

VAIL TOWN COUNCIL MEETING

Evening Session Agenda

Vail Town Council Chambers and virtually by Zoom.
Zoom meeting link:



6:00 PM, February 17, 2026

Notes:

Times of items are approximate, subject to change, and cannot be relied upon to determine what time Council will consider an item.

Public comment will be taken on each agenda item.

Public participation offers an opportunity for attendees to express opinions or ask questions regarding town services, policies or other matters of community concern that are not on the agenda. Please keep comments to three minutes; time limits established are to provide efficiency in the conduct of the meeting and to allow equal opportunity for everyone wishing to speak.

1. Call to Order

2. Public Participation (6:00pm)

2.1 Public Participation (10 min.)

[Public Participation.pdf](#)

3. Any action as a result of Executive Session

4. Consent Agenda (6:10pm)

4.1 Resolution 3, Series of 2026, a Resolution of the Vail Town Council approving an intergovernmental agreement between the Town of Vail and the State of Colorado Energy Office

Approve, approve with amendments, or deny application for grant funding for Geothermal Energy, and authorize the Town Manager to sign Intergovernmental Agreement with the State of Colorado.

Background: This Intergovernmental Agreement allows the Town of Vail to take advantage of the \$1.78M competitive award from the State of Colorado for the Town's geothermal energy project at the Vail Public Library.

[CEO GETCO IGA Council Memo_.pdf](#)

[Resolution No 3 Series of 2026.pdf](#)

[TownofVail_\(Intergovernmental\)Cycle 3_GETCO_Tax Credit Agreement Final \(1\).pdf](#)

5. Presentation/Discussion (6:10pm)

5.1 Dobson Art Selection Update (6:10pm)

20 min.

Listen to presentation and provide feedback.

Presenter(s): Molly Eppard, Art In Public Places

Background: Dobson Arena Art Selection Committee update and results of Request for Proposals.

[Council_Memo_2_17_26.pdf](#)

5.2 Main Vail Pedestrian Improvements Design Update (6:30pm) 20 min.

Listen to presentation and provide feedback.

Presenter(s): Chad Salli, Town Engineer

Background: The Town of Vail is currently in the design phase for sidewalk improvements at the Vail Town Center interchange to provide pedestrian connectivity and safety improvements for pedestrians traveling between the North and South Frontage Roads. \$3 million for construction is currently shown in year 2027. The purpose of this discussion is to review options moving forward.

[Council Memo 2-17-26.pdf](#)

6. Action Item (6:50pm)

6.1 Enhanced Summer Transit Service Approval (6:50pm) 15 min.

Approve, approve with amendments, or defer the Summer Transit Enhancement program.

Presenter(s): Tom Kassmel, Director of Public Works and Transportation

Background: The Town of Vail completed the Transit Route Optimization Plan last summer which identified transit enhancements to meet the current/future transit needs and to encourage transit use. Staff is looking for direction to implement or defer these improvements starting this summer.

[Council Memo 2-17-26_EnhancedTransitOptions.docx](#)

[Route Optimization_TC_Presentation_2-17-2026.pptx](#)

[Vail Transit Route Optimization Plan Final Report_withAppendix.pdf](#)

7. Public Hearing (7:05pm)

7.1 Ordinance No. 2, Series of 2026, Second Reading, An Ordinance Amending Title 14 of the Vail Town Code to Prohibit the Installation of Nonfunctional Turf, Nonfunctional Artificial Turf, and Invasive Plant Species (7:05pm) 5 min.

Approve, approve with amendments, or deny Ordinance No. 2, Series of 2026 upon second reading.

Presenter(s): Pete Wadden, Watershed Health Specialist

Background: During the 2024 session, the Colorado state legislature adopted SB 24-005, "Concerning the conservation of water in the state through the prohibition of certain landscaping practices." The bill requires municipalities to amend their codes to prohibit the installation of new, non-functional turfgrass by the beginning of 2026.

