

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS FLMM ADVISORY COMMITTEE MEETING**

TIME: 9 a.m. – 11 a.m., Monday, January 13

Location: In-person at The Bunker, 1340 Main Street, Carbondale, CO 81623

For instructions regarding how to participate via WebEx go to www.rfta.com on the Board Meetings page.

(This Agenda may change before the meeting)

	Agenda Item	Purpose	Est. Time
1	Call to Order/ Roll Call	Quorum	9:00 a.m.
2	Approval of Minutes	Approve	9:01 a.m.
	A. RFTA Board of Directors FLMM Advisory Committee Meeting, December 9, 2024		
3	Presentations/ Action Items	Discussion	9:05 a.m.
	A. First Last Mile Mobility (FLMM) Reserve Grant Program: Existing Conditions and Next Steps		
	B. Questions for Consideration	Discussion	10:30 a.m.
4	Issues to be Considered at Next Meeting To Be Determined at the January 13, 2025 meeting	Meeting Planning	10:45 a.m.
5	Next Meeting: To Be Determined	Meeting Planning	10:46 a.m.
6	Adjournment	Adjourn	10:50 a.m.

**ROARING FORK TRANSPORTATION AUTHORITY
BOARD FLMM ADVISORY COMMITTEE WORK SESSION MINUTES
December 9, 2024**

Board Members Present (or WebEx):

Ben Bohmfalk, Committee Chair (Town of Carbondale); Colin Laird, Committee Co-Chair (Town of Carbondale); Greg Poschman, (Pitkin County); David Knight, (Town of Basalt); Torre, (City of Aspen); Erin Zalinski, (City of Glenwood Springs)

Staff Present (or via WebEx):

Kurt Ravenschlag, Chief Executive Officer (CEO); David Pesnichak, Chief Operations Officer (COO); Michael Yang, Chief Finance & Administrative Officer (CFAO); Mary Harlan, Mobility Coordinator; Kim Wells, Executive Assistant

Visitors Present (or via WebEx):

Mirte Mallory, (We- Cycle); Mitch Osur, (Downtown); Lynn Rumbaugh, (City of Aspen); Lee Barger, (City of Glenwood Springs)

Agenda

1. Call to Order/ Roll Call:

Due to a weather delay, Ben Bohmfalk called the work session of the FLMM Advisory Committee to order at 9:14 a.m. declaring a quorum (6-members present) and the meeting began at 9:15 a.m.

2. Approval of Minutes:

Greg Poschman moved to approve the October 29, 2024 Meeting Minutes and Torre seconded the motion. The motion was unanimously approved.

3. Presentation/ Action Items:

Kurt Ravenschlag opened with a clarifying statement regarding this being a work session rather than official meeting, therefore public comment would only be accepted should a Board member allow time for such.

David Pesnichak and Mary Harlan presented the background on the FLMM Authorization/ RFTA Formation IGA, the seed funding grant program, and performance trend reviews. David also reminded the group of the purpose of the committee: "To Define RFTA's Long-Term Role in FLMM, Specifically Addressing Funding".

Four main questions were presented and discussed:

1. Should RFTA continue with its current program?
2. Do [we] want to continue to fund capital and operating requests?
3. Should RFTA strictly adhere to 3 years of funding at 50%
4. Could there be an allocation of funding between RFTA and jurisdictions supported by FLMM data?

The group discussed the importance of the program and opportunities to strengthen its impact on the reduction of traffic congestion in the Valley. Committee members agreed that that the largest barrier to continuing the program is funding, especially within the smaller jurisdictions. Each member shared their current approach to funding and pointed out major barriers in their areas such as, geographical location which add to the need for capital funding support in addition to operating funds.

Committee members discussed potential regional collaboration opportunities by developing common branding and integrated operations for FLMM services across the region, such as RFTA-branded vehicles

that can move flexibly between communities under one contract with a potentially lower cost to each jurisdiction.

There is interest in reviewing underperforming routes to evaluate whether resources could be reallocated to higher-demand areas or innovative services such as microtransit. Seasonal services were noted as another area needing further analysis. A deeper dive into rideshare models and transit technology were proposed, including exploring app-based interfaces and assessing whether a comprehensive transit app could enhance accessibility and usability within RFTA's large, and diverse service area. This includes enhancing the MyRFTA.com service map to incorporate microtransit, bike-share programs, and last-mile solutions.

Funding strategies were discussed as a critical point, with staff tasked with presenting potential funding options for proposed changes. The importance of infrastructure grants and long-term financial planning was noted as a priority. Staff suggested potentially merging individual jurisdictional funding requests into one larger grant request submitted by RFTA.

The importance of stakeholder involvement and feedback was also highlighted, with suggestions to consider legislative or local ordinance changes that could incentivize transit use. Representatives from organizations like EOTC were suggested as key contributors to future discussions.

4. Next Steps:

The Committee unanimously agreed that the current FLMM program should continue, with the details of the other 3 questions needing further conversation. Some follow-up ideas for staff were presented and will be brought to the next meeting in order for the Committee to prepare an update to be presented to the full Board of Directors in February 2025.

1. Research opportunities for RFTA to leverage needs of all jurisdictions under one grant
2. Staff will work with Town of Basalt to conduct a Case Study around on-going funding and a step-down approach
3. Staff will research current applications and use as well integration with rideshare options
4. We-Cycle and micro transit options to be integrated into myrfta.com maps

5. Next Meeting: scheduled for January 13, 2025

6. Adjournment

**RFTA FLMM BOARD ADVISORY COMMITTEE MEETING
“PRESENTATION/ACTION” AGENDA**

Meeting Date:	January 13, 2025
Subject:	First Last Mile Mobility (FLMM) Reserve Grant Program: Existing Conditions and Next Steps
Strategic Outcomes:	2.0 ACCESSIBILITY AND MOBILITY 6.0 ENVIRONMENTAL SUSTAINABILITY
Strategic Objectives:	2.2 Trail and transit users move safely, quickly and efficiently 2.3 Increase alternative mode splits throughout the region 2.4 Provide increased first and last mile options for customers throughout service area 2.6 Identify and reduce barriers to riding transit and accessing trails 6.4 Provide alternative and innovative travel solutions to help slow the growth of vehicle miles traveled in region
Presented By:	Mary Harlan, Mobility Coordinator
Staff Recommends:	<p>The purpose of the FLMM Committee is “To define RFTA’s long-term role in FLMM, specifically addressing funding.”</p> <p>At the December 9, 2024 meeting, the Committee unanimously agreed that the current FLMM program should continue. Some follow-up ideas for staff were presented and will be brought to the next meeting in order for the Committee to prepare an update to be presented to the full Board of Directors in February 2025.</p> <ol style="list-style-type: none"> 1. Research opportunities for RFTA to leverage needs of all jurisdictions under one grant 2. Staff will work with Town of Basalt to conduct a Case Study around on-going funding and a step-down approach 3. Staff will research current applications and use as well integration with rideshare options 4. We-Cycle and micro transit options to be integrated into myrfta.com maps <p>For the January 13, 2025 FLMM Committee meeting, the following recommended direction is offered. This staff recommended direction along with a list of questions for consideration and further details are provided in the attached packet.</p> <ul style="list-style-type: none"> • Allow long-term operations funding for micro transit through the FLMM grant program based on previous 3-year average of connections to RFTA fixed route services, if funding is available. • Add FLMM grant funding category for “analysis and planning” to help jurisdictions analyze and plan for FLMM in their communities, including FLMM transportation options, long-term funding approaches, and right sizing the system. • Staff will continue to research future long-term funding opportunities for jurisdictional or regional combined grant and funding opportunities. • Conduct competitive bid process to identify a unified transit and FLMM app. • Continue to work on establishing an integrated transportation map of the Roaring Fork and Colorado River Valleys to include RFTA fixed routes, micro transit, bikeshare, paratransit and RFTA trails. • Continue to evaluate services and fixed route efficiencies to identify savings that could help support FLMM. <p>For reference, the Staff recommendation from September 2024 Board of Directors Meeting was as follows:</p> <p>Prioritized FLMM Grant Program</p> <ol style="list-style-type: none"> 1. RFTA 2023 Bike Share MOU/SOA Obligations. 2. Jurisdiction Annual FLMM Grant Requests for Bike Share Support.

	<p>3. Jurisdiction Annual FLMM Grant Requests for Micro-Transit. Funding to be provided at up to 50% for the first 3 years and reducing at 10% per year after 3 years, based on available funding. Also, establish Key Performance Indicator (KPI) for micro-transit to help divide available requests for funding when it is limited based on support for RFTA's fixed route services.</p> <p>4. Jurisdiction Annual FLMM Grant Requests for all other projects (e.g. infrastructure). Note: all FLMM awards must meet established review criteria for consideration, regardless of priority.</p>
<p>Executive Summary:</p>	<p>During the post-Destination 2040 planning process for bike share, which culminated in a comprehensive regional bike share plan, many participating jurisdictions expressed an interest in considering additional FLMM strategies. The development of FLMM options emerged as a priority from the Board's July 8, 2021 Strategic Retreat. In December 2021, the RFTA Board approved the creation of an FLMM Reserve category of the General Fund to set aside resources to help fund discretionary grant applications for FLMM projects submitted by RFTA member jurisdictions. RFTA proposed to serve as a limited grantor to fund FLMM services, in partnership with member jurisdictions. This appeared to be the most feasible opportunity to implement FLMM services more rapidly and at a lower overall cost to the partners and RFTA.</p> <p>At the June 2024 Board Retreat, Strategic Plan Objective 2.4: <i>Provide increased FLMM options for customers throughout the service area</i> emerged as one of 4 priority objectives for RFTA to focus over the next year. Over the last 20 years, RFTA's primary focus has been regional transportation, connecting the roughly 80-mile linear service area. Funding for FLMM was established by Resolution 2021-20, from 10% of any available surplus in the General Fund at year end, which is a volatile source of funding.</p> <p>At the August 8 RFTA Board meeting, staff presenting background and performance data for the FLMM grant program.</p> <p>At the September 12 RFTA Board meeting, staff presented an overview of the financial picture for the FLMM grant program.</p> <p>At the October 10 RFTA Board meeting, staff reviewed the recommended action. The Board decided to move forward instead with the creation of a Board committee to review and make a recommendation on the FLMM program at a later date.</p> <p>The FLMM committee met on October 29 with the members who expressed interest at the October 10 Board meeting. At this meeting, the Committee requested to establish the Committee by Resolution based on RFTA Board of Directors Bylaws, nominating Ben Bohmfalk as Committee Chair and Colin Laird as Committee Vice-Chair. Additionally, a Purpose Statement was established for the Committee: "To define RFTA's long-term role in FLMM, specifically addressing funding."</p> <p>Goals of the Committee were also established at this meeting, with a Committee timeline of a six (6) to seven (7) month engagement timeframe, aiming for a presentation to the Board of Directors in February, 2025</p> <p>At the November 14 Board meeting, the FLMM Committee was approved and the Committee agreed to meet on December 9.</p> <p>The Committee met on December 9 and provided some direction on the FLMM grant program, which are noted in the Staff Recommendation section, above, and in the attached packet. At the meeting on December 9, the Committee decided to meet again on January 13, 2025.</p>
<p>Background/ Discussion:</p>	<p>Since RFTA's creation in 2000, RFTA has provided fixed route regional transit and contracted with local governments for local fixed route services. As a part of the BRT system, RFTA implemented the Carbondale Circulator in 2013 in order to increase the speed and efficiency of the BRT system.</p>

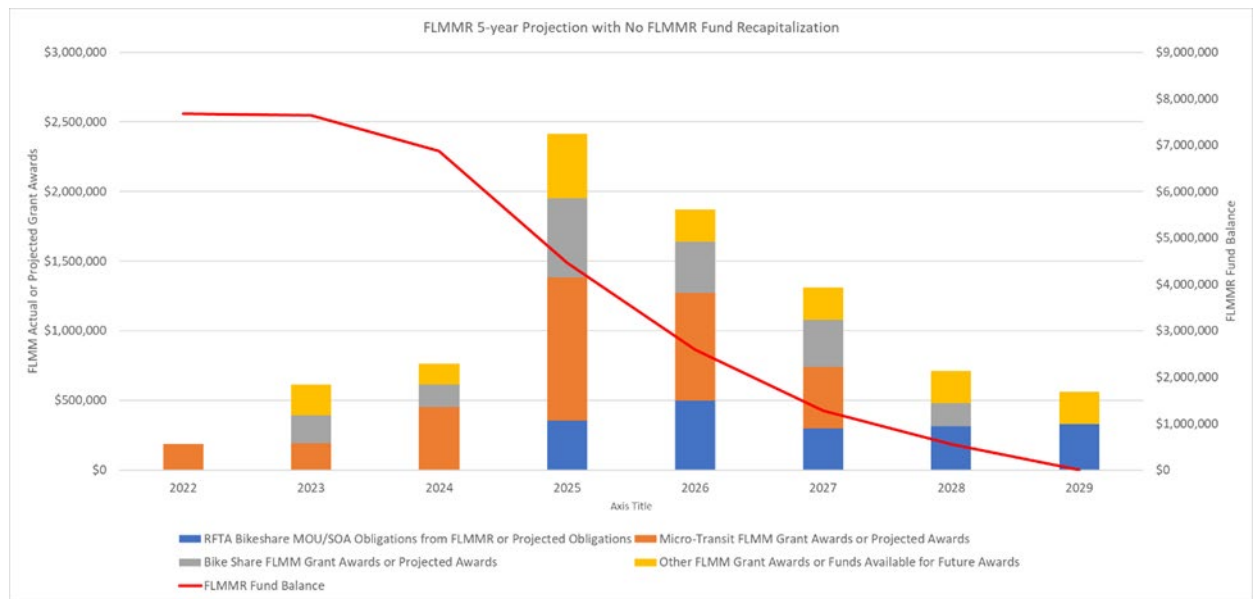
RFTA did not venture into First Last Mile Mobility (FLMM) or micro-mobility until 2021-2022 with the creation of the FLMM Grant Program and 2023 with the signing of the Bike Share Memorandum of Understanding (MOU) and Service Operating Agreement (SOA), as recommended by the 2022 Regional Bike Share Plan.

RFTA’s authorization to move into FLMM stems from the State of Colorado’s enabling legislation that allowed for the creation of RFTA in 2000, Ballot Initiative language to create RFTA in 2000, the subsequent RFTA formation IGA also executed in 2000, and the 2018 Property Tax Mill Levy increase ballot initiative language. The Board also approved Resolution 2021-20 approving amendments to the Board Policy and Board Job Products Policy to create bylaws for the FLMM Grant program.

As an overview of the FLMM Grant program to date, below outlines the grants received or granted through the program between 2022 and 2025.

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

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



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

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

	<p>At the October 10 RFTA Board meeting, staff reviewed the recommended action, which included interim steps fund micro-transit at a reduced level while alternative long-term funding sources are identified. The Board decided to move forward instead with the creation of a Board committee to review and make a recommendation on the FLMM program at a later date.</p> <p>The Committee held its first meeting on October 29. At this meeting, a number of items were decided, as listed above in the Executive Summary section. It is necessary for the Board to formally create the committee by Resolution and adhere to the requirements for an Advisory Committee as outlined in Article VIII or the Board of Director’s Bylaws.</p> <p>At the November 14 Board meeting, the Board approved the formation of the FLMM Committee to advise and operate the FLMM Advisory Committee. The Committee met again on December 9, 2024.</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),” and Article VIII, “Advisory Committees”, outlines the parameters for creating and operating a Board of Directors Advisory Committee.
Fiscal Implications:	None at this time.
Attachments:	<ul style="list-style-type: none"> - Memo – First and Last Mile Mobility (FLMM) Reserve Grant Program: Existing conditions and next steps - Memo from December 9, 2024 Committee meeting, for reference (includes RFTA Formation IGA – September 2000)

First and Last Mile Mobility (FLMM) Reserve Grant Program: Existing conditions and next steps

RFTA FLMM Board Advisory Committee Meeting
January 13, 2025

Introduction and Background

RFTA created the First and Last Mile Mobility (FLMM) Reserve Grant Program in 2021 providing funding to initiate FLMM programs enabling RFTA riders to connect the beginning or end of their trip to RFTA trunk-line services (first and last mile connectivity) in RFTA member jurisdictions. The original RFTA IGA, multiple studies, and climate action and sustainability plans completed by RFTA jurisdictions historically and currently indicate the need for FLMM service in the region. Approximately 40% of all personal trips are 2 miles or less in length, and FLMM options like bike share and microtransit help eliminate travel in single-occupancy personal vehicles. FLMM has great potential to increase mobility and accessibility options for those who cannot or choose not to drive an automobile, reduce congestion, reduce GHG emissions, remove the economic burden of car ownership, and support community sustainability and climate action goals.

Studies throughout the Roaring Fork Valley have demonstrated that local trips (trips beginning and ending within the town) are exacerbating traffic congestion, particularly during peak hours. Population growth, expected to increase by 20% in the Roaring Fork Valley by 2035 (Colorado Department of Local Affairs, 2024), will compound this problem if we remain at status quo. [The Community Forum Task Force on Transportation and Mobility Upper Valley Mobility Report \(2017\)](#) and the [City of Glenwood Springs Transportation Study Update \(2023\)](#) both cite that increases in local traffic have caused significant increases in traffic congestion along local roadways. Studies dating back [to the late 1990's](#) reinforce the necessity to include FLMM options regionally.

Sustainability, climate action, and energy action plans across the region also support FLMM in our region. [Garfield Clean Energy's Energy Action Plan's \(2023 Update\) Goal #3: Clean Mobility](#), has a focus area dedicated to increasing biking, walking, and mode-share, including "supporting policies and programs that further increase community bike programs (strategy 3.7) and opportunities to increase first-last-mile connectivity, like community-based transit and on-demand ride-share (strategy 3.9)." Eagle County's [Climate Action Plan \(Climate Action Collaborative, 2020\)](#) cites an immediate call to action for piloting bike sharing programs and supporting multi-modal transportation options. The City of Aspen's [Aspen Sustainability Action Plan \(2024\)](#) outlines vehicle and transportation goals promoting "mobility-as-a-service, describing more connected and on-demand mobility."

Finally, the creation of the FLMM program is consistent with the original IGA that formed RFTA in 2000, identifying the purpose of the Authority and its ability to adopt bylaws and rules to govern activities. This document supports the following:

- The need for specialized transportation services for elderly, disabled, and young people, as the need for diverse mobility options for these populations grows.
- Prioritizing an efficient and sustainable regional multimodal transportation system in its goals in cooperation with local governments throughout the Roaring Fork Valley.

- Stipulations for 20-year regional population projections, indicating that improved and expanded regional transit services would be even more necessary to reduce congestion and maintain quality of life.

During the post-*Destination 2040* planning process for bike share, jurisdictions expressed an interest in considering additional FLMM strategies, and the development of FLMM options emerged as a priority from the RFTA Board's July 8, 2021 Strategic Retreat. In December 2021, the RFTA Board approved the creation of an FLMM Reserve category of the General Fund to set aside resources to fund discretionary grant applications for FLMM projects submitted by RFTA member jurisdictions.

The primary intention of FLMM services was for RFTA to help member jurisdictions kickstart new and innovative ideas connecting community members to RFTA fixed routes without the use of single occupancy vehicles. For this, the initial FLMM Reserve fund was created by transferring \$3 million from the existing Unassigned Fund Balance (balance at 12/31/20 of \$8.5 million) to a new FLMM in Committed Fund Balance. RFTA proposed to serve as a grantor to fund FLMM services in the short-term, in partnership with member jurisdictions that are responsible for planning, funding and implementation. RFTA would fund approved capital and operating and capital investments at up to a 50% match for up to three years as seed funding. This appeared to be the most feasible opportunity to implement FLMM services more rapidly and at a lower overall cost to the partners and RFTA.

In 2021, the RFTA Board approved bylaws governing the FLMMR fund and grant program (Resolution 2021-20), amending Policy 2.5.5 to include that 10% of the General Fund surplus will be committed to First and Last Mile Mobility Reserves. "Such FLMM Reserves may be drawn upon on program requirements and recommendations of CEO with Board approval." Additionally, the Board amended the Board Job Products Policy to add 4.2.5B, establishing requirements for RFTA contributions to RFTA member jurisdictions for FLMM solutions as "FLMM Grants," and provisions of the program.

Today, FLMM options have been particularly important at RFTA's highest ridership stops such as Rubey Park, Carbondale BRT, El Jebel BRT, and Basalt Avenue BRT. Many of these stops have limited parking, and passengers arriving at these stops need options for completing the "last mile" of their journey, accessing jobs, education, healthcare, social services, food, recreation, or housing. As we see an increase in population in the Roaring Fork Valley, a desire to decrease greenhouse gas emissions, improve our economy, and serve our communities better, FLMM should help support our region's mobility needs.

At the June 2024 Board Retreat, Strategic Plan Objective 2.4: Provide increased FLMM options for customers throughout the service area emerged as one of 4 priority objectives for RFTA to focus over the next year.

At the August 8 RFTA Board meeting, staff presenting background and performance data for the FLMM grant program.

At the September 12 RFTA Board meeting, staff presented an overview of the financial picture for the FLMM grant program.

At the October 10 RFTA Board meeting, staff reviewed the recommended action, which included interim steps to fund micro-transit at a reduced level while alternative long-term funding sources are identified. The Board decided to move forward instead with the creation of a Board committee to review and make a recommendation on the FLMM program at a later date.

The Committee held a meeting on October 29 to determine roles and responsibilities of members. At this meeting, the Committee also identified its purpose: *“To define RFTA’s long-term role in FLMM, specifically addressing funding.”*

At the November 14 RFTA Board meeting, the Board officially passed the formation of the FLMM Board Advisory Committee according to the governing bylaws of the RFTA Board.

On December 9, the Board Advisory Committee held a work session. Staff presented the background on FLMM, the FLMM Reserve grant program in its current state, and reviewed performance trends. Four main questions were presented to the group and discussed:

1. Should RFTA continue with its current FLMMR grant program, of providing up to 50% funding for capital and operating expenses, for up to three years?
2. Should RFTA continue with the FLMMR grant program, do we want to fund capital only (a one-time expense), or do we want to continue to fund capital and operating requests?
3. If the Board does wish to fund operating requests, should RFTA strictly adhere to the current program of three years of funding at 50%, or should there be exceptions for ongoing operations grants (such as microtransit)? Also, should infrastructure requests be allowed?
4. Could there be an allocation of funding between RFTA and the jurisdictions that is supported by use data?

Committee members agreed that the largest barrier to jurisdictions continuing first-last mile mobility programming is funding. Each committee member shared their current approaches to funding bikeshare and micro transit, and pointed out major barriers including lack of dedicated transportation funding within their jurisdiction (or not enough), geographical barriers requiring additional capital funding beyond what is currently available, lack of adequate infrastructure to safely support bikeshare, and the need for capital funding support in addition to operating funds.

Committee members also discussed potential regional grant and collaborative funding opportunities, developing common branding among jurisdictions, and integrating operations for FLMM services across the region. Some examples included jurisdictions collectively applying for state and federal grants with RFTA facilitating an application, RFTA-branded vehicles that can move flexibly between communities under one contract potentially lowering the cost to each jurisdiction, and integrating mapping and app services.

Other options included RFTA reviewing underperforming routes and inefficiencies to evaluate resource reallocation or replacing fixed route services with micro transit, further analyzing seasonal services, and closely examining other rideshare models. Enhancing the MyRFTA.com service map to incorporate micro transit, bikeshare programs, and first- last-mile solutions was also suggested. Overall, the Committee unanimously agreed that the current FLMMR grant program should continue while details of the remaining three questions will require further discourse.

Several priority topics emerged during the Committee work session forming the basis for next steps. These topics include:

- Federal or state grant or other funding opportunities with RFTA as facilitator, leveraging needs of all jurisdictions under one grant application
- RFTA staff to conduct a case study on the Town of Basalt, as their FLMMR grant funding will be significantly changing after 2025
- Transit App integration with micro transit and bikeshare
- Development of one map to include fixed-route transit, micro transit operation zones, and bikeshare docking stations integrated into myrfta.com

Micro transit and Bikeshare: Current and future funding opportunities

Micro-transit and bike share both offer important first and last mile connections while often complementing each other through the seasons. They serve as an alternative to short, single-occupancy driving trips, providing greater mobility, economic benefits, and community resiliency to the transportation system, reducing both parking demands and congestion.

Popularity of the bikeshare program has ramped up very quickly due to the passage of *Destination 2040* in 2018 and the execution of the bike share MOU and SOA between the local jurisdictions, WE-cycle and RFTA. As of November 2024, ridership surpassed 258,000 rides for 2024, an average of around 800 rides per day. Despite increases in ridership and popularity among commuters, operating costs for bikeshare have been higher than initially anticipated considering the increase in insurance, labor, and operating and maintenance required for e-bikes within the fleet.

Micro-transit has also been steadily growing due to the convenience and flexibility of on-demand transit, the affordability of free travel, and the public acceptance of app-based transportation services. Carbondale has seen a 241% increase in ridership since microtransit services started in July 2024. At this time, micro transit is funded entirely through the FLMMR grant and the jurisdictions.

As a result of *Destination 2040*, RFTA provides a steady stream of funding for bike share services, independent of the FLMMR fund. However, unpredictable and higher than expected increases to operating and maintenance, as well as constraints on property tax revenues will require continued monitoring when assessing the sustainability of the bikeshare program. Micro-transit on the other hand, is currently only funded for an initial 3-year pilot through the FLMM grant program as local jurisdictions apply for funding and launch these systems. Nevertheless, it is becoming evident that some local jurisdictions do not have the capacity to fund micro-transit programs on their own and will need to identify other funding sources in order for these services to continue.

At the December 9 FLMM Board Advisory Committee work session, Board Advisory Committee members tackled the issue of what RFTA's long-term role in FLMM should be, and how the FLMM Reserve Grant program plays a role in both short-term and long-term funding, particularly for micro transit. It was decided that the FLMMR grant program will remain intact for current and future funding requests, prioritizing micro transit and bikeshare, while minimizing infrastructure projects. This allows jurisdictions and RFTA the ability to plan for the future of FLMM financially and logistically, while still providing seed funding toward FLMM projects and amassing data to adequately analyze the role bikeshare and micro transit play in transportation connectivity in the Roaring Fork and Colorado River Valleys.

Both the bikeshare and micro transit programs are new to communities down valley of Aspen, offering a unique opportunity to plan for and gather data supporting funding FLMM programs and services. Does micro transit and bikeshare increase ridership on RFTA fixed routes, decrease congested intersections, or decrease greenhouse gas emissions? These are all questions that could be explored and could justify future grant funding opportunities as we move forward.

As a reminder, the table below outlines the years that each of the current micro-transit FLMM grant recipients are eligible to apply for this funding based on the current guidelines:

Micro-Transit System FLMM Eligibility by Year - Current Program						
	2022	2023	2024	2025	2026	2027
Basalt				*		
Carbondale						
Glenwood Springs						

* Basalt permitted to apply for 2025 as 'grace year' during Board discussions on the future of the FLMM program

When looking at the current and projected costs of the micro-transit systems and their projected demand on the FLMM grant program, 2025 is expected to be the year for highest requests, around \$1 million. System eligibility begins to taper in 2026, and requests for FLMM grant funds are expected to drop as jurisdictions exhaust their eligibility under the current guidelines.

Below, the table shows the requests for micro-transit granted to date as well as projected future requests based on eligibility under the current guidelines:

Micro-Transit Total Annual System Cost - Current Program Guidelines									
System	2022	2023	2024	2025	2026	2027	2028	2029	Notes
Basalt Connect	\$380,000	\$387,000	\$541,211	\$578,474	\$607,398	\$637,768	\$669,656	\$703,139	Basalt allowed 4th year of FLMM grant in 2025
Carbondale Downtowner			\$363,000	\$673,425	\$707,096	\$742,451	\$779,574	\$818,552	2024 was 6 months, 2025 for 12 months
Glenwood Micro-Transit				\$800,000	\$840,000	\$882,000	\$926,100	\$972,405	
Total	\$380,000	\$387,000	\$904,211	\$2,051,899	\$2,154,494	\$2,262,219	\$2,375,330	\$2,494,096	
FLMM Grant @ 50% for 3 Years	\$190,000	\$193,500	\$452,106	\$1,025,950	\$773,548	\$441,000	\$0	\$0	
* Projection Years, in grey, based on 5% annual increase; Bold = Years eligible for FLMM grant @ 50%									

Illustrated below is bikeshare FLMM eligibility within the current program guidelines. Again, based on current conditions, FLMMR funding is expected to reduce significantly as the largest expansions and system launches are completed. This reduction will decrease the dollar amount of FLMM grant requests for bike share in the coming years.

		Bike Share FLMM Eligibility by Year - Current Program					
		2023	2024	2025	2026	2027	2028
Aspen	MOU Initiation / Expansion						
	Expansion						
Pitkin County	System Launch						
Snowmass Village	MOU Initiation						
	Expansion						
Basalt	MOU Initiation / Expansion						
	Expansion						
Carbondale	System Launch						
	Expansion						
Eagle County	MOU Initiation / Expansion						
	Expansion						
Glenwood Springs	System Launch						

Note: Bike Share expansions determined annually in collaboration with WE-cycle and jurisdiction based on need

A variety of local, state and federal funding resources exist for both bikeshare and micro transit. Several approaches for acquiring funding include RFTA applying for or acquiring funding and disbursing it to jurisdictions (if permitted under the grant guidelines), RFTA realigning underperforming routes or services, jurisdictions applying for or acquiring funding individually, jurisdictions applying for or acquiring funding collectively (with or without RFTA’s involvement), and jurisdictions or RFTA exploring a future tax. Charging for micro transit or bikeshare services and implementing parking fees to generate revenue could also provide long-term funding options for FLMM services.

At this time, RFTA has identified several grants and funding opportunities that could provide funding near- and long-term. Although some of these grants are one-time opportunities, others multi-year grants, research grants, and tiered grants (a planning phase and an implementation phase). Some of those funds include:

- CDOT’s Multimodal Transportation and Mitigation Options Fund (MMOF)
- CDOT’s Transportation Alternatives Program (TAP)
- USDOT’s Active Transportation Infrastructure Investment Program (ATIIP)
- FTA’s Accelerating Innovative Mobility grant (AIM)
- FTA’s Technology Transfer Program (T2P)
- Great Outdoors Colorado Community Impact Grant
- Potential funding from the Elected Officials Transportation Committee (EOTC) in Pitkin County
- Colorado’s Clean Transit Enterprise (CTE) (starting in 2026)

One method to applying for funding would be for RFTA to facilitate an application for a federal or large state grant on behalf of the jurisdictions. With this option, RFTA could work with a grant writer experienced working on multi-jurisdictional applications. Each jurisdiction would coordinate internally on specific dollar amounts requested. RFTA would systematize grant requirements, offering logistical and organizational support to jurisdictions, and would submit the grant on behalf of the jurisdictions. It is worth noting that not all grants will permit RFTA to facilitate a group application, so the ability to pursue this option is dependent on the requests from the jurisdictions and the grants available.

