)



Economic and Demographic Information

The following information is provided for general information concerning selected economic and demographic conditions within the Authority's service area. The statistics presented below have been obtained from the referenced sources.

Population. The following table sets forth permanent population statistics for the City of Glenwood Springs, the Towns of Basalt and Carbondale, and the Counties of Eagle, Garfield and Pitkin.

Population						
Year	Glenwood Springs	Carbondale	Basalt	Garfield County	Eagle County	Pitkin County
1970	4,106	726	416	14,821	7,498	6,185
1980	4,637	2,084	529	22,514	13,320	10,338
1990	6,375	3,004	1,128	29,974	21,928	12,661
2000	7,736	5,196	2,681	43,791	41,659	14,872
2010	9,614	6,427	3,857	56,389	52,197	17,148
2020	9,963	6,434	3,981	61,685	55,731	17,358
2023 (estimate)	10,250	6,708	4,055	62,271	55,285	16,640

Source: U.S. Department of Commerce, Bureau of the Census; State of Colorado, Division of Local Government, Demographic Section

2023 Major Employers in the Area

	Employer	Type of Business	Number of Employees
1	Aspen Skiing Company	Ski Resort	4,345
2	Valley View Hospital	Healthcare	1000 - 1250
3	Roaring Fork School District RE-1	Schools	500 - 999
4	Garfield County School District RE-2	Schools	500 - 999
5	Grand River Hospital	Healthcare	500 - 999
6	City Market	Retail	500 - 999
7	Aspen Valley Hospital	Healthcare	555
8	City of Aspen	Government	501
9	Garfield County	Government	250 - 499
10	Colorado Mountain College	Government	250 - 499
11	Walmart	Retail	250 - 499
12	City of Glenwood Springs	Government	250 - 499
13	Aspen School District	Schools	448
14	Pitkin County	Government	387
15	St. Regis Aspen	Hotels	384
16	Roaring Fork Transportation Authority	Government	374
17	Hotel Jerome	Hotels	360
18	Alpine Bank	Service	100 - 249
19	Viceroy Snowmass Resort	Hotels	210
20	Ritz Carlton	Hotels	160

Source: Pitkin County (2023 CAFR) and Garfield County (2023 CAFR)

History of Retail Sales

The following table includes total taxable retail sales amounts with respect to the Cities of Aspen and Glenwood Springs (historically, the two Authority member jurisdictions with the highest taxable retail sales) for the last ten calendar years, as reported by the City of Aspen and the City of Glenwood Springs in their most recent Comprehensive Annual Financial Reports. Such data is provided solely for the purpose of demonstrating retail sales trends in Aspen and Glenwood Springs.

Historical Taxable Retail Sales				
	Aspen		Glenwood Springs	
Year	Amount	% Chg	Amount	% Chg
2014	\$623,967,439	10.1%	\$422,670,785	7.5%
2015	666,049,387	6.7%	455,193,872	7.7%
2016	713,876,168	7.2%	474,487,618	4.2%
2017	730,414,353	2.3%	466,081,550	-1.8%
2018	759,597,077	4.0%	493,661,099	5.9%
2019	819,757,640	7.9%	516,773,452	4.7%
2020	766,222,662	-6.5%	490,236,731	-5.1%
2021	1,020,753,217	33.2%	613,310,898	25.1%
2022	1,220,328,561	19.6%	676,421,023	10.3%
2023	1,230,492,171	0.8%	708,268,722	4.7%

Source: Comprehensive Annual Financial Reports of the Cities of Aspen and Glenwood Springs for the year ended December 31, 2023

Tourism. Year-round tourism and skiing related businesses account for a significant portion of the employment and earned income of area residents. The area provides a variety of winter activities, including skiing, ice fishing, camping, Nordic skiing, ice skating, snowmobiling, and snowshoeing. Summer activities include golfing, bicycling, boating, fishing, rafting, kayaking, horseback riding, camping, hiking, and cultural activities. Major tourist attractions within the area include: The Hot Springs Lodge and Pool, located in the City of Glenwood Springs, open year-round, which is one of the largest naturally heated outdoor mineral pools in the world; the Colorado and Roaring Fork Rivers, which provide white water rafting and fishing; and the two million-acre White River National Forest which offers hiking, camping, hunting, snowmobiling, and downhill and cross-country skiing.

The Ski Industry in the State. Colorado Ski Country USA (CSCUSA), is a not-for-profit trade association representing 21 ski and snowboard resorts in Colorado, and considered the global voice of the Colorado ski industry. Among the ski areas not represented by CSCUSA's are Vail Resorts' four ski areas: Vail, Beaver Creek, Keystone, and Breckenridge. On June 6, 2024, CSCUSA announced a projected 14 million skier visits across the state for the 2032-24 ski season, a decrease of approximately 5% from the prior season's record-breaking total. The total represents the second-highest skier visit total on record for the state.

There are five major ski areas in the Authority's service area, including Aspen Mountain, Aspen Highlands, Buttermilk, Snowmass, and Sunlight. In addition, Vail, Beaver Creek and Powderhorn ski resorts are within approximately 90-minute drives from Glenwood Springs, assuming normal road and traffic conditions.

Pitkin County Ski Industry. The ski industry in Pitkin County has expanded from a one mountain operation in 1946 to four mountains today. Aspen Skiing Company (ASC) is the ski area operator for: Aspen Highlands, Aspen Mountain, Buttermilk and Snowmass. In addition to the four on-mountain ski and snowboard operations, ASC operates two hotels, Little Nell Hotel and the Limelight Lodge in Aspen, a private residence club, restaurants, and retail and rental shops.

Development. As reported by ASC, located at the base of Snowmass Ski Area in the heart of Snowmass Village, Colorado, Snowmass Base Village (SBV) is a \$600 million mountain-resort development, currently the largest under construction in North America. This approximately 10-year project will add lodging, residences and amenities to the world-class resort. Completion of the first phase of SBV construction held its grand opening in mid-December 2018, and includes the Limelight Hotel, ski-in/ski-out residences, public events plaza with a ice skating rink and a community building. For the 2023-24 ski season, Aspen Mountain debuted its biggest expansion in 40 years: 150 acres of new chutes, glades, and trails called Hero's.

Garfield County Ski Industry. Garfield County is home to Sunlight Mountain Resort (Sunlight). Sunlight offers more than 680 acres of skiable terrain and a nice mix of beginner, intermediate, and expert terrain, for skiers and snowboarders of all ability levels. Sunlight also offers approximately 29 kilometers of groomed cross-country and snowshoe trails.



Communities Served

The Roaring Fork Transportation Authority connects the Roaring Fork Valley and U.S. Interstate 70 communities as well as Aspen, Snowmass, Aspen Highlands and Buttermilk ski areas and the Maroon Bells wilderness area by commuter transit services. Additionally, the Authority owns and maintains a multipurpose trail within the Roaring Fork Valley.

Aspen and the Maroon Bells

Downhill skiing, hiking, rafting, biking, outdoor concerts, water sports and cultural pursuits. Thanks to Aspen's modern founders, Walter and Elizabeth Paepcke, the Aspen idea of nurturing mind, body and spirit is firmly established in the community. Local calendars are packed with music and dance performances, lectures and art exhibits, offered by some of the most celebrated names in the world, as well as remarkable, homegrown talent. Every summer the Aspen Music Festival brings classical music to the concert halls and to the streets.

Aspen, Snowmass, Aspen Highland and Buttermilk Ski areas

Seasonally, the Authority provides commuter bus services to the four mountains operated by the Aspen Skiing Company. These four mountains combine to provide over 5,300-acres of terrain and boundless dining and nightlife for visitors and locals.

Snowmass Village

Tucked high in the Brush Creek Valley, the Town of Snowmass Village is surrounded by a spectacularly scenic wilderness area and National Forest. This resort community offers an abundant amount of on-mountain winter and summer activities, including the second-largest ski mountain in Colorado, the largest network of free Nordic trails in the county, lift-serve mountain bike trails and one of the best music scenes in Colorado.

Basalt

Located at the gateway of the Frying Pan Valley along the Gold Medal waters of the Roaring Fork and Frying Pan Rivers in the White River National Forest at an elevation of 6,610 feet. Outdoor enthusiasts enjoy camping, boating, fishing, hiking, golfing, biking, snowshoeing and cross-country and downhill skiing, all within a 15-mile radius. The Ruedi Reservoir offers the most beautiful setting for windsurfing, sailing and skiing. Galleries highlighting local and international artists, and shopping at Basalt's many boutique shops offering great keepsakes and specialty items.

Carbondale

At an altitude of 6,181 feet, and resting in the magnificent shadow of the 12,953-foot Mount Sopris, Carbondale is characterized by an average of 295-days of sunshine, low humidity, cold but mild winters, and comfortable summers. Carbondale is a great base camp for recreation enthusiasts with easy access to hiking, biking, golfing, kayaking, and world-class fly-fishing. In winter, experience amazing cross-country skiing.

Glenwood Springs

Home of the world's largest hot springs swimming pool, and the setting at the confluence of the Roaring Fork River and the Colorado River makes a natural fit for year-round outdoor activities. The local ski area caters to skiers of all abilities—as well as the local river raft guides.

New Castle

The only member community located on U.S. Interstate-70, New Castle is minutes away from hiking, biking, fishing, golfing and less than an hour from world-class skiing, snowmobiling, cross-country skiing, climbing and beautiful high-mountain scenery.

Board of Directors

Member Jurisdiction	Board Member	Alternative Board Member	Jurisdiction Website
City of Aspen	Torre	Sam Rose	Aspen, CO Official Website
City of Glenwood Springs	Erin Zalinski	Ingrid Wussow	Glenwood Springs, CO Official Website (cogs.us)
Eagle County	Jeanne McQueeney	Kathy Chandler-Henry	Eagle County Government
Pitkin County	Greg Poschman	Francie Jacober	Pitkin County, CO Official Website
Town of Basalt	David Knight	Dieter Schindler	Basalt, CO - Official Website Official Website
Town of Carbondale	Colin Laird	Ben Bohmfalk	Welcome to Town of Carbondale (carbondalegov.org)
Town of New Castle	Art Riddile	Brandy Copeland	Home Page New Castle Co (newcastlecolorado.org)
Town of Snowmass Village	Alyssa Shenk	Bill Madsen	Snowmass Village, CO - Official Website Official Website (tosv.com)

To access additional information regarding Board of Directors meetings, click on the following link: [Board Meetings - Roaring Fork Transit Authority \(RFTA\)](#)



Transit Services

The Authority provides various types of services to meet the needs of the residents of the region, as described below. The Authority has transit service contracts with the Cities of Aspen and Glenwood Springs, and the Aspen Skiing Company.

Valley Commuter Services. The Authority operates a year-round commuter bus system on State Highway 82 corridor serving Aspen, Snowmass Village, Basalt, El Jebel, Carbondale and Glenwood Springs. This service is available every half hour on weekdays throughout the year. On weekends during the spring and fall seasons, service is available every half hour during peak periods and hourly during non-peak periods. In addition to cash fares, the Authority offers passengers a variety of discounted multi-ride passes.

VelociRFTA Bus Rapid Transit (BRT) Services. The first rural bus rapid transit system in the country provides daily commuter BRT services with limited stops along State Highway 82 corridor with travel times between Glenwood Springs and Aspen that takes approximately one hour. Buses are available approximately every 10-minutes during peak commuting times.

Grand Hogback Commuter Services. The Authority operates the Grand Hogback service on I-70 corridor from 5:20 a.m. until 8:15 p.m., seven days a week. There are twenty-two eastbound and twenty-two westbound trips each day. This service was implemented in April 2002. Beginning December 2019, service between Glenwood Springs and New Castle increased to every half hour during major portions of the day. Fares are collected from passengers according to a distance-based zone system. In addition to cash fares, the Authority offers passengers a variety of discounted multi-ride passes. For the 2023/2024 winter season there were reductions made to this service to account for a shortage of bus operators. These reductions were made by eliminating 5 eastbound and 5 westbound new castle trips. Normal service levels are planned for the rest of the 2024 budget year.

Service Contracts.

- **Aspen Skiing Company Skier Shuttles.** Public shuttle services connect all four ski mountains with transit services available every 15-minutes, between the hours of 8:00 a.m. and 4:45 p.m. from Thanksgiving to mid-April. These services are paid by the Aspen Skiing Company, are free to the public, and are integrated with the Aspen and the Authority's regional transit services. The Aspen Skiing Company pays the Authority the fully allocated costs of operating these services and a prorated share of capital expenses.
- **Ride Glenwood Springs.** The Authority operates two transit vehicles on a route extending from the Roaring Fork Market Place on the south side of Glenwood Springs, through the commercial core, to West Glenwood Springs, ending at the Glenwood Springs Meadows. Glenwood Springs pays the Authority the fully allocated operating costs of this service and is responsible for replacing its owned vehicles. This service is free to the public.
- **City of Aspen.** The Authority operates a variety of services pursuant to a contract with Aspen. Aspen pays the Authority the fully allocated operating costs of these services and is responsible for replacing its owned vehicles.
 - **Fixed Routes.** There are three fixed routes within Aspen, which are: Cemetery Lane, Castle Maroon, and Hunter Creek. These routes serve residential neighborhoods adjoining downtown Aspen. These services are paid for by Aspen and are free to users. These services operate from 6:20 a.m. until 2:00 a.m. during winter and summer seasons and from 7:00 a.m. until midnight during the spring and fall seasons.
 - **Dial-A-Ride Services.** The East End Dial-A-Ride provides a service two times per hour year-round. This service is free to users who use the three fixed routes. Those users who call for door pick-up service pay a \$1.00 fare. This service operates from 6:30 a.m. until 1:45 a.m. during winter and summer seasons and from 7:00 a.m. until 11:45 p.m. during the spring and fall seasons.
 - **Highlands Direct Service.** The Highlands Direct service provides direct service between Rubey Park in downtown Aspen and the Highlands Base Village. This service operates in winter seasons only and is paid for by Aspen and is free to users.
 - **Galena Street Shuttle.** The Galena Street Shuttle connects Aspen Mountain, on the south side of Aspen, to the Rio Grande parking garage, Post Office, Hunter Creek, and the Art Museum on the

north side of Aspen. Services generally begin at 8:15 a.m. and end at 5:00 p.m. daily during winter and summer seasons and are free to users.

- **Cross Town Shuttle.** The Cross Town Shuttle connects the West End and East End of Aspen, with a half-hour fixed route service that travels from the Music Tent via 5th Street and Gillespie to 4th Street, 4th Street to Hallam Street, Hallam Street to Monarch Street, Monarch Street to Durant Avenue, Durant Avenue to Original Street, Original Street to Ute Avenue, and Ute Avenue to the Aspen Club. This service operates during the winter and summer seasons only. Generally, hours of operation are 7:45 a.m. until 11:00 p.m. during the winter and summer seasons and is free to users.
 - **Aspen Music Festival Service.** During the summer, scheduled shuttle services are provided for patrons and students of the Aspen Music Festival. Shuttle services are provided to and from the Music School campus, the Music Tent, and Burlingame seasonal housing and are free to users.
 - **Burlingame/Westside Service.** The Burlingame/Westside service connects downtown Aspen with the Burlingame affordable housing development. The service operates year-round every 30 minutes and begins at 6:35 a.m. and ends at 12:20 a.m. and is free to users.
- **Traveler Senior Transportation Program.** Garfield County contracts with the Authority to provide the Traveler Senior Transportation Program (the Traveler), which serves seniors and persons with disabilities who reside in Carbondale, Glenwood Springs, New Castle, Silt, Rifle, Parachute, and unincorporated portions of Garfield County. Garfield County contributes approximately 50% of the costs of the Traveler, the Authority defrays the remaining operating costs from its member jurisdictions, Carbondale, Glenwood Springs, and New Castle, and the balance of the service costs are paid for by the other participating jurisdictions, passenger donations, and grants. Vehicle capital costs are funded by a capital reserve fund with contributions from Garfield County, the Authority, and State, Federal and Local grants.

Miscellaneous Services.

- **MAA/Burlingame Service.** This summer shuttle service is funded by the Music Associates of Aspen and provides transportation for music students between Burlingame affordable housing development, the Music School campus on Castle Creek Road, and the Music Tent in the west end of Aspen and is free to users.
- **Maroon Bells Bus Tour.** From approximately mid-June to the first weekend in October each year, the Authority operates the Maroon Bells Bus Tour (the Bells Tour), which is staged at the Aspen Highlands Base Village. The Bells Tour is an award-winning narrated tour of the Maroon Creek Valley, which transports passengers to the Maroon Bells mountain formation and the Maroon Bells/Snowmass wilderness area. The Authority partners with the U.S. Forest Service to close the road to other motorized traffic. In 2020, a Maroon Bells Reservation System and Call Center was implemented to manage overcrowding and an increased fare of \$16.00 was charged for the Bells Tour. In 2023, an Adult advanced purchase fare was \$16.00 and \$20.00 for walk-in; Senior/Child advanced purchase fare was \$10.00 and \$14.00 for walk-in; and one-way Downhill Rider fare was \$10.00.
- **The Pitkin County Senior Van.** The Pitkin County Senior Van (the Senior Van) is a vital link to the Senior Nutrition Program, Meals on Wheels program, Information and Referral services, outreach services, doctor appointments, shopping, and social outings. The Senior Van operates from 8:00 a.m. until 5:00 p.m., Mondays, Wednesdays and Fridays and from 8:30 a.m. until 3:30 p.m. on Thursdays. The service is free and primarily serves residents of Aspen, Snowmass Village and unincorporated areas of Pitkin County in the upper Roaring Fork Valley.
- **Americans with Disabilities Act (ADA) Service.** Federally mandated ADA service is provided for disabled passengers within Aspen, to the airport, and the Maroon Bells. To schedule service, users must call the Authority during normal business hours the day prior of requested service. The Authority dispatches a lift-equipped vehicle to transport ADA passengers, at no charge, within Aspen and to the airport. The cost for ADA service to the Maroon Bells is twice the regular fare. ADA service is provided in conjunction with Ride Glenwood bus service and the Traveler.
- **Community Charter Service.** The Authority operates a limited number of charter service.
- **First and Last Mile Mobility.** The Authority partners with WE-cycle to offer regional Bikeshare services based on the following schedule, weather permitting: Carbondale: Year Round, Mid-Valley (Basalt, Willits, and El Jebel): Mid-March to December, Aspen and Snowmass: Spring to October.

Transit Service Area Map



To access additional RFTA Service map and schedules, click to the following link: [RFTA System Map - Aspen & Glenwood Springs Bus Routes](#)



Service Contract Formula Methodology

Contract information may be obtained in electronic format by contacting the Authority's Finance Department.

Service contracts are progress billed monthly based on budgeted costs, actual mileage and hours. The Authority's financial statements are audited, and an adjustment bill is prepared based on audited actual costs; adjustments are only required if the audited costs are more or less than 3% of the total billed monthly costs.

Step 1: Total operating costs budgeted are categorized as transit or trails cost.

Program Type	Department	Contract Allocation	
		Transit	Trails
Transit	Operations	100%	
	Maintenance	100%	
	Facilities	98%	2%
Trails	Trails/ Mid Valley Trails		100%
Administrative Support	Attorney	50%	50%
	Board	92%	8%
	CEO	92%	8%
	Procurement	92%	8%
	Finance	98%	2%
	Human Resources/ Risk Management	98%	2%
	Information Technology	92%	8%
	Planning	92%	8%

Step 2: Budgeted transit costs are categorized as a fixed cost, direct hourly or direct mileage cost. Note: All costs are not treated the same for all contracts and not all costs are categorized.

Step 3: Total categorized costs are divided by the Authority's projected annual mileage or hours to determine a fixed cost per hour, direct hour and direct mileage cost factor for each service contract.

Example of a calculation of cost factors:

COST CATEGORY	Estimated Cost	Estimated Hours	Estimated Miles	Mile / Hour
Total Fixed Costs	\$18,227,174	331,491	N/A	\$54.99
Total Direct Hours Costs	22,411,419	331,491	N/A	67.61
Total Direct Mileage Costs	13,089,311	N/A	5,305,529	2.47
Total	\$53,727,904			

Each service contract is charged based on the following formula; (1) actual route mileage and route hours times the direct cost factors (miles or hours), plus (2) route hours times the fixed cost factor, plus (3) training costs based on percentage of route hours to total Authority hours, and (4) capital cost based on percentage of route mileage to total Authority mileage.

Glossary of Financial, Budget, and Transit Terms

Automatic Vehicle Location (AVL) – A means for automatically determining and transmitting the geographic location of a vehicle using Global Positioning System (GPS) technology, cellular communications, street-level mapping, and an intuitive user interface, with the goal of improving fleet management and customer service.

Budget – A financial plan which estimates proposed expenditures for a given period and the proposed methods of financing the expenditures.

Bus Rapid Transit (BRT) – A significantly enhanced bus system that operates in bus lanes or mixed traffic. BRT combines the flexibility and cost savings of buses with the efficiency, speed, reliability, and amenities of rail. Because BRT vehicles use Compressed Natural Gas, the bus system helps reduce emissions as well as local dependence on foreign energy sources. Typical BRT elements include:

- Exclusive travel lanes where possible, that help speed service during peak travel hours
- Roadway enhancements to enable buses to circumvent congestion, such as signal priority and queue bypass lanes for buses at congested intersections.
- Stations, park & rides, and improved bus stops
- Easy-to-board, ADA-compliant vehicles
- AVL tracks buses and provides real-time information to passengers waiting at bus stops.

Capital Assets - Land, improvements to land, easements, buildings, building improvements, vehicles, machinery, equipment, works of art and historical treasures, infrastructure, and all other tangible or intangible assets that are used in operations and have initial useful lives extending beyond a single reporting period.

Colorado Department of Transportation (CDOT) – Colorado government agency that administers state government transportation responsibilities in the State of Colorado.

Computer-Aided Dispatch (CAD) – Method of dispatching mass transit vehicles assisted by technology where individuals working in a dispatch center are able to easily view and understand the status of all vehicles being dispatched.

Employee Turnover Rate (Non-Seasonal) – A performance measure that calculates the number of employees terminated during a calendar year divided by the average number of employees during the calendar year, which indicates the effectiveness of retaining employees.

Expenditures - Decrease in net financial resources other than through interfund transfers.

Expenses - Outflows of assets or occurrences of liabilities from delivering or producing goods or rendering services.

Farebox Recovery Ratio – The percentage of total operating revenues that passengers pay through fares.

Federal Transit Administration (FTA) – U.S. Department of Transportation agency that provides financial and technical assistance to local public transit systems.

Function – A group of related activities aimed at accomplishing a major service or regulatory responsibility.

Fund - A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes therein, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance - The difference between total assets and total liabilities reported in a governmental fund. Fund balance is divided into reserved and unreserved portions.

Fund Classifications - One of three categories (governmental, proprietary, and fiduciary) used to classify fund types.

Fund Type - One of 11 classifications into which all individual funds may be categorized. Governmental fund types include the general fund, special revenue funds, debt service funds, capital projects funds, and permanent funds. Proprietary funds types include enterprise funds and internal service funds. Fiduciary fund types include pension (and other employee benefit) trust funds, investment trust funds, private-purpose trust funds, and agency funds.

Generally Accepted Accounting Principles (GAAP) – Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

GFOA – Government Finance Officers Association. The purpose of the Government Finance Officers Association is to enhance and promote the professional management of governments for the public benefit by identifying and developing financial policies and practices and promoting them through education, training and leadership.

Governmental Fund – Funds generally used to account for tax-supported activities. There are five different types of governmental funds: the general fund, special revenue funds, debt service funds, capital projects, and permanent funds.

Government-Wide Financial Statements - Financial statements that incorporate all of a government's governmental and business-type activities, as well as its non-fiduciary component units. There are two basic government-wide financial statements: the statement of net assets and the statement of activities. Both basic government-wide financial statements are presented using the economic resources measurement focus and the accrual basis of accounting.

Infrastructure - Long-lived capital assets that normally are stationary in nature and normally can be preserved for a significantly greater number of years than most capital assets. Examples of infrastructure assets include roads, bridges, tunnels, drainage systems, water and sewer systems, dams, and lighting systems.

Long-Term Budget - A budget prepared for a period longer than a fiscal year. Long-term budgets concerned with capital outlay and capital improvement programs are referred to as capital budgets.

Long-Term Debt - Debt with a maturity date of more than one year after the date of issuance.

Major Fund - A governmental fund or enterprise fund reported as a separate column in the basic fund financial statements. The general fund is always a major fund. Otherwise, major funds are funds whose revenues, expenditures/expenses, assets, or liabilities are at least 10 percent of the corresponding totals for all governmental or enterprise funds and at least 5 percent of the aggregate amount for all governmental and enterprise funds for the same item. Any other government or enterprise fund may be reported as a major fund if the government officials believe that the fund is particularly important to financial statement users.

Modified Accrual Basis - A basis of accounting in which revenues should be recognized in the accounting period in which they become measurable and available. Expenditures should be recognized in the accounting period in which the fund liability is incurred, if measurable.

NACSLB – National Advisory Council on State and Local Budgeting. The NACSLB was formed in the spring of 1995. The Council was established with a three-year mission to improve state and local government budgeting through identification and dissemination of good budget principles and practices. The Council subsequently prepared a document that outlined a framework for improved state and local government budgeting and recommended budget practices.

National Transit Database (NTD) – The FTA repository of data about the financial, operating and asset conditions of American transit systems. The NTD records the financial, operating, and asset condition of transit systems, helping to keep track of the industry and provide public information and statistics.

Net Assets - The difference between assets and liabilities.

Net Expense per Passenger – A performance measure that calculates all operating expenses net of fare revenue divided by total passenger boardings, which determines how cost-efficient the transit service plan is when factoring in fare revenue per passenger.

On Time Performance – A performance measure that calculates the ratio of on-time serviced timepoints to total performed timepoints, which determines how effective a transit service plan is to adhering to the service schedule

Operating Expense per Hour – A performance measure that calculates total service costs including wages (salary, benefits, leave), vehicle and facility maintenance and contracted services by total transit service bus operator hours, which determines how cost-efficient the transit service plan is per bus operator labor hour.

Operating Expense per Mile – A performance measure that calculates total service costs including wages (salary, benefits, leave), vehicle and facility maintenance, and contracted services by total transit service miles, which determines how cost-efficient the transit service plan is per bus operator mile driven.

Operating Expense per Passenger – A performance measure that calculates all service costs including wages (salary, benefits, leave), vehicle and facility maintenance, and contracted services by total passenger boardings, which determines how cost-efficient the transit service plan is per passenger.

Occupational Safety and Health Administration (OSHA) – Is a part of the United States Department of Labor to ensure safe and healthful working conditions for workers by setting and enforcing standards and by providing training, outreach, education and assistance.

Other Financing Source - An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Use - A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Park and Ride – Facility that offers parking with easy access to public transportation, allowing commuters and individuals to leave their vehicles and transfer to a bus for the remainder of their journey.

Passenger Revenue Recovery Rate – A performance measure calculating total fare revenue divided by total operating expenses.

Passengers per Hour – A performance measure that calculates the total number of fixed route passenger boardings by total transit service bus operator hours, which determines how efficient the transit service plan is per bus operators labor hour.

Passengers per Mile – A performance measure that calculates the total number of fixed route passenger boardings by total transit service plan miles, which determines how efficient the transit service plan is per bus-mile driven.

Program – Includes a group of activities, operations or organizational units directed at attaining specific purposes or objectives.

Resolution - A special or temporary order of a legislative body requiring less legal formality than an ordinance or statute; used by governing boards of counties and special districts as a means for taking formal action.

Ridership – A performance measure that provides the total number of passenger boardings, which determines the overall utilization of public transportation services in a service area.

Short-Term Debt - Debt with maturity of one year or less after the date of issuance.

Total Recordable Incident Rate (TRIR) - A standard OSHA performance measure that calculates recordable employee injuries or illness per 100 employees over one year. Recordable incidents are based on one or more of: 1) Any work-related fatality; 2) Any work-related injury or illness that results in loss of consciousness, days away from work, restricted work, or transfer to another job; 3) Any work-related injury or illness requiring medical treatment beyond first aid; 4) Any work-related diagnosed case of cancer, chronic irreversible diseases, fractured or cracked bones or teeth, and punctured eardrums.

Detailed General Ledger

The attached file includes the Authority's 2025 Budget Detailed General Ledger with Comparison to the 2024 Budget and 2024 Forecast.



