



# Transforming Your Trip

A 10-Year Plan



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## Core's 10-Year Plan



### Executive Summary

Core Transit has been crafting something big—a 10-Year Transit & Capital Plan to build a brighter, more connected future for our region. This vision is guided by our 5-Year Strategic Plan, which lays out the values and goals that keep us moving forward.



#### Who We Are

Core Transit is a user-friendly, multimodal transportation authority, inviting you to navigate Eagle County safely, easily, and affordably.



#### What We Stand For

Our mission is to provide everyone with user-friendly transportation solutions that are safe, rewarding, and reliable.



#### Who We Want to Become

Our vision is to become the #1 choice for getting around our region because our services are so outrageously beneficial.

#### Core Transit RTA Members



1995

Voters approved a 0.5% Eagle County sales tax to support transit and trails, creating **ECO Transit**.

2022

Voters in 7 jurisdictions **approved creation of a new RTA** with an additional 0.5% sales tax to expand and enhance transportation.

2024

Core Transit assumes full responsibility for transit operations. Service increases and **fare-free** service is implemented for member communities.

2025

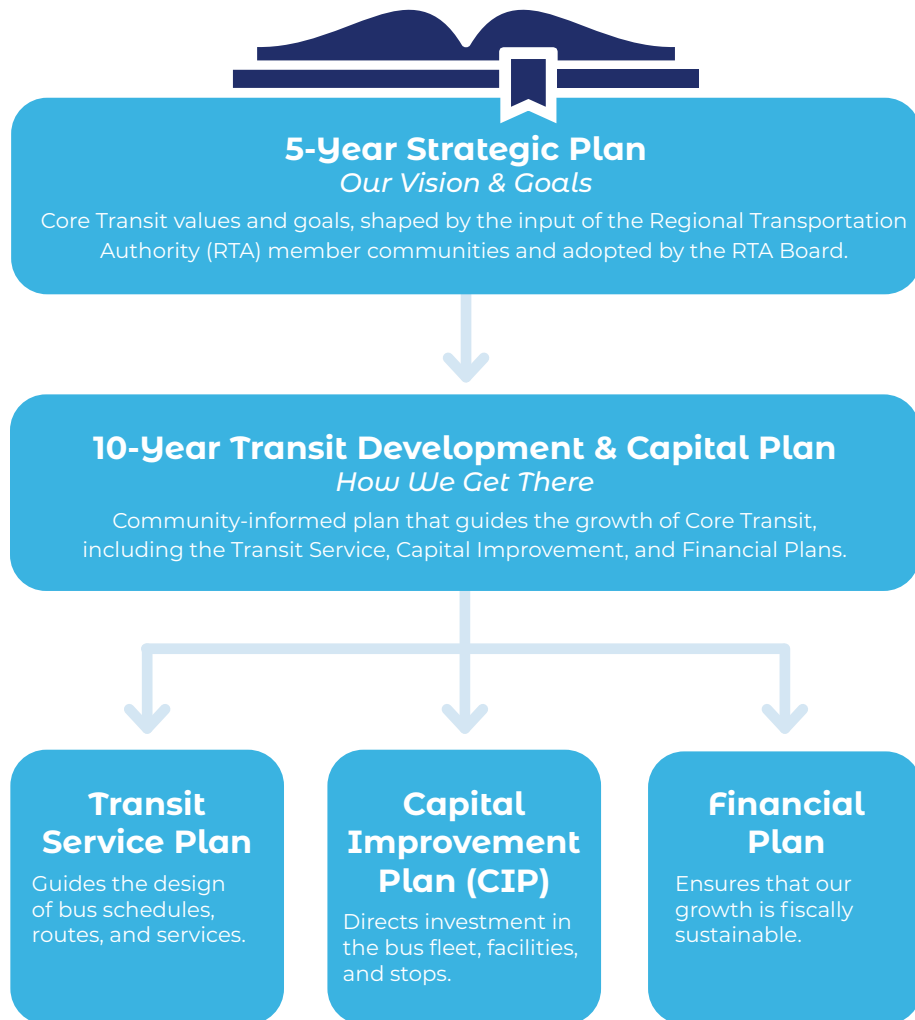
The Core Transit **5-Year Strategic Plan & 10-Year Transit Plans** are completed.

# Big Thinking, Bright Future

## The Plans & Goals that Guide Us

### Our Big Plans

We've had the chance to build on what's worked and dream up how transportation can better serve our community in the years ahead. These plans are shaped by your voices and built for a bright future.



### Our North Star

The voices of every RTA member jurisdiction shaped the 5-Year Strategic Plan goals. Together, they served as our North Star—guiding us as we charted the course for our 10-Year Plan.



**Put our team first**



**Build Core Transit to last**



**Be safe, trustworthy, and accountable**



**Improve our transit experience**



**Best serve our community**

Look for these stars throughout the summary—they highlight the steps we're taking to reach specific goals!

### Regional Transportation Authority (RTA)

A Regional Transportation Authority (RTA) is a multi-jurisdictional public agency that oversees the planning, funding, and financial management of a region's transit system. It's governed by a Board of elected officials from each member community, ensuring regional coordination and local representation in decision-making.

# Our Planning Adventure

## How We Got Here



# Shaping the Future of Transit, Together

## A Snapshot of Our Community Engagement

### What We Heard



#### More Frequent Service

44% of survey respondents ranked "more frequent service" as their top three highest priority.



#### More Bus Shelters

Focus group participants emphasized the need for more bus shelters for safety and protection.



#### Safer Crossings to Bus Stops

Focus group participants, particularly Spanish-speakers, emphasized the need for safe crossings.



#### Fare-Free Service in Gypsum & Leadville

Gypsum (57%) and Leadville (63%) survey respondents ranked fare-free as their top three highest priority.



#### Onboard Comfort & Customer Service

33% of Spanish speaking survey respondents listed comfort as their top three highest priority.

### How We Did It

We reached over a thousand Eagle County residents over 6 months. Here are some of the ways we did it:

150

conversations at 6 bus stop pop-up events

865

survey responses in English and Spanish

23

organizations engaged in 12 stakeholder interviews

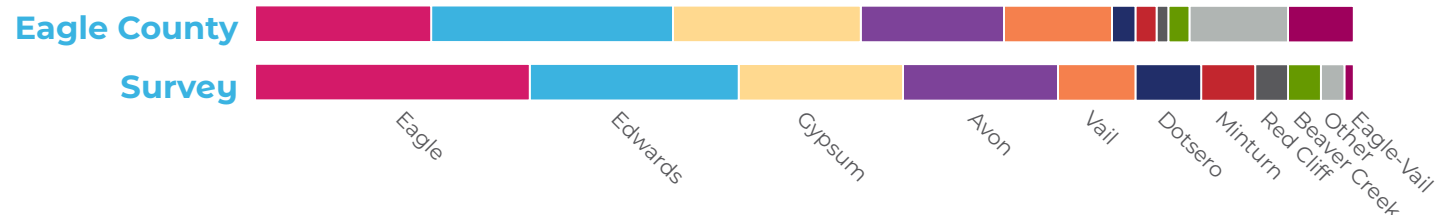
#### Spanish-Centered Engagement

We made sure that Spanish speakers had a voice in this process. Here's how:

- All materials were made available in Spanish
- Two of five focus groups were hosted in Spanish
- Spanish translators were available at all events
- We spread the word through networks of community leaders

### Who We Reached

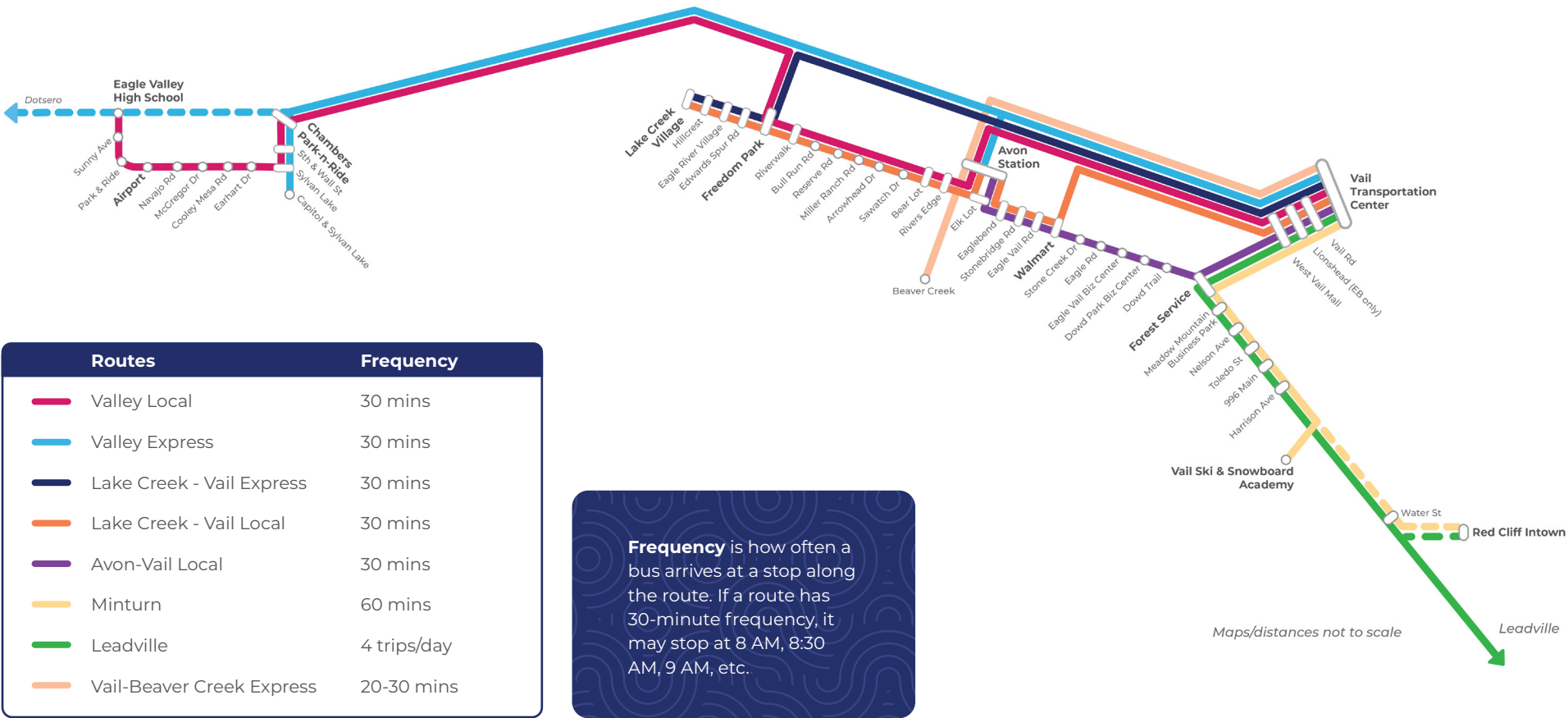
We designed our outreach so every corner of Eagle County had a representative voice at the table—no matter the zip code. That's why our survey respondents reflected the make-up of Eagle County.



# Our Future Transit System

## Come Along for the Ride

Our plan will help riders get where they're going faster, make transit a real option for more people, and keep transit playing a key role in supporting the Eagle Valley's economy, environment, and way of life.





# Transit Service Plan

## A Closer Look at Our Future Transit System

### Key Improvements

#### New Routes

The current Highway 6 Route will be split into 3 separate routes, and the Valley Route into 2, to shorten travel times and offer more express service options.

#### Increased Frequency

Daytime service on all Highway 6 and Valley Routes will run every 30 minutes.

#### Later Service

Valley and Highway 6 Routes will run later in the evening.

#### More Valley Connections

The Valley Local Route will serve Riverwalk in Edwards and Beaver Creek Lot in Avon, creating a one-seat trip between high demand destinations.

#### More Leadville & Dotsero Service

The number of daily trips will increase.

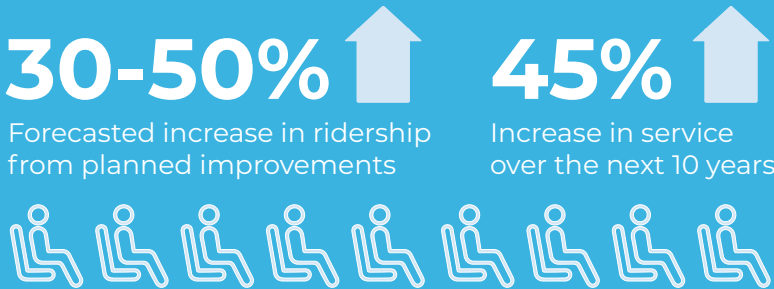
#### All Day Minturn Service

The Minturn Route will run all day, and the Leadville Route will be timed to offer more frequent service during peak hours.

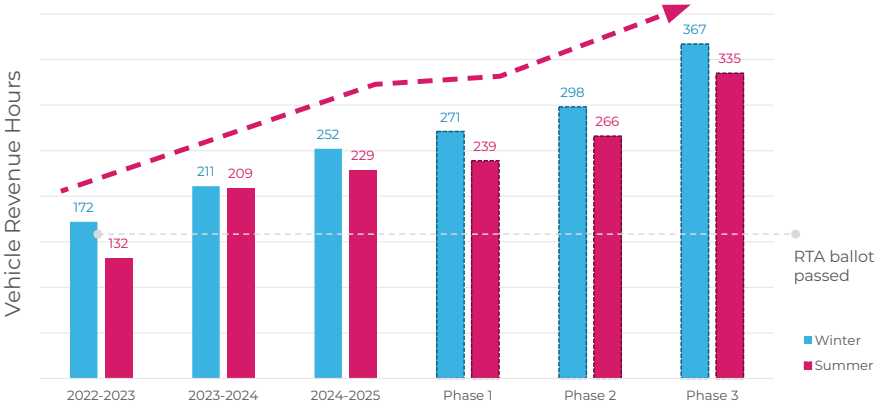
#### Expanded Eagle Coverage

The Valley Express will reach new developments and areas that currently aren't served, like Eagle Ranch.

### Anticipated Service Increases



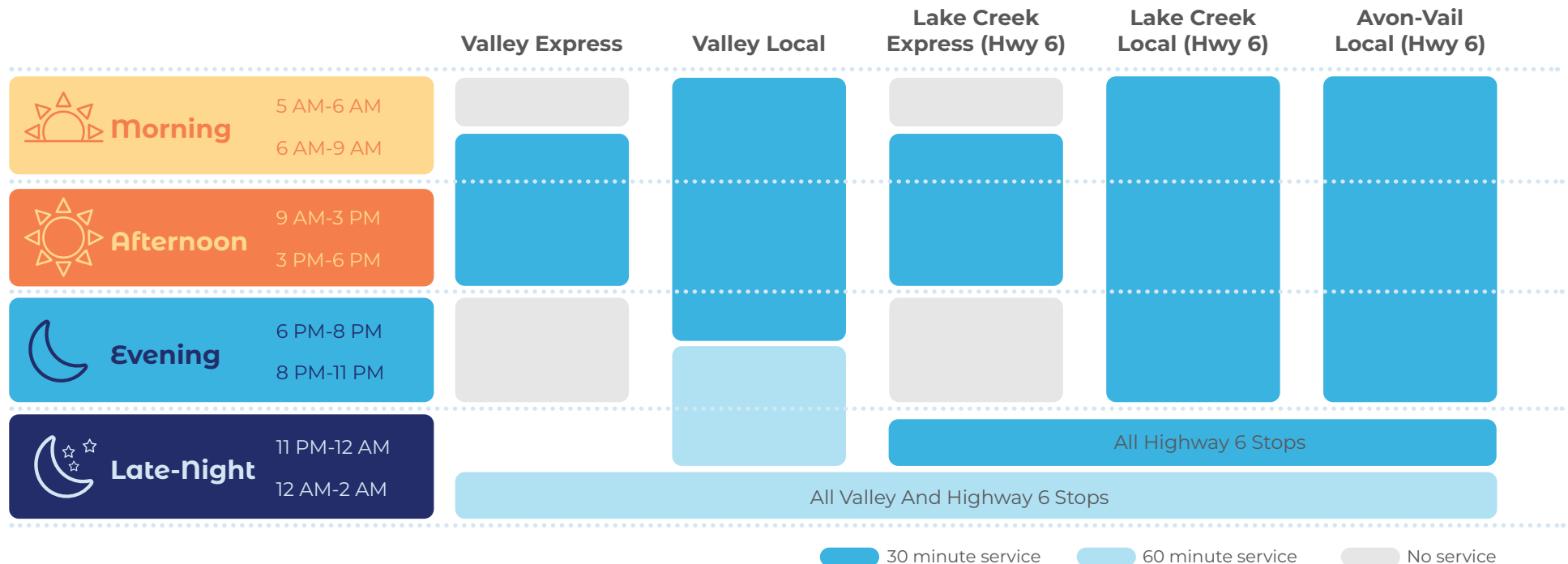
### Increase in Transit Service by Phase



# Future Bus Schedules

## Your Future Service on Paper

Whether you're using the bus every day to get to work, or just looking to get around on a day trip, we have thoughtfully designed the routes and schedule to get you where you need to go safely, efficiently, and quickly.



Many of the stops served by more than one route will experience 15-minute or better frequencies!



# A Strong Start in the Right Direction

## What We Have Already Done (2023-2025)

Our plan represents a continuation of improvements that we have been making from day one. Since Core Transit took over operations, we have significantly increased transit service and ridership has hit record highs.

### The Results

Since the RTA ballot was passed in 2022:

60% ↑

Historic ridership increase



45% ↑

Transit service increase in the winter

73% ↑

Transit service increase in the summer



### Improvements Already Made

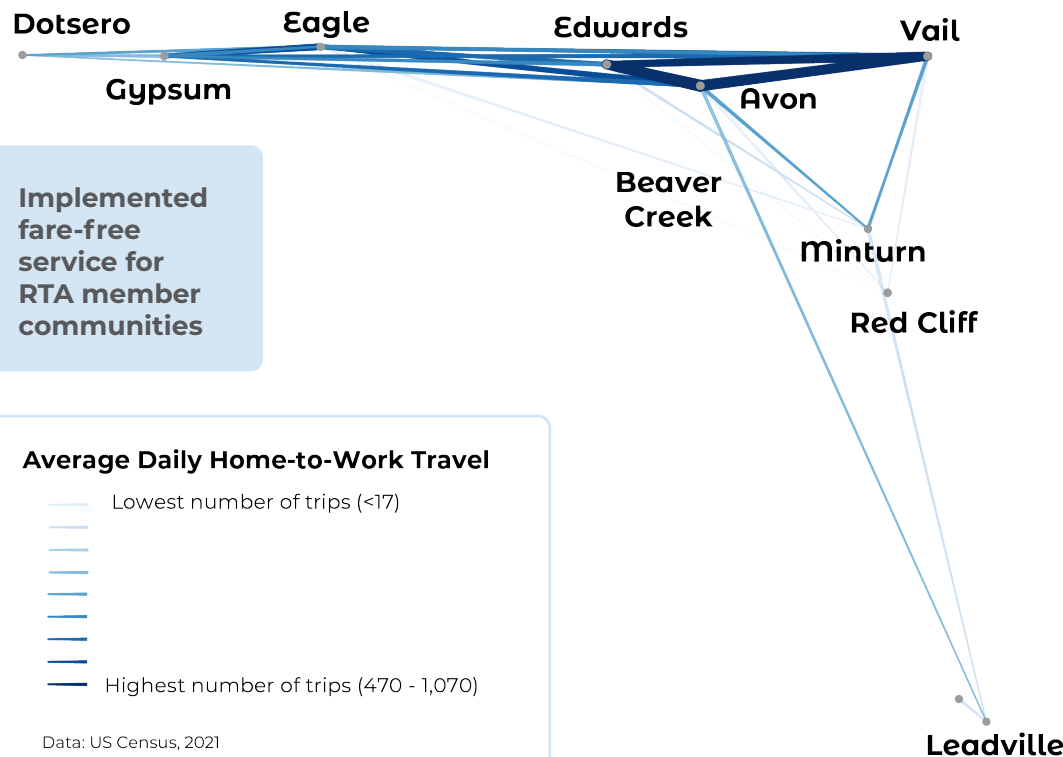
Increased round-trips to Dotsero from 1 to 3

Doubled frequency between Eagle and Vail

Added late-night service on the Valley Route

Increased Highway 6 to 20-min frequency with more express options

Increased Vail-Beaver Creek Route frequency to 20/30-min all-day service in the winter



Implemented fare-free service for RTA member communities

Doubled the hours of service to Minturn

Increased round-trips to Red Cliff from 1 to 3

Increased roundtrips to Leadville from 2 to 4

# What to Expect in the Future

## A Phased Implementation of the Plan

We’re rolling things out in stages so we can grow sustainably over the next 10 years—giving time for the buses, stops, and funding to catch up with our expanded service. It's how we turn ideas into real, reliable rides for you.

01

02

03

| Service   | 2026-2028   | 2029-2032  | 2033-2035  |
|-----------|---|--|--|
| Valley    | Extend the Valley Express to a new stop at Capitol/Sylvan Lake                    | Increase Valley Express service to Eagle and study airport needs | Increase frequency to Gypsum                       |
| Highway 6 | Split the current Highway 6 Route into 3 distinct routes with full peak service   | Expand express and evening service hours                         | Increase evening service                           |
| Minturn   | Align the Minturn and Leadville Routes to maximize frequency at overlapping stops | Implement all day hourly service to Minturn                      | Sees higher frequency from added Leadville service |
| Leadville | Add midday service to Red Cliff   |  | Add more Leadville runs                            |

### Investment

|  |   |   |  |
|--|---|---|--|
| <b>Phased Cost of Transit Service</b><br>Annual operations required to get buses on the road | <b>\$23.5m - \$24.3m</b><br>Phase 1 is good-to-go! We are prepared to implement these improvements in the near-term with current funds. | <b>\$28m - \$31m</b><br>Phase 2 is within reach, but may require some additional funding sources and more local coordination. | <b>\$38m - \$40m</b><br>Phase 3 improvements depend on getting a few big projects built and locking in more funding sources. |
|--|---|---|--|

**\$3.7M Average Annual Capital Cost**  
Approximate cost per year for bus stop improvements and vehicles needed to support service increases

**\$1.5M Housing and Air Funds**  
One dedicated fund to support employee housing and one to support new airline routes into EGE

**\$10M for a Future Facility**  
A one time ECO Transit fund transfer to seed a new Operations Facility

# Supporting Strategies

## Behind-the-Scenes Actions that Keep Us Rolling

Great transit takes more than just buses—it will take smart upgrades, efficient operations, and teamwork across the Valley to make it all happen.

### Local Collaboration

It will take local teamwork

#### Bus Stop and Pedestrian Crossing Improvements

The Capital Improvement Plan (CIP) includes a prioritized list of bus stop improvements. While we'll need to work closely with local partners and CDOT to get them done, Core Transit will take the lead on identifying the top-priority spots.

#### Sidewalks

Core Transit may team up with local communities on sidewalk or trail projects that make it easier to get to and from the bus.

#### First/Final Mile Services

Core Transit may partner with local communities to expand first/last mile options—like shuttles or microtransit—that improve access to main transit routes. Future studies could help identify where these services would make the biggest difference.

### Operational Upgrades

Handled through day-to-day operations

#### Customer Service

Core Transit will invest in knowledgeable, friendly staff and drivers that can answer questions and address customer concerns.

#### Onboard Bus Comfort

Core Transit will work toward improving onboard bus comfort, including climate control on buses.

#### Improved Information Access

Core Transit will work to make transit system information easier to understand and access through simpler schedules and maps, a user-friendly website, more intuitive route naming, expansion of real-time tracking apps, and Spanish materials.

### Infrastructure Improvements

Needed to support operations

#### Capital Improvement Plan

Infrastructure improvements are detailed in the Capital Improvement Plan (see the next page for more!)

It includes plans for:




- Construction of a new operations and maintenance facility
- Bus fleet repairs and upgrades
- Park-n-Rides maintenance and expansion
- Station capacity improvements

# Capital Improvement Plan

## A Reliable System, Built to Last

We looked under the hood and found what upgrades are needed the most to support our current and future services.



Over  
**50%**     
of stops lack a shelter or safe crossing



### Transit Hubs

Major bus facilities need updates in order to support more service. VTC is already maxed out and can't handle any service increases, and Avon Station and Chambers Park-n-Ride are quickly reaching capacity.



### Bus Stops & Passenger Amenities

The community's top priorities are safer, more comfortable access to bus stops. We'll focus on adding shelters and safe crossings at the over half of stops that lack them.



### Park-n-Ride Facilities

Chambers Park-n-Ride needs more parking, lighting, and first/last mile access to meet growing demand and support future ridership, with similar upgrades possible at other facilities where opportunities are identified.



### Operations & Maintenance Facility

Owning a permanent facility will enable Core Transit to expand service, reduce operating costs, and support its goal of transitioning to an electric fleet.



### Bus Fleet

Core Transit needs a right-sized, reliable fleet. This means shifting to zero-emission vehicles and transitioning the Valley and Leadville Routes to more comfortable, over-the-road coach buses.

# Performance Measures

## How We Know What's Working

Performance metrics are the tools we use to measure how well something is working. In transit, they help track whether the system is doing what it's supposed to—like being on time, serving people, or staying cost-efficient. These initial metrics may be expanded over time:



### Safety and Quality

**Number of Preventable Crashes**  
per 100,000 miles

**Number of Roadside Breakdowns**  
per 100,000 miles

**Vehicle Preventative Maintenance**

**Average Age of Buses**



### Ridership

**Number of Riders Overall**  
measured annually and seasonally

**Number of Riders per Route**  
measured annually and seasonally



### Service Delivery

**Number of Trips the Bus Misses**

**Number of Hours a Bus is in Service**  
measured annually and seasonally

**Number of Miles a Bus is in Service**  
measured annually and seasonally



### Financial

**Budgeted vs. Actual Spending**  
**Cost per Hour**