YOUR TRANSPORTATION PLAN
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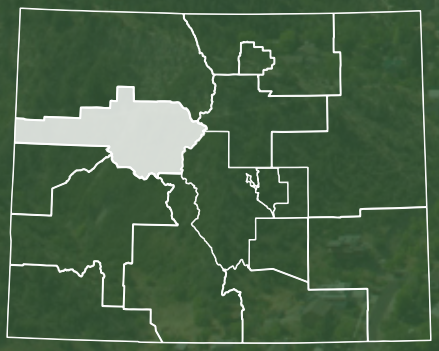
COLORADO
Department of Transportation

Intermountain Coordinated Public Transit & Human Services Transportation Plan

November 2025



Counties:
Eagle, Garfield, Lake, Pitkin, and Summit

Above: The location of counties in the Intermountain Transportation Planning Region.

Photo Credit: Glenwood Springs Chamber Resort Association.

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Photo Credit: Glenwood Springs Chamber Resort Association

IM Transit Vision

Provide an integrated transit network that offers access and connectivity to, from, and within the Region to enhance quality of life for all residents, businesses, employees, and visitors.

IM Transit Goals

1. Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.
2. Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicle.
3. Enhance local and regional transit service to provide congestion relief.
4. Ensure transportation/mobility options are available for transit-dependent populations.
5. Coordinate land use and multimodal transportation planning to enhance the connectivity and attractiveness of transit.
6. Support transit investments that attract tourists and contribute to the economic vitality of the Region and state.

The Regional Transportation Coordination Council also identified the following goals for the IM:
RTCC Goals:

1. Work collectively to address gaps and silos in the regional transportation network
2. Ensure consistent operation of safe, accessible, and affordable service
3. Encourage use of integrated technology and educate the region on the use of technology in transit
4. Develop accessible and multilingual information and materials for educating and engaging the public
5. Develop ongoing planning, coordination, and collaboration while creating new community partnerships

Intermountain Coordinated Public Transit and Human Services Transportation Plan

The Intermountain (IM) Transportation Planning Region (TPR) includes Eagle, Garfield, Lake, Pitkin, and Summit Counties. More than 30 incorporated towns and cities make up the Region. Aspen, Breckenridge, Eagle, Frisco, Glenwood Springs, Silverthorne, and Vail are the most populated towns and cities in the Region. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers. Transit also provides opportunities for those who do not live in the Region to connect to major activity centers without relying solely on a vehicle to travel to their destinations, thereby reducing pollutants from vehicles and local congestion.

Finally, because many visitors are unfamiliar with the mountainous environment of the IM TPR, transit provides a safe alternative to driving for those unfamiliar or uncomfortable with driving in the mountains.

Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Plans will occur during the next full update in another four to five years, this refresh will ensure the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT's Division of Transit and Rail, in coordination with the IM TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this refreshed plan to prioritize transit investments and work toward the long-term implementation of the Region's unique transit vision and goals, while maintaining a framework for developing an integrated statewide transit system.

The Future of Transit - Zero Emission Transition

Roaring Fork Transportation Authority (RFTA): In December 2019, RFTA introduced eight battery-electric buses on Aspen routes, marking the start of its electrification efforts. In alignment with the Region's Climate Action Plan, RFTA completed an FTA compliant Zero-Emission Fleet Transition Plan in 2024, with a goal to fully transition to a zero-emission fleet by 2050.

Breckenridge Free Ride: In September 2024, CDOT awarded Breckenridge approximately $2.9 million in grant funding to purchase seven battery-electric buses and supporting chargers, marking a significant step toward fleet electrification. Breckenridge completed an FTA compliant Zero-Emission Bus Transition Strategy in 2022.

Town of Vail (Vail Transit): As of December 2024, Vail Transit added eight new battery electric buses to bring the total electric fleet size to 12 buses (in its 33-bus fleet). The town aims for a 100 percent clean energy bus fleet by 2032, as part of its broader goal to reduce pollutants from vehicles by 50 percent by 2030 and 80 percent by 2050.

Summit Stage: In October 2020, Summit Stage introduced its first three electric buses, initiating a gradual transition toward electrification. Plans include adding up to four more electric buses over the next two years, contingent on funding, for a total of seven electric buses in the 26-bus fleet. Summit Stage completed an FTA compliant Zero-Emission Transition Plan in 2024 and is in the process of building a new maintenance facility to support battery electric bus fueling and maintenance.

Core Transit: Core Transit has continued to invest in zero-emission technology with the acquisition of two new Gillig battery electric buses in the fall 2024. These two buses join three other Proterra buses previously acquired by Core Transit's predecessor, ECO Transit. These new buses increase Core Transit's ridership and advance the electrification goals set forth in the Eagle County Climate Action Plan and the 2022 Core Transit FTA compliant Phase 1 Zero-Emission Transition Plan.

Town of Avon: In September 2024, Avon received approximately $1.7 million to purchase two battery-electric buses and an additional grant to install a dual-port charger at the Avon Regional Transportation Facility, both of which support its move toward fleet electrification.

Photo Credit: Uncover Colorado

Regional Snapshot

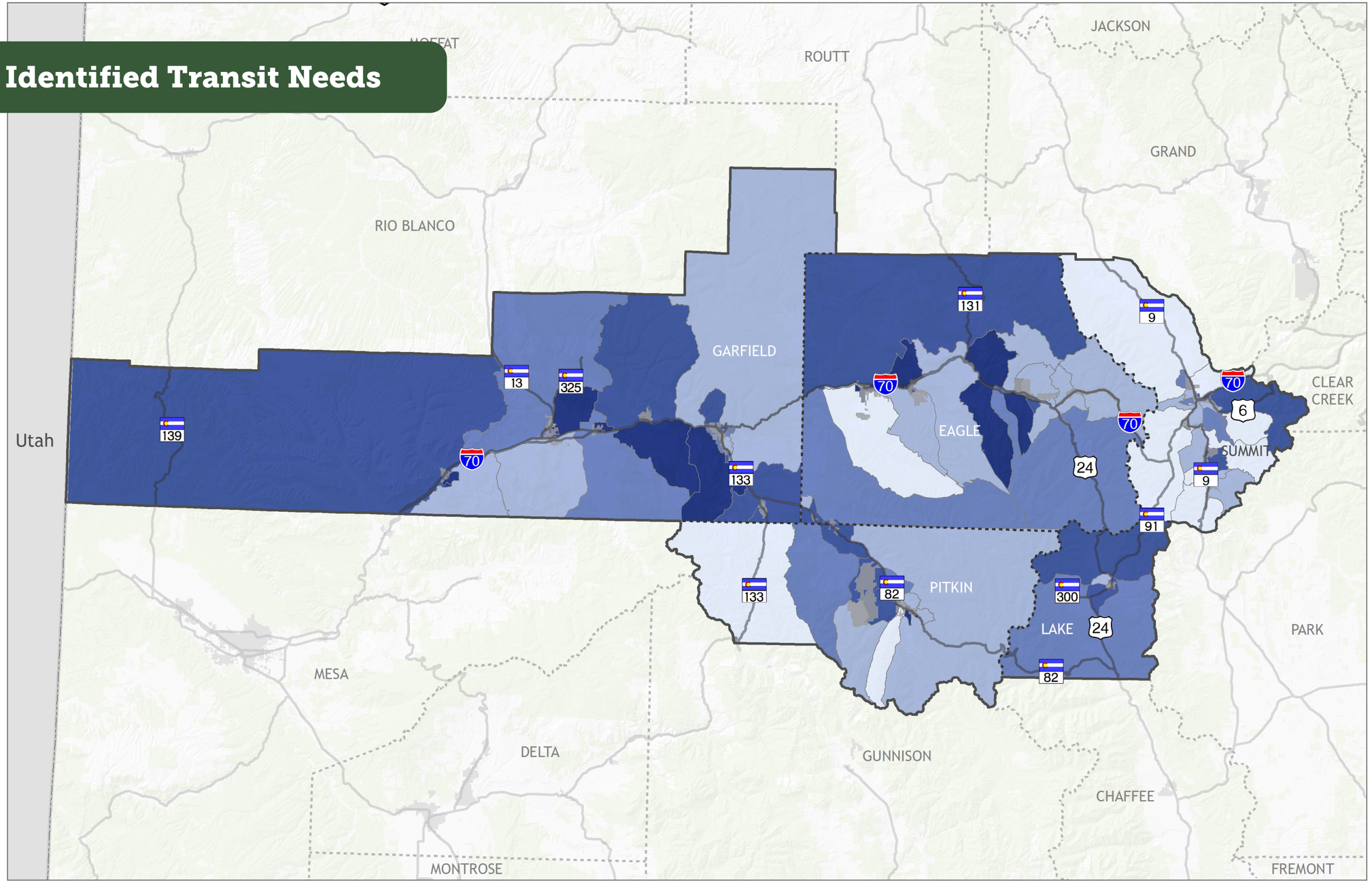
Transportation—whether walking, biking, taking transit, vanpooling, carpooling, or driving a car—is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or from where they come, results in communities that meet the mobility needs of all, encourage healthier lifestyle choices, and improve economic prosperity.

When considering the IM TPR's mobility future, reviewing and analyzing available data helps uncover potential transportation network gaps and needs. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities must be considered as a part of any needs-focused assessment of transit access and connectivity.

Transit that Serves All Coloradans

Colorado's statewide transit planning efforts consider the needs of all people. A strong transportation network that is conveniently located, easy to navigate, and serves everyone helps ensure reliable and affordable access to jobs, medical care, education, grocery stores, and social or recreational activities. This access creates opportunities that can positively affect personal health, employment, and overall quality of life.

Identified Transit Needs



Legend

Transit Propensity Index

- Low Transit Need
- Low to Moderate Transit Need
- Moderate Transit Need
- Moderate to High Transit Need
- High Transit Need

Interstate\Highways

City Boundaries

County Boundaries

Intermountain Transportation Planning Region Boundary

Transit Propensity Index is developed from inputs including Low Income Households, Communities of Color, Population with Limited English Proficiency, Population over 65, Population under 18, Disabled Population, Zero Vehicle Households, and Veteran Population. Data was derived from the U.S. Census Bureau/American Community Survey (2019-2023).

NORTH

0 18 Miles

What We Heard

CDOT coordinated with each TPR to assess goals, priorities, and desired transit improvements for their communities, while also evaluating any changes since the last plan. What we heard from the TPR members and agencies is summarized below.

Collaboration Within IM TPR Region

Need for improved coordination and partnership between transit agencies to ensure system success. There is also a need for adequate funding to support the development of new, improved, and interconnected transit services within the TPR.

Transit as Congestion Relief

Need for transit solutions to help ease I-70 West congestion and heavy freight traffic to improve connectivity throughout the Region. Integrating local transit services with regional and interregional networks is crucial, as it would better serve residents, tourists, and workers by enhancing both local and regional mobility.

Balancing the Needs of Residents, Workers, and Visitors

Need to balance transportation and transit resources to support the growing tourism industry while addressing the critical mobility needs of workers living “up and down valley” throughout the IM TPR.

Continued Support for Rail and New Technologies

Need for enhanced transit connections to rail services in the Region. There is also an interest in pursuing other technological improvements and innovative transit solutions, particularly in areas with transportation constraints or a lack of redundancy. These improvements would help ensure greater efficiency and reliability.

New and Expanded Services

Need for continued support and expansion of Bustang service along I-70, as well as growing interest in regional coordination through mechanisms like Regional Transportation Authorities (RTAs). Communities throughout the TPR have expressed strong interest in increasing intercity transit options, exemplified by the formation of Core Transit in 2022.

Public Engagement Overview

Telephone Town Halls

As part of the public outreach conducted for the statewide planning process, CDOT hosted a series of regional telephone town halls between April and June 2025. These live, over-the-phone events served as a highly accessible platform for engaging Coloradans across all regions of the state. More than 50,000 participants joined the town halls, where they had the opportunity to ask questions about transportation issues and provide input through interactive live polling. Each session connected residents directly with CDOT leadership, who answered over 120 questions live, addressing concerns ranging from road conditions and transit service expansion to safety, accessibility, and long-term investment strategies. On average, participants stayed engaged for more than eight minutes per call, reflecting a high level of interest and involvement. The telephone town halls were designed to broaden access, especially for those who may not be able to attend in-person meetings or navigate digital tools.

Statewide Online Survey

To complement this outreach, CDOT also conducted a Statewide Online Survey to gather additional public feedback on transportation priorities. More than 3,400 Coloradans from all 64 counties participated, providing valuable input on needs and opportunities related to transit and mobility. Together, the telephone town halls and online survey played a crucial role in understanding statewide, regional, and local transportation needs, to ensure that the planning process was informed by a wide and representative range of voices from urban, suburban, and rural communities alike.

Public Engagement Key Themes

1. Public Transit Expansion

- Expand public transit options across the region, with an emphasis on improving regional mobility between mountain communities and larger service hubs.

2. First/Last-Mile Connectivity

- Provide better connectivity to safe walking and bicycling facilities, particularly in dispersed or hard-to-reach areas.

3. Transit Safety and Reliability

- Support maintenance of infrastructure, including roads and transit corridors, to support year-round operations—particularly during winter months.

4. Inclusive Transit Access

- Prioritize transit solutions that serve all users in the region, especially the aging population and resort-area workforce, including individuals without access to private vehicles or with limited mobility.

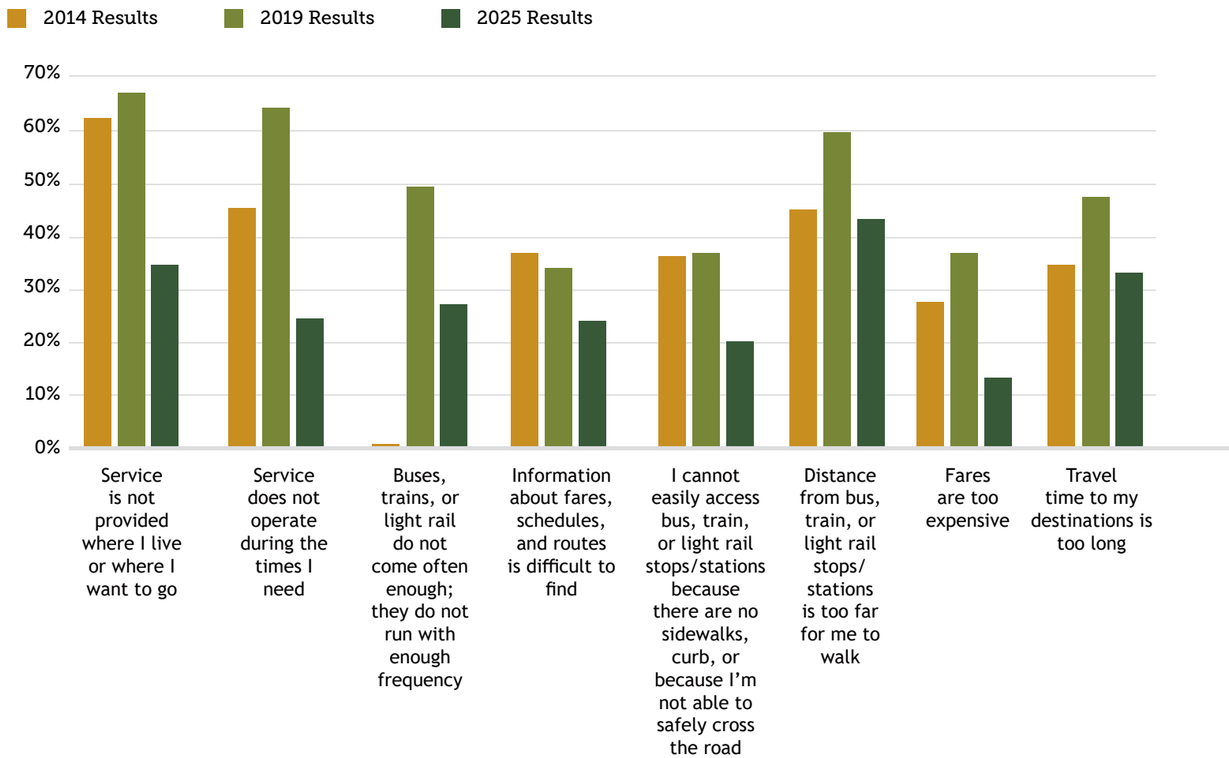
2025 Statewide Transit Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first statistically valid statewide survey specifically targeting older adults and adults with disabilities. The goal of the survey was to better understand the unique travel behaviors and transportation needs of these populations, who often face distinct mobility challenges. CDOT conducted the survey in 2019 and again in 2025 to capture changes over time and provide insight into how shifting demographics, services, and infrastructure have impacted mobility.

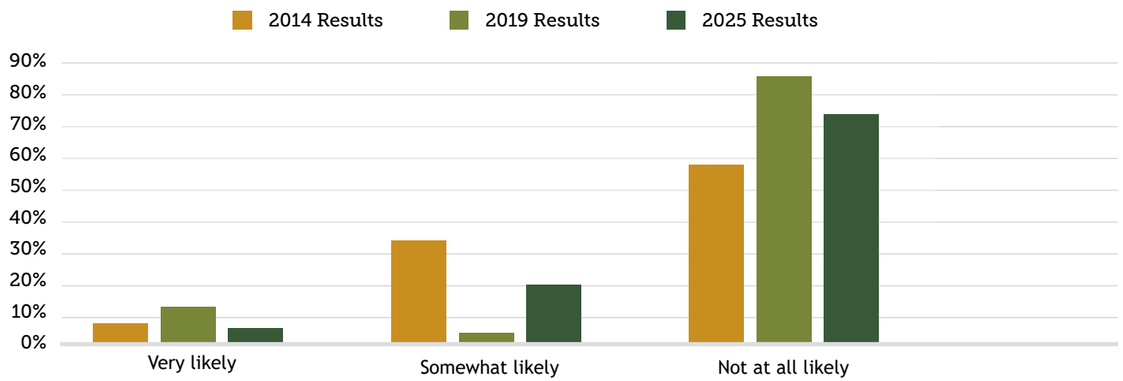
The highest reported challenges in 2019 were the absence of service where needed (67 percent), limited service hours (64 percent), and long walking distances to stops or stations (60 percent). By 2025, these concerns showed notable improvement, dropping to 35 percent, 23 percent, and 42 percent, respectively.

The perceived infrequency of transit service decreased from 50 percent in 2019 to 29 percent in 2025, while difficulty accessing route and schedule information also declined from 34 percent to 22 percent. Issues related to sidewalk and crossing accessibility fell from 37 percent to 20 percent over the same period. Fare concerns showed the most dramatic improvement, falling from 37 percent in 2019 to just 12 percent in 2025. Travel time concerns also declined from 48 percent to 33 percent.

Barriers to Using Public Transportation Services

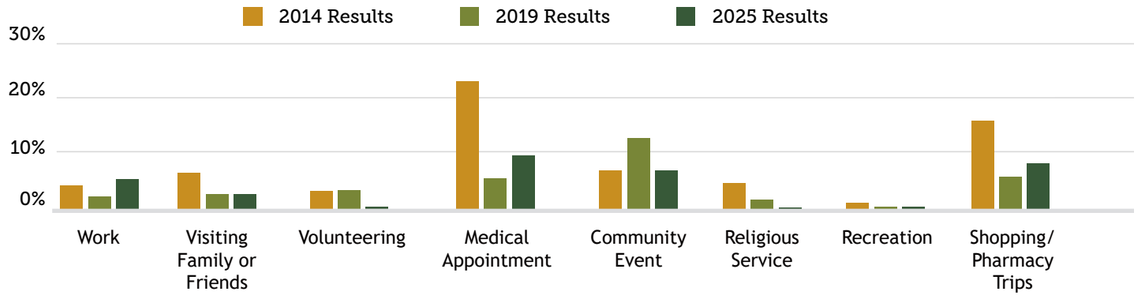


For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services instead of driving?



In 2014, 8 percent of respondents said they were very likely to switch, 32 percent were somewhat likely, and 59 percent were not at all likely. In 2019, interest peaked slightly in the "very likely" category at 11 percent, but the majority, 84 percent, still indicated they were not at all likely to switch. By 2025, the share of respondents very likely to switch dropped to 7 percent, while those somewhat likely rose to 20 percent. Still, 72 percent remained not at all likely to switch.

For what types of trips do you need transportation but have trouble finding transportation?



In 2014, the most frequently cited issue was for medical appointments, with 22 percent of respondents identifying this need. By 2025, this dropped to 10 percent, showing some improvement. Difficulty securing transportation for shopping or pharmacy trips also decreased from 15 percent in 2014 to 8 percent in 2025. Other trip types such as visiting family or friends and volunteering remained consistently low across all years, with only 2 percent citing difficulty visiting family in both 2019 and 2025, and volunteering needs dropping to 0 percent by 2025. School-related transportation needs were also minimal, holding at or below 1 percent in all years.

Some categories showed slight fluctuations. Trouble accessing community events rose to 13 percent in 2019 before declining to 6 percent in 2025, while work-related transportation difficulties hovered around 4 percent in 2014 and 5 percent in 2025. Recreational trip needs increased slightly from 4 percent in 2014 to 5 percent in 2025. Religious services, which affected 4 percent of respondents in 2014, dropped to 0 percent by 2025.

Existing Providers and Coordination Activities

All transit service provider information and associated data for the IM TPR were collected from the 2023 National Transit Database, previous plans, CDOT's Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang and Bustang Outrider

Bustang, Colorado's statewide bus service, offers affordable and reliable transportation between major cities and regions. Bustang's mainlines serve I-70 and I-25 to connect Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction and to provide convenient options for travelers across the state. In addition, Outrider extends service to rural communities, to offer regional connections and enhance access to areas not covered by Bustang.

West Line

The West Line connects the IM TPR with Grand Junction and the Denver metro area via the I-70 corridor. Operated by Ace Express, the route runs 15 buses running daily from Glenwood Springs to Denver and 6 buses daily from Grand Junction to Denver (serves Rifle and Parachute).

Intermountain stops: Parachute, Rifle, Glenwood Springs, Eagle, Avon, Vail, and Frisco

Snowstang to Arapahoe Basin

Snowstang connects the Denver metro area to Arapahoe Basin Ski Area via the I-70 and US-6 corridors. This seasonal service provides one bus each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

Intermountain stops: Arapahoe Basin Ski Area (Summit County)

Photo Credit:
Vail Valley Partnership

Existing Providers and Coordination Activities (continued)

Snowstang to Copper Mountain

Snowstang to Copper Mountain connects the Denver metro area to the Copper Mountain Ski Area via the I-70 corridor. This seasonal service provides one bus each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

Intermountain stops: Copper Mountain Ski Area (Summit County)

Snowstang to Breckenridge

Snowstang connects the Denver metro area to Breckenridge via the I-70 and CO 9 corridors. This seasonal service provides one bus each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

Intermountain stops: Breckenridge Ski Resort (Town of Breckenridge)

Snowstang to Loveland Ski Area

Snowstang connects the Denver metro area to the Loveland Ski Area via the I-70 corridor. This seasonal service provides one bus each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

Intermountain stops: Loveland Ski Area (Town of Dillon)

Denver to Avon Pegasus Route

Pegasus connects the IM TPR with the Denver metro area via the I-70 corridor. Ace Express operates the route with six round-trips Monday through Thursday and seven round-trips Friday through Sunday.

Intermountain stops: Frisco, Vail, Avon

Intercity Transit

FlixBus serves the IM TPR and connects Colorado to the national transit network.

FlixBus – Los Angeles to New York City

FlixBus operates one bus in each direction daily from Los Angeles, California, to New York, New York, with three stops in the IM TPR. Buses heading east depart around 2:30pm, and buses heading west depart around 3:00pm.

Intermountain stops: Glenwood Springs, Vail, and Frisco

Transit Service Types

- Fixed-route: Transit service that operates on a defined route and schedule.
- Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- Commuter Bus: Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least 5 miles of closed-door service.
- Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- Vanpools: Service organized in advance by a group of people who travel to and from similar locations at the same time.
- Bus Rapid Transit (BRT): Fixed-route bus systems that operate at least 50 percent of the service on a fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days, low-floor vehicles or level-platform boarding, and separate branding of the service.
- Aerial Tramway: Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

Transit Service Categories

- Interstate Public: Open to the general public and connects one or more regions/TPRs to regions outside the state of Colorado.*
- Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.*
- Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.
- Local Transit: Open to the general public and operates primarily within a city, town, or community.
- Human Services Transportation: Provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, or veterans.
- Private For-Profit Transportation: Operated privately and includes taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

* Interstate and interregional services, as defined in this plan, include intercity bus service. For more information on intercity bus services please refer to FTA's Section 5311(f) Inter-city Bus Funding circular.

Photo Credit: Uncover Colorado

Interregional, Regional, and Local Transit Providers

The IM TPR has a range of interregional, regional, and local public transit providers that provide fixed-route bus, on-demand, and gondola services.

Note: Ridership, budget, revenue miles, and revenue hours include all service types. In the case of Summit County, these metrics include all Summit Stage services provided outside the IM TPR, as well as the Park County Commuter.

Provider	Service Area	Type of Service	Span of Service	Fare	2023 Annual Ridership	2023 Ops & Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Basalt Connect	Basalt, Willits, and communities within the service area*	Demand Response	Mon-Fri, 7am to 10am and 3pm to 10pm Saturday, 7am to 10pm	Free	N/A**	N/A	N/A	N/A
Carbondale Downtowner	Carbondale	Demand Response	Mon-Fri, 7am to 10pm Sat-Sun, 9am to1pm	Free	N/A**	N/A**	N/A**	N/A**
City of Aspen	Aspen	Fixed-route	Daily, Seasonal, 6:20am to 12:20am	Free	Included in RFTA data	Included in RFTA data	Included in RFTA data	Included in RFTA data
City of Glenwood Springs (Ride Glenwood)	Glenwood Springs	Fixed-route	Daily, 6:53am to 7:26pm	Free	250,279	$1,489,452	112,866	9,118
Clear Creek County Transit	Georgetown, Silver Plume, Dumont, Evergreen, and Idaho Springs Multiregion: IM and DRCOG	Fixed-route	Mon-Sat, 7:22am to 7:28pm	Free	9,757	$313,466	97,330	3,999
Eagle Valley Transportation Authority (Core Transit)***	Dostero, Gypsum, Eagle, Edwards, Avon, Vail, Beaver Creek	Commuter Bus, Fixed-route	Daily, 5am to 1am	Free to $7	1,381,335	$12,276,775	1,534,297	81,942
Lake County (operated by Summit Stage)	Leadville, Climax, East Village (Copper Mountain Resort), Frisco Multicounty: Summit and Lake counties	Commuter Bus	Daily Seasonal, 5:20am to 10:30pm	Free	Included in Summit Stage data	Included in Summit Stage data	Included in Summit Stage data	Included in Summit Stage data
Parachute Area Transit System (PATS)	Parachute, Rifle, Battlement Mesa	Fixed-route	Daily, 5:30am to 9:45pm	$1 to $4	N/A*	N/A	N/A	N/A
Roaring Fork Transportation Authority (RFTA)	Aspen, Woody Creek, Basalt, El Jebel, Glenwood Springs, Carbondale, New Castle, Snowmass Village, Rifle Multicounty: Eagle, Garfield, and Pitkin counties	Fixed-route, BRT	Daily, 4am to 9:15pm (route depending)	Free to $8	4,567,155	$52,435,249	4,721,726	250,852
Summit County (Summit Stage)	Multicounty: Summit, Park, and Lake counties Multiregion: CFR and IM	Commuter Bus, Demand Response, Fixed-route	Daily Seasonal, 5:20am to 1:10am (route depending)	Free	1,417,020	$13,860,729	1,059,497	59,761
Town of Avon	Avon, Beaver Creek	Fixed-route, Gondola**	Daily Seasonal, 6:30am to 10pm	Free	492,736	$1,602,448 + approx. $150K allocated to Riverfront Express gondola***	175,942	12,663
Town of Breckenridge (Free Ride)	Breckenridge	Fixed-route	Daily, 6am to 11:15pm	Free	847,534	$6,586,291	487,624	45,702
Town of Leadville (Lake County)	Leadville, Ski Cooper	Fixed-route	Mon-Fri, Seasonal 7am to 6pm	Free	N/A	N/A	N/A	N/A
Town of Snowmass Village (Village Shuttle)	Snowmass Village	Fixed-route, Demand Response	Daily Seasonal, 7am to 11pm	Free	479,263	$4,352,474	385,895	36,152
Town of Vail (Vail Transit)	Vail	Fixed-route	Daily Seasonal, 6:20am to 2am	Free	2,582,928	$6,960,820	782,465	67,353

* https://www.basalt.net/642/Basalt-Connect
** Service started after 2023
*** formerly operated as Eco Transit

* Service started after 2023
** Not publicly funded or reported to NTD. No data available.
*** Based on 2023 Town of Avon Budget https://www.avon.org/DocumentCenter/View/24799/2025-Budget-Book---final-1

Source: 2023 National Transit Database and Tailored Provider Surveys

Regional Transportation Authorities in the Intermountain TPR

Colorado law allows for the creation of Regional Transportation Authorities (RTAs) through specific enabling legislation. The Regional Transportation Authority Act (C.R.S. 43-4-601 et seq.) provides the legal framework for the creation and operation of RTAs. It allows counties and municipalities within a defined region to collaborate in the planning, funding, and operation of regional transportation systems. RTAs can levy taxes, issue bonds, and collect fares to fund transportation projects.

Eagle Valley Transportation Authority (Core Transit)

The Eagle Valley Transportation Authority, now branded Core Transit, was formed in 2022 to replace the former County-operated ECO Transit, which has provided service along the I-70 corridor from Dotsero to Vail and US 24 to Leadville since the 1990s. Core Transit is made up seven jurisdictions: Eagle County, Town of Avon, Town of Eagle, Town of Minturn, Town of Red Cliff, Town of Vail, and Beaver Creek Metro District. The rebranding was driven by a desire to expand service, improve coordination, create efficiencies among local transit agencies, and create a fare-free travel zone.

As of August 2024, Core Transit assumed responsibility for all former ECO Transit contracts, routes, and assets. In addition, Core has entered into new operational and maintenance agreements to support expanded service and address deferred maintenance issues.
With the transition widely viewed as a success, Core Transit has experienced significant ridership growth and received statewide recognition as CASTA's Large Community Transit Agency of the Year in 2024.

Roaring Fork Transportation Authority

The Roaring Fork Transportation Authority (RFTA) serves as the RTA for Colorado's Roaring Fork Valley, and encompasses communities such as Aspen, Snowmass Village, Basalt, Carbondale, Glenwood Springs, New Castle, and portions of Eagle, Pitkin, and Garfield counties. Originally established in 1983 as the Roaring Fork Transit Agency, it formally became RFTA in 2000 with the formation of Colorado's first rural transportation authority. This transition allowed multiple jurisdictions to collaborate under one agency to deliver cohesive and efficient regional transit services. RFTA is now the second largest transit provider in Colorado and the largest rural transit provider in the United States.

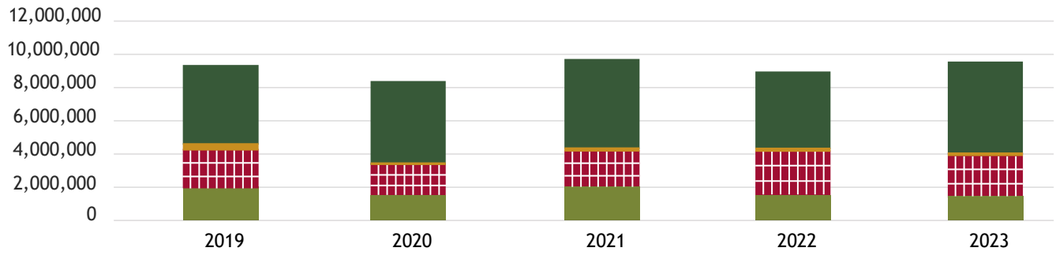
RFTA provides a wide range of services, including commuter bus routes extending from Aspen to Glenwood Springs and Rifle, the VelociRFTA BRT system—the first rural BRT in the United States—and coordinated local services like ski shuttles and seasonal routes. It also operates paratransit services and oversees the 41-mile Rio Grande Trail, a multi-use path stretching from Glenwood Springs to Aspen. RFTA services aim to reduce vehicle traffic, support regional mobility, and enhance access to transit for both residents and visitors throughout the Roaring Fork Valley.

Photo Credit: RFTA

5-Year Historic Operating Data

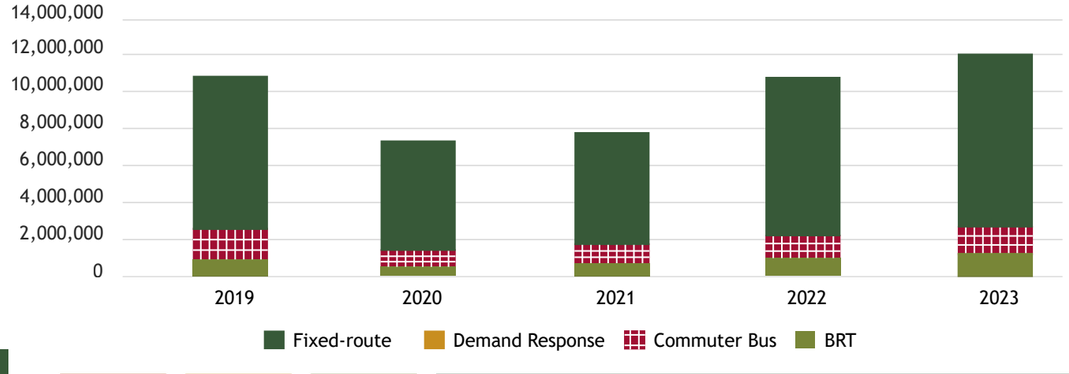
Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the IM show that ridership dipped significantly between 2019 and 2020 due to COVID-19. Notably, even as operating hours and ridership declined during this time, revenue mile stayed high, indicating a continued need for longer-distanced trips even during the pandemic. However, as residents, workers, and visitors began to resume normal life in late 2021 and 2022, numbers began to climb again in the IM. As noted in the Interregional, Regional and Local Transit Providers table, the introduction of several new providers will cater to a growing demand for transit in this Region, which attracts a significant number of annual visitors.

Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours

Total TPR Unlinked Passenger Trips



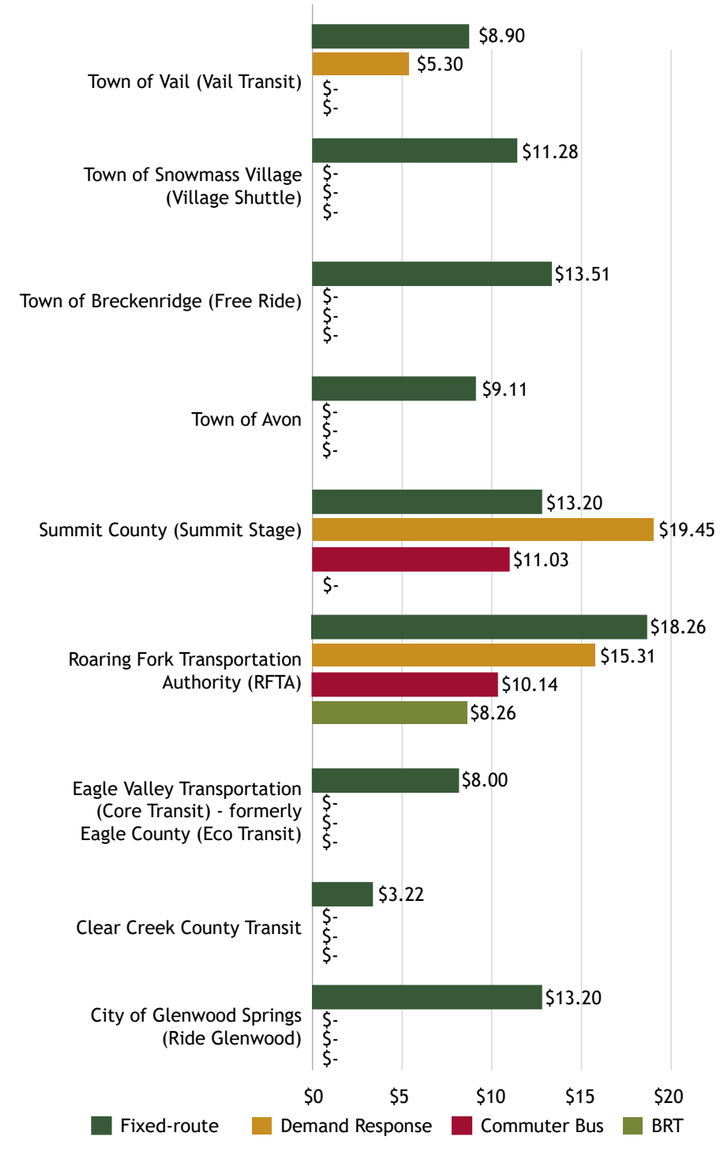
Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. IM cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to identify performance across agencies.

Cost per Mile

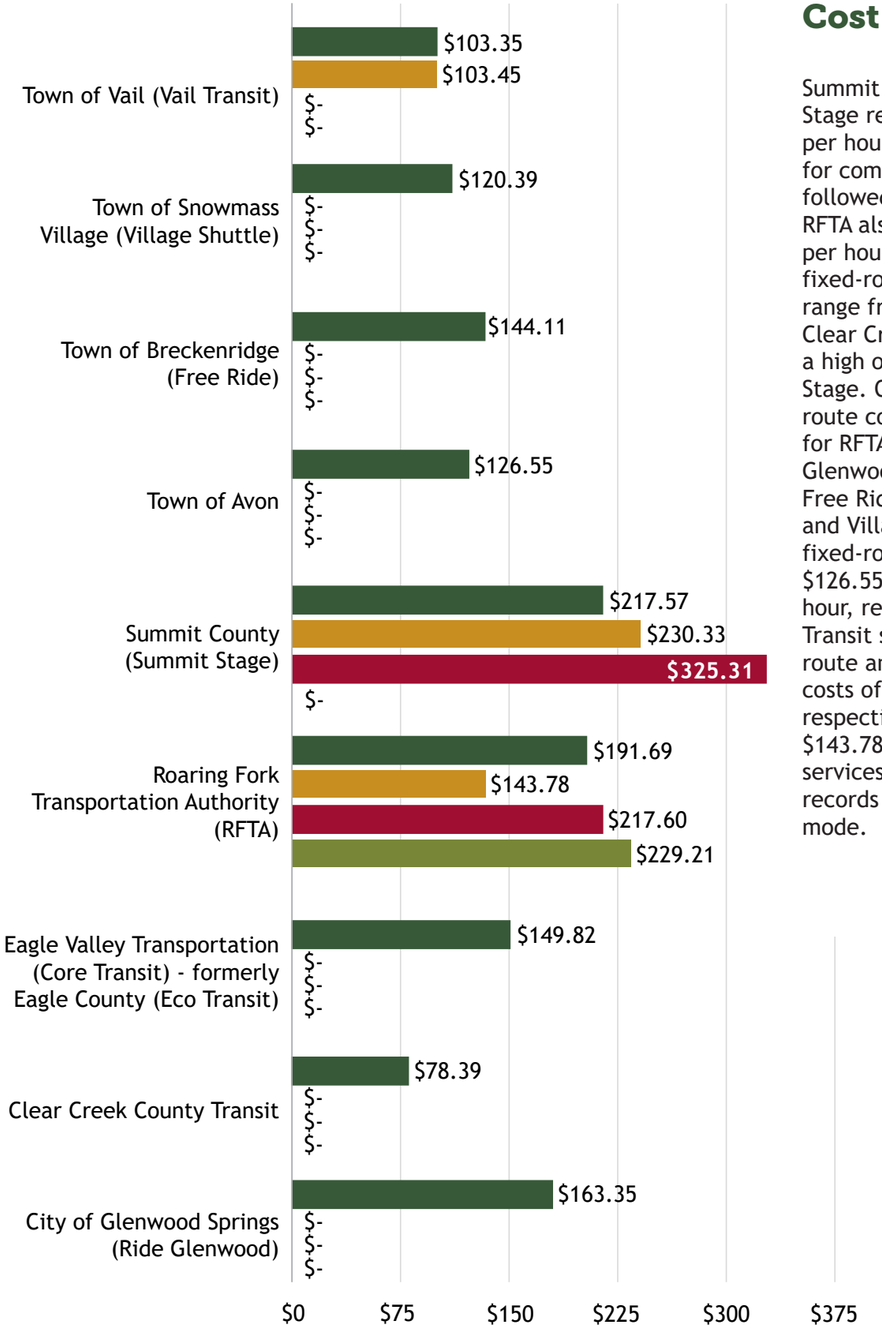
Among those reporting fixed-route data, Ride Glenwood and Summit Stage both report $13.20 per mile, while RFTA reports the highest at $18.26. Free Ride reports $13.51 cost per mile for fixed-route service. Village Shuttle reports a cost of $11.28 per mile, Town of Avon at $9.11, and Vail Transit at $8.90. Eagle Valley Transportation and Clear Creek County Transit report lower fixed-route costs at $8.00 and $3.22 per mile, respectively.

In terms of demand response services, Summit Stage reports the highest cost per mile at $19.45, followed by RFTA at $15.31 and Vail Transit at $5.30. For commuter bus service, RFTA reports $10.14 per mile and Summit Stage slightly higher at $11.03. Additionally, RFTA is the only agency reporting cost per mile for BRT, with a figure of $8.26.



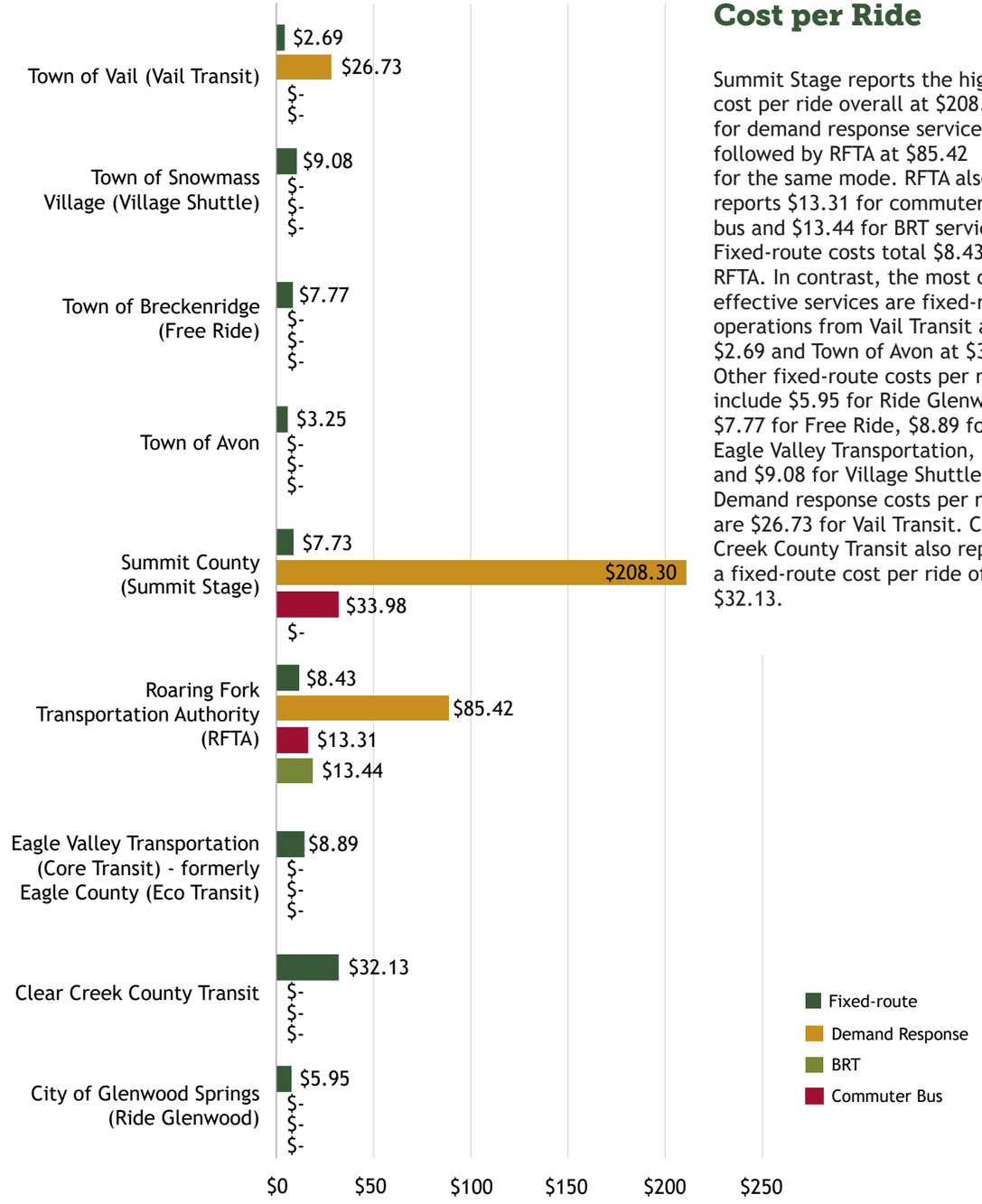
Source: 2019-2023 National Transit Database, Tailored Provider Surveys

Cost per Hour



Summit County's Summit Stage reports the highest cost per hour overall at $325.31 for commuter bus service, followed by RFTA at $217.60. RFTA also reports $229.21 per hour for BRT service. For fixed-route operations, costs range from a low of $78.39 for Clear Creek County Transit to a high of $217.57 for Summit Stage. Other notable fixed-route costs include $191.69 for RFTA, $163.35 for Ride Glenwood, and $149.82 for Free Ride, Town of Avon, and Village Shuttle report fixed-route costs of $144.11, $126.55, and $120.39 per hour, respectively, while Vail Transit shows matched fixed-route and demand response costs of $103.35 and $103.45, respectively. RFTA also reports $143.78 for demand response services, and Summit Stage records $230.33 for the same mode.

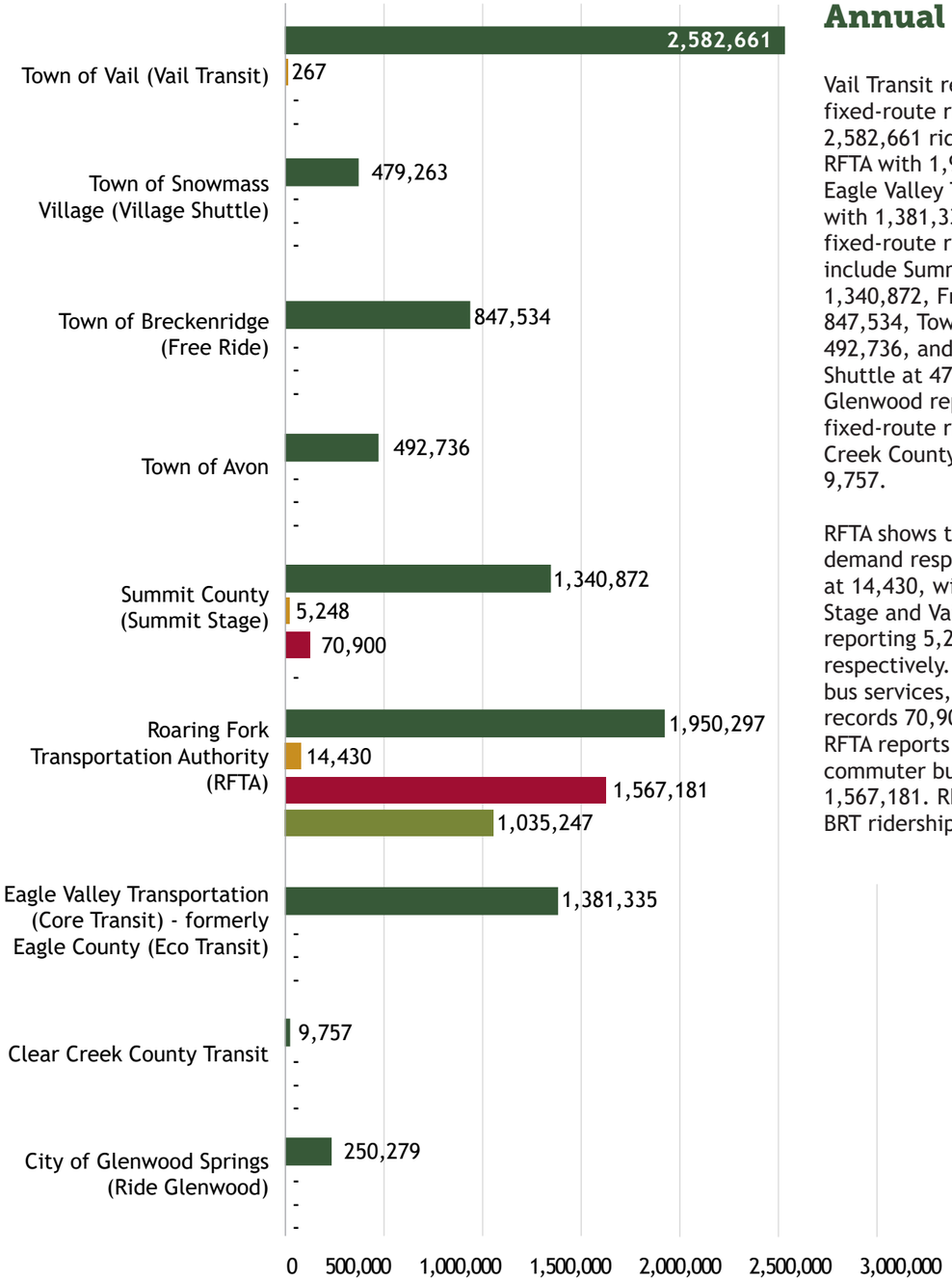
Cost per Ride



Summit Stage reports the highest cost per ride overall at $208.30 for demand response service, followed by RFTA at $85.42 for the same mode. RFTA also reports $13.31 for commuter bus and $13.44 for BRT services. Fixed-route costs total $8.43 for RFTA. In contrast, the most cost-effective services are fixed-route operations from Vail Transit at $2.69 and Town of Avon at $3.25. Other fixed-route costs per ride include $5.95 for Ride Glenwood, $7.77 for Free Ride, $8.89 for Eagle Valley Transportation, and $9.08 for Village Shuttle. Demand response costs per ride are $26.73 for Vail Transit. Clear Creek County Transit also reports a fixed-route cost per ride of $32.13.

Source: 2019-2023 National Transit Database, Tailored Provider Surveys

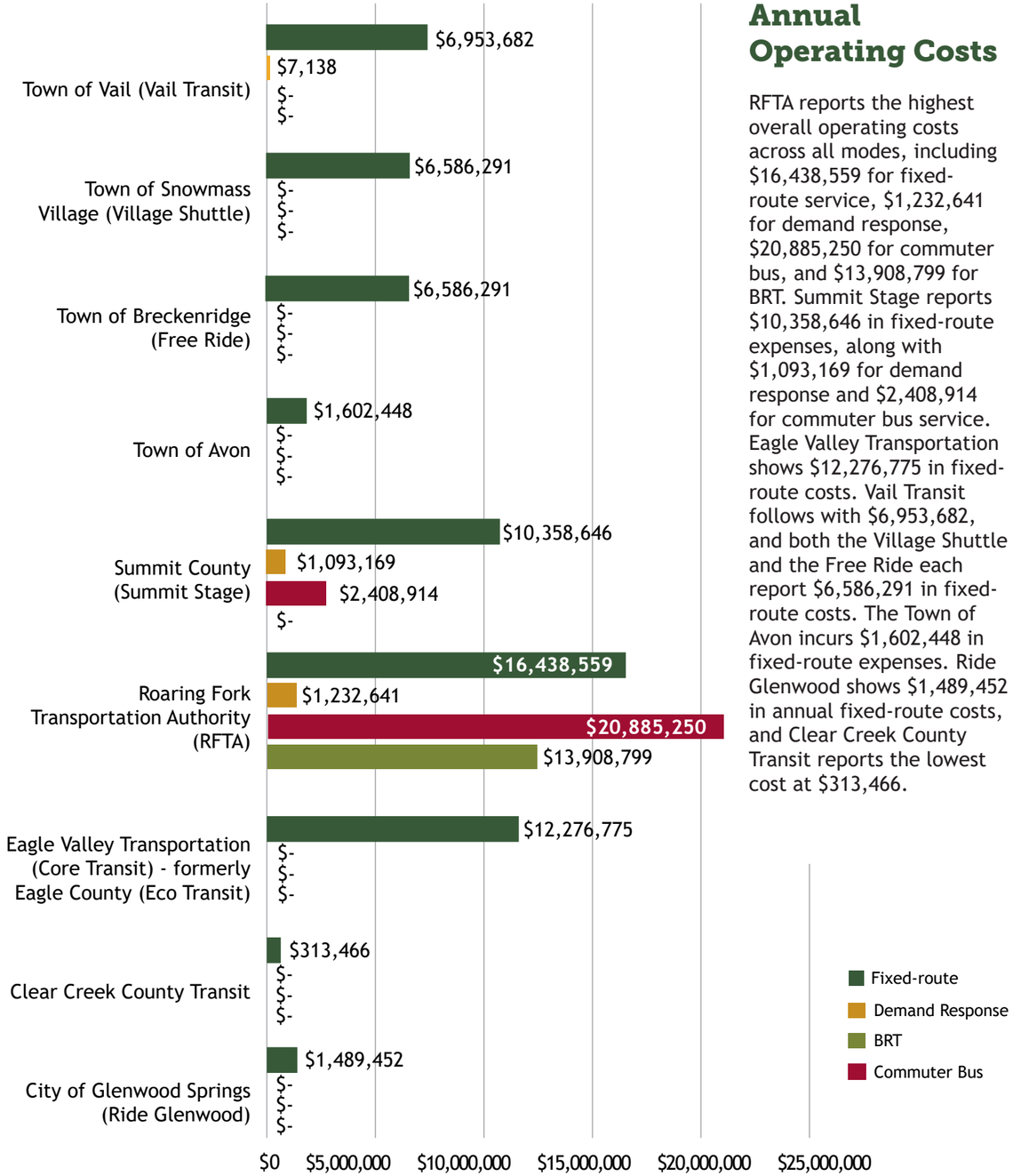
Annual Ridership



Vail Transit reports the highest fixed-route ridership at 2,582,661 rides, followed by RFTA with 1,950,297 rides and Eagle Valley Transportation with 1,381,335. Other notable fixed-route ridership figures include Summit Stage with 1,340,872, Free Ride with 847,534, Town of Avon with 492,736, and the Village Shuttle at 479,263. Ride Glenwood reports 250,279 fixed-route rides, while Clear Creek County Transit records 9,757.

RFTA shows the highest demand response ridership at 14,430, with Summit Stage and Vail Transit reporting 5,248 and 267 rides, respectively. For commuter bus services, Summit Stage records 70,900 rides, while RFTA reports the highest commuter bus ridership at 1,567,181. RFTA also reports BRT ridership of 1,035,247.

Annual Operating Costs



RFTA reports the highest overall operating costs across all modes, including $16,438,559 for fixed-route service, $1,232,641 for demand response, $20,885,250 for commuter bus, and $13,908,799 for BRT. Summit Stage reports $10,358,646 in fixed-route expenses, along with $1,093,169 for demand response and $2,408,914 for commuter bus service. Eagle Valley Transportation shows $12,276,775 in fixed-route costs. Vail Transit follows with $6,953,682, and both the Village Shuttle and the Free Ride each report $6,586,291 in fixed-route costs. The Town of Avon incurs $1,602,448 in fixed-route expenses. Ride Glenwood shows $1,489,452 in annual fixed-route costs, and Clear Creek County Transit reports the lowest cost at $313,466.

Source: 2019-2023 National Transit Database, Tailored Provider Surveys

Human Services Transportation Providers

Several human services agencies in the IM TPR offer transportation services, although transportation is just one of the many services they provide. The following table outlines the human services agencies in the Region that offer transportation, along with the populations they serve. This list includes providers from the 2045 IM Coordinated Public Transit and Human Services Transportation Plan that were still operational in 2025, as well as additional providers identified through online research. Since this list was compiled using available online information, it may not include all providers in the IM TPR, especially those without websites.

Provider	Service Area (Within IM)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Axel Medical Transportation	Pitkin County	CFR, PACOG, PPACG, SC, SE, SLV, SW	Demand Response (Medical)	Mon-Fri, 7:30am to 5pm	Medicaid beneficiaries in need of non-emergency medical transportation
Eagle County Public Health, Healthy Aging Program	Eagle County	N/A	Demand Response	Mon-Fri	Older adults (60+)
Garfield County Department of Human Services (Garfield County Traveler) *	Garfield County	N/A	Demand Response	Mon-Fri, 8am to 5pm	Individuals with an assessed disability that prevents them from driving or using public transportation
Lake County Senior Center	Lake County	N/A	Demand Response, Contract with Other Providers, Vouchers or Reimbursement, Bus Passes or Tickets	Daily	People with disabilities, older adults (60+), low income community members,veterans, Medicaid recipients, vulnerable adults, children, and families
Maguy Medical Transport	Summit County	CFR, GV, PACOG, PPACG, SC, SE, SLV	Demand Response (Medical)	Upon request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing nonemergency medical transportation
Mountain Valley Development Services	Pitkin, Garfield, Eagle and Lake counties	N/A	Fixed-route Bus, Specialized Services	Daily	People with intellectual and developmental disabilities
Northwest Colorado Center for Independence	Summit County	NW	Demand Response, Specialized Services	Upon request	Older adults (65+), people with disabilities, veterans
Pitkin County Senior Services *	Pitkin County	N/A	Demand Response	Mon-Fri, 8am to 5pm	Older adults (60+)
Ride Colorado Mountain College	Glenwood Springs	N/A	Demand Response	Mon-Thurs, 7am to 6pm	Students, staff, and faculty of Colorado Mountain College
Summit County Community and Senior Center	Summit County	N/A	Demand Response	Upon Request	People with disabilities, older adults (60+), low income community members, veterans
Sunshine Rides	Eagle, Garfield, Lake, Pitkin, and Summit counties	CFR, DRCOG, Eastern, GV, GVMPO, NW, PPACG, SE, SLV, SW	Demand Response	Daily	Open to all passengers requiring transportation services
American Red Cross - Southeastern Colorado	Lake County	CFR, PPACG, PACOG, SC, SE, SLV	Demand Response	Upon Request	"Older adults and critically ill"
American Red Cross - Western Colorado	Eagle, Garfield, Pitkin, and Summit counties	GV, GVMPO, NW, SLV, SW	Demand Response	Upon Request	Older adults and critically ill
Meeker Streaker Transit	Rifle	GVMPO, NW	Demand Response	Mon-Fri, 8am to 4pm	Open to all passengers requiring transportation services
Vintage	Eagle, Pitkin, and Summit counties	DRCOG, GVMPO, NW, Laramie, WY	Demand Response, Contract with Other Providers, Vouchers or Reimbursement	Mon-Fri	Older adults

* Services are operated or contracted by RFTA

Source: 2045 IM Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Other Human Services Agencies

Some human services providers do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the Region. The following table includes providers from the 2045 IM Coordinated Public Transit and Human Services Transportation Plan that were still active in 2023, along with additional providers identified through online research. Since this list was compiled through available online resources, it may not include all providers in the IM TPR, especially those without websites.

Provider	Service Area (Within IM)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Area Agency on Aging of Northwest Colorado	Garfield County	GVMPO, NW	Coordination with Other Providers	Mon-Fri	Older adults (60+)
Upper Arkansas Area Agency On Aging	Lake County	CFR, SLV	Vouchers or Reimbursement	Mon-Fri	Older adults (60+)

Source: 2045 IM Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Private Transportation Providers

Twenty-two private for-profit companies in the IM TPR provide transportation services. Companies include Alpine Express, Colorado Mountain Express, Copper Mountain Resort Shuttle, Eagle Vail Express, Epic Mountain Express, Fresh Tracks Transportation, Hey Rides, High Mountain Taxi, Hy-Mountain Transportation Inc., Jake's Mountain Shuttle, Keystone Ski Resort Shuttle, Lyft, Mountain Shuttle/Peak One Express, Powderhound Transport, Ride Taxi, Rocky Rides, Sober Buddy Shuttle LLC, Storm Mountain Express, Summit Express, Uber, and Valley Taxi. Treadshare, a digital platform that connects drivers and riders and creates opportunities to carpool, serves the IM TPR. In addition, resort vans and shuttles that serve the several ski and recreational areas within the IM TPR provide thousands of rides annually, and are a major part of the Intermountain's transportation network.

State of Good Repair

CDOT's Division of Transit and Rail comprehensive Transit Asset Management Plan meets federal requirements and was last updated fall 2023. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, about one quarter of CDOT tracked transit vehicles in the IM TPR are beyond their state of good repair.

Provider	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Basalt Connect	N/A	N/A	N/A	N/A
City of Aspen	N/A	N/A	N/A	N/A
City of Glenwood Springs (Ride Glenwood)	3	0	0.00%	$0
Clear Creek County Transit	3	0	0.00%	$0
Eagle Valley Transportation Authority (Core Transit)	45	13	28.89%	$13,371,251
Lake County (operated by Summit Stage)	4	2	50.00%	$211,251
Parachute Area Transit System (PATS)	N/A	N/A	N/A	N/A
Roaring Fork Transportation Authority (RFTA)	131	31	23.66%	$29,265,948
Summit County (Summit Stage)	33	17	51.52%	$18,700,000
Town of Avon	14	6	42.86%	$5,671,251
Town of Breckenridge (Free Ride)	18	6	33.33%	$4,742,502
Town of Leadville (Lake County)	N/A	N/A	N/A	N/A
Town of Snowmass Village (Village Shuttle)	29	0	0.00%	$0
Town of Vail (Vail Transit)	34	1	2.94%	$68,000
Total	**314**	**76**	**24%**	**$72,030,203**

Source: 2023 Transit Asset Management Plan

Regional Coordination Activities

The Northwest Colorado Council of Governments (NWCCOG) serves as the Regional Transportation Coordinating Council (RTCC) for both the NW and IM TPRs. The RTCC's mission is to strengthen coordination among the IM TPR and NW TPR partners, enhance regional transit collaborations, and advance transportation projects that improve mobility for older adults over age 60, individuals with low incomes (including those on Medicaid and Medicare), people with disabilities, and veterans. The RTCC supports Routt, Jackson, and Grand Counties in the Northwest TPR; Garfield, Pitkin, Eagle, Summit, and Lake Counties in the IM TPR; and also includes Park County from the CFR TPR. The RTCC convenes regularly, bringing together regional stakeholders to align transit planning efforts and ensure projects function seamlessly across communities. Current initiatives include improving first- and last-mile connections, implementing technology-based solutions for regional transit, and creating a dedicated funding pool to support RTCC-led transportation projects.

While the TPRs primarily focus on large-scale capital projects, the RTCC specializes in smaller, cross-cutting, or early-stage initiatives that may not yet fit within CDOT's Rural Transit Plans. The RTCC plays a key role in refining these projects to make them "RTP-ready" and facilitates efforts that require collaboration among multiple partners—such as service expansions and technology integration—ensuring that regional solutions are both effective and fair.

Local Coordination Efforts

While the IM TPR does not have formalized Local Coordination Councils (LCCs), it functions as a coordination group for regional transit capital projects. At the local level, coordination is actively supported by Pitkin County's Elected Officials Transportation Committee, which brings together representatives from Pitkin County, Snowmass, and Aspen to focus on funding and implementing transportation improvements. This committee meets two to four times annually and helps drive collaborative planning across jurisdictions.

Additionally, RFTA manages the Pitkin County Senior Van, a free curb-to-curb transportation service for residents aged 60 and older, including those in Snowmass Village, highlighting coordination between the Town and County in delivering mobility services to older adults. Beyond Pitkin County, RFTA supports broader regional coordination through its First Last Mile Mobility (FLMM) program, which convenes transportation professionals from Garfield, Eagle, and Pitkin Counties to enhance multimodal access across the RFTA service area.

Service and Communication Coordination

Several service and communication initiatives are currently underway in the NW TPR. In addition to advancing "RTP-ready" projects, the RTCC has partnered with CDOT to host a "train-the-trainer" event. This effort brings together CDOT staff, local transit providers, and community members who are interested in using transit services—such as Bustang—but may not yet feel confident navigating them. To further support access and ease of use, the RTCC is also developing an updated rider guide in both print and online formats, available in multiple languages to serve the region's multicultural population.

Other Partnerships

Passed in 2018, RFTA's Destination 2040 ballot measure established a 2.65 mill levy to fund strategic enhancements to the regional transportation system. This dedicated funding source has strengthened local transit efforts by supporting communities such as Carbondale, Aspen, and Basalt in operating their own transit systems that connect with and complement RFTA's broader regional services.

The following partnerships and activities have been identified in the IM TPR:

- RFTA, Garfield County, and the cities of Glenwood Springs, Rifle, and Silt, coordinate to provide Human Service transportation and ADA Complementary Paratransit services through the Traveler Intergovernmental Agreement.
- In 2024 the Town of Avon partnered with Core Transit to provide a connection between Eagle County and Avon.
- The Town of Vail operates a comprehensive free bus system and collaborates with Core Transit for regional services. This coordination ensures that residents and visitors can travel efficiently within Vail and to neighboring communities.
- Breckenridge Free Ride connects with Summit Stage for broader regional access. This partnership enhances mobility options for both residents and tourists.
- The Summit County Community and Senior Center partners with organizations like Mountain Mobility, MedRide, the Northwest Colorado Center for Independence, and Summit Stage to provide accessible transportation services. These collaborations ensure older adults and individuals with disabilities have reliable, affordable transit options within and beyond the county.
- Lower Valley Trail Association has partnered with RFTA to align trail projects with existing transportation infrastructure, aiming to improve multimodal connectivity.
- Frisco Workforce Center has worked with Summit Stage to provide connections between the Center and the IM TPR.

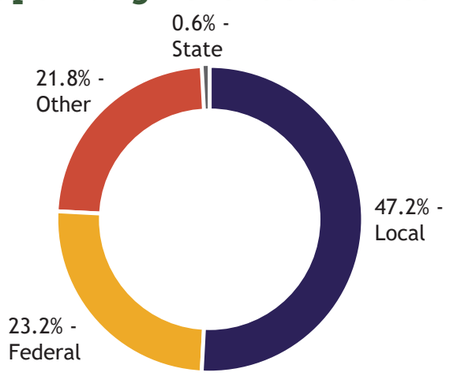
Identified Barriers

The RTCC has identified both funding constraints and regulatory limitations as key barriers to advancing coordination efforts in the region. Without a dedicated funding source, the RTCC is limited to coordinating rather than implementing regional transit projects. Currently funded through

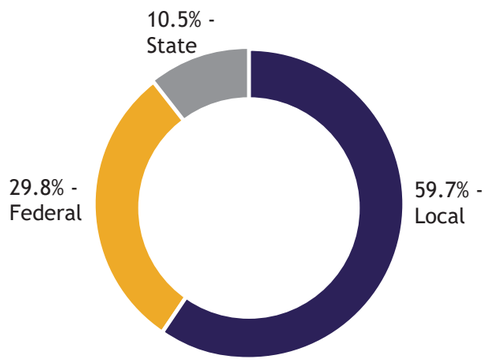
Financial Snapshot

Because transit funding is complex, Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. For Operating Revenue Sources, local funding makes up the largest share at 47.2 percent, followed by federal sources at 23.2 percent, and other sources contributing 21.8 percent. State funding plays a minimal role in operating revenue, accounting for only 0.6 percent. In contrast, Capital Revenue Sources are primarily supported by local contributions, which constitute 59.7 percent of the total. Federal funding contributes 29.8 percent, while state sources account for 10.5 percent. These charts highlight the significant reliance on local funding for both operational and capital needs, with federal and state funding playing more prominent roles in capital projects than in operations.

Operating Revenue Sources



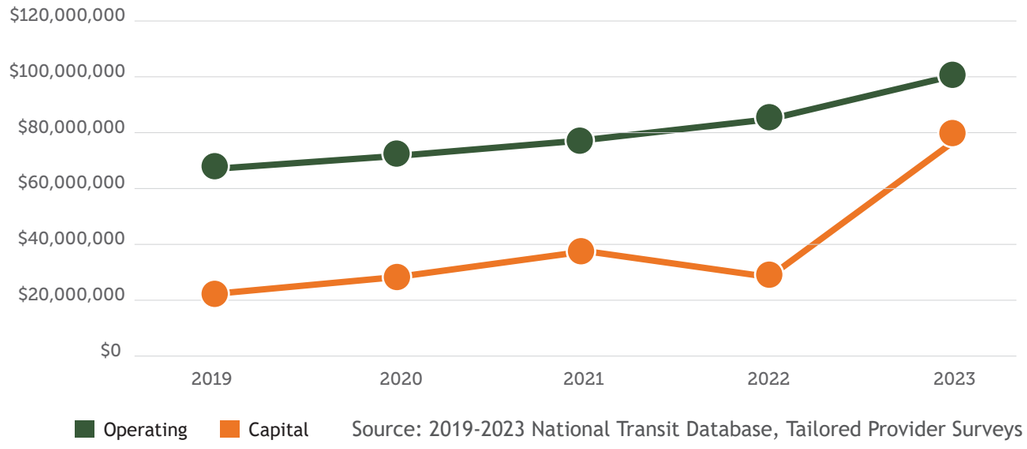
Capital Revenue Sources



Source: 2023 National Transit Database, Tailored Provider Surveys

Historic Revenue Data

The following chart shows five-year IM TPR operating and capital funding trends. Operating funds have grown by approximately 50 percent over the five-year period to nearly $100 million annually. Capital grew sharply between 2022 and 2023 (280 percent), in part fueled by $28 million in federal grants and $37 million in new local funding.



Source: 2019-2023 National Transit Database, Tailored Provider Surveys

Regional Transit Revenue Trends Annual Operating/Capital Projections

Regional transit funding projections provide a framework for transit planning in the future. However, while these projections are informative, many factors can significantly impact the accuracy of forecasts, including the availability and allocation of funding, economic volatility, and the rate of inflation. As part of this plan refresh, this financial snapshot section focuses exclusively on information from the 2023 TAM Plan data and 2023 NTD data to outline projected capital and operating needs through 2050. This financial snapshot is intended to provide a high-level understanding of the magnitude of projected capital and operating expenses relative to anticipated revenue streams. It highlights the scale of need across a region and identifies the funding gaps that must be addressed. These gaps will require a combination of local investment, competitive state and federal grant awards, and potentially new or currently unidentified funding sources to sustain and expand transit services over the coming decades.

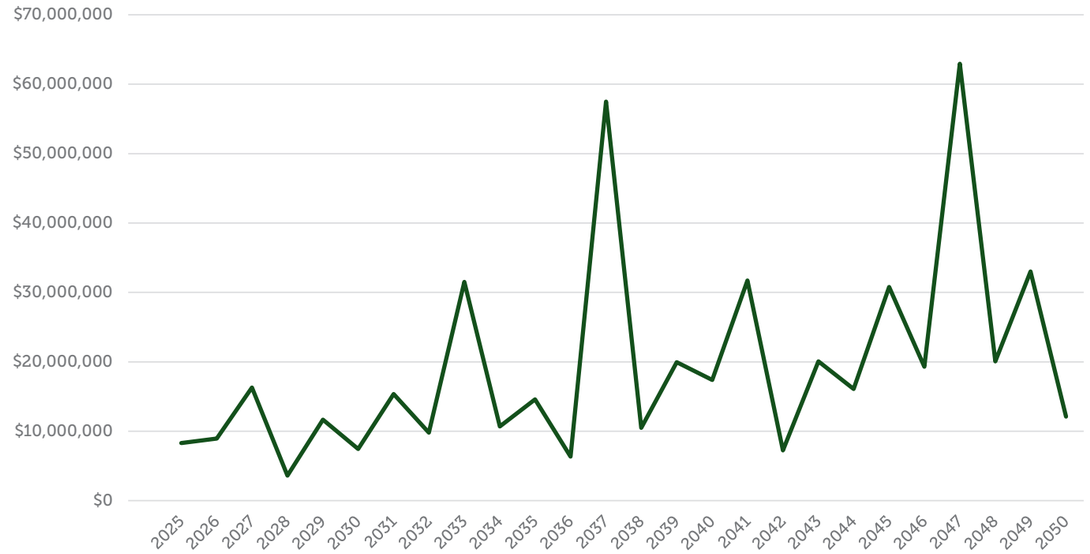
Capital and Operating Costs

The 2023 TAM Plan uses a four-year planning horizon (2023–2026), consistent with FTA requirements, and identifies asset conditions, anticipated replacement needs, and capital costs necessary to maintain a state of good repair over that period.

To develop a more complete picture of rolling stock replacement needs, data from the 2023 TAM Plan was compared against fleet replacement projections from the 2045 Statewide Transit Plan. This comparison helped reconcile discrepancies between the two sources by accounting for vehicles that were identified for replacement in the 2045 Plan but had not yet been procured as of 2023. It also allowed the inclusion of vehicles expected to reach the end of their useful life just beyond the TAM Plan's four-year horizon (2023-2026), ensuring that the analysis captures both deferred procurements and emerging replacement needs through the full planning period. This combined approach supports a more realistic estimate of total capital costs over the long term.

The chart below shows projected capital expenditures for rolling stock replacement among IM TPR rural transit providers from 2025 through 2050. Year-to-year cost fluctuations reflect the cyclical nature of vehicle replacement, influenced by fleet sizes, staggered procurement schedules, and vehicle life cycles. This forecast highlights the timing and scale of capital needs required to keep fleets in a state of good repair, assuming replacements only—without expanding fleet capacity—over the 25-year planning horizon.

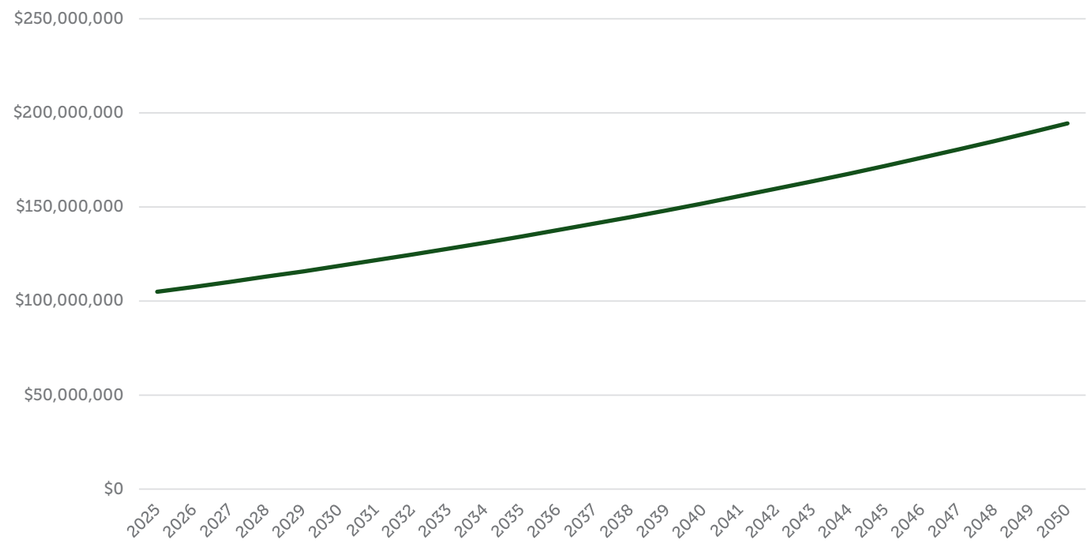
Capital Expenditures to Maintain State of Good Repair



Operating cost estimates were developed using 2023 NTD data reported by transit agencies. To project future costs, these baseline figures were escalated using county-level population growth forecasts. This approach reflects anticipated increases in service demand driven by demographic changes. Similarly, the following chart illustrates projected operating expenditures for transit providers from 2025 through 2050. The forecast assumes continuation of existing service levels and does not account for major changes in service, such as new routes or significant expansions. As such, the analysis provides an estimate of future operating needs, useful for identifying long-term funding requirements under a steady-state service scenario.

Anticipated Operating Expenditure Forecasts

(To Maintain Current Operations)



Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, although many IM TPR providers are also significantly supported by local funds. Federal funds support both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state. FTA also awards 5339 funds through a competitive process.

Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like Senate Bill (SB)-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise, established through House Bill (HB) 21-260, created a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil & Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and Rail Funding Program (20 percent).

Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT’s Office of Innovative Mobility Enterprise Funding

Federal Transit Administration Funding Programs

- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities – 5339(a)
- Grants for Rural Areas – 5311
- Low or No Emission Vehicle Program – 5339(c)
- Pilot Program for Transit-Oriented Development Planning - 20005(b)
- Planning Grants - 5304
- Rural Transportation Assistance Program – 5311(b)(3)
- State of Good Repair Grants - 5337

Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR's transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services.
- Advocate for full funding of TPR-identified transit capital and operating projects.
- Maintain all assets in a state of good repair.
- Maximize existing and seek new funding sources to expand local, regional, and interregional services to support the needs of residents, employees, and visitors.
- Advance the transition of fleets to electric/alternative fuels and facilitate implementation of supporting infrastructure.
- Invest in transit facility infrastructure improvements to increase the attractiveness of transit (e.g., park-n-rides, bus stops, signage).
- Capitalize on new and emerging technologies to maximize service efficiency.
- Integrate bicycle and pedestrian improvements in all projects to improve access to transit.
- Coordinate with CDOT and regional partners to enhance and expand transit centers/mobility hubs in the Region.
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand overall coordination, marketing, and outreach between transit providers and human services agencies.

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, TPR members prioritized their projects for the Region. It is important to note that priorities may change based on available funding, grant opportunities, agency needs, etc.

Project ID	Project Name	Project Total
1903	Vail Intermodal Site	$15,000,000
1231	Snowmass Transit Center	$34,000,000
1207	Basalt & El Jebel Bus Circulator	$1,100,000
1212	RFTA 27th Street BRT Station Parking Expansion	$4,450,000
1224	Aspen Maintenance Facility Phase 7: Additional Indoor Bus Storage	$5,370,000
1228	Aspen Airport/BRT Connection	$38,600,000
1232	Snowmass Owl Creek Road Roundabout Bus Stops	$1,000,000
1201	Leadville North Park-n-Ride	$250,000
1202	Leadville Bus Shelters	$100,000
1034	Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	$1,750,000
1149	Eagle County Interchange Park-n-Rides/Transit Center Improvements	$10,000,000
1150	Eagle County Electrification of Bus Fleets	$30,000,000
1223	BRT Enhancements to Brush Creek Intercept Lot/Park-n-Ride	$7,490,000
1225	Aspen Maintenance Facility Phase 8: CNG Fueling	$7,950,000
1234	Snowmass Firehouse Bus Stop and Snowmass Chapel Stop	$1,200,000
1235	Snowmass Bus Storage Facility	$200,000
2486	Service Expansion	$36,000,000
1142	Improve the existing Lake Creek Apartments stop with a new shelter, restrooms, improved bus turnaround, electric charging infrastructure and meeting/multi-functional space	$2,500,000
1170	Silt, Rifle, and Parachute Park-n-Ride Improvements	$2,700,000
1902	Town of Breckenridge Intermodal Center and Park-N-Ride, Phase II	$10,000,000
1040	Essential bus service between Glenwood Springs and Grand Junction (Proposed Outrider Service)	$2,200,000
1136	Avon Transit Bus Shelters	$270,000
1137	Beaver Creek Boulevard Bus Pullouts	$150,000
1138	Avon Transit Bus Pullouts	$250,000
1139	Avon Transit Regional Transportation Center Electric Charging	$500,000
1140	Avon Transit Fleet Electrification	$720,000
1143	Gypsum Park-n-Ride	$700,000
1144	Vail Transportation Center Overhead Electric Charging Infrastructure	$500,000
1145	Multimodal Facility Near Dowd Junction Interchange	$6,000,000
1146	Glenwood Springs Electric Buses and Charging Infrastructure - Hanging Lake Service	$4,300,000
1147	Vail Transit Bus Electrification	$6,000,000
1148	Vail Transit Electric Bus Charging Infrastructure	$1,000,000
1165	Summit County Transit and Operations Center Design and Engineering	$4,300,000
1167	New Local Fixed-Route Circulator Transit Service between Parachute and Rifle	$1,100,000
1168	New Castle Autonomous Circulator Bus	$500,000
1169	New Castle Park-n-Ride Expansion	$1,520,000
1894	Transit Stations and Park-N-Rides for Ride Glenwood	$2,500,000
1895	Transit Center at Eagle County Airport	$5,000,000
1897	Transit Service between Denver and Summit County	$2,000,000
2446	Increase Bustang frequency Summit, Eagle and Garfield counties	TBD
2447	Parachute to Glenwood Springs Regional	TBD
2030	SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss	$200,000
1208	Glenwood Springs 27th Street and VelociRFTA BRT Pedestrian Crossing	$12,000,000
1206	Basalt River Park Bus Station Improvements	$250,000
1210	RFTA Glenwood Maintenance Facility - Phase 3 and 7	$46,100,000
1211	RFTA Fleet Expansion (CNG) to Support New Service	$11,300,000
1214	Carbondale BRT Station Parking Expansion	$3,550,000
1215	Grand Avenue BRT Station Improvements	$870,000
1216	New Transit Station in Glenwood Springs	$3,670,000
1217	RFTA Aspen Maintenance Facility Improvement - Phase 9	$1,000,000
1218	Aspen Maintenance Facility Phase 6: Parts Room and Storage	$2,310,000
1219	Improvements to Mid Valley Highway 82 Bus Stations	$1,600,000
1220	Aspen Junction (Basalt) Park-n-Ride Expansion	$1,860,000
1221	RFTA Replacement of Employee Housing and Offices	$19,950,000
1222	RFTA Expansion of Employee Housing and Office Space	$11,720,000
1226	RFTA Optimized BRT: Short Term Alternative	$26,780,000
1227	New Vehicles to Provide Service Connection to ECO Transit	$2,330,000
1229	RFTA UVMS BRT: Medium Term Alternative	$164,000,000
1230	RFTA UVMS BRT Long Term Alternative: Retrofit Buses to Autonomous Control	$9,600,000
1233	Snowmass Bus Stop Reconstruction at Meadow Ranch	$250,000
1237	RFTA-Aspen Maintenance Facility Renovation	$1,000,000
2449	Expand service to Aspen airport area	TBD
2450	Ride Glenwood On-Demand Service	$7,950,000
2488	Town of Snowmass Village Senior Services	$1,240,000
1175	Acquisition and Improvements of Fairplay Bus Barn	$2,000,000

Project ID	Project Name	Project Total
1176	SH 9 Park-n-Ride (at County Road 1)	$3,300,000
1177	Essential Bus Service between Fairplay and Breckenridge (Proposed Outrider Service)	$1,180,000
1179	Breckenridge Gondola Lots Parking/Transit Station	$10,000,000
1180	Breckenridge Charging Infrastructure in Bus Storage Facilities	$1,500,000
1182	Breckenridge Technology and Capital Improvements	$3,000,000
1184	Breckenridge Replacement of 15 Diesel Buses with Electric	$5,200,000
1185	Breckenridge Fleet Maintenance and Public Works Administration Building Expansion	$5,000,000
1188	Breckenridge McCain Parking/Transit Station	$15,000,000
1190	Breckenridge Bus Shelters	$170,000
1191	Frisco Transit Center Phase 2	$3,400,000
1192	New Summit County Transit Operations Center	$17,300,000
1193	Terminal charging at Summit County Transit Operations Facility	$12,000,000
1194	New SH 9 South Bus Pullouts	$1,500,000
1195	Terminal Charging at Frisco Transportation Center	$12,000,000
2477	Free Ride Mobility Project (Breckenridge First-Last Mile)	$150,000
2478	Free Ride Transit Wayfinding Update	$500,000
2479	Free Ride Service Expansion	$23,500,000
2448	Local circulation expansion of Breckenridge/Summit County	TBD
1001	New Inter-regional Transit Service between Summit County and Colorado Springs	$700,000
1032	New Essential Bus Service between Grand Junction and Craig and between Craig and Frisco (Proposed Bustang Outrider Service)	$400,000
1141	Eagle County US 6 Bus Rapid Transit	$88,400,000
2480	Highway 6 Frequency Increase	$7,500,000
2545	Avon Park and Ride	$1,000,000
2692	Avon Park and Ride	$750,000
2693	Avon Park and Ride	$750,000
3023	Core Transit Operations Facility	TBD
3026	Snowmass Village Transit Fleet Electrification	TBD
3027	Snowmass Skycab Gondola Replacement	TBD
3028	Ruby Park Mobility Hub Improvements	TBD

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