A similar model for grant writing was used during the federal grant application for the Charging and Fueling Infrastructure grant that Northwest Colorado Council of Governments submitted on behalf of the six counties of Pitkin, Eagle, Garfield, Routt, Summit, and Grand. Sustainable Strategies wrote the grant with input from representatives of the counties, while NWCCOGS facilitated large group meetings and systematically organized grant application eligibility and requirements with the counties.

Case Study: Town of Basalt

Basalt, CO, has a population of 3,984 people (US Census Bureau, 2021) within the town limits. It spans both Eagle and Pitkin Counties, with a land area of approximately 2 miles. The Basalt and adjacent mid-Valley communities of El Jebel, Emma, Old Snowmass, and the upper Fryngpan River Valley contribute to the economy and social structure of the Town, roughly doubles the population, and adds approximately 30 miles of land area.

The Basalt Connect, the Town’s micro transit, provides year-round service with slightly different hours June- September versus winter, spring, and fall. It operates within town limits of the downtown Basalt area and surrounding residential zones, as well as in Willits and the surrounding residential zones. Currently, we know that about 19% of Basalt Connect riders are going to and from RFTA bus stations and stops. In 2024, 54% of WE-cycle riders were going to and from RFTA stations and stops, with the El Jebel BRT Downvalley docking station being the most popular. Additionally, the Mid-Valley Bikeshare System has the second highest ridership among the four bikeshare systems currently operating in the Valley. Additional data will be necessary to understand true use-case scenarios in Basalt, as they are still in the beginning stages of FLMM services and programs.

The table below represents annual increases in total system costs for the Basalt Connect, which started operating in Basalt in 2022 with a total annual system cost of \$380,000 and an ending cost in 2029 of \$703,139. A 5% yearly cost increase was assumed, starting after 2025.

	Micro-Transit Total Annual System Cost - Current Program + Reduced Long Term (20%)								
System	2022	2023	2024	2025	2026	2027	2028	2029	Notes
Basalt Connect	\$380,000	\$387,000	\$541,211	\$578,474	\$607,398	\$637,768	\$669,656	\$703,139	Basalt allowed 4th year of FLMM grant @ 50% in 2025

Four options were presented at the FLMM Board Advisory Committee work session detailing FLMM Grant Fund Options and pertaining to moving beyond the third year of FLMM funding. Those four options included:

- Option A: Continue Current Seed Funding Program & Guidelines **Basalt has exhausted this option following 2025**
 - Up to 50% for 3-year seed funding for operations
 - Up to 50% for infrastructure
 - Current funding adequate through 2029 based on projections
- Option B: Prioritize grant requests and reduce microtransit to 20% after 3 years
 - Priorities include:
 - RFTA Bikeshare MOU/ SOA obligations

- Requests for bikeshare support
 - Requests for microtransit
 - Requests for all other projects, like infrastructure
- Option C: Prioritize Grant Requests and Taper Micro transit at 10% per year after 3 years for a total of 7 years
 - Priorities include:
 - RFTA Bikeshare MOU/ SOA obligations
 - Requests for bikeshare support
 - Requests for microtransit
 - Requests for all other projects, like infrastructure
- Option D: Identify Alternative funding source for ongoing operations, or alternative funding method through RFTA
 - Local, state, and federal grants, funding programs, research programs
 - Apply for funding collectively and as individual jurisdictions
 - Use data to determine a percentage that RFTA would cover to connect riders to trunk line
 - Consider eliminating or realigning existing underperforming RFTA service to help fund micro transit

The chart below explores the Basalt micro transit total annual system cost with a 5% increase yearly for inflation. At the projected costs and following 2025, Option B is depicted with Basalt's costs toward micro transit through years 2026-2029 with FLMM funding covering 20% of total costs, yearly. Option C is depicted at a 10% taper per year from 50% in 2025, with Basalt's costs after FLMM funding covers 40% of costs in 2026, 30% of costs in 2027, 20% of costs in 2028, and 10% of costs in 2029.

We have added an "Option E" to these charts, to depict what Basalt's cost toward micro transit would be if it were based on micro transit trips that went to or from RFTA stops. This number was based on the prior three-year percentages of micro transit going to or from those RFTA stops. For example, 2025 was based on the actual percentages of micro transit riders going to and from RFTA stops for three years: 2022-2024. 2026 was based on three-year averages covering 2023-2025, and so on for subsequent years.

A 5% increase in micro transit ridership was assumed for 2025 and 2026, as we know anecdotally (from observing Aspen micro transit) that there will be an increase in micro transit ridership before it will level off, thus ridership to and from RFTA stops. As a result, we capped the projection at 28.9% of micro transit riders that will be going to and from RFTA stops.

Micro-Transit Total Annual System Cost - Current Program w 5% Annual Increase									
	System	2022	2023	2024	2025	2026	2027	2028	2029
	Basalt Connect	\$380,000	\$387,000	\$541,211	\$578,474	\$607,398	\$637,768	\$669,656	\$703,139
Option B	20%-Basalt Cost					\$485,918	\$510,214	\$535,725	\$562,511
Option C	10% taper/yr-Basalt Cost					\$364,439	\$446,437	\$535,725	\$632,825
"Option E"	3-yr average-% to/from RFTA stops				\$497,487.64	\$498,066	\$484,703	\$487,309	\$499,932

*Option B: Basalt covers 80% of costs

**Option C: Basalt covers 60% in 2026, adding 10% per year until 2029, absorbing 100% of costs in 2030

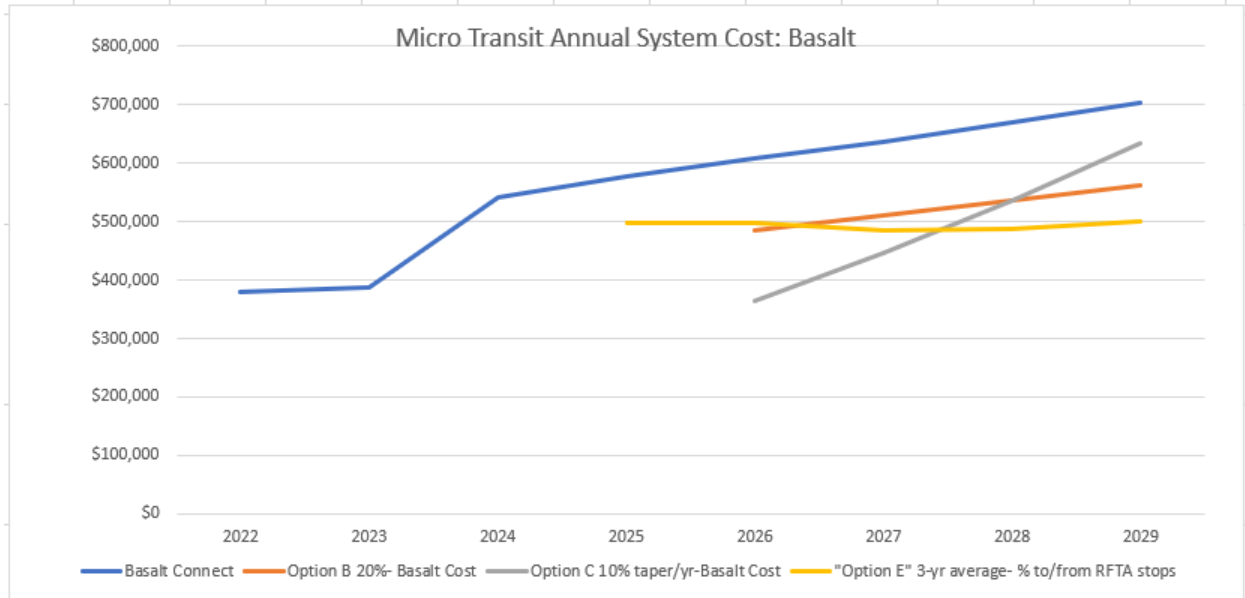
***" Option E": represents the cost to Basalt based on % riders using microtransit to-from RFTA bus stops

The next chart shows Basalt’s micro transit cost per month under both Options B & C. Of note, 4-year average monthly cost differences between Option B and Option C total \$2,394.64 over the entire 4 years. This demonstrates that despite the different options, cost-savings is minimal in the long-term, although one option may be more optimal in the short-term. The line graph visually represents the chart above, and depicts the differences between Options B and C.

Another interesting aspect to the below chart is that the monthly costs differences between Option B and Option E is the highest difference on the chart, whereas the difference between Option C and Option E is minimal: \$196.18. Again, these differences only represent financial value; right-sizing and efficiency within the system may add other value not illustrated here.

Basalt Monthly costs of all options										
	System	2026	2027	2028	2029	4-year Average	4-year cost difference			
	Basalt Connect	\$607,398	\$637,768	\$669,656	\$703,139	\$654,490				
Option B	At 20%-Basalt Monthly Cost	\$40,493.20	\$42,517.87	\$44,643.73	\$46,875.93	\$43,632.68				
Option C	At 10% Taper per Year-Monthly Cost	\$30,369.90	\$37,203.13	\$44,643.7	\$52,735.43	\$41,238.05	Btw B&C	\$2,394.64		
"Option E"	3-yr average-% to/from RFTA stops	\$41,505.51	\$40,391.95	\$40,609.1	\$41,660.97	\$41,041.87	Btw B&D	\$2,590.81	Btw C&D	\$196.18

The line graph below gives a visual picture of the charts above:



It is worth noting that Option D includes a variety of options including local, state, and federal grant funding, as well as examining how micro transit ridership to and from the RFTA trunk line could be used as a metric to fund micro transit and cost-allocation. As of December 25, 2024, the following data were extracted on micro transit ridership to and from BRT and bus stops (data provided by Travis Gleason of the Downtowner):

Operating Days	236	242	358
Total Program Passengers	17,864	25,846	35,233
Passengers to/from RFTA Stop	2022	2023	2024 (thru 12/25)
El Jebel Park & Ride	101	447	2,197
Basalt Park & Ride	1,261	1,407	2,971
Willits Bus Stop	521	1,361	1,450
Hwy 82 + Original	2	4	4
Two Rivers / Midland Ave	26	10	4
Two Rivers Rd + Hillcrest Dr	36	30	68
Total	1,947	3,259	6,694
Percentage of passengers/ RFTA	10%	12%	18.90%

Despite the five distinct options, it is possible to combine options and strategize a path forward that leverages budgets and cost-allocation. This could include right-sizing operations unique to a jurisdiction, or a regional approach could be taken. Charging for rides, evaluating service area and standards, considering paid parking, or consolidating pickup and drop-off locations could be some methods to right-size FLMM.

FLMMR Grant funding has traditionally not been allocated toward planning efforts. However, given our current understanding (and lack of long-term data) of FLMM services in the Roaring Fork Valley, and our collective desire to strategize appropriately, distributing FLMM Grant funding toward planning that

locally analyzes the best ways to target, scale, and fund local FLMM efforts could play a fundamental role in assisting local jurisdictions determine the best path forward.

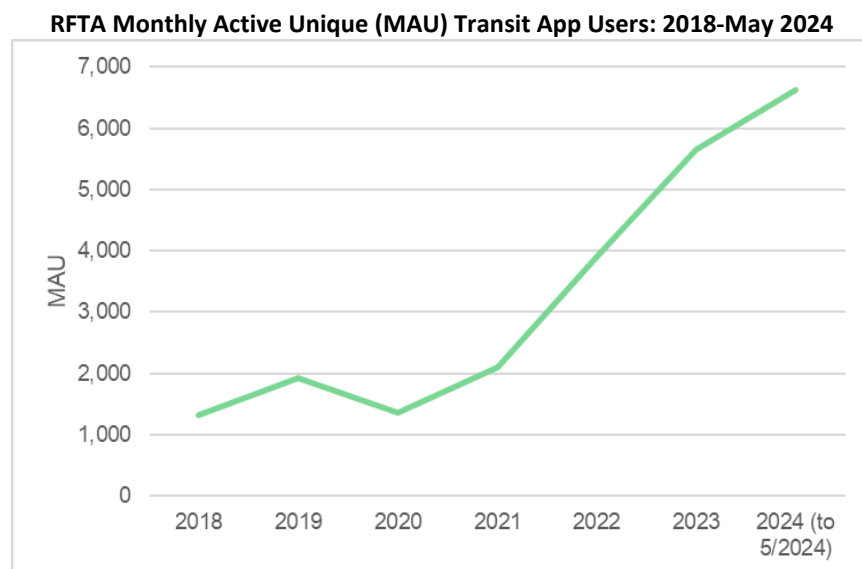
Transit App

The Strategic Plan (2024) outlines that RFTA will “exceed customer expectations by providing modern, courteous, safe, convenient, reliable, comfortable, sustainable, and affordable transportation for residents and visitors.” Smart objective 5.3 states that RFTA will “leverage technology to enhance customer experience.” Through a RFTA-branded sponsorship of a singular transit application and integrated mobile ticketing, RFTA could provide rider services for transit, micro transit, and WE-cycle.

Currently, WE-cycle is fully integrated into the transportation app, Transit App. One can create an account and sign up for a free ride pass, check out a bike at a docking station nearest the user by allowing location services, and be charged for fees beyond the 30-minute free ride on the app. RFTA staff have explored Transit App for further integration due our current use of the app for limited services including providing real-time location and timing for the Carbondale Circulator, SMV, BRT, and L. Additionally, Bustang (CDOT) and the RTD (Denver) are already fully integrated into this system and provide payment options within Transit App.

With limited RFTA services already provided through Transit App, use among RFTA’s monthly active unique users (MAU) increased close to 400% from 2018 to May 2024. In November of 2024, it was reported that Transit App had “welcomed 347 new Roaring Fork Transportation Authority Riders aboard as they downloaded the app for the first time.” In the same month, a total of 6,093 riders used Transit App, up 17% from November 2023. Also, of note, 6,802 “Rate-My-Ride” questions were answered in November 2024, up 35% from November 2023. “Rate-My-Ride” is the survey platform within the Transit App software, asking riders to rate their ride.

The graph below illustrates the increase in Monthly Active Unique Transit App users from 2018 through 2024.



Advantages to using Transit App include:

- RFTA already has limited services provided on the app and user history
- App is at no-cost to the public
- It is user-friendly
- Downtowner is collaborating with Transit App to integrate via “deep link” the Downtowner app for trip scheduling and trip planning
- Payment and ticketing can be integrated through Masabi, whom we currently contract with (extra cost to RFTA)
- One, integrated app that both tourists and locals can use

In April, the Downtowner will be rolling-out “Ride Roaring Fork,” through their Downtowner App, combining the Aspen Downtowner, Basalt Connect, Carbondale Downtowner, and Glenwood Downtowner (if Glenwood uses Downtowner as a vender) into one, Roaring Fork Valley-branded app. A deep link will be embedded into the Transit App, so that users of Transit App will be linked to the Downtowner App.

Although a competitive bid process will need to take place, integration with Transit App could be a reliable option given that it is already in use by RFTA riders, WE-Cycle users, and those traveling from the Front Range to the Roaring Fork and Colorado River Valley communities for tourism and recreation. This said, without following through on a competitive process, we are not currently able to fully analyze the breadth of products available that could bring all of RFTA’s services and payment platform into one user friendly app.

Integrated Transportation Map

At the December 9 Board Advisory Committee work session, RFTA Board Advisory Committee members requested a map, integrating the myrfta.com trunk line mapping system with WE-cycle docking station maps and Downtowner service location maps, providing a comprehensive picture of transportation within the Roaring Fork and Colorado River Valley region.

Staff met with Dave DiFulvio from Farnsworth Group to determine a plan and approach for designing one, integrated map. The following was examined during the meeting:

- Concept and details of creating one, integrated map to include information found on the route finder on myrfta.com, WE-cycle docking stations, and the Downtowner regional service area maps
- The end-use of the map: a public facing map that could be interactive online, but also work well as a stationary map on a kiosk
- Current maps available, using existing information as to be resource efficient
- Approaches for short-term concept and long-term project goals
- Considered adding RFTA trails and paratransit

We have requested permission from both WE-cycle and the Downtowner for use of their digital maps in the design of this new, integrated map. Both have released their maps for use by Farnsworth Group. Goals of this map include giving an overview of the transportation landscape of the Roaring Fork and

Colorado River Valleys for internal use, with a long-term objective of potentially making this available to the public. Information can be designed to be simple or granular.

A follow up meeting on January 3 with Farnsworth determined RFTA currently has available data for RFTA trails, paratransit, Bustang, Parachute Area Transit System, all RFTA routes, WE-cycle, and micro transit zones. Integrating these available resources into one ArcGIS online platform is possible and desirable. Short-term project outcomes are limited at this time to an interactive, integrated online map that will be tested internally by RFTA staff and the Board. Long-term goals include creating a public facing online model, and potentially designing a model that could integrate with a transportation app.

Previously Recommended Steps

Based on the FLMM Board Advisory Committee work session on December 9, 2024, several recommendations were made by Board Committee members and staff:

1. Continue with the FLMMR Grant program, prioritizing RFTA 2023 Bikeshare MOU/ SOA obligations, jurisdiction annual grant requests for bikeshare support, jurisdiction annual FLMM grant requests for micro transit, and jurisdiction annual FLMM grant requests for all other projects.
2. With Basalt's term of their FLMMR Grant for micro transit coming to the end of their 3-year seed funding period (while being allowed a fourth year to establish new funding), create a case study to examine how funding micro transit in Basalt might look using the four FLMM Grant Fund Options presented on page 7 of this document.
3. Explore other funding options available to RFTA, jurisdictions individually, and jurisdictions collectively.
4. Understand how the Transit App is currently used and how their services are used by RFTA riders.
5. Create an integrated and interactive transportation map that captures the transportation landscape of the Roaring Fork and Colorado River Valleys which will include data and maps from myrfta.com, WE-cycle, the Downtowner, RFTA trails, and paratransit.

Questions for Consideration

The following questions are offered for consideration to determine the role of FLMMR Grant funding and its future structure, grant and funding planning, use of the Transit App or other such apps used to merge communities' transit services, and how strategic transportation mapping could benefit this region.

- Which one, or combination of, the FLMM Grant Fund Options could be most beneficial to funding future FLMM operations in jurisdictions?
- Should long-term operations funding for micro transit be based on previous 3-year average of connections to RFTA fixed route services?
- Should a FLMM grant funding category for "analysis and planning" be added, allowing jurisdictions to analyze and plan for FLMM in their communities for identifying gaps in local

transportation networks, data collection, long-term funding approaches, and right sizing the FLMM system?

- Should RFTA conduct a competitive bid process to identify a unified transit and FLMM app?
- Should RFTA staff continue to evaluate services and fixed route efficiencies to identify savings that could help support FLMM?

For reference, the below charts show the Ridership Rankings and Passengers per Hour for all of RFTA’s fixed route services. Further evaluation is needed to determine a staff recommendation.

Ridership Rankings				Passenger Per Hour Rankings			
Route	Dec 2024 YTD	Dec 2023 YTD	% Change	Route	Dec 2024 YTD	Dec 2023 YTD	% Change
VelociRFTA	1,110,800	1,035,24	7.3%	X Games	79.2	99.0	-19.9%
Local Valley	940,444	896,643	4.9%	Jazz Aspen Snowmass	41.4	66.4	-37.6%
Castle Maroon	451,124	430,084	4.9%	Aspen Highlands Direct	40.4	32.8	23.1%
Snowmass/Aspen Ski	371,096	373,943	-0.8%	Maroon Bells	40.3	37.7	6.8%
Ride Glenwood	266,588	250,279	6.5%	Aspen Highlands Ski	39.7	39.1	1.5%
Hunter Creek	229,723	214,761	7%	Buttermilk	34.6	34.0	1.7%
Snowmass/Aspen	223,992	230,720	-2.9%	Snowmass/Aspen Ski	33.8	30.2	12.0%
Maroon Bells	222,051	215,176	3.2%	Hunter Creek	33.7	31.5	7.1%
Snowmass/Intercept	204,087	186,001	9.7%	Music School BG	32.5	31.2	4.0%
Hogback	200,502	179,193	11.9%	Ride Glenwood	29.0	27.4	5.5%
Carbondale Circulator	164,499	169,033	-2.7%	Snowmass/Aspen	28.7	29.1	-1.2%
Burlingame	132,984	117,349	13.3%	Snowmass/Intercept	27.5	23.5	16.9%
Aspen Highlands Ski	81,863	82,164	-0.4%	Carbondale Circulator	27.0	27.8	-2.8%
Cemetery Lane	80,494	70,580	14%	Castle Maroon	27.0	25.6	5.4%
Snowmass-Valley	80,422	69,112	16.4%	Snowmass-Valley	23.7	24.8	-4.4%
Buttermilk	73,308	77,099	-4.9%	Music School	20.2	20.2	0.1%
Mountain Valley	40,788	36,837	10.7%	VelociRFTA	17.6	17.1	3.3%
Music School	37,925	37,003	2.5%	Local Valley	15.9	15.1	4.9%
Galena Street	34,918	28,472	22.6%	Galena Street	14.7	11.1	32.4%
Music School BG	31,410	29,771	5.5%	Hogback	14.5	11.9	22.2%
Aspen Highlands	20,128	41,487	-51.5%	Burlingame	14.0	12.4	12.9%
Cross Town	17,205	16,132	6.7%	Cemetery Lane	11.8	10.3	14.9%
X Games	8,953	7,304	22.6%	Mountain Valley	6.1	5.6	8.8%
Jazz Aspen Snowmass	5,749	6,718	-14.4%	Cross Town	4.6	4.4	4.7%
Woody Creek	5,503	5,512	-0.2%	Woody Creek	2.0	1.9	3.6%
Flyer		10,406		Flyer		23.8	
Total	5,036.5	4,817.02	4.56%	Total	20.2	19.1	5.3%

Staff Recommendations

1. Allow long-term operations funding for micro transit through the FLMM grant program based on previous 3-year average of connections to RFTA fixed route services, if funding is available.
2. Add FLMM grant funding category for “analysis and planning” to help jurisdictions analyze and plan for FLMM in their communities, including identifying gaps in local transportation networks, examining current FLMM strategies, exploring long-term funding approaches, and right-sizing the system.
3. Staff will continue to research future long-term funding opportunities for jurisdictional or regional combined grant and funding opportunities.
4. Conduct competitive bid process to identify a unified transit and FLMM app.

5. Continue to work on establishing an integrated transportation map of the Roaring Fork and Colorado River Valleys to include RFTA fixed routes, micro transit, bikeshare, and possibly paratransit and RFTA trails.
6. Continue to evaluate services and fixed route efficiencies to identify savings that could help support FLMM.
7. Continue efforts to gather data relevant to how FLMM is being used, what gaps could be addressed, and how effective current strategies are in connecting communities to RFTA fixed route transit.

ATTACHMENTS:

- FLMM Board Advisory Committee Work Session Packet with updated Performance Trend Charts

First and Last Mile Mobility (FLMM) Reserve Grant Program: What is RFTAs Long-Term Role?

RFTA FLMM Committee Meeting
December 9, 2024

Introduction and Background

RFTA created the First and Last Mile Mobility (FLMM) Reserve Grant Program in 2021 providing funding to initiate FLMM programs in RFTA member jurisdictions. The original RFTA IGA, multiple studies, and climate action and sustainability plans completed by RFTA jurisdictions historically and currently indicate the need for FLMM service in the region. Approximately 40% of all personal trips are 2 miles or less in length, and FLMM options like bike share and microtransit help eliminate travel in single-occupancy personal vehicles. FLMM has great potential to increase mobility and accessibility options for those who cannot or choose not to drive an automobile, reduce congestion, reduce GHG emissions, remove the economic burden of car ownership, and support community sustainability and climate action goals.

Studies throughout the Roaring Fork Valley have demonstrated that local trips (trips beginning and ending within the town) are exacerbating traffic congestion, particularly during peak hours. Population growth, expected to increase by 20% in the Roaring Fork Valley by 2035 (Colorado Department of Local Affairs, 2024), will compound this problem if we remain at status quo. [The Community Forum Task Force on Transportation and Mobility Upper Valley Mobility Report \(2017\)](#) and the [City of Glenwood Springs Transportation Study Update \(2023\)](#) both cite that increases in local traffic have caused significant increases in traffic congestion along local roadways. Studies dating back [to the late 1990's](#) reinforce the necessity to include FLMM options regionally.

Sustainability, climate action, and energy action plans across the region also support FLMM in our region. [Garfield Clean Energy's Energy Action Plan's \(2023 Update\) Goal #3: Clean Mobility](#), has a focus area dedicated to increasing biking, walking, and mode-share, including “supporting policies and programs that further increase community bike programs (strategy 3.7) and opportunities to increase first-last-mile connectivity, like community-based transit and on-demand ride-share (strategy 3.9).” Eagle County's [Climate Action Plan \(Climate Action Collaborative, 2020\)](#) cites an immediate call to action for piloting bike sharing programs and supporting multi-modal transportation options. The City of Aspen's [Aspen Sustainability Action Plan \(2024\)](#) outlines vehicle and transportation goals promoting “mobility-as-a-service, describing more connected and on-demand mobility.”

Finally, the creation of the FLMM program is consistent with the original IGA that formed RFTA in 2000, identifying the purpose of the Authority and its ability to adopt bylaws and rules to govern activities.

This document supports the following:

- The need for specialized transportation services for elderly, disabled, and young people, as the need for diverse mobility options for these populations grows.
- Prioritizing an efficient and sustainable regional multimodal transportation system in its goals in cooperation with local governments throughout the Roaring Fork Valley.
- Stipulations for 20-year regional population projections, indicating that improved and expanded regional transit services would be even more necessary to reduce congestion and maintain quality of life.

During the post-*Destination 2040* planning process for bike share, many participating jurisdictions expressed an interest in considering additional FLMM strategies, and the development of FLMM options emerged as a priority from the RFTA Board's July 8, 2021 Strategic Retreat. In December 2021, the RFTA Board approved the creation of an FLMM Reserve category of the General Fund to set aside resources to fund discretionary grant applications for FLMM projects submitted by RFTA member jurisdictions.

The initial FLMM Reserve fund was created by transferring \$3 million from the existing Unassigned Fund Balance (balance at 12/31/20 of \$8.5 million) to a new FLMM in Committed Fund Balance. RFTA proposed to serve as a grantor to fund FLMM services, in partnership with member jurisdictions that are responsible for planning, funding and implementation. RFTA would fund approved capital and operating and capital investments at up to a 50% match for up to three years as seed funding. This appeared to be the most feasible opportunity to implement FLMM services more rapidly and at a lower overall cost to the partners and RFTA.

In 2021, the RFTA Board approved bylaws governing the FLMMR fund and grant program (Resolution 2021-20), amending Policy 2.5.5 to include that 10% of the General Fund will be committed to First and Last Mile Mobility Reserves. "Such FLMM Reserves may be drawn upon on program requirements and recommendations of CEO with Board approval." Additionally, the Board amended the Board Job Products Policy to add 4.2.5B, establishing requirements for RFTA contributions to RFTA member jurisdictions for FLMM solutions as "FLMM Grants," and provisions of the program.

Today, FLMM options have been particularly important at RFTA's highest ridership stops such as Rubey Park, Carbondale BRT, 27th Street BRT, El Jebel BRT, and Basalt Avenue BRT. Many of these stops have limited parking, and passengers arriving at these stops need options for completing the "last mile" of their journey, accessing jobs, education, healthcare, social services, food, recreation, or housing. As we see an increase in population in the Roaring Fork Valley, a desire to decrease greenhouse gas emissions, improve our economy, and serve our communities, FLMM should support our region's mobility needs.

At the June 2024 Board Retreat, Strategic Plan Objective 2.4: Provide increased FLMM options for customers throughout the service area emerged as one of 4 priority objectives for RFTA to focus over the next year.

At the August 8 RFTA Board meeting, staff presenting background and performance data for the FLMM grant program.

At the September 12 RFTA Board meeting, staff presented an overview of the financial picture for the FLMM grant program.

At the October 10 RFTA Board meeting, staff reviewed the recommended action, which included interim steps to fund micro-transit at a reduced level while alternative long-term funding sources are identified. The Board decided to move forward instead with the creation of a Board committee to review and make a recommendation on the FLMM program at a later date.

The Committee held its first meeting on October 29. At this meeting, the Committee identified its purpose: *"To define RFTA's long-term role in FLMM, specifically addressing funding."*

RFTA's Formation and Board Governing Policies Supporting FLMM

The Board created the FLMMR fund and the grant program from authorizing legislation in the Colorado Rural Transportation Authority Law, Title 43, Article 4, Part 6, Colorado Revised Statutes, as amended. This Law allowed RFTA to form as an Authority in 2000 and defines the powers of the Authority. In accordance with the powers provided in this law, the original RFTA member jurisdictions, and later New Castle, signed the formation IGA in September 2000 contingent on a successful election that November.

Below is an excerpt of some common language approved by each original member jurisdiction. The language underlined, "expanded mass transit and other transportation services in accordance with an Intergovernmental Agreement," shows that diverse transportation services are encouraged. Ballot Measure Language for all jurisdictions from the RFTA IGA, September 2000 (Election held November 7, 2000), states:

SHALL THE ROARING FORK TRANSPORTATION AUTHORITY ("RTA") BE ESTABLISHED FOR THE PURPOSE OF FUNDING AND PROVIDING THE BUS SERVICES CURRENTLY PROVIDED BY THE ROARING FORK TRANSIT AGENCY PLUS EXPANDED MASS TRANSIT AND OTHER TRANSPORTATION SERVICES IN ACCORDANCE WITH AN INTERGOVERNMENTAL AGREEMENT...

The IGA identifies the purpose of the Authority and its ability to adopt bylaws and rules to govern activities. An excerpt from RFTA's Intergovernmental Agreement, dated September 12, 2000, identifies this purpose:

Section 2.02. Purpose. The purpose of the Authority is to finance, Construct, operate and maintain an efficient, sustainable and regional multi-modal transportation system at any location or locations within or without the Boundaries of the Authority, subject to compliance with the Act.

Section 3.12. Bylaws and Rules. The Board, acting by resolution adopted ... may adopt bylaws or rules governing the activities of the Authority and the Board...

Additionally, supporting FLMM micro-mobility options was found to be consistent with other sections of the IGA which prioritized regional service in its goals, and envisioned local service to be funded separately by member jurisdictions¹. Specific to funding Local Service, Section 6.02f (Specific Responsibilities, Local Service) of the IGA states:

(f) Local Service. The Authority may fund Authorized Transportation Projects that serve the residents and businesses of a Member (as distinguished from regional services) but, except as otherwise specifically provided herein, only pursuant to an agreement pursuant to which such Member pays the Authority for the services provided on the same fully allocated cost basis used to determine costs of Authority services throughout the Authority's service area.

¹ Regional Service Goals Section 7.04 Discretionary Member Contributions

In accordance with the above noted authorizing legislation and executed 2000 IGA, the RFTA Board approved bylaws governing the FLMMR fund and grant program. By Resolution 2021-20, RFTA Board Policy 2.5.5 was amended to read as follows (changes in **bold italics**):

Financial planning for any fiscal year or the remaining part of any fiscal year may not deviate materially from the Board's Ends priorities, risk fiscal jeopardy, or fail to be derived from a multi-year strategic plan.

Accordingly, the CEO shall not allow budgeting that:

- 1. Fails to allocate at least an average of two (2) months of budgeted General Fund Revenues to Operating Reserves or an average of two (2) months of budgeted General Fund Expenditures, whichever is larger. Revenues include property tax, sales and use tax, service contracts, fares, operating grants and contributions. Expenditures include, operating expenditures, operating expenditures allocated to service contracts, and debt service. Such Operating Reserves may be drawn upon on recommendation of the CEO with Board approval to compensate for expected shortfall. At year-end, any available surplus in the General Fund will be allocated in the following manner: 70% to Committed Capital Reserves, 10% to Committed First and Last Mile Mobility (FLMM) Reserves, and 20% to Unassigned Fund Balance. The portion allocated to Committed Capital Reserves will be further allocated in the following manner: 75% Transit Capital Reserves, 20% Facilities Capital Reserves, and 5% Trails Capital Reserves. Such Capital Reserves may be drawn upon on recommendation of CEO with Board approval to fund capital needs and replenished using year-end surpluses. Such FLMM Reserves may be drawn upon on program requirements and recommendation of CEO with Board approval.***

Also, by Resolution 2021-20, the Board amended Board Job Products Policy to add 4.2.5.B., as follows:

B. Requirements for RFTA contributions to RFTA member jurisdictions for First and Last Mile Mobility (FLMM) solutions, to be known as "FLMM Grants," shall be as follows:

1) The RFTA CEO shall establish and administer a FLMM Grant Program. Guidelines for the program will generally include, but not be limited to:

- a. Eligibility requirements;***
- b. Evaluation criteria;***
- c. A rating process that takes into consideration the project's:***
 - i. Justification;***
 - ii. Nexus with (and ability to advance) RFTA's strategic objective to provide increased first and last mile options for customers throughout service area;***
 - iii. Local financial commitment;***
 - iv. Plan for financial sustainability;***
 - v. Impact on the reduction of greenhouse gases.***
- d. Performance metrics and periodic reports.***

2) Total RFTA FLMM grant contributions will not exceed available resources in the FLMM Reserve unless additional funding is approved by the Board.

3) Requests for RFTA FLMM grant funding from RFTA member jurisdictions will be considered during RFTA’s annual budget process, although the RFTA Board may grant exceptions to this requirement in 2022, the first year of the RFTA FLMM grant program.

4) Requests for RFTA FLMM grant funding shall be submitted by deadlines to be established by RFTA each year.

5) Requests for RFTA FLMM funding will require a 50% local match by the requesting organization.

6) FLMM grant requests by quasi-governmental and non-profit organizations must be made in partnership with and submitted by RFTA jurisdictions, which will be the grantees.

7) The RFTA CEO will present recommendations for FLMM grant awards to the RFTA Board during the annual budget process.

Related to bike share, RFTA had been contributing financial support to WE-cycle for several years in advance of the 2023 Memorandum of Understanding (MOU) and Service Operating Agreement (SOA) that formalized collaborative expansions throughout the Roaring Fork Valley. The MOU and SOA were outgrowths of the 2022 Regional Bike Share Plan, further authorized by ballot language from the 2018 Property Tax Mill Levy Increase. This ballot language specifically authorized “mobility enhancements for pedestrians, bicyclist and transit users.”

While Aspen city routes and Ride Glenwood Springs services are paid for by each jurisdiction and contracted to RFTA, the Carbondale Circulator, establishing a direct connection between the new BRT station and Carbondale’s downtown at 15-minute intervals, is a service provided by RFTA. When RFTA’s BRT system was formed in 2013, the Circulator was instituted to maintain efficiency of the regional BRT system while maintaining the pre-BRT connection within Carbondale. For this reason, the Circulator is considered a part of the BRT system, and RFTA maintains financial responsibility.

While some costs are funded by RFTA, other costs are covered by participating jurisdictions, including municipal and county funds allocated to cover costs of employees working in transportation fields within the city or county, engineering services related to transportation, trails maintenance, infrastructure development, grant writing, implementing transportation surveys, development of sustainability, transportation, or climate action plans, and development of transportation demand management measures like bike share, microtransit services, and paid parking. Jurisdictions vary across the region; robust funding is available in some cases whereas in other cases funding is more limited.

Jurisdiction Dedicated Transportation Budget and Revenue Sources*

Jurisdiction	Dedicated transportation funding	Revenue source	Use case
City of Aspen	\$24,596,895	Lodging Tax, Tobacco and Excise Tax, General Fund	Transit, trails, ZEV **, micro mobility, employment, car share, bus shelter improvement
Town of Snowmass Village	\$26,500,000	General Fund, Parking Fees, Real Estate Transfer Tax	Employment, micro mobility, transit, ZEV, infrastructure improvement, bus shelter improvement

Pitkin County	\$9,161,000	Transit Sales and Use Tax; Road & Bridge separate fund as State mandated	EOTC, micro mobility, employment, ZEV, transit, infrastructure improvement
Town of Basalt	\$5,835,000	Restricted fund, Southside Pedestrian & Transportation Fee, Willits Transportation & Impact Fee	Transit, micro mobility, employment, infrastructure improvement
Eagle County	\$19,500,000	Sales & Property Tax, ECO Transit Fund; Road & Bridge separate fund as State mandated	Transit (RFTA & CORE), trails, micro mobility, ZEV, employment, infrastructure improvement
Town of Carbondale	\$767,000	Community Affairs Fund from the General Fund, Recreation Tax	Trails, micro mobility, ZEV
City of Glenwood Springs	\$3,596,000	Public Transportation Fees, Street Tax Fund, Bus Tax, grants	Transit, trails, micro mobility, ZEV, employment, bus shelters, TDM

*In some cases, budget information from 2024 was used due to 2025 budgets not being approved at the time of this writing.
 **ZEV (Zero Emissions Vehicles)

The chart above highlights that each RFTA participating jurisdiction has a dedicated transportation budget included in their overall budget planning. Further, those budgets are supported through funds and taxes, some unique to a given community. For example, the Town of Snowmass Village implemented the Real Estate Transfer Tax to help support transportation needs in that community. Note that while the above chart is intended to demonstrate the varying scale of transportation funding within each of the jurisdictions, it does not indicate that funding is necessarily available within these budgets for first and last mile services.

Overview: FLMM Grant Program Administration

RFTA approved its first FLMM award to the Town of Basalt in 2022. Below is a breakdown of the awards and requests to date:

Year	Jurisdiction	Project Name	Project Total Cost	Award / Request Amount
2022	Basalt	Basalt Connect (micro-transit)	\$380,000	\$190,000
2022 Total		<u>Applications Received</u> - 1 Bike share – 0 Micro-transit – 1 Infrastructure – 0		\$190,000 Awarded
2023	Aspen	Bike share	\$230,048	\$39,544
	Basalt	Bike share	\$81,810	\$55,905
		Basalt Connect (micro-transit)	\$387,000	\$193,500
	Carbondale	Bike share	\$210,688	\$105,344
	Glenwood Springs	Blake Ave. Bike/Ped Improvements Design	\$500,000	\$100,000
	Pitkin County	Truscott Trail Design	\$237,384	\$118,692
		Buttermilk Crossing Design (Project Cancelled)	\$301,174	\$150,587 (Project Cancelled)
2023 Total		<u>Applications Received</u> - 7 Bike share – 3 Micro-transit – 1 Infrastructure – 3		\$763,572 Awarded
2024	Aspen	Bike share	\$186,928	\$17,984
	Basalt	Bike share	\$73,204	\$21,602

		Basalt Connect (micro-transit)	\$541,211	\$270,610
	Carbondale	Bike share	\$145,630	\$72,815
		Carbondale Downtowner (micro-transit)	\$363,000	\$181,500
	Pitkin County	Bike share	\$89,802	\$44,901
	Town of Snowmass Village	Bike share	\$10,780	\$5,390
		Brush Creek Rd. Ped Improvements	\$1,300,000	\$150,000
2024 Total		<u>Applications Received</u> - 8 Bike share – 5 Micro-transit – 2 Infrastructure – 1		\$764,802 Awarded
2025 Requests	Aspen	Bike share	\$376,021	\$112,530
	Basalt	Bike share	\$186,721	\$78,361
		Basalt Connect (micro-transit)	\$578,474	\$289,237
	Carbondale	Bike share	\$174,264	\$87,132
		Carbondale Downtowner (micro-transit)	\$673,425	\$336,713
	Glenwood Springs	6 th Street Protected Bike Lanes	\$5,729,518.80	\$464,570.40
		Micro-transit	\$800,000	\$400,000
	Pitkin County	Bike share	\$85,347	\$42,673
	Town of Snowmass Village	Bike share	\$448,659	\$224,330
	Eagle County	Bike share	\$91,847	\$23,423
2025 Request Total		<u>Applications Received</u> - 10 Bike share – 6 Micro-transit – 3 Infrastructure – 1		\$2,058,969.40 Requested
2022 – 2025 FLMM Grant Award/Request Totals		<u>Applications Received</u> - 26 Bike share – 14 Micro-transit – 7 Infrastructure – 5		<u>Total Request - \$3,777,343.40</u> Bike share – \$931,934 (25%) Micro-transit – \$1,861,560 (50%) Infrastructure – \$983,849.40 (25%)

This chart demonstrates that bike share has made up the bulk of the number of applications received to date, about 50% of all applications. RFTA will continue to remain financially engaged in the bike share network through Destination 2040 funding and existing annual funding, also outlined in the bike share Memorandum of Understanding (MOU) and Service Operating Agreement (SOA). However, as the initial 3-year grant period starts to close for a number of jurisdictions in the bike share program, the number of FLMM bike share applications is expected to decrease as only new expansions will be eligible for the program going forward.

While bike share has made up the bulk of the application submittals to date, microtransit, like the Basalt Connect or the Carbondale Downtowner, is now making up the bulk of the financial requests (~50%). As

more systems are established, microtransit has evolved from one application for \$190,000 in 2022, to three applications totaling \$1,025,950 in 2025.

Infrastructure requests, which do not include bike share or micro-transit, but did include planning, design and engineering, have not been eligible since 2023. This change was made in the 2024 application year to ensure that the local jurisdictions were adequately committed to their projects before applying for RFTA's FLMM grant program for construction. Construction is very often the largest cost of an infrastructure project. The construction portion of an FLMM infrastructure project has been eligible since the founding of the program in 2022.

To date, five applications for infrastructure have been received totaling \$983,849 in requests: three were for design and engineering (in 2023) and two were for construction (in 2024 and 2025).

The Planning Department has established an interdisciplinary team made up of staff from multiple departments to review the incoming applications for compliance with the established review criteria and to ensure funding availability. This staff team makes recommendations regarding the applications received to RFTA leadership, with modifications if necessary. The RFTA Board has final approval.

Once awarded, RFTA member jurisdictions administrate and implement their own FLMM grant projects. As a result, all contracts with vendors and consulting firms are held by the local jurisdictions, not RFTA. While RFTA has a degree of influence over these projects, RFTA is not accountable for project implementation. The one exception to this model is bike share, where RFTA is party to the bike share MOU and SOA. The FLMM grant program is intended to assist local jurisdictions financially for a period of 3 years during and after a bike share system launch or expansion.

FLMM Grant Program Administration: Micro-Transit and Bike Share

Micro-transit and bike share both offer important first and last mile connections while often complementing each other through the seasons. They serve as an alternative to short, single-occupancy driving trips, providing greater mobility, economic benefits, and community resiliency to the transportation system, reducing both parking demands and congestion.

Bike share has ramped up very quickly due to the passage of *Destination 2040* in 2018 and the execution of the bike share MOU and SOA between the local jurisdictions, WE-cycle and RFTA. Micro-transit has also been steadily growing due to the convenience and flexibility of on-demand transit, the affordability of free travel, and the public acceptance of app-based transportation services due to FLMMR seed funding.

As a result of *Destination 2040*, RFTA provides a steady stream of funding for bike share services, independent of the FLMMR fund. Micro-transit on the other hand, is currently only funded for 3 years through the FLMM grant program as local jurisdictions apply for funding and launch these systems. However, it is becoming evident that some local jurisdictions do not have the capacity to fund micro-transit programs on their own and will need to identify other funding sources in order for these services to continue. Local, state and federal funding sources such as CDOT's Multimodal Transportation and Mitigation Options Fund (MMOF), potential funding from the Elected Officials Transportation Committee (EOTC) in Pitkin County, and certain grants through the Colorado Association of Transit Agencies (CASTA) are just some of the grants available to jurisdictions.

The table below outlines the years that each of the current micro-transit FLMM grant recipients are eligible to apply for this funding based on the current guidelines:

	Micro-Transit System FLMM Eligibility by Year - Current Program					
	2022	2023	2024	2025	2026	2027
Basalt				*		
Carbondale						
Glenwood Springs						

* Basalt permitted to apply for 2025 as 'grace year' during Board discussions on the future of the FLMM program

When looking at the current and projected costs of the micro-transit systems and their projected demand on the FLMM grant program, 2025 is expected to be the year for highest requests, around \$1 million. System eligibility begins to taper in 2026, and requests for FLMM grant funds are expected to drop as jurisdictions exhaust their eligibility under the current guidelines.

Below, the table shows the requests for micro-transit granted to date as well as projected future requests based on eligibility under the current guidelines:

	Micro-Transit Total Annual System Cost - Current Program Guidelines								
System	2022	2023	2024	2025	2026	2027	2028	2029	Notes
Basalt Connect	\$380,000	\$387,000	\$541,211	\$578,474	\$607,398	\$637,768	\$669,656	\$703,139	Basalt allowed 4th year of FLMM grant in 2025
Carbondale Downtowner			\$363,000	\$673,425	\$707,096	\$742,451	\$779,574	\$818,552	2024 was 6 months, 2025 for 12 months
Glenwood Micro-Transit				\$800,000	\$840,000	\$882,000	\$926,100	\$972,405	
Total	\$380,000	\$387,000	\$904,211	\$2,051,899	\$2,154,494	\$2,262,219	\$2,375,330	\$2,494,096	
FLMM Grant @ 50% for 3 Years	\$190,000	\$193,500	\$452,106	\$1,025,950	\$773,548	\$441,000	\$0	\$0	

* Projection Years, in grey, based on 5% annual increase; **Bold** = Years eligible for FLMM grant @ 50%

RFTA has dedicated funding for bike share through *Destination 2040* to help cover indirect operations (insurance, regional staff, etc.) as well as expenses outlined in the *2022 Bike Share Study* and considered inside *Destination 2040* expenses (core Bikeshare Equipment, Bike Share Support Equipment, and Replacement and Maintenance Equipment up to the limits identified in the *2022 Bike Share Study*). In addition to the *Destination 2040* funding, jurisdictions are also eligible for FLMM grant awards to help cover their agreed upon portion for bike share as outlined in the 2023 Bike Share MOU and/or expansions considered outside *Destination 2040*.

To date, bike share has represented the largest number of applications to the FLMM grant program (see previous section of this memo). Based on the FLMM grant guidelines, jurisdictions are eligible for FLMM grants for bike share for 3 years after a system is launched or expanded. This means that the largest dollar amount of eligibility started in 2023 for most jurisdictions as the bike share MOU was executed that same year and large expansions or system launches were initiated.

Illustrated in the table below, 2025 has the highest number of jurisdictions that are eligible for an FLMM grant. Going forward, only expansions to the systems will be eligible for FLMM grants and the funding

amount will be prorated based on the size of the expansion, which is determined by the increase in the number of docking points. For instance, Carbondale has 235 docking points as a part of the system launch in 2023 and are eligible for 50% FLMM grant from 2023 through 2025 (3 years). In 2025, Carbondale has a 4-dock expansion planned which is also eligible for a 50% FLMM grant from 2025 through 2027. Looking ahead, in 2026 and 2027, Carbondale’s FLMM eligible amount will reduce to only that 4-dock expansion (all docks are eligible for an FLMM grant in 2025 due to overlap).

While many jurisdictions will continue to be eligible for a certain amount of FLMM funding for bike share, that dollar amount is expected to reduce significantly as the largest expansions and system launches are completed. This reduction will decrease the dollar amount of FLMM grant requests for bike share in the coming years (note the Snowmass Village expansion in 2025 and Glenwood Springs system launch in 2026 will represent significant demands on the fund through 2027 and 2028 respectively):

		Bike Share FLMM Eligibility by Year - Current Program					
		2023	2024	2025	2026	2027	2028
Aspen	MOU Initiation / Expansion						
	Expansion						
Pitkin County	System Launch						
Snowmass Village	MOU Initiation						
	Expansion						
Basalt	MOU Initiation / Expansion						
	Expansion						
Carbondale	System Launch						
	Expansion						
Eagle County	MOU Initiation / Expansion						
Glenwood Springs	System Launch						
Note: Bike Share expansions determined annually in collaboration with WE-cycle and jurisdiction based on need							

Based on anticipated bike share system expansions, estimated bike share FLMM grant eligibility was developed for the coming years through 2028. This table is only intended for establishing a rough estimate for potential upcoming FLMM grant requests and should not be used for budgeting purposes.

Grounded in the known upcoming system launches and expansions, the table below shows that bike share FLMM requests are anticipated to reduce from a high of \$568,449 in 2025 as expansions become smaller and eligibility begins to close for previous system launches and expansions:

Bike Share FLMM Grant Award and Projection - Current Program						
	2023	2024	2025	2026	2027	2028
Actual and Projected FLMM Grant Annual Totals for All Systems / Jurisdictions	\$200,793	\$162,692	\$568,449	\$365,766	\$338,078	\$165,375
* Projections in grey, includes 5% annual increase and anticipated expansions; eligible for FLMM grant @ 50% of Jurisdiction Portion of MOU Cost for 3 years following system launch or expansion (expansions prorated based on number of docks added)						

Discussed at the August 8 Board of Directors meeting and based on existing data, bike share appears to be providing a greater proportion of first and last mile connections to major transit and BRT stops than micro-transit. From the data presented at the August Board of Directors meeting, micro-transit is connecting to RFTA stops between 5.26% in Aspen, 20.24% in Basalt, and 25% in Carbondale. Meanwhile, bike share is connecting to RFTA stops about 46.68% of the time network wide.

For First and Last Mile Mobility, the trips that are connecting to RFTA stops are where bike share and micro-transit really support RFTA services. In the following section, based on the bike share and micro-transit RFTA stop connection rates, the below table was developed outlining the costs for those connection trips to RFTA (based on grant/subsidy amount) along with the passenger trips and fully allocated operating cost per passenger for RFTA's regional services for comparison purposes.

FLMMR Fund 5-Year Projection

It is difficult to predict either the demand for FLMM grants from member jurisdictions or the rate of fund contributions in any given year. Currently, the FLMMR is funded through 10% of General Fund excess. For 2024, the FLMMR fund received approximately \$572,000, however due to large projects coming to completion in 2024 the General Fund is not projected to have any excess, and as a result there is no recapitalization of the FLMMR fund expected going into 2025. In these same years, the FLMMR fund had FLMM grant award liabilities of \$763,572 in 2023 and \$764,802 in 2024. Year 2025 FLMMR grant requests exhibit even greater demand on the FLMMR fund, at approximately \$2,028,969.40 (see chart above outlining FLMM grant awards and requests).

In addition, bike share capital expenses that had been paid for by RFTA through 2024 from *Destination 2040* savings have been exhausted. Although this was planned for accordingly, this has resulted in bike share capital expenses which are RFTA's share per the Bike share MOU and SOA (inside *Destination 2040*) are now being covered by FLMMR funds. This shift from *Destination 2040* to the FLMMR fund was expected, but it does place an added demand on this funding source.

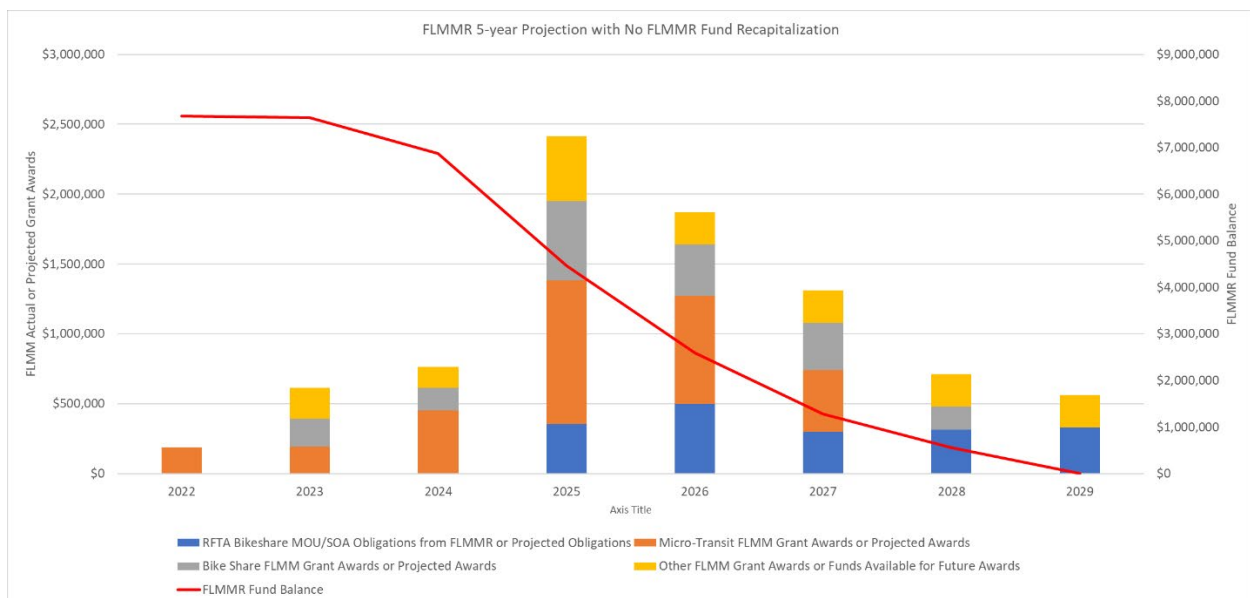
In the future, the capacity of the FLMMR fund will depend on how much it is capitalized and the demands placed upon it, both of which are highly variable and difficult to predict. Of highest importance is for RFTA to fulfill its obligations per the bike share MOU and SOA through 2028. For bike share, the FLMMR covers expansion costs that are not otherwise funded through RFTA's ongoing *Destination 2040* and existing annual bike share funding.

The following forecast was developed based on the current FLMM Grant Program and obligations. This forecast assumes:

- **Recapitalization: None.** Due to the high unpredictability in potential capitalization, this forecast assumes that no funds will be added to the FLMMR through 2029.
- **Grant Guidelines: Existing.** This forecast assumes maintaining the current grant guidelines.
- **RFTA Bike Share Obligation: Estimates Future Obligations.** This forecast considers a predicted \$355,646 expense in 2025 for the Snowmass expansion, \$500,000 in 2026 for the Glenwood expansion, and estimates that with the reduced capital costs that expenses will come down to \$300,000 in 2027 and increase at 5% per year through 2029.
- **Available Future FLMM Grant Funds: Draw FLMMR to \$0 at 2029.** In order to maintain RFTA’s bike share obligations to the end of the MOU and SOA term at the end of 2028, future estimated FLMM grant award funding is all remaining funds from 2026 to 2029 divided up annually.
- **Bike Share and Micro-Transit FLMM Grant Awards: Based on Tables in Previous Section of this Memo.** The bike share and micro-transit FLMM grant award projections in 2026 to 2029 are rough projections based on currently known information.

	FLMMR 5-year Projection with No FLMMR Fund Recapitalization							
	2022	2023	2024	2025	2026	2027	2028	2029
Starting FLMMR Balance		\$7,680,192	\$7,639,977	\$6,875,179	\$4,460,564	\$2,588,488	\$1,276,648	\$563,511
RFTA Bikeshare MOU/SOA Obligations from FLMMR or Projected Obligations		\$0	\$0	-\$355,646	-\$500,000	-\$300,000	-\$315,000	-\$330,750
Micro-Transit FLMM Grant Awards or Projected Awards	-\$190,000	-\$193,500	-\$452,106	-\$1,025,950	-\$773,548	-\$441,000	\$0	\$0
Bike Share FLMM Grant Awards or Projected Awards		-\$200,793	-\$162,692	-\$568,449	-\$365,766	-\$338,078	-\$165,375	\$0
Other FLMM Grant Awards or Funds Available for Future Awards		-\$218,692	-\$150,000	-\$464,570.40	-\$232,762	-\$232,762	-\$232,762	-\$232,762
10% General Fund Excess		\$572,770	\$0	\$0	\$0	\$0	\$0	\$0
Ending FLMMR Balance	\$7,680,192	\$7,639,977	\$6,875,179	\$4,460,564	\$2,588,488	\$1,276,648	\$563,511	\$0
Green = Estimate or Projection								

The below graph visually represents the above table:



Based on the projected requests for bike share and micro-transit for the coming years through 2029, the above graph demonstrates that the fund can meet these demands under the current program guidelines. Going forward with the current guidelines is anticipated to leave about \$232,762 per year between 2026 and 2029 for all other grant applications aside from bike share and micro-transit.

FLMM Performance and Trends

Bike share trips connect to a BRT or major transit stop between 38% and 54% of the time depending on the system (Snowmass is not included since it only has two stops, one of which is a major transit stop), exemplified in the chart below. Meanwhile, micro-transit connects to transit stops between 5% and 20% of the time depending on the system, but there is much less data to analyze at this point than bike share. Both are also providing important in-town connections:

Trips to and from BRT and Major RFTA Stops			
Bike share		Micro-Transit	
System	Percent of Total Trips to/from BRT and Major RFTA Stops (Previous 2 to 3-month 2024 Average)	System	Percent of Total Trips to/from BRT and Major RFTA Stops (Previous 12-month Average from July 2023 to October 2024)
Aspen – WE-cycle	36.13% (21,868 average monthly rides with 7,872 average monthly starting or ending at transit stops)	Aspen Downtowner (Vendor: Downtowner)	5.26% (6,381 average monthly passengers with 336 average monthly starting or ending at a transit stop- data as of June, 2024)
Snowmass – WE-cycle	97.80% (Note: Snowmass has only 2 stations, one of which is a major transit stop)	Snowmass Village Shuttle (on-demand) (Vendor: Downtowner app; Village Shuttle vans and drivers)	(no data at this time)
Basalt/Mid-Valley – WE-cycle	54.12% (8,780 average monthly rides with 4,741 average monthly starting or ending at transit stops)	Basalt Connect (Vendor: Downtowner)	23% (3,347.6 average monthly passengers with 779 average monthly starting or ending at a transit stop)
Carbondale – WE-cycle	42.79% (8,957 average monthly rides with 3,851 average monthly starting or ending at transit stops)	Carbondale Downtowner (Vendor: Downtowner)	26% (still very little data, but average for the last 3 months)

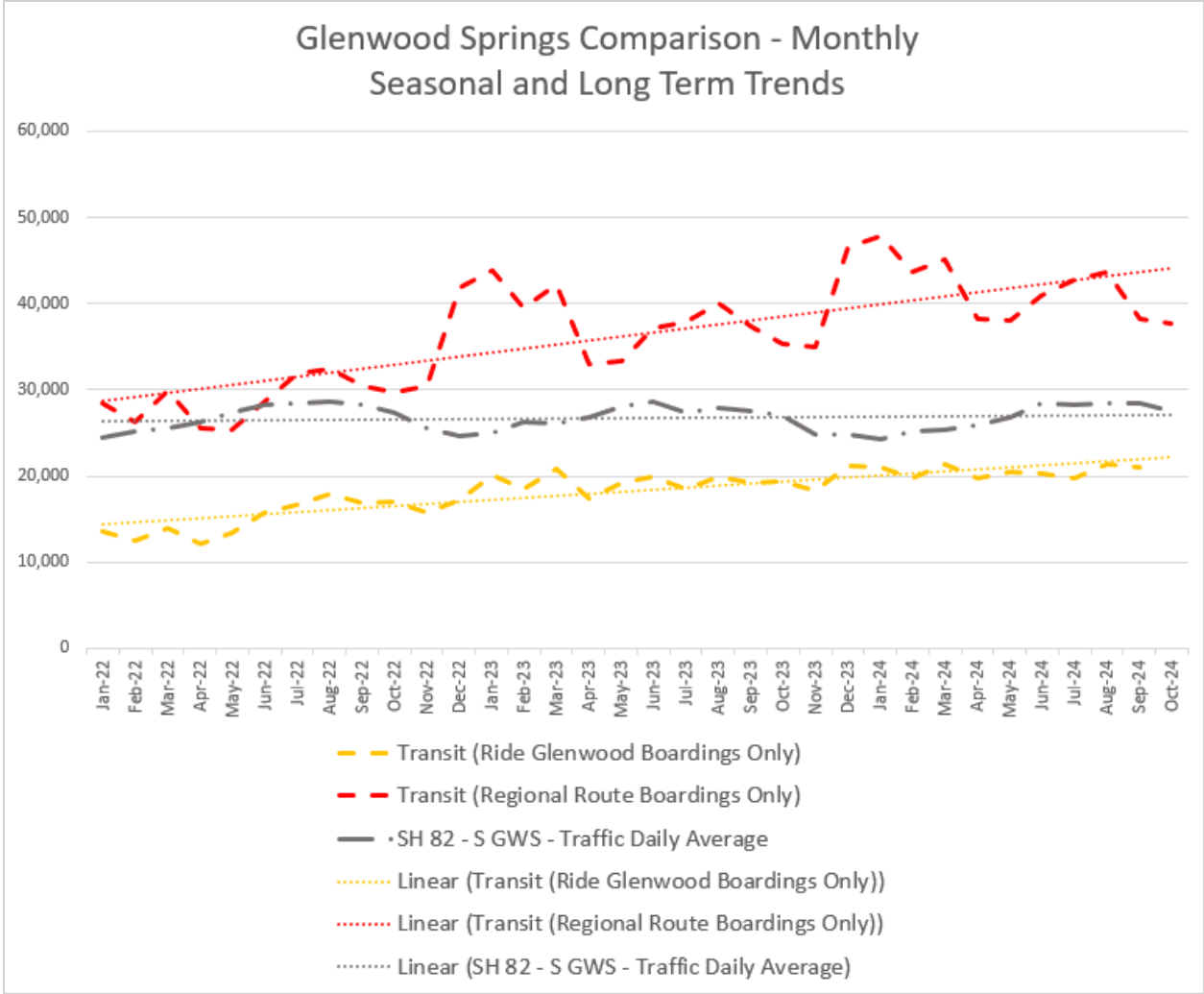
Illustrated below, bike share appears to be much more competitive on a cost per connection basis than micro-transit, at a cost of \$9 per connection trip for bike share versus \$36.78 per connection trip for micro-transit in Basalt, for example. However, both bike share and micro-transit do provide other benefits not calculated in this table, including greenhouse gas emissions reductions, reductions in parking demand, and greater system resiliency, customer choice, and reduction in economic costs like car maintenance and fuel to the consumer.

2023 FLMM Cost per Passenger/Trip Comparison						
Service	Annual Cost of Service (Operating Only)	Annual Passenger Trips / Rides	Cost per Passenger / Trip (Operating Only - All Trips)	Percent of Passengers / Trips to / from Major Transit or BRT Stop (Note: Basalt Connect & Aspen Downtowner data from July 2023 to July 2024)	Number of Passenger / Trips to / from Major Transit or BRT Stops	RFTA Cost per Passenger / Trip to / from Major Transit or BRT Stop (Operating Only)
Basalt Connect	\$384,996	25,856	\$14.89	20.24%	5,233	\$36.78
WE-cycle	\$1,455,398	180,202	\$8.08	46.68%	84,118	\$9.00
RFTA Total NTD Operating Cost in 2023 - Demand Reponse/Paratransit Not Included	\$51,202,608	4,552,425	N/A	N/A	N/A	\$11.25

The charts below show seasonal and long-term trends in regional fixed-route transit, local fixed route transit, micro-transit, bike share, and daily average traffic counts on Highway 82 where continuous counters are available (Glenwood Springs and Snowmass/Basalt).

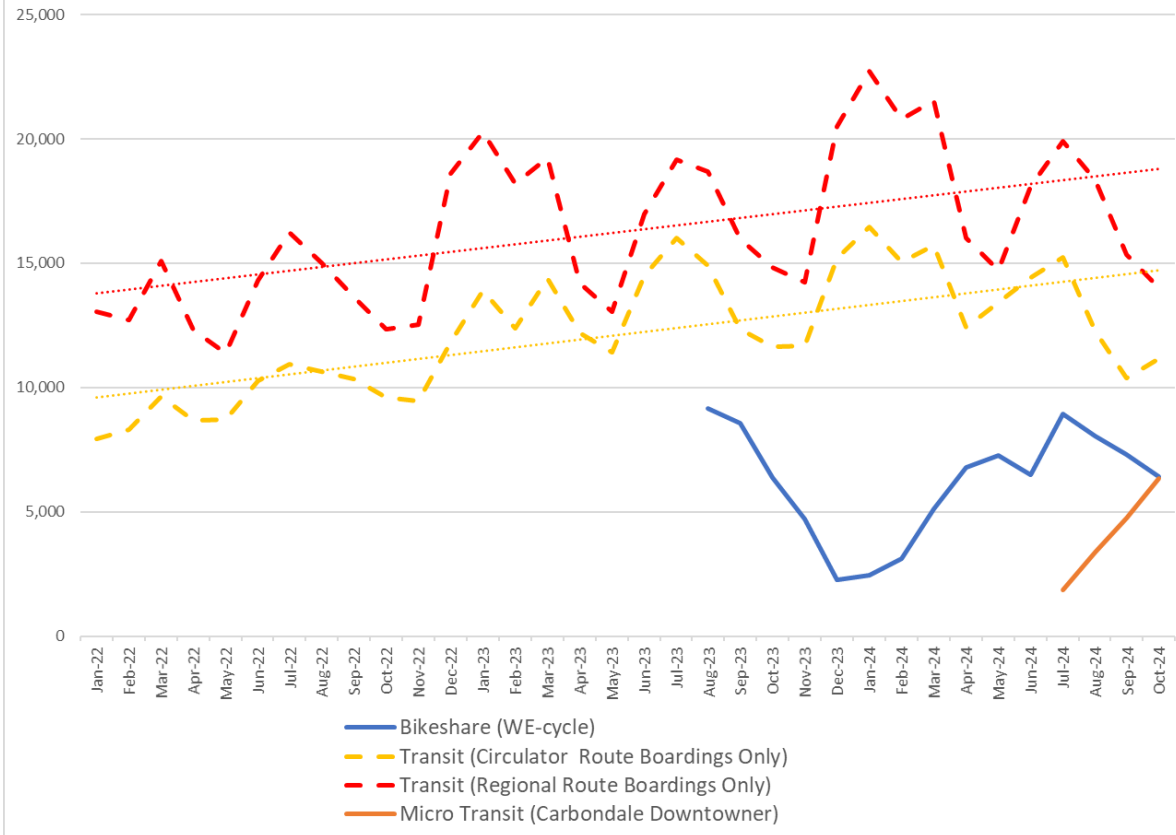
Several trends are evident from these charts, which span from January 2022 to October 2024 that are worth highlighting:

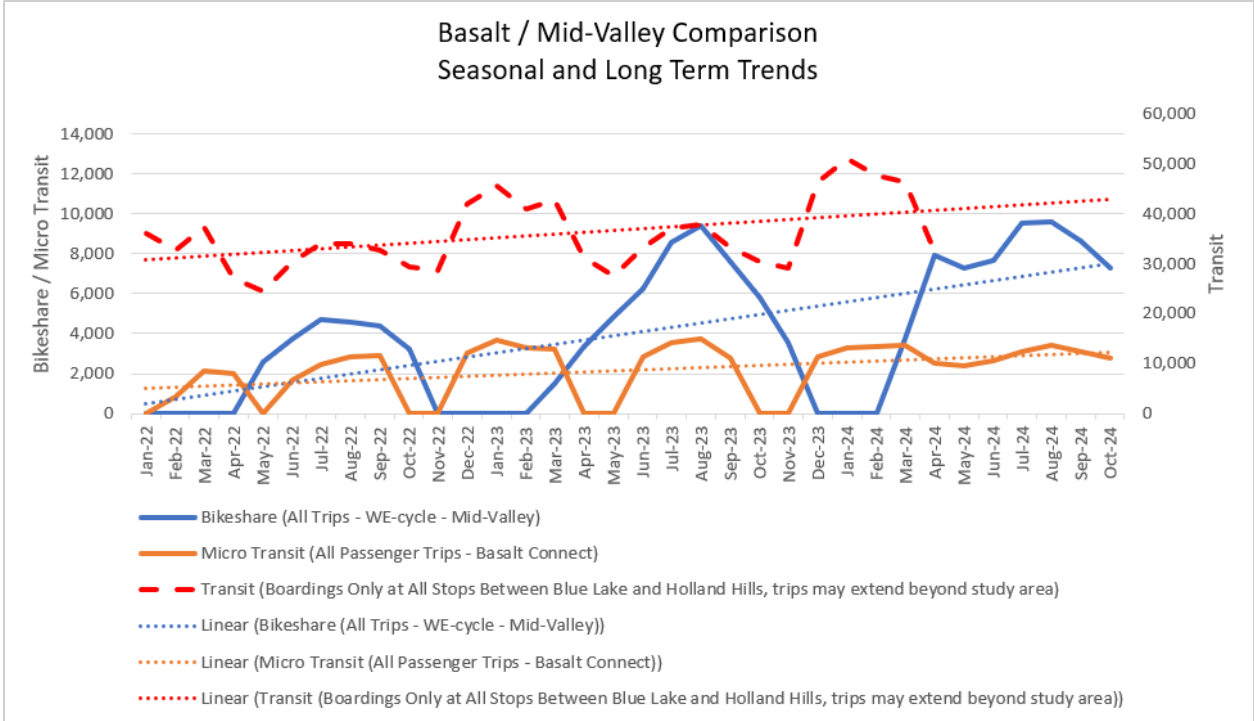
- RFTA regional boardings are increasing at a much faster pace in down valley communities, particularly Glenwood Springs and Carbondale, than in up valley communities.
- In general, RFTA regional and local fixed route boardings have increased faster than bike share or micro-transit, however certain data sets are limited as some services are new.
- Bike share and micro-transit are seasonally complementary with bike share utilization highest in warmer months and micro-transit higher in the colder months (note: Basalt, Snowmass Village, and Aspen bike share systems are closed in the winter months).
- While micro-transit ridership in Aspen has been fairly stable since 2022, ridership has been increasing in Basalt (2022 was Basalt’s first year) and Carbondale (limited data available due to the novelty of the program).
- Generally, bike share trips have increased faster than micro-transit since 2022, which could be attributable to RFTA’s engagement and notable support of bike share as well as the introduction of e-bikes. App based micro-transit remains fairly new to the Valley with new services in Carbondale and Snowmass Village in 2024 and potentially new service in Glenwood Springs in 2025.
- Local fixed route transit (Ride Glenwood Springs, the Carbondale Circulator, the Snowmass Shuttle, and the City of Aspen routes) continues as an important in-town connection service providing similar functions to micro-transit and bike share, notably short trips over a greater coverage area as well as first-last mile connections to regional fixed routes.
- While CDOT only maintains two continuous traffic counters on Highway 82 in South Glenwood Springs and Snowmass (for purposes of this comparison, it is grouped with Basalt data), average daily traffic counts by month are holding fairly stable with only slight increases since 2022.
- Average daily traffic counts by month over Castle Creek Bridge (maintained by City of Aspen) show stable conditions with little to no growth.
- More data is needed to determine the real demand for micro-transit services Valley-wide.



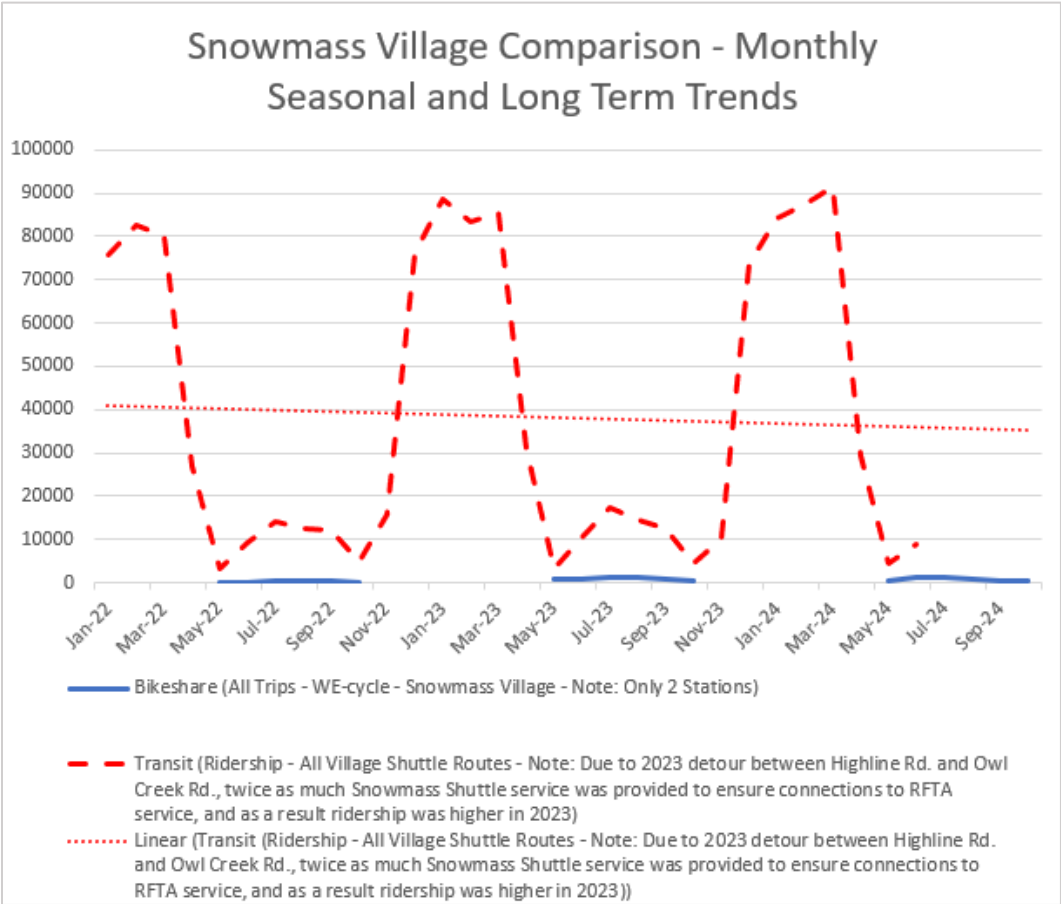
Note: SH 82 Traffic is Daily Average over the course of the identified month

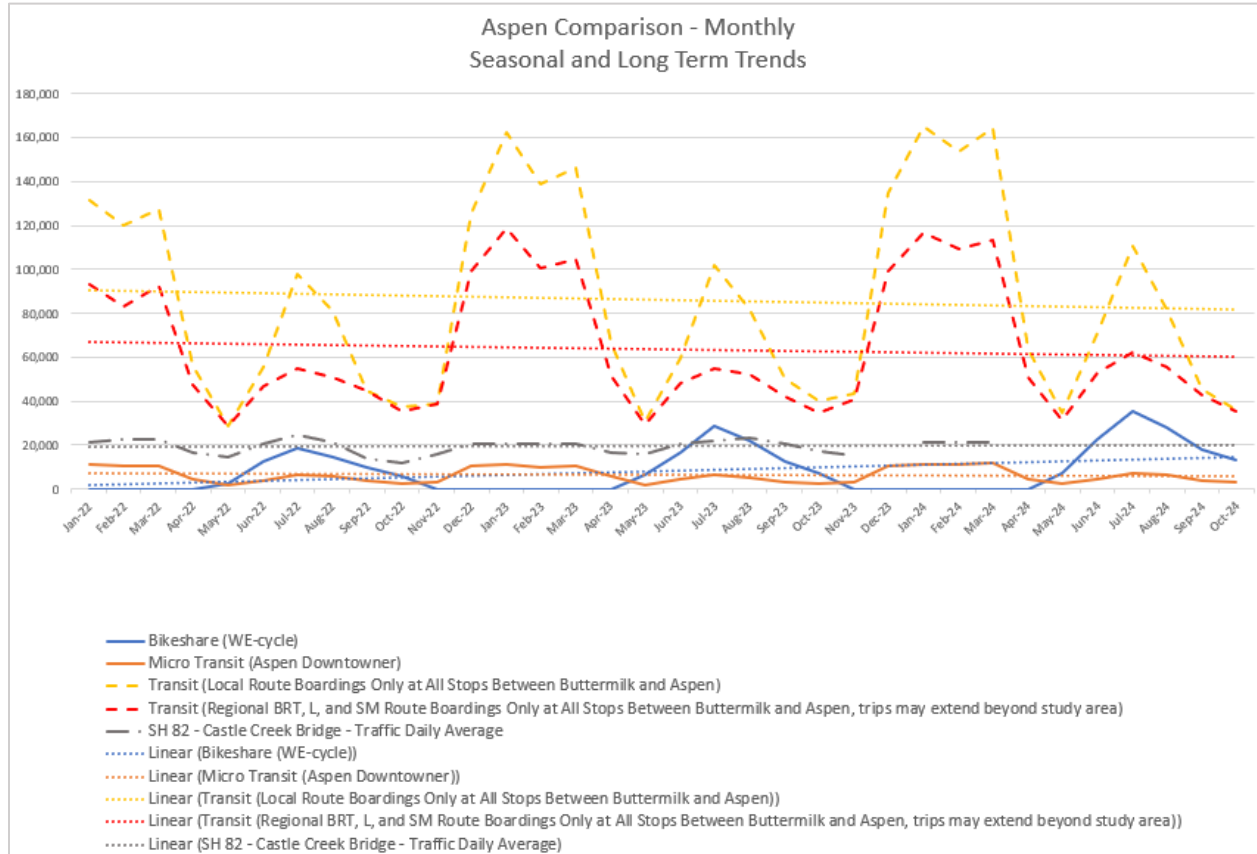
Carbondale Comparison - Monthly Seasonal and Long Term Trends





Note: SH 82 Traffic is Daily Average over the course of the identified month





Note: SH 82 Traffic is Daily Average over the course of the identified month

While data on whether a trip via bike share or micro-transit starts or ends at a transit stop is available, whether an individual makes the transfer to fixed route transit is not as clear. Due to disaggregated data between bike share, micro-transit and fixed route transit systems, the best way to determine whether a transfer between modes actually occurs is through survey data.

In a 2023 survey conducted by WE-cycle of its customers, 36% of riders used WE-cycle in combination with RFTA services, 7% used WE-cycle in combination with Downtowner or Basalt Connect, and 7% used WE-cycle in combination with carpools. Because both bike share and micro-transit are new to the majority of this region, future surveys will be important in acquiring a baseline and determining the most accurate ridership data.

In RFTA's triennial passenger survey that was last conducted in 2022, passengers were asked how they arrived to their first bus and how they got to their final destination from their last bus. For this survey, however, response options did not include bike share or micro-transit and as a result, determining if a passenger arrived from their origin or is going to their destination by bike share or micro-transit are not possible. Looking ahead to the 2025 passenger survey it will be important that the questions are structured in such a way that we can adequately address this transfer rate from bike share and micro-transit. However, from the 2022 passenger survey, we do know that 71% of passengers reported

walking and 27% of passengers reported driving or getting dropped off by car while only 1% reported biking for their first and/or last mile connection.

Potential Future Scenarios for FLMM Grant Program

- **Option A: Continue with Current Guidelines.**

The above section outlines the conditions of the FLMM Grant program should it be desired to maintain the current program of 3 years seed funding for operations as well as infrastructure projects. Based on current funding availability, it appears that the current guidelines are adequate to fund anticipated bike share and micro-transit demands on the FLMMR fund.

- **Option B: Prioritize FLMM Funding Obligations and Reduce Potential Micro-Transit Funding to Maximum of 20% after 3 Years, subject to available funding.**

The goal of this scenario is to potentially provide a steady level of funding to micro-transit systems long-term, should funding be available, while also ensuring RFTA bike share obligations are satisfied. In this scenario, FLMM obligations and grant requests would receive the following prioritization for funding, if available:

1. RFTA 2023 Bike Share MOU/SOA Obligations
2. Jurisdiction Annual FLMM Grant Requests for Bike Share Support
3. Jurisdiction Annual FLMM Grant Requests for Micro-Transit
4. Jurisdiction Annual FLMM Grant Requests for all other projects (e.g. infrastructure)

This scenario would allow for longer term funding of the current FLMM micro-transit recipients (Basalt, Carbondale, and Glenwood Springs). In this scenario, a newly launched system would continue to be eligible for 50% funding for the first 3 years. After this time, a jurisdiction would be eligible for a maximum of 20% annual funding through an FLMM grant. Based on a 5% annual increase for each of these systems for projection purposes, RFTA's long-term liability would be reduced to about \$500,000 by 2029 from over \$1 million in 2025 for these three systems. It is worth noting that should Aspen and Snowmass micro-transit systems be considered for future FLMM grant funding, that added demand on the FLMMR fund could reduce the overall amount available to the existing recipients based on funding annual availability.

System	Micro-Transit Total Annual System Cost - Current Program + Reduced Long Term (20%)								Notes
	2022	2023	2024	2025	2026	2027	2028	2029	
Basalt Connect	\$380,000	\$387,000	\$541,211	\$578,474	\$607,398	\$637,768	\$669,656	\$703,139	Basalt allowed 4th year of FLMM grant @ 50% in 2025
Carbondale Downtowner			\$363,000	\$673,425	\$707,096	\$742,451	\$779,574	\$818,552	2024 was 6 months, 2025 for 12 months
Glenwood Micro-Transit				\$800,000	\$840,000	\$882,000	\$926,100	\$972,405	
Total	\$380,000	\$387,000	\$904,211	\$2,051,899	\$2,154,494	\$2,262,219	\$2,375,330	\$2,494,096	
FLMM Grant @ 50% for 3 Years	\$190,000	\$193,500	\$452,106	\$1,025,950	\$773,548	\$441,000	\$0	\$0	
FLMM Grant @ 20% in Out Years					\$121,480	\$276,044	\$475,066	\$498,819	
Total Grant Award	\$190,000	\$193,500	\$452,106	\$1,025,950	\$895,028	\$717,044	\$475,066	\$498,819	
* Projection Years, in <i>grey</i> , based on 5% annual increase; Bold = Years eligible for FLMM grant @ 50%; Bold Italics = Out Years eligible for FLMM grant @ 20%									

When looking at the FLMMR fund projection, adding in funding for micro-transit at 20% after the initial 3 years along with the projected RFTA bike share obligations and jurisdiction bike share FLMM grant requests, it is estimated that the fund can support this level of demand through 2028. In 2029, the fund is not expected to have the capacity to provide full funding to micro-transit, but is expected to be able to continue to support the estimated RFTA bike share obligation (no jurisdiction bike share FLMM requests are currently projected for 2029). In this scenario, it is not expected that the fund would have the capacity to provide funding to any other requests aside from RFTA's bike share obligations, jurisdiction bike share requests, and micro-transit between 2026 and 2029. Should the FLMMR fund recapitalize to any extent between 2026 and 2029, that could increase its funding capabilities.

	FLMMR 5-year Projection with No FLMMR Fund Recapitalization + Reduced Long Term Micro-Transit (20% after 3 yrs)								
	2022	2023	2024	2025	2026	2027	2028	2029	
Starting FLMMR Balance		\$7,680,192	\$7,639,977	\$6,875,179	\$4,460,564	\$2,699,770	\$1,344,648	\$389,207	
RFTA Bikeshare MOU/SOA Obligations from FLMMR or Projected Obligations		\$0	\$0	-\$355,646	-\$500,000	-\$300,000	-\$315,000	-\$330,750	
Micro-Transit FLMM Grant Awards or Projected Awards	-\$190,000	-\$193,500	-\$452,106	-\$1,025,950	-\$895,028	-\$717,044	-\$475,066	-\$498,819	
Bike Share FLMM Grant Awards or Projected Awards		-\$200,793	-\$162,692	-\$568,449	-\$365,766	-\$338,078	-\$165,375	\$0	
Other FLMM Grant Awards or Funds Available for Future Awards		-\$218,692	-\$150,000	-\$464,570.40	\$0	\$0	\$0	\$0	
10% General Fund Excess		\$572,770	\$0	\$0	\$0	\$0	\$0	\$0	
Ending FLMMR Balance	\$7,680,192	\$7,639,977	\$6,875,179	\$4,460,564	\$2,699,770	\$1,344,648	\$389,207	-\$440,362	
Green = Estimate or Projection									
Notes: 1) Aspen and Snowmass micro-transit systems not included in projection. 2) Bikeshare MOU/SOA obligations estimate Snowmass expansion in 2025 and Glenwood expansion in 2026.									

Regarding micro-transit, the development of one or more Key Performance Indicators (KPIs) could be utilized when funding is limited and multiple systems have made requests. A possible KPI could be the percentage of micro-transit trips that start or end at a transit stop. This percentage can then be used to break out available funding between systems based on their level of support for RFTA's fixed route services.

- **Option C: Prioritize FLMM Funding Obligations and Reduce Potential Micro-Transit Funding Tapering by 10% per Year, subject to available funding.**

The goal of this option is to allow more time for local jurisdictions to fund or right size their micro-transit services without an abrupt end to FLMM grant funding as it is set up today while also ensuring RFTA bike share obligations are satisfied. In this scenario, FLMM obligations and grant requests would receive the following prioritization for funding, if available. The prioritization is the same as the previous option and is listed below:

1. RFTA 2023 Bike Share MOU/SOA Obligations
2. Jurisdiction Annual FLMM Grant Requests for Bike Share Support
3. Jurisdiction Annual FLMM Grant Requests for Micro-Transit
4. Jurisdiction Annual FLMM Grant Requests for all other projects (e.g. infrastructure)

For this scenario, a newly launched system or system expansion would continue to be eligible for 50% funding for the first 3 years and taper off at 10% per year after that. In other words, a jurisdiction would be eligible for FLMM funding for micro-transit under the below schedule:

Year 1: 50%
Year 2: 50%
Year 3: 50%
Year 4: 40%
Year 5: 30%
Year 6: 20%
Year 7: 10%
Year 8 and beyond: 0%

Based on a 5% annual inflation increase for each of the current systems for projection purposes, RFTA's long-term liability would be reduced to about \$525,000 by 2029 from over \$1 million in 2025 for the three systems (Basalt Connect, Carbondale Downtowner, and Glenwood Springs micro-transit). However, the overall liability to RFTA is greater than the 20% option (above) over the 2025 to 2029 projection timeframe. It is worth noting that should Aspen and Snowmass micro-transit systems be considered for future FLMM grant funding, that added demand on the FLMMR fund could reduce the overall amount available to the existing recipients based on funding annual availability.

- **Option D: Identify Alternative Funding Source for Operations.**

Consensus agrees that there is a desire to continue to fund bike share, micro-transit and other infrastructure projects utilizing the FLMMR fund, in order to do this reliably an additional funding source would need to be identified. Some funding sources could include allocating resources between RFTA and jurisdictions, grants, tax, and current revenue funds available. Based on current projections for current micro-transit FLMM recipients, it is estimated that RFTA would need to identify a funding source of at least \$500,000 per year increasing by 5% per year in order to continue funding micro-transit at the 20% level long term.

Previously noted, jurisdictions do have access to other funding sources for micro-transit aside from the FLMM grant program and RFTA encourages jurisdictions to explore these options. These include CDOT's MMOF grant program, the EOTC, and CASTA's grant programs. Should these micro-transit programs be

desired to continue long term, it is also recommended that jurisdictions identify other long-term funding options.

Direction to identify alternative funding for the FLMM program can be combined with the previous option of prioritizing requests and reducing micro-transit funding to a maximum of 20% after 3 years.

When reviewing the above options B or C, the below chart identifies the anticipated impact to each jurisdiction based on current and anticipated FLMM grant awards.

Jurisdiction	Bike Share Grants	Micro-Transit Grants	Other Grants (e.g. Infrastructure)
Aspen	No Change	N/A – No Active Awards	Reduced Funds Available
Pitkin County	No Change	N/A – No Active Awards	Reduced Funds Available
Snowmass Village	No Change	N/A – No Active Awards	Reduced Funds Available
Basalt	No Change	Option B: Additional Years of Eligibility for FLMM Grant Option C: 3 Additional Years of Eligibility for FLMM Grant	Reduced Funds Available
Eagle County	No Change	N/A – No Active Awards	Reduced Funds Available
Carbondale	No Change	Option B: Additional Years of Eligibility for FLMM Grant Option C: 4 Additional Years of Eligibility for FLMM Grant	Reduced Funds Available
Glenwood Springs	No Change	Option B: Additional Years of Eligibility for FLMM Grant Option C: 4 Additional Years of Eligibility for FLMM Grant	Reduced Funds Available

Previously Recommended Steps

Based on the above options and feedback received from the Board, staff made the following recommendation to the Board in September, 2024:

- FLMM Grant Program – Institute Option C, establishing a Prioritized FLMM Grant Program. In addition, Staff will work to identify alternative funding source for ongoing operational expenses with the goal of \$500,000 per year with an annual 5% inflation adjustment.

Establish Prioritized FLMM Grant Program

1. RFTA 2023 Bike Share MOU/SOA Obligations.
2. Jurisdiction Annual FLMM Grant Requests for Bike Share Support.
3. Jurisdiction Annual FLMM Grant Requests for Micro-Transit. Funding to be provided at up to 50% for the first 3 years and reducing at 10% per year after 3 years, based on available funding. Also, establish KPI for micro-transit to help divide available requests for funding when it is limited based on support for RFTA’s fixed route services.
4. Jurisdiction Annual FLMM Grant Requests for all other projects (e.g. infrastructure).

Note: all FLMM awards must meet established review criteria for consideration, regardless of priority.

Questions for Consideration

The following questions are offered for consideration to determine RFTA's role in funding First and Last Mile Mobility:

- Should RFTA continue with its current program, of providing up to 50% funding for capital and operating, for up to three years?
 - If it is desired to continue with the FLMM grant program, do we want to fund capital only (which is a one-time expense), or do we want to continue to fund capital and operating requests?
 - If it is desired to fund operating requests, should RFTA strictly adhere to 3 years of funding at 50%, as we do today, or should there be exceptions for ongoing operations grants (such as micro-transit)?
- If it is desired to offer a longer funding term than 3 years for operating requests, should RFTA's contribution decrease over time or remain consistent at a minimum level of support for identified services?
- What should be a member jurisdiction's financial and administrative responsibility to provide First and Last Mile Mobility services? Do jurisdictions already have policies and/ or funding in place that could sustain greater responsibility to provide First and Last Mile Mobility services?
- Could there be an allocation of funding between RFTA and the jurisdictions supported by FLMM use data? What other data do we currently have to support an allocation of funding, and what data do we still need to acquire?

ATTACHMENTS:

- RFTA 2000 Formation IGA

EXECUTION COPY

**ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT**

by and among

CITY OF ASPEN, COLORADO

TOWN OF BASALT, COLORADO

TOWN OF CARBONDALE, COLORADO

EAGLE COUNTY, COLORADO

CITY OF GLENWOOD SPRINGS, COLORADO

PITKIN COUNTY, COLORADO

and

TOWN OF SNOWMASS VILLAGE, COLORADO

Dated as of September 12, 2000

providing for the creation of

**the “Roaring Fork Transportation Authority” as a Rural Transportation
Authority pursuant to the Colorado Rural Transportation Authority Law,
Title 43, Article 4, Part 6, Colorado Revised Statutes, as amended.**

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**ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT**

THIS ROARING FORK TRANSPORTATION AUTHORITY INTERGOVERNMENTAL AGREEMENT (this "Agreement") is entered into as of September 12, 2000 by and among **CITY OF ASPEN, COLORADO; TOWN OF BASALT, COLORADO; TOWN OF CARBONDALE, COLORADO; EAGLE COUNTY, COLORADO; CITY OF GLENWOOD SPRINGS, COLORADO; PITKIN COUNTY, COLORADO;** and **TOWN OF SNOWMASS VILLAGE, COLORADO** (the "Initial Signatories").

RECITALS

WHEREAS, pursuant to title 43, article 4, part 6, Colorado Revised Statutes, as amended (the "Act"), Colorado counties and municipalities are authorized to establish, by contract, rural transportation authorities, which, upon the satisfaction of the conditions set forth in Section 2.01 hereof, are authorized to finance, Construct, operate and maintain rural transportation systems; and

WHEREAS, pursuant to title 29, article 1, part 2, Colorado Revised Statutes, as amended (the "Intergovernmental Relations Statute"), and article XIV, section 18 of the Colorado Constitution, governments may contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units and any such contract may provide for the joint exercise of the function, service or facility, including the establishment of a separate legal entity to do so; and

WHEREAS, the Initial Signatories are counties and municipalities located in or near the Roaring Fork River Valley in west-central Colorado that desire to form a rural transportation authority pursuant to the Act and the Intergovernmental Relations Statute for the purpose of financing, constructing, operating and maintaining rural transportation systems consisting of the Authorized Transportation Projects described herein; and

WHEREAS, in 1976, Pitkin County began providing regional public transit services in the Roaring Fork Valley in west-central Colorado; and

WHEREAS, the Roaring Fork Transit Agency ("RFTA") was created in 1983 by an intergovernmental agreement between the City of Aspen and Pitkin County that merged their separate transit services in order to achieve greater operating efficiencies; and

WHEREAS, upon its creation, RFTA assumed responsibility for providing regional transit services in cooperation with local governments throughout the Roaring Fork Valley; and

WHEREAS, approximately half of RFTA's annual ridership, service miles and costs are associated with regional public transit services, and regional ridership increased by 134% from 1991 through 1998; and

WHEREAS, 20-year regional population projections indicate that improved and expanded regional transit services will be even more necessary in the future to reduce automobile congestion, maintain the quality of life and preserve the environment; and

WHEREAS, specialized transportation services promote independent living for the frail, elderly and the disabled by providing essential links to a variety of medical, social and other services, and the region recognizes the need to improve mobility options for this growing segment of the population; and

WHEREAS, current funding mechanisms are inadequate to maintain and improve regional transit services; and

WHEREAS, the Initial Signatories began working together on the goal of forming a regional transportation authority in the fall of 1996, which work included support for the enactment of the Act; and

WHEREAS, the Initial Signatories formed a policy committee (the "Policy Committee") in January 2000 which has met in at least eight meetings to consider the interests of the Initial Signatories, a public opinion survey and other technical information, and the recommendations of a specially formed citizen's committee; and

WHEREAS, following consideration of all relevant information, the Policy Committee specified the terms of this Agreement; and

WHEREAS, various drafts of this Agreement have been reviewed by and refined based on comments received from and extensive discussions with the Governing Bodies of each of the Initial Signatories and citizens who participated in a series of public hearings held throughout the Roaring Fork River Valley.

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual covenants set forth below, the Initial Signatories hereby agree as follows:

ARTICLE I

DEFINITIONS

Section 1.01. Definitions from the Act. The following terms shall, when capitalized, have the meanings assigned to them in section 602 of the Act: "Bond," "Construct," "Construction," "County," "Municipality," "Person," "Rural Transportation Activity Enterprise," "Rural Transportation System" and "State."

Section 1.02. Other Definitions. The following terms shall, when capitalized, have the following meanings:

"Act" is defined in the Recitals hereto.

“*Advisory Committee*” means two or more persons appointed by the Board pursuant to Article IV hereof for the purpose of providing advice to the Board and includes the Citizen Advisory Committee.

“*Agreement*” means this Roaring Fork Transportation Authority Intergovernmental Agreement, as amended from time to time in accordance with the terms hereof.

“*Alternate Director*” means any person appointed as an Alternate Director pursuant to Section 3.03 hereof.

“*Authority*” means the Roaring Fork Transportation Authority, a separate political subdivision of and body corporate of the State established pursuant to this Agreement as a rural transportation authority under the Act and as a separate legal entity under the Intergovernmental Relations Statute.

“*Authority Sales Tax*” means a sales and use tax levied by the Authority in all or any designated portion of the Members in accordance with section 6.05(1)(i) of the Act.

“*Authorized Transportation Projects*” means the Rural Transportation Systems described in Section 2.02 hereof, as such term may be amended from time-to-time in accordance with Article XII hereof.

“*Basalt Question*” is defined in Section 2.04(a) hereof.

“*Board*” means the Board of Directors of the Authority.

“*Boundaries*” means the boundaries of the Authority determined in accordance with Appendix A hereto, as such Appendix and term may be amended from time-to-time in accordance with Article XII hereof.

“*Carbondale Question*” is defined in Section 2.04(a) hereof.

“*Citizen Advisory Committee*” means the special Advisory Committee described as such in Article IV hereof.

“*Corridor Investment Study*” means the West Glenwood Springs to Aspen Corridor Investment Study/Environmental Impact Statement.

“*Denver Rio Grande Right-of-Way*” means the 34-mile transportation/recreation corridor that varies in width from 50 to 200 feet extending from downtown Glenwood Springs to Woody Creek, Colorado that is owned by RFRHA and/or the members of RFRHA and is the subject of the Corridor Investment Study.

“*Director*” means any person appointed as a Director pursuant to Section 3.02 hereof. Whenever the person appointed as a Member’s Director pursuant to Section 3.02 hereof is absent from a Board meeting, the term “Director” shall mean the Alternate Director, if any, appointed by such Member pursuant to Section 3.03 hereof.

“*Division of Local Government*” means the Division of Local Government in the State Department of Local Affairs.

“*Eagle County 0.5% Transportation Sales Tax*” means the sales tax levied by Eagle County pursuant to Resolution No. 95-95 of the Board of County Commissions of Eagle County, as such resolution has been or may be amended from time to time.

“*Glenwood Springs Question*” is defined in Section 2.04(a) hereof.

“*Governing Body*” means, when used with respect to a Member, the city council, board of trustees, board of commissioners or other legislative body, as appropriate, of such Member.

“*Initial Authority Sales Tax*” means the Authority Sales Tax described in Section 7.01(a) hereof.

“*Initial Boundaries*” means the Boundaries of the Authority on the date the Authority is originally established pursuant to Article II hereof, as such Initial Boundaries are determined in accordance with Appendix A hereto.

“*Initial Members*” means the Initial Signatories who become Members on the date on which the Authority is originally established pursuant to Section 2.05 hereof.

“*Initial Signatories*” means the Municipalities and Counties that are signatories to this Agreement in its original form.

“*Intergovernmental Relations Statute*” is defined in the Recitals hereto.

“*Member*” means (a) the Initial Members and (b) the State or any Municipality or County that becomes a member of the Authority pursuant to Section 9.03 hereof.

“*Officer*” means the Chair, Vice Chair, Secretary, Treasurer or Executive Director of the Authority, and any subordinate officer or agent appointed and designated as an officer of the Authority by the Board.

“*Pitkin County Question*” is defined in Section 2.04(a) hereof.

“*Pitkin County Transportation Sales Taxes*” means (a) the sales tax levied by Pitkin County pursuant to Resolution No. 83-29, Series 1983, Resolution 85-45, Series 1985, and Resolution No. 85-46 of the Board of County Commissioners of Pitkin County, as such resolutions have been amended through the date hereof; and (b) the sales tax levied by Pitkin County pursuant to Resolution No. 93-149, as such resolution has been amended through the date hereof.

“*RFTA*” is defined in the Recitals hereto.

“*RFRHA*” means the Roaring Fork Railroad Holding Authority created by intergovernmental agreement among the Cities of Aspen and Glenwood Springs, the Towns of Basalt, Carbondale and Snowmass Village and Eagle and Pitkin Counties.

“*Regional Transit Services*” means the transit services described in Appendix C hereto, as such Appendix may be amended from time-to-time in accordance with Article XII hereof.

“*Unincorporated Eagle County Question*” is defined in Section 2.04(a) hereof.

“*Visitor Benefit Tax*” means a visitor benefit tax levied by the Authority in all or any designated portion of a Member in accordance with section 605(1)(i.5) of the Act and Section 7.03 hereof.

ARTICLE II

ESTABLISHMENT OF THE AUTHORITY AND INITIAL MEMBERS

Section 2.01. Establishment. The Roaring Fork Transportation Authority shall be established as a separate political subdivision and body corporate of the State pursuant to the Act and as a separate legal entity created by a contract among the Initial Members pursuant to the Intergovernmental Relations Statute, effective upon satisfaction of the following conditions:

(a) each Initial Member (i) has held at least two public hearings on the subject of this Agreement in accordance with section 603(3) of the Act and (ii) has executed this Agreement (which execution shall constitute a representation by such Initial Member to the other Initial Members that the executing Initial Member has held the public hearings required by section 603(3) of the Act and that the Governing Body of such Initial Member has duly authorized its execution, delivery and performance of this Agreement);

(b) this Agreement has been approved by a majority of the registered electors residing within the Initial Boundaries of the Authority at the time of the election who vote in a general election or special election called for such purpose in accordance with section 603(4) of the Act, which, for purposes of the November 7, 2000 election, shall be determined based on the votes cast on the ballot questions approved by the registered electors voting on the ballot questions that approve the participation in the Authority by the Initial Members (determined in accordance with Section 2.05 hereof); and

(c) the Director of the Division of Local Government has issued a certificate pursuant to section 603(1) of the Act stating that the Authority has been duly organized according to the laws of the State.

Section 2.02. Purpose. The purpose of the Authority is to finance, Construct, operate and maintain an efficient, sustainable and regional multi-modal transportation system at any location or locations within or without the Boundaries of the Authority, subject to compliance with the Act.

Section 2.03. Boundaries. The Initial Boundaries of the Authority shall be determined in accordance with Appendix A hereto. Any territory included in the Boundaries of the Authority because the territory is included in the boundaries of a Municipality shall automatically be amended to include any territory annexed to the Municipality. The Town of Basalt, by executing this Agreement, consents to the inclusion of territory within the Town of

Basalt that is within Pitkin County in the Initial Boundaries even if the Town of Basalt is not an Initial Member.

Section 2.04. Voter Approval.

(a) The Initial Signatories agree to submit ballot questions seeking voter approval of the establishment of the Authority, the baseline funding of the Authority in accordance with Article VII hereof and the “de-Brucing” of certain Authority revenues at an election held on November 7, 2000 that is conducted in accordance with the Act and other applicable law. Six separate questions, which are hereafter referred to by the names indicated below and drafts of which are attached hereto as Appendixes B-1 through B-5, shall be submitted to the registered electors residing within the following described areas within the boundaries of the Initial Signatories:

(i) the “Pitkin County Question,” a draft of which is attached hereto as Appendix B-1, shall be submitted to the electors of Pitkin County;

(ii) the “Glenwood Springs Question,” a draft of which is attached hereto as Appendix B-2, shall be submitted to the electors of the City of Glenwood Springs;

(iii) the “Carbondale Question,” a draft of which is attached hereto as Appendix B-3, shall be submitted to the electors of the Town of Carbondale;

(iv) the “Basalt Question,” a draft of which is attached hereto as Appendix B-4, shall be submitted to the electors of the Town of Basalt; and

(v) the “Unincorporated Eagle County Question,” a draft of which is attached hereto as Appendix B-5, shall be submitted to the electors of the unincorporated area of Eagle County within election precincts 7, 8, 24 and 25.

(b) The Governing Body of each of the Initial Signatories named in the name of each ballot question shall take all actions necessary to submit such question to the appropriate electors at the November 7, 2000 election but may modify the ballot question submitted by it in any manner that is not inconsistent with the terms of this Agreement. The designated election official for the Pitkin County Question shall be the Pitkin County Clerk and Recorder. The designated election official for the Glenwood Springs Question and the Carbondale Question shall be the Garfield County Clerk and Recorder. The designated election official for the unincorporated Eagle County Question shall be the Eagle County Clerk and Recorder. The designated election official for the Basalt Question shall be the Clerk of the Town of Basalt.

(c) Each Initial Signatory shall pay the costs of conducting the November 7, 2000 election within its boundaries. For purposes of allocating such costs, costs allocable to electors who reside in a Municipality shall be allocated to the Municipality in which they reside and costs allocable to electors who reside in unincorporated areas shall be allocated to the County in which they reside.

Section 2.05. Initial Members. The Initial Signatories whose participation in the Authority is authorized by a majority of the registered electors voting on the ballot questions indicated below shall be the Initial Members of the Authority on the date the Authority is originally established pursuant to this Agreement:

(a) Pitkin County, the City of Aspen and the Town of Snowmass Village will be Initial Members if Pitkin County electors approve the Pitkin County Question;

(b) the City of Glenwood Springs will be an Initial Member if City of Glenwood Springs electors approve the Glenwood Springs Question;

(c) the Town of Carbondale will be an Initial Member if Town of Carbondale electors approve the Carbondale Question;

(d) the Town of Basalt will be an Initial Member if Town of Basalt electors approve the Basalt Question; and

(e) Eagle County will be an Initial Member if the electors in the unincorporated area of Eagle County within election precincts 7, 8, 24 and 25 approve the Unincorporated Eagle County Question.

Section 2.06. City of Aspen Visitor Benefits Tax Election. The City of Aspen shall also submit a ballot question to its electors at the November 7, 2000 election seeking voter approval of a 1% City of Aspen visitor benefits tax. At least 50% of the proceeds of such tax shall be used to enable the City of Aspen to partially meet its financial obligations as outlined in this Agreement.

ARTICLE III

BOARD OF DIRECTORS

Section 3.01. Establishment and Powers. The Authority shall be governed by a Board of Directors as described in this Article. The Board shall exercise and perform all powers, privileges and duties vested in or imposed on the Authority. Subject to the provisions of this Agreement, the Board may delegate any of its powers to any Director, Officer, employee or agent of the Authority.

Section 3.02. Directors. The Board shall be composed of one Director appointed by each Member.

Section 3.03. Alternate Directors. In addition to the Director appointed by it, each Member shall appoint an Alternate Director who shall be deemed to be such Member's Director for all purposes, including, but not limited to, voting on resolutions whenever the person appointed as such Member's Director is absent from a Board meeting.

Section 3.04. Appointment of Directors and Alternate Directors. As required by section 603(2)(b)(I) of the Act, the Director and the Alternate Director appointed by a Member

shall both be members of the Governing Body of such Member and shall be appointed as a Director or Alternate Director by the Governing Body of such Member.

Section 3.05. Terms of Office. The term of office of each Director and Alternate Director shall commence with the first meeting of the Board following his or her appointment and shall continue until (a) the date on which a successor is duly appointed or (b) the date on which he or she ceases to be a member of the Governing Body of the appointing Member.

Section 3.06. Resignation and Removal. Any Director or Alternate Director (a) may resign at any time, effective upon receipt by the Secretary or the Chair of written notice signed by the person who is resigning; and (b) may be removed at any time by the Governing Body of the Member that appointed him or her, effective upon receipt by the Secretary or the Chair of written notice signed by the Governing Body of the appointing Member.

Section 3.07. Vacancies. Vacancies in the office of any Director or Alternate Director shall be filled in the same manner in which the vacant office was originally filled pursuant to Section 3.04 hereof.

Section 3.08. Compensation. Directors and Alternate Directors shall serve without compensation, but may be reimbursed for expenses incurred in serving in such capacities upon such terms and pursuant to such procedures as may be established by the Board.

Section 3.09. Resolutions and Voting. All actions of the Board shall be by resolution, which may be written or oral. Except as otherwise provided in Section 3.10 hereof, resolutions of the Board shall be adopted upon the affirmative vote at a meeting open to the public of at least two-thirds of the Directors then in office who are eligible to vote thereon voting (which, if all Initial Signatories become Initial Members and no Director is ineligible to vote, will be five of the seven initial Directors). The Authority shall provide at least 48 hours' written notice of meetings to each Director and Alternate Director and to the Governing Body of each Member. Notwithstanding any other provision hereof, a Director shall disqualify himself or herself from voting on any issue with respect to which he or she has a conflict of interest, unless he or she has disclosed such conflict of interest in compliance with sections 18-8-308 and 24-18-101 et seq., Colorado Revised Statutes, as amended.

Section 3.10. Special Rules Regarding Adoption of the Authority's Annual Budget. Notwithstanding Section 3.09 hereof, if the Board fails to approve the Authority's annual budget by resolution adopted in accordance with Section 3.09 hereof by the end of the immediately preceding fiscal year of the Authority or any earlier date required by State law, until an annual budget is so adopted, the Authority's budget for such year shall be the prior year's budget, with adjustments approved by a majority of the Directors then in office who are eligible to vote thereon that, in the aggregate, do not exceed the sum of "inflation" and the Authority's "local growth" as determined in accordance with Article X, Section 20(2)(f) and (g) of the Colorado Constitution. The procedures set forth in this Section may be modified by bylaws or rules adopted in accordance with Section 3.12 hereof.

Section 3.11. Powers of the Board. The Board shall, subject to the limitations set forth herein, have (a) all powers that may be exercised by the board of directors of a rural

transportation authority pursuant to the Act, including, but not limited to, the powers conferred by section 604(3) of the Act, and (b) all powers that may be exercised by the governing board of a separate legal entity created by a contract among the Members pursuant to the Intergovernmental Relations Statute.

Section 3.12. Bylaws and Rules. The Board, acting by resolution adopted as provided in Section 3.09 hereof, may adopt bylaws or rules governing the activities of the Authority and the Board, including, but not limited to, bylaws or rules governing the conduct of Board meetings, voting procedures, the type of resolutions that must be in writing and procedures for the resolution of issues on which a two-thirds majority cannot be obtained in accordance with Section 3.09 hereof.

Section 3.13. Additional Directors. If at any time there are fewer than four Members, then, notwithstanding any other provision hereof, in order to comply with the provisions of section 603(2)(b)(I) of the Act requiring at least five Directors, each Member shall appoint an additional Director and an Alternate Director for such Director, all references herein to the Director and Alternate Director of a Member shall be deemed to refer to the initial and the additional Director and Alternate Director, as appropriate, appointed by such Member.

ARTICLE IV

ADVISORY COMMITTEES

The Board shall appoint and maintain a Citizen Advisory Committee to advise the Board with respect to policy and service matters. The Board may also appoint other Advisory Committees to advise the Board. The members of the Citizen Advisory Committee shall not be Directors, Alternate Directors or Officers of the Authority. The members of Advisory Committees other than the Citizen Advisory Committee may include Directors, Alternate Directors and Officers of the Authority. Advisory Committees shall not be authorized to exercise any power of the Board.

ARTICLE V

OFFICERS

Section 5.01. Generally. The Board shall appoint a Chair, a Vice Chair, a Secretary, a Treasurer and an Executive Director. The Board also may appoint one or more subordinate officers and agents, each of whom shall hold his or her office or agency for such term and shall have such authority, powers and duties as shall be determined from time to time by the Board. The Chair and the Vice Chair shall be Directors. Other Officers may, but need not, be Directors. Any two or more of such offices may be held by the same person, except that the offices of Chair and Secretary may not be held by the same person and the person serving as Executive Director may not hold any other of such offices. All Officers of the Authority shall be persons of the age of 18 years or older and shall meet the other qualifications, if any, stated for his or her office elsewhere in this Article.

Section 5.02. Chair. The Chair shall have the power to call meetings of the Board; the power to execute, deliver, acknowledge, file and record on behalf of the Authority such documents as may be required by this Agreement, the Act or other applicable law; and such other powers as may be prescribed from time to time by the Board. The Chair may execute and deliver contracts, deeds and other instruments and agreements on behalf of the Authority as are necessary or appropriate in the ordinary course of its activities or as are duly authorized or approved by the Board. The Chair shall have such additional authority, powers and duties as are appropriate and customary for the office of the chair of the board of directors of entities such as the Authority, and as the Board may otherwise prescribe.

Section 5.03. Vice Chair. The Vice Chair shall be the Officer next in seniority after the Chair and, upon the death, absence or disability of the Chair, shall have the authority, powers and duties of the Chair. The Vice Chair shall have such additional authority, powers and duties as are prescribed by the Board.

Section 5.04. Secretary. The Secretary shall give, or cause to be given, notice of all meetings (including special meetings) of the Board, keep written minutes of such meetings, have charge of the Authority's seal, be responsible for the maintenance of all records and files and the preparation and filing of reports to governmental agencies (other than tax returns), have authority to impress or affix the Authority's seal to any instrument requiring it (and, when so impressed or affixed, it may be attested by his or her signature), and have such other authority, powers and duties as are appropriate and customary for the office of Secretary of entities such as the Authority, and as the Board may otherwise prescribe. If a Treasurer has not been appointed, the Secretary shall also serve as Treasurer and may use the title of Treasurer in performing the functions of Treasurer.

Section 5.05. Treasurer. The Treasurer shall, subject to rules and procedures established by the Board, be responsible for the custody of the funds and all stocks, bonds and other securities owned by the Authority and shall be responsible for the preparation and filing of all tax returns, if any, required to be filed by the Authority. The Treasurer shall receive all moneys paid to the Authority and, subject to any limits imposed by the Board or the Chair, shall have authority to give receipts and vouchers, to sign and endorse checks and warrants in the Authority's name and on the Authority's behalf, and to give full discharge for the same. The Treasurer shall also have charge of disbursement of the funds of the Authority, shall keep full and accurate records of the receipts and disbursements, and shall deposit all moneys and other valuables in such depositories as shall be designated by the Board. The Treasurer shall deposit and invest all funds of the Authority in accordance with this Agreement and laws of the State applying to the deposit and investment of funds of rural transportation authorities formed under the Act. The Treasurer shall have such additional authority, powers and duties as are appropriate and customary for the office of Treasurer of entities such as the Authority, and as the Board may otherwise prescribe. If a Treasurer has not been appointed, the Secretary shall also serve as Treasurer and may use the title of Treasurer in performing the functions of Treasurer.

Section 5.06. Executive Director. The Executive Director shall be the chief executive officer of the Authority, shall supervise the activities of the Authority, shall see that all policies, directions and orders of the Board are carried out and shall, under the supervision of the Board, have such other authority, powers or duties as may be prescribed by the Board.

Section 5.07. Resignation and Removal. Any Officer may resign at any time effective upon receipt by the Secretary or the Chair of written notice signed by the person who is resigning, and may be removed at any time by the Board.

Section 5.08. Changes to Authority, Powers and Duties. Notwithstanding any other provision of this Article, the Board at any time may expand, limit or modify the authority, powers and duties of any Officer.

Section 5.09. Vacancies. Vacancies in the office of any Officer shall be filled in the same manner in which such office was originally filled.

Section 5.10. Compensation. The Authority may compensate Officers who are not Directors or Alternate Directors for services performed, and may reimburse them for expenses incurred, in serving in such capacities upon such terms and pursuant to such procedures as may be established by the Board.

ARTICLE VI

POWERS OF THE AUTHORITY

Section 6.01. General Grant of Powers. The Authority shall, subject to the limitations set forth herein, have (i) all powers granted by the Act to rural transportation authorities and (ii) all powers that may be exercised by a separate legal entity created by a contract among the Members pursuant to the Intergovernmental Relations Statute. Such powers shall include, but shall not be limited to:

- (a) the specific powers described in section 605 of the Act;
- (b) the power to establish Rural Transportation Activity Enterprises in accordance with section 606 of the Act;
- (c) the power to establish local improvement districts in accordance with section 608 of the Act;
- (d) the power to issue Bonds in accordance with section 609 of the Act;
- (e) the power to cooperate with any Person as provided in section 610 of the Act;
- (f) the power to invest or deposit funds as provided in section 616 of the Act; and
- (g) the power to petition for a judicial examination and determination of any power, act, proceeding or contract of the Authority as provided in section 620 of the Act.

Section 6.02. Specific Responsibilities. In addition to the general powers described in Section 6.01 hereof, the Authority shall have the responsibilities described in this Section and shall have all powers necessary or convenient to carry out such responsibilities, subject to the

availability of funds and, to the extent required by law, annual appropriation of funds by the Board. The description of specific responsibilities and powers in this Section shall not, however, limit the general powers of the Authority described in Section 6.01 hereof.

(a) ***Regional Transit Services.*** The Authority shall use its best efforts to provide the Regional Transit Services described in Appendix C hereto.

(b) ***Contract Transit Services.*** The Authority may enter into contracts with any Member or other Person for the provision of transit services in the manner and subject to the terms of such contracts.

(c) ***Regional Transportation Planning.*** The Authority shall provide regional transportation planning services needed to plan and direct the Authorized Transportation Projects, pursue federal funding and coordinate overall transportation policy within the area in which it provides Regional Transit Services. **Regional transportation planning shall, as determined by the Board, include short range service planning as well as long range planning, corridor investment studies and related environmental impact analysis.**

(d) ***Funding for Maintenance of the Denver Rio Grande Right-of-Way.*** The Authority shall provide funding for the maintenance of the Denver Rio Grande Right-of-Way until it is transferred to the Authority.

(e) ***Funding for Construction and Maintenance of Regional Trails.*** The Authority shall provide funding for the construction of regional trails in cooperation with Members, RFRHA or other Persons.

(f) ***Local Service.*** **The Authority may fund Authorized Transportation Projects that serve the residents and businesses of a Member (as distinguished from regional services) but, except as otherwise specifically provided herein, only pursuant to an agreement pursuant to which such Member pays the Authority for the services provided on the same fully allocated cost basis used to determine costs of Authority services throughout the Authority's service area.**

Section 6.03. Limitations on Powers of the Authority. Notwithstanding Sections 6.01 and 6.02 hereof, the powers of the Authority shall be limited as follows:

(a) **the Authority may only finance, Construct, operate and maintain Authorized Transportation Projects;**

(b) the Authority shall not finance rail construction unless and until the electors of the Authority, or of the area of the Authority in which the funding is to be generated, specifically approve such financing;

(c) Advisory Committees may only be appointed and may only exercise the powers as provided in Article IV hereof;

(d) no action to establish or increase a tax or to create a multiple fiscal year debt or other financial obligation that is subject to section 20(4)(b) of article X of the

State Constitution shall take effect unless first submitted to a vote in accordance with section 612 of the Act;

(e) Visitor Benefit Taxes may be levied only in accordance with Section 7.03 hereof;

(f) the Board shall deliver notice of any proposal to establish, increase or decrease any tax to any County or Municipality where the proposed tax or fee would be imposed in accordance with section 613 of the Act; and

(g) a notice of the imposition of or any increase in any fee or tax or the issuance of Bonds shall be sent to the Division of Local Government and shall be filed with the State Auditor and the State Transportation Commission in accordance with section 614 of the Act.

ARTICLE VII

FUNDING THE AUTHORITY

Section 7.01. Baseline Funding. The baseline funding of the Authority shall be provided from the following sources:

(a) ***Initial Authority Sales Tax.*** The Initial Authority Sales Tax shall, upon satisfaction of the conditions stated below, be imposed at the following rates in the following areas within the Boundaries of the Authority:

(i) 0.4% in the City of Glenwood Springs if City of Glenwood Springs electors approve the Glenwood Springs Question;

(ii) 0.5% in the Town of Carbondale if Town of Carbondale electors approve the Carbondale Question; and

(iii) 0.2% in the Town of Basalt if Town of Basalt electors approve the Basalt Question.

(b) ***Eagle County 0.5% Transportation Sales Tax.*** Eagle County shall pay to the Authority the proceeds of the Eagle County 0.5% Transportation Sales Tax accrued on and after January 1, 2001 that are collected in the portion of Eagle County within the Town of Basalt and the unincorporated area of Eagle County within election precincts 7, 8, 24 and 25 if the electors of unincorporated Eagle County within election precincts 7, 8, 24 and 25 approve the Unincorporated Eagle County Question. To the extent required by law, the obligation of Eagle County to make such payments may be subject to annual appropriation by the Board of County Commissioners of Eagle County.

(c) ***Pitkin County Transportation Sales Taxes.*** Pitkin County shall pay to the Authority an amount equal to the proceeds of a tax rate of 0.7215% from the proceeds of the Pitkin County Transportation Sales Taxes accrued on and after January 1, 2001 if

the electors of Pitkin County approve the Pitkin County Question, subject to the following:

(i) The obligation of Pitkin County to make such payments shall be subordinate to any obligation Pitkin County has or may have for debt secured by the Pitkin County Transportation Sales Taxes. However, Pitkin County will only issue additional debt secured by the Pitkin County Transportation Sales Taxes if the maximum annual debt service on all of the debt to be secured by the Pitkin County Transportation Sales Taxes is less than the annual amount of Pitkin County Transportation Sales Taxes retained by Pitkin County after its payments to the Authority under this subsection during the immediately preceding year.

(ii) In consideration of the transfer to the Authority of the assets financed by such bonds pursuant to Section 8.02 hereof, the amounts required to pay the debt service on the Pitkin County bonds described in Appendix D hereto shall be netted from the payments to be made by Pitkin County to the Authority pursuant to this subsection.

(iii) If and to the extent the Authority and Pitkin County so agree, if Pitkin County issues additional bonds for the benefit of the Authority pursuant to Section 7.07 hereof, the debt service on those bonds also may be netted from the payments to be made by Pitkin County to the Authority pursuant to this subsection.

(iv) If Pitkin County and the City of Aspen (acting jointly) decide to provide the services described in Section 8.04(d) hereof directly, an amount equal to the proceeds of a tax rate of 0.0496% from the Pitkin County Transportation Sales Taxes will be netted from payments to be made by Pitkin County to the Authority pursuant to this subsection.

(d) ***Estimated Funding from Different Areas.*** An estimate of the funding from different areas within the Initial Boundaries of the Authority, based on 1999 sales tax data, is set forth in Appendix H hereto. This estimate excludes the 0.1% Initial Authority Sales Tax within the Town of Carbondale.

(e) ***Rationale for Different Funding from Different Areas.*** The rationale for the different funding levels from different areas within the Initial Boundaries of the Authority is set forth in Appendix E hereto.

Section 7.02. Additional Authority Sales Taxes.

(a) The Authority may levy Authority Sales Taxes in addition to the Initial Authority Sales Tax upon compliance with the provisions of the Act, including the approval by the electors residing throughout the area in which such taxes are to be levied as required by Section 6.03(d) hereof and section 612 of the Act. Any such additional Authority Sales Taxes may, as permitted by the Act, be levied in all or any designated portion of the Members and at the same or different rates in different designated portions of the Members.

(b) At the request of a Member and upon compliance with the provisions of the Act, including approval by the electors residing within the area in which such taxes are to be levied as required by Section 6.03(d) hereof and section 612 of the Act, and approval of the Board, the Authority shall levy an additional Authority Sales Tax at the rate (up to the limits of the Act) and in all or any designated portion of the Member specified by such Member for the purpose of funding Authorized Transportation Projects specified by such Member that serve the residents and businesses of such Member or the residents and businesses of such designated portion of such Member.

(c) One tenth of one percent (0.1%) of the Initial Authority Sales Tax within the Town of Carbondale is additional Authority Sales Tax within the meaning of this Section and the net proceeds of such tax shall be used to fund services within the Town of Carbondale in accordance with the Carbondale Ballot Question.

Section 7.03. Visitor Benefit Tax. A Visitor Benefit Tax may be levied only:

(a) at the request of the Member in whose territory such tax is to be levied;

(b) at the rate or rates and in all or the portion of the territory of such Member as specified by such Member;

(c) upon compliance with the provisions of this Agreement and the Act, including approval by the electors residing within the area in which such taxes are to be levied as required by Section 6.03(d) hereof and section 612 of the Act and the limitations on the use of the revenue derived from the Visitor Benefit Tax under section 605(1)(i.5) of the Act;

(d) upon approval of the Board; and

(e) for the purpose of funding Authorized Transportation Projects designated by such Member.

Section 7.04. Discretionary Member Contributions. A Member may, at its sole discretion, offer to make cash contributions to the Authority, provide in-kind services to the Authority or pay costs that otherwise would have been paid by the Authority (referred to as a “Discretionary Member Contribution”). If a Member offers to make a Discretionary Member Contribution, the Authority will, subject to Board approval on a case-by-case basis, make a good faith effort to provide additional transportation services within the boundaries of such Member with a value, or grant such Member a credit against other contributions or contract service payments to the Authority by or on behalf of such Member, in an amount equal to the Discretionary Member Contribution.

Section 7.05. Mitigation of Development Impacts. The Members acknowledge that development occurring within their jurisdictions will, in most cases, have an impact upon local and regional traffic congestion and that, moreover, transit service is one means for mitigating such impacts. Accordingly, Members shall evaluate and may choose to mitigate the traffic impacts of new development within their jurisdictions and/or specifically mitigate impacts upon regional transit services. Such mitigation for regional transit service shall be determined using a

consistent methodology established by the Authority based on the rational nexus between development impacts and transportation services. Members shall have sole discretion regarding how such mitigation is implemented through such means as ordinance-based transit impact fees, conditions of approval imposed upon individual development projects, or other mechanisms. Funds derived from such mitigation may be remitted to the Authority to offset capital costs and outlays associated with providing regional transit services to the Member.

Section 7.06. Pursuit of Grants. The Authority shall actively pursue federal, State and other grants to support its activities, including grants for offsetting operating and capital costs, long range planning and environmental review, and major capital improvements. The Authority shall also cooperate and assist Members in their pursuit of federal and State grants for transportation projects.

Section 7.07. Capital Projects and Bonds. The Authority may fund the initial capital program described in Appendix F hereto and additional capital projects by the issuance of Authority Bonds if voter approval is obtained for the issuance of such Bonds as required by Section 6.03(d) hereof and section 612 of the Act; through lease-purchase agreements or other arrangements permitted by, and subject to compliance with the applicable provisions of, State and federal law; or through one or more agreements with one or more Members, including, but not limited to, agreements with Pitkin County under which Pitkin County issues its bonds to fund capital projects for the benefit of the Authority and the amount paid to the Authority by Pitkin County pursuant to Section 7.01(c) hereof is reduced by the amount of the debt service on the Pitkin County bonds.

Section 7.08. Pitkin County Intergovernmental Agreement. The City of Aspen, Pitkin County and the Town of Snowmass Village shall enter into an intergovernmental agreement that distributes the portion of the Pitkin County Transportation Sales Taxes not committed to the Authority for funding local services in the City of Aspen and the Town of Snowmass Village.

Section 7.09. No Implied Limits on Powers. Except as otherwise specifically provided, no provision of this Article shall limit the Authority's powers under the Act.

ARTICLE VIII

REORGANIZATION OF RFTA AND RFRHA AND LEVEL OF SERVICE

Section 8.01. Reorganization Plan. If Pitkin County electors approve the Pitkin County Question, the Members will use their best efforts to reorganize RFTA and RFRHA in accordance with this Article. If Pitkin County electors do not approve the Pitkin County Question, this Article will be ineffective.

Section 8.02. Reorganization of RFTA. RFTA will be reorganized and merged into the Authority in accordance with this Section within an 18 month period of time commencing with the formation of the Authority (the "RFTA Transition Period"). During the RFTA Transition Period:

(a) The Authority will assume responsibility for the services provided by RFTA and the operating revenues of RFTA (as distinguished from the contributions to RFTA by its members) will become Authority revenues no later than January 1, 2001.

(b) For the purpose of continuity, Directors of the Authority appointed by each Initial Member will also serve as such Member's director on the Board of Directors of RFTA during the RFTA Transition Period.

(c) During the RFTA Transition Period the Authority, either directly or by contract with RFTA, Pitkin County, or others, will use its best efforts to (i) maintain the existing transit services as described in Section 8.04 (a), (c) and (d) hereof; and (ii) accommodate Member requests for additional or new local services on the same fully allocated cost basis used to determine costs of Authority services throughout the Authority's service area.

(d) At the end of the RFTA Transition Period RFTA's Board of Directors will dissolve and RFTA's administrative structure, employment contracts, and operations shall merge with the Authority to the extent they have not already done so.

(e) The Authority and RFTA shall, as a first priority, use their best efforts to agree on a Transition Plan that conforms to the terms set forth in this Section and that specifies how merger issues, including those related to human resources, employee benefits, insurance, transfer of RFTA assets, contractual relationships (e.g., with Pitkin County and the City of Aspen) and matters concerning the allocation of operating and capital costs and resources, will be resolved. Transition will be deemed complete when all issues set forth in the Transition Plan have been addressed to the satisfaction of the Board. The Transition Plan shall include the following terms:

(i) Title to the assets of RFTA, including, but not limited to, those described in Appendix G hereto (which does not include real property), will, subject to the terms of the Transition Plan, be transferred to the Authority at the conclusion of the RFTA Transition Period. The assets of RFTA that constitute real property will, subject to the terms of the Transition Plan, be made available to the Authority for its use through a long-term lease or other secure instrument, for transit and transportation purposes.

(ii) RFTA employees shall retain existing employee benefits (e.g., pension plan) or their equivalent. To preserve these existing employee benefits, it may be desirable for existing employees to remain employees of Pitkin County. As such, the Authority could choose to contract with Pitkin County for personnel required to staff and operate the Authority.

(iii) Liabilities of RFTA shall, to the extent permitted by laws, be assumed by and become the liabilities of the Authority no later than the end of the RFTA Transition Period, to the extent and in the manner provided in the Transition Plan.

(iv) The Authority will enter into contracts for transit services provided to the City of Aspen and the City of Glenwood Springs no later than the end of the RFTA Transition Period. Other service contracts, such as the Aspen Skiing Company skier shuttle service contract, will be assigned to the Authority by RFTA by the end of the RFTA Transition Period.

(v) Policy-making regarding transit service (e.g., adoption of a revised Transit Development Plan, service changes, and major capital expenditures) shall be the purview of the Authority and RFTA shall not have such policy-making authority as of the date the Authority is formed.

Section 8.03. Reorganization of RFRHA. RFRHA will be reorganized in accordance with this Section. During the period from the date the Authority is formed until the reorganization of RFRHA is complete (the “RFRHA Transition Period”):

(a) All regional transportation planning functions (excluding access issues), including management of the ongoing Corridor Investment Study, will be transferred to the Authority and the RFRHA Board of Directors will no longer have policy control of these planning functions.

(b) The Authority shall have approval rights over the RFRHA annual operating budget and shall remit Authority funds to RFRHA to meet the obligations in the approved budget.

(c) RFRHA will continue to provide access to, administration of and physical maintenance for the Denver Rio Grande Right-of-Way, maintenance of the conservation value of the right-of-way, pursue construction of regional trails through the right-of-way and protect public ownership of the right-of-way.

(d) Other financial obligations and assets of RFRHA related to acquisition of the Denver Rio Grande Right-of-Way shall remain with RFRHA unless and until the Denver Rio Grande Right-of-Way may be transferred to the Authority.

(e) The Denver Rio Grande Right-of-Way shall, subject to compliance with contractual, legal and other requirements applicable thereto, transfer from RFRHA to the Authority, and the reorganization of RFRHA will be deemed to be complete, if and when the Authority notifies RFRHA that the Authority intends to use the right-of-way for an Authorized Transportation Project other than trails for which funding has been approved by the electors as required by Section 6.03(d) hereof and section 612 of the Act.

(f) Provisions concerning access contained in the Roaring Fork Railroad Holding Authority Intergovernmental Agreement shall be honored by the Authority.

Section 8.04. Maintenance of Effort. The Authority shall, regardless of the reorganization process, term of the RFTA Transition Period or RFRHA Transition Period or any other event, use its best efforts to assure continuity of existing regional and local transit service and ongoing transportation planning efforts, including, but not limited to, the following:

(a) Continuation of (i) the existing transit services provided by RFTA within the territory of the Initial Members as set forth in RFTA's 2000 budget without any significant change in routes, schedules or equipment during the RFTA Transition Period and (ii) additional or new services negotiated during the RFTA Transition Period pursuant to Section 8.02(c)(ii) hereof. For purposes of clause (i), a significant change in a route or schedule shall mean a 5% reduction in service hours for service provided between two locations.

(b) Local funding for regional transportation planning, specifically the completion of the Corridor Investment Study, shall be provided by the Authority in an amount needed to complete the same in an expeditious manner in concert with the federal and State sponsors of and participants in the effort.

(c) Funding of trunk service up the Brush Creek Road corridor pursuant to a contract between the Authority and the Town of Snowmass Village.

(d) Continuation of senior van service in Pitkin County and transit service to Woody Creek and the Maroon Bells, with service provided at the current levels unless Pitkin County agrees to a change in such service. Pitkin County and the City of Aspen (acting jointly) also may decide to provide such services directly. If they do so decide, the payments to be made by Pitkin County pursuant to Section 7.01(c) hereof shall be reduced as described in that subsection.

(e) Financial assistance for paratransit services in the area within the Boundaries of the Authority (such as the Traveler or equivalent service) in addition to the senior van service in Pitkin County at a level of at least \$25,000 per year or a higher level determined by the Board from time-to-time based on available resources and implementation of the Authority's overall service plan.

(f) As required by the terms of the ballot question of November 7, 1995 approving the Eagle County 0.5% Transportation Sales Tax, a minimum of 10% of the proceeds of the Eagle County 0.5% Transportation Sales Tax paid to the Authority pursuant to Section 7.01(b) hereof shall be used for trails construction and maintenance within Eagle County election precincts 7, 8, 24 and 25.

Section 8.05. Aspen Local Service. If the City of Aspen ballot question described in Section 2.06 hereof is not approved at the November 7, 2000 election and no other local transportation tax is approved by City of Aspen electors by the end of the RFTA Transition Period (defined in Section 8.02 hereof), notwithstanding any other provision hereof:

(a) at the end of the RFTA Transition Period, one-third of RFTA's unreserved fund balance as of December 31, 2000 shall be transferred to the City of Aspen to fund transit capital replacement costs; and

(b) the Authority shall, for a seven-year period from the end of the RFTA Transition Period, provide a credit to the City of Aspen against payments otherwise due from the City of Aspen under a contract with the Authority for local transit service within

the City of Aspen on a monthly basis in an amount equal to the revenues generated by a sales tax rate of 0.085% applied to the taxable retail sales within the City of Aspen.

ARTICLE IX

MEMBERS

Section 9.01. Initial Members. The Initial Members shall be the Initial Signatories whose participation in the Authority is approved at the November 7, 2000 election as described in Section 2.05 hereof.

Section 9.02. Withdrawal of Initial Members.

(a) An Initial Member may withdraw from the Authority only if:

(i) the Pitkin County Question or the Glenwood Springs Question is not approved at the November 7, 2000 election; and

(ii) on or before November 28, 2000, the Governing Body of such Initial Member adopts a resolution or ordinance, and delivers written notice to all the other Initial Members, stating that such Initial Member has withdrawn from the Authority.

(b) If an Initial Member withdraws from the Authority pursuant to subsection (a) of this Section:

(i) the territory within the boundaries of such Initial Member will be excluded from the Boundaries of the Authority, except that territory within the Town of Basalt that is within Pitkin County shall remain within the Boundaries of the Authority if Pitkin County is an Initial Member and does not withdraw pursuant to subsection (a) of this Section;

(ii) the Initial Authority Sales Tax that otherwise would have been levied within the boundaries of such Initial Member shall not be levied; and

(iii) the obligations of such Initial Member set forth in this Agreement shall terminate.

(c) Members may only withdraw from the Authority in the manner, and subject to the conditions, set forth in this Section. In particular, but not by way of limitation, none of the Initial Signatories may withdraw from the Authority if all six ballot questions described in Section 2.04(a) hereof are approved by the registered electors.

Section 9.03. Additional Members. The State, acting through the State Transportation Commission, or any County or Municipality or portion thereof which is not an Initial Member of the Authority, may become a Member (for purposes of this Section, a “new Member”) effective upon (a) the adoption of a resolution of the Board in accordance with Section 3.09 hereof, the

effectiveness of which may be conditioned upon compliance by such new Member with any conditions which the Board, in its sole discretion, sees fit to impose; (b) such new Member's (i) compliance with all conditions to its admission as a Member imposed by the Board, (ii) compliance with all conditions to its entering into this Agreement or admission as a Member imposed under the Act and the Intergovernmental Relations Statute and (iii) adoption and execution of this Agreement in accordance with applicable law; (c) unless the new Member is the State, approval of such new Member's participation in the Authority by the electors residing within the territory of the new Member that is to be included in the Boundaries of the Authority; and (d) compliance with any other conditions to the admission of such new Member as a Member or its execution of this Agreement imposed under the Act, the Intergovernmental Relations Statute or other applicable law.

ARTICLE X

TERM AND DISTRIBUTION OF ASSETS UPON TERMINATION

Section 10.01. Effective Date. The term of this Agreement shall begin when all the conditions to the establishment of the Authority set forth in Section 2.01 hereof have been satisfied.

Section 10.02. Termination. The term of this Agreement shall end when all the Members agree in writing to terminate this Agreement; provided, however, that this Agreement may not be terminated so long as the Authority has any Bonds outstanding.

Section 10.03. Distribution of Assets Upon Termination. Upon termination of this Agreement pursuant to Section 10.02 hereof, after payment of all Bonds and other obligations of the Authority, the net assets of the Authority shall be distributed to the parties who are Members at such time in proportion to the sum of (a) the amount of cash and the value of property and services contributed by them to the Authority pursuant to Article VII and VIII hereof minus the amount of cash and the value of property previously distributed to them by the Authority and (b) the amount of Authority taxes or other charges (other than fares) paid by their residents to the Authority pursuant to the Authority's exercise of the powers granted to it pursuant to the Act, with taxes or other charges paid by residents of areas of Counties which are also located within a Municipality allocated 100% to the Municipality for such purposes.

ARTICLE XI

DEFENSE OF DIRECTORS, OFFICERS, MEMBERS OF ADVISORY COMMITTEES AND EMPLOYEES

The Authority shall insure and defend each Director, Officer, member of an Advisory Committee and employee of the Authority in connection with any claim or actual or threatened suit, action or proceeding (civil, criminal or other, including appeals), in which he or she may be involved in his or her official capacity by reason of his or her being or having been a Director, Officer, member of a Committee or employee of the Authority, or by reason of any action or omission by him or her in such capacity. The Authority shall insure and defend each Director, Officer, member of a Committee and employee of the Authority against all liability, costs and

expenses arising from any such claim, suit or action, except any liability arising from criminal offenses or willful misconduct or gross negligence. The Authority's obligations pursuant to this Article shall be limited to funds of the Authority available for such purpose, including but not necessarily limited to insurance proceeds. The Board may establish specific rules and procedures for the implementation of this Article.

ARTICLE XII

AMENDMENTS

Section 12.01. Amendments Generally. Except as otherwise specifically provided in Sections 12.02, 12.03 and 12.04 hereof, this Agreement may be amended only by resolution of the Board.

Section 12.02. Amendments to Boundaries. Notwithstanding Section 12.01 hereof, Appendix A hereto and the definition of "Boundaries" may be amended by (a) a resolution of the Board and (b) the approval of the Governing Body of each Member, any portion of whose territory is either added to or removed from the Boundaries of the Authority. For purposes of this Section, territory of a Member that is a Municipality shall include territory within such Municipality's boundaries or within such Municipality's comprehensive planning area of influence as established as of the date first set forth above, but shall not include any territory which has previously been included within the incorporated boundaries of another Municipality.

Section 12.03. Modification of Appendices B-1 through B-6. Notwithstanding any other provision hereof, any ballot question attached hereto as Appendix B-1 through B-6 may be modified by the Governing Body of the Initial Signatory responsible for submitting such ballot question to the electors as provided in Section 2.04 hereof.

Section 12.04. Amendments to Pitkin County and Eagle County Funding Commitments. Notwithstanding Section 12.01 hereof, (a) the last sentence of Section 7.01(b) hereof or Section 8.04(f) hereof may not be amended without the approval of the Governing Body of Eagle County and (b) Section 7.01(c)(i) and (ii) hereof shall not be amended without the approval of the Governing Body of Pitkin County.

ARTICLE XIII

MISCELLANEOUS

Section 13.01. Adoption and Execution of Agreement in Accordance with Law. Each Initial Signatory hereby represents to each other Initial Signatory that it has adopted and executed this Agreement in accordance with applicable law.

Section 13.02. Parties in Interest. Nothing expressed or implied herein is intended or shall be construed to confer upon any Person other than the Initial Signatories and the Members any right, remedy or claim under or by reason of this Agreement, this Agreement being intended to be for the sole and exclusive benefit of the Initial Signatories and the Members.

Section 13.03. No Personal Liability. No covenant or agreement contained in this Agreement or any resolution or Bylaw issued by the Board shall be deemed to be the covenant or agreement of an elected or appointed official, officer, agent, servant or employee of any Member in his or her individual capacity.

Section 13.04. Notices. Except as otherwise provided in this Agreement, all notices, certificates, requests, requisitions or other communications by the Authority, any Member, any Director, any Alternate Director, any Officer or any member of a Committee to any other such person pursuant to this Agreement shall be in writing; shall be sufficiently given and shall be deemed given when actually received, in the case of the Authority and officers of the Authority, at the last address designated by the Authority for such purpose and, in the case of such other persons, at the last address specified by them in writing to the Secretary of the Authority; and, unless a certain number of days is specified, shall be given within a reasonable period of time.

Section 13.05. Assignment. None of the rights or benefits of any Member may be assigned, nor may any of the duties or obligations of any Member be delegated, without the express written consent of all the Members.

Section 13.06. Severability. If any clause, provision, subsection, Section or Article of this Agreement shall be held to be invalid, illegal or unenforceable for any reason, the invalidity, illegality or enforceability of such clause, provision, subsection, Section or Article shall not affect any of the remaining provisions of this Agreement.

Section 13.07. Interpretation. Subject only to the express limitations set forth herein, this Agreement shall be liberally construed (a) to permit the Authority and the Members to exercise all powers that may be exercised by a rural transportation authority pursuant to the Act and by a separate legal entity created by a contract among the Members pursuant to the Intergovernmental Relations Statute; (b) to permit the Members to exercise all powers that may be exercised by them with respect to the subject matter of this Agreement pursuant to the Act, the Intergovernmental Relations Statute and other applicable law; and (c) to permit the Board to exercise all powers that may be exercised by the board of directors of a rural transportation authority pursuant to the Act and by the governing body of a separate legal entity created by a contract among the Members pursuant to the Intergovernmental Relations Statute. In the event of any conflict between the Act, the Intergovernmental Relations Statute or any other law with respect to the exercise of any such power, the provision that permits the broadest exercise of the power consistent with the limitations set forth in this Agreement shall control.

Section 13.08. Governing Law. The laws of the State shall govern the construction and enforcement of this Agreement.

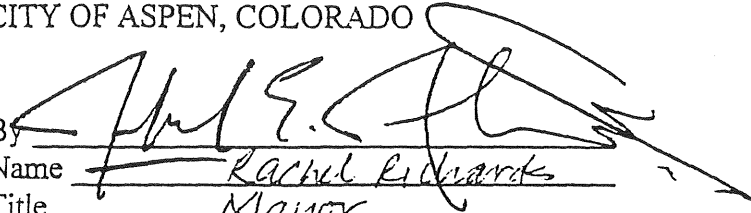
Section 13.09. Counterparts. This Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be an original; but such counterparts shall together constitute but one and the same Agreement.

SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:

CITY OF ASPEN, COLORADO

Kardell Stukland
Clerk *City Deputy Clerk*

By 
Name Rachel Richards
Title Mayor

SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:

TOWN OF BASALT, COLORADO

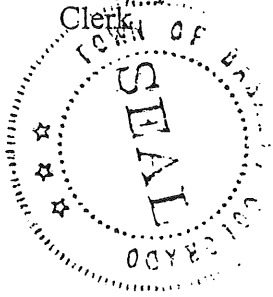
Amelia K. Schilling

Clerk

By *R. Stevens*

Name *RICHARD P. STEVENS*

Title *MAYOR*



SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:

TOWN OF CARBONDALE, COLORADO

Suzanne Cerise
Clerk

By S. Randall Vanderhurst

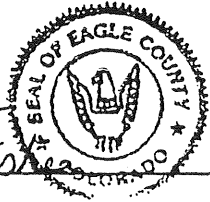
Name S. Randall Vanderhurst

Title Mayor

SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:

Sara J. Fisher
Clerk



EAGLE COUNTY, COLORADO

By Tom Stone


Name TOM C. STONE

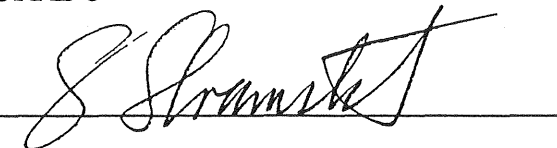
Title CHAIRMAN, B.O.C.C.

SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:

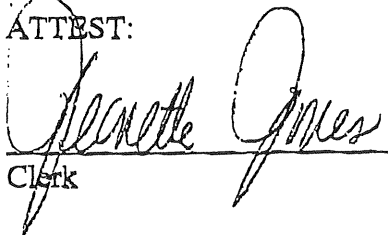
CITY OF GLENWOOD SPRINGS,
COLORADO


Clerk Robin S. Clemons, City Clerk

By 
Name Sam Skramstad
Title Mayor

SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:


Clerk

PITKIN COUNTY, COLORADO

By 

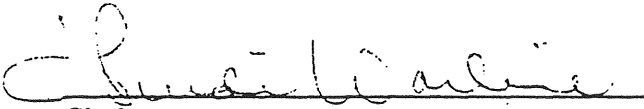
Name Shellie Roy Harper

Title Chairperson

SIGNATURE PAGE
to
ROARING FORK TRANSPORTATION AUTHORITY
INTERGOVERNMENTAL AGREEMENT
Dated as of September 12, 2000

ATTEST:

TOWN OF SNOWMASS VILLAGE,
COLORADO


Clerk

By 

Name T. Michael Manchester

Title Mayor

AGREEMENT OF
ROARING FORK TRANSIT AGENCY

The Roaring Fork Transit Agency hereby agrees to the provisions of Sections 8.01, 8.02 and 8.04 of the Roaring Fork Transportation Authority Intergovernmental Agreement dated as of September 12, 2000.

ROARING FORK TRANSIT AGENCY

By 
Chairman, RFTA Board of Directors

AGREEMENT OF
ROARING FORK RAILROAD HOLDING AUTHORITY

The Roaring Fork Railroad Holding Authority hereby agrees to the provisions of Sections 8.01, 8.03 and 8.04 of the Roaring Fork Transportation Authority Intergovernmental Agreement dated as of September 12, 2000.

ROARING FORK RAILROAD HOLDING
AUTHORITY

By *Deborah Parris* 10-2-00

APPENDIX A

DETERMINATION OF BOUNDARIES OF THE AUTHORITY

The Initial Boundaries of the Authority shall, subject to Section 9.02(b) hereof, consist of:

1. If the Authority is approved by a majority of the registered electors of Pitkin County voting thereon at the November 7, 2000 election, all territory within Pitkin County.

2. If the Authority is approved by a majority of the registered electors of the City of Glenwood Springs voting thereon at the November 7, 2000 election, all territory within the City of Glenwood Springs and all territory subsequently annexed to the City of Glenwood Springs.

3. If the Authority is approved by a majority of the registered electors of the Town of Carbondale voting thereon at the November 7, 2000 election, all territory within the Town of Carbondale and all territory subsequently annexed to the Town of Carbondale.

4. If the Authority is approved by a majority of the registered electors of the Town of Basalt voting on the Town of Basalt's participation as a Member of the Authority at the November 7, 2000 election, all territory within the Town of Basalt and all territory subsequently annexed to the Town of Basalt.

5. If the Authority is approved by a majority of the registered electors of unincorporated Eagle County within election precincts (as defined as of the date hereof) 7, 8, 24 and 25 voting thereon at the November 7, 2000 election, all territory within unincorporated Eagle County election precincts (as defined as of the date hereof) 7, 8, 24 and 25.

APPENDIX B-1

**ROARING FORK TRANSPORTATION AUTHORITY (RTA) BALLOT QUESTION
(PITKIN COUNTY)**

SHALL THE ROARING FORK TRANSPORTATION AUTHORITY (“RTA”) BE ESTABLISHED FOR THE PURPOSE OF FUNDING AND PROVIDING THE BUS SERVICES CURRENTLY PROVIDED BY THE ROARING FORK TRANSIT AGENCY PLUS EXPANDED MASS TRANSIT AND OTHER TRANSPORTATION SERVICES IN ACCORDANCE WITH AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF ASPEN, THE TOWN OF SNOWMASS VILLAGE AND PITKIN COUNTY, THE OTHER MEMBERS OF WHICH ARE EXPECTED TO BE BASALT, GLENWOOD SPRINGS, CARBONDALE AND EAGLE COUNTY IF THE APPROPRIATE VOTERS APPROVE THE INTERGOVERNMENTAL AGREEMENT;

SHALL PITKIN COUNTY ENTER INTO A MULTIPLE FISCAL YEAR FINANCIAL OBLIGATION TO CONTRIBUTE TO THE RTA AN AMOUNT EQUAL TO THE PROCEEDS OF A TAX RATE OF 0.7215% FROM PITKIN COUNTY'S EXISTING 1.5% TRANSPORTATION SALES TAXES;

ADDITIONAL FUNDING FOR THE RTA IS EXPECTED TO BE PROVIDED FROM THE FOLLOWING SOURCES IF APPROVED BY THE VOTERS (OR, IN THE CASE OF THE EAGLE COUNTY TRANSPORTATION SALES TAX, THE COMMISSIONERS) OF SUCH JURISDICTION OR AREA:

0.4% RTA SALES AND USE TAX IN GLENWOOD SPRINGS,

0.5% RTA SALES AND USE TAX IN CARBONDALE,

0.2% RTA SALES AND USE TAX WITHIN BASALT,

0.5% EAGLE COUNTY TRANSPORTATION SALES TAX IN THE PORTION OF EAGLE COUNTY WITHIN BASALT AND THE UNINCORPORATED AREA OF EAGLE COUNTY WITHIN ELECTION PRECINCTS 7, 8, 24 AND 25; AND

SHALL ALL AMOUNTS RECEIVED BY THE RTA FROM SUCH TAXES AND CONTRIBUTIONS AND OTHERWISE PURSUANT TO THE INTERGOVERNMENTAL AGREEMENT AND EARNINGS THEREON CONSTITUTE A VOTER-APPROVED REVENUE CHANGE?

APPENDIX B-2

**ROARING FORK TRANSPORTATION AUTHORITY (RTA) BALLOT QUESTION
(GLENWOOD SPRINGS)**

SHALL ROARING FORK TRANSPORTATION AUTHORITY (“RTA”) TAXES LEVIED IN THE CITY OF GLENWOOD SPRINGS BE INCREASED \$1,789,112.00 (FIRST FULL FISCAL YEAR DOLLAR INCREASE, NET OF ANY CONSTITUTIONALLY REQUIRED TAX CUTS) BY A 0.4% (FOUR CENTS ON EACH \$10 PURCHASE) RTA SALES AND USE TAX LEVIED ON AND AFTER JANUARY 1, 2001 UPON EVERY TRANSACTION OR OTHER INCIDENT ON WHICH A SALES OR USE TAX IS LEVIED BY THE STATE (WHICH DOES NOT INCLUDE FOOD FOR HOME CONSUMPTION);

SHALL THE RTA BE ESTABLISHED FOR THE PURPOSE OF FUNDING AND PROVIDING THE BUS SERVICES CURRENTLY PROVIDED BY THE ROARING FORK TRANSIT AGENCY PLUS EXPANDED MASS TRANSIT AND OTHER TRANSPORTATION SERVICES IN ACCORDANCE WITH AN INTERGOVERNMENTAL AGREEMENT WITH GLENWOOD SPRINGS AS A MEMBER, THE OTHER MEMBERS OF WHICH ARE EXPECTED TO BE ASPEN, SNOWMASS VILLAGE, BASALT, CARBONDALE AND PITKIN AND EAGLE COUNTIES IF THE APPROPRIATE VOTERS APPROVE THE INTERGOVERNMENTAL AGREEMENT;

ADDITIONAL FUNDING FOR THE RTA IS EXPECTED TO BE PROVIDED FROM THE FOLLOWING SOURCES IF APPROVED BY THE VOTERS (OR, IN THE CASE OF THE EAGLE COUNTY TRANSPORTATION SALES TAX, THE COMMISSIONERS) OF SUCH JURISDICTION OR AREA:

AN AMOUNT EQUAL TO THE PROCEEDS OF A TAX RATE OF 0.7215% FROM PITKIN COUNTY TRANSPORTATION SALES TAXES,

0.5% RTA SALES AND USE TAX IN CARBONDALE,

0.2% RTA SALES AND USE TAX WITHIN BASALT,

0.5% EAGLE COUNTY TRANSPORTATION SALES TAX IN THE PORTION OF EAGLE COUNTY WITHIN BASALT AND THE UNINCORPORATED AREA OF EAGLE COUNTY WITHIN ELECTION PRECINCTS 7, 8, 24 AND 25; AND

SHALL ALL AMOUNTS RECEIVED BY THE RTA FROM SUCH TAXES AND CONTRIBUTIONS AND OTHERWISE PURSUANT TO THE INTERGOVERNMENTAL AGREEMENT AND EARNINGS THEREON CONSTITUTE A VOTER-APPROVED REVENUE CHANGE?

APPENDIX B-3

**ROARING FORK TRANSPORTATION AUTHORITY (RTA) BALLOT QUESTION
(CARBONDALE)**

SHALL ROARING FORK TRANSPORTATION AUTHORITY (“RTA”) TAXES LEVIED IN THE TOWN OF CARBONDALE BE INCREASED \$350,000.00 (FIRST FULL FISCAL YEAR DOLLAR INCREASE, NET OF ANY CONSTITUTIONALLY REQUIRED TAX CUTS) BY A 0.5% (FIVE CENTS ON EACH \$10 PURCHASE) RTA SALES AND USE TAX LEVIED ON AND AFTER JANUARY 1, 2001 UPON EVERY TRANSACTION OR OTHER INCIDENT ON WHICH A SALES OR USE TAX IS LEVIED BY THE STATE (WHICH DOES NOT INCLUDE FOOD FOR HOME CONSUMPTION, WITH PROCEEDS FROM A TAX RATE OF 0.4% BEING DEDICATED TO FUNDING CARBONDALE’S FINANCIAL CONTRIBUTION TO THE RTA AND PROCEEDS FROM A TAX RATE OF 0.1% BEING DEDICATED TO FUNDING COLORADO STATE HIGHWAY 133 IMPROVEMENTS AND OTHER LOCAL TRANSPORTATION NEEDS AND SERVICES;

SHALL THE RTA BE ESTABLISHED FOR THE PURPOSE OF FUNDING AND PROVIDING THE BUS SERVICES CURRENTLY PROVIDED BY THE ROARING FORK TRANSIT AGENCY PLUS EXPANDED MASS TRANSIT AND OTHER TRANSPORTATION SERVICES IN ACCORDANCE WITH AN INTERGOVERNMENTAL AGREEMENT WITH CARBONDALE AS A MEMBER, THE OTHER MEMBERS OF WHICH ARE EXPECTED TO BE ASPEN, SNOWMASS VILLAGE, BASALT, GLENWOOD SPRINGS AND PITKIN AND EAGLE COUNTIES IF THE APPROPRIATE VOTERS APPROVE THE INTERGOVERNMENTAL AGREEMENT;

ADDITIONAL FUNDING FOR THE RTA IS EXPECTED TO BE PROVIDED FROM THE FOLLOWING SOURCES IF APPROVED BY THE VOTERS (OR, IN THE CASE OF THE EAGLE COUNTY TRANSPORTATION SALES TAX, THE COMMISSIONERS) OF SUCH JURISDICTION OR AREA:

AN AMOUNT EQUAL TO THE PROCEEDS OF A TAX RATE OF 0.7215% FROM PITKIN COUNTY TRANSPORTATION SALES TAXES,

0.4% RTA SALES AND USE TAX IN GLENWOOD SPRINGS,

0.2% RTA SALES AND USE TAX WITHIN BASALT,

0.5% EAGLE COUNTY TRANSPORTATION SALES TAX IN THE PORTION OF EAGLE COUNTY WITHIN BASALT AND THE UNINCORPORATED AREA OF EAGLE COUNTY WITHIN ELECTION PRECINCTS 7, 8, 24 AND 25; AND

SHALL ALL AMOUNTS RECEIVED BY THE RTA FROM SUCH TAXES AND CONTRIBUTIONS AND OTHERWISE PURSUANT TO THE INTERGOVERNMENTAL AGREEMENT AND EARNINGS THEREON CONSTITUTE A VOTER-APPROVED REVENUE CHANGE?

APPENDIX B-4

**ROARING FORK TRANSPORTATION AUTHORITY (RTA) BALLOT QUESTION
(BASALT)**

SHALL ROARING FORK TRANSPORTATION AUTHORITY (“RTA”) TAXES LEVIED IN THE TOWN OF BASALT BE INCREASED \$144,490.00 (FIRST FULL FISCAL YEAR DOLLAR INCREASE, NET OF ANY CONSTITUTIONALLY REQUIRED TAX CUTS) BY A 0.2% (TWO CENTS ON EACH \$10 PURCHASE) RTA SALES AND USE TAX LEVIED ON AND AFTER JANUARY 1, 2001 UPON EVERY TRANSACTION OR OTHER INCIDENT ON WHICH A SALES OR USE TAX IS LEVIED BY THE STATE (WHICH DOES NOT INCLUDE FOOD FOR HOME CONSUMPTION);

SHALL THE RTA BE ESTABLISHED FOR THE PURPOSE OF FUNDING AND PROVIDING THE BUS SERVICES CURRENTLY PROVIDED BY THE ROARING FORK TRANSIT AGENCY PLUS EXPANDED MASS TRANSIT AND OTHER TRANSPORTATION SERVICES IN ACCORDANCE WITH AN INTERGOVERNMENTAL AGREEMENT WITH BASALT AS A MEMBER, THE OTHER MEMBERS OF WHICH ARE EXPECTED TO BE ASPEN, SNOWMASS VILLAGE, GLENWOOD SPRINGS, CARBONDALE AND PITKIN AND EAGLE COUNTIES IF THE APPROPRIATE VOTERS APPROVE THE INTERGOVERNMENTAL AGREEMENT;

ADDITIONAL FUNDING FOR THE RTA IS EXPECTED TO BE PROVIDED FROM THE FOLLOWING SOURCES IF APPROVED BY THE VOTERS (OR, IN THE CASE OF THE EAGLE COUNTY TRANSPORTATION SALES TAX, THE COMMISSIONERS) OF SUCH JURISDICTION OR AREA:

AN AMOUNT EQUAL TO THE PROCEEDS OF A TAX RATE OF 0.7215% FROM PITKIN COUNTY TRANSPORTATION SALES TAXES,

0.4% RTA SALES AND USE TAX IN GLENWOOD SPRINGS,

0.5% RTA SALES AND USE TAX IN CARBONDALE,

0.5% EAGLE COUNTY TRANSPORTATION SALES TAX IN THE PORTION OF EAGLE COUNTY WITHIN BASALT AND THE UNINCORPORATED AREA OF EAGLE COUNTY WITHIN ELECTION PRECINCTS 7, 8, 24 AND 25; AND

SHALL ALL AMOUNTS RECEIVED BY THE RTA FROM SUCH TAXES AND CONTRIBUTIONS AND OTHERWISE PURSUANT TO THE INTERGOVERNMENTAL AGREEMENT AND EARNINGS THEREON CONSTITUTE A VOTER-APPROVED REVENUE CHANGE?

APPENDIX B-5

**ROARING FORK TRANSPORTATION AUTHORITY (RTA) BALLOT QUESTION
(UNINCORPORATED EAGLE COUNTY)**

SHALL THE ROARING FORK TRANSPORTATION AUTHORITY (“RTA”) BE ESTABLISHED FOR THE PURPOSE OF FUNDING AND PROVIDING THE BUS SERVICES CURRENTLY PROVIDED BY THE ROARING FORK TRANSIT AGENCY PLUS EXPANDED MASS TRANSIT AND OTHER TRANSPORTATION SERVICES IN ACCORDANCE WITH AN INTERGOVERNMENTAL AGREEMENT WITH EAGLE COUNTY AS A MEMBER, THE OTHER MEMBERS OF WHICH ARE EXPECTED TO BE ASPEN, SNOWMASS VILLAGE, BASALT, GLENWOOD SPRINGS, CARBONDALE AND PITKIN COUNTY IF THE APPROPRIATE VOTERS APPROVE THE INTERGOVERNMENTAL AGREEMENT;

FUNDING FOR THE RTA IS EXPECTED TO BE PROVIDED FROM THE FOLLOWING SOURCES IF APPROVED BY THE VOTERS (OR, IN THE CASE OF THE EAGLE COUNTY TRANSPORTATION SALES TAX, THE COMMISSIONERS) OF SUCH JURISDICTION OR AREA:

AN AMOUNT EQUAL TO THE PROCEEDS OF A TAX RATE OF 0.7215% FROM PITKIN COUNTY TRANSPORTATION SALES TAXES,

0.4% RTA SALES AND USE TAX IN GLENWOOD SPRINGS,

0.5% RTA SALES AND USE TAX IN CARBONDALE,

0.2% RTA SALES AND USE TAX IN BASALT,

0.5% EAGLE COUNTY TRANSPORTATION SALES TAX IN THE PORTION OF EAGLE COUNTY WITHIN BASALT AND THE UNINCORPORATED AREA OF EAGLE COUNTY WITHIN ELECTION PRECINCTS 7, 8, 24 AND 25; AND

SHALL ALL AMOUNTS RECEIVED BY THE RTA FROM SUCH TAXES AND CONTRIBUTIONS AND OTHERWISE PURSUANT TO THE INTERGOVERNMENTAL AGREEMENT AND EARNINGS THEREON CONSTITUTE A VOTER-APPROVED REVENUE CHANGE?

APPENDIX C

REGIONAL TRANSIT SERVICE GOALS

The Authority shall use its best efforts to provide the following Regional Transit Services:

1. Transit service will be available at least every 30 minutes year-round in every community in the Roaring Fork Valley. Service will be provided every 15 minutes between El Jebel, Aspen, and Snowmass Village during winter peak hours.
2. Trunk service up the Brush Creek Road corridor.
3. Trunk service on Highway 133 at the current locations.
4. New service will be provided between Rifle and Glenwood Springs on weekdays every hour 5:30 a.m. until 8:30 p.m.; every two hours until midnight.
5. Service between Rifle and Glenwood Springs will be provided every two hours from 6:30 a.m. until 6:30 p.m. weekends.
6. Implementation of the new service plan will begin with an amended Transit Development Plan that will be adopted during 2001. Service improvements will be achieved on a phased basis, as necessary new equipment and staff (drivers) can be deployed. It is estimated that this process should take 12 to 18 months from date the Authority is formed. As such, the service improvements may begin prior to full transition of RFTA to the Authority.

APPENDIX D

**CREDITS TO PITKIN COUNTY WITH RESPECT TO
OUTSTANDING PITKIN COUNTY BONDS PAYABLE FROM
PITKIN COUNTY TRANSPORTATION SALES TAXES**

Year	Principal	Total Interest	Debt Service
2001	\$490,000	\$292,942.50	\$782,942.50
2002	510,000	269,977.50	779,977.50
2003	540,000	245,465.00	785,465.00
2004	565,000	218,620.00	783,620.00
2005	595,000	189,762.50	784,762.50
2006	620,000	158,495.00	778,495.00
2007	655,000	125,360.00	780,360.00
2008	205,000	89,667.50	294,667.50
2009	220,000	79,225.00	299,225.00
2010	230,000	67,897.50	297,897.50
2011	240,000	55,897.50	295,897.50
2012	250,000	43,215.00	293,215.00
2013	265,000	29,840.00	294,840.00
2014	285,000	15,515.00	300,515.00
Totals	\$5,670,000	\$1,881,880.00	\$7,551,880.00

APPENDIX E

RATIONALE FOR DIFFERENT FUNDING LEVELS FROM DIFFERENT AREAS

1. The differences in funding levels within the Initial Boundaries of the Authority are based on differential services and/or benefits derived from transportation services to be provided by the Authority.

2. The differential funding levels result in 65 percent of the revenues required to support regional transit services being derived from the upper valley jurisdictions. The rationale for the higher percentage of Authority revenue being derived from the upper valley communities includes the following considerations:

(a) A proportionately larger amount of travel demand is caused by employment concentrations in the upper valley.

(b) Due to higher service demands, transit service frequencies are presently higher in the upper valley.

(c) The upper valley jurisdictions experience traffic congestion during peak periods and have introduced travel demand management programs (e.g., paid parking) to help manage this congestion, resulting in higher transit demand. Transit service to be provided by the Authority preserves mobility that could be affected by these programs.

(d) The concentration of visitor-serving businesses in upper valley jurisdictions generates the largest portion of the regional sales tax base.

3. The funding levels in the Town of Basalt and unincorporated Eagle County (based on the Eagle County tax rates in unincorporated Eagle County and the combined Authority, Eagle County and Pitkin County tax rates in the Town of Basalt) are based on the cost of providing regional transit to unincorporated Eagle County and the Town of Basalt.

4. The rationale for the percentage of Authority revenue being derived from the mid- and lower-valley jurisdictions includes the following:

(a) Regional transit service provides access to jobs, schools, shopping and recreation in the region for those who do not own automobiles or choose not to drive.

(b) New services are being extended to the lower valley jurisdictions, including service down the I-70 corridor to provide transit service to the jobs and shopping centers located in the City of Glenwood Springs.

(c) Improvement to transit services is a cost-effective way to manage traffic congestion in the mid- and lower-valley jurisdictions.

(d) The predominant amount of regional growth is occurring in the mid- and lower valley jurisdictions; this residential and commercial growth is causing increases in travel demand within the lower valley and related congestion that can be mitigated, in part, through provision of transit services.

(e) Regional transit services provide access to economic and employment opportunities for many down-valley residents who spend their earnings in down-valley jurisdictions.

APPENDIX F

INITIAL CAPITAL PROGRAM

Section 1. ROARING FORK TRANSIT AUTHORITY 2001 - 2010 CAPITAL BUDGET AND ESTIMATE OF NET BOND PROCEEDS REQUIRED

ITEM	DESCRIPTION	QUANTITY	AMOUNT PER UNIT	TOTAL AMOUNT
40-FOOT TRANSIT COACHES	EXISTING RFTA REPLACEMENT	24	\$ 300,000	\$ 7,200,000
40-FOOT TRANSIT COACHES	NEW RTA SERVICE IMPROVEMENTS	17	\$ 300,000	\$ 5,100,000
DOWN VALLEY MAINTENANCE FACILITY	UPGRADE	1	\$ 2,100,000	\$ 2,100,000
UP VALLEY MAINTENANCE FACILITY	UPGRADE	1	\$ 700,000	\$ 700,000
PARK & RIDE FACILITY	HIGHWAY 82 OR 133	1	\$ 500,000	\$ 500,000
PARK & RIDE FACILITY	I-70	1	\$ 500,000	\$ 500,000
EMPLOYEE HOUSING	SUBSIDIZED UNITS	1	\$ 3,000,000	\$ 3,000,000
EQUIPMENT/VEHICLES	SNOWPLOWS/MAINTENANCE VEHICLES	N/A	\$ 500,000	\$ 500,000
BUS STOP IMPROVEMENTS	HIGHWAY 82 (EL JEBEL - GLENWOOD)	20	\$ 25,000	\$ 500,000
TRANSIT CENTER	GLENWOOD SPRINGS	1	\$ 2,000,000	\$ 2,000,000
TOTAL 10-YEAR CAPITAL BUDGET	N/A	N/A	N/A	\$ 22,100,000
ASSUMED FTA CAPITAL GRANTS	ANNUAL FTA GRANT FUNDING	10	\$(1,100,000)	\$(11,000,000)
Section 2. ESTIMATED NET BOND PROCEEDS REQUIRED	N/A	N/A	N/A	\$ 11,100,000

APPENDIX G

INVENTORY OF RFTA ASSETS

SUMMARY	
CATEGORY	COST
OUTDOOR & RECREATION IMPROVEMENTS	\$ 197,376
SPECIAL & TECHNICAL EQUIPMENT	\$ 795,770
VEHICLES & MOBILE EQUIPMENT	\$ 18,268,526
WORK AND SERVICE EQUIPMENT	\$ 493,281
GRAND TOTAL	\$ 19,754,953

INVENTORY

RFTA FIXED ASSET LIST										
TAG #	DEPT NAME	FU ND	DP	CT	F/A#	A C	F/A TITLE	CATEGORY	DESCRIPTION	COST
421300	RFTA	800	72	24	002		BIKE RACKS	OUTDOOR & RECR IMPROV	(4) 5' BIKE RACK	623.92
421301	RFTA	800	72	24	002		BIKE RACKS	OUTDOOR & RECR IMPROV	(3) 5' BIKE RACK	(467.94)
713100	RFTA	800	72	24	002		BIKE RACKS	OUTDOOR & RECR IMPROV	(3) 5' BIKE RACKS	575.87
115201	RFTA	800	72	24	040		BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	(8) BUS SHELTERS	35,869.04
180400	RFTA	800	72	24	040		BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	(10) BUS SHELTERS	40,892.99
529600	RFTA	800	72	24	040		BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	(10) BUS SHELTERS	33,750.00
545400	RFTA	800	72	24	040		BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	6 BUS SHELTERS	25,110.00
767400	RFTA	800	72	24	040	25	BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	PNR/BR CK & 82	9,175.00
767401	RFTA	800	72	24	040	25	BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	PNR/EL JEBEL	18,483.44
767402	RFTA	800	72	24	040	25	BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	CITY BUS STOP	6,940.00

767403	RFTA	800	72	24	040	25	BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	PNR/COWAN CENTER	6,090.00
767404	RFTA	800	72	24	040	25	BUS STOP FACILITIES	OUTDOOR & RECR IMPROV	PNR/AIRPORT	2,950.00
115100	RFTA	800	72	24	800		OUTDOOR LIGHTING	OUTDOOR & RECR IMPROV	SECURITY LIGHT & POLE	965.00
115101	RFTA	800	72	24	800		OUTDOOR LIGHTING	OUTDOOR & RECR IMPROV	LIGHTING IMPROVEMENT	774.00
545500	RFTA	800	72	24	800		OUTDOOR LIGHTING	OUTDOOR & RECR IMPROV	SECURITY LIGHT & POLE/LAZY GLEN	1,200.00
545600	RFTA	800	72	24	800		OUTDOOR LIGHTING	OUTDOOR & RECR IMPROV	SECURITY LIGHTS / ASPEN JUNCTION	8,000.00
573800	RFTA	800	72	24	800		OUTDOOR LIGHTING	OUTDOOR & RECR IMPROV	SECURITY LIGHTS AABC	3,945.00
1031300	RFTA	800	72	24	800		OUTDOOR LIGHTING	OUTDOOR & RECR IMPROV	SECURITY LIGHTS & POLES	2,500.00
								OUTDOOR & RECR IMPROV Total		197,376.32
766900	RFTA	800	72	26	110		PHOTO TAKING EQUIP	SPECIAL & TECH EQUIP	CAMCORDER	799.98
1031000	RFTA	800	72	26	110		PHOTO TAKING EQUIP	SPECIAL & TECH EQUIP	DELUXE 4 SHOT CAMERA	908.94
124800	RFTA-PITCO	800	70	26	400		COMMUNIC & AUDIO EQUIP	SPECIAL & TECH EQUIP	PA SYSTEM	1,055.19
711050	RFTA	800	72	26	401		SECURITY ALARM SYSTEM	SPECIAL & TECH EQUIP	SECURITY SURVELLANCE	9,725.00
767500	RFTA	800	72	26	401		SECURITY ALARM SYSTEM	SPECIAL & TECH EQUIP	RUBEY PARK	4,314.89
465901	RFTA	800	72	26	410		RADIO COMMUNTC EQUIP	SPECIAL & TECH EQUIP	RADIO REPEATER	3,000.00
574500	RFTA	800	72	26	410		RADIO COMMUNTC EQUIP	SPECIAL & TECH EQUIP	12 YR TRUCK SYSTEM LEASE	139,535.00
334000	RFTA-PITCO	800	70	26	411		TRANSMITTERS	SPECIAL & TECH EQUIP	MAXAR BASE STATION	2,647.95
574300	RFTA	800	72	26	411		TRANSMITTERS	SPECIAL & TECH EQUIP	RADIO SYSTEM ACQUISTION	401,938.00
112400	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	MT500 HAND PACK	0.00
112500	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	MT500 HAND PACK	0.00
112600	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	MT500 HAND PACK	0.00
127400	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HAND PACK RADIO - FOR POLICE	2,963.50
127500	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HAND PACK RADIO - FOR	

								POLICE	2,963.50	
127600	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HAND PACK RADIO - FOR POLICE	2,963.50
712750	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HAND PACK RADIO	652.60
712800	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HAND PACK RADIO	652.60
712850	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HAND PACK RADIO	652.60
1030400	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HT1000 A3 UHF HAND PACK RADIO	789.63
1030500	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HT1000 A3 UHF HAND PACK RADIO	789.63
1030600	RFTA	800	72	26	414		HAND UNITS	SPECIAL & TECH EQUIP	HT1000 A3 UHF HAND PACK RADIO	789.64
124900	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125000	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125100	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125200	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125300	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125400	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125500	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125600	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125800	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
125900	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
126000	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
126300	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
126400	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
126500	RFTA	800	72	26	415		MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09

126600	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
126800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
126900	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE	2,932.09
127000	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA 800 - C4 JEEP	3,156.45
127100	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE RADIO	2,714.48
127200	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE RADIO	2,714.48
127300	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	ASTRO SPECTRA MOBILE RADIO	2,714.48
292500	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	688.90
292600	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	688.90
292700	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	688.90
292800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	688.90
292900	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	688.90
464800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MOBILE RADIO	1,174.88
468400	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MOBILE RADIO	1,344.13
468500	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MOBILE RADIO	1,344.13
468600	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MOBILE RADIO	1,344.12
468700	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MOBILE RADIO	1,344.12
468800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MOBILE RADIO	1,344.12
574400	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE RADIO	514.00
712350	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE RADIO	798.90
712400	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE RADIO	798.90
712450	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE RADIO	798.90
718800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
718900	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719000	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719100	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719200	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719300	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719400	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719500	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719600	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719700	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80

719800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
719900	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
720000	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
720100	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
720200	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
720300	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
720400	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	568.80
767100	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	(3) MAX TRAC RADIOS	1,470.57
1030700	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE 300 UHF	783.73
1030800	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC MOBILE	504.00
1030900	RFTA	800	72	26	415	MOBILE UNITS	SPECIAL & TECH EQUIP	MAXTRAC 100 A5 UHF MOBILE CONV	442.01
930000	RFTA	800	72	26	426	TAPE RECORDER	SPECIAL & TECH EQUIP	MICROCASSETTE RECORDER	0.00
930001	RFTA	800	72	26	426	TAPE RECORDER	SPECIAL & TECH EQUIP	SONY DICTAPHONE	669.00
952000	RFTA-PITCO	800	70	26	427	DICTATING	SPECIAL & TECH EQUIP	DICTAPHONE	572.00
766800	RFTA	800	72	26	431	T.V	SPECIAL & TECH EQUIP	TV/VCR	549.97
768400	RFTA	800	72	26	442	PHONE SYSTEM	SPECIAL & TECH EQUIP	TOSHIBA PHONE SYSTEM	11,012.30
768401	RFTA	800	72	26	442	PHONE SYSTEM	SPECIAL & TECH EQUIP	PHONE SYSTEM - PAGING SYSTEM	1,385.10
768401	RFTA	800	72	26	442	PHONE SYSTEM	SPECIAL & TECH EQUIP	PHONE SYSTEM - RUBY PARK	1,890.89
768402	RFTA	800	72	26	442	PHONE SYSTEM	SPECIAL & TECH EQUIP	VOICE MAIL SYSTEM	2,759.00
768403	RFTA	800	72	26	442	PHONE SYSTEM	SPECIAL & TECH EQUIP	PHONE SYSTEM EXPANSION	2,818.00
573900	RFTA	800	72	26	601	COMPUTER- PERSONAL	SPECIAL & TECH EQUIP	TWINHEAD NOTEBOOK COMPUTER 166T2	5,506.00
574100	RFTA	800	72	26	601	COMPUTER- PERSONAL	SPECIAL & TECH EQUIP	PC-PENTIUM P5-166	2,324.00
574200	RFTA	800	72	26	601	COMPUTER- PERSONAL	SPECIAL & TECH EQUIP	PC-PENTIUM P5-166	2,324.00
1031800	RFTA	800	72	26	601	COMPUTER- PERSONAL	SPECIAL & TECH EQUIP	PENTIUM 120	2,184.00
154100	RFTA-PITCO	800	70	26	606	MGMT INFO SYSTEMS	SPECIAL & TECH EQUIP	MAINT MGMT INFORMATION	122.86
178500	RFTA-PITCO	800	70	26	606	MGMT INFO SYSTEMS	SPECIAL & TECH EQUIP	PC BASED MAINTENANCE	19,726.83
178501	RFTA-PITCO	800	70	26	606	MGMT INFO SYSTEMS	SPECIAL & TECH EQUIP	PC BASED MAINTENANCE	3,840.84

120400	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PII 266 - SERVER	10,252.00
120700	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	P233-64 LAPTOP W/CASE	1,397.99
120800	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC- E3200 350 CD ROM	1,610.00
120900	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-SOLO 9100 S5 PORTABLE	4,085.00
121000	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,581.00
121100	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-66 233 COMPUTER	1,853.00
121200	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-66 233 COMPUTER	1,853.00
121300	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-66 233 COMPUTER	1,853.00
121400	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-66 233 COMPUTER	1,853.00
121500	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-66 233 COMPUTER	1,853.00
121600	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,761.00
121700	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,761.00
121800	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,761.00
121900	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,761.00
122000	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,761.00
122100	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PC-E4200 - 300 COMPUTER	1,761.00
736302	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	PENTIUM 120 FILESERVER 32MB RAM	3,131.00
736600	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	MAINT NETWORK ENHANCEMENT	7,557.65
736601	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	NETWORK ENHANCEMENT	2,331.75
736602	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	NETWORK ENHANCEMENT	6,544.00

736603	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	LASER SCANNER	711.50
736605	RFTA	800	72	26	610	COMPUTER-EQUIPMENT	SPECIAL & TECH EQUIP	TMT BARCODE MODULE	1,898.00
120500	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	4000TN LASERJET	1,487.00
120600	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	COLOR 1520 INKJET	715.00
293400	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	HP LASERJET	1,989.74
736604	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	DMX 400 THERMAL PRINTER	1,895.75
768000	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	HP 4 SIMX PRINTER	4,258.00
768001	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	8MB RAM/4P 4PRINTER	450.00
768100	RFTA	800	72	26	614	COMPUTER-PRINTERS	SPECIAL & TECH EQUIP	CANON BUBBLE JET PRINTER	310.89
543100	RFTA	800	72	26	942	TRAFFIC CONTROL EQUIP	SPECIAL & TECH EQUIP	RADAR GUN & RECHGER-BATT	640.00
							SPECIAL & TECH EQUIP Total		795,770.24
935200	RFTA-PITCO	800	70	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	BOND COST FOR BUS ACQ	25,781.25
544300	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	95 LEGACY WAGON	16,170.00
718400	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	94 SUPREME CUTAWAY VAN	37,612.50
718401	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	HEADSIGN	3,646.24
718500	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	94 SUPREME CUTAWAY VAN	37,612.50
718501	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	HEADSIGN	3,646.24
718502	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	ELECTRONIC HEADSIGN	4,461.66
767200	RFTA	800	72	23	000	PASSENGER VEHICLES	VEHICLES & MOBILE EQUIP	(46) ELECTRONIC HEADSIGNS	128,808.39
544000	RFTA	800	72	23	001	CHECKER	VEHICLES & MOBILE EQUIP	95 CANDIDATE DIAL A RIDE	43,995.00
573500	RFTA	800	72	23	001	CHECKER	VEHICLES & MOBILE EQUIP	98 SENATOR - DIAL A RIDE	59,743.00
573600	RFTA	800	72	23	001	CHECKER	VEHICLES & MOBILE EQUIP	98 SENATOR - DIAL A RIDE	59,743.00

115400	RFTA	800	72	23	020	TURTLETOP	VEHICLES & MOBILE EQUIP	85 TURTLETOP	36,506.48
896803	RFTA-PITCO	800	70	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.63
735000	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,723.06
735100	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.12
735200	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735300	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735400	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735500	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735600	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735700	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735800	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
735900	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
736000	RFTA	800	72	23	065	NEOPLAN BUS # 13632	VEHICLES & MOBILE EQUIP	TRANSIT BUS	8,735.11
896900	RFTA-PITCO	800	70	23	066	NEOPLAN BUS # 13633	VEHICLES & MOBILE EQUIP	TRANSLINER TRANSIT BUS	149,197.73
896903	RFTA-PITCO	800	70	23	066	NEOPLAN BUS # 13633	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
897000	RFTA-PITCO	800	70	23	067	NEOPLAN BUS # 13634	VEHICLES & MOBILE EQUIP	TRANSLINER TRANSIT BUS	149,197.73
897003	RFTA-PITCO	800	70	23	067	NEOPLAN BUS # 13634	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
897100	RFTA-PITCO	800	70	23	068	NEOPLAN BUS # 13635	VEHICLES & MOBILE EQUIP	TRANSLINER TRANSIT BUS	149,197.76
897103	RFTA-PITCO	800	70	23	068	NEOPLAN BUS # 13635	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
897200	RFTA-PITCO	800	70	23	069	NEOPLAN BUS # 13636	VEHICLES & MOBILE EQUIP	TRANSLINER TRANSIT BUS	149,197.73
897203	RFTA-PITCO	800	70	23	069	NEOPLAN BUS #	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64

						13636			
512700	RFTA-CITY OF ASPEN	800	71	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	84 DODGE PICKUP	0.00
128000	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	1998 CHEROKEE - C4	19,965.00
128200	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	1998 FORD RANGER PICKUP	15,700.00
544100	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	F350 TRUCK W/SNOWPLOW	18,200.00
544200	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	2AXLE TRAILER W/SGL BRAKE	1,400.00
573400	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	97 JEEP CHEROKEE - C3	19,870.00
616900	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	S-10 BLAZER	14,110.00
617000	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	S-10 BLAZER	14,400.00
711200	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	4X4 SUPER CAB W/TOOL BOX	12,470.00
711250	RFTA	800	72	23	100	TRUCKS	VEHICLES & MOBILE EQUIP	4X4 SUPER CAB W/TOOL BOX	12,470.00
154300	RFTA-PITCO	800	70	23	183	GMC	VEHICLES & MOBILE EQUIP	85 FLATBED WITH SPREADER	42,882.12
154500	RFTA-PITCO	800	70	23	184	POWER SWEEPER	VEHICLES & MOBILE EQUIP	POWER SWEEPER W/HIGH	15,829.21
466500	RFTA	800	72	23	187	DODGE VAN	VEHICLES & MOBILE EQUIP	90 B-350 WHITE VAN	18,002.50
466700	RFTA	800	72	23	187	DODGE VAN	VEHICLES & MOBILE EQUIP	90 B-350 WHITE VAN	18,002.50
127800	RFTA	800	72	23	292	FORK LIFT	VEHICLES & MOBILE EQUIP	1995 FORK LIFT	27,360.84
469400	RFTA	800	72	23	381	ENGINE	VEHICLES & MOBILE EQUIP	8.2 ENGINE MODULE	20,000.00
970000	RFTA-PITCO	800	70	23	385	TRANSMISSION	VEHICLES & MOBILE EQUIP	TRANSMISSION	8,953.00
962500	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.78
962600	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.78
962700	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.78
962800	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
962900	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
963000	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
963100	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
963200	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
963300	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
963400	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.77
965500	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.93
965600	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.93
965700	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.92

965800	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.92
965900	RFTA-PITCO	800	70	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	MAIN FARE BOX	549.92
124700	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(17) ELECTRONIC FAREBOXES	91,375.00
467800	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(11) FARE BOX W/SELF LOCK	11,205.50
544400	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(6) ELECTRONIC FAREBOXES	30,060.00
712300	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(3) FARE BOX W/SELF LOCK	1,849.57
717900	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(6) FARE BOXES	7,215.92
718600	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(6) FARE BOX	7,291.85
749100	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(3) FARE BOX & VAULT	4,882.50
769600	RFTA	800	72	23	391	FARE BOX	VEHICLES & MOBILE EQUIP	(31) ELECTRONIC FAREBOX	182,435.48
964500	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
964600	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
964700	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
964800	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
964900	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
965000	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
965100	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
965200	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
965300	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
965400	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.62
966600	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
966700	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
966800	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
966900	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967000	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967100	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967200	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967300	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967400	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967500	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967600	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967700	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967800	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
967900	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968000	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968100	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66

968200	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968300	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968400	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968500	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968600	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
968700	RFTA-PITCO	800	70	23	392	VAULT	VEHICLES & MOBILE EQUIP	SELF LOCKING VAULT	132.66
128300	RFTA	800	72	23	392	VAULT	VEHICLES & MOBILE EQUIP	CASHBOX ASS4-RECEIVER	9,514.16
718000	RFTA	800	72	23	392	VAULT	VEHICLES & MOBILE EQUIP	(12) VAULT - SLATE GRAY	2,243.98
718700	RFTA	800	72	23	392	VAULT	VEHICLES & MOBILE EQUIP	(12) VAULTS - SLATE GRAY	2,267.95
115300	RFTA-PITCO	800	70	23	395	DESTINATION SIGN	VEHICLES & MOBILE EQUIP	(32) DESTINATION SIGN	5,277.32
157700	RFTA-PITCO	800	70	23	400	BUSES	VEHICLES & MOBILE EQUIP	1985 AUDIT COST	100.00
971101	RFTA-PITCO	800	70	23	400	BUSES	VEHICLES & MOBILE EQUIP	RELATED BUS ACQUISITION	9,713.85
122200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1999 ARTICULATED BUS	378,353.00
122300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1999 ARTICULATED BUS	378,353.00
122400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
122900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
123700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	SPARE POWER PLANT	54,287.00
123800	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00

123900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
124600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1998 NEOPLAN TRANSLINER	251,708.00
128100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	1985 ARTICULATED BUS	55,000.00
292000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	METROLINER COACH	125,386.02
292100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	METROLINER COACH	125,386.02
292200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	METROLINER COACH	125,386.03
292400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	METROLINER COACH	125,386.03
466800	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
466900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
467700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	TRANSIT BUS	155,000.00
468900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	30' TRANSIT BUS	111,271.35
468901	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	DOWN PAYMENT ON VILLAGER	185,743.24
468902	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	BOND COSTS ON NEW	26,894.52
468903	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	CAPITALIZED INTEREST ON	5,276.79
469000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	30' TRANSIT BUS	111,271.35
469100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	30' TRANSIT BUS	111,271.35
469200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	30' TRANSIT BUS	111,271.35

469300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	30' TRANSIT BUS	111,271.35
529500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	LEASE/PURCHSE METROLINERS	856.00
543500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	84 TRANSLINER- CAMBRIA#320	34,576.04
543600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	84 TRANSLINER- CAMBRIA#319	34,576.00
543700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	84 TRANSLINER- CAMBRIA#318	34,576.00
543800	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	84 TRANSLINER- CAMBRIA#317	34,576.00
543900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	84 TRANSLINER- CAMBRIA#321	34,576.00
573700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	ELF-HUNTER CREEK	108,933.00
617100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	POWER LIFT	7,500.00
712550	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	STARSHIP SHUTTLE	62,128.00
712600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	STARSHIP SHUTTLE (CNG)	66,528.00
735001	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735101	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735201	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735301	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735401	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735501	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735601	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735701	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735801	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
735901	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
736001	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	NEOPLAN TRANSIT BUS	1,000.00
748900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	GALENA ST SHUTTLE	47,227.45
749000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	GALENA ST SHUTTLE	47,227.46
768500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	95 CARBON FIBER W/FAREBOX	328,545.17
768600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	95 CARBON FIBER W/FAREBOX	328,545.17
768700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	95 CARBON FIBER W/FAREBOX	328,545.17
768701	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	CARBON FIBER SPARE POWER PLANT	40,000.00
768800	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94 METROLINER W/HEADSIGN	278,559.17

768900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	METROLINER	278,559.17
								W/HEADSIGN		
769000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	METROLINER	278,559.17
								W/HEADSIGN		
769100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	METROLINER	278,559.17
								W/HEADSIGN		
769200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,174.17
								W/HEADSIGN		
769300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,174.17
								W/HEADSIGN		
769400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP		SPARE POWER PLANT	39,635.00
769500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP		SPARE POWER PLANT	58,040.00
769700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER W/FAREBOX	236,762.17
769800	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER W/FAREBOX	236,762.17
769900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER W/FAREBOX	236,762.17
770000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770100	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770200	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770300	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770400	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770500	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770600	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770700	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.17
								W/HEADSIGN		
770800	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.16
								W/HEADSIGN		
770900	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.16
								W/HEADSIGN		
771000	RFTA	800	72	23	400	BUSES	VEHICLES & MOBILE EQUIP	94	TRANSLINER	236,762.16
								W/HEADSIGN		
970100	RFTA-PITCO	800	70	23	501	NEOPLAN BUS # 13497	VEHICLES & MOBILE EQUIP	84	TRANSLINER TRANSIT BUS	146,675.60
970101	RFTA-PITCO	800	70	23	501	NEOPLAN BUS #	VEHICLES & MOBILE EQUIP		BUS PAINTING	2,348.64

						13497			
970200	RFTA-PITCO	800	70	23	502	NEOPLAN BUS # 13498	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970201	RFTA-PITCO	800	70	23	502	NEOPLAN BUS # 13498	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970202	RFTA	800	72	23	502	NEOPLAN BUS # 13498	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
970300	RFTA-PITCO	800	70	23	503	NEOPLAN BUS # 13500	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970301	RFTA-PITCO	800	70	23	503	NEOPLAN BUS # 13500	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970302	RFTA	800	72	23	503	NEOPLAN BUS # 13500	VEHICLES & MOBILE EQUIP	WABASTO HEATER	3,798.67
970400	RFTA-PITCO	800	70	23	504	NEOPLAN BUS # 13501	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970401	RFTA-PITCO	800	70	23	504	NEOPLAN BUS # 13501	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970402	RFTA	800	72	23	504	NEOPLAN BUS # 13501	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
970500	RFTA-PITCO	800	70	23	505	NEOPLAN BUS # 13505	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970501	RFTA-PITCO	800	70	23	505	NEOPLAN BUS # 13505	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970502	RFTA	800	72	23	505	NEOPLAN BUS # 13505	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
970600	RFTA-PITCO	800	70	23	506	NEOPLAN BUS # 13502	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970601	RFTA-PITCO	800	70	23	506	NEOPLAN BUS # 13502	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970602	RFTA	800	72	23	506	NEOPLAN BUS # 13502	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
970700	RFTA-PITCO	800	70	23	507	NEOPLAN BUS # 13499	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970701	RFTA-PITCO	800	70	23	507	NEOPLAN BUS # 13499	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970702	RFTA	800	72	23	507	NEOPLAN BUS # 13499	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
970800	RFTA-PITCO	800	70	23	508	NEOPLAN BUS # 13495	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970801	RFTA-PITCO	800	70	23	508	NEOPLAN BUS #	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64

						13495			
970802	RFTA	800	72	23	508	NEOPLAN BUS # 13495	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
970900	RFTA-PITCO	800	70	23	509	NEOPLAN BUS # 13504	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
970901	RFTA-PITCO	800	70	23	509	NEOPLAN BUS # 13504	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
970902	RFTA	800	72	23	509	NEOPLAN BUS # 13504	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
971000	RFTA-PITCO	800	70	23	510	NEOPLAN BUS # 13503	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
971001	RFTA-PITCO	800	70	23	510	NEOPLAN BUS # 13503	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
971002	RFTA	800	72	23	510	NEOPLAN BUS # 13503	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
971100	RFTA-PITCO	800	70	23	511	NEOPLAN BUS # 13496	VEHICLES & MOBILE EQUIP	84 TRANSLINER TRANSIT BUS	146,675.60
971102	RFTA-PITCO	800	70	23	511	NEOPLAN BUS # 13496	VEHICLES & MOBILE EQUIP	BUS PAINTING	2,348.64
971103	RFTA	800	72	23	511	NEOPLAN BUS # 13496	VEHICLES & MOBILE EQUIP	WABASTO HEATERS	3,798.67
							VEHICLES & MOBILE EQUIP Total		18,268,526.46
115000	RFTA-PITCO	800	70	22	004	PAINT SPRAYER	WORK & SVC EQUIP	FRESH AIR MASK	2,018.67
910400	RFTA-CITY OF ASPEN	800	71	22	004	PAINT SPRAYER	WORK & SVC EQUIP	PAINT SPRAYER	114.80
910500	RFTA-CITY OF ASPEN	800	71	22	004	PAINT SPRAYER	WORK & SVC EQUIP	PAINT SPRAYER	204.40
999300	RFTA-PITCO	800	70	22	013	LADDER	WORK & SVC EQUIP	12 STEP STEEL SAFTEY LADD	481.50
999400	RFTA-PITCO	800	70	22	013	LADDER	WORK & SVC EQUIP	12 STEP SAFLEY LADDER	481.50
999600	RFTA-PITCO	800	70	22	013	LADDER	WORK & SVC EQUIP	8' HEAVY DUTY STEP LADDER	181.45
999700	RFTA-PITCO	800	70	22	013	LADDER	WORK & SVC EQUIP	5 STEP W/HANDRAIL LADDER	184.00
999800	RFTA-PITCO	800	70	22	013	LADDER	WORK & SVC EQUIP	5 STEP W/HANDRAIL LADDER	184.00
541700	RFTA- CARBONDALE	800	69	22	014	IMPACT WRENCH	WORK & SVC EQUIP	IR AIR IMPACT WRENCH	525.00
573000	RFTA-	800	69	22	014	IMPACT WRENCH	WORK & SVC EQUIP	6017 TORQUE WRENCH	504.89

	CARBONDALE											
1030000	RFTA-CARBONDALE	800	69	22	014		IMPACT WRENCH	WORK & SVC EQUIP	AIR IMPACT WRENCH			599.00
154600	RFTA-PITCO	800	70	22	014		IMPACT WRENCH	WORK & SVC EQUIP	1" IMPACT WRENCH			339.08
911100	RFTA-CITY OF ASPEN	800	71	22	014		IMPACT WRENCH	WORK & SVC EQUIP	IMPACT SET			100.00
911200	RFTA-CITY OF ASPEN	800	71	22	014		IMPACT WRENCH	WORK & SVC EQUIP	IMPACT WRENCH SOCKETS			236.35
912700	RFTA-CITY OF ASPEN	800	71	22	022		JIGSAW	WORK & SVC EQUIP	SAWZALL KIT			148.95
542400	RFTA-CARBONDALE	800	69	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	SET OF SEFAC LIFTS 44OV			23,051.00
1030200	RFTA-CARBONDALE	800	69	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	BACK BUDDY			1,024.83
179300	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	SECTION ADVANCED ALIGNER			4,740.74
179301	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	TRUCK W/WHEEL MOUNT			3,145.44
588700	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	3/4 IMPACT TOOL AT750			299.95
705800	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	25 TON SHOP PRESS			737.86
705801	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	25-TON SHOP JACK			218.13
705803	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	BEARING SUPPORT			31.87
705804	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	PRESS ADAPTOR			115.67
705805	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	BEARING ADAPTOR			174.27
705806	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	GAUGE ADAPTOR			135.33
972800	RFTA-PITCO	800	70	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	HYDRALIC VEHICLE LIFTS			38,289.00
718100	RFTA	800	72	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	PROLINK 9000			1,396.47
718200	RFTA	800	72	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	OPACITY METER			2,218.23
1030100	RFTA	800	72	22	100		GARAGE & MACHANIC EQUIP	WORK & SVC EQUIP	BACK BUDDY			1,024.84

952200	RFTA-PITCO	800	70	22	107	BUS WASHER	WORK & SVC EQUIP	BUS WASHER	60,995.00
952203	RFTA-PITCO	800	70	22	107	BUS WASHER	WORK & SVC EQUIP	BUS WASHER	4,505.39
259301	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	2-TON HYDRAULIC MOB.CRANE	343.50
260001	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	INJECTOR FLOW-COMPARATOR	3,177.00
831441	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	86 BUS MAINT FACILITY	6,392.02
831442	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	87 BUS MAINT FACILITY	(6,392.02)
953800	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	POWER SOURCE	1,295.84
954300	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	BRAKE SHOE ARCER	3,757.11
985100	RFTA-PITCO	800	70	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	MICROPROCESS CONTROL BOX	1,437.53
464300	RFTA	800	72	22	110	AUTOMOTIVE TOOLS & EQUIP	WORK & SVC EQUIP	NUTSERT TOOL	392.74
542500	RFTA-CARBONDALE	800	69	22	113	GREASE PUMP	WORK & SVC EQUIP	AIR GREASE GUN	649.00
542600	RFTA-CARBONDALE	800	69	22	113	GREASE PUMP	WORK & SVC EQUIP	90 WT. PUMP	719.64
912100	RFTA-CITY OF ASPEN	800	71	22	113	GREASE PUMP	WORK & SVC EQUIP	HIGH PRESSURE GREASE PUMP	300.00
912900	RFTA-CITY OF ASPEN	800	71	22	114	ENGINE ANALYZER	WORK & SVC EQUIP	FUEL PUMP ANALYZER	3,232.47
155000	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TRANSMISSION TEST BOX	818.00
155001	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TRANSMISSION TEST GAUGE	92.82
155002	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TRANSMISSION CONNECTION	215.35
155003	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TRANSMISSION LIFTING	258.51
155004	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TRANSMISSION TEST ADAPTER	154.28
155005	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TRANSMISSION TEST RELAY	84.10
155200	RFTA-PITCO	800	70	22	115	SPEC AUTO TOOLS	WORK & SVC EQUIP	TAPLEY BRAKE METER W/	810.32

542000	RFTA-CARBONDALE	800	69	22	117		DOLLIE	WORK & SVC EQUIP	WHEEL DOLLY	530.00
542100	RFTA-CARBONDALE	800	69	22	117		DOLLIE	WORK & SVC EQUIP	WHEEL DOLLY	530.00
573100	RFTA	800	72	22	117		DOLLIE	WORK & SVC EQUIP	HYDRAULIC LIFT DOLLY	775.71
1029700	RFTA-CARBONDALE	800	69	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	CODE READER - ENG/TRANSMISSIONS	1,377.26
952500	RFTA-PITCO	800	70	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	SHEET METAL SHEAR	3,725.07
952600	RFTA-PITCO	800	70	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	RESURFACER-STORM/VULCAN	15,207.00
953900	RFTA-PITCO	800	70	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	TIG-RIG UNIT	1,088.53
954100	RFTA-PITCO	800	70	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	TRUCK TIRE SPREADER	2,765.28
954500	RFTA-PITCO	800	70	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	ROTARY PUNCH	4,965.10
972700	RFTA-PITCO	800	70	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	RED HEAD HAMMER	960.62
122800	RFTA	800	72	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	(2) OIL GUNS	731.50
1031200	RFTA	800	72	22	120		MECH SHOP TOOLS	WORK & SVC EQUIP	TOOL READER FOR CARBON FIBER TRANSM	2,109.95
955400	RFTA-PITCO	800	70	22	121		DRILL PRESS	WORK & SVC EQUIP	(2) DRILL PRESS	955.12
952900	RFTA-PITCO	800	70	22	122		GRINDER	WORK & SVC EQUIP	14" PEDESTAL GRINDER WITH	2,218.91
953000	RFTA-PITCO	800	70	22	122		GRINDER	WORK & SVC EQUIP	12" PEDESTAL GRINDER WITH	1,728.25
953100	RFTA-PITCO	800	70	22	122		GRINDER	WORK & SVC EQUIP	8" PEDESTAL GRINDER WITH	817.74
951500	RFTA-PITCO	800	70	22	123		SHARPNER	WORK & SVC EQUIP	DRILL BIT SHARPENER	295.00
954900	RFTA-PITCO	800	70	22	124		WISE MACHANICS	WORK & SVC EQUIP	(2) 8" VISE,BENCH- MOUNTED	453.54
955000	RFTA-PITCO	800	70	22	124		WISE MACHANICS	WORK & SVC EQUIP	6" VISE,BENCH MOUNTED	228.47
955100	RFTA-PITCO	800	70	22	124		WISE MACHANICS	WORK & SVC EQUIP	(4) 6" MACHINIST BENCH	351.32
955200	RFTA-PITCO	800	70	22	124		WISE MACHANICS	WORK & SVC EQUIP	6" BENCH VISE, LOCKING	228.47
955300	RFTA-PITCO	800	70	22	124		WISE MACHANICS	WORK & SVC EQUIP	(3) 6" BENCH VISE,	547.50
913300	RFTA-CITY OF ASPEN	800	71	22	124		WISE MACHANICS	WORK & SVC EQUIP	HYDRAULIC PRESS	670.00
954600	RFTA-PITCO	800	70	22	125		BAND SAW	WORK & SVC EQUIP	HORIZONTAL BAND SAW	1,238.50

910700	RFTA-CITY OF ASPEN	800	71	22	125	BAND SAW	WORK & SVC EQUIP	BAND SAW W/ FLOOR STAND	383.47
814100	RFTA-PITCO	800	70	22	126	SOCKET SET	WORK & SVC EQUIP	WHEEL NUT SOCKET SET	189.60
981000	RFTA-PITCO	800	70	22	129	BRAKE LATHE	WORK & SVC EQUIP	BRAKE LATH & ACC	14,757.23
1031500	RFTA-CARBONDALE	800	69	22	130	GARAGE EQUIP	WORK & SVC EQUIP	FREON RECYCLER	1,295.00
1032200	RFTA-CARBONDALE	800	69	22	130	GARAGE EQUIP	WORK & SVC EQUIP	WASTE OIL PUMP	1,166.00
897600	RFTA-PITCO	800	70	22	130	GARAGE EQUIP	WORK & SVC EQUIP	DIAGNOSTIC TEST BOX	145.00
530300	RFTA	800	72	22	130	GARAGE EQUIP	WORK & SVC EQUIP	AIR COMPRESSOR, PORTABLE	773.89
530400	RFTA	800	72	22	130	GARAGE EQUIP	WORK & SVC EQUIP	RECYCLER	4,000.00
1032100	RFTA	800	72	22	130	GARAGE EQUIP	WORK & SVC EQUIP	MOBILE FUEL TANK	559.69
541800	RFTA-CARBONDALE	800	69	22	131	JACK	WORK & SVC EQUIP	AIR/HYD JACK	2,402.34
541900	RFTA-CARBONDALE	800	69	22	131	JACK	WORK & SVC EQUIP	WHEEL JACK	780.25
542300	RFTA-CARBONDALE	800	69	22	131	JACK	WORK & SVC EQUIP	10 TON FLOOR JACK	1,330.10
153200	RFTA-PITCO	800	70	22	131	JACK	WORK & SVC EQUIP	5 TON SERVICE JACK	495.29
153300	RFTA-PITCO	800	70	22	131	JACK	WORK & SVC EQUIP	10 TON AIR-HYD JACK	1,523.50
913700	RFTA-CITY OF ASPEN	800	71	22	131	JACK	WORK & SVC EQUIP	FLOOR JACK	760.00
913900	RFTA-CITY OF ASPEN	800	71	22	131	JACK	WORK & SVC EQUIP	HYDRAULIC JACK	137.94
914000	RFTA-CITY OF ASPEN	800	71	22	131	JACK	WORK & SVC EQUIP	JACK & ADAPTOR	625.28
294600	RFTA	800	72	22	131	JACK	WORK & SVC EQUIP	7-TON JACK STAND	176.37
542200	RFTA-CARBONDALE	800	69	22	132	WELDER	WORK & SVC EQUIP	WELDER	1,303.37
954000	RFTA-PITCO	800	70	22	132	WELDER	WORK & SVC EQUIP	ACCESSORIES FOR WELDER	2,093.17
954002	RFTA-PITCO	800	70	22	132	WELDER	WORK & SVC EQUIP	(4) PORTABLE WELDING	439.25
954003	RFTA-PITCO	800	70	22	132	WELDER	WORK & SVC EQUIP	(2) PORTABLE WLDNG SCREEN	(219.63)
914200	RFTA-CITY OF ASPEN	800	71	22	132	WELDER	WORK & SVC EQUIP	#100 WELDING SET	185.00
466200	RFTA	800	72	22	132	WELDER	WORK & SVC EQUIP	WELDER	2,186.90
466201	RFTA	800	72	22	132	WELDER	WORK & SVC EQUIP	GUN NOZZLE FOR WELDER	296.70
953400	RFTA-PITCO	800	70	22	134	HOIST	WORK & SVC EQUIP	(2) TROLLEY HOIST	4,408.82

953500	RFTA-PITCO	800	70	22	136		WASHER	WORK & SVC EQUIP	LARGE PARTS WASHER	1,436.30
953600	RFTA-PITCO	800	70	22	136		WASHER	WORK & SVC EQUIP	LARGE PARTS WASHER	2,350.22
915700	RFTA-CITY OF ASPEN	800	71	22	139		AIR HAMMER	WORK & SVC EQUIP	AIR HAMMER PH-45A	107.00
294900	RFTA	800	72	22	141		MASTER PULLER KIT	WORK & SVC EQUIP	DIGITAL OPTICAL	377.46
295000	RFTA	800	72	22	141		MASTER PULLER KIT	WORK & SVC EQUIP	CRANK TIMING TOOL	347.11
913600	RFTA-CITY OF ASPEN	800	71	22	145		TAP & DIE SET	WORK & SVC EQUIP	TAP & DIE SET	284.00
952700	RFTA-PITCO	800	70	22	146		TIRE CHANGER	WORK & SVC EQUIP	TRUCK TIRE MOUNTER	5,192.83
955600	RFTA-PITCO	800	70	22	146		TIRE CHANGER	WORK & SVC EQUIP	LIGHT VEHICLE TIRE	1,458.25
914900	RFTA-CITY OF ASPEN	800	71	22	146		TIRE CHANGER	WORK & SVC EQUIP	TIRE CAGE	265.39
915000	RFTA-CITY OF ASPEN	800	71	22	147		CRANE	WORK & SVC EQUIP	CRANE	506.00
915100	RFTA-CITY OF ASPEN	800	71	22	148		PRESS	WORK & SVC EQUIP	17-TON PRESS	566.70
915300	RFTA-CITY OF ASPEN	800	71	22	149		MULTIPLIER	WORK & SVC EQUIP	TORQUE MULTIPLIER	156.95
154900	RFTA-PITCO	800	70	22	152		VOLTAGE TESTER	WORK & SVC EQUIP	MULTIMETER	126.49
953700	RFTA-PITCO	800	70	22	155		HYDRAULIC PRESS	WORK & SVC EQUIP	80 TON HYDRAULIC PRESS	4,353.30
953300	RFTA-PITCO	800	70	22	158		ABRASIVE BLAST CABINT	WORK & SVC EQUIP	ABRASIVE BLAST CABINET	2,263.75
294500	RFTA	800	72	22	170		RECYCLING EQUIP	WORK & SVC EQUIP	ANTIFREEZE RECYCLE SYSTEM	3,630.75
616600	RFTA	800	72	22	200	26	COPIER	WORK & SVC EQUIP	RICOH FAX 2800L	2,645.00
916200	RFTA-CITY OF ASPEN	800	71	22	201		TYPEWRITERS	WORK & SVC EQUIP	IBM CORRECTING SELECTRIC	841.50
530200	RFTA	800	72	22	201	26	TYPEWRITERS	WORK & SVC EQUIP	TYPEWRITER, IBM-WW15	507.00
127700	RFTA	800	72	22	202		COPIER	WORK & SVC EQUIP	RICOH COPIER	15,700.00
543000	RFTA	800	72	22	204	26	CASH REGISTERS	WORK & SVC EQUIP	CASH REGISTER	779.00
713050	RFTA	800	72	22	204	26	CASH REGISTERS	WORK & SVC EQUIP	CASH REGISTER	450.00
996800	RFTA-PITCO	800	70	22	206		TIME RECORDER	WORK & SVC EQUIP	TIME CLOCK W/2 RACKS	243.00
996900	RFTA-PITCO	800	70	22	209		MONEY COUNTER	WORK & SVC EQUIP	CURRENCY COUNTER	1,895.92
996902	RFTA-PITCO	800	70	22	209		MONEY COUNTER	WORK & SVC EQUIP	CUSTOM VERSION UNIT/FOR TOKENS	3,932.15
467900	RFTA	800	72	22	209		MONEY COUNTER	WORK & SVC EQUIP	COIN SORTER	4,844.63

467901	RFTA	800	72	22	209	MONEY COUNTER	WORK & SVC EQUIP	CURRENCY COUNTER	1,625.77
574000	RFTA	800	72	22	209	MONEY COUNTER	WORK & SVC EQUIP	CURRENCY DISCRIMINATOR	4,030.00
155500	RFTA-PITCO	800	70	22	300	BUILDING EQUIP	WORK & SVC EQUIP	18" FLOOR BUFFER	952.97
128400	RFTA	800	72	22	300		WORK & SVC EQUIP	FLOOR MAINTAINER	1,900.00
114000	RFTA-PITCO	800	70	22	408	SNOWBLOWER	WORK & SVC EQUIP	SNOW THROWER	831.16
955900	RFTA-PITCO	800	70	22	600	INDOOR FURN & FURNISHER	WORK & SVC EQUIP	MODULAR WORK STATION	3,480.83
956300	RFTA-PITCO	800	70	22	600	INDOOR FURN & FURNISHER	WORK & SVC EQUIP	MODULAR WORK STATION	3,480.83
956400	RFTA-PITCO	800	70	22	600	INDOOR FURN & FURNISHER	WORK & SVC EQUIP	MODULAR WORK STATION	3,480.83
955700	RFTA-PITCO	800	70	22	611	CHAIRS	WORK & SVC EQUIP	(34) STACKING CHAIR	1,838.04
955701	RFTA-PITCO	800	70	22	611	CHAIRS	WORK & SVC EQUIP	(19) STACKING CHAIR	(1,027.14)
956000	RFTA-PITCO	800	70	22	611	CHAIRS	WORK & SVC EQUIP	(6) SIDE CHAIR-TERRA,COTA	706.80
466000	RFTA	800	72	22	620	TABLES & DESKS	WORK & SVC EQUIP	(3) MODULAR WORKSPACE	8,875.35
766700	RFTA	800	72	22	620	TABLES & DESKS	WORK & SVC EQUIP	SUPES OFFICE DESK	686.00
767900	RFTA	800	72	22	620	TABLES & DESKS	WORK & SVC EQUIP	(7) WORKSTATIONS	9,276.00
113900	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	(2) PRINTER SUPPORT TABLE	404.60
956100	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	PEDESTAL END TABLE	112.48
958900	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	42" ROUND TABLE, NEUTRAL	126.92
959300	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	(1) 60W X 36D X 28 1/2H	364.80
959400	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	(3) 72W X 36D X 28 1/2H	1,132.02
959500	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	(1) 84W X 36D X 28 1/2H	407.36
959600	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	(2) 48" ROUND TABLE	367.84
960400	RFTA-PITCO	800	70	22	621	TABLE	WORK & SVC EQUIP	(1) OVAL CONFERENCE TABLE	455.62
573200	RFTA	800	72	22	621	TABLE	WORK & SVC EQUIP	OAK DESK - MAINTENANCE	500.00
155700	RFTA-PITCO	800	70	22	622	DESK	WORK & SVC EQUIP	36X66 OAK DESK	821.00
980200	RFTA-PITCO	800	70	22	622	DESK	WORK & SVC EQUIP	72 X 36 EXECUTIVE DESK	398.00
178800	RFTA-PITCO	800	70	22	630	STORAGE FURNH	WORK & SVC EQUIP	OAK STORAGE UNIT	624.00
178900	RFTA-PITCO	800	70	22	630	STORAGE FURNH	WORK & SVC EQUIP	OAK STORAGE UNIT	624.00
972900	RFTA-PITCO	800	70	22	630	STORAGE FURNH	WORK & SVC EQUIP	STORAGE EQUIPMENT &	45,474.47
421600	RFTA	800	72	22	630	STORAGE FURNH	WORK & SVC EQUIP	(50) SKI BOOK LOCKERS	23,660.00
530500	RFTA	800	72	22	630	STORAGE FURNH	WORK & SVC EQUIP	(5) LOCKERS, RUBEY PARK	1,045.29
178600	RFTA-PITCO	800	70	22	631	CABINET	WORK & SVC EQUIP	2 DR LEGAL FILE CABINET	152.00
178700	RFTA-PITCO	800	70	22	631	CABINET	WORK & SVC EQUIP	2 DR LEGAL FILE CABINET	152.00

865900	RFTA-PITCO	800	70	22	632		FILE	WORK & SVC EQUIP	2-DR LEGAL FILE CABINT	0.00
154200	RFTA-PITCO	800	70	22	633		SAFE	WORK & SVC EQUIP	FIRE SAFE	1,208.00
999200	RFTA-PITCO	800	70	22	634		SHELVING	WORK & SVC EQUIP	STEEL SHELVING	8,998.11
918600	RFTA-CITY OF ASPEN	800	71	22	634		SHELVING	WORK & SVC EQUIP	SHELVES FOR PARTS	2,313.19
179000	RFTA-PITCO	800	70	22	635		BOOK CASE	WORK & SVC EQUIP	OAK WALL BOOK CASE	300.00
179100	RFTA-PITCO	800	70	22	635		BOOK CASE	WORK & SVC EQUIP	OAK WALL BOOK CASE	300.00
114400	RFTA-PITCO	800	70	22	645		BLINDS	WORK & SVC EQUIP	(3) VEROSOL SKYSHADES	868.00
114500	RFTA-PITCO	800	70	22	645		BLINDS	WORK & SVC EQUIP	(1) VEROSOL SKYSHADE	273.00
114600	RFTA-PITCO	800	70	22	645		BLINDS	WORK & SVC EQUIP	(2) VEROSOL SKYSHADES	622.00
114700	RFTA-PITCO	800	70	22	645		BLINDS	WORK & SVC EQUIP	(2) VEROSOL SKYSHADES	595.00
114800	RFTA-PITCO	800	70	22	645		BLINDS	WORK & SVC EQUIP	(3) VEROSOL SKYSHADES	872.00
114900	RFTA-PITCO	800	70	22	645		BLINDS	WORK & SVC EQUIP	(2) VEROSOL SKYSHADES	652.00
767000	RFTA	800	72	22	900		OTHER SERVICE EQUIP	WORK & SVC EQUIP	TRASH COMPACTOR	5,000.00
127900	RFTA	800	72	23	000		PASSENGER VEHICLES	WORK & SVC EQUIP	1998 FORD MINI VAN	20,000.00
720600	RFTA	800	72	22	202	26	COPIER	WORK & SVC EQUIP	4727 COPIER W/SORTER/CABI	8,075.00
1031700	RFTA	800	72	22	202	26	COPIER	WORK & SVC EQUIP	6645 COPIER-ADMIN	18,145.00
								WORK & SVC EQUIP Total		493,281.03
								Grand Total		19,754,954.05

APPENDIX H

ESTIMATED FUNDING FROM DIFFERENT AREAS

Jurisdiction	Estimated Tax Base (1999)	Proposed Sales Tax Rate	Allocation of existing tax or new tax	Revenue Estimate	% of RTA Revenue
Aspen	\$377,945,300	0.6%*	Existing	\$2,268,000	35.8%
Pitkin County (unincorporated)	109,587,900	1.2%*	Existing	1,315,000	20.7%
Snowmass Village	105,435,300	0.6%*	Existing	633,000	10%
Basalt **	40,960,866 61,938,241	0.7%	0.5 existing & 0.2 new	329,000	5.2%
Eagle County RFV (unincorporated)	9,045,733	0.5%	0.5 existing	45,000	0.7%
Carbondale	61,425,172	0.4%***	new	246,000	3.9%
Glenwood Springs	376,465,034	0.4%	new	1,506,000	23.7%

* Pitkin County Jurisdictions as a whole will commit 0.7215 percent of existing 1.5 percent sales taxes to the RTA. The percentages in the chart reflect the allocation among jurisdictions pursuant to a separate intergovernmental agreement.

** Basalt will have two tax bases, local and RTA.

***Excludes 0.1% for local service.