Presenter(s): Pete Wadden, Watershed Health Specialist

Background: During the 2024 session, the Colorado state legislature adopted SB 24-005, "Concerning the conservation of water in the state through the prohibition of certain landscaping practices." The bill requires municipalities to amend their codes to prohibit the installation of new, non-functional turfgrass by the beginning of 2026.

[Ordinance No 2 Series of 2026 020326.pdf](#)

[SB24005NonfunctionalTurfPresentationTC02032026.pdf](#)

[SB2024a_005_signed-act.pdf](#)

8. Adjournment 7:10pm (estimate)

Meeting agendas and materials can be accessed prior to meeting day on the Town of Vail website www.vail.gov. All Town Council meetings will be streamed live by High Five Access Media and available for public viewing as the meeting is happening. The meeting videos are also posted to High Five Access Media website the week following meeting day, www.highfivemedia.org.

Please call 970-479-2460 for additional information. Sign language interpretation is available upon request with 48 hour notification dial 711.

Item Cover Page

VAIL TOWN COUNCIL AGENDA ITEM REPORT

DATE: February 17, 2026

SUBMITTED BY: Stephanie Bibbens, Town Manager

ITEM TYPE: Citizen Participation

AGENDA SECTION: **Public Participation (6:00pm)**

SUBJECT: **Public Participation (10 min.)**

SUGGESTED ACTION:

ATTACHMENTS:
[Public Participation.pdf](#)

From: [Ethan Sobol](#)
To: [Public Input Town Council](#)
Subject: Public Input 2/16
Date: Monday, February 16, 2026 3:52:21 PM
Attachments: [apple-touch-icon-114x114-precomposed.png](#)

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Hello,

[Automated Speed Enforcement Program](#) has been launched in Vail. For more updates and announcements, please refer to the link provided:

vail.gov



The posting states that the system's operational data and financial performance will be reviewed after three months to ensure accountability and transparency.

Since we're nearing the three-month mark, I'm curious to know if there is/was any update on the Dacra Tech/ALPR cameras and the town's plans for their future usage as from searching for a similar announcement I have not seen any followup.

Additionally, I'd like to know if the raw data and the subsequent evaluation done will be/were made available to the public.

Although I understand seeking a response in this forum may not necessarily guarantee a direct answer, as it merely represents the council's commitment to consider public statements, these are the things that I have been thinking about either way.

Concerned citizen and sometimes an Eagle-Vail resident
- Ethan Sobol

From: [Linda Sage](#)
To: [Council Dist List](#)
Subject: Concert hall plaza development
Date: Saturday, February 7, 2026 3:15:29 PM

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hi!

Let me begin by saying that we appreciate all the work you have done for the town of Vail for the last 34 years we have owned property here. We love Vail and consider us to be very fortunate in owning what we look at as our little piece of heaven.

I wanted to know since my inquiry with Matt Jeanette that there will be another public meeting on the concert hall plaza development whether or not you **considered eliminating the stairs on both sides and having restaurants and shops on ground floor with condos above them as is the case in most of Lionshead. It would be a win win situation! Taxes for town from condos, shops and restaurants. Of course the town might still want to consider that the height of building should be from ground level and not the top of stairs or else its height might create a real eyesore and also might open up the possibility of other condos changing their heights and adding floors.**

I also found the following online which you might want to consider in this development and others in the future.

