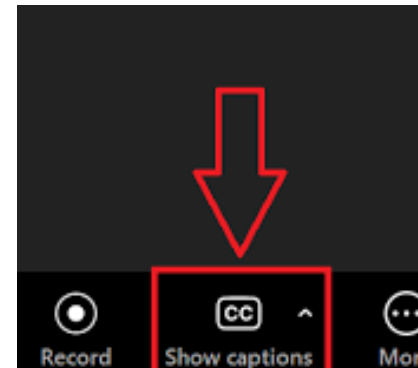# Webbinar Logistics

- Duration is 2 hours

- To activate closed captioning for the webinar:
  - Click on the "Show Captions" button at the bottom of your screen.
  - You may adjust captions under Caption Settings (same button).
- Recording webinar for website archival
  - https://ruralsafetycenter.org/webinar-archive/
- Q&A pod to ask questions of presenters and alert organizers of technical difficulties

- Handouts are available for download

- Please complete feedback form at the end of the webinar

- Certificates of Completion/Application for CEUs will be provided
  - You must apply for CEUs via this link within 4 weeks of receiving this email
  - Failure to apply within 4 weeks may result in CEUs being unavailable

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A Federal Highway Administration Center for Excellence

NEW Home Safely Podcast

- Episodes will feature rural stories, strategies, and solutions

  - Episode 1: rural safety and the National Center for Rural Road Safety
  - Episode 2: post-crash care

- Listen and subscribe!

Road Safety Champion Program

- Safety 101 program

- Congratulations to our 69 most recent graduates!!

- Next round of modules starts August 19th

- Core Modules
  - Tuesdays 2-4 pm ET August and September

- Maintenance & Construction Pathway Modules and Planning & Engineering Pathway Modules
  - Tuesdays 2-4 pm ET October, November, and December

- *NEW* First responder and Public Health Module Pilots
  - Wednesdays 2-4 pm ET October, November, and December
  - Except PH4 and PH6 which will be 1-3 pm ET

Learn More!

Register Now!

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NEW NHTSA Resource

Rural/Urban Traffic Fatalities: Traffic Safety Facts 2023 Data

https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813728

National Center for Rural Road Safety
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Setting the Stage: Transit as a Safety Strategy

- Modal shift from a personal vehicle to transit can have huge benefits

- One of the safest ways to travel

- 10 times safer per mile than traveling by car

- Safety benefits
  - transit decreases congestion
  - reduces the number of vehicles on the road
  - is a way to connect multiple modes of travel

- Benefit to cost ratio of at least 1.5 to 1
  - Access to social opportunities, healthcare, and employment

Sources: The Hidden Traffic Safety Solution: Public Transportation and
Measuring the Economic Benefits of Rural and Small Urban Transit Service in Greater Minnesota

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Transit Resources

The Hidden Traffic Safety Solution: Public Transportation

https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf
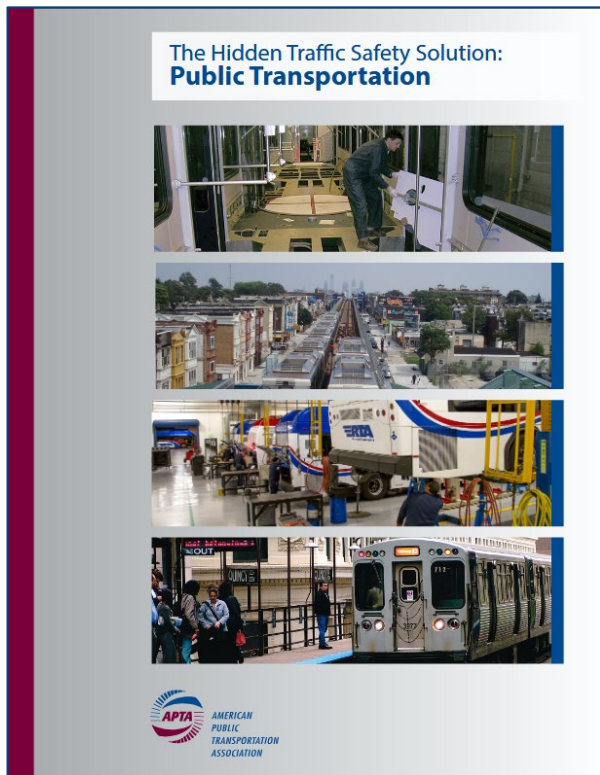
National Rural Transit Assistance Program

Wrangling Access & Mobility in Rural & Tribal Transit

- 6th National RTAP conference
- December 7-10, 2025
- Austin Texas

https://www.nationalrtap.org/

Today's Presenters

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Colorado Department of Transportation

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Tanya Allen

Executive Director

Core Transit

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Questions

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Please Reach Out!

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@ruralroadsafety

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Bustang & Transit Connections Study
August 2025

COLORADO
Department of Transportation

Division of Transit and Rail

The Division of Transit & Rail (DTR) was created in 2009 via state legislation and is responsible for the planning, developing, operating, and integrating transit and rail into the statewide transportation system.
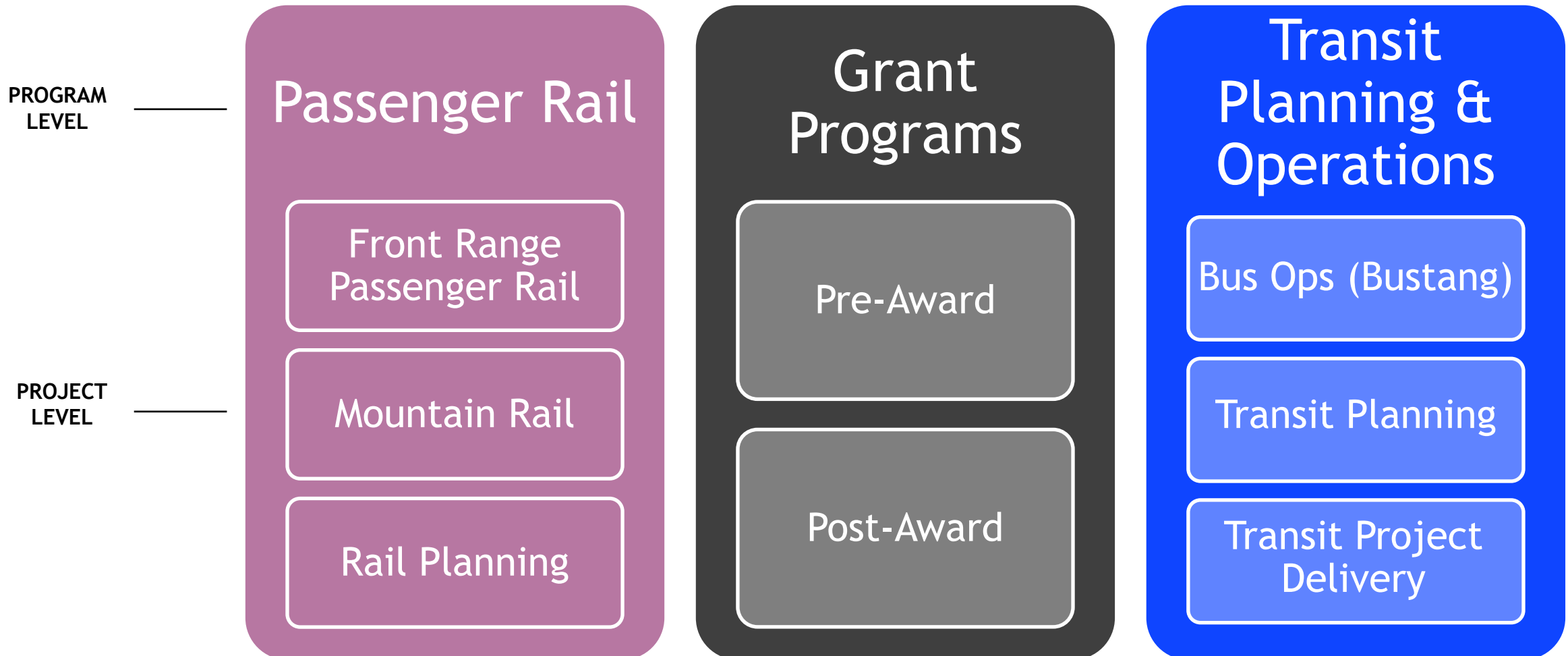
Bustang History

- **2015** - Bustang "Main Lines" service launched as a commuter-focused service serving the Front Range
- **2018** - Rural-focused Bustang Outrider network launched in 2018 - Eight (8) Routes throughout Colorado
- **2019** - Seasonal services, Snowstang and Bustang to Estes Park, both launched
- **2022 -** SB22-180 Passed
  - Pegasus shuttle service launched offering more frequent service between Denver and Vail using
  - Significantly increased service on I-70 & I-25

Seasonal Services

Bustang: Colorado Springs — Denver
Bustang: Fort Collins — Denver
Bustang: Grand Junction — Denver
Outrider: Alamosa — Pueblo
Outrider: Craig — Denver
Outrider: Crested Butte — Denver
Outrider: Durango — Grand Junction
Outrider: Lamar — Colorado Springs
Outrider: Pueblo — Trinidad
Outrider: Sterling — Greeley
Outrider: Sterling — Denver
Pegasus: Avon — Denver

Seasonal Services legend:
Broncos Games
Bustang to Estes
RamsRoute
Snowstang

BUSTANG

BUSTANG OUTRIDER

PEGASUS BUSTANG

SNOWSTANG

COLORADO Department of Transportation

Ten Years of Bustang Ridership

Bustang System Ridership by Fiscal Year
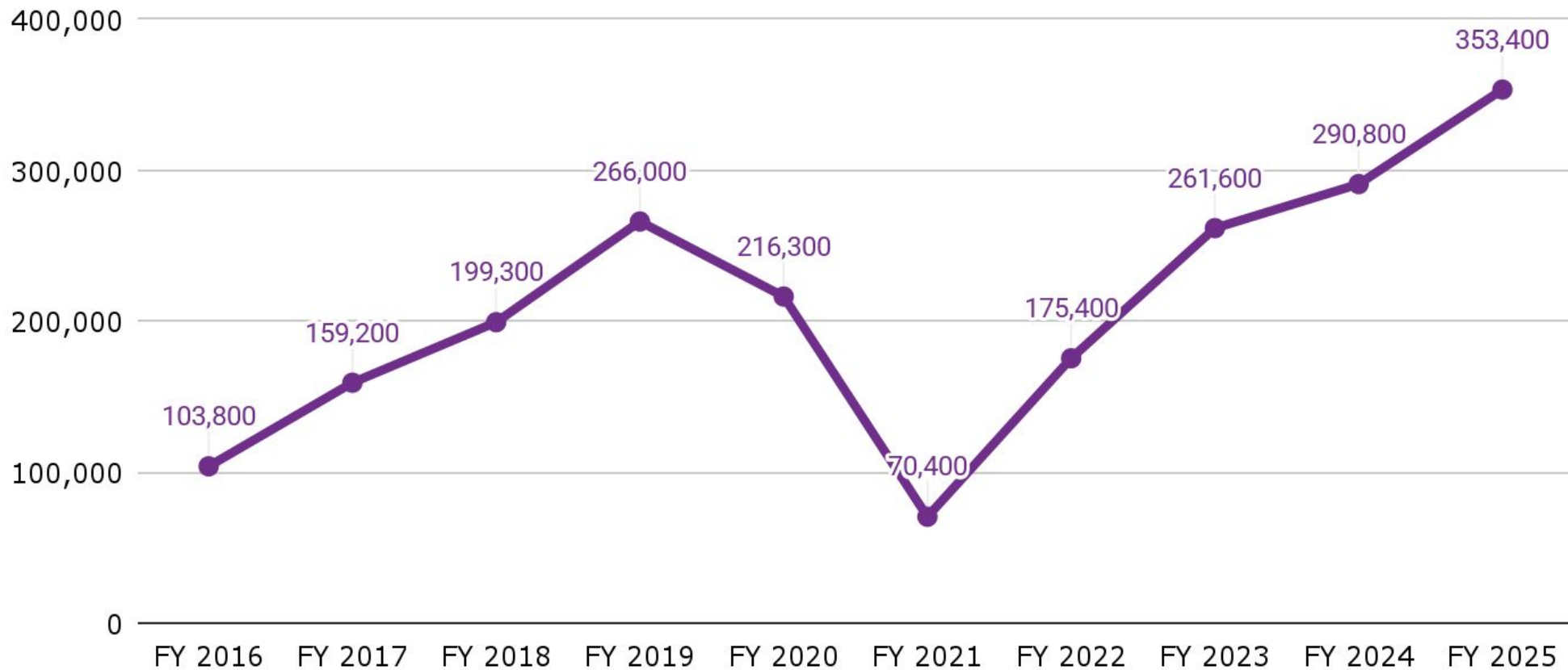
*Includes Bustang, Pegasus, Outrider, and Seasonal Services

Overview

- **Purpose**: To create a strategic vision for an integrated statewide transit network, improving mobility and connectivity across Colorado.
- **Scope**: Examines stops, stations, regional and interregional service gaps, and opportunities to better connect Colorado's statewide transit network.
- **Outputs**: Transit project types to support Colorado's continued transit network integration neutral of provider.
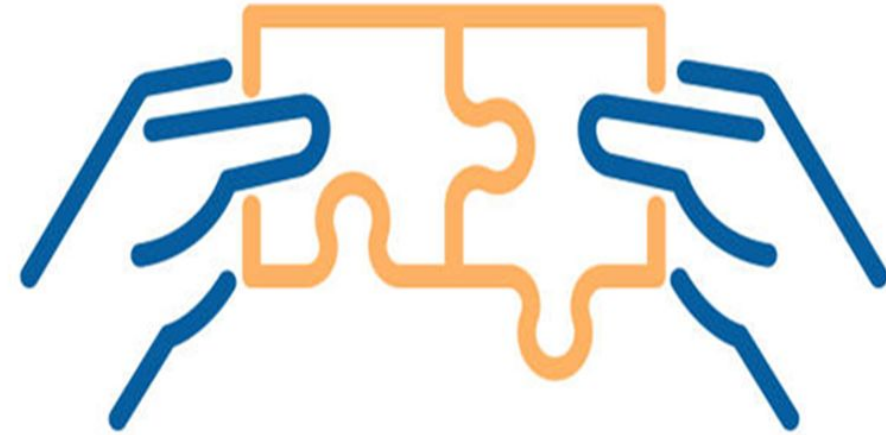
Key Goals

1. **Enhance Accessibility and Connectivity of Colorado's Transit Network**: Connect rural and urban areas to Bustang, passenger rail, and local transit networks.
2. **Foster Multimodal Integration**: Strengthen Colorado's statewide public transportation network.
3. **Promote Sustainability**: Support modeshift greenhouse gas reduction by increasing public transit use.

Current State of Transit

Gaps Analysis

Recommendations & Report Development

Final Report

What TCS is...

Provides a vision for a statewide public transportation network. Intended to inform public transportation planning and investment decisions.

Aims to understand the existing public transportation network's function, interconnectedness, and accessibility.

Identifies gaps in the public transportation network. Develops project types to address identified gaps.

Uses defined metrics (Transit Connections, Community Access, Equity, Financial Sustainability) for prioritization.

What TCS is not...

Does not provide specific project proposals ready for implementation. Opportunities for further refinement of TCS proposals into 10YP projects is possible, however.

Does not provide funding for specific projects or implement projects directly.

Does not provide a detailed operational analysis of public transportation agencies.

Does not use implementation-readiness criteria for its prioritization.

Colorado's Transit Network By the Numbers

- 48 of Colorado's 64 counties are served by more than 80 local or regional providers and 35 counties are served by Bustang
- Over 120 stops or stations connecting two or more providers, over 30 stops or stations connecting three or more providers
- 86% of the population is within 10 miles of a Bustang, private intercity bus, or an Amtrak station
- RFTA has the highest ridership among rural providers in the country.
  - Colorado has 9 out of the top 20 rural transit providers by ridership in the country.
- In 2023, RTD accounted for 71% of all unlinked transit trips in the state.

Figure - Transit Coverage of Travel Activity
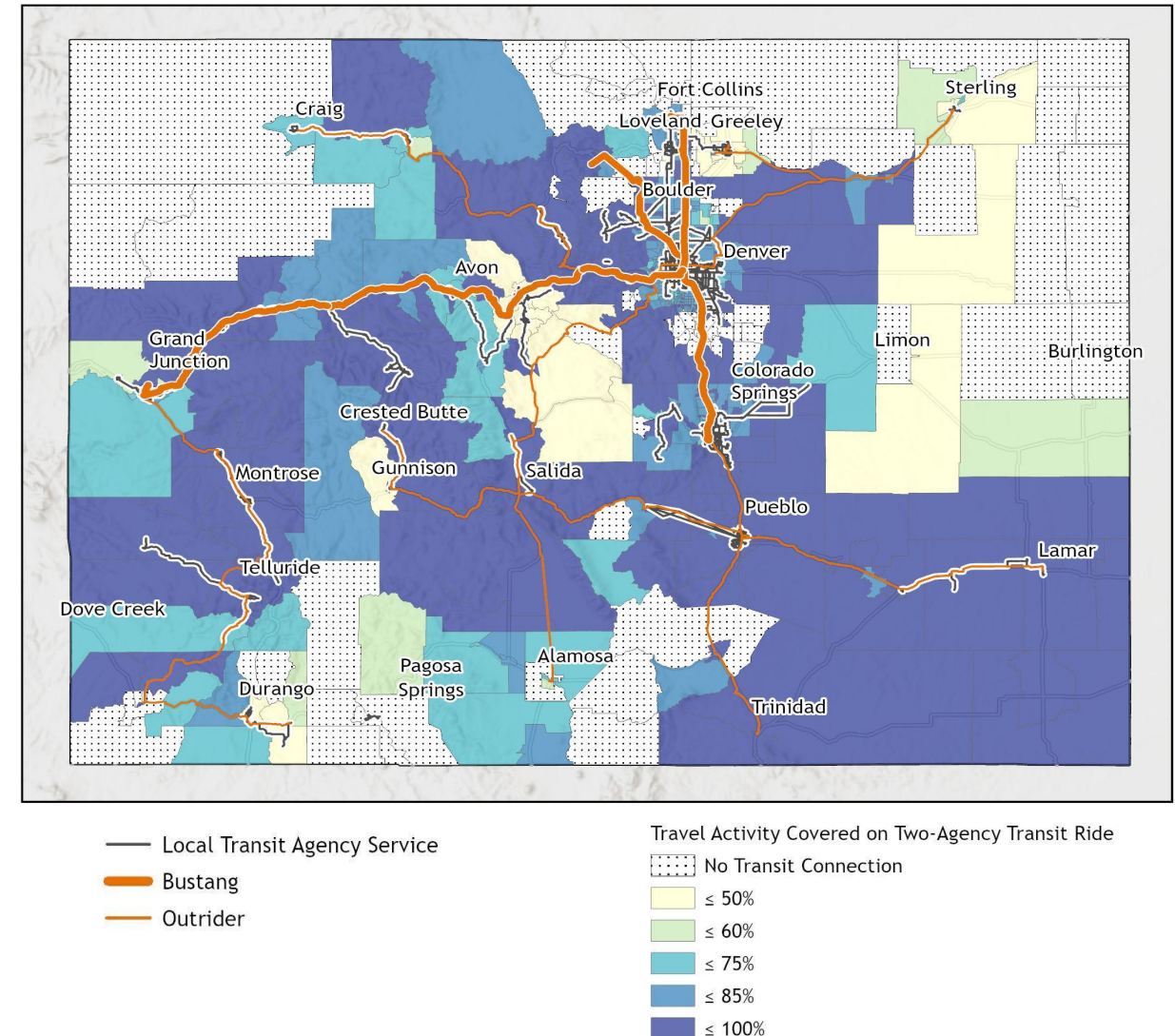
Percent of Population with Transit Access to Critical Destinations

	Population	Recreational	Educational	Institutional	Medical	Essential	Lifeline
Denver	2,563,409	96%	97%	97%	97%	98%	98%
Other Urban	2,777,876	78%	82%	87%	92%	92%	92%
Rural	429,505	25%	35%	47%	51%	74%	74%
Statewide	5,770,790	82%	86%	89%	91%	93%	93%

Pockets of populations lack transportation access, as well as connectivity from limited service windows and poor transfer timing, especially outside the Denver Metro. The TCS serves to identify opportunities to further connect people, place, and opportunities.
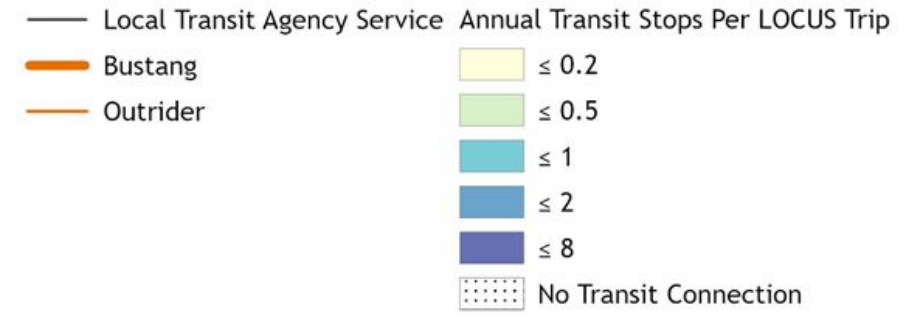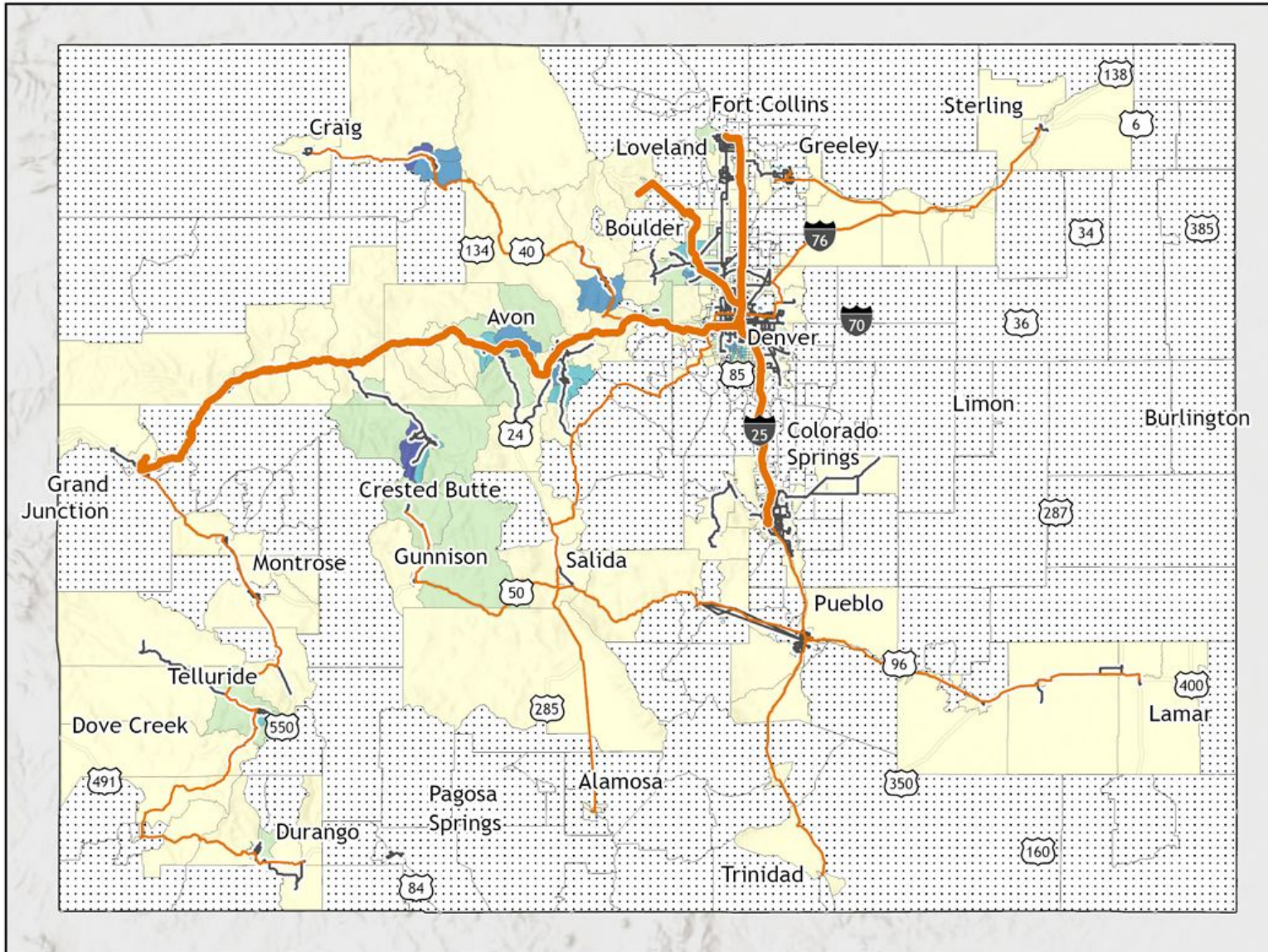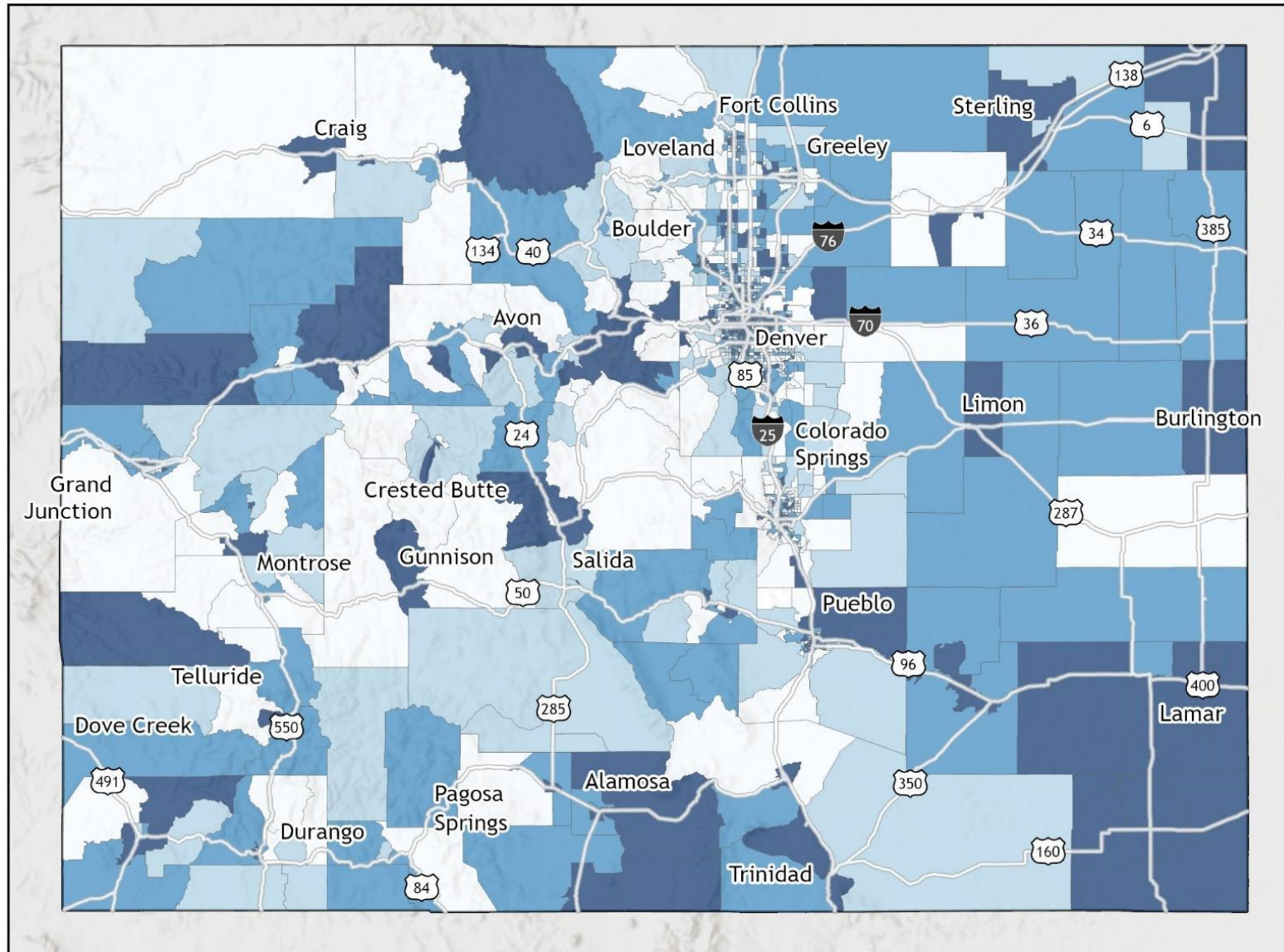
Zero Car Household

	≤ 1%
	≤ 2%
	≤ 5%
	≥ 5%
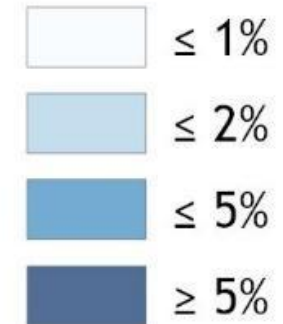
Employment Density

- ≤ 1 jobs/acre
- ≤ 2 jobs/acre
- ≤ 10 jobs/acre
- ≤ 200 jobs/acre
- ≤ 485 jobs/acre

TCS Analysis Process

Inputs

Gaps Analysis
1. Travel Demand
2. Community Access
3. Transit Network Connectivity
4. Unmet & Inequitable Need

Project Types
1. New or Extended Corridor
2. Service Optimization
3. Stops and Stations

Project Prioritization
1. Connected Transit
2. Accessibility
3. Equity
4. Financial Sustainability

Gaps Analysis

Recommendations & Report Development

Final Report
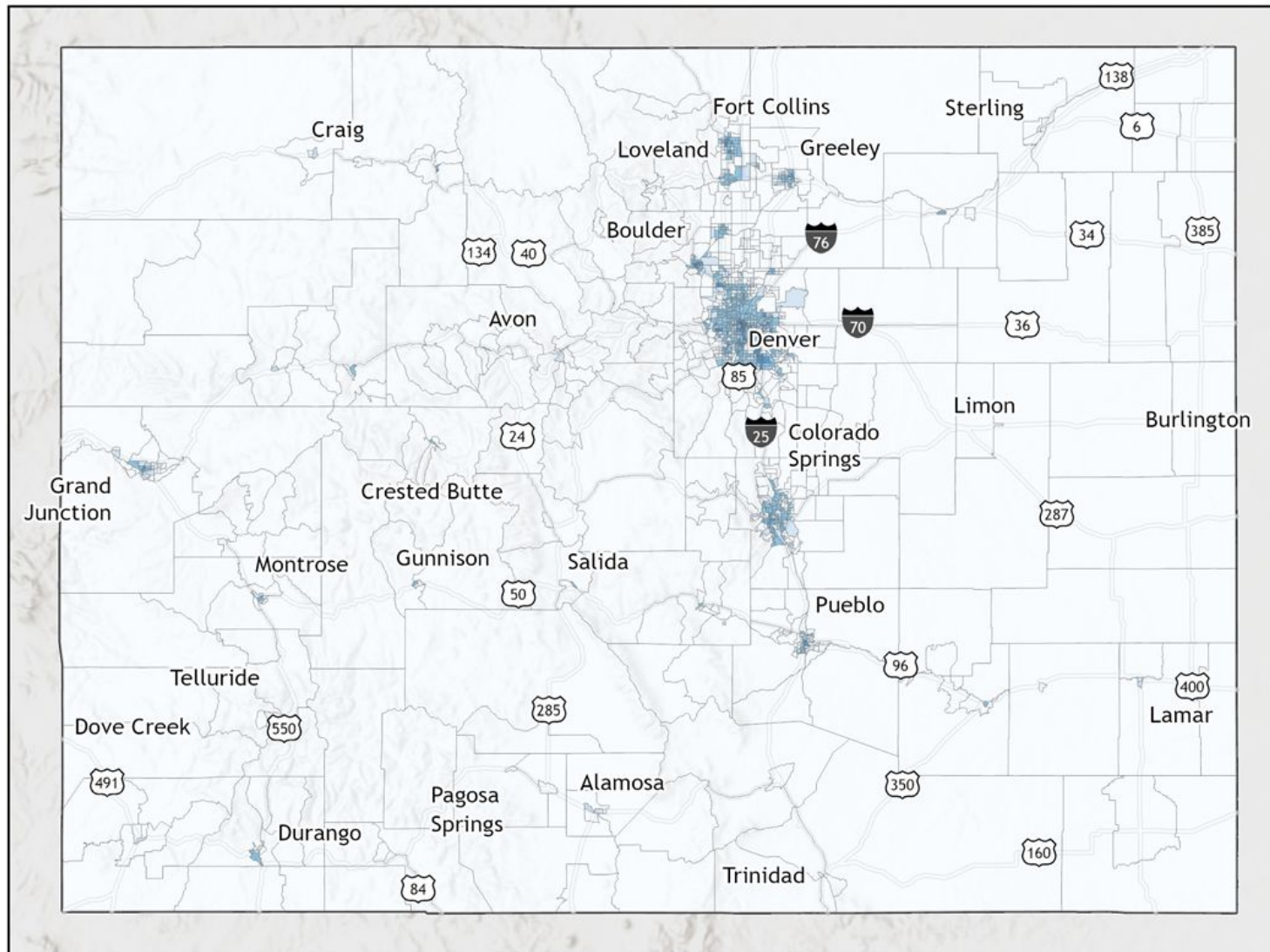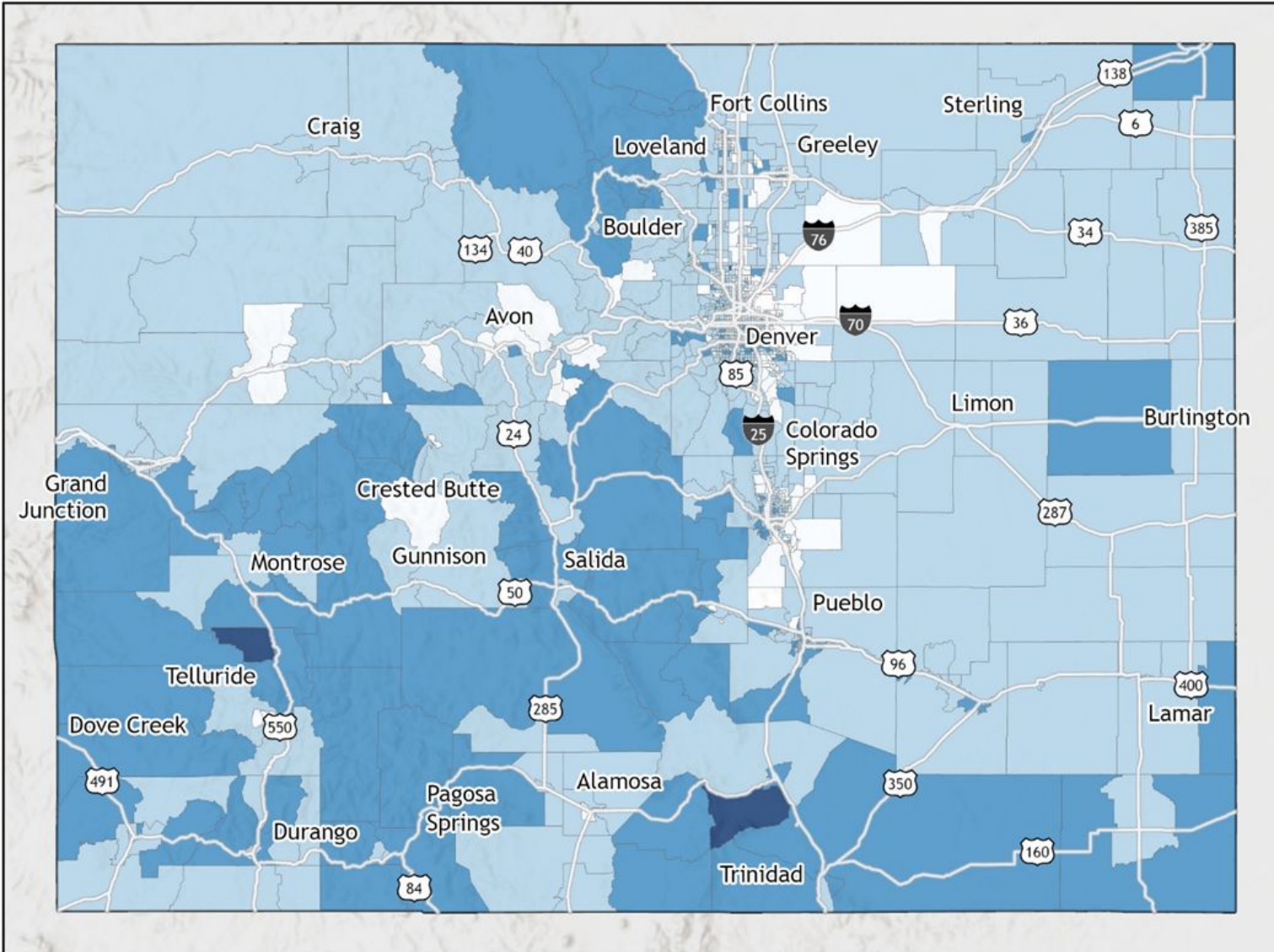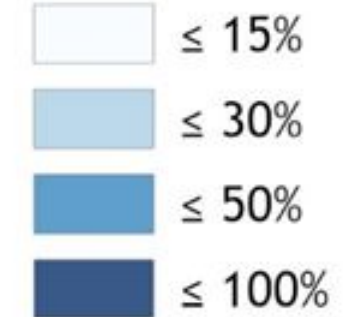
What are we trying to answer?

- Where people are trying to go?
- What transit options are available?
- What services and amenities are people trying to access?
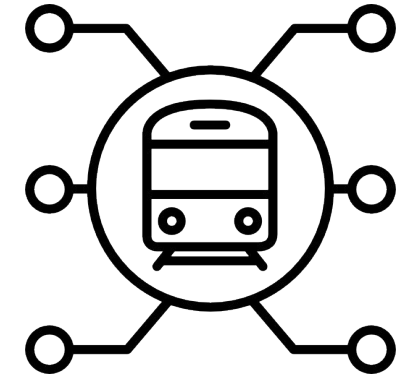
1. **Travel Demand**
   - Demand modeling (+20 mi. trips) and corridor analysis.
2. **Community Access**
   - Identifying areas of the state with and without access transit service.
3. **Transit Network Connectivity**
   - Improve connections between services to better connect the state.
4. **Unmet & Inequitable Need**
   - Support access to transit for transit dependent and disproportionately impacted (CDPHE) communities
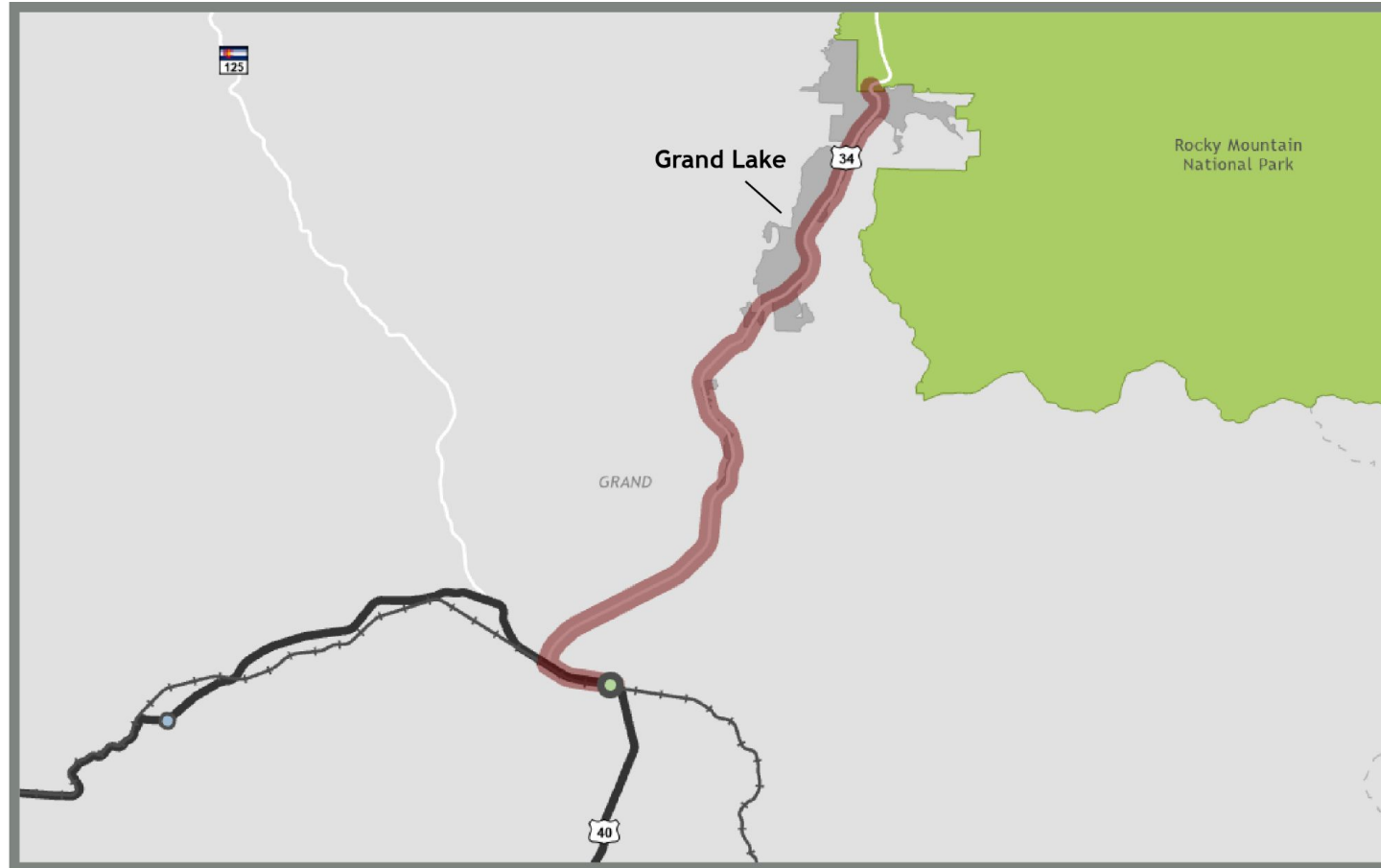
LEGEND

╫ Intercity Passenger Rail

━ Interregional Fixed Route

━ Fixed Route Service Gap

● Connected Services

18
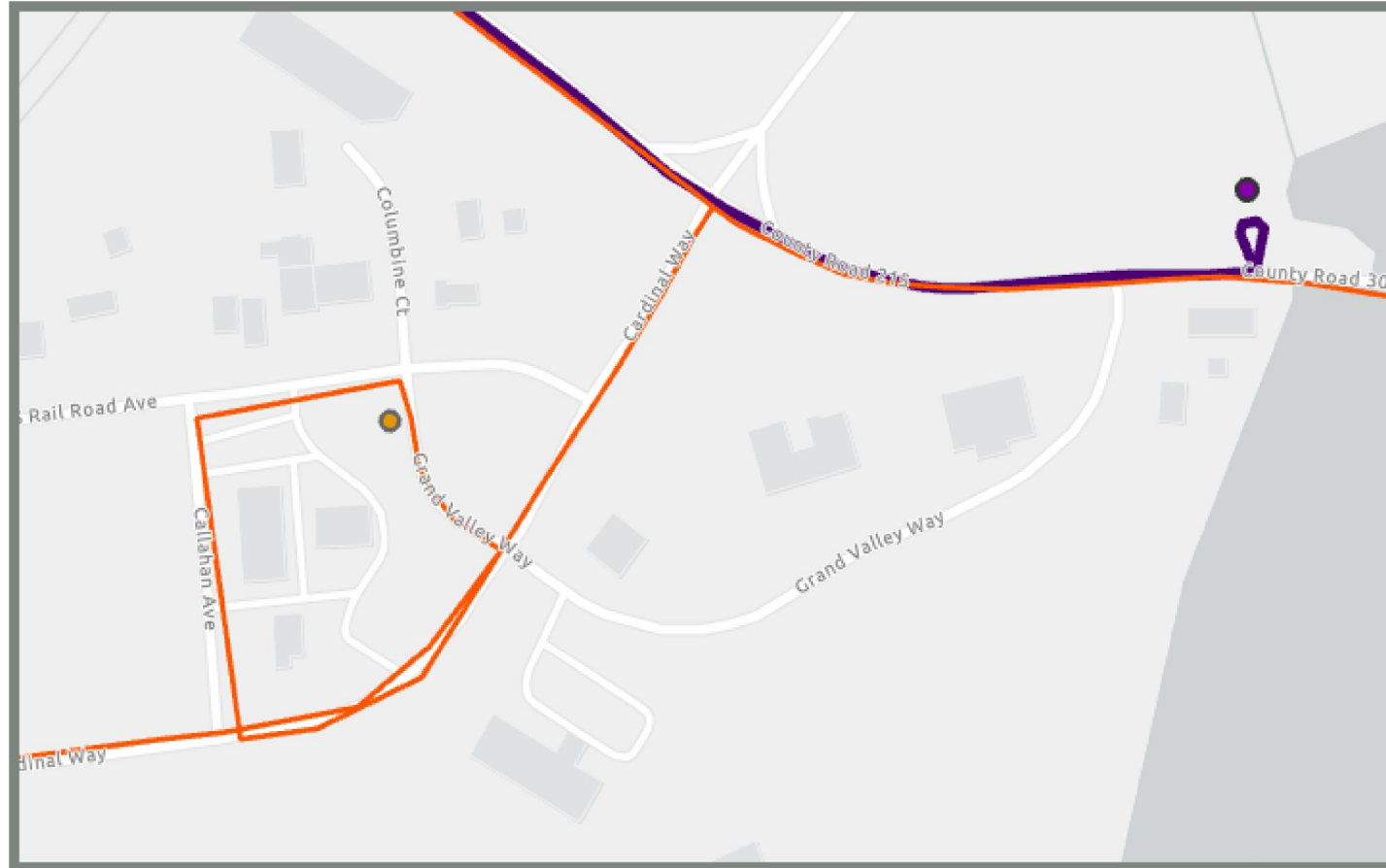
LEGEND
— Bustang Route
— PATS Route
● Bustang Stop
● PATS Stop
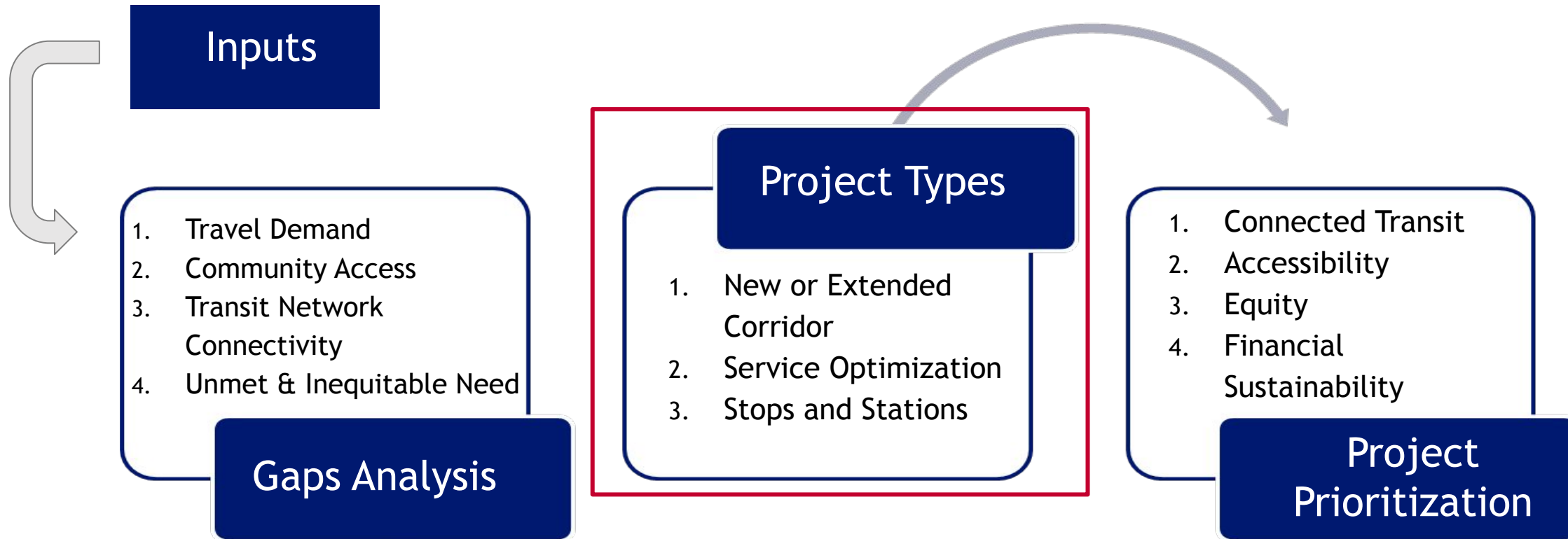
1. New or Extended Service
   a. Interregional fixed route
   b. Regional fixed route
   c. Demand response zone
2. Service Optimization
   a. Frequency change
   b. Timed Transfers
   c. Schedule Change
3. Stops and Stations
   a. Unlinked Transfers
   b. New Market or Activity Center
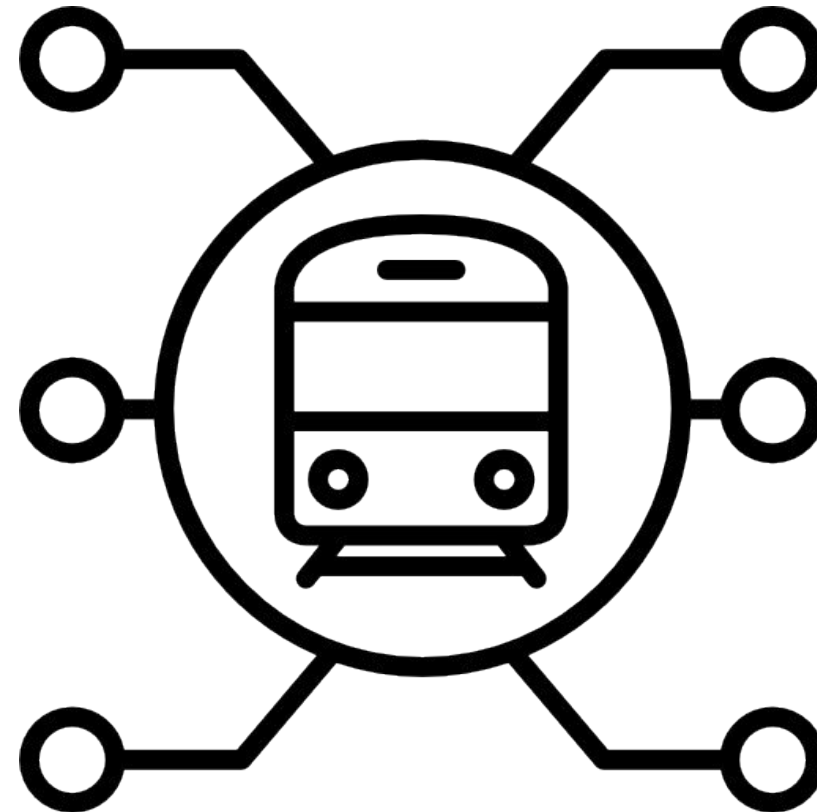
The TCS is a statewide, planning-level study focused on identifying gaps and needs in the public transportation network:

- Opportunities to enhance connectivity, accessibility, and integration
- Highlight network-level benefits.
- Prioritize project-types on their ability to help develop a statewide network.

- Planning-Level
- State-Level Study
- Agency-Neutral
- Flexibility and Network Focused Solutions

Project Scoring and Examples

Inputs

Gaps Analysis
1. Travel Demand
2. Community Access
3. Transit Network Connectivity
4. Unmet & Inequitable Need

Project Types
1. New or Extended Corridor
2. Service Optimization
3. Stops and Stations

Project Prioritization
1. Connected Transit
2. Accessibility
3. Equity
4. Financial Sustainability

Gaps Analysis

Recommendations & Report Development

Final Report
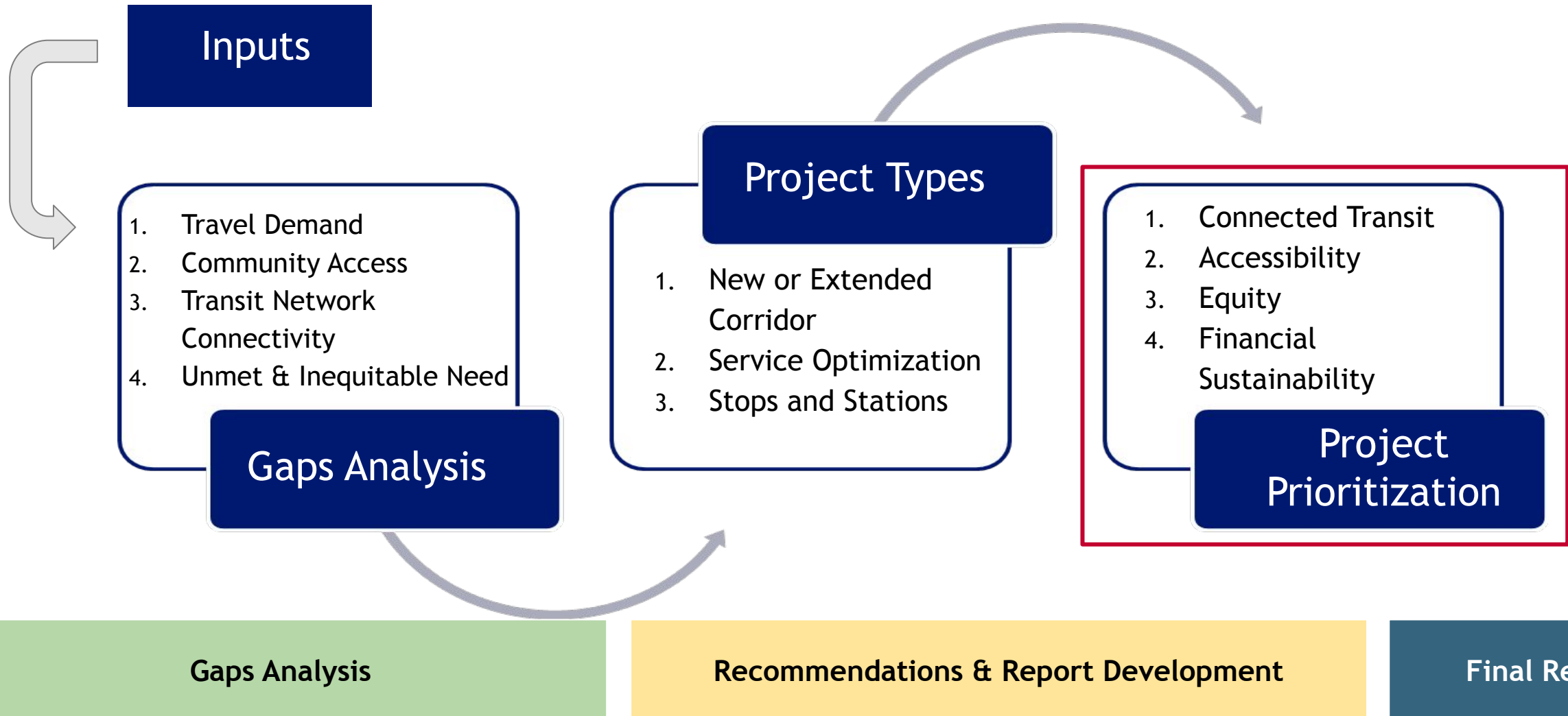
TCS Evaluation Criteria	Summary Description
Transit Network Connections	**Geographical** ● Does the project connect to an existing public transit service? ● Does the project connect two existing nearby transit stops? **Temporal** ● Does the project reduce connecting time between two connecting transit services? ● Does the project provide additional connections between existing services?
Community Access	**Geographical** ● Does the project connect to an unserved activity center? ● Does the project bring additional transit to underserved areas with demand? ● Does the project provide transportation to a population without transit service? **Temporal** ● Does the project extend span of service or align service schedule to provide additional access? ● Does the project improve access to transit via frequency change?
Equity	● Does the project provide access for a DI Community? ● Does the project provide access for a transit dependent population?
Financial Sustainability	● Would the project be eligible under existing funding sources?

Summary Project Types Map

- Validating and further review of identified project types
- Review with stakeholders

Legend:
- ━━━ Regionally Significant
- ━━━ Interregionally Significant
- ◯ Location-based Project Type
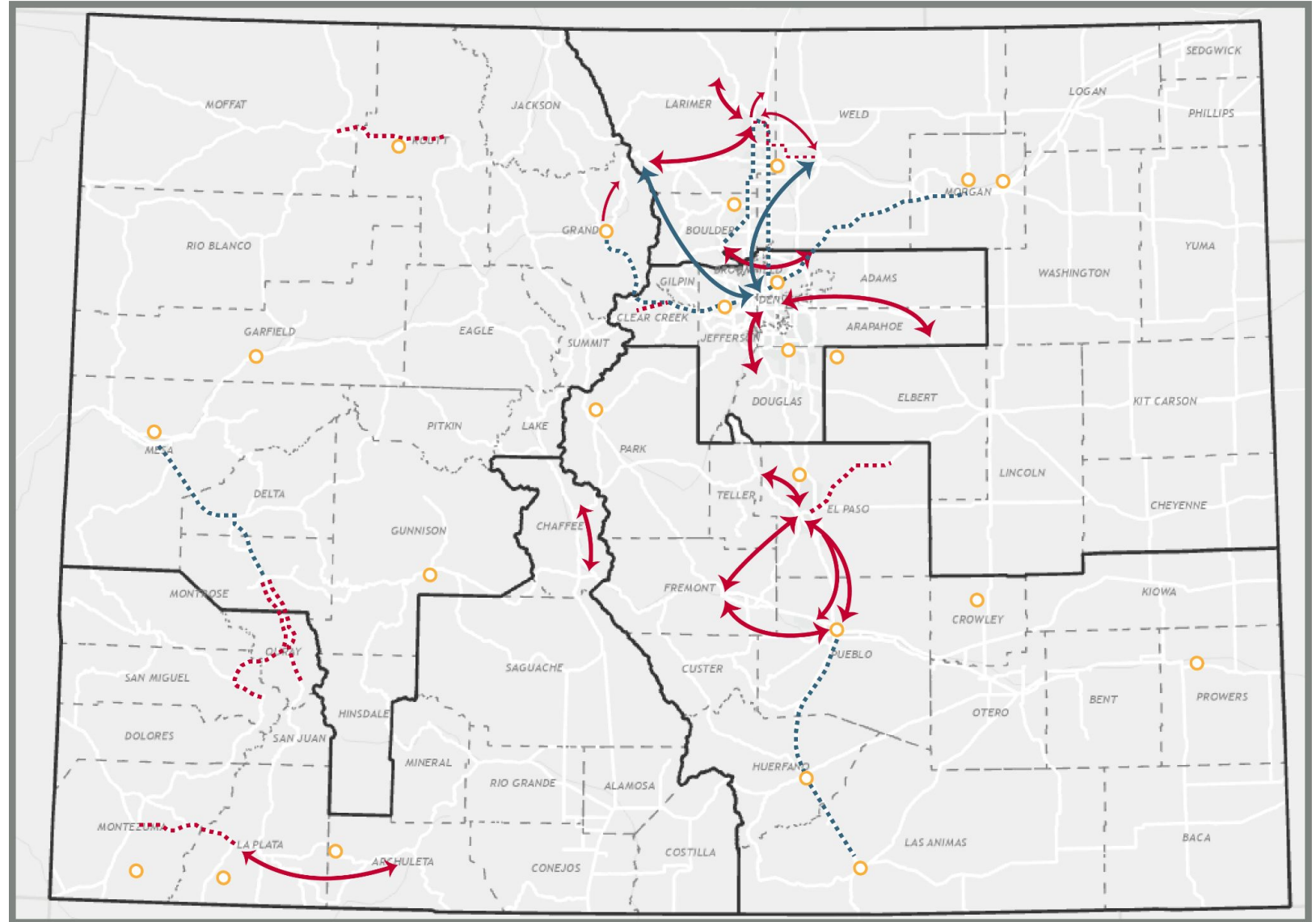
Castle Rock Service Extension

- Castle Rock represents the largest travel demand without access to transit in the state
- Project would connect an unserved urban area and Disproportionately Impacted (DI) communities
- Transit service would address both north and south demand between Castle Rock and metro areas along the Front Range

Trip Overview	Weekday Trips	Weekend Trips
Castle Rock -> Denver	13,331	12,150
Denver -> Castle Rock	12,987	12,445
Castle Rock -> Colorado Springs	5,329	6,337
Colorado Springs -> Castle Rock	5,229	6,279
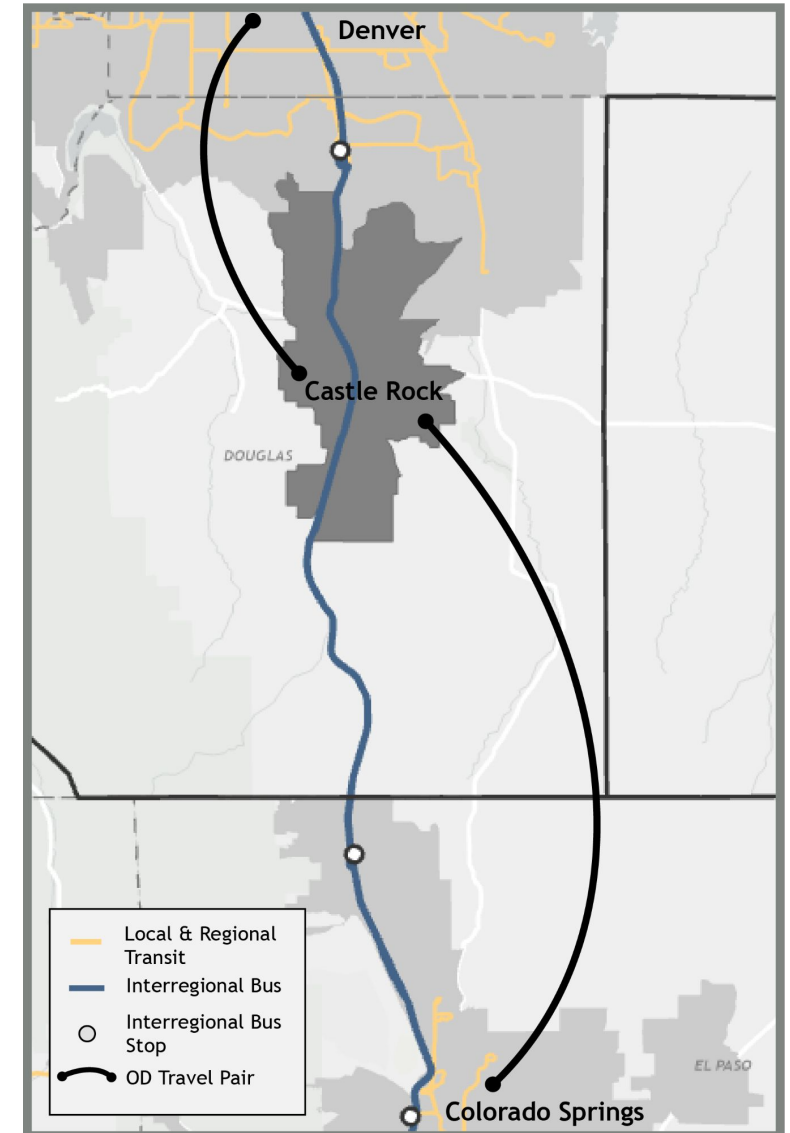
Cañon City to Colorado Springs, US 115 and 50

- Secondary corridor
- No transit service
- Strong unmet travel demand
- Indirect and limited interregional connection from Cañon City to Colorado Springs (1 transfer)

Trip Overview	Weekday Trips per Day	Weekend Trips per Day
Colorado Springs -> Cañon City	2,645	2,753
Cañon City -> Colorado Springs	2,596	2,585

Legend:
- Local Transit
- Regional Bus
- Interregional Bus
- Interregional Bus Stop
- Project Corridor
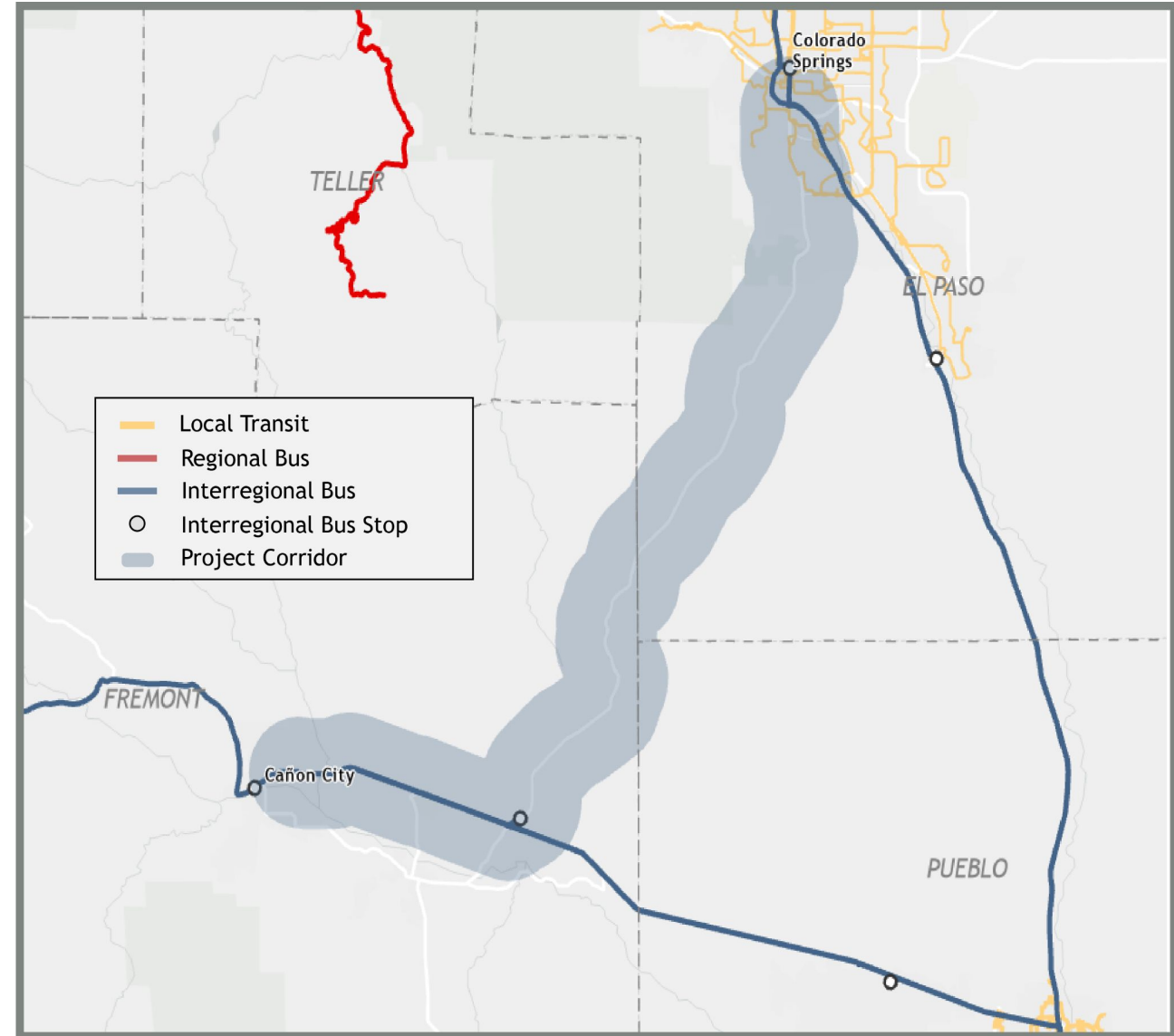
Improve Equitable Access

US 85 Corridor

- Unserved urban areas: Eaton and Fort Lupton
- Primary corridor (54,000 AADT) running parallel demand to I-25 North (97,000 AADT)
- Direct connection for existing and growing demand east of I-25.
- Strong north/south travel relationship to urban areas along corridor

Trip Overview	Weekday Trips per Day	Weekend Trips per Day
Denver -> Greeley	14,123	11,828
Greeley -> Denver	14,376	14,208
Ft Lupton -> Denver	1776	1,509
Ft Lupton -> Greeley	616	446
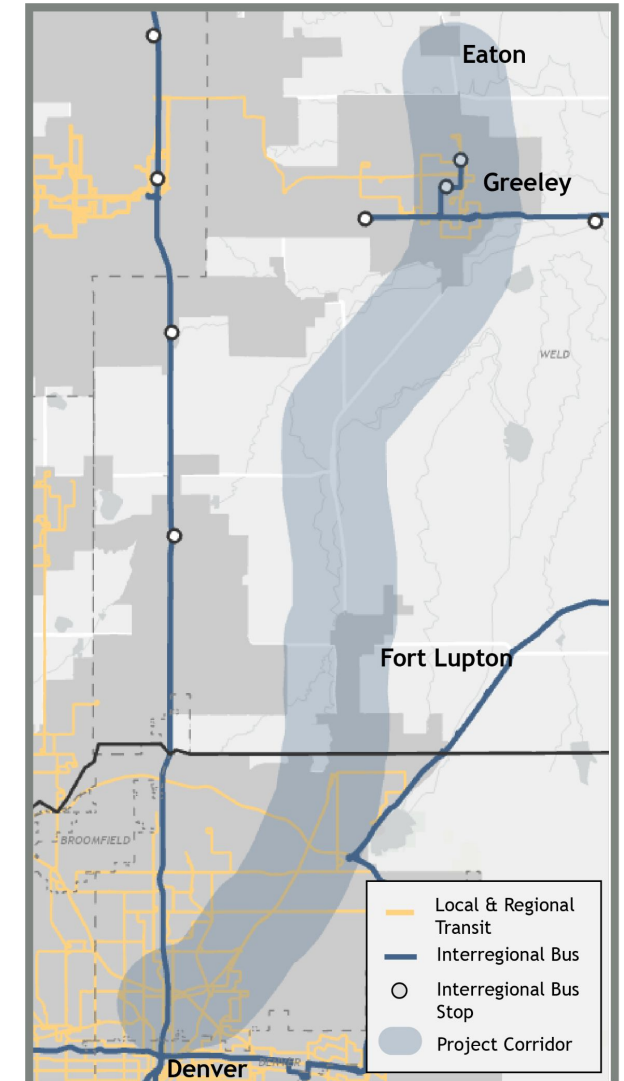
Montrose - Ouray

- Existing service for weekday trips
- Weekend gap in service
- Weekend demand is strong
- Weekend service would further existing community connections along the corridor and help meet weekend demand for service

Trip Overview	Weekday Trips per Day	Weekend Trips per Day
Montrose -> Ouray	2,090	1,696
Ouray -> Montrose	2,139	1,686

Weekday

Weekend
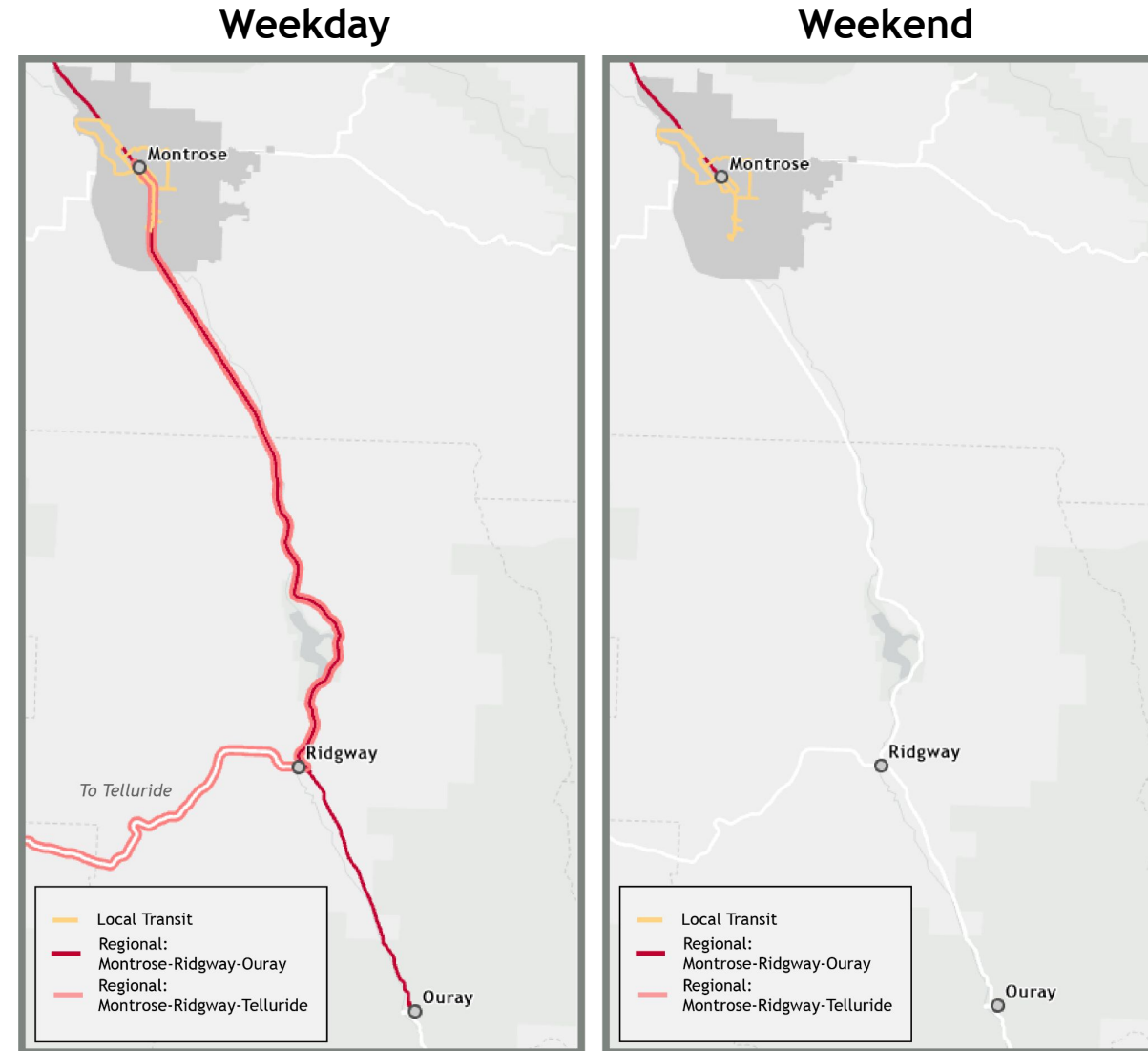
Providing a more connected statewide transit network will improve access, opportunities, and ridership across Colorado's system. The gaps and projects identified provide a starting point to help meet transit needs and build on work being done by CDOT and our partners to build Colorado's statewide transit network.

Project Website

https://www.codot.gov/programs/transit
andrail/transit-connection-study
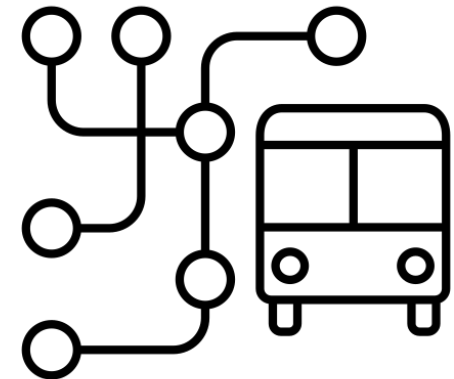
Questions/Comments

paul.desrocher@state.co.us

Questions/Discussion

Regional Transit 2.0

Better options = bigger impact

AUGUST 20, 2025
Tanya Allen, Core Transit Executive Director
tanya.allen@coretransit.org

CORE TRANSIT

Today's Presentation

1. About Core Transit
2. Our service and our community
3. Our 10 Year Plan
4. Community and safety impacts

About Core Transit

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

Eagle

Avon

Vail

Unincorporated Eagle County

Beaver Creek

Minturn

Red Cliff

Gypsum and Leadville aren't RTA members now but can join later. They'll keep getting the same levels of service provided by ECO Transit, funded by the original countywide sales tax.

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.

Today's system

DOTSERO
Gypsum Park and Ride
Chambers Park and Ride
Eagle County Airport
GYPSUM
EAGLE
Highway 6
Miller Ranch and Freedom Park
EDWARDS
BEAVER CREEK
I-70
AVON
Avon Station
VAIL
Vail Transportation Center
Forest Service Park and Ride
MINTURN
RED CLIFF
Redcliff - Intown
LEADVILLE
Leadville Park and Ride

ROUTE
— Valley
— Highway 6
— Minturn
— Leadville
— Vail / Beaver Creek Express

STOPS
Major Transit Stop
Transit Stop

Revenue sources

Core Transit's budget is comprised of three main revenue groups:

Sales tax: The .5% Core Transit sales tax and the .5% Mass Transit Sales Tax (ECO). This makes up 94% of revenues/approximately $24m/year.

Fee for Service: This is comprised of fare collection, and contracted service. This makes up approximately 2% of revenues/$500k/year.

Grant Revenue: Core Transit is eligible for grants from multiple agencies, mainly from CDOT, CASTA and the FTA. This makes up 2% of revenues/$500k/year.

Who we serve

1. 1.4 million riders in 2024; almost 2 million in the preceding 12-months

2. Workforce, visitors, students, second homeowners, seniors

3. 29.5% Latino/a, 16.9% foreign-born, 26.5% speak a language other than English at home

4. High housing costs/long commutes

5. 7.2% persons in poverty

Off to a good start

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
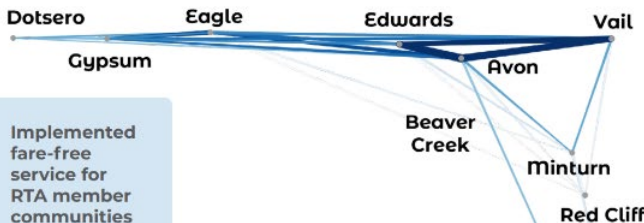
Implemented fare-free service for RTA member communities

Doubled the hours of service to Minturn

Increased round-trips to Red Cliff from 1 to 3

Increased rountrips to Leadville from 2 to 4

Dotsero · Eagle · Edwards · Vail · Gypsum · Avon · Beaver Creek · Minturn · Red Cliff · Leadville

Average Daily Home-to-Work Travel

— Lowest number of trips (<17)

— Highest number of trips (470 - 1,070)
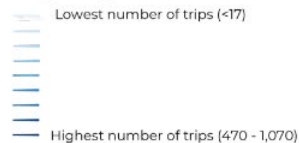
Data: US Census, 2021

Core Transit Year-1 YOY Ridership Comparison

System Ridership

2023-24	1,507,914
2024-25 (Year-1)	1,961,694
YOY Change	+30%

Growth Drivers

- **Fare Free Service** (May 2024)

- **Expanded Service** (ridership increases outperforming revenue hour increases)

- **Service Quality** (on time performance, customer service, communications)

Context

- In 2024, national bus ridership grew 9.24%

Core Transit Year-1 YOY Ridership Comparison

	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July
2023-2024	96,893	91,161	88,598	112,681	188,793	181,249	173,825	172,229	94,284	71,000	107,132	129,152
2024-2025	131,742	121,210	106,536	116,384	235,940	254,587	244,051	242,720	130,971	108,970	127,354	140,322
Difference	36%	33%	20%	3%	25%	40%	40%	41%	39%	53%	19%	9%

Legend: ■ 2023-2024 ■ 2024-2025 Difference

10-year planning process

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

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.

Routes		Frequency
	Valley Local	30 mins
	Valley Express	30 mins
	Lake Creek - Vail Express	30 mins
	Lake Creek - Vail Local	30 mins
	Avon-Vail Local	30 mins
	Minturn	60 mins
	Leadville	4 trips/day
	Vail-Beaver Creek Express	20-30 mins

Frequency is how often a bus arrives at a stop along the route. If a route has 30-minute frequency, it may stop at 8 AM, 8:30 AM, 9 AM, etc.

Maps/distances not to scale

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

30-50% ⬆
Forecasted increase in ridership from planned improvements

45% ⬆
Increase in service over the next 10 years

Increase in Transit Service by Phase

Vehicle Revenue Hours

	2022 2023	2023 2024	2024 2025	Phase 1	Phase 2	Phase 3
Winter	172	211	252	271	298	367
Summer	132	209	229	239	266	335

RTA ballot passed

■ Winter
■ Summer

Community and safety impacts

1. Increasing youth mobility/improving mental health

2. Options to avoid impaired driving

3. An alternative to winter driving (driver skills/vehicle condition)

4. Roundabouts, rules of the road, and congestion reduction