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif

GENERAL FUND

REVENUES

Sales and Use Tax:

Pitkin 0.5% transit tax dedicated to RTA	\$ 8,792,000	\$ 8,993,600	\$ 9,173,000	\$ 381,000	4.3%	\$ 179,400	2.0%
Pitkin 1% transit tax dedicated to RTA	9,839,000	10,070,800	10,272,000	433,000	4.4%	201,200	2.0%
Sales tax withheld	542,000	542,000	542,000	-	0.0%	-	0.0%
Pitkin 0.4% RTA Tax	1,136,000	1,326,900	1,353,000	217,000	19.1%	26,100	2.0%
Aspen 0.4% RTA Tax	5,420,000	5,612,700	5,725,000	305,000	5.6%	112,300	2.0%
Snowmass Village 0.4% RTA Tax	1,371,000	1,409,600	1,452,000	81,000	5.9%	42,400	3.0%
Basalt 0.8% RTA Tax	1,817,000	1,857,900	1,876,000	59,000	3.2%	18,100	1.0%
Carbondale 1.0% RTA Tax	2,187,000	2,256,800	2,279,000	92,000	4.2%	22,200	1.0%
New Castle 0.8% RTA Tax	473,000	448,200	453,000	(20,000)	-4.2%	4,800	1.1%
Glenwood Springs 1.0% RTA tax	6,850,000	7,032,400	7,384,000	534,000	7.8%	351,600	5.0%
Eagle County 90% tax - transit	1,157,000	1,157,000	1,180,000	23,000	2.0%	23,000	2.0%
Eagle County RTA 0.6% Tax	343,000	353,800	361,000	18,000	5.2%	7,200	2.0%
Vehicle Sales Tax	1,145,000	1,288,500	1,268,000	123,000	10.7%	(20,500)	-1.6%
Subtotal Sales Tax	\$ 41,072,000	\$ 42,350,200	\$ 43,318,000	\$ 2,246,000	5.5%	\$ 967,800	2.3%
Use Tax	526,000	516,400	502,000	(24,000)	-4.6%	(14,400)	-2.8%
Sales and Use Tax Total	\$ 41,598,000	\$ 42,866,600	\$ 43,820,000	\$ 2,222,000	5.3%	\$ 953,400	2.2%

Property Tax:

Pitkin County	15,093,000	15,586,100	15,328,000	235,000	1.6%	(258,100)	-1.7%
Eagle County	1,128,000	1,198,300	1,197,900	69,900	6.2%	(400)	0.0%
Garfield County	1,742,000	1,871,800	1,785,300	43,300	2.5%	(86,500)	-4.6%
Property Tax Total	\$ 17,963,000	\$ 18,656,200	\$ 18,311,200	\$ 348,200	1.9%	\$ (345,000)	-1.8%

Fees:

Corridor licenses & leases	60,000	76,600	75,000	15,000	25.0%	(1,600)	-2.1%
Application & Permit Fees	-	5,200	-	-	0.0%	(5,200)	-100.0%
Fees Total	\$ 60,000	\$ 81,800	\$ 75,000	\$ 15,000	25.0%	\$ (6,800)	-8.3%

Grants:

FTA Section 5311 Operating Grant	1,237,728	1,237,728	1,237,728	-	0.0%	-	0.0%
CDOT FASTER Operating Grant	350,271	350,271	200,000	(150,271)	-42.9%	(150,271)	-42.9%
Subtotal Grants - Operating	\$ 1,587,999	\$ 1,587,999	\$ 1,437,728	\$ (150,271)	-9.5%	\$ (150,271)	-9.5%
FTA Section 5311 Capital Grant-GMF Exp Pjt 3,4,5, & 7	2,762,280	2,762,284	-	(2,762,280)	-100.0%	(2,762,284)	-100.0%
CDOT Grant - 27th St Underpass	3,000,000	3,000,000	-	(3,000,000)	-100.0%	(3,000,000)	-100.0%
FTA Cap Grt-GMF Exp Pjt-P3&7 - 5339 Grant	9,811,969	9,811,969	-	(9,811,969)	-100.0%	(9,811,969)	-100.0%
FTA Cap Grt-GMF Exp Pjt-P4&5 - Build Grant	4,480,225	4,480,225	-	(4,480,225)	-100.0%	(4,480,225)	-100.0%
FTA and State Capital Grant GMF Exp 6 & 8	-	-	37,887,664	37,887,664	0.0%	37,887,664	0.0%
FTA Grant - 2 Traveler Vans	-	-	253,312	253,312	0.0%	253,312	0.0%
CDOT Grant - ZEV Safety and Training Program	60,000	35,000	-	(60,000)	-100.0%	(35,000)	-100.0%
CTE Vehicle Awards	5,460,000	-	-	(5,460,000)	-100.0%	-	0.0%
VW Settlement Award	10,080,000	-	-	(10,080,000)	-100.0%	-	0.0%
RAISE Grant - 27th Street/SH82 Underpass Project	3,700,571	3,700,571	-	(3,700,571)	-100.0%	(3,700,571)	-100.0%
Subtotal Grants - Non-Operating	\$ 39,355,045	\$ 23,790,049	\$ 38,140,976	\$ (1,214,069)	-3.1%	\$ 14,350,927	60.3%
Grants Total	\$ 40,943,044	\$ 25,378,048	\$ 39,578,704	\$ (1,364,340)	-3.3%	\$ 14,200,656	56.0%

Operating Revenues

Other Service / Maroon Bells	1,287,700	1,330,400	1,330,300	42,600	3.3%	(100)	0.0%
Regional Service							
Stored Value Pass Sales	1,175,710	1,179,320	1,179,100	3,390	0.3%	(220)	0.0%
Zone Passes	1,251,300	1,251,500	1,251,500	200	0.0%	-	0.0%
30 Day Zone Pass Sales - Adult	342,700	286,800	286,600	(56,100)	-16.4%	(200)	-0.1%
Grand Hogback	11,800	7,000	6,900	(4,900)	-41.5%	(100)	-1.4%
One Ride / Miscellaneous Passes	366,950	494,780	520,700	153,750	41.9%	25,920	5.2%
Cash Fares	308,200	442,300	442,000	133,800	43.4%	(300)	-0.1%
Subtotal Regional Service	\$ 3,456,660	\$ 3,661,700	\$ 3,686,800	\$ 230,140	6.7%	\$ 25,100	0.7%
Other Operating Revenue							
Advertising Sales Revenue	50,000	48,600	48,000	(2,000)	-4.0%	(600)	-1.2%
Operating Revenues Total	\$ 4,794,360	\$ 5,040,700	\$ 5,065,100	\$ 270,740	5.6%	\$ 24,400	0.5%

Other Governmental Contributions

City of Rifle	40,000	40,000	40,000	-	0.0%	-	0.0%
WE-Cycle Operation Contributions from Member Jurisdictions	469,675	469,675	643,614	173,939	37.0%	173,939	37.0%
Garfield County - Travelers admin	40,000	40,000	41,200	1,200	3.0%	1,200	3.0%
Garfield County - Service	605,000	605,000	544,500	(60,500)	-10.0%	(60,500)	-10.0%
Subtotal Gov't Contributions - Operating	\$ 1,154,675	\$ 1,154,675	\$ 1,269,314	\$ 114,639	9.9%	\$ 114,639	9.9%
WE-Cycle Capital Contributions from Member Jurisdictions	27,295	27,295	284,213	256,918	941.3%	256,918	941.3%
Garfield County - Traveler Vehicles	-	-	63,328	63,328	0.0%	63,328	0.0%
Subtotal Gov't Contributions - Non-Operating	\$ 27,295	\$ 27,295	\$ 347,541	\$ 320,246	1173.3%	\$ 320,246	1173.3%
Other Gov'l Contribution Total	\$ 1,181,970	\$ 1,181,970	\$ 1,616,855	\$ 434,885	36.8%	\$ 434,885	36.8%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Housing Revenues							
Carbondale Rental Income	65,300	70,530	63,500	(1,800)	-2.8%	(7,030)	-10.0%
Parker House	183,500	179,000	158,100	(25,400)	-13.8%	(20,900)	-11.7%
Burlingame Rental Income	148,200	124,000	103,830	(44,370)	-29.9%	(20,170)	-16.3%
Other Hsg Proprrty-Rental Income	14,760	55,400	14,640	(120)	-0.8%	(40,760)	-73.6%
Marolt Hsg Proprrty-Rental Income	20,000	16,200	-	(20,000)	-100.0%	(16,200)	-100.0%
Rental Income (PLACEHOLDER)	140,000	-	-	(140,000)	-100.0%	-	0.0%
Snowmass Inn Rental Income	56,900	55,910	21,260	(35,640)	-62.6%	(34,650)	-62.0%
Iron Mountain Place	-	-	513,000	513,000	0.0%	513,000	0.0%
Residence on Grand Rental Income	186,000	332,400	311,900	125,900	67.7%	(20,500)	-6.2%
Housing Rental Revenue Total	\$ 814,660	\$ 833,440	\$ 1,186,230	\$ 371,570	45.6%	\$ 352,790	42.3%
Miscellaneous Revenues							
Verizon Tower Fees	13,600	13,600	13,600	-	0.0%	-	0.0%
AT&T Tower Fees	16,600	16,600	16,600	-	0.0%	-	0.0%
Miscellaneous Revenue / Reimbursement	30,000	13,650	-	(30,000)	-100.0%	(13,650)	-100.0%
Miscellaneous Rev Total	\$ 60,200	\$ 43,850	\$ 30,200	\$ (30,000)	-49.8%	\$ (13,650)	-31.1%
Total Housing and Misc Revenue	\$ 874,860	\$ 877,290	\$ 1,216,430	\$ 341,570	39.0%	\$ 339,140	38.7%
Other Income							
Interest / Investment Income	-	344,700	-	-	0.0%	(344,700)	-100.0%
CDOR Sales/Use Tax Interest	-	1,300	-	-	0.0%	(1,300)	-100.0%
CSIP Investment/Interest Acct	2,434,000	2,340,000	999,000	(1,435,000)	-59.0%	(1,341,000)	-57.3%
ColoTrust Investment Int Acct	2,434,000	2,295,000	999,000	(1,435,000)	-59.0%	(1,296,000)	-56.5%
Other Income Total	\$ 4,868,000	\$ 4,981,000	\$ 1,998,000	\$ (2,870,000)	-59.0%	\$ (2,983,000)	-59.9%
TOTAL GENERAL FUND REVENUES	\$ 112,283,234	\$ 99,063,608	\$ 111,681,289	\$ (601,945)	-0.5%	\$ 12,617,681	12.7%
Other Financing Sources							
Sale of Fixed Assets / Salvage Proceeds	-	33,900	-	-	0.0%	(33,900)	-100.0%
Buses Sale of Fixed Assets	-	2,190	-	-	0.0%	(2,190)	-100.0%
Proceeds from Capital Lease	-	-	18,197,470	18,197,470	0.0%	18,197,470	0.0%
Other Financing Sources Total	\$ -	\$ 36,090	\$ 18,197,470	\$ 18,197,470	0.0%	\$ 18,161,380	50322%
TOTAL GENERAL FUND REVENUES & OTHER FINANCING SOURCES	\$ 112,283,234	\$ 99,099,698	\$ 129,878,759	\$ 17,595,525	15.7%	\$ 30,779,061	31.1%
EXPENDITURES							
Fuel							
Transit Diesel Fuel	1,852,920	1,684,100	1,776,000	(76,920)	-4.2%	91,900	5.5%
Transit Unleaded Fuel	163,360	74,090	74,300	(89,060)	-54.5%	210	0.3%
Transit CNG Fuel							
Transit Compressed Natural Gas	891,690	662,700	696,600	(195,090)	-21.9%	33,900	5.1%
Transit Compressed Natural Gas (Traveler's Contra)	(9,010)	(5,930)	(8,200)	810	-9.0%	(2,270)	38.3%
CNG Excise Tax Credit	(210,000)	(210,000)	-	210,000	-100.0%	210,000	-100.0%
Electric - Compressors	66,360	59,200	62,750	(3,610)	-5.4%	3,550	6.0%
Trillium O&M	325,870	326,000	345,560	19,690	6.0%	19,560	6.0%
CNG Monitoring of the GMF	30,000	30,000	30,900	900	3.0%	900	3.0%
BEB Depot Charging							
BEB Charger Meter - GMF	23,700	500	8,500	(15,200)	-64.1%	8,000	1600.0%
BEB Charger Meter - AMF	37,940	23,470	25,600	(12,340)	-32.5%	2,130	9.1%
Online Charger Meter - RP	112,200	13,100	131,200	19,000	16.9%	118,100	901.5%
Online Charger Service Agreement-Warranty-Parts-RP	112,228	2,950	17,600	(94,628)	-84.3%	14,650	496.6%
ABB Sevice Agreement-Warranty	66,112	60,260	42,650	(23,462)	-35.5%	(17,610)	-29.2%
BEB Charger Warranty-GMF	-	-	7,200	7,200	0.0%	7,200	0.0%
Subtotal Transit fuel	\$ 3,463,370	\$ 2,720,440	\$ 3,210,660	\$ (252,710)	-7.3%	\$ 490,220	18.0%
Special Rev contra-Svc Contcts	(869,764)	(752,588)	(874,121)	(4,357)	0.5%	(121,533)	16.1%
FUEL NET TOTAL	\$ 2,593,606	\$ 1,967,852	\$ 2,336,539	\$ (257,067)	-9.9%	\$ 368,687	18.7%
TRANSIT MAINTENANCE							
Compensation Admin Maint Dept	554,418	572,210	600,239	45,821	8.3%	28,029	4.9%
Subtotal Trans Maint Admin Salaries	\$ 554,418	\$ 572,210	\$ 600,239	\$ 45,821	8.3%	\$ 28,029	4.9%
Mechanics Wages							
Salaries Shop Foreman Maint D	906,018	903,510	923,804	17,786	2.0%	20,294	2.2%
Salaries Lead Mech Maint D	1,163,806	1,128,260	1,155,545	(8,261)	-0.7%	27,285	2.4%
Salaries Transit Tech II Maint D	-	64,300	302,881	302,881	0.0%	238,581	371.0%
Salaries Transit Tech Maint D	604,177	487,330	372,078	(232,099)	-38.4%	(115,252)	-23.6%
Salaries Transit Svc Tech Mnt	890,077	749,540	828,972	(61,105)	-6.9%	79,432	10.6%
Salaries Transit Collision & Svc Tech Mnt	160,246	160,300	162,588	2,342	1.5%	2,288	1.4%
Electric Vehicle Team Leader, Mech Trainer & Troubleshooter	113,949	114,600	117,073	3,124	2.7%	2,473	2.2%
Subtotal Mechanics Wages	\$ 3,838,273	\$ 3,607,840	\$ 3,862,941	\$ 24,668	0.6%	\$ 255,101	7.1%
Mechanics Other Pay							



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	Budget comparison \$ Dif	% Dif	Forecast comparison \$ Dif	% Dif
Alternative Activity	24,300	25,725	25,075	775	3.2%	(650)	-2.5%
Overtime Pay for Maint Dept	332,800	397,840	342,780	9,980	3.0%	(55,060)	-13.8%
Separation Pay	42,000	42,250	43,260	1,260	3.0%	1,010	2.4%
Tuition Reimbursement	9,500	8,900	9,785	285	3.0%	885	9.9%
Other Bonus	40,000	39,840	31,000	(9,000)	-22.5%	(8,840)	-22.2%
Tool Bonus	1,500	1,500	-	(1,500)	-100.0%	(1,500)	-100.0%
Signing Bonus	18,000	6,000	18,000	-	0.0%	12,000	200.0%
Referral Bonus	1,000	-	1,000	-	0.0%	1,000	0.0%
Shift Incentives	10,000	-	10,000	-	0.0%	10,000	0.0%
Shift Pay	164,000	126,090	168,920	4,920	3.0%	42,830	34.0%
Subtotal Mechanics Other Pay	\$ 643,100	\$ 648,145	\$ 649,820	\$ 6,720	1.0%	\$ 1,675	0.3%
Subtotal Mechanics Wages and Other Pay	\$ 4,481,373	\$ 4,255,985	\$ 4,512,761	\$ 31,388	0.7%	\$ 256,776	6.0%
Service Persons Wages							
CDL Service Worker	931,582	866,890	940,051	8,469	0.9%	73,161	8.4%
Bus Cleaners	184,770	180,540	186,388	1,618	0.9%	5,848	3.2%
Subtotal Service Persons Wages	\$ 1,116,352	\$ 1,047,430	\$ 1,126,439	\$ 10,087	0.9%	\$ 79,009	7.5%
Fringe Benefits	1,039,022	969,880	1,067,116	28,094	2.7%	97,236	10.0%
Health Insurance	998,735	936,360	1,136,211	137,476	13.8%	199,851	21.3%
Total Compensation	\$ 8,189,900	\$ 7,781,865	\$ 8,442,766	\$ 252,866	3.1%	\$ 660,901	8.5%
Operating Expenditures							
Materials and Supplies							
Freight	57,400	57,400	57,400	-	0.0%	-	0.0%
Materials & Supplies	250,000	216,990	250,000	-	0.0%	33,010	15.2%
Shop Tools & Equipment	37,170	37,170	37,170	-	0.0%	-	0.0%
Uniforms	35,885	30,000	35,890	5	0.0%	5,890	19.6%
Non Revenue Vehicles							
Vehicle Parts	47,000	22,670	47,000	-	0.0%	24,330	107.3%
Vehicle Tire & Tubes	13,130	13,130	13,130	-	0.0%	-	0.0%
Vehicle Third Party Repairs	34,402	22,000	34,400	(2)	0.0%	12,400	56.4%
Revenue Vehicles							
Bus Parts	1,730,630	1,700,000	1,782,550	51,920	3.0%	82,550	4.9%
Bus Tire & Tubes	400,000	340,000	400,000	-	0.0%	60,000	17.6%
Bus Third Party Repairs	226,600	113,000	220,000	(6,600)	-2.9%	107,000	94.7%
Physical Inventory Adjustment	-	15,000	-	-	0.0%	(15,000)	-100.0%
Accidents							
Accident Bus Parts	41,470	65,000	66,950	25,480	61.4%	1,950	3.0%
Accident Vehicle Parts	7,500	1,500	7,500	-	0.0%	6,000	400.0%
Accident Materials & Supplies	24,200	18,000	24,920	720	3.0%	6,920	38.4%
Accident Third Party Repairs	110,220	65,000	170,000	59,780	54.2%	105,000	161.5%
Accident Towing	8,360	5,000	8,000	(360)	-4.3%	3,000	60.0%
Subtotal Materials and Supplies	\$ 3,023,967	\$ 2,721,860	\$ 3,154,910	\$ 130,943	4.3%	\$ 433,050	15.9%
Lubricants							
Maintenance Diesel Fuel	3,200	3,000	3,300	100	3.1%	300	10.0%
Maintenance Unleaded Fuel	46,770	45,000	48,170	1,400	3.0%	3,170	7.0%
Oil, Lubricants, Antifreeze	195,000	202,000	208,060	13,060	6.7%	6,060	3.0%
Subtotal Fuel and Lubricants	\$ 244,970	\$ 250,000	\$ 259,530	\$ 14,560	5.9%	\$ 9,530	3.8%
Other							
Trails Vehicle Repair & Maintenance	31,500	36,000	32,445	945	3.0%	(3,555)	-9.9%
Drug & Alcohol Testing	6,000	-	-	(6,000)	-100.0%	-	0.0%
DOT exams	3,000	3,000	-	(3,000)	-100.0%	(3,000)	-100.0%
Printing	6,000	1,500	6,000	-	0.0%	4,500	300.0%
Towing	29,515	10,000	25,000	(4,515)	-15.3%	15,000	150.0%
Cell phone reimbursement	1,600	1,600	1,600	-	0.0%	-	0.0%
Employee Incentives	7,500	5,000	7,500	-	0.0%	2,500	50.0%
Data Processing	12,000	12,000	12,000	-	0.0%	-	0.0%
Tool Employee Benefit	34,500	34,500	34,500	-	0.0%	-	0.0%
Subtotal Other	\$ 131,615	\$ 103,600	\$ 119,045	\$ (12,570)	-9.6%	\$ 15,445	14.9%
Subtotal Operating Expenditures	\$ 3,400,552	\$ 3,075,460	\$ 3,533,485	\$ 132,933	3.9%	\$ 458,025	14.9%
Travel and Training							
Staff Development / Training	23,000	23,000	25,000	2,000	8.7%	2,000	8.7%
Travel	12,000	7,500	12,000	-	0.0%	4,500	60.0%
Subtotal Travel and Training	\$ 35,000	\$ 30,500	\$ 37,000	\$ 2,000	5.7%	\$ 6,500	21.3%
TRANSIT MAINTENANCE GROSS TOTAL	\$ 11,625,452	\$ 10,887,825	\$ 12,013,251	\$ 387,799	3.3%	\$ 1,125,426	10.3%
Special Rev contra-Svc Contcts	(3,086,092)	(3,012,029)	(3,270,679)	(184,587)	6.0%	(258,650)	8.6%
Special Rev contra-Traveler's Labor	(49,612)	(42,340)	(51,100)	(1,488)	3.0%	(8,760)	20.7%
TRANSIT MAINTENANCE NET TOTAL	\$ 8,489,748	\$ 7,833,456	\$ 8,691,472	\$ 201,724	2.4%	\$ 858,016	11.0%
TRANSIT OPERATIONS							
Compensation Admin Operation Dept	1,087,700	1,119,080	1,185,384	97,684	9.0%	66,304	5.9%
Subtotal Admin Salaries	\$ 1,087,700	\$ 1,119,080	\$ 1,185,384	\$ 97,684	9.0%	\$ 66,304	5.9%
Operations Wages							



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Salaries - Transportation Dispatch Supervisor	109,159	-	-	(109,159)	-100.0%	-	0.0%
Salaries - Transportation Dispatchers and Road Supervisors	2,588,920	2,589,210	2,685,711	96,791	3.7%	96,501	3.7%
Salaries BO3(FTYR) Ops Dpt	12,587,723	11,364,260	13,189,372	601,649	4.8%	1,825,112	16.1%
Salaries BO2(PTYR) Ops Dpt	-	255,320	-	-	0.0%	(255,320)	-100.0%
Salaries Non CDL Bus Op(FTYR)	-	304,110	241,628	241,628	0.0%	(62,482)	-20.5%
Salaries Ops Support Specialist Dpt	233,097	172,980	229,013	(4,084)	-1.8%	56,033	32.4%
Salaries Non CDL Shuttle FTR	162,124	83,880	-	(162,124)	-100.0%	(83,880)	-100.0%
Salaries Non CDL Shuttle PTR	-	164,780	-	-	0.0%	(164,780)	-100.0%
Salaries-Trav Non-CDL Drivers Senior Van	162,010	73,630	167,451	5,441	3.4%	93,821	127.4%
Salaries-Trav NonCDL Drivers ADA	-	15,540	-	-	0.0%	(15,540)	-100.0%
Subtotal Ops Wages	\$ 15,843,033	\$ 15,023,710	\$ 16,513,175	\$ 670,142	4.2%	\$ 1,489,465	9.9%
Operations Other Pay							
Alternative Activity	70,800	74,030	74,800	4,000	5.6%	770	1.0%
Overtime Pay	804,000	1,662,990	828,120	24,120	3.0%	(834,870)	-50.2%
Shift Pay	174,600	227,930	214,450	39,850	22.8%	(13,480)	-5.9%
Seperation Pay	105,000	138,360	108,150	3,150	3.0%	(30,210)	-21.8%
Other Bonuses	20,000	28,360	10,600	(9,400)	-47.0%	(17,760)	-62.6%
Weekend Incentives Bonus	60,000	30,010	36,300	(23,700)	-39.5%	6,290	21.0%
Safety Bonus	45,000	42,250	46,350	1,350	3.0%	4,100	9.7%
Sign on Bonus	30,000	61,430	58,000	28,000	93.3%	(3,430)	-5.6%
Bonus Wage Cap	52,000	44,790	147,500	95,500	183.7%	102,710	229.3%
Having Prior CDL Bonus	55,000	21,850	30,000	(25,000)	-45.5%	8,150	37.3%
Referral Bonus	5,000	500	1,500	(3,500)	-70.0%	1,000	200.0%
Subtotal Ops Other Pay	\$ 1,421,400	\$ 2,332,500	\$ 1,555,770	\$ 134,370	9.5%	\$ (776,730)	-33.3%
Fringe Benefits	3,075,442	2,936,430	3,293,072	217,630	7.1%	356,642	12.1%
Health Insurance	2,958,151	2,795,040	3,152,067	193,916	6.6%	357,027	12.8%
Subtotal Ops Fringe Benefits	\$ 6,033,593	\$ 5,731,470	\$ 6,445,139	\$ 411,546	6.8%	\$ 713,669	12.5%
Total Compensation	\$ 24,385,726	\$ 24,206,760	\$ 25,699,468	\$ 1,313,742	5.4%	\$ 1,492,708	6.2%
Operating Expenditures							
Operating Supplies	10,000	5,000	10,300	300	3.0%	5,300	106.0%
One time, third party services	20,000	5,000	15,000	(5,000)	-25.0%	10,000	200.0%
Drug & Alcohol Testing	25,000	25,000	31,750	6,750	27.0%	6,750	27.0%
DOT exams	12,500	10,000	14,530	2,030	16.2%	4,530	45.3%
Cell phone reimbursement	2,500	2,880	2,880	380	15.2%	-	0.0%
Uniforms	2,000	2,000	3,000	1,000	50.0%	1,000	50.0%
Security / Loss Prevention	303,000	352,190	320,590	17,590	5.8%	(31,600)	-9.0%
Security-COA Reimbursement	(73,000)	(77,190)	(77,250)	(4,250)	5.8%	(60)	0.1%
Admin Employee Incentives	10,000	5,000	5,000	(5,000)	-50.0%	-	0.0%
Employee Incentives	3,000	3,000	5,090	2,090	69.7%	2,090	69.7%
Subtotal Operating Expenditures	\$ 315,000	\$ 332,880	\$ 330,890	\$ 15,890	5.0%	\$ (1,990)	-0.6%
Travel and Training							
Staff Development / Training	17,100	10,000	17,610	510	3.0%	7,610	76.1%
Travel	8,600	3,400	8,860	260	3.0%	5,460	160.6%
Subtotal Travel and Training	\$ 25,700	\$ 13,400	\$ 26,470	\$ 770	3.0%	\$ 13,070	97.5%
TRANSIT OPERATIONS GROSS TOTAL	\$ 24,726,426	\$ 24,553,040	\$ 26,056,828	\$ 1,330,402	5.4%	\$ 1,503,788	6.1%
Special Rev contra-Svc Contcts	(6,578,133)	(6,792,402)	(7,094,126)	(515,993)	7.8%	(301,724)	4.4%
TRANSIT OPERATIONS NET TOTAL	\$ 18,148,293	\$ 17,760,638	\$ 18,962,702	\$ 814,409	4.5%	\$ 1,202,064	6.8%
ADMINISTRATION							
CEO							
Compensation CEO Dept	1,966,794	1,978,500	2,036,901	70,107	3.6%	58,401	3.0%
Alternative Activity	4,500	5,100	5,100	600	13.3%	-	0.0%
Overtime Pay	35,000	52,100	36,050	1,050	3.0%	(16,050)	-30.8%
Bonus	9,600	9,520	9,900	300	3.1%	380	4.0%
Seperation Pay	52,100	52,100	15,630	(36,470)	-70.0%	(36,470)	-70.0%
Fringe Benefits	347,373	350,750	359,747	12,374	3.6%	8,997	2.6%
Health Insurance	261,284	242,010	249,842	(11,442)	-4.4%	7,832	3.2%
Subtotal CEO Compensation	\$ 2,676,651	\$ 2,690,080	\$ 2,713,170	\$ 36,519	1.4%	\$ 23,090	0.9%
Operating Expenditures							
One time, third party services	3,000	1,500	3,090	90	3.0%	1,590	106.0%
Third party meeting expense	1,000	400	1,030	30	3.0%	630	157.5%
RTCC Contribution	4,000	4,000	6,000	2,000	50.0%	2,000	50.0%
GCE Contribution	45,000	45,000	49,500	4,500	10.0%	4,500	10.0%
LoVa Trails Group Contribution	10,000	10,000	10,000	-	0.0%	-	0.0%
Cell phone reimbursement	1,360	1,140	1,400	40	2.9%	260	22.8%
Operating Supplies	3,000	2,500	3,090	90	3.0%	590	23.6%
Public Notices	22,000	18,250	22,660	660	3.0%	4,410	24.2%
S&T safety supplies	35,000	31,000	42,800	7,800	22.3%	11,800	38.1%
Dues, Memberships, & Subscriptions	107,000	99,500	96,000	(11,000)	-10.3%	(3,500)	-3.5%
S & T dues and memberships	2,500	2,400	2,575	75	3.0%	175	7.3%
Employee Incentives	17,000	18,400	17,510	510	3.0%	(890)	-4.8%
Subtotal CEO Operating Expenditures	\$ 250,860	\$ 234,090	\$ 255,655	\$ 4,795	1.9%	\$ 21,565	9.2%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Communications							
Advertising & Promotions	75,000	75,000	77,250	2,250	3.0%	2,250	3.0%
Transit Program Information	15,000	-	-	(15,000)	-100.0%	-	0.0%
Trails Program Information	5,000	5,000	5,150	150	3.0%	150	3.0%
Trail Event	5,000	5,000	5,150	150	3.0%	150	3.0%
On-Call Support - Communications	40,000	40,000	41,200	1,200	3.0%	1,200	3.0%
Public Notices-Communications	18,000	18,000	24,540	6,540	36.3%	6,540	36.3%
Spanish Translation Services	10,000	4,000	7,300	(2,700)	-27.0%	3,300	82.5%
Photo/Video Services	15,000	15,000	18,450	3,450	23.0%	3,450	23.0%
RFTA Website	15,000	25,000	24,900	9,900	66.0%	(100)	-0.4%
Printing - Communications	21,000	21,000	21,630	630	3.0%	630	3.0%
Dues, Memberships, Subscriptions-Communications	5,900	5,900	6,075	175	3.0%	175	3.0%
Subtotal Communications	\$ 224,900	\$ 213,900	\$ 231,645	\$ 6,745	3.0%	\$ 17,745	8.3%
Travel and Training							
S & T Travel	8,000	4,500	15,000	7,000	87.5%	10,500	233.3%
S & T Training	32,610	18,700	20,325	(12,285)	-37.7%	1,625	8.7%
ZEV Training	54,000	18,900	35,100	(18,900)	-35.0%	16,200	85.7%
Staff Development Training-Communications	18,740	18,740	19,300	560	3.0%	560	3.0%
Staff Development / Training	3,750	3,750	4,000	250	6.7%	250	6.7%
Travel /	14,300	14,300	27,000	12,700	88.8%	12,700	88.8%
Travel-Communications	6,500	6,500	6,695	195	3.0%	195	3.0%
Subtotal Travel and Training	\$ 137,900	\$ 85,390	\$ 127,420	\$ (10,480)	-7.6%	\$ 42,030	49.2%
CEO Gross Totals	\$ 3,290,311	\$ 3,223,460	\$ 3,327,890	\$ 37,579	1.1%	\$ 104,430	3.2%
Special Rev contra-Svc Contcts	(801,143)	(891,744)	(906,038)	(104,895)	13.1%	(14,294)	1.6%
CEO Net Totals	\$ 2,489,168	\$ 2,331,716	\$ 2,421,852	\$ (67,316)	-2.7%	\$ 90,136	3.9%
Procurement							
Compensation Procurement Dept	389,549	398,610	420,087	30,538	7.8%	21,477	5.4%
Alternative Activity	1,350	1,275	1,275	(75)	-5.6%	-	0.0%
Overtime Pay	-	590	-	-	0.0%	(590)	-100.0%
Other Bonuses	1,800	1,800	1,800	-	0.0%	-	0.0%
Shift Pay	-	4,160	13,440	13,440	0.0%	9,280	223.1%
Fringe Benefits	66,185	67,970	74,669	8,484	12.8%	6,699	9.9%
Health Insurance	61,590	61,760	67,982	6,392	10.4%	6,222	10.1%
Subtotal Procurement Compensation	\$ 520,474	\$ 536,165	\$ 579,253	\$ 58,779	11.3%	\$ 43,088	8.0%
Operating Expenditures							
Third party meeting expense	1,000	4,500	6,000	5,000	500.0%	1,500	33.3%
Public Notices	5,000	2,000	2,500	(2,500)	-50.0%	500	25.0%
Cell phone reimbursement	360	360	720	360	100.0%	360	100.0%
Procurement Dues, Memberships & Subscriptions	1,000	1,000	1,000	-	0.0%	-	0.0%
Operating Supplies	1,500	1,000	1,500	-	0.0%	500	50.0%
Employee Incentives	1,000	1,000	1,000	-	0.0%	-	0.0%
Subtotal Procurement Operating Expenditures	\$ 9,860	\$ 9,860	\$ 12,720	\$ 2,860	29.0%	\$ 2,860	29.0%
Travel and Training							
Procurement Travel	12,570	3,000	6,285	(6,285)	-50.0%	3,285	109.5%
Procurement Training	10,850	6,600	6,510	(4,340)	-40.0%	(90)	-1.4%
Subtotal Travel and Training	\$ 23,420	\$ 9,600	\$ 12,795	\$ (10,625)	-45.4%	\$ 3,195	33.3%
Procurement Gross Totals	\$ 553,754	\$ 555,625	\$ 604,768	\$ 51,014	9.2%	\$ 49,143	8.8%
Special Rev contra-Svc Contcts	(147,000)	(153,709)	(164,652)	(17,652)	12.0%	(10,943)	7.1%
Procurement Net Totals	\$ 406,754	\$ 401,916	\$ 440,116	\$ 33,362	8.2%	\$ 38,200	9.5%
Finance							
Compensation Finance Dept	965,905	954,210	1,146,122	180,217	18.7%	191,912	20.1%
Alternative Activity	4,500	4,675	4,635	135	3.0%	(40)	-0.9%
Overtime Pay	15,000	9,470	15,450	450	3.0%	5,980	63.1%
Vacation Buy Back	-	970	-	-	0.0%	(970)	-100.0%
Other Bonuses	9,000	9,030	9,270	270	3.0%	240	2.7%
Seperation Pay	-	1,900	-	-	0.0%	(1,900)	-100.0%
Fringe Benefits	166,271	161,270	199,133	32,862	19.8%	37,863	23.5%
Health Insurance	167,610	162,820	220,087	52,477	31.3%	57,267	35.2%
Subtotal Finance Compensation	\$ 1,328,286	\$ 1,304,345	\$ 1,594,697	\$ 266,411	20.1%	\$ 290,352	22.3%
Operating Expenditures							
One time, third party services	6,250	5,000	5,000	(1,250)	-20.0%	-	0.0%
Retirement Plan Fees	40,000	14,000	41,200	1,200	3.0%	27,200	194.3%
Retirement Plan Fees-Non reoccurring Fees	30,000	40,000	30,900	900	3.0%	(9,100)	-22.8%
Financial Advisory Services	20,000	-	20,600	600	3.0%	20,600	0.0%
Sales & Use Tax Collection Fees	69,000	62,000	69,000	-	0.0%	7,000	11.3%
SUTA Expense	62,900	65,700	71,600	8,700	13.8%	5,900	9.0%
Continuing Disclosure Services	3,000	1,500	3,090	90	3.0%	1,590	106.0%
Office Equipment Rental/Repair	8,700	5,000	8,960	260	3.0%	3,960	79.2%
TOSV Regional Service Contract	603,783	603,790	626,983	23,200	3.8%	23,193	3.8%
Postage	3,750	3,500	4,000	250	6.7%	500	14.3%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	Budget comparison \$ Dif	% Dif	Forecast comparison \$ Dif	% Dif
Dues, Memberships, & Subscriptions	3,500	3,450	3,605	105	3.0%	155	4.5%
Cell phone reimbursement	720	720	720	-	0.0%	-	0.0%
Admin Exp(Pitkin Debt refinancing)	7,500	9,250	9,250	1,750	23.3%	-	0.0%
Subtotal Misc Operating Expenditures	\$ 859,103	\$ 813,910	\$ 894,908	\$ 35,805	4.2%	\$ 80,998	10.0%
Accounting Contract / Caselle	56,400	56,400	58,660	2,260	4.0%	2,260	4.0%
Printing - Schedules / Maroon Bells Tickets	25,000	25,000	25,750	750	3.0%	750	3.0%
Mobile Ticketing CC Fee & Svcs	123,900	143,830	146,200	22,300	18.0%	2,370	1.6%
Banking / Credit Card Fees & Services	64,850	40,780	42,000	(22,850)	-35.2%	1,220	3.0%
Property Tax Collection Fees	837,107	833,280	838,050	943	0.1%	4,770	0.6%
Bad Debt Expense	-	4,000	-	-	0.0%	(4,000)	-100.0%
Office Supplies	7,000	7,000	7,210	210	3.0%	210	3.0%
Kitchen Supplies	36,900	38,000	38,010	1,110	3.0%	10	0.0%
Employee Incentives	5,000	4,000	5,000	-	0.0%	1,000	25.0%
Subtotal Operating Expenditures	\$ 1,156,157	\$ 1,152,290	\$ 1,160,880	\$ 4,723	0.4%	\$ 8,590	0.7%
Travel and Training							
Staff Development / Training	5,000	3,000	5,150	150	3.0%	2,150	71.7%
Travel	5,000	2,500	5,150	150	3.0%	2,650	106.0%
Subtotal Travel and Training	\$ 10,000	\$ 5,500	\$ 10,300	\$ 300	3.0%	\$ 4,800	87.3%
Finance Gross Totals	\$ 3,353,546	\$ 3,276,045	\$ 3,660,785	\$ 307,239	9.2%	\$ 384,740	11.7%
Special Rev contra-Svc Contcts	(884,658)	(906,292)	(996,670)	(112,012)	12.7%	(90,378)	10.0%
Finance Net Totals	\$ 2,468,888	\$ 2,369,753	\$ 2,664,115	\$ 195,227	7.9%	\$ 294,362	12.4%
First Last Mile Mobility							
We Cycle Operating	1,428,731	1,428,731	1,947,799	519,068	36.3%	519,068	36.3%
We-Cycle Ops Modernizati Contrn	60,000	60,000	12,310	(47,690)	-79.5%	(47,690)	-79.5%
We-Cycle Ops Expansion contrib	-	-	94,000	94,000	0.0%	94,000	0.0%
First Last Mile Mobility Totals	\$ 1,488,731	\$ 1,488,731	\$ 2,054,109	\$ 565,378	38.0%	\$ 565,378	38.0%
Program Dev. & Planning							
Compensation Planning Dept	340,099	330,590	145,359	(194,740)	-57.3%	(185,231)	-56.0%
Alternative Activity	450	-	-	(450)	-100.0%	-	0.0%
Other Bonuses	1,500	750	-	(1,500)	-100.0%	(750)	-100.0%
Fringe Benefits	57,617	55,310	24,859	(32,758)	-56.9%	(30,451)	-55.1%
Health Insurance	43,901	43,100	24,258	(19,643)	-44.7%	(18,842)	-43.7%
Subtotal Planning Compensation	\$ 443,567	\$ 429,750	\$ 194,476	\$ (249,091)	-56.2%	\$ (235,274)	-54.7%
Operating Expenditures							
One time, third party services	1,500	-	-	(1,500)	-100.0%	-	0.0%
Grant Assistance Services	36,000	36,000	-	(36,000)	-100.0%	(36,000)	-100.0%
Outreach Services	20,000	10,000	-	(20,000)	-100.0%	(10,000)	-100.0%
Cell phone reimbursement	360	-	-	(360)	-100.0%	-	0.0%
Assessments / Studies	13,000	-	-	(13,000)	-100.0%	-	0.0%
Operating Supplies	500	500	-	(500)	-100.0%	(500)	-100.0%
Dues, Memberships, & Subscriptions	3,000	2,000	-	(3,000)	-100.0%	(2,000)	-100.0%
Admin Employee Incentives	500	500	-	(500)	-100.0%	(500)	-100.0%
Subtotal Operating Expenditures	\$ 74,860	\$ 49,000	\$ -	\$ (74,860)	-100.0%	\$ (49,000)	-100.0%
Travel and Training							
Staff Development / Training	3,500	3,500	-	(3,500)	-100.0%	(3,500)	-100.0%
Travel	10,000	10,000	-	(10,000)	-100.0%	(10,000)	-100.0%
Subtotal Travel and Training	\$ 13,500	\$ 13,500	\$ -	\$ (13,500)	-100.0%	\$ (13,500)	-100.0%
Program Dev. & Planning Gross Totals	\$ 531,927	\$ 492,250	\$ 194,476	\$ (337,451)	-63.4%	\$ (297,774)	-60.5%
Special Rev contra-Svc Contcts	(153,397)	(136,177)	(52,947)	100,450	-65.5%	83,230	-61.1%
Program Dev. & Planning Net Totals	\$ 378,530	\$ 356,073	\$ 141,529	\$ (237,001)	-62.6%	\$ (214,544)	-60.3%
Sustainability							
Compensation Sustainability Dept	-	-	284,316	284,316	0.0%	284,316	0.0%
Other Bonuses	-	-	750	750	0.0%	750	0.0%
Fringe Benefits	-	-	48,753	48,753	0.0%	48,753	0.0%
Health Insurance	-	-	40,756	40,756	0.0%	40,756	0.0%
Subtotal Sustainability Compensation	\$ -	\$ -	\$ 374,575	\$ 374,575	0.0%	\$ 374,575	0.0%
Operating Expenditures							
One time, Third Party Services	-	-	1,500	1,500	0.0%	1,500	0.0%
Grant Assistance Services	-	-	51,000	51,000	0.0%	51,000	0.0%
Outreach Services	-	-	20,600	20,600	0.0%	20,600	0.0%
Cell Phone reimbursement	-	-	360	360	0.0%	360	0.0%
Dues & Memberships	-	-	2,000	2,000	0.0%	2,000	0.0%
Admin Employee Incentives	-	-	300	300	0.0%	300	0.0%
Operating Supplies	-	-	300	300	0.0%	300	0.0%
Subtotal Operating Expenditures	\$ -	\$ -	\$ 76,060	\$ 76,060	0.0%	\$ 76,060	0.0%
Travel and Training							
Staff Development / Training	-	-	3,605	3,605	0.0%	3,605	0.0%
Travel	-	-	10,300	10,300	0.0%	10,300	0.0%
Subtotal Travel and Training	\$ -	\$ -	\$ 13,905	\$ 13,905	0.0%	\$ 13,905	0.0%
Sustainability Totals	\$ -	\$ -	\$ 464,540	\$ 464,540	0.0%	\$ 464,540	0.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Human Resources & Risk Management							
Compensation HR Dept	747,560	721,310	930,607	183,047	24.5%	209,297	29.0%
Alternative Activity	2,700	2,975	2,975	275	10.2%	-	0.0%
Overtime Pay	10,000	8,620	10,000	-	0.0%	1,380	16.0%
Other Bonuses	9,500	9,500	9,785	285	3.0%	285	3.0%
Vacation Buy Back	-	3,460	-	-	0.0%	(3,460)	-100.0%
Seperation Pay	-	11,110	-	-	0.0%	(11,110)	-100.0%
Fringe Benefits	127,706	125,470	163,049	35,343	27.7%	37,579	30.0%
Health Insurance	114,922	103,650	134,195	19,273	16.8%	30,545	29.5%
Subtotal HR Compensation	\$ 1,012,388	\$ 986,095	\$ 1,250,611	\$ 238,223	23.5%	\$ 264,516	26.8%
Insurance							
WC Premiums	407,500	400,000	459,000	51,500	12.6%	59,000	14.8%
WC Claims	90,000	90,000	92,700	2,700	3.0%	2,700	3.0%
WC Dividend (Contra)	(15,000)	-	(15,450)	(450)	3.0%	(15,450)	0.0%
General Liability Claims	195,000	150,000	200,850	5,850	3.0%	50,850	33.9%
General Liability (Contra)	(15,000)	(13,000)	(15,450)	(450)	3.0%	(2,450)	18.8%
General Liability Small Claims	10,000	5,000	10,300	300	3.0%	5,300	106.0%
Other Claims	30,000	30,000	30,900	900	3.0%	900	3.0%
Other Claims(Reimb-Contra)	(5,000)	-	(5,150)	(150)	3.0%	(5,150)	0.0%
Subtotal Insurance	\$ 697,500	\$ 662,000	\$ 757,700	\$ 60,200	8.6%	\$ 95,700	14.5%
Employee Benefits							
Medical Insurance(CHP)	5,928,200	5,516,900	6,545,400	617,200	10.4%	1,028,500	18.6%
Medical Insurance(CHP)-Contra	(5,257,600)	(4,936,100)	(5,767,600)	(510,000)	9.7%	(831,500)	16.8%
Medical Ins-Emp Reimb (CHP)	(670,600)	(580,800)	(777,800)	(107,200)	16.0%	(197,000)	33.9%
Employee Insurance Charge	-	4,500	-	-	0.0%	(4,500)	-100.0%
Medical Insurance Broker	63,370	63,370	65,270	1,900	3.0%	1,900	3.0%
Dental Insurance	247,500	263,000	305,100	57,600	23.3%	42,100	16.0%
Hearing Insurance	12,800	10,600	11,100	(1,700)	-13.3%	500	4.7%
Dental & Hearing Contr	(260,300)	(273,600)	(316,200)	(55,900)	21.5%	(42,600)	15.6%
Employee Wellness Program	-	4,000	-	-	0.0%	(4,000)	-100.0%
Alt Fica (Life Insurance, AD&D, LTD)	519,100	479,100	538,810	19,710	3.8%	59,710	12.5%
Alt Fica (Life Insurance, AD&D, LTD-Contra)	(399,400)	(429,800)	(444,380)	(44,980)	11.3%	(14,580)	3.4%
STD Claims	159,500	198,500	208,920	49,420	31.0%	10,420	5.2%
Rocky Mountain Fund Admin Fees	24,470	24,470	25,200	730	3.0%	730	3.0%
Employee Assistance Program	30,000	30,000	30,900	900	3.0%	900	3.0%
H S A Employer Match (HDHP)	202,500	237,800	291,500	89,000	44.0%	53,700	22.6%
Life Crisis	10,000	10,000	10,300	300	3.0%	300	3.0%
HRA Deductable Reimb(CS-PPO)	65,000	52,000	66,950	1,950	3.0%	14,950	28.8%
FSA Employee Distribution(CS)	185,000	185,000	190,550	5,550	3.0%	5,550	3.0%
Healthcare FSA Employer Contribution	(185,000)	(185,000)	(190,550)	(5,550)	3.0%	(5,550)	3.0%
Aflac Vol Insurance-pass thru	-	3,630	-	-	0.0%	(3,630)	-100.0%
Voluntary LegalShield Insurance	-	260	-	-	0.0%	(260)	-100.0%
Life Vol Insurance-pass thru	-	1,210	-	-	0.0%	(1,210)	-100.0%
Pet Vol Insurance-pass thru	-	110	-	-	0.0%	(110)	-100.0%
Subtotal Employee Benefits	\$ 674,540	\$ 679,150	\$ 793,470	\$ 118,930	17.6%	\$ 114,320	16.8%
Operating Expenditures							
One time, third party services	67,000	67,000	39,410	(27,590)	-41.2%	(27,590)	-41.2%
Employee Events	60,000	60,000	61,800	1,800	3.0%	1,800	3.0%
Season Party Alternative pay	2,500	-	2,575	75	3.0%	2,575	0.0%
Professional Services	25,000	25,000	32,250	7,250	29.0%	7,250	29.0%
Corporate Insurance Package	760,000	700,000	730,000	(30,000)	-3.9%	30,000	4.3%
Corporate Insurance Broker	26,300	26,250	28,000	1,700	6.5%	1,750	6.7%
Other Business Insurance	321,000	321,000	282,500	(38,500)	-12.0%	(38,500)	-12.0%
Fit for Duty	20,000	20,000	20,600	600	3.0%	600	3.0%
Background checks	30,000	30,000	30,900	900	3.0%	900	3.0%
Annual Open Enrollment	7,000	7,000	7,210	210	3.0%	210	3.0%
Recruiting	21,430	21,430	22,070	640	3.0%	640	3.0%
Onboarding	3,500	3,500	3,605	105	3.0%	105	3.0%
Employee of the Month	10,000	10,000	10,300	300	3.0%	300	3.0%
Advertising - Jobs	139,600	60,000	75,000	(64,600)	-46.3%	15,000	25.0%
Operating Supplies	9,000	9,000	9,270	270	3.0%	270	3.0%
Dues, Memberships, & Subscriptions	15,000	15,000	15,450	450	3.0%	450	3.0%
Admin Employee Incentives	6,000	-	6,180	180	3.0%	6,180	0.0%
Subtotal Operating Expenditures	\$ 1,523,330	\$ 1,375,180	\$ 1,377,120	\$ (146,210)	-9.6%	\$ 1,940	0.1%
Housing:							
Carbondale Housing							
Rental Exp(Clean & Repair)CH	500	-	500	-	0.0%	500	0.0%
Housing Program Management	-	1,570	7,910	7,910	0.0%	6,340	403.8%
Subtotal Carbondale Housing	\$ 500	\$ 1,570	\$ 8,410	\$ 7,910	1582.0%	\$ 6,840	435.7%
Burlingame Housing							
Rental Expense - BG	313,340	260,400	189,660	(123,680)	-39.5%	(70,740)	-27.2%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	Budget comparison \$ Dif	% Dif	Forecast comparison \$ Dif	% Dif
Clean & Repair - BG	2,500	6,000	2,500	-	0.0%	(3,500)	-58.3%
Incentive Expense - BG	-	23,160	15,400	15,400	0.0%	(7,760)	-33.5%
Housing Program Management	-	5,120	23,990	23,990	0.0%	18,870	368.6%
Subtotal Burlingame Housing	\$ 315,840	\$ 294,680	\$ 231,550	\$ (84,290)	-26.7%	\$ (63,130)	-21.4%
Placeholder Housing							
Rental Expense - Placeholder	208,070	-	-	(208,070)	-100.0%	-	0.0%
Subtotal Placeholder Housing	\$ 208,070	\$ -	\$ -	\$ (208,070)	-100.0%	\$ -	0.0%
Other Property Housing							
Rental Exp-Other Hsg Property	19,400	7,750	-	(19,400)	-100.0%	(7,750)	-100.0%
Subtotal Other Housing	\$ 19,400	\$ 7,750	\$ -	\$ (19,400)	-100.0%	\$ (7,750)	-100.0%
Marolt Property Housing							
Rental Exp-Marolt Hsg Property	54,280	57,000	-	(54,280)	-100.0%	(57,000)	-100.0%
Clean & Repair - Marolt Hsg Prop	1,000	100	-	(1,000)	-100.0%	(100)	-100.0%
Subtotal Marolt Housing	\$ 55,280	\$ 57,100	\$ -	\$ (55,280)	-100.0%	\$ (57,100)	-100.0%
Parker Housing Housing							
Rental Exp(Clean & Rep)-CH PH	1,200	2,000	1,200	-	0.0%	(800)	-40.0%
Housing Program Management	-	4,060	20,560	20,560	0.0%	16,500	406.4%
Subtotal - Parker House Housing	\$ 1,200	\$ 6,060	\$ 21,760	\$ 20,560	1713.3%	\$ 15,700	259.1%
Snowmass Inn Housing							
Rental Expense - Snms Inn	81,600	64,860	30,360	(51,240)	-62.8%	(34,500)	-53.2%
Clean & Repair - Snms Inn	1,500	1,000	1,000	(500)	-33.3%	-	0.0%
Housing Program Management	-	940	3,170	3,170	0.0%	2,230	237.2%
Subtotal - Snowmass Inn Housing	\$ 83,100	\$ 66,800	\$ 34,530	\$ (48,570)	-58.4%	\$ (32,270)	-48.3%
Residences on Grand Housing							
Rental Expense - ROG	530,100	632,380	693,000	162,900	30.7%	60,620	9.6%
Clean & Repair - ROG	20,000	16,500	10,000	(10,000)	-50.0%	(6,500)	-39.4%
Housing Program Management	-	9,680	49,020	49,020	0.0%	39,340	406.4%
Subtotal - ROG Housing	\$ 550,100	\$ 658,560	\$ 752,020	\$ 201,920	36.7%	\$ 93,460	14.2%
1010 Grand Housing							
Rental Expense	21,600	21,600	10,800	(10,800)	-50.0%	(10,800)	-50.0%
Utilities	-	900	400	400	0.0%	(500)	-55.6%
Clean & Repair	-	-	1,000	1,000	0.0%	1,000	0.0%
Housing Program Management	-	320	520	520	0.0%	200	62.5%
Subtotal - 1010 Grand Housing	\$ 21,600	\$ 22,820	\$ 12,720	\$ (8,880)	-41.1%	\$ (10,100)	-44.3%
702 Bennett Housing							
Rental Expense	14,400	14,400	7,200	(7,200)	-50.0%	(7,200)	-50.0%
Clean & Repair	-	-	1,000	1,000	0.0%	1,000	0.0%
Housing Program Management	-	320	520	520	0.0%	200	62.5%
Subtotal - 702 Bennett Housing	\$ 14,400	\$ 14,720	\$ 8,720	\$ (5,680)	-39.4%	\$ (6,000)	-40.8%
Old Lodge Housing							
Rental Expense	25,084	25,090	12,800	(12,284)	-49.0%	(12,290)	-49.0%
Utilities	-	720	500	500	0.0%	(220)	-30.6%
Clean & Repair	-	400	1,000	1,000	0.0%	600	150.0%
Housing Program Management	-	320	520	520	0.0%	200	62.5%
Subtotal - Old Lodge Housing	\$ 25,084	\$ 26,530	\$ 14,820	\$ (10,264)	-40.9%	\$ (11,710)	-44.1%
Red Mountain Inn Housing							
Rental Expense	29,300	69,100	-	(29,300)	-100.0%	(69,100)	-100.0%
Clean & Repair	-	1,800	-	-	0.0%	(1,800)	-100.0%
Housing Program Management	-	1,880	-	-	0.0%	(1,880)	-100.0%
Subtotal - Red Mountain Inn Housing	\$ 29,300	\$ 72,780	\$ -	\$ (29,300)	-100.0%	\$ (72,780)	-100.0%
Valley Pines Housing							
Rental Expense	24,671	24,930	12,800	(11,871)	-48.1%	(12,130)	-48.7%
Utilities	-	530	400	400	0.0%	(130)	-24.5%
Clean & Repair	-	-	1,000	1,000	0.0%	1,000	0.0%
Housing Program Management	-	320	520	520	0.0%	200	62.5%
Subtotal - Valley Pines Housing	\$ 24,671	\$ 25,780	\$ 14,720	\$ (9,951)	-40.3%	\$ (11,060)	-42.9%
East 3rd St Housing							
Rental Expense	11,900	11,900	10,200	(1,700)	-14.3%	(1,700)	-14.3%
Clean & Repair	-	660	1,000	1,000	0.0%	340	51.5%
Housing Program Management	-	320	790	790	0.0%	470	146.9%
Subtotal - East 3rd St Housing	\$ 11,900	\$ 12,880	\$ 11,990	\$ 90	0.8%	\$ (890)	-6.9%
Iron Mountain Place Housing							
Housing Program Management	-	7,910	66,410	66,410	0.0%	58,500	739.6%
Subtotal Iron Mountain Place Housing	\$ -	\$ 7,910	\$ 66,410	\$ 66,410	0.0%	\$ 58,500	739.6%
Miscellaneous Housing							
General Housing Administration	4,500	2,500	4,500	-	0.0%	2,000	80.0%
Furniture	8,000	18,000	8,000	-	0.0%	(10,000)	-55.6%
New Hire- Motel Reimbursement	5,000	-	5,000	-	0.0%	5,000	0.0%
Housing Program Management	50,000	2,400	8,400	(41,600)	-83.2%	6,000	250.0%
Subtotal - Miscellaneous Housing	\$ 67,500	\$ 22,900	\$ 25,900	\$ (41,600)	-61.6%	\$ 3,000	13.1%
Subtotal All Housing	\$ 1,427,945	\$ 1,298,840	\$ 1,203,550	\$ (224,395)	-15.7%	\$ (95,290)	-7.3%
Travel and Training							



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	Budget comparison \$ Dif	% Dif	Forecast comparison \$ Dif	% Dif
Staff Development / Training	15,600	10,000	16,070	470	3.0%	6,070	60.7%
RFTA Training	86,740	86,740	94,350	7,610	8.8%	7,610	8.8%
Leadership Coaching	65,350	65,350	67,310	1,960	3.0%	1,960	3.0%
Travel	12,480	12,480	12,850	370	3.0%	370	3.0%
Subtotal Travel and Training	\$ 180,170	\$ 174,570	\$ 190,580	\$ 10,410	5.8%	\$ 16,010	9.2%
Human Resources and Risk Management Gross Totals	\$ 5,515,873	\$ 5,175,835	\$ 5,573,031	\$ 57,158	1.0%	\$ 397,196	7.7%
Special Rev contra-Svc Contcts	(1,407,434)	(1,431,853)	(1,517,291)	(109,857)	7.8%	(85,438)	6.0%
Human Resources and Risk Management Net Totals	\$ 4,108,439	\$ 3,743,982	\$ 4,055,740	\$ (52,699)	-1.3%	\$ 311,758	8.3%
Information Technology							
Compensation IT Dept	1,557,514	1,381,080	1,813,140	255,626	16.4%	432,060	31.3%
Alternative Activity	6,300	6,800	6,800	500	7.9%	-	0.0%
Overtime	25,940	32,200	26,720	780	3.0%	(5,480)	-17.0%
Vacation Buy Back	-	5,350	-	-	0.0%	(5,350)	-100.0%
Other Bonuses	22,500	22,500	22,500	-	0.0%	-	0.0%
Separation Pay	-	1,910	-	-	0.0%	(1,910)	-100.0%
Fringe Benefits	264,695	237,600	319,678	54,983	20.8%	82,078	34.5%
Health Insurance	325,978	302,710	433,935	107,957	33.1%	131,225	43.4%
Subtotal Compensation	\$ 2,202,927	\$ 1,990,150	\$ 2,622,773	\$ 419,846	19.1%	\$ 632,623	31.8%
Operating Expenditures							
Professional Services	166,650	166,650	53,850	(112,800)	-67.7%	(112,800)	-67.7%
Email Backup System (IT)	23,600	24,200	24,310	710	3.0%	110	0.5%
Inter Facility Connectivity Service	72,000	72,000	74,160	2,160	3.0%	2,160	3.0%
Internet connections to bus stations	11,500	11,500	11,840	340	3.0%	340	3.0%
Internet access to buildings	8,800	10,100	9,060	260	3.0%	(1,040)	-10.3%
RFTA Cell phone	28,880	33,000	33,930	5,050	17.5%	930	2.8%
Bus Internet VPN and WiFi	160,000	150,000	154,800	(5,200)	-3.3%	4,800	3.2%
VOIP Phone System	18,500	25,000	19,060	560	3.0%	(5,940)	-23.8%
Communication Equipment Repair	30,000	10,000	30,900	900	3.0%	20,900	209.0%
Operating Supplies	10,000	10,000	10,300	300	3.0%	300	3.0%
Pitkin County Radio	50,000	50,000	51,500	1,500	3.0%	1,500	3.0%
VM IT O & M	124,990	66,000	71,690	(53,300)	-42.6%	5,690	8.6%
Communications IT O&M	69,600	69,600	71,690	2,090	3.0%	2,090	3.0%
Dues, Memberships, & Subscriptions	6,000	1,000	6,180	180	3.0%	5,180	518.0%
Admin Employee Incentives	5,000	5,000	5,150	150	3.0%	150	3.0%
Data Processing Supplies	50,000	50,000	51,500	1,500	3.0%	1,500	3.0%
Scheduling Software Support	117,970	117,955	121,510	3,540	3.0%	3,555	3.0%
AVL/CAD Software Support	154,300	139,910	158,930	4,630	3.0%	19,020	13.6%
Trapeze Software Support	108,580	97,300	111,840	3,260	3.0%	14,540	14.9%
Software Renewal for modems and other	31,000	31,000	31,930	930	3.0%	930	3.0%
Genfare Support	31,000	31,040	36,270	5,270	17.0%	5,230	16.8%
Computer Software Ongoing O&M	308,100	318,100	912,390	604,290	196.1%	594,290	186.8%
Mobile App O&M	56,100	56,100	57,780	1,680	3.0%	1,680	3.0%
Computer Hardware Ongoing O&M	10,000	13,500	45,070	35,070	350.7%	31,570	233.9%
Printers and Scanners	66,300	66,300	68,290	1,990	3.0%	1,990	3.0%
Subtotal Operating Expenditures	\$ 1,718,870	\$ 1,625,255	\$ 2,223,930	\$ 505,060	29.4%	\$ 598,675	36.8%
Travel Training							
Staff Development / Training	5,000	5,000	15,000	10,000	200.0%	10,000	200.0%
Travel	14,000	20,000	39,000	25,000	178.6%	19,000	95.0%
Subtotal Travel and Training	\$ 19,000	\$ 25,000	\$ 54,000	\$ 35,000	184.2%	\$ 29,000	116.0%
Information Technology Gross Totals	\$ 3,940,797	\$ 3,640,405	\$ 4,900,703	\$ 959,906	24.4%	\$ 1,260,298	34.6%
Special Rev contra-Svc Contcts	(1,049,668)	(1,007,089)	(1,334,245)	(284,577)	27.1%	(327,156)	32.5%
Information Technology Gross Totals	\$ 2,891,129	\$ 2,633,316	\$ 3,566,458	\$ 675,329	23.4%	\$ 933,142	35.4%
ADMINISTRATION GROSS TOTALS	\$ 17,186,208	\$ 16,363,620	\$ 18,726,193	\$ 1,539,985	9.0%	\$ 2,362,573	14.4%
ADMINISTRATION NET TOTALS	\$ 14,231,639	\$ 13,325,487	\$ 15,808,459	\$ 1,576,820	11.1%	\$ 2,482,972	18.6%
FACILITIES							
Compensation Admin Facilities Dept	285,165	213,310	73,700	(211,465)	-74.2%	(139,610)	-65.4%
Compensation - Facilities Manager	86,812	87,320	90,290	3,478	4.0%	2,970	3.4%
Compensation - Facilities Supervisor	203,562	204,630	211,514	7,952	3.9%	6,884	3.4%
Compensation - Facilities Technicians	368,560	386,920	443,557	74,997	20.3%	56,637	14.6%
Compensation - Janitorial Workers	119,749	108,740	142,815	23,066	19.3%	34,075	31.3%
Compensation - Project Managers	454,838	391,110	-	(454,838)	-100.0%	(391,110)	-100.0%
Alternative Activity	3,875	3,875	4,000	125	3.2%	125	3.2%
Overtime Pay	48,600	77,230	50,060	1,460	3.0%	(27,170)	-35.2%
Safety Bonus	14,500	-	7,700	(6,800)	-46.9%	7,700	0.0%
Other Bonus	2,500	13,990	2,500	-	0.0%	(11,490)	-82.1%
Attendance Bonus	14,500	-	7,700	(6,800)	-46.9%	7,700	0.0%
Separation Pay	20,000	7,870	9,600	(10,400)	-52.0%	1,730	22.0%
Fringe Benefits	269,623	249,070	178,474	(91,149)	-33.8%	(70,596)	-28.3%
Health Insurance	291,665	254,600	181,545	(110,120)	-37.8%	(73,055)	-28.7%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Subtotal Operating Payroll	\$ 2,183,949	\$ 1,998,665	\$ 1,403,455	\$ (780,494)	-35.7%	\$ (595,210)	-29.8%
Operating Expenditures							
Office Closure/Moving Expenses	30,000	30,000	30,000	-	0.0%	-	0.0%
Cell phone reimbursement	5,400	5,000	4,000	(1,400)	-25.9%	(1,000)	-20.0%
Diesel	3,520	1,000	3,600	80	2.3%	2,600	260.0%
Unleaded	33,594	30,000	28,600	(4,994)	-14.9%	(1,400)	-4.7%
Uniform Allowance	15,250	15,250	15,710	460	3.0%	460	3.0%
Dues, Memberships, & Subscriptions	1,470	1,470	1,500	30	2.0%	30	2.0%
HAZMAT Disposal	76,860	76,860	79,160	2,300	3.0%	2,300	3.0%
SWAMP Program	1,000	1,000	1,030	30	3.0%	30	3.0%
Building Signs	7,000	7,000	7,210	210	3.0%	210	3.0%
Office Supplies	29,252	30,000	10,130	(19,122)	-65.4%	(19,870)	-66.2%
Safety Incentives and Ergonomic Supplies	26,000	26,000	26,780	780	3.0%	780	3.0%
Water Svcs-RFTA Employees	-	-	20,000	20,000	0.0%	20,000	0.0%
Office Furniture	35,880	35,880	36,950	1,070	3.0%	1,070	3.0%
Admin Employee Incentives	3,450	3,450	3,500	50	1.4%	50	1.4%
Capital Projects Partnering	1,200	1,210	-	(1,200)	-100.0%	(1,210)	-100.0%
Tools	10,605	10,610	10,920	315	3.0%	310	2.9%
Project #1 - New Hires	30,600	30,600	-	(30,600)	-100.0%	(30,600)	-100.0%
Subtotal Operating Expense	\$ 311,081	\$ 305,330	\$ 279,090	\$ (31,991)	-10.3%	\$ (26,240)	-8.6%
Travel and Training							
Training/HAZMAT/Safety	3,952	3,950	4,070	118	3.0%	120	3.0%
Staff Development / Training	28,214	20,000	22,000	(6,214)	-22.0%	2,000	10.0%
Travel	29,510	15,000	20,000	(9,510)	-32.2%	5,000	33.3%
Subtotal Travel and Training	\$ 61,676	\$ 38,950	\$ 46,070	\$ (15,606)	-25.3%	\$ 7,120	18.3%
Carbondale Housing - Main Street							
Water/ Sewer	9,320	5,500	9,600	280	3.0%	4,100	74.5%
Natural Gas	4,983	4,990	5,130	147	3.0%	140	2.8%
Electric	3,570	3,570	3,680	110	3.1%	110	3.1%
Trash Removal	3,954	3,250	4,075	121	3.1%	825	25.4%
Landscaping	1,365	1,370	1,405	40	2.9%	35	2.6%
Irrigation - CH	600	600	620	20	3.3%	20	3.3%
Weed Management - CH	500	500	515	15	3.0%	15	3.0%
Building Repair and Maintenance	9,700	5,500	1,000	(8,700)	-89.7%	(4,500)	-81.8%
Service Contracts	12,000	7,000	21,000	9,000	75.0%	14,000	200.0%
Property Management Services-PH	12,490	8,140	-	(12,490)	-100.0%	(8,140)	-100.0%
Subtotal Carbondale Main St Housing	\$ 58,482	\$ 40,420	\$ 47,025	\$ (11,457)	-19.6%	\$ 6,605	16.3%
Carbondale Housing - Parker House							
Water/ Sewer	11,440	11,440	11,785	345	3.0%	345	3.0%
Natural Gas	7,280	7,280	7,500	220	3.0%	220	3.0%
Electric	16,640	16,640	17,140	500	3.0%	500	3.0%
Trash Removal	5,918	6,760	6,960	1,042	17.6%	200	3.0%
Landscaping	3,380	3,380	3,480	100	3.0%	100	3.0%
Irrigation - (PH)	2,600	2,600	2,680	80	3.1%	80	3.1%
Weed Management - (PH)	520	520	535	15	2.9%	15	2.9%
Building Repair and Maintenance	25,000	10,000	2,600	(22,400)	-89.6%	(7,400)	-74.0%
Service Contracts	14,000	28,000	37,500	23,500	167.9%	9,500	33.9%
Property Management Services	8,140	12,490	-	(8,140)	-100.0%	(12,490)	-100.0%
Subtotal Carbondale - Parker House	\$ 94,918	\$ 99,110	\$ 90,180	\$ (4,738)	-5.0%	\$ (8,930)	-9.0%
Rubey Park (RP)							
Janitorial Service and Supplies-RP	232,500	214,680	241,220	8,720	3.8%	26,540	12.4%
Service Contracts-RP	10,000	9,000	9,270	(730)	-7.3%	270	3.0%
Water/ Sewer	5,156	5,160	5,310	154	3.0%	150	2.9%
Natural Gas	22,880	22,880	23,565	685	3.0%	685	3.0%
Electricity	7,488	7,490	7,715	227	3.0%	225	3.0%
Telephone	5,304	3,200	3,300	(2,004)	-37.8%	100	3.1%
Trash	2,030	2,290	2,090	60	3.0%	(200)	-8.7%
Building Repair and Maintenance	1,500	4,600	4,740	3,240	216.0%	140	3.0%
Reimbursement - COA	-	(64,000)	(65,920)	(65,920)	0.0%	(1,920)	3.0%
Subtotal Rubey Park	\$ 286,858	\$ 205,300	\$ 231,290	\$ (55,568)	-19.4%	\$ 25,990	12.7%
Aspen Maintenance Facility (AMF)							
Janitorial Service and Supplies-AMF	161,842	161,800	166,700	4,858	3.0%	4,900	3.0%
Water	32,339	32,340	33,310	971	3.0%	970	3.0%
Natural Gas-AMF	108,990	98,000	112,260	3,270	3.0%	14,260	14.6%
Electric-AMF	97,760	90,000	100,695	2,935	3.0%	10,695	11.9%
Phone	15,600	15,600	16,070	470	3.0%	470	3.0%
Trash	21,441	21,450	22,085	644	3.0%	635	3.0%
Landscaping	6,032	6,040	6,215	183	3.0%	175	2.9%
Irrigation - AMF	5,304	5,310	5,465	161	3.0%	155	2.9%
Weed Management - AMF	3,640	3,640	3,750	110	3.0%	110	3.0%
Service Contracts-AMF	136,000	130,000	140,080	4,080	3.0%	10,080	7.8%
Equipment Repair and Maint - AMF	15,000	15,000	15,450	450	3.0%	450	3.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Building Repair and Maintenance-AMF	84,000	84,000	109,000	25,000	29.8%	25,000	29.8%
Subtotal AMF	\$ 687,948	\$ 663,180	\$ 731,080	\$ 43,132	6.3%	\$ 67,900	10.2%
1340 Main Street Offices (Bunker)							
Janitorial Service and Supplies	42,000	42,000	43,810	1,810	4.3%	1,810	4.3%
Water/ Sewer	1,391	3,500	3,500	2,109	151.6%	-	0.0%
Natural Gas	5,657	3,490	3,760	(1,897)	-33.5%	270	7.7%
Electricity	3,120	3,120	3,215	95	3.0%	95	3.0%
Telephone	676	680	695	19	2.8%	15	2.2%
Trash	4,888	4,890	5,035	147	3.0%	145	3.0%
Landscaping	3,931	3,940	4,050	119	3.0%	110	2.8%
Irrigation - 1340	2,288	2,290	2,360	72	3.1%	70	3.1%
Weed Management - 1340	520	520	535	15	2.9%	15	2.9%
Service Contracts	2,678	2,680	2,760	82	3.1%	80	3.0%
Building Repair and Maintenance	6,739	4,740	6,940	201	3.0%	2,200	46.4%
Subtotal Bunker	\$ 73,888	\$ 71,850	\$ 76,660	\$ 2,772	3.8%	\$ 4,810	6.7%
Carbondale Maintenance Facility (CMF)							
Janitorial Service and Supplies-CMF	85,378	85,360	51,050	(34,328)	-40.2%	(34,310)	-40.2%
Water/ Sewer	1,248	1,250	1,285	37	3.0%	35	2.8%
Natural Gas	16,399	8,500	16,890	491	3.0%	8,390	98.7%
Electricity	16,120	14,500	16,605	485	3.0%	2,105	14.5%
Telephone	2,995	1,800	3,085	90	3.0%	1,285	71.4%
Trash	15,184	20,800	15,640	456	3.0%	(5,160)	-24.8%
Landscaping - CMF	624	630	645	21	3.4%	15	2.4%
Irrigation - CMF	520	-	535	15	2.9%	535	0.0%
Weed Management - CMF	520	520	535	15	2.9%	15	2.9%
Service Contracts	5,000	3,100	5,150	150	3.0%	2,050	66.1%
Equipment Repair and Maintenance	208	-	215	7	3.4%	215	0.0%
Building Repair and Maintenance	7,100	12,000	7,315	215	3.0%	(4,685)	-39.0%
Subtotal CMF	\$ 151,296	\$ 148,460	\$ 118,950	\$ (32,346)	-21.4%	\$ (29,510)	-19.9%
Glenwood Maintenance Facility (GMF)							
Water/ Sewer	16,640	10,000	17,140	500	3.0%	7,140	71.4%
Natural Gas-GMF	128,100	85,000	131,945	3,845	3.0%	46,945	55.2%
Electric-GMF	60,320	78,000	62,130	1,810	3.0%	(15,870)	-20.3%
Phone	1,196	1,200	1,230	34	2.8%	30	2.5%
Trash	11,024	13,910	11,355	331	3.0%	(2,555)	-18.4%
Landscaping	2,087	2,090	2,150	63	3.0%	60	2.9%
Irrigation - GMF	520	-	535	15	2.9%	535	0.0%
Weed Management - GMF	1,040	1,040	1,070	30	2.9%	30	2.9%
Snow Plowing	12,000	12,000	12,360	360	3.0%	360	3.0%
Equipment Repair and Maintenance - GMF	20,000	20,000	20,600	600	3.0%	600	3.0%
Building Repair and Maintenance-GMF	75,000	75,000	77,250	2,250	3.0%	2,250	3.0%
Service Contract-GMF	154,350	154,350	158,980	4,630	3.0%	4,630	3.0%
Janitorial Service and Supplies-GMF	92,978	92,900	95,770	2,792	3.0%	2,870	3.1%
Project#2-GMF Fuel Farm Repair	33,988	28,920	35,010	1,022	3.0%	6,090	21.1%
Subtotal GMF	\$ 609,243	\$ 574,410	\$ 627,525	\$ 18,282	3.0%	\$ 53,115	9.2%
Glenwood Maintenance Facility (GMF3457)							
Water/ Sewer	9,350	3,000	16,500	7,150	76.5%	13,500	450.0%
Natural Gas-GMF3457	72,000	4,000	87,590	15,590	21.7%	83,590	2089.8%
Electric-GMF3457	33,590	3,000	50,810	17,220	51.3%	47,810	1593.7%
Phone	1,200	300	1,500	300	25.0%	1,200	400.0%
Trash	6,190	600	10,930	4,740	76.6%	10,330	1721.7%
Landscaping	2,090	2,090	3,690	1,600	76.6%	1,600	76.6%
Irrigation - GMF	520	-	1,420	900	173.1%	1,420	0.0%
Weed Management - GMF	1,040	-	1,835	795	76.4%	1,835	0.0%
Snow Plowing	12,000	12,000	21,190	9,190	76.6%	9,190	76.6%
Service Contracts-GMF3457	10,000	15,000	82,660	72,660	726.6%	67,660	451.1%
Equipment Repair and Maintenance - GMF	10,000	-	5,000	(5,000)	-50.0%	5,000	0.0%
Building Repair and Maintenance-GMF3457	30,000	5,000	90,290	60,290	201.0%	85,290	1705.8%
Janitorial Service and Supplies-GMF3457	57,500	24,270	105,850	48,350	84.1%	81,580	336.1%
Subtotal GMF3457	\$ 245,480	\$ 69,260	\$ 479,265	\$ 233,785	95.2%	\$ 410,005	592.0%
23rd Street							
Rent	45,000	44,710	46,470	1,470	3.3%	1,760	3.9%
Electric	5,345	3,000	5,505	160	3.0%	2,505	83.5%
Service Contracts	631	1,000	1,030	399	63.2%	30	3.0%
Common Area Charges	6,720	6,720	6,920	200	3.0%	200	3.0%
Insurance	307	310	315	8	2.6%	5	1.6%
IT Intranet	13,608	13,600	-	(13,608)	-100.0%	(13,600)	-100.0%
Copier Lease	4,010	4,000	-	(4,010)	-100.0%	(4,000)	-100.0%
Building Repair and Maintenance	3,063	2,000	3,155	92	3.0%	1,155	57.8%
Janitorial Service and Supplies	30,300	30,210	33,250	2,950	9.7%	3,040	10.1%
Subtotal 23rd Street	\$ 108,984	\$ 105,550	\$ 96,645	\$ (12,339)	-11.3%	\$ (8,905)	-8.4%
100 Midland Ave							



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Rent	46,561	48,300	49,110	2,549	5.5%	810	1.7%
Common Area Charges	6,720	5,420	6,920	200	3.0%	1,500	27.7%
Utilities	5,345	5,350	5,505	160	3.0%	155	2.9%
Insurance	307	310	315	8	2.6%	5	1.6%
IT Intranet	13,608	12,960	14,020	412	3.0%	1,060	8.2%
Copier Lease	4,010	-	-	(4,010)	-100.0%	-	0.0%
Building Repair and Maintenance	3,694	1,800	3,805	111	3.0%	2,005	111.4%
Janitorial Service and Supplies-Midland	68,603	67,960	73,030	4,427	6.5%	5,070	7.5%
Subtotal 100 Midland Ave	\$ 148,848	\$ 142,100	\$ 152,705	\$ 3,857	2.6%	\$ 10,605	7.5%
505 27th Street							
Utilities	12,879	12,880	13,265	386	3.0%	385	3.0%
Trash Removal	3,479	3,000	3,585	106	3.0%	585	19.5%
Weed Management	520	520	535	15	2.9%	15	2.9%
Repair and Maintenance	2,200	1,000	2,265	65	3.0%	1,265	126.5%
Landscaping	1,352	1,360	1,395	43	3.2%	35	2.6%
Manual Snow Removal & Supplies	1,040	1,040	1,070	30	2.9%	30	2.9%
Sevice Contracts	10,038	3,000	3,090	(6,948)	-69.2%	90	3.0%
Janitorial Service and Supplies	27,700	27,650	30,210	2,510	9.1%	2,560	9.3%
Subtotal 505 27th Street	\$ 59,208	\$ 50,450	\$ 55,415	\$ (3,793)	-6.4%	\$ 4,965	9.8%
1517 Blake Ave - (Suite 201)							
Rent	29,432	31,190	33,000	3,568	12.1%	1,810	5.8%
Common Area Charges	4,085	3,000	4,210	125	3.1%	1,210	40.3%
Utilities	3,631	3,630	3,740	109	3.0%	110	3.0%
Insurance	681	680	700	19	2.8%	20	2.9%
Trash & Recycling	842	1,000	865	23	2.7%	(135)	-13.5%
IT Intranet	4,085	3,600	4,210	125	3.1%	610	16.9%
Copier Lease	1,816	1,200	1,870	54	3.0%	670	55.8%
Building Repair and Maintenance	1,135	1,130	1,170	35	3.1%	40	3.5%
Janitorial Service and Supplies	22,672	22,670	24,000	1,328	5.9%	1,330	5.9%
Special Revenue(Contra)	(20,510)	(19,250)	(21,125)	(615)	3.0%	(1,875)	9.7%
Subtotal 1517 Blake Ave - Suite 201	\$ 47,869	\$ 48,850	\$ 52,640	\$ 1,078	2.3%	\$ 770	1.6%
1517 Blake Ave - (Suite 202)							
Rent	33,000	33,000	33,990	990	3.0%	990	3.0%
Common Area Charges	3,465	3,470	3,570	105	3.0%	100	2.9%
Utilities	2,387	2,390	2,460	73	3.1%	70	2.9%
Insurance	348	350	360	12	3.4%	10	2.9%
Trash & Recycling	442	700	455	13	2.9%	(245)	-35.0%
IT Intranet 1517 Blake Ste202	2,782	-	-	(2,782)	-100.0%	-	0.0%
Copier Service	624	-	-	(624)	-100.0%	-	0.0%
Copier Lease	1,500	-	-	(1,500)	-100.0%	-	0.0%
Building Repair and Maintenance	1,560	1,560	1,605	45	2.9%	45	2.9%
Janitorial Service and Supplies	22,672	22,670	24,330	1,658	7.3%	1,660	7.3%
Subtotal 1517 Blake Ave - Suite 202	\$ 68,780	\$ 64,140	\$ 66,770	\$ (2,010)	-2.9%	\$ 2,630	4.1%
1517 Blake Ave - Suite 101							
Rent	17,863	17,870	20,680	2,817	15.8%	2,810	15.7%
Common Area Charges	2,257	2,260	2,325	68	3.0%	65	2.9%
Utilities	2,496	2,500	2,570	74	3.0%	70	2.8%
Insurance	340	340	350	10	2.9%	10	2.9%
Trash & Recycling	697	660	720	23	3.3%	60	9.1%
Copier Lease	1,838	-	-	(1,838)	-100.0%	-	0.0%
Building Repair and Maintenance	1,135	1,130	1,170	35	3.1%	40	3.5%
Janitorial Service and Supplies	18,430	18,430	19,760	1,330	7.2%	1,330	7.2%
Subtotal 1517 Blake Ave - Suite 101	\$ 45,056	\$ 43,190	\$ 47,575	\$ 2,519	5.6%	\$ 4,385	10.2%
West Glenwood Trailer (Breakroom)							
Rent	5,200	-	-	(5,200)	-100.0%	-	0.0%
Utilities	1,248	-	-	(1,248)	-100.0%	-	0.0%
Insurance	182	-	-	(182)	-100.0%	-	0.0%
IT Intranet	182	-	-	(182)	-100.0%	-	0.0%
Building R&M	2,600	2,600	-	(2,600)	-100.0%	(2,600)	-100.0%
Janitorial	4,160	2,000	-	(4,160)	-100.0%	(2,000)	-100.0%
Subtotal Breakroom	\$ 13,572	\$ 4,600	\$ -	\$ (13,572)	-100.0%	\$ (4,600)	-100.0%
Iron Mountain Place							
Water and Sewer	26,000	15,340	42,880	16,880	64.9%	27,540	179.5%
Natural Gas	8,424	5,000	31,650	23,226	275.7%	26,650	533.0%
Electric-IMP	24,249	12,260	76,000	51,751	213.4%	63,740	519.9%
Telephone	1,373	1,800	5,650	4,277	311.5%	3,850	213.9%
Trash	3,132	2,000	12,905	9,773	312.0%	10,905	545.3%
Janitorial - Common Areas	6,240	6,240	23,240	17,000	272.4%	17,000	272.4%
Irrigation	-	-	2,500	2,500	0.0%	2,500	0.0%
Landscaping	-	-	5,000	5,000	0.0%	5,000	0.0%
Service Contracts-IMP	3,120	3,120	51,420	48,300	1548.1%	48,300	1548.1%
Building R&M	35,568	2,000	36,540	972	2.7%	34,540	1727.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	Budget comparison \$ Dif	% Dif	Forecast comparison \$ Dif	% Dif
Room R&M	9,360	9,360	-	(9,360)	-100.0%	(9,360)	-100.0%
Snow Plowing	-	5,000	18,000	18,000	0.0%	13,000	260.0%
Security	1,500	1,500	1,545	45	3.0%	45	3.0%
Laundry Room	4,368	-	-	(4,368)	-100.0%	-	0.0%
Occupancy Setup-IMP	27,300	27,300	-	(27,300)	-100.0%	(27,300)	-100.0%
Internet Services-IMP	10,000	2,640	31,680	21,680	216.8%	29,040	1100.0%
Property Management Services-IMP	12,370	12,370	-	(12,370)	-100.0%	(12,370)	-100.0%
MC Lawsuit	15,000	15,000	-	(15,000)	-100.0%	(15,000)	-100.0%
Subtotal Iron Mountain Place	\$ 188,004	\$ 120,930	\$ 339,010	\$ 151,006	80.3%	\$ 218,080	180.3%
Subtotal - All Facilities	\$ 2,888,434	\$ 2,451,800	\$ 3,212,735	\$ 324,301	11.2%	\$ 760,935	31.0%
FACILITIES GROSS TOTAL	\$ 5,445,140	\$ 4,794,745	\$ 4,941,350	\$ (503,790)	-9.3%	\$ 146,605	3.1%
special revenue contra - service contracts	(1,555,086)	(1,326,428)	(1,345,312)	209,774	-13.5%	(18,884)	1.4%
FACILITIES NET TOTAL	\$ 3,890,054	\$ 3,468,317	\$ 3,596,038	\$ (294,016)	-7.6%	\$ 127,721	3.7%
Capital Projects							
Compensation	275,068	273,170	587,432	312,364	113.6%	314,262	115.0%
Alternative Activity	850	850	850	-	0.0%	-	0.0%
Overtime Pay	6,000	6,120	-	(6,000)	-100.0%	(6,120)	-100.0%
Other Bonuses	3,500	3,500	2,500	(1,000)	-28.6%	(1,000)	-28.6%
Shift Pay	-	520	-	-	0.0%	(520)	-100.0%
Fringe Benefits	48,381	48,600	101,034	52,653	108.8%	52,434	107.9%
Health Insurance	45,184	45,210	106,385	61,201	135.4%	61,175	135.3%
Subtotal Compensation	\$ 378,983	\$ 377,970	\$ 798,201	\$ 419,218	110.6%	\$ 420,231	111.2%
Operating Expenditures							
Cell Phone Reimbursement	-	680	2,040	2,040	0.0%	1,360	200.0%
Office Supplies	500	500	2,000	1,500	300.0%	1,500	300.0%
Capital Projects Partnering	5,040	5,000	5,150	110	2.2%	150	3.0%
Unleaded	6,500	2,500	4,000	(2,500)	-38.5%	1,500	60.0%
Subtotal Operating Expenditures	\$ 12,040	\$ 8,680	\$ 13,190	\$ 1,150	9.6%	\$ 4,510	52.0%
Travel and Training							
Staff Development / Training	-	500	5,000	5,000	0.0%	4,500	900.0%
Travel	-	1,000	6,800	6,800	0.0%	5,800	580.0%
Subtotal Travel and Training	\$ -	\$ 1,500	\$ 11,800	\$ 11,800	0.0%	\$ 10,300	686.7%
CAPITAL PROJECTS NET TOTAL	\$ 391,023	\$ 388,150	\$ 823,191	\$ 432,168	110.5%	\$ 435,041	112.1%
ATTORNEY & BOARD OF DIRECTORS							
Attorney							
Professional / Legal Services	250,000	250,000	257,500	7,500	3.0%	7,500	3.0%
Subtotal Attorney	\$ 250,000	\$ 250,000	\$ 257,500	\$ 7,500	3.0%	\$ 7,500	3.0%
Board of Directors							
Professional Services (Audit)	30,000	30,000	32,400	2,400	8.0%	2,400	8.0%
Recording Services	7,000	9,800	-	(7,000)	-100.0%	(9,800)	-100.0%
Succession Planning	16,885	18,125	-	(16,885)	-100.0%	(18,125)	-100.0%
Meetings & Retreats	7,500	12,100	12,100	4,600	61.3%	-	0.0%
Travel	7,000	4,240	5,000	(2,000)	-28.6%	760	17.9%
Operating Supplies	300	-	300	-	0.0%	300	0.0%
Subtotal Board of Directors	\$ 68,685	\$ 74,265	\$ 49,800	\$ (18,885)	-27.5%	\$ (24,465)	-32.9%
ATTORNEY & BOARD OF DIRECTORS GROSS TOTAL	\$ 318,685	\$ 324,265	\$ 307,300	\$ (11,385)	-3.6%	\$ (16,965)	-5.2%
Special Rev contra-Svc Conctcs	(80,116)	(89,705)	(83,664)	(3,548)	4.4%	6,041	-6.7%
ATTORNEY & BOARD OF DIRECTORS NET TOTAL	\$ 238,569	\$ 234,560	\$ 223,636	\$ (14,933)	-6.3%	\$ (10,924)	-4.7%
GROSS SUBTOTAL TRANSIT OPERATIONAL EXPENDITURES	\$ 63,156,304	\$ 61,520,816	\$ 68,132,882	\$ 3,487,847	5.5%	\$ 6,612,066	10.7%
NET SUBTOTAL TRANSIT OPERATIONAL EXPENDITURES	\$ 47,982,932	\$ 44,978,460	\$ 50,442,037	\$ 2,459,105	5.1%	\$ 5,463,577	12.1%
TRAILS & CORRIDOR MANAGEMENT							
Compensation Trails Dept	501,981	487,190	524,872	22,891	4.6%	37,682	7.7%
Alternative Activity	900	900	900	-	0.0%	-	0.0%
Overtime Pay	12,500	9,880	12,870	370	3.0%	2,990	30.3%
Safety Bonus	2,400	-	2,400	-	0.0%	2,400	0.0%
Attendance Bonus	2,400	-	2,400	-	0.0%	2,400	0.0%
Other Bonus	1,500	6,000	1,500	-	0.0%	(4,500)	-75.0%
Seperation Pay	-	2,090	-	-	0.0%	(2,090)	-100.0%
Fringe Benefits	84,885	79,580	90,161	5,276	6.2%	10,581	13.3%
Health Insurance	83,692	87,980	101,210	17,518	20.9%	13,230	15.0%
Subtotal Compensation	\$ 690,258	\$ 673,620	\$ 736,313	\$ 46,055	6.7%	\$ 62,693	9.3%
Operating Expenditures							
Professional Services	75,000	45,000	77,250	2,250	3.0%	32,250	71.7%
Dues, Memberships, & Subscriptions	2,000	2,000	2,060	60	3.0%	60	3.0%
Admin Employee Incentives	1,600	1,600	1,600	-	0.0%	-	0.0%
Office Supplies	-	2,000	2,000	2,000	0.0%	-	0.0%
Uniforms Allowance	2,000	5,000	5,150	3,150	157.5%	150	3.0%
Diesel	3,000	3,000	3,090	90	3.0%	90	3.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Unleaded	3,500	3,500	3,600	100	2.9%	100	2.9%
Subtotal Operating Expenditures	\$ 87,100	\$ 62,100	\$ 94,750	\$ 7,650	8.8%	\$ 32,650	52.6%
Trail Operating Expense							
Covenant Enforcement - Purchased Services	12,000	12,000	12,360	360	3.0%	360	3.0%
One time, third party services	10,500	10,500	10,800	300	2.9%	300	2.9%
Rio Grande Trails Restrooms - Maintenance	4,500	2,500	4,600	100	2.2%	2,100	84.0%
Equipment & Supplies	24,750	24,750	25,490	740	3.0%	740	3.0%
Adopt a Trail Program	1,500	1,500	1,500	-	0.0%	-	0.0%
Rules and Regulation Enforcement	10,000	10,000	10,300	300	3.0%	300	3.0%
Wildlife Monitoring	750	750	750	-	0.0%	-	0.0%
Trails Vehicle Repair & Maintenance	5,000	5,600	5,150	150	3.0%	(450)	-8.0%
Carbondale Revegetation	2,000	2,000	2,060	60	3.0%	60	3.0%
Cell phone reimbursement	1,200	540	1,080	(120)	-10.0%	540	100.0%
Railroad Corridor Land Management	175,000	172,000	180,250	5,250	3.0%	8,250	4.8%
Land Use Review	25,000	16,000	20,000	(5,000)	-20.0%	4,000	25.0%
Land Use Review(Reimb-Contra)	(25,000)	(16,000)	(20,000)	5,000	-20.0%	(4,000)	25.0%
Repair and Maintenance	52,000	8,500	53,560	1,560	3.0%	45,060	530.1%
Weed Management	165,300	208,800	170,260	4,960	3.0%	(38,540)	-18.5%
Subtotal Trail Expenditures	\$ 464,500	\$ 459,440	\$ 478,160	\$ 13,660	2.9%	\$ 18,720	4.1%
Subtotal Operating Expenditures	\$ 386,300	\$ 521,540	\$ 572,910	\$ 21,310	5.5%	\$ 51,370	9.8%
Travel and Training							
Staff Development / Training	9,550	4,760	6,475	(3,075)	-32.2%	1,715	36.0%
Travel	12,570	4,100	23,225	10,655	84.8%	19,125	466.5%
Subtotal Travel and Training	\$ 22,120	\$ 8,860	\$ 29,700	\$ 7,580	34.3%	\$ 20,840	235.2%
TOTAL TRAILS & CORRIDOR MANAGEMENT	\$ 1,263,978	\$ 1,204,020	\$ 1,338,923	\$ 74,945	5.9%	\$ 134,903	11.2%
GROSS TOTAL DEPARMENTAL EXPENDITURES	\$ 65,909,013	\$ 62,724,836	\$ 69,471,805	\$ 3,562,792	5.4%	\$ 6,746,969	10.8%
NET TOTAL DEPARMENTAL EXPENDITURES	\$ 49,246,910	\$ 46,182,480	\$ 51,780,960	\$ 2,534,050	5.1%	\$ 5,598,480	12.1%
Revenues less Gross Operating Expenditures	\$ 46,374,221	\$ 36,374,862	\$ 60,406,954	\$ 14,032,733	30.3%	\$ 24,032,092	66.1%
Revenues less Net Operating Expenditures	\$ 63,036,324	\$ 52,917,218	\$ 78,097,799	\$ 15,061,475	23.9%	\$ 25,180,581	47.6%
TRANSIT CAPITAL EXPENDITURES							
Rolling Stock							
Buses - Electric	15,859,890	-	-	(15,859,890)	-100.0%	-	0.0%
Buses - Coach	-	-	18,197,470	18,197,470	0.0%	18,197,470	0.0%
Traveler Vehicles	-	-	316,640	316,640	0.0%	316,640	0.0%
Rolling Stock Total	\$ 15,859,890	\$ -	\$ 18,514,110	\$ 2,654,220	16.7%	\$ 18,514,110	0.0%
Other Vehicle Maintenance Capital Purchases							
VM Vehicle	-	42,245	-	-	0.0%	(42,245)	-100.0%
Driver Bus Barriers	538,100	502,260	-	(538,100)	-100.0%	(502,260)	-100.0%
Engine / Transmission rebuilds	660,000	660,000	618,000	(42,000)	-6.4%	(42,000)	-6.4%
Subtotal Other VM Capital Purchases	\$ 1,198,100	\$ 1,204,505	\$ 618,000	\$ (580,100)	-48.4%	\$ (586,505)	-48.7%
Safety							
Safety Mitigation	50,000	51,000	50,000	-	0.0%	(1,000)	-2.0%
ZEV Safety & Training Equipment	21,000	21,000	-	(21,000)	-100.0%	(21,000)	-100.0%
Subtotal Safety	\$ 71,000	\$ 72,000	\$ 50,000	\$ (21,000)	-29.6%	\$ (22,000)	-30.6%
Total Transit Capital Purchases	\$ 1,269,100	\$ 1,276,505	\$ 668,000	\$ (601,100)	-47.4%	\$ (608,505)	-47.7%
Planning							
Zero Emission Vehicle (ZEV) Roadmap	43,442	43,442	-	(43,442)	-100.0%	(43,442)	-100.0%
USFS Maroon Bells Study	28,000	18,400	-	(28,000)	-100.0%	(18,400)	-100.0%
On-Board Survey	-	-	60,000	60,000	0.0%	60,000	0.0%
Community Safety Action Plan	60,000	60,000	-	(60,000)	-100.0%	(60,000)	-100.0%
Comprehensive Housing Policy	101,425	101,425	-	(101,425)	-100.0%	(101,425)	-100.0%
Ridership Campaign - Mobile App	27,500	-	-	(27,500)	-100.0%	-	0.0%
ERP Consulting Services	162,500	70,000	-	(162,500)	-100.0%	(70,000)	-100.0%
Procurmnt & Fin Consulti Asses	15,000	15,000	-	(15,000)	-100.0%	(15,000)	-100.0%
Rail Salvage Study	2,253	-	-	(2,253)	-100.0%	-	0.0%
GWS Corridor Study	75,000	-	-	(75,000)	-100.0%	-	0.0%
AABB Integrated Clean Energy System Project	213,750	213,750	-	(213,750)	-100.0%	(213,750)	-100.0%
Total Planning	\$ 728,870	\$ 522,017	\$ 60,000	\$ (668,870)	-91.8%	\$ (462,017)	-88.5%
Facilities Building Improvments							
Compensation							
Salaries	-	-	215,578	215,578	0.0%	215,578	0.0%
Overtime	-	-	10,000	10,000	0.0%	10,000	0.0%
Bonus	-	-	1,000	1,000	0.0%	1,000	0.0%
Fringe Benefits	-	-	38,748	38,748	0.0%	38,748	0.0%
Insurance	-	-	40,756	40,756	0.0%	40,756	0.0%
Subtotal Compensation	\$ -	\$ -	\$ 306,082	\$ 306,082	0.0%	\$ 306,082	0.0%
Glenwood Maintenance Facilities - GMF Phase 2							
GMF Construction - Phase 2	418,363	418,360	-	(418,363)	-100.0%	(418,360)	-100.0%
Subtotal GMF Phase 2	\$ 418,363	\$ 418,360	\$ -	\$ (418,363)	-100.0%	\$ (418,360)	-100.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Glenwood Maintenance Facilities - GMF Phases 3, 4, 5, & 7							
GMF Architect & Engineering Services	971,504	454,570	-	(971,504)	-100.0%	(454,570)	-100.0%
GMF Expansion Pjt-Ph 3,4,5 & 7	15,816,029	15,816,030	-	(15,816,029)	-100.0%	(15,816,030)	-100.0%
GMF Expansion Design Build Contract Services	5,849	-	-	(5,849)	-100.0%	-	0.0%
GMF Expansion Owner Contingency	334,881	247,840	-	(334,881)	-100.0%	(247,840)	-100.0%
GMF Ex P3,4,5&7 Non Reimbursab	246,618	454,920	-	(246,618)	-100.0%	(454,920)	-100.0%
GMF Ex P3,4,5&7 Design and PM	92,322	92,320	-	(92,322)	-100.0%	(92,320)	-100.0%
GMF Construction Ph 4 & 5	8,239,281	8,239,280	-	(8,239,281)	-100.0%	(8,239,280)	-100.0%
Subtotal GMF Phases 3, 4, 5, & 7	\$ 25,706,484	\$ 25,304,960	\$ -	\$ (25,706,484)	-100.0%	\$ (25,304,960)	-100.0%
Glenwood Maintenance Facilities - GMF Phases 6 & 8							
GMF Architect & Engng Sv-Ph 6	388,459	349,620	-	(388,459)	-100.0%	(349,620)	-100.0%
GMF Transit Plaza - AE Design Services and PM	1,244,450	1,120,010	-	(1,244,450)	-100.0%	(1,120,010)	-100.0%
GMF Phase 6a Construction			10,071,380	10,071,380	0.0%	10,071,380	0.0%
GMF Phase 6b Construction			35,423,881	35,423,881	0.0%	35,423,881	0.0%
GMF Phase 8 Construction			2,101,819	2,101,819	0.0%	2,101,819	0.0%
Subtotal GMF Phases 6 & 8	\$ 1,632,909	\$ 1,469,630	\$ 47,597,080	\$ 45,964,171	2814.9%	\$ 46,127,450	3138.7%
GMF Fuel Farm Design/Build							
GMF Fuel Farm Design	215,940	151,160	-	(215,940)	-100.0%	(151,160)	-100.0%
Subtotal GMF Fuel Farm	\$ 215,940	\$ 151,160	\$ -	\$ (215,940)	-100.0%	\$ (151,160)	-100.0%
Bus Stops							
27th Street/SH 82 Underpasses							
27th St/SH82 Underpasses Design Costs	86,250	86,240	-	(86,250)	-100.0%	(86,240)	-100.0%
27th St/SH82 Underpasses Construction	11,109,045	11,109,050	-	(11,109,045)	-100.0%	(11,109,050)	-100.0%
27th St/SH82 Underpasses Owner Contingency	1,536,708	500,000	-	(1,536,708)	-100.0%	(500,000)	-100.0%
27th St/SH82 Underpasses Construction Management	1,120,971	1,120,970	-	(1,120,971)	-100.0%	(1,120,970)	-100.0%
27th St/SH82 Underpasses Permit/Plan Review	179,208	25,820	-	(179,208)	-100.0%	(25,820)	-100.0%
Subtotal 27th Street/SH 82 Underpasses	\$ 14,032,182	\$ 12,842,080	\$ -	\$ (14,032,182)	-100.0%	\$ (12,842,080)	-100.0%
BEB On-Route Charger							
BEB On-route Charger	8,720	8,720	-	(8,720)	-100.0%	(8,720)	-100.0%
BEB On-route Charger Construction	64,565	64,570	-	(64,565)	-100.0%	(64,570)	-100.0%
BEB On-route Charger Contingency	5,118	-	-	(5,118)	-100.0%	-	0.0%
BEB On-route Charger Software	57,000	52,370	-	(57,000)	-100.0%	(52,370)	-100.0%
BEB On-route Bus upgrades	80,000	80,000	-	(80,000)	-100.0%	(80,000)	-100.0%
Subtotal BEB On-Route Charger	\$ 215,403	\$ 205,660	\$ -	\$ (215,403)	-100.0%	\$ (205,660)	-100.0%
Bus Shelters							
Bus Shelter-West Glenwod Mall	17,030	17,030	-	(17,030)	-100.0%	(17,030)	-100.0%
Bus Shelter-Aspn Svc Cntr Rd	45,530	45,530	-	(45,530)	-100.0%	(45,530)	-100.0%
Subtotal Bus Shelters	\$ 62,560	\$ 62,560	\$ -	\$ (62,560)	-100.0%	\$ (62,560)	-100.0%
Other Projects							
Contr River Walk Trail/crossng	200,000	200,000	-	(200,000)	-100.0%	(200,000)	-100.0%
Renovation Study - Parker House and Main Street Apts	5,000	-	-	(5,000)	-100.0%	-	0.0%
GMF CNG Emergency Response Plan	24,000	34,000	-	(24,000)	-100.0%	(34,000)	-100.0%
Stormwater Management Plans	35,024	33,400	-	(35,024)	-100.0%	(33,400)	-100.0%
CMF-CDL Course Improvements	60,250	-	-	(60,250)	-100.0%	-	0.0%
TOSV Transit Center Contribution	500,000	-	-	(500,000)	-100.0%	-	0.0%
South Bridge Contribution	4,000,000	-	-	(4,000,000)	-100.0%	-	0.0%
Conx Box - Housing Storage	7,500	7,500	-	(7,500)	-100.0%	(7,500)	-100.0%
Subtotal Other Projects	\$ 4,831,774	\$ 274,900	\$ -	\$ (4,831,774)	-100.0%	\$ (274,900)	-100.0%
Iron Mountain Place							
Iron Mountain Place-Design Costs	72,352	72,350	-	(72,352)	-100.0%	(72,350)	-100.0%
Iron Mountain Place - Demolition Costs	30,608	30,600	-	(30,608)	-100.0%	(30,600)	-100.0%
Iron Mountain Place - Contingency Costs	640,191	352,300	-	(640,191)	-100.0%	(352,300)	-100.0%
Iron Mountain Place - Construction Costs	6,190,934	6,190,940	-	(6,190,934)	-100.0%	(6,190,940)	-100.0%
Iron Mountain Place - Furniture	110,000	110,000	-	(110,000)	-100.0%	(110,000)	-100.0%
Subtotal Iron Mountain Place	\$ 7,044,085	\$ 6,756,190	\$ -	\$ (7,044,085)	-100.0%	\$ (6,756,190)	-100.0%
Aspen Maintenance Facility (AMF)							
AMF Fire Sprinkler Project	-	-	167,740	167,740	0.0%	167,740	0.0%
AMF Reels	-	32,000	-	-	0.0%	(32,000)	-100.0%
AMF Bus Wash Fire Door	42,970	-	-	(42,970)	-100.0%	-	0.0%
AMF Bus Wash Replacement	592,210	112,000	-	(592,210)	-100.0%	(112,000)	-100.0%
Subtotal AMF	\$ 635,180	\$ 144,000	\$ 167,740	\$ (467,440)	-73.6%	\$ 23,740	16.5%
Glenwood Maintenance Facility (GMF)							
GMF Rooftop Units 1 & 2	75,248	71,250	-	(75,248)	-100.0%	(71,250)	-100.0%
Subtotal GMF	\$ 75,248	\$ 71,250	\$ -	\$ (75,248)	-100.0%	\$ (71,250)	-100.0%
Bunker Facility							
Bunker HVAC system	59,000	58,960	-	(59,000)	-100.0%	(58,960)	-100.0%
Subtotal Bunker	\$ 59,000	\$ 58,960	\$ -	\$ (59,000)	-100.0%	\$ (58,960)	-100.0%
Parker House Improvements							
Parker House Improvements	51,738	-	-	(51,738)	-100.0%	-	0.0%
Subtotal Parker House	\$ 51,738	\$ -	\$ -	\$ (51,738)	-100.0%	\$ -	0.0%
Subtotal Facilities Building Improvements	\$ 54,980,866	\$ 47,759,710	\$ 48,070,902	\$ (6,909,964)	-12.6%	\$ 311,192	0.7%
Equipment							



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
GMF Phases 3, 4, 5, & 7 Equipment							
Genie Lift	24,530	21,930	-	(24,530)	-100.0%	(21,930)	-100.0%
Tennant M30 Sweeper	90,110	90,110	-	(90,110)	-100.0%	(90,110)	-100.0%
Toolcat	122,610	121,640	-	(122,610)	-100.0%	(121,640)	-100.0%
Subtotal GMF Phases 3, 4, 5, & 7 Equipment	\$ 237,250	\$ 233,680	\$ -	\$ (237,250)	-100.0%	\$ (233,680)	-100.0%
Total Facilities Capital	\$ 55,218,116	\$ 47,993,390	\$ 48,070,902	\$ (7,147,214)	-12.9%	\$ 77,512	0.2%
Other Equipment							
Vehicle Maintenance Illustrated Parts Catalog	149,090	-	-	(149,090)	-100.0%	-	0.0%
Subtotal Other Equipment	\$ 149,090	\$ -	\$ -	\$ (149,090)	-100.0%	\$ -	0.0%
Non-Revenue Vehicles							
Vehicle Capital	64,400	63,220	-	(64,400)	-100.0%	(63,220)	-100.0%
Facilities Truck w/plow Replacement - 2	175,080	141,260	-	(175,080)	-100.0%	(141,260)	-100.0%
Facilities Truck w/plow Expansion - 2	175,080	146,490	-	(175,080)	-100.0%	(146,490)	-100.0%
Motorpool Vehicle Replacement	38,830	37,640	-	(38,830)	-100.0%	(37,640)	-100.0%
Equipment for 4 New Facilities Vehicles	26,600	26,600	-	(26,600)	-100.0%	(26,600)	-100.0%
Vehicle Capital - Admin	34,500	31,630	-	(34,500)	-100.0%	(31,630)	-100.0%
Subtotal Non-Revenue Vehicles	\$ 514,490	\$ 446,840	\$ -	\$ (514,490)	-100.0%	\$ (446,840)	-100.0%
WE-cycle Capital							
We-Cycle - Bikeshare Equipment Funding	615,152	231,152	81,320	(533,832)	-86.8%	(149,832)	-64.8%
We-Cycle - Bikeshare Replacement Equipment Funding	19,760	19,760	50,772	31,012	156.9%	31,012	156.9%
We-Cycle - Support Equipment Funding	74,999	74,999	138,008	63,009	84.0%	63,009	84.0%
Total WE-cycle Capital	\$ 709,911	\$ 325,911	\$ 270,100	\$ (439,811)	-62.0%	\$ (55,811)	-17.1%
First-Last Mile Mobility Grant Program							
Pitkin County - Truscott to Buttermilk Sidewalk	118,692	118,692	-	(118,692)	-100.0%	(118,692)	-100.0%
COGWS: Blake Avenue Multimodal Corridor Improvements	100,000	100,000	-	(100,000)	-100.0%	(100,000)	-100.0%
Town of Carbondale: WE-cycle	72,815	72,815	84,066	11,251	15.5%	11,251	15.5%
Town of Basalt: WE-cycle	21,602	21,602	78,361	56,759	262.7%	56,759	262.7%
City of Aspen: WE-cycle	17,984	17,984	112,480	94,496	525.4%	94,496	525.4%
Town of Snowmass Village: WE-cycle	5,390	5,390	224,330	218,940	4062.0%	218,940	4062.0%
Town of Basalt: Basalt Connect	270,610	270,610	289,237	18,627	6.9%	18,627	6.9%
Town of Carbondale: Downtowner Service	181,500	181,500	336,713	155,213	85.5%	155,213	85.5%
Pitkin County We-Cycle	44,901	44,901	39,566	(5,335)	-11.9%	(5,335)	-11.9%
Town of Snms Vlg-Brush Creek TD Ped Improvements	150,000	-	-	(150,000)	-100.0%	-	0.0%
Eagle County: WE-cycle	-	-	23,063	23,063	0.0%	23,063	0.0%
COGWS: 6th St Corridor Improvements	-	-	464,570	464,570	0.0%	464,570	0.0%
COGWS: On Demand Transit	-	-	400,000	400,000	0.0%	400,000	0.0%
Total First-Last Mile Mobility Grant Program	\$ 983,494	\$ 833,494	\$ 2,052,386	\$ 1,068,892	108.7%	\$ 1,218,892	146.2%
Information Technology							
Compensation							
Salaries	-	-	128,105	128,105	0.0%	128,105	0.0%
Fringe Benefits	-	-	21,909	21,909	0.0%	21,909	0.0%
Health Insurance	-	-	13,103	13,103	0.0%	13,103	0.0%
Subtotal Payroll	\$ -	\$ -	\$ 163,117	\$ 163,117	0.0%	\$ 163,117	0.0%
IT Equipment and Upgrades							
Computers	50,500	50,500	8,200	(42,300)	-83.8%	(42,300)	-83.8%
Computers - Lap Top	61,700	61,700	56,900	(4,800)	-7.8%	(4,800)	-7.8%
Computer Software	24,000	-	-	(24,000)	-100.0%	-	0.0%
Trapeze Software	53,100	-	-	(53,100)	-100.0%	-	0.0%
Bus IVN Units Upgrade	804,080	804,080	-	(804,080)	-100.0%	(804,080)	-100.0%
ERP System	1,350,000	1,236,490	3,292,450	1,942,450	143.9%	2,055,960	166.3%
IT Equipment and Upgrades	70,000	70,000	189,375	119,375	170.5%	119,375	170.5%
IT Equip, Camera System-COA Vn	-	120,000	56,000	56,000	0.0%	(64,000)	-53.3%
Server (GMF and CMF)	112,500	112,500	33,450	(79,050)	-70.3%	(79,050)	-70.3%
Mobile Ticketing	10,368	10,370	-	(10,368)	-100.0%	(10,370)	-100.0%
WIFI Upgrade	12,000	12,000	-	(12,000)	-100.0%	(12,000)	-100.0%
VM - EAM / Trapeze OPS Integration	445,882	21,550	-	(445,882)	-100.0%	(21,550)	-100.0%
Employee Smartcard Project	25,800	25,800	-	(25,800)	-100.0%	(25,800)	-100.0%
SH82 TSP System - Phase I	97,000	97,000	-	(97,000)	-100.0%	(97,000)	-100.0%
Bus Radio Programming	7,920	7,920	-	(7,920)	-100.0%	(7,920)	-100.0%
GarCo 911 Radio Chan Exp Pjt	75,100	75,090	-	(75,100)	-100.0%	(75,090)	-100.0%
Operations Hand Radios	41,590	41,590	-	(41,590)	-100.0%	(41,590)	-100.0%
Motorpool Key Management System	20,410	17,780	-	(20,410)	-100.0%	(17,780)	-100.0%
Subtotal IT Equipment and Upgrades	\$ 3,261,950	\$ 2,764,370	\$ 3,636,375	\$ 374,425	11.5%	\$ 872,005	31.5%
Total Information Technology	\$ 3,261,950	\$ 2,764,370	\$ 3,799,492	\$ 537,542	16.5%	\$ 1,035,122	37.4%
Transit Capital Totals	\$ 78,694,911	\$ 54,162,527	\$ 73,434,990	\$ (5,259,921)	-6.7%	\$ 19,272,463	35.6%
TRAILS							
RGT Bridge Inspection & Design	11,100	13,580	-	(11,100)	-100.0%	(13,580)	-100.0%
Trail Soil & Vegetation Study	23,650	25,850	-	(23,650)	-100.0%	(25,850)	-100.0%
Zero Turn Mower - 2	31,850	25,790	-	(31,850)	-100.0%	(25,790)	-100.0%
Hydroseeder	60,225	51,500	-	(60,225)	-100.0%	(51,500)	-100.0%
Ebike	7,300	5,260	-	(7,300)	-100.0%	(5,260)	-100.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Roaring Fork Bridge-Construction	1,721,645	1,721,650	-	(1,721,645)	-100.0%	(1,721,650)	-100.0%
Roaring Fork Bridge-Design/Contingency	34,978	34,980	-	(34,978)	-100.0%	(34,980)	-100.0%
River Connection at Satank	24,705	24,700	-	(24,705)	-100.0%	(24,700)	-100.0%
Riverview Trail Fence - Construction	91,000	-	-	(91,000)	-100.0%	-	0.0%
Trash & Recycle Bins-Bear Proof	58,530	53,010	-	(58,530)	-100.0%	(53,010)	-100.0%
RGT Pedestrian Counters	18,750	18,750	-	(18,750)	-100.0%	(18,750)	-100.0%
RGT Improvements (Destination 2040 Projects)	1,337,847	1,337,850	-	(1,337,847)	-100.0%	(1,337,850)	-100.0%
Trails Capital Total	\$ 3,421,580	\$ 3,312,920	\$ -	\$ (3,421,580)	-100.0%	\$ (3,312,920)	-100.0%
CAPITAL EXPENDITURES TOTAL	\$ 82,116,491	\$ 57,475,447	\$ 73,434,990	\$ (8,681,501)	-10.6%	\$ 15,959,543	27.8%
Grand Total General Fund Gross Expenditures	\$ 148,025,504	\$ 120,200,283	\$ 142,906,795	\$ (5,118,709)	-3.5%	\$ 22,706,512	18.9%
Grand Total General Fund Net Expenditures	\$ 131,363,401	\$ 103,657,927	\$ 125,215,950	\$ (6,147,451)	-4.7%	\$ 21,558,023	20.8%
Annual Debt Service							
2008 Capital Lease - Property DS Principal	145,443	145,443	151,958	6,515	4.5%	6,515	4.5%
2008 Capital Lease - Property DS Interest	27,534	27,534	21,019	(6,515)	-23.7%	(6,515)	-23.7%
2011 Capital Lease - 1340 Main St Principal	54,802	54,802	57,355	2,553	4.7%	2,553	4.7%
2011 Capital Lease - 1340 Main St Interest	21,574	21,574	19,021	(2,553)	-11.8%	(2,553)	-11.8%
2016 Capital Lease - 6 Bus DS Principal	380,341	380,341	387,515	7,174	1.9%	7,174	1.9%
2016 Capital Lease - 6 Bus DS Interest	33,036	33,036	25,862	(7,174)	-21.7%	(7,174)	-21.7%
2019 Capital Lease - 2 Equipment Principal	7,598	7,598	8,092	494	6.5%	494	6.5%
2019 Capital Lease - 2 Equipment Interest	1,021	1,021	526	(495)	-48.5%	(495)	-48.5%
2021 Capital Lease - Principal (6 New Buses)	257,399	257,399	262,832	5,433	2.1%	5,433	2.1%
2021 Capital Lease - Interest (6 New Buses)	54,866	54,866	49,432	(5,434)	-9.9%	(5,434)	-9.9%
2023 Capital Lease - Principal (6 Buses)	235,566	235,566	244,814	9,248	3.9%	9,248	3.9%
2023 Capital Lease - Interest (6 Buses)	127,704	127,704	118,456	(9,248)	-7.2%	(9,248)	-7.2%
2020 Bonds (Pitkin County) - Principal	400,000	400,000	410,000	10,000	2.5%	10,000	2.5%
2020 Bonds (Pitkin County) - Interest	135,600	135,600	119,600	(16,000)	-11.8%	(16,000)	-11.8%
Debt Service Total	\$ 1,882,484	\$ 1,882,484	\$ 1,876,482	\$ (6,002)	-0.3%	\$ (6,002)	-0.3%
Total General Fund Gross Expenditure, Reserves & Debt Service	\$ 149,907,988	\$ 122,082,767	\$ 144,783,277	\$ (5,124,711)	-3.4%	\$ 22,700,510	18.6%
Total General Fund Net Expenditure, Reserves & Debt Service	\$ 133,245,885	\$ 105,540,411	\$ 127,092,432	\$ (6,153,453)	-4.6%	\$ 21,552,021	20.4%
Other Financing Uses							
Transfer to Series 2012A DSF	390,070	383,070	391,250	1,180	0.3%	8,180	2.1%
Transfer to Series 2013B DSF	90,536	89,036	94,340	3,804	4.2%	5,304	6.0%
Transfer to Series 2019 DSF	2,113,400	2,087,800	2,114,400	1,000	0.0%	26,600	1.3%
Transfer to Series 2021A DSF	1,681,000	1,662,000	1,680,000	(1,000)	-0.1%	18,000	1.1%
Transfer to Bus Stops/PNR SRF	1,324,007	1,180,726	1,360,677	36,670	2.8%	179,951	15.2%
Transfer to Service Contract SRF (Traveler)	180,980	173,279	185,788	4,808	2.7%	12,509	7.2%
Total Other Financing Uses	\$ 5,779,993	\$ 5,575,911	\$ 5,826,455	\$ 46,462	0.8%	\$ 250,544	4.5%
General Fund Net Revenue (Gross Expenditures)	\$ (43,404,747)	\$ (28,558,980)	\$ (20,730,973)	\$ 22,673,774	-52.2%	\$ 7,828,007	-27.4%
General Fund Net Revenue (Net Expenditures)	\$ (26,742,644)	\$ (12,016,624)	\$ (3,040,128)	\$ 23,702,516	-88.6%	\$ 8,976,496	-74.7%
SPECIAL REVENUE FUND - SERVICE CONTRACTS							
REVENUES							
Traveler							
Traveler's Contract	606,444	589,401	620,092	13,648	2.3%	30,691	5.2%
City of GWS Discretionary Grant	30,000	30,000	30,000	-	0.0%	-	0.0%
Subtotal Traveler	\$ 636,444	\$ 619,401	\$ 650,092	\$ 13,648	2.1%	\$ 30,691	5.0%
SkiCO, COA, GWS, and Charter							
Aspen Dial-A-Ride	9,600	7,750	9,600	-	0.0%	1,850	23.9%
Charter Service	185,500	207,200	185,500	-	0.0%	(21,700)	-10.5%
City of Aspen Contribution	9,432,605	9,333,658	10,258,367	825,762	8.8%	924,709	9.9%
City of Aspen Capital	413,735	415,703	435,741	22,006	5.3%	20,038	4.8%
City of Aspen training	690,266	659,942	732,742	42,476	6.2%	72,800	11.0%
Glenwood Springs -Ride GWS	1,418,364	1,422,131	1,523,296	104,932	7.4%	101,165	7.1%
Glenwood Springs Capital	84,172	84,906	86,616	2,444	2.9%	1,710	2.0%
Glenwood Springs training	99,413	96,548	104,127	4,714	4.7%	7,579	7.8%
Aspen Ski Company	3,213,415	3,213,415	3,226,035	12,620	0.4%	12,620	0.4%
Aspen Ski Company Capital	206,400	206,400	204,030	(2,370)	-1.1%	(2,370)	-1.1%
Aspen Ski Company Capital lease	424,630	424,630	435,067	10,437	2.5%	10,437	2.5%
Aspen Ski Company training	216,478	216,478	211,817	(4,661)	-2.2%	(4,661)	-2.2%
MAA / Burlingame	208,669	209,824	217,326	8,657	4.1%	7,502	3.6%
MAA / Burlingame Capital	9,243	9,181	9,481	238	2.6%	300	3.3%
Subtotal SkiCO, COA, GWS, and Charter	\$ 16,612,490	\$ 16,507,766	\$ 17,639,745	\$ 1,027,255	6.2%	\$ 1,130,129	6.8%
Other Financing Sources							
Transfer in from GF	180,980	173,279	185,788	4,808	2.7%	12,509	7.2%
Total Revenues and Other Financing Sources	\$ 17,429,914	\$ 17,300,446	\$ 18,475,625	\$ 1,045,711	6.0%	\$ 1,175,179	6.8%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
EXPENDITURES							
Traveler Compensation							
Salaries Supervisor Ops Dpt	99,522	101,350	103,718	4,196	4.2%	2,368	2.3%
Salaries NonCDL Bus (FTYR) Ops Dpt	221,488	248,080	230,335	8,847	4.0%	(17,745)	-7.2%
Salaries NonCDL Bus (PTYR) Ops Dpt	38,156	16,520	32,271	(5,885)	-15.4%	15,751	95.3%
Salaries Transit Dispatch	79,770	75,290	82,964	3,194	4.0%	7,674	10.2%
Salaries Mechanics Mtn Dpt	49,612	42,280	51,100	1,488	3.0%	8,820	20.9%
Alternative Activity	2,550	2,550	2,550	-	0.0%	-	0.0%
Overtime Pay	10,000	14,190	10,300	300	3.0%	(3,890)	-27.4%
Bonus Pay	2,000	-	2,060	60	3.0%	2,060	0.0%
Safety Bonus Pay	-	2,250	-	-	0.0%	(2,250)	-100.0%
Shift Pay	3,780	4,410	3,893	113	3.0%	(517)	-11.7%
Fringe Benefits Ops Dept	74,439	69,190	77,054	2,615	3.5%	7,864	11.4%
Health Insurance Ops Dept	79,085	70,450	76,855	(2,230)	-2.8%	6,405	9.1%
Subtotal Traveler Compensation	\$ 660,402.0	\$ 646,560.0	\$ 673,100.0	\$ 12,698.0	1.9%	\$ 26,540.0	4.1%
Admin Operating Expenses							
Admin Overhead	40,000	40,000	41,200	1,200	3.0%	1,200	3.0%
Vehicle Insurance	14,602	14,600	15,040	438	3.0%	440	3.0%
Office Rental	20,510	19,250	21,125	615	3.0%	1,875	9.7%
Telephone/Communications	11,000	10,040	11,330	330	3.0%	1,290	12.8%
Staff Training	1,000	800	1,030	30	3.0%	230	28.8%
Travel	760	500	780	20	2.6%	280	56.0%
Office Supplies	800	600	825	25	3.1%	225	37.5%
Postage	400	820	415	15	3.8%	(405)	-49.4%
Subtotal Admin Operating	\$ 89,072	\$ 86,610	\$ 91,745	\$ 2,673	3.0%	\$ 5,135	5.9%
Operating Expenses							
Repairs-Third party services	37,150	30,790	38,265	1,115	3.0%	7,475	24.3%
Drug and Alcohol Testing	600	500	615	15	2.5%	115	23.0%
DOT Exams	600	500	615	15	2.5%	115	23.0%
Unleaded Fuel	8,390	9,390	9,720	1,330	15.9%	330	3.5%
Compressed Natural Gas	9,010	5,930	8,200	(810)	-9.0%	2,270	38.3%
Software Support	12,200	12,400	13,620	1,420	11.6%	1,220	9.8%
Subtotal Operating	\$ 67,950	\$ 59,510	\$ 71,035	\$ 3,085	4.5%	\$ 11,525	19.4%
Total Traveler Expenses	\$ 817,424	\$ 792,680	\$ 835,880	\$ 18,456	2.3%	\$ 43,200	5.4%
SkiCO, COA, GWS, and Charter							
Charter service	185,500	207,200	185,500	-	0.0%	(21,700)	-10.5%
Service contracts Ski CO, COA and GWS - Operating	14,419,046	14,308,076	15,409,189	990,143	6.9%	1,101,113	7.7%
Service contracts Ski CO, COA and GWS - Fuel	869,764	863,070	874,121	4,357	0.5%	11,051	1.3%
Service contracts Ski CO, COA and GWS - Capital	1,138,180	1,129,420	1,170,935	32,755	2.9%	41,515	3.7%
Total SkiCO, COA, GWS, and Charter	\$ 16,612,490	\$ 16,507,766	\$ 17,639,745	\$ 1,027,255	6.2%	\$ 1,131,979	6.9%
Total Special Revenue Fund - Transit Expenditures	\$ 17,429,914	\$ 17,300,446	\$ 18,475,625	\$ 1,045,711	6.0%	\$ 1,175,179	6.8%
Special Revenue fund - Transit Net Revenue (Exp.)	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
SPECIAL REVENUE FUND - MID VALLEY TRAILS							
REVENUES							
Eagle County 10% trails tax	120,000	126,000	125,000	5,000	4.2%	(1,000)	-0.8%
WF MM Dividend Interest Acct	-	9,800	-	-	0.0%	(9,800)	-100.0%
Colo Trust Interest Acct	-	9,600	-	-	0.0%	(9,600)	-100.0%
Total Mid Valley Trails Revenues	\$ 120,000	\$ 145,400	\$ 125,000	\$ 5,000	4.2%	\$ (20,400)	-14.0%
EXPENDITURES							
Admin							
Professional Services	16,200	2,000	-	(16,200)	-100.0%	(2,000)	-100.0%
Marketing	5,000	-	-	(5,000)	-100.0%	-	0.0%
Materials & Supplies	5,000	1,000	-	(5,000)	-100.0%	(1,000)	-100.0%
Subtotal Admin	\$ 26,200	\$ 3,000	\$ -	\$ (26,200)	-100.0%	\$ (3,000)	-100.0%
Contributions							
Trail Organization Contribution	3,000	3,000	-	(3,000)	-100.0%	(3,000)	-100.0%
Stage Trail Development	5,000	-	-	(5,000)	-100.0%	-	0.0%
Crown Trail Improvements	55,000	55,000	-	(55,000)	-100.0%	(55,000)	-100.0%
Community Education - RVOV	7,000	7,000	-	(7,000)	-100.0%	(7,000)	-100.0%
Mid-Valley Center Trail connection to Willits -TOB	10,000	-	-	(10,000)	-100.0%	-	0.0%
mid valley maintenance - RFMBA	10,000	10,000	-	(10,000)	-100.0%	(10,000)	-100.0%
TSPS Signs-RFHC	5,000	5,000	-	(5,000)	-100.0%	(5,000)	-100.0%
Willits Lane & Wayfinding Plan-TOB	10,000	-	-	(10,000)	-100.0%	-	0.0%
Duroux Park Boat Ramp & Trail improvements-TOB	10,000	-	-	(10,000)	-100.0%	-	0.0%
Subtotal Contributions	\$ 115,000	\$ 80,000	\$ -	\$ (115,000)	-100.0%	\$ (80,000)	-100.0%
Total Mid Valley Trails Expenditures	\$ 141,200	\$ 83,000	\$ -	\$ (141,200)	-100.0%	\$ (83,000)	-100.0%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Special Revenue fund - MVT Net Rev (Exp)	\$ (21,200)	\$ 62,400	\$ 125,000	\$ 146,200	-689.6%	\$ 62,600	100.3%

SPECIAL REVENUE FUND - BUS SHELTERS AND PARK N RIDE

REVENUES							
Vehicle Registration	525,000	545,000	545,000	20,000	3.8%	-	0.0%
WF Money Market Dividends Interest	-	950	-	-	0.0%	(950)	-100.0%
Colo Trust Interest Acct	-	950	-	-	0.0%	(950)	-100.0%
Total Revenues	\$ 525,000	\$ 546,900	\$ 545,000	\$ 20,000	3.8%	\$ (1,900)	-0.3%
Other Financing Sources							
Transfer from General Fund	1,324,007	1,180,726	1,360,677	36,670	2.8%	179,951	15.2%
Total Other Financing Sources	\$ 1,324,007	\$ 1,180,726	\$ 1,360,677	\$ 36,670	2.8%	\$ 179,951	15.2%
EXPENDITURES							
Compensation Expenditures							
Salaries Bus Stops(PnR) Compensation	440,698	393,500	480,584	39,886	9.1%	87,084	22.1%
Alternative Activity	2,250	2,250	2,320	70	3.1%	70	3.1%
Overtime	25,000	24,690	25,750	750	3.0%	1,060	4.3%
Bonus	7,280	6,740	6,150	(1,130)	-15.5%	(590)	-8.8%
Safety Bonus	630	-	650	20	3.2%	650	0.0%
Fringe Benefits	78,651	69,310	88,173	9,522	12.1%	18,863	27.2%
Insurance	104,564	93,560	104,735	171	0.2%	11,175	11.9%
Subtotal Compensation	\$ 659,073	\$ 590,050	\$ 708,362	\$ 49,289	7.5%	\$ 118,312	20.1%
Operating Expenditures							
Property Fees (Meadows HOA)	4,315	5,450	5,450	1,135	26.3%	-	0.0%
Towing	6,000	6,000	6,180	180	3.0%	180	3.0%
Snow Plowing	419,000	422,080	431,570	12,570	3.0%	9,490	2.2%
Non Capitalized Improvements	60,150	21,240	61,955	1,805	3.0%	40,715	191.7%
Signs	7,000	7,000	7,210	210	3.0%	210	3.0%
Vehicle Repair and Maint.	21,000	15,000	20,625	(375)	-1.8%	5,625	37.5%
Subtotal Operating	\$ 517,465	\$ 476,770	\$ 532,990	\$ 15,525	3.0%	\$ 56,220	11.8%
Non-BRT Station							
Utilities	1,021	1,020	1,050	29	2.8%	30	2.9%
Portable Restrooms	3,016	3,020	3,105	89	3.0%	85	2.8%
Repair & Maintenance	10,750	12,000	11,075	325	3.0%	(925)	-7.7%
Landscaping	7,904	7,910	8,140	236	3.0%	230	2.9%
Irrigation	520	520	535	15	2.9%	15	2.9%
Manual Snow Removal	105,000	115,300	108,150	3,150	3.0%	(7,150)	-6.2%
Weed Management	2,600	2,600	2,680	80	3.1%	80	3.1%
Asphalt Repairs (sweeping, striping & cracksealing)	75,000	46,200	77,250	2,250	3.0%	31,050	67.2%
Subtotal Non-BRT Station	\$ 205,811	\$ 188,570	\$ 211,985	\$ 6,174	3.0%	\$ 23,415	12.4%
New Castle Park and Ride							
Utilities - NC	1,539	2,000	1,585	46	3.0%	(415)	-20.8%
Water - NC	511	520	525	14	2.7%	5	1.0%
Irrigation - NC	1,378	1,560	1,420	42	3.0%	(140)	-9.0%
Portable Restrooms - NC	-	-	-	-	0.0%	-	0.0%
Repair and Maintenance-NC	520	520	535	15	2.9%	15	2.9%
Landscaping - NC	2,820	2,820	2,905	85	3.0%	85	3.0%
Manual snow removal & Supplies - NC	1,000	2,000	1,030	30	3.0%	(970)	-48.5%
Weed Management	1,378	1,380	1,420	42	3.0%	40	2.9%
Subtotal New Castle Park and Ride	\$ 9,146	\$ 10,800	\$ 9,420	\$ 274	3.0%	\$ (1,380)	-12.8%
West Glenwood Park and Ride							
Utilities - WGS	4,312	4,300	4,440	128	3.0%	140	3.3%
Water - WGS	2,084	2,090	2,145	61	2.9%	55	2.6%
Irrigation - WGS	2,078	3,550	2,140	62	3.0%	(1,410)	-39.7%
Janitorial Service & Supplies -WGS	36,088	36,600	37,170	1,082	3.0%	570	1.6%
Repair and Maintenance - WGS	1,456	1,450	1,500	44	3.0%	50	3.4%
Landscaping- WGS	3,159	3,100	3,255	96	3.0%	155	5.0%
Manual Snow Removal & Supp- WGS	2	-	-	(2)	-100.0%	-	0.0%
Weed Management	1,378	1,380	1,420	42	3.0%	40	2.9%
Subtotal West Glenwood Park and Ride	\$ 50,557	\$ 52,470	\$ 52,070	\$ 1,513	3.0%	\$ (400)	-0.8%
BRT Glenwood Springs Station							
Utilities	25,334	25,330	26,095	761	3.0%	765	3.0%
Water	5,000	5,000	5,150	150	3.0%	150	3.0%
Janitorial-GS	36,088	36,600	37,170	1,082	3.0%	570	1.6%
Repair and Maintenance-GS	8,076	8,000	8,320	244	3.0%	320	4.0%
Landscaping	1,852	4,990	1,910	58	3.1%	(3,080)	-61.7%
Irrigation	1,878	4,000	1,935	57	3.0%	(2,065)	-51.6%
Manual snow removal & Supplies	7,000	7,000	7,210	210	3.0%	210	3.0%
Weed Management	1,768	1,770	1,820	52	2.9%	50	2.8%
Subtotal BRT Glenwood Springs Station	\$ 86,996	\$ 92,690	\$ 89,610	\$ 2,614	3.0%	\$ (3,080)	-3.3%
27TH Street Underpass							
Utilities-27th St Underpass	1,160	7,000	28,100	26,940	2322.4%	21,100	301.4%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Water-27th St Underpass	1,250	1,250	5,150	3,900	312.0%	3,900	312.0%
Irrigation-27th St Underpass	700	-	2,890	2,190	312.9%	2,890	0.0%
Weed Mgmt-27th St Underpass	-	-	880	880	0.0%	880	0.0%
Landscaping-27th St Underpass	-	-	5,000	5,000	0.0%	5,000	0.0%
R&M-27th St Underpass	3,000	3,000	12,360	9,360	312.0%	9,360	312.0%
Snow Removal-27th St Underpass	8,800	1,000	5,000	(3,800)	-43.2%	4,000	400.0%
Janitorial Svc&Sup-27th St Underpass	4,470	500	1,500	(2,970)	-66.4%	1,000	200.0%
Service Contracts-27th St Underpass	5,000	2,000	20,600	15,600	312.0%	18,600	930.0%
Subtotal 27th Street Underpass	\$ 24,380	\$ 14,750	\$ 81,480	\$ 57,100	234.2%	\$ 66,730	452.4%
BRT Carbondale Station & PNR							
Utilities	6,651	6,650	6,850	199	3.0%	200	3.0%
Water	5,720	5,720	5,890	170	3.0%	170	3.0%
Repair and Maintenance-CD	3,120	3,120	3,215	95	3.0%	95	3.0%
Landscaping	2,819	2,820	2,905	86	3.1%	85	3.0%
Irrigation	2,158	6,000	2,225	67	3.1%	(3,775)	-62.9%
Manual snow removal & Supplies	4,000	4,000	4,120	120	3.0%	120	3.0%
Janitorial Service and Supplies	36,088	36,600	43,370	7,282	20.2%	6,770	18.5%
Weed Management	1,158	1,160	1,195	37	3.2%	35	3.0%
Subtotal BRT Carbondale Station & PNR	\$ 61,714	\$ 66,070	\$ 69,770	\$ 8,056	13.1%	\$ 3,700	5.6%
BRT El Jebel Station & PNR							
Utilities	8,029	8,000	8,270	241	3.0%	270	3.4%
Portable Restroom - EJ	3,295	3,300	3,395	100	3.0%	95	2.9%
Repair and Maintenance-EJ	4,680	4,680	4,820	140	3.0%	140	3.0%
Manual snow removal & Supplies	8,500	8,500	8,755	255	3.0%	255	3.0%
Janitorial Service and Supplies	514	-	1,900	1,386	269.6%	1,900	0.0%
Subtotal BRT El Jebel Station & PNR	\$ 25,018	\$ 24,480	\$ 27,140	\$ 2,122	8.5%	\$ 2,660	10.9%
BRT Willits Station							
Utilities	6,002	6,000	6,180	178	3.0%	180	3.0%
Repair and Maintenance-WL	1,560	1,560	1,605	45	2.9%	45	2.9%
Manual snow removal & Supplies	5,000	5,000	5,150	150	3.0%	150	3.0%
Janitorial Service and Supplies	504	-	500	(4)	-0.8%	500	0.0%
Subtotal BRT Willits Station	\$ 13,066	\$ 12,560	\$ 13,435	\$ 369	2.8%	\$ 875	7.0%
BRT Basalt Station & PNR							
Utilities	7,005	7,000	7,215	210	3.0%	215	3.1%
Repair and Maintenance-BA	2,808	2,810	2,890	82	2.9%	80	2.8%
Manual snow removal & Supplies	6,960	7,000	7,170	210	3.0%	170	2.4%
Janitorial Service and Supplies	504	-	580	76	15.1%	580	0.0%
Subtotal BRT Basalt Station & PNR	\$ 17,277	\$ 16,810	\$ 17,855	\$ 578	3.3%	\$ 1,045	6.2%
BRT Brush Creek Station							
Utilities	6,971	7,000	7,180	209	3.0%	180	2.6%
Portable Restroom - BC	10,893	10,890	11,220	327	3.0%	330	3.0%
Repair and Maintenance-BC	6,552	6,550	6,750	198	3.0%	200	3.1%
Landscaping	2,320	2,500	2,390	70	3.0%	(110)	-4.4%
Irrigation	2,318	3,360	2,390	72	3.1%	(970)	-28.9%
Manual snow removal & Supplies	8,000	8,000	8,240	240	3.0%	240	3.0%
Janitorial Service and Supplies	507	-	950	443	87.4%	950	0.0%
Weed Management	2,318	3,510	2,390	72	3.1%	(1,120)	-31.9%
Subtotal BRT Brush Creek Station	\$ 39,879	\$ 41,810	\$ 41,510	\$ 1,631	4.1%	\$ (300)	-0.7%
BRT AABC Station							
Utilities	8,691	8,690	8,950	259	3.0%	260	3.0%
Repair and Maintenance-AABC	2,080	2,080	2,140	60	2.9%	60	2.9%
Landscaping	4,086	3,800	4,210	124	3.0%	410	10.8%
Irrigation	644	1,330	665	21	3.3%	(665)	-50.0%
Manual snow removal & Supplies	7,000	7,000	7,210	210	3.0%	210	3.0%
Janitorial Service and Supplies	508	-	500	(8)	-1.6%	500	0.0%
Weed Management	644	1,480	665	21	3.3%	(815)	-55.1%
Subtotal BRT AABC Station	\$ 23,653	\$ 24,380	\$ 24,340	\$ 687	2.9%	\$ (40)	-0.2%
BRT Buttermilk Station							
Utilities	8,026	9,000	8,270	244	3.0%	(730)	-8.1%
Repair and Maintenance-BM	1,872	1,870	1,930	58	3.1%	60	3.2%
Landscaping	1,740	1,700	1,790	50	2.9%	90	5.3%
Irrigation	1,418	1,430	1,460	42	3.0%	30	2.1%
Manual snow removal & Supplies	7,000	7,000	7,210	210	3.0%	210	3.0%
Janitorial Service and Supplies	502	-	500	(2)	-0.4%	500	0.0%
Weed Management	2,318	2,320	2,390	72	3.1%	70	3.0%
Subtotal BRT Buttermilk Station	\$ 22,876	\$ 23,320	\$ 23,550	\$ 674	2.9%	\$ 230	1.0%
Spring Valley Park and Ride							
Weed Management-SV	350	350	360	10	2.9%	10	2.9%
Landscaping-SV	500	500	515	15	3.0%	15	3.0%
Subtotal Spring Valley Park and Ride	\$ 850	\$ 850	\$ 875	\$ 25	2.9%	\$ 25	2.9%
Catherine Store Road Park and Ride							
Weed Management-CS	350	350	360	10	2.9%	10	2.9%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	\$ Dif	% Dif	\$ Dif	% Dif
Repair and Maintenance-CS	400	400	410	10	2.5%	10	2.5%
Landscaping-CS	500	500	515	15	3.0%	15	3.0%
Subtotal Catherine Store Road Park and Ride	\$ 1,250	\$ 1,250	\$ 1,285	\$ 35	2.8%	\$ 35	2.8%
Subtotal Operating Expenditures	\$ 1,759,011	\$ 1,637,630	\$ 1,905,677	\$ 146,666	8.3%	\$ 268,047	16.4%
Capital Expenditures							
Restroom Remodel: 27th St & Carbondale	71,000	20,000	-	(71,000)	-100.0%	(20,000)	-100.0%
Shelter Replacement: 82&Serv Ctr Rd & UVStop84	116,200	57,600	-	(116,200)	-100.0%	(57,600)	-100.0%
Shelter Replacement: W Glenwood Mall	-	58,600	-	-	0.0%	(58,600)	-100.0%
Subtotal Capital Expenditures	\$ 187,200	\$ 136,200	\$ -	\$ (187,200)	-100.0%	\$ (136,200)	-100.0%
Total Expenditures	\$ 1,946,211	\$ 1,773,830	\$ 1,905,677	\$ (40,534)	-2.1%	\$ 131,847	7.4%
Special Revenue fund - BS/ PNR Net Rev (Exp)	\$ (97,204)	\$ (46,204)	\$ -	\$ 97,204	-100.0%	\$ 46,204	-100.0%

DEBT SERVICE FUND - SERIES 2012A

REVENUES							
QECB Credit Revenue	94,180	94,180	84,200	(9,980)	-10.6%	(9,980)	-10.6%
CSIP Investment Program	-	3,500	-	-	0.0%	(3,500)	-100.0%
Colo Trust Interest Acct	-	3,500	-	-	0.0%	(3,500)	-100.0%
Total Revenues	\$ 94,180	\$ 101,180	\$ 84,200	\$ (9,980)	-10.6%	\$ (16,980)	-16.8%
Other Financing Sources							
Transfer from GF	390,070	383,070	391,250	1,180	0.3%	8,180	2.1%
Total Other Financing Sources	\$ 390,070	\$ 383,070	\$ 391,250	\$ 1,180	0.3%	\$ 8,180	2.1%
EXPENDITURES							
Debt Service - Principal	345,000	345,000	350,000	5,000	1.4%	5,000	1.4%
Debt Service - Interest	139,250	139,250	125,450	(13,800)	-9.9%	(13,800)	-9.9%
Total Expenditures	\$ 484,250	\$ 484,250	\$ 475,450	\$ (8,800)	-1.8%	\$ (8,800)	-1.8%
Debt Service Fund - Series 2012A Net Rev (Exp)	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%

DEBT SERVICE FUND - SERIES 2013B

REVENUES							
QECB Credit Revenue	24,432	24,432	21,660	(2,772)	-11.3%	(2,772)	-11.3%
CSIP Investment Program	-	750	-	-	0.0%	(750)	-100.0%
Colo Trust Interest Acct	-	750	-	-	0.0%	(750)	-100.0%
Total Revenues	\$ 24,432	\$ 25,932	\$ 21,660	\$ (2,772)	-11.3%	\$ (4,272)	-16.5%
Other Financing Sources							
Transfer from GF	90,536	89,036	94,340	3,804	4.2%	5,304	6.0%
Total Other Financing Sources	\$ 90,536	\$ 89,036	\$ 94,340	\$ 3,804	4.2%	\$ 5,304	6.0%
EXPENDITURES							
2013 Bond - Series B DS Principal	80,000	80,000	85,000	5,000	6.3%	5,000	6.3%
2013 Bond - Series B DS Interest	34,968	34,968	31,000	(3,968)	-11.3%	(3,968)	-11.3%
Total Expenditures	\$ 114,968	\$ 114,968	\$ 116,000	\$ 1,032	0.9%	\$ 1,032	0.9%
Debt Service Fund - Series 2013B Net Rev (Exp)	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%

DEBT SERVICE FUND - SERIES 2019

REVENUES							
Colo Trust Interest Acct	-	12,800	-	-	0.0%	(12,800)	-100.0%
CSIP Investment Program	-	12,800	-	-	0.0%	(12,800)	-100.0%
Total Revenues	\$ -	\$ 25,600	\$ -	\$ -	0.0%	\$ (25,600)	-100.0%
Other Financing Sources							
Transfer from General Fund	2,113,400	2,087,800	2,114,400	1,000	0.0%	26,600	1.3%
Total Other Financing Sources	\$ 2,113,400	\$ 2,087,800	\$ 2,114,400	\$ 1,000	0.0%	\$ 26,600	1.3%
EXPENDITURES							
2019 Bond - DS Principal	1,080,000	1,080,000	1,135,000	55,000	5.1%	55,000	5.1%
2019 Bond - Series Interest	1,033,400	1,033,400	979,400	(54,000)	-5.2%	(54,000)	-5.2%
Total Expenditures	\$ 2,113,400	\$ 2,113,400	\$ 2,114,400	\$ 1,000	0.0%	\$ 1,000	0.0%
Debt Service Fund - Series 2019 Net Rev (Exp)	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%

DEBT SERVICE FUND - SERIES 2021

REVENUES							
Colo Trust Interest Acct	-	10,000	-	-	0.0%	(10,000)	-100.0%
CSIP Investment Program	-	9,000	-	-	0.0%	(9,000)	-100.0%
Total Revenues	\$ -	\$ 19,000	\$ -	\$ -	0.0%	\$ (19,000)	-100.0%
Other Financing Sources							
Transfer from General Fund	1,681,000	1,662,000	1,680,000	(1,000)	-0.1%	18,000	1.1%
Total Other Financing Sources	\$ 1,681,000	\$ 1,662,000	\$ 1,680,000	\$ (1,000)	-0.1%	\$ 18,000	1.1%



Description	2024	2024	2025	2025 Budget to 2024		2025 Budget to 2024	
	Budget as of 10/24	Forecast as of 10/24	Final Budget	Budget comparison \$ Dif	% Dif	Forecast comparison \$ Dif	% Dif
EXPENDITURES							
2021 Bond - DS Principal	525,000	525,000	545,000	20,000	3.8%	20,000	3.8%
2021 Bond - Series Interest	1,156,000	1,156,000	1,135,000	(21,000)	-1.8%	(21,000)	-1.8%
Total Expenditures	\$ 1,681,000	\$ 1,681,000	\$ 1,680,000	\$ (1,000)	-0.1%	\$ (1,000)	-0.1%
Debt Service Fund - Series 2021 Net Rev (Exp)	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%

**RFTA BOARD OF DIRECTORS MEETING
PUBLIC HEARING AGENDA SUMMARY ITEMS # 7. B.**

Meeting Date:	December 12, 2024
Subject:	Resolution 2024-26: Appropriating Sums of Money for the 2025 Budget Year
Strategic Outcome:	4.0 Financial Sustainability
Strategic Objective:	4.1 Ensure fiscal integrity 4.2 Develop a capital planning and prioritization process, while also reviewing and updating RFTA’s financial policies 4.3 Preserve financial sustainability and develop, improve, and maintain a balanced long-range budget and financial forecast
Presented By:	Paul Hamilton, Director of Finance David Carle, Budget Manager
Staff Recommends:	Staff recommends that the RFTA Board of Directors approve Resolution 2024-26: Appropriating Sums of Money for the 2025 Budget Year.
Executive Summary:	See Agenda Summary Item 7. A. Board of Directors of the Roaring Fork Transportation Authority (RFTA) adopted the annual budget in accordance with the Local Government Budget Law, on December 12, 2024. It is required by law, and also necessary to appropriate the revenues and reserves or fund balances provided in the budget, thereby establishing a limitation on expenditures for the operations of RFTA. The Board must enact a resolution, making appropriations for fiscal year 2025 in accordance with the adopted 2025 budget for the Authority.
Background/ Discussion:	See Agenda Summary Item 7. A.
Policy Implications:	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).”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.
Exhibits/ Attachments:	1. Exhibit 1 : Resolution 2024-26: Appropriating Sums of Money for the 2025 Budget Year 2. See Agenda Summary Item 7. A.

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-26**

**APPROPRIATING SUMS OF MONEY IN THE AMOUNT AND FOR THE PURPOSE AS SET FORTH
BELOW, FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2025 BUDGET YEAR**

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, C.R.S. 29-1-103, as amended, requires the RFTA Board of Directors (the “Board”), to adopt a budget setting forth the expenditures of the various Authority funds for fiscal year 2025, beginning January 1, 2025, and ending December 31, 2025; and

WHEREAS, public hearings on the proposed 2025 budget for the Authority were held December 12, 2024; and

WHEREAS, pursuant to public notice duly published in accordance with C.R.S. 29-1-106, as amended, the proposed 2025 budget for the Authority has continuously been open for public inspection from; public hearings were held on December 12, 2024, before the Board to consider the adoption of the subject 2025 proposed budget; and interested taxpayers were and have continuously been given the opportunity to file or register any objections to the subject proposed 2025 budget; and

WHEREAS, the Board of Directors of the Authority has appointed the Chief Financial and Administrative Officer of RFTA to prepare and submit a proposed budget for their approval; and

WHEREAS, the Board of Directors of the Roaring Fork Transportation Authority (“RFTA” or “Authority”) adopted the annual budget in accordance with the Local Government Budget Law, on December 12, 2024; and

WHEREAS, RFTA has made provision therein for revenues in an amount equal to or greater than the total proposed expenditures as set forth in said budget; and

WHEREAS, it is not only required by law, but also necessary to appropriate the revenues and reserves or fund balances provided in the budget to and for the purposes described below, thereby establishing a limitation on expenditures for the operations of RFTA; and

WHEREAS, C.R.S. 29-1-108, requires the Board to enact a resolution making appropriations for fiscal year 2025 in accordance with the adopted 2025 budget for the Authority; and

WHEREAS, all legal requirements have been fully complied with and performed in the premises.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Roaring Fork Transportation Authority that the 2025 Budget as summarized herein that:

1. The above recitals are hereby incorporated herein as findings by the Board.
2. The sums stated in the 2025 Budget as submitted are hereby appropriated for the purposes stated herein and summarized below:

Fund	Expenditure Type	Budget
GENERAL FUND		
	Fuel	\$ 2,336,539
	Transit	\$ 48,105,498
	Trails and Corridor Mgmt	\$ 1,338,923
	Capital	\$ 73,434,990
	Debt Service	\$ 1,876,482
	Other financing use:	
	Transfer to Series 2012A DSF	\$ 391,250
	Transfer to Series 2013B DSF	\$ 94,340
	Transfer to Series 2019 DSF	\$ 2,114,400
	Transfer to Series 2021 DSF	\$ 1,680,000
	Transfer to Bus Stops/PNR SRF	\$ 1,360,677
	Transfer to Service Contracts SRF-	
	Traveler	\$ 185,788
	Total expenditures & other financing uses	<u>\$ 132,918,887</u>
 SPECIAL REVENUE FUND - SERVICE CONTRACTS		
	Fuel	\$ 892,041
	Operating	\$ 16,412,649
	Capital	<u>\$ 1,170,935</u>
	Total	\$ 18,475,625
 SPECIAL REVENUE FUND - BUS STOPS AND PNR		
	Transit	\$ 1,905,677
 SPECIAL REVENUE FUND - MID VALLEY TRAILS		
	Trails	\$ -0-
 DEBT SERVICE FUND - SERIES 2012A		
	Debt Service	\$ 475,450
 DEBT SERVICE FUND - SERIES 2013B		
	Debt service	\$ 116,000
 DEBT SERVICE FUND - SERIES 2019		
	Debt service	\$ 2,114,400

DEBT SERVICE FUND - SERIES 2021

Debt service	\$ 1,680,000
TOTAL OF ALL FUNDS	<u>\$ 157,686,039</u>

3. Pursuant to C.R.S. 29-1-113, the Chief Financial and Administrative Officer of RFTA, is hereby requested and directed to immediately transmit a copy of this Resolution to the officer or employee of the Authority whose duty is to draw warrants or orders for the payment of money.
4. Pursuant to Section 29-1-113, C.R.S., the Chief Financial and Administrative Officer of RFTA, is hereby further requested and directed to file an original or certified copy of this Resolution with the Division of Local Government in the Department of Local Affairs.
5. The 2025 appropriations made as set forth in this Resolution are to be read as one comprehensive and integrated document. In no event shall an Authority fund expend or contract to expend any money; or incur any liability; or enter into any contract which, by its terms, involves the expenditure of money for any purpose for which provision is made in the Resolution, associated working documents and the related public budget meetings/hearings, which is in excess of the amounts appropriated in this Resolution for such fund and/or purpose; nor which involves the expenditure of money inconsistent with the purposes, functions, restrictions, clarifications and/or specified monetary amounts as detailed and set forth within this Resolution, associated working documents and the related public budget meetings/hearings; nor which involves the expenditure of money for any purposes which is not identified within the aforementioned; unless prior to such expenditure the fund of the Authority has presented the same to the Board and the Board duly approves such expenditure in accordance with applicable law.
6. The Board hereby declares to be the legislative intent that the several provisions of this Resolution shall be severable, in accordance with the provisions set forth below.
7. If any provision of this Resolution is declared to be invalid by decision of any court of competent jurisdiction, it is hereby declared to be the legislative intent that:
 - a. The effect of such decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid; and
 - b. Such decision shall not affect, impair, or nullify this Resolution as a whole or any other part thereof, but the rest of this Resolution shall continue in full force and effect.
8. This Resolution was adopted in accordance with the governing documents of the Roaring Fork Transportation Authority and is now in full force and effect.

INTRODUCED, READ AND PASSED, by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting 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 December 12, 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 12th day of December, 2024.

Nicole R. Schoon, Secretary to the RFTA Board

RFTA BOARD OF DIRECTORS MEETING
“PUBLIC HEARING” AGENDA SUMMARY ITEM # 7. C.

Meeting Date:	December 12, 2024
Agenda Item:	Resolution 2024-27: Certifying and Levying a Property Tax of 2.65 Mills for the 2025 Budget Year
Strategic Outcome:	4.0 Financial Sustainability
Strategic Objective:	4.1 Ensure fiscal integrity
Presented By:	Paul Hamilton, Director of Finance David Carle, Budget Manager
Recommendation:	Following approval of Resolutions 2024-25 and Resolution 2024-26, staff recommends approval of Resolution 2024-27: Certifying and Levying a Property Tax of 2.65 Mills for the 2025 Budget Year (2024 tax year for 2025 collections).
Executive Summary:	<p>As a result of the successful passage of Ballot Issue 7A at the November 6, 2018 general election, RFTA has the authority to impose real property taxes and is required to certify the tax levies in December of each year.</p> <p>The Resolution 2024-27 is intended to certify the RFTA mill levy of 2.65 for the 2025 budget year (2024 tax year for 2025 collections).</p> <p>RFTA’s boundary includes all of Pitkin County and portions of Eagle and Garfield Counties; therefore, the mill levy has to be certified to each county as set forth in the Assessor valuations and the Form DLG-70 attached to Resolution 2024-27 to be submitted no later than December 15, 2024. <i>New this year is the requirement to submit additional information to each county in accordance with House Bill 24-1302 Mill Levy Public Information.</i></p> <p>The language in the voter-approved Ballot Issue 7A from the November 6, 2018 general election exempts RFTA from the TABOR Property Tax Limits (Article X, Section 20) and exempts RFTA from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit). Staff has verified the exemption from TABOR Property Tax Limits (Article X, Section 20) with Bond Counsel. In addition, staff has verified the exemption from the statutory property tax revenue limit CRS 29-1-301 (the 5.5% limit) with the Colorado Department of Local Affairs, Division of Local Government.</p>
Policy Implications:	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).”
Fiscal Implications:	Inaccurate estimates of revenues and budgeted expenditures could result in the unanticipated use of fund balance in order to achieve the Authority’s goals and objectives.
Attachments:	<ol style="list-style-type: none"> 1. Exhibit 1: Resolution 2024-27: Resolution Certifying and Levying a Property Tax of 2.65 Mills for the 2025 Budget Year 2. Exhibit 2: Eagle County Form DLG 70 and Additional Mill Levy Information 3. Exhibit 3: Garfield County Form DLG 70 and Additional Mill Levy Information 4. Exhibit 4: Pitkin County Form DLG 70 and Additional Mill Levy Information

Director _____ moved to adopt the following Resolution:

**BOARD OF DIRECTORS
ROARING FORK TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-27**

**CERTIFYING AND LEVYING A PROPERTY TAX OF 2.65 MILLS TO DEFRAY THE COST OF
GOVERNMENT FOR THE ROARING FORK TRANSPORTATION AUTHORITY FOR THE 2025 BUDGET
YEAR**

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, upon due and proper notice, published in accordance with the state budget law, the 2025 RFTA budget was open for inspection by the public at a designated place and public hearings were held on December 12, 2024, and interested taxpayers were given an opportunity to file or register any objections to the 2025 budget; and

WHEREAS, Ballot Issue 7A adopted by the electors of RFTA at the November 6, 2018 General Election authorized the imposition of a real property tax pursuant to the authority granted to regional transportation authorities under Colorado Revised Statutes Section 43-4-605(j.5) and Section 43-4-612; and

WHEREAS, the Board has reviewed and approved the Department of Local Affairs Form DLG-70 Certifications of the Tax Levies for Eagle, Garfield and Pitkin Counties (“Form DLG-70”) and the Certifications of Valuation of the Eagle, Garfield and Pitkin County Assessors, collectively attached hereto respectively as Exhibits “2,” “3,” and “4.”

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

THAT, in accordance with the ballot issue approved by RFTA electors at the election held on November 6, 2018, there is hereby imposed, certified and levied (for the 2025 budget year) a tax of 2.65 mills upon each dollar of the total valuation for assessment of all taxable property within the borders of the Roaring Fork Transportation Authority for tax year 2024.

THAT, the Chief Executive Officer of RFTA, or his designee, is hereby authorized and directed to certify to the County Commissioners of Eagle, Garfield and Pitkin Counties, the mill levy for the Roaring Fork Transportation Authority as hereinabove determined and set, and also authorized and directed to certify the mill levy for the Roaring Fork Transportation Authority as hereinabove and set but as recalculated as needed upon receipt of the final certification of valuation from the Eagle, Garfield and Pitkin County Assessors in order to comply with any applicable revenue and other budgetary limits.

THAT this Resolution was adopted in accordance with the governing documents of RFTA, and that such resolution is now in full force and effect.

INTRODUCED, READ AND PASSED by the Board of Directors of the Roaring Fork Transportation Authority at its regular meeting held the 12th day of December, 2024.

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

By: _____
Colin Laird, Acting 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 December 12, 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 provision and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this 12th day of December, 2024.

Nicole R. Schoon, Secretary to the RFTA Board

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Eagle County, Colorado.
 On behalf of the Roaring Fork Transportation Authority,
 (taxing entity)^A
 the Board of Directors
 (governing body)^B
 of the Roaring Fork Transportation Authority
 (local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 431,120,840 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 431,120,840 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)
USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/12/2024 for budget/fiscal year 2025.
 (no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>2.65</u> mills	\$ <u>1,142,470</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<u>2.65</u> mills	\$ <u>1,142,470</u>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<u>2.65</u> mills	\$ <u>1,142,470</u>

Contact person: Kurt Ravenschlag Daytime phone: (970) 384-4885
 (print)
 Signed: _____ Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the *taxing entity's* boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

Mill Levy Public Information

Pursuant to 39-1-125 C.R.S.

Counties can ask local governments to submit this form to the county by December 15th pursuant to 39-1-125 (1) (c) C.R.S. Local governments, please verify with the county whether they would like you to use this form or a different process to provide this information.

Taxing Entity Information

Taxing Entity: ROARING FORK TRANSPORTATION AUTHORITY

County: EAGLE

DOLA Local Government ID Number: 64260

Subdistrict Number (if applicable): _____

Budget/Fiscal Year: 2025

Mill Levy Information

1. Mill Levy Name or Purpose: 2018 Mill Levy for Revenue Bonds, Projects, and Operations
2. Mill Levy Rate (Mills): 2.65
3. Previous Year Mill Levy Rate (Mills): 2.65
4. Previous Year Mill Levy Revenue Collected: \$1,154,000 (See Note 1 below)
5. Mill Levy Maximum Without Further Voter Approval: 2.65
6. Allowable Annual Growth in Mill Levy Revenue: \$1,142,470 (See Note 2 below)
7. Actual Growth in Mill Levy Revenue Over the Prior Year: -\$11,530
8. Is revenue from this mill levy allowed to be retained and spent as a voter-approved revenue change pursuant to section 20 (7)(b) of Article X of the State Constitution (TABOR)? YES
9. Is revenue from this mill levy subject to the Statutory Property Tax (5.5%) Limit in 29-1-301 C.R.S.? NO
10. Is revenue from this mill levy subject to any other limit on annual revenue growth enacted by the local government or another local government? NO
11. Does the mill levy need to be adjusted or does a temporary mill levy reduction need to be used in order to collect a certain amount of revenue? If "Yes", what is the amount?
NO
12. Other or additional information:
Note 1: Actual collections January-October 2024 and estimated collections November-December 2024. Excludes current interest, delinquent interest, abatement interest, specific ownership tax, county treasurer's fee, and any tax increment revenues not received by RFTA.
Note 2: Ballot issue authorizing mill levy authorizes collection of such amounts after first fiscal year of collections as are generated from 2.65 mill levy.

Contact Information

Contact Person: MICHAEL YANG

Title: CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER

Phone: 970-384-4884

Email: MYANG@RFTA.COM

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Garfield County, Colorado.

On behalf of the Roaring Fork Transportation Authority (taxing entity)^A the Board of Directors (governing body)^B of the Roaring Fork Transportation Authority (local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 662,251,100 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 660,549,580 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57) USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/12/2024 for budget/fiscal year 2025 (no later than Dec. 15) (mm/dd/yyyy) (yyyy)

Table with 3 columns: PURPOSE (see end notes for definitions and examples), LEVY², and REVENUE². Rows include General Operating Expenses, Temporary General Property Tax Credit/Temporary Mill Levy Rate Reduction, and various bond and obligation categories. Total: 2.65 mills, \$ 1,750,456.

Contact person: Kurt Ravenschlag Daytime phone: (970) 384-4885 Signed: Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution. ² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of Pitkin County, Colorado.
On behalf of the Roaring Fork Transportation Authority,
the Board of Directors,
of the Roaring Fork Transportation Authority

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 5,684,821,370 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 5,684,821,370 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57) USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 12/12/2024 for budget/fiscal year 2025 (no later than Dec. 15) (mm/dd/yyyy) (yyyy)

Table with 3 columns: PURPOSE (see end notes for definitions and examples), LEVY², and REVENUE². Rows include General Operating Expenses^H, Temporary General Property Tax Credit/Temporary Mill Levy Rate Reduction^I, and various bond and obligation categories. Total: 2.65 mills, \$ 15,064,777.

Contact person: Kurt Ravenschlag Daytime phone: (970) 384-4885
Signed: Title: Chief Executive Officer

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

Mill Levy Public Information

Pursuant to 39-1-125 C.R.S.

Counties can ask local governments to submit this form to the county by December 15th pursuant to 39-1-125 (1) (c) C.R.S. Local governments, please verify with the county whether they would like you to use this form or a different process to provide this information.

Taxing Entity Information

Taxing Entity: ROARING FORK TRANSPORTATION AUTHORITY

County: PITKIN

DOLA Local Government ID Number: 64260

Subdistrict Number (if applicable): _____

Budget/Fiscal Year: 2025

Mill Levy Information

1. Mill Levy Name or Purpose: 2018 Mill Levy for Revenue Bonds, Projects, and Operations
2. Mill Levy Rate (Mills): 2.65
3. Previous Year Mill Levy Rate (Mills): 2.65
4. Previous Year Mill Levy Revenue Collected: \$15,372,000 (See Note 1 below)
5. Mill Levy Maximum Without Further Voter Approval: 2.65
6. Allowable Annual Growth in Mill Levy Revenue: \$15,064,777 (See Note 2 below)
7. Actual Growth in Mill Levy Revenue Over the Prior Year: -\$307,223
8. Is revenue from this mill levy allowed to be retained and spent as a voter-approved revenue change pursuant to section 20 (7)(b) of Article X of the State Constitution (TABOR)? YES
9. Is revenue from this mill levy subject to the Statutory Property Tax (5.5%) Limit in 29-1-301 C.R.S.? NO
10. Is revenue from this mill levy subject to any other limit on annual revenue growth enacted by the local government or another local government? NO
11. Does the mill levy need to be adjusted or does a temporary mill levy reduction need to be used in order to collect a certain amount of revenue? If "Yes", what is the amount?
NO
12. Other or additional information:
Note 1: Actual collections January-October 2024 and estimated collections November-December 2024. Excludes current interest, delinquent interest, abatement interest, specific ownership tax, county treasurer's fee, and any tax increment revenues not received by RFTA.
Note 2: Ballot issue authorizing mill levy authorizes collection of such amounts after first fiscal year of collections as are generated from 2.65 mill levy.

Contact Information

Contact Person: MICHAEL YANG

Title: CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER

Phone: 970-384-4884

Email: MYANG@RFTA.COM

Mill Levy Public Information

Pursuant to 39-1-125 C.R.S.

Counties can ask local governments to submit this form to the county by December 15th pursuant to 39-1-125 (1) (c) C.R.S. Local governments, please verify with the county whether they would like you to use this form or a different process to provide this information.

Taxing Entity Information

Taxing Entity: ROARING FORK TRANSPORTATION AUTHORITY

County: GARFIELD

DOLA Local Government ID Number: 64260

Subdistrict Number (if applicable): _____

Budget/Fiscal Year: 2025

Mill Levy Information

1. Mill Levy Name or Purpose: 2018 Mill Levy for Revenue Bonds, Projects, and Operations
2. Mill Levy Rate (Mills): 2.65
3. Previous Year Mill Levy Rate (Mills): 2.65
4. Previous Year Mill Levy Revenue Collected: \$1,819,000 (See Note 1 below)
5. Mill Levy Maximum Without Further Voter Approval: 2.65
6. Allowable Annual Growth in Mill Levy Revenue: \$1,750,456 (See Note 2 below)
7. Actual Growth in Mill Levy Revenue Over the Prior Year: -\$68,544
8. Is revenue from this mill levy allowed to be retained and spent as a voter-approved revenue change pursuant to section 20 (7)(b) of Article X of the State Constitution (TABOR)? YES
9. Is revenue from this mill levy subject to the Statutory Property Tax (5.5%) Limit in 29-1-301 C.R.S.? NO
10. Is revenue from this mill levy subject to any other limit on annual revenue growth enacted by the local government or another local government? NO
11. Does the mill levy need to be adjusted or does a temporary mill levy reduction need to be used in order to collect a certain amount of revenue? If "Yes", what is the amount?
NO
12. Other or additional information:
Note 1: Actual collections January-October 2024 and estimated collections November-December 2024. Excludes current interest, delinquent interest, abatement interest, specific ownership tax, county treasurer's fee, and any tax increment revenues not received by RFTA.
Note 2: Ballot issue authorizing mill levy authorizes collection of such amounts after first fiscal year of collections as are generated from 2.65 mill levy.

Contact Information

Contact Person: MICHAEL YANG

Title: CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER

Phone: 970-384-4884

Email: MYANG@RFTA.COM

RFTA BOARD OF DIRECTORS MEETING
“INFORMATION/UPDATES” AGENDA SUMMARY ITEM # 8. A.

CEO REPORT

TO: RFTA Board of Directors
FROM: Kurt Ravenschlag, CEO
DATE: December 12, 2024



S&P Global Ratings Raises its Long-Term Rating from “AA” to “AA+” for RFTA’s Outstanding Series 2021A Property Tax Revenue Bonds

On November 11, 2024, S&P Global informed RFTA that, under the Global Not-For-Profit Transportation Infrastructure Enterprises (TIE) criteria, it was in the process of reviewing the rating on RFTA’s Series 2021A Property Tax Revenue bonds as part of their ongoing surveillance. RFTA staff worked diligently to prepare the requested financial and operating information and, in August, RFTA staff provided the requested information to the S&P.

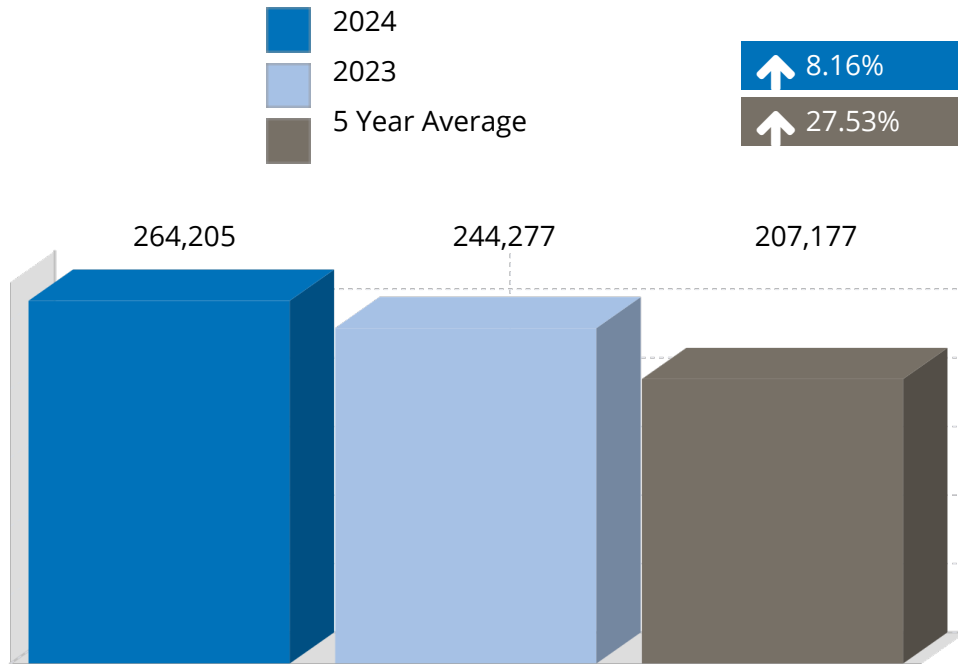
On November 22, 2024, S&P Global Ratings published its summary report on RFTA where it maintained its outlook from as stable and upgraded its ‘AA’ long-term rating to “AA+” on RFTA’s Series 2021A Property Tax Revenue bonds. Per the report, “These rating actions reflect our view of the often-substantial financial benefits of nonoperating tax revenue provided to many transportation infrastructure entities that reduce volatility as well as post-pandemic actions taken by local or regional stakeholders to support credit stability.”

RFTA Winter Service Launch

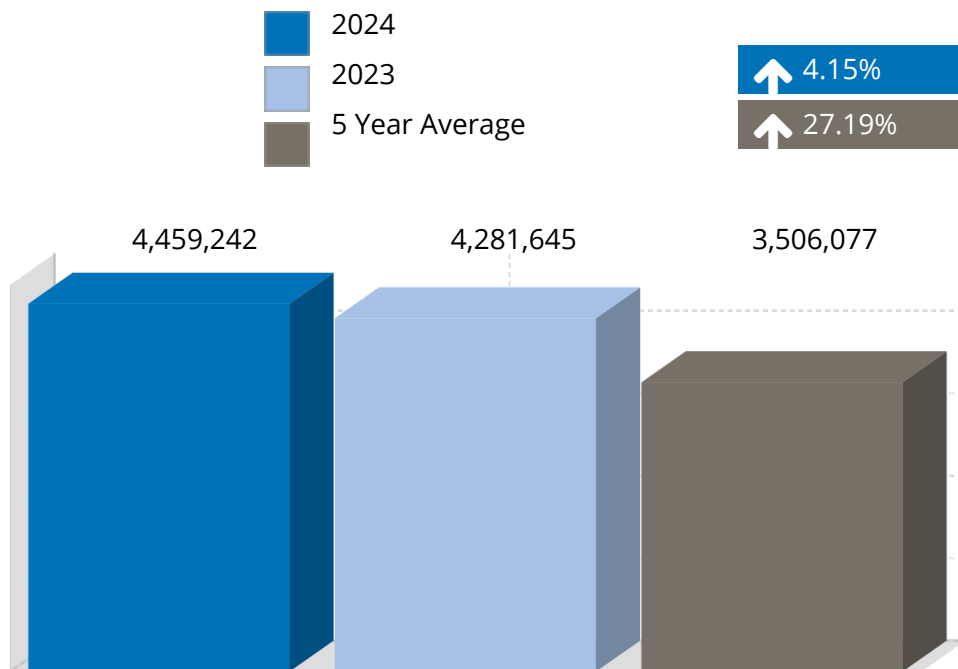
On Monday November 25th, RFTA began operating its winter service schedule. This season, we have implemented a substantial increase in our regional BRT service, extended hours of operation for City of Aspen services and the skier bus operation. Our BRT service now operates 130 trips between Aspen and Glenwood Springs daily, an increase of over 25% from the number of trips operated in the fall service plan. The winter season opened with several days of severe weather that caused significant challenges throughout our entire system. Through the cooperation of the Operators, Supervisors, Dispatchers, Mechanics and Facilities staff, our system was able to continue to operate with few delays. The first major weather events of each winter season are typically the most disruptive as each storm provides more and more experience to RFTA staff in how to navigate these difficult conditions. Due to improvements with staffing and retention RFTA is in a position to offer its full winter service plan without any reductions in place due to staffing levels. In the coming weeks the Operations department will be completing its transition into the new Operations center, putting the departments staff in a central location for the first time in RFTA’s history.

Ridership Performance Metrics

November Ridership

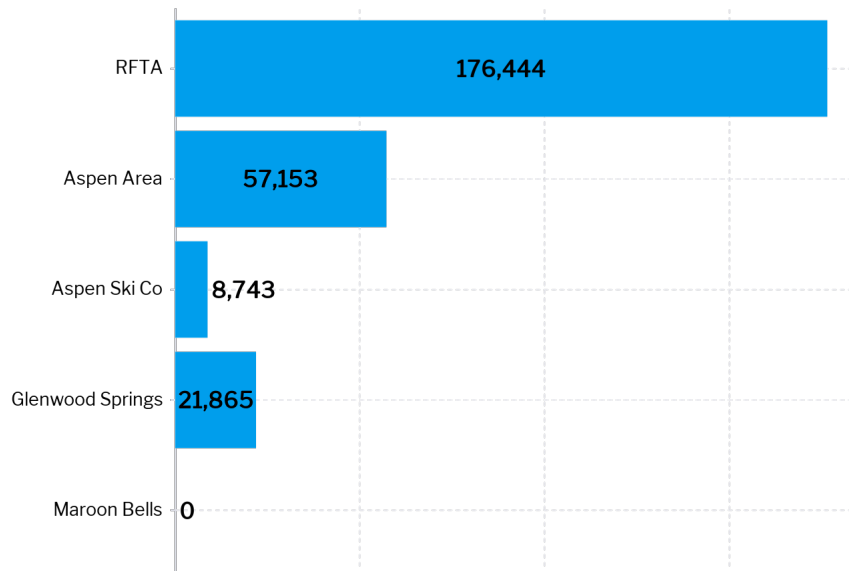


November Year-to-Date Ridership



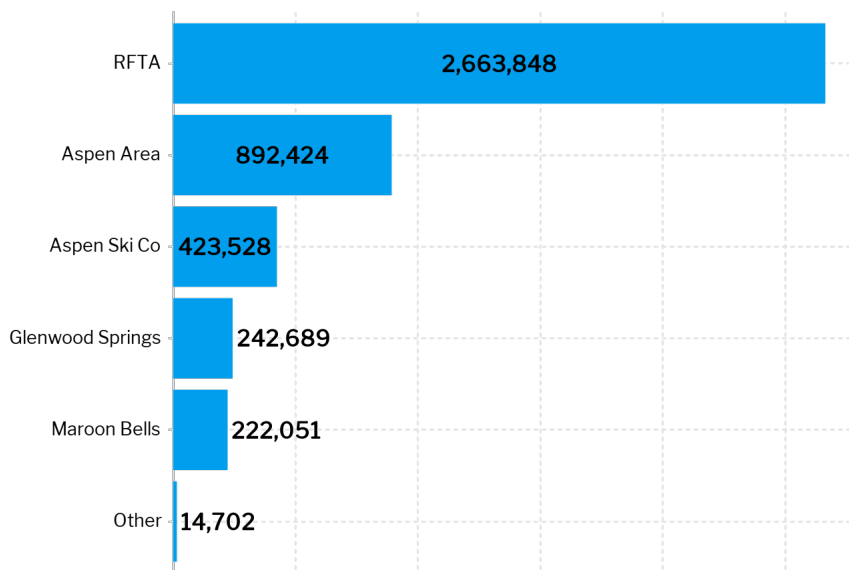
November 2024 Ridership

264,205 Boardings



November Year-to-Date 2024 Ridership

4,459,242 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

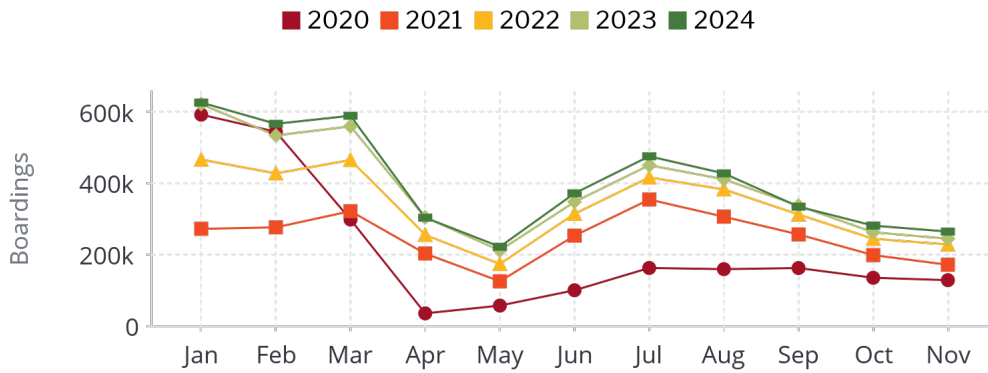
-**Aspen Ski Co:** Aspen Highlands Ski, Buttermilk, Flyer

-**Glenwood Springs:** Ride Glenwood

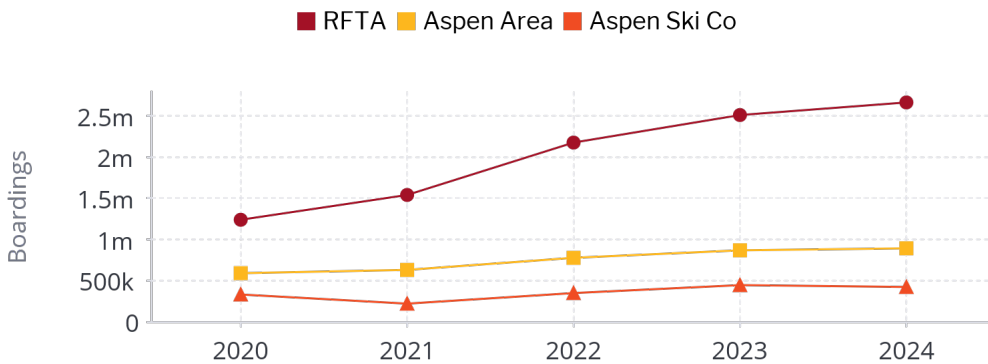
-**Maroon Bells:** Maroon Bells

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

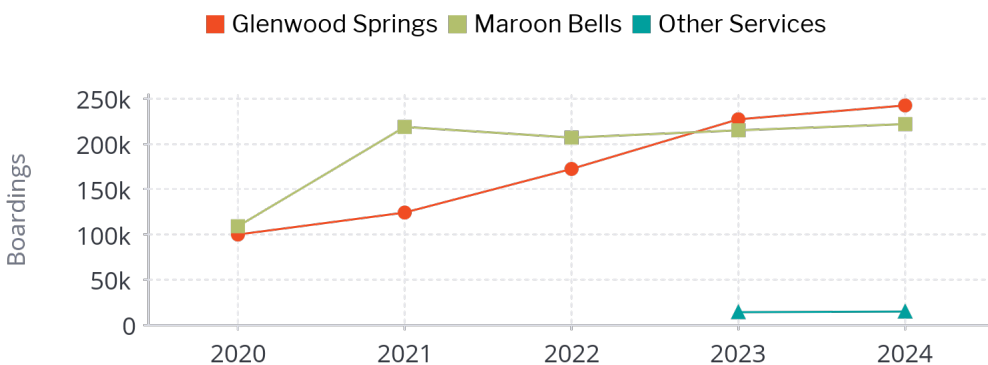
Ridership by Month Year-to-Date



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

Ridership Rankings - November

Route	2024	2023	% Change
VelociRFTA	72,444	66,655	8.7%
Local Valley	65,106	61,605	5.7%
Castle Maroon	22,281	21,318	4.5%
Ride Glenwood	21,865	19,524	12.0%
Hogback	16,282	14,653	11.1%
Hunter Creek	15,203	11,384	33.5%
Carbondale Circulator	10,545	12,191	-13.5%
Burlingame	10,372	7,975	30.1%
Snowmass/Aspen Ski	8,743	10,312	-15.2%
Cemetery Lane	5,291	3,222	64.2%
Snowmass/Intercept	4,465	3,097	44.2%
Snowmass/Aspen	4,333	6,396	-32.3%
Snowmass-Valley	3,191	2,371	34.6%
Mountain Valley	1,977	1,814	9.0%
Galena Street	1,574	1,186	32.7%
Cross Town	455	430	5.8%
Woody Creek	78	144	-45.8%
Total	264,205	244,277	8.2%

Ridership Rankings - November Year-to-Date

Route	2024 YTD	2023 YTD	% Change
VelociRFTA	994,903	926,468	7.4%
Local Valley	857,901	813,024	5.5%
Castle Maroon	396,570	373,467	6.2%
Snowmass/Aspen Ski	296,303	303,642	-2.4%
Ride Glenwood	242,689	227,336	6.8%
Maroon Bells	222,051	215,176	3.2%
Snowmass/Intercept	194,511	176,805	10.0%
Hunter Creek	190,922	184,706	3.4%
Hogback	182,941	164,083	11.5%
Snowmass/Aspen	178,571	186,300	-4.1%
Carbondale Circulator	151,912	153,629	-1.1%
Burlingame	114,483	104,284	9.8%
Cemetery Lane	69,392	61,904	12.1%
Aspen Highlands Ski	67,596	69,187	-2.3%
Snowmass-Valley	66,688	55,864	19.4%
Buttermilk	59,629	62,673	-4.9%
Music School	37,925	37,003	2.5%
Mountain Valley	31,702	31,837	-0.4%
Music School BG	31,410	29,771	5.5%
Galena Street	25,410	22,432	13.3%
Cross Town	13,982	13,932	0.4%
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	5,011	4,874	2.8%
Flyer		10,406	
Total	4,459,242	4,281,645	4.1%

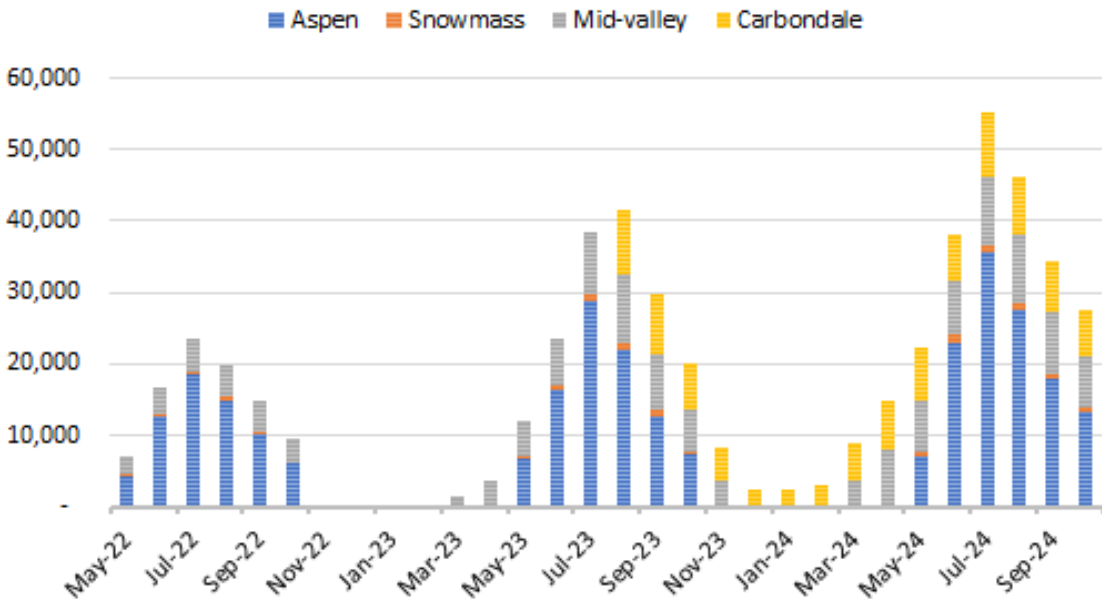
Passengers per Hour Rankings - November

Route	2024 YTD	2023 YTD	% Change
Hunter Creek	31.20	21.73	43.63%
Ride Glenwood	29.26	26.09	12.14%
Snowmass/Intercept	25.93	14.85	74.56%
Snowmass/Aspen Ski	24.07	16.68	44.25%
Carbondale Circulator	20.76	24.56	-15.49%
Castle Maroon	17.86	16.41	8.83%
Snowmass-Valley	15.86	12.43	27.63%
Galena Street	14.82	6.64	123.32%
VelociRFTA	14.75	14.35	2.76%
Snowmass/Aspen	14.22	11.28	26.02%
Hogback	13.92	13.21	5.33%
Local Valley	13.61	12.66	7.54%
Burlingame	13.47	10.34	30.28%
Cemetery Lane	10.40	6.07	71.32%
Cross Town	5.53	2.58	114.33%
Mountain Valley	4.25	3.49	22.03%
Woody Creek	1.32	1.09	21.39%
	15.64	13.90	12.54%

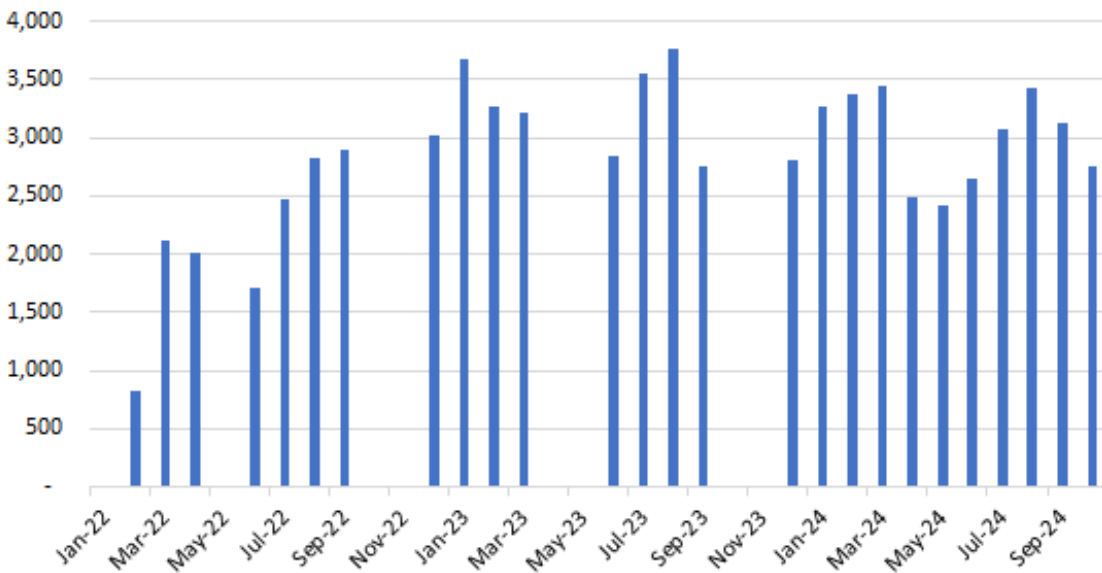
Passengers per Hour Rankings - November Year-to-Date

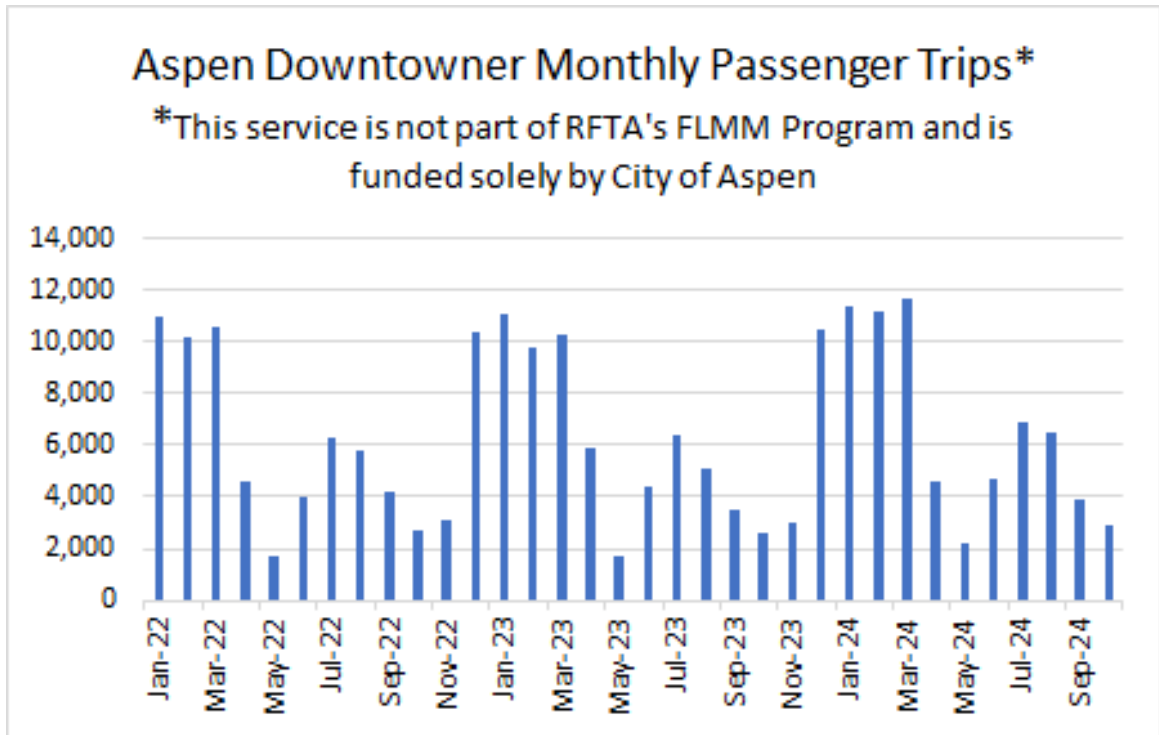
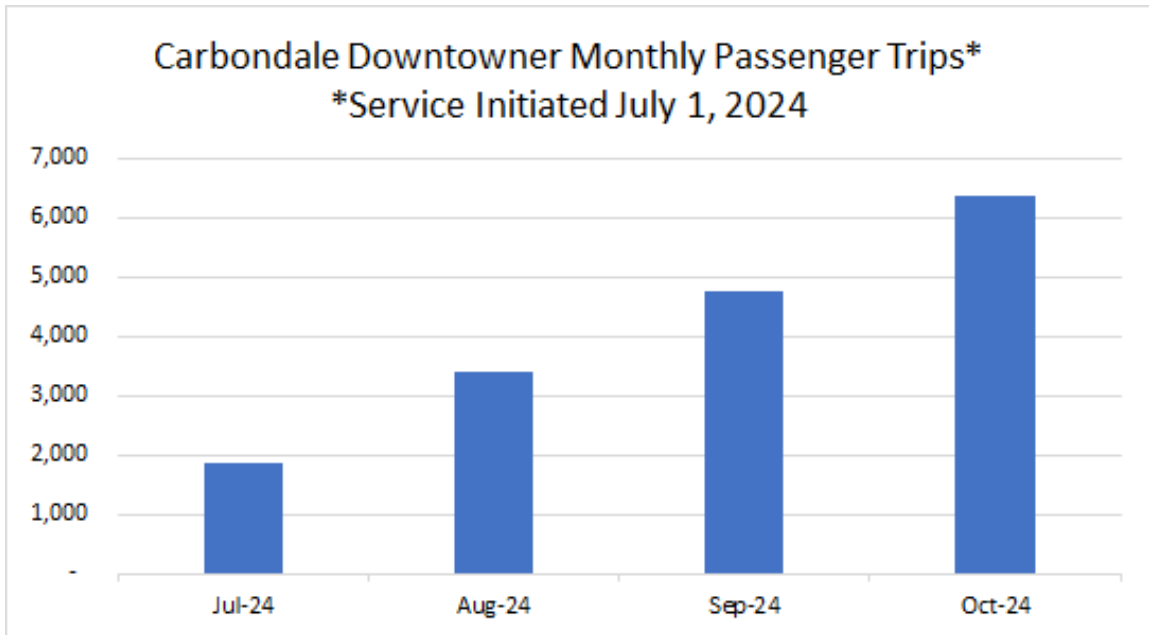
Route	2024 YTD	2023 YTD	% Change
X Games	79.23	98.97	-19.95%
Aspen Highlands Direct	47.94	32.55	47.31%
Jazz Aspen Snowmass	41.45	66.38	-37.56%
Maroon Bells	40.27	37.70	6.81%
Aspen Highlands Ski	38.98	40.85	-4.59%
Snowmass/Aspen Ski	34.37	30.09	14.21%
Buttermilk	33.85	34.42	-1.64%
Music School BG	32.47	31.23	3.97%
Hunter Creek	30.76	29.74	3.45%
Snowmass/Aspen	29.18	29.76	-1.95%
Ride Glenwood	28.78	27.24	5.65%
Snowmass/Intercept	27.73	23.45	18.23%
Carbondale Circulator	27.25	27.53	-1.01%
Castle Maroon	26.02	24.39	6.66%
Snowmass-Valley	23.11	24.90	-7.18%
Music School	20.19	20.17	0.06%
VelociRFTA	17.60	16.79	4.83%
Local Valley	15.83	15.02	5.36%
Hogback	14.58	11.64	25.19%
Galena Street	13.90	10.98	26.55%
Burlingame	13.08	12.03	8.71%
Cemetery Lane	11.20	9.92	12.92%
Mountain Valley	5.25	5.37	-2.37%
Cross Town	4.26	4.34	-1.78%
Woody Creek	2.07	1.93	7.65%
Flyer		23.82	0.00%
	19.88	18.83	5.61%

WE-CYCLE MONTHLY TRIPS



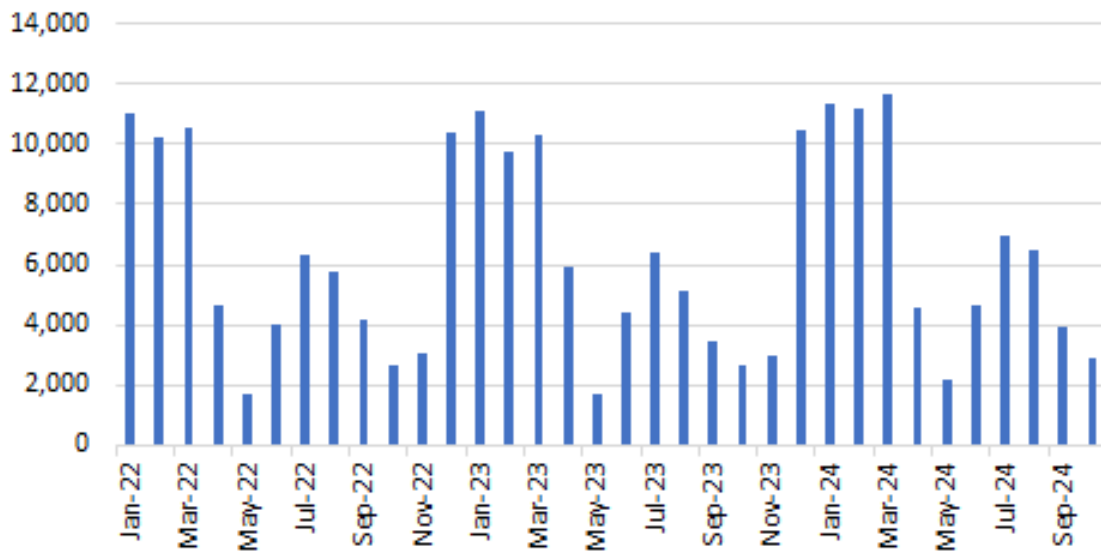
Basalt Connect Monthly Passenger Trips





Aspen Downtowner Monthly Passenger Trips*

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



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

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	COMPLETED
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

HIGH PERFORMING ORGANIZATION

Department	Project Description	Project Status
RAILROAD CORRIDOR AND TRAILS	RGT - ROARING FORK BRIDGE- CONSTRUCT DESIGN REPAIRS	ACTIVE

FINANCIAL UPDATE

2024 Actuals/Budget Comparison (October YTD)

2024 Budget Year				
General Fund	October YTD			Annual Budget
	Actual	Budget	% Var.	
Revenues				
Sales and Use tax (1)	\$ 29,418,463	\$ 28,527,946	3.1%	\$ 41,598,000
Property Tax	\$ 18,818,461	\$ 17,963,000	4.8%	\$ 17,963,000
Grants	\$ 20,737,279	\$ 20,737,279	0.0%	\$ 40,943,044
Fares (2)	\$ 4,098,866	\$ 3,775,717	8.6%	\$ 4,794,360
Other govt contributions	\$ 1,148,008	\$ 1,148,008	0.0%	\$ 1,181,970
Other income	\$ 5,352,236	\$ 5,214,552	2.6%	\$ 5,802,860
Total Revenues	\$ 79,573,313	\$ 77,366,503	2.9%	\$ 112,283,234
Expenditures				
Fuel (3)	\$ 1,406,058	\$ 1,844,990	-23.8%	\$ 2,593,606
Transit	\$ 34,802,353	\$ 36,216,871	-3.9%	\$ 45,389,326
Trails & Corridor Mgmt	\$ 944,744	\$ 954,777	-1.1%	\$ 1,263,978
Capital	\$ 43,775,538	\$ 43,767,429	0.0%	\$ 82,116,491
Debt service	\$ 1,236,428	\$ 1,236,428	0.0%	\$ 1,882,484
Total Expenditures	\$ 82,165,121	\$ 84,020,496	-2.2%	\$ 133,245,885
Other Financing Sources/Uses				
Other financing sources	\$ 36,234	\$ -	#DIV/0!	\$ -
Other financing uses	\$ (4,451,596)	\$ (4,451,596)	0.0%	\$ (5,779,993)
Total Other Financing Sources/Uses	\$ (4,415,362)	\$ (4,451,596)	-0.8%	\$ (5,779,993)
Change in Fund Balance (4)	\$ (7,007,169)	\$ (11,105,589)	-36.9%	\$ (26,742,644)

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

Fare Revenue:	YTD 10/2023	YTD 10/2024	Increase/ (Decrease)	% Change
Regional Fares	\$ 2,582,830	\$ 2,694,468	\$ 111,638	4%
Maroon Bells	\$ 1,287,751	\$ 1,355,748	\$ 67,997	5%
Total Fare Revenue	\$ 3,870,581	\$ 4,050,216	\$ 179,635	5%
Ridership on RFTA Regional Services*:	YTD 10/2023	YTD 10/2024	Increase/ (Decrease)	% Change
Highway 82 (Local & Express)	751,430	792,847	41,417	6%
BRT	859,793	922,459	62,666	7%
SM-DV	53,493	63,497	10,004	19%
Grand Hogback	149,445	166,659	17,214	12%
Maroon Bells	215,176	222,051	6,875	3%
Total Ridership on RFTA Fare Services	2,029,337	2,167,513	138,176	7%
Avg. Fare/Ride	\$ 1.42	\$ 1.39	\$ (0.04)	-3%
Avg. Fare/Ride MB	\$ 5.98	\$ 6.11	\$ 0.12	2%

- (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 October YTD				Hours October YTD			
	Actual	Budget	Variance	% Var.	Actual	Budget	Variance	% Var.
RF Valley Commuter	3,060,765	3,126,354	(65,589)	-2.1%	143,730	143,805	(75)	-0.1%
City of Aspen	466,898	471,701	(4,803)	-1.0%	54,042	54,640	(598)	-1.1%
Aspen Skiing Company	218,934	216,163	2,771	1.3%	15,660	15,640	20	0.1%
Ride Glenwood Springs	95,915	96,122	(207)	-0.2%	8,349	8,302	47	0.6%
Grand Hogback	341,793	343,706	(1,913)	-0.6%	15,533	15,333	199	1.3%
Specials/Charters	6,309	4,100	2,209	53.9%	679	580	99	17.1%
Senior Van	10,309	7,760	2,549	32.8%	1,367	1,270	97	7.7%
MAA Burlingame	12,485	12,663	(177)	-1.4%	1,136	1,123	13	1.2%
Maroon Bells	89,268	89,418	(150)	-0.2%	6,774	6,676	98	1.5%
Subtotal - Transit Service	4,302,676	4,367,987	(65,310)	-1.5%	247,271	247,369	(98)	0.0%
Training & Other	17,724	30,200	(12,476)	-41.3%	25,618	26,140	(522)	-2.0%
Total Transit Service, Training & Other	4,320,400	4,398,187	(77,786)	-1.8%	272,890	273,509	(620)	-0.2%

2025 RFTA Annual Budget – Preliminary Schedule

Date	Activity	Status
8/8/2024	Discussion/Direction/Action: Preliminary planning initiatives, assumptions and issues.	<i>Completed</i>
9/12/2024	Presentation/Direction/Action: 1 st draft budget presentation	<i>Completed</i>
10/10/2024	Presentation/Direction/Action: 2 nd draft budget presentation	<i>Completed</i>
11/14/2024	Presentation/Direction/Action: 3 rd draft budget presentation	<i>Completed</i>
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	<i>On Schedule</i>