Tools a town already has (or could adopt)

- **Zoning and height limits:** The town can cap building height, floor area, and lot coverage, which can indirectly protect views and reduce massing, as long as those rules are in place before approvals are final.[nolo]
- **View protection or scenic ordinances:** Some cities adopt “view protection” or “view corridor” ordinances that require design changes or lower height where a project would significantly impair defined public views; these have been upheld when clearly drafted and fairly applied.[doc.arcgis +2]
- **Design review/site plan review:** Many codes let a planning board deny or condition projects that cause “significant visual impact” or are inconsistent with community design goals (for example, preserving open space or view corridors).[denver.prelive.opencities +1]
- **Historic or special districts:** If the restaurant or area is historically or culturally important, a historic district or special overlay can impose extra protections or demolition controls.[denver.prelive.opencities]

Process and community actions

- **Attend planning and zoning hearings:** Neighbors and business owners should submit written comments and testify at planning board, zoning board, and council meetings where rezonings, variances, and site plans are decided. Public opposition sometimes leads to height reductions, step-backs, or redesigns.[reddit +1]
- **Demand full visual and environmental analysis:** Where state law allows (for example via environmental review statutes), residents can insist on visual impact studies, viewshed analyses, and alternatives that reduce harm to scenic views and local businesses. [journals.library.wustl +1]

- **Negotiate conditions:** Even if the project is generally allowed, officials can often require setbacks, height step-downs, view corridors, landscaping, or preservation of pedestrian access that softens the impact.[law.justia +1]

And finally, in my hometown, the developer did something for the town- such as grandfathering the rent of previous renters which might be the case for the long loved restaurant like The Little Diner. It does not have to be a one way negotiation where the developer does nothing for the town.

Thank you for your work and consideration.

**Linda Sage, Community Host and Lover of Vail
914-325-6492**

Sent from my iPhone

From: [Linda Sage](#)
To: rforest@vailgov.com; [Public Input Town Council](#); [Travis Coggin](#)
Subject: Concerns from a Vail resident
Date: Sunday, February 15, 2026 10:47:04 PM

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Hi!

I so appreciate the work and effort you have put in for the town of Vail. However, I have concerns over the latest development plans of the Concert Hall Plaza.

We have been fortunate to have owned our home in the Landmark for 34 years and also fortunate that our condo is on the 6th floor opposite the Arrabelle and will not have its magnificent mountain views affected by any development in the Concert Hall Plaza.

But, we have been through this expansion by developers before now.

We live in a small town in Westchester County just north of New York City and faced similar demands from developers. They wanted to take the old down, build the new, which of course sounds initially great, but then offered nothing for the community, other than lots and lots of traffic.

But in our town though we couldn't stop developers totally, some new townhomes were scaled down to 72 from 270, and it was developers who re-paved the sidewalks and put up beautiful street lights to beautify our downtown.

Thus, my reason for contacting you and hoping you might listen. Bottom line the current plans for the concert hall plaza only benefit the developers and add little value to our community.

If I am wrong I certainly would like to know. How exactly have these developers helped our community and our visitors other than removing an old building and replacing it with another? This developer will be cutting off sunlight to nearby neighbors, removing their spectacular mountain views, hurting their property values and shutting down several businesses and restaurants, like the Little Diner, that have been enjoyed by residents and visitors for many years. Is this really something they can legally do if not approved by you?

Yes, they will be paying taxes but you can get taxes from the developer and these businesses as well if you make a couple of changes in their plans which you should have the legal right to do.

Why not take the stairs down, keep a corridor to the bus pick up, have the current stores and restaurants grandfathered in at the current rent and have the condos built over them.

Aren't having condos above stores and restaurants in Lionshead the norm. Why change this norm for this developer? Shouldn't they be adjusting their development to the Lionshead norm?

In fact, if they are doing this to the detriment of neighbors, why not make them pay for the cost of removal of the stairs and a new foundation to get the town's approval? Afterall, this is a development that will be making them thousands of dollars, right? And—Why not help neighbors by starting the measurement of height permitted to begin at the ground level, thus helping some current neighbors with sunlight and views as well as preventing future developers from going higher. And finally and most importantly, why not help all these small businesses stay in business?

The current plans for the concert hall plaza can be changed to benefit the developers and still add value to the community.

Please consider my concerns and possible solutions. I would appreciate hearing from someone from the town to address them.

Thank you for your assistance.

Linda Sage, community host and concerned citizen of Vail
914-325/6482

Sent from my iPhone

From: [Amy Haling](#)
To: [Public Input Town Council](#)
Subject: Blu Cow
Date: Tuesday, February 3, 2026 8:05:24 PM

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Hello

For many years, starting as a kid, I would vacation in Colorado. Other than the natural beauty the thing I loved were all the unique and quaint small businesses that sealed the mountain town feel because that IS a mountain town, not just a feeling but what it truly is about which is community. My whole life I have wanted to live in Colorado and finally, two years ago when my youngest daughter graduated college we did just that. Finally out here and proud to say that I am a Coloradan. While the mountains are amazing and still hold that wonderful beauty, sadly when I drive through these once little mountain towns, the feeling is gone. No longer do you see thriving unique diners and souvenir shops and small affordable cabins to rent or a place to pop a tent that is still rugged and raw, no what you see and what you feel are the exact things that you leave behind when you come to the mountains. You yearn for the simpler things, the places that know you and remember you. The places you sit down and look for the signatures on the wall from years ago. There is nothing “feel good” about corporate anything. It’s greed and it’s steel and it’s cold. I’m not in Colorado to sit at a wealthy table, I could do that in any other state or in a city. I want that small town vibe, the community that makes it Colorado. Running small businesses out like the Blu Cow that are trademarks of Vail, or what Vail used to be is sad, and it is ruining Vail. By allowing Corporations to own the town, own almost all the housing, jacks up the rent to a price that no individual can afford anymore, and to what cost? To what price? To kill the very thing that brought families here to open these businesses in the first place. People don’t come here to sit in luxury. The luxury is in the experience of these small shops where home and community is shared. Vail, along with so many small town in Colorado was a feel good place. You are hard pressed to even be able to find a place to park in these towns anymore and sadly, I’m not even going to visit these once small quaint towns because that feeling is just gone. Knowing there are but a few landmark places I can still go and support and get that old Colorado feeling again is just everything to me. Do you know what other towns say? They are saying , “we do not ever want to be Vail”. So as much as I’m seeing it in other towns, Vail is by far the worst. Have you not seen the stickers that say, “Vuck Fail” or “Vail Failing”??? Please I beg of you do not watch another small business fall prey to Vail failing. It just isn’t right. The rich playground will only last while it’s shiny, the rich and the privileged that are not there for the beauty and the community will tire of their toys quickly. And when they leave and move on to the next shining hot spot, and you have driven away all the foundation, the community that was the heart of Vail, there will be nothing left but dried up emptiness. That will be a very sad day. Please rethink the decisions that, you, the town council are making that will create this brown hole on the earth when no life remains. Colorado has so many cool ghost mining towns with amazing and tragic tales. Learn from those, because no one will come visit empty condos and what were once fancy dining establishments or chains that are not unique.

Don’t ruin the things that made Vail amazing, embrace these establishments. It’s too late to not let corporations in, but it’s not too late to creat affordable rent and affordable taxes for these original small businesses that are the true heart and soul of

Vail.

Concerned resident of Colorado
Amy Haling

From: [Amanda Zinn](#)
To: [Public Input Town Council](#)
Cc: [Info](#)
Subject: Fw: Blu Cow
Date: Wednesday, February 4, 2026 11:40:26 AM
Attachments: [Outlook-oicaskfp.png](#)
[Outlook-gqawtedz.png](#)
[Outlook-lm3amqcg.png](#)

Please see email below, thanks

Amanda Zinn
Welcome Centers and Host Programs Manager



75 S. Frontage Road W.
Vail, Colorado 81657
970.477.3520
970.376.1754 cell
[DiscoverVail.com](#)
[Vail.gov](#)



From: Allyson Green <allysongreen@me.com>
Sent: Tuesday, February 3, 2026 7:20 PM
To: Info <info@vailgov.com>
Subject: Blu Cow

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To whom it may concern,

I am writing as a long-time admirer of Vail's unique Tyrolean charm and close-knit community. Establishments like the Blue Cow and Red Lion have been cherished gathering places for locals and visitors alike, contributing warmth, character, and a sense of tradition that is hard to replace.

I urge the board to take every measure to support and preserve these iconic small businesses so they may continue to operate for many years to come.

Maintaining Vail's authentic feel and heritage is vital, and ensuring that beloved establishments like these thrive is central to that mission.

Thank you for your attention and for your continued commitment to keeping Vail's spirit alive.

With sincere appreciation,

Allyson Green

Rowayton CT

Sent from my iPhone

From: [Madison Salter](#)
To: [Public Input Town Council](#)
Subject: Save the Red lion
Date: Tuesday, February 3, 2026 7:22:18 PM

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Dear Town of Vail Officials,

I am writing to express my deep sadness and concern regarding the closure of the Red Lion. For many of us, the Red Lion is far more than a bar or restaurant, it is a place we consider historically significant and deeply woven into the identity of Vail.

I have been coming to Vail since I was three years old, and the Red Lion has been a constant presence throughout my life here. It holds countless memories for me and for so many others after long ski days, during holidays, and while celebrating milestones with family and friends. It has always been a gathering place where locals and visitors connect.

When I recommend Vail to others, I don't just talk about skiing. I talk about the full experience; the culture, the sense of community, and the après-ski scene. The Red Lion has long been central to that experience. Many of us view it as a historic part of Vail, a place that helped define what makes this town special and distinct from anywhere else.

While I understand that towns must grow and evolve, losing a place with such historical and cultural importance feels like losing a piece of Vail's soul. Once a landmark like this is gone, it cannot truly be replaced.

I respectfully ask that the Town of Vail consider the Red Lion's significance to the community and explore any possible ways to preserve it or honor its legacy in a meaningful and lasting way.

Thank you for your time and consideration.

Sincerely,
A lifelong visitor and supporter of Vail
Madison salter

From: [Rob Weiner](#)
To: [Public Input Town Council](#)
Subject: Save the Red Lion
Date: Wednesday, February 4, 2026 4:41:02 PM

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I'm writing to implore the Vail town council to consider the importance of this business to the history and culture of Vail. This restaurant is also a treasured personally

From: [Jennifer Tytel](#)
To: [Public Input Town Council](#)
Subject: Save the Red Lion
Date: Thursday, February 5, 2026 12:17:49 PM

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Good afternoon,

I have been a homeowner in Vail Village for about 30 years now and am writing to help save the Red Lion. It has been an integral part of the village culture and history. Please consider saving the Red Lion for the good of the village we all hold so dear.

Sincerely,
Jennifer Tytel

From: [lauren berg](#)
To: [Public Input Town Council](#)
Subject: Protecting a Vail Cornerstone: The Future of The Red Lion
Date: Thursday, February 5, 2026 7:36:14 PM

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To the Members of the Vail Town Council,

My name is Lauren, and I am writing to you today to urge a deep and sincere consideration of what The Red Lion means to the fabric of our community. As Vail continues to evolve, we risk losing the very landmarks that define our identity. The Red Lion is not just a business; it is a living archive of Vail's history and a cornerstone of the mountain experience that must be preserved exactly as it is.

A Legacy Spanning Generations

My connection to this establishment is deeply personal and reflects the experience of many Vail families. My mother lived in Vail from 1985 to 1992, and some of her fondest memories of the "Golden Era" of the village centered around the community in the village and at The Red Lion. Growing up, that tradition was passed down to me; it was the inevitable, joyful destination after every day spent on the mountain.

More Than Just A Landmark

Having lived in Vail for the past two years, I have seen firsthand how few places remain that cater so authentically to the locals and returning visitors alike. Though I am currently away at law school, my first stop upon returning to the mountains is always The Red Lion. I take pride in bringing friends and family there because it represents the "real" Vail: high-energy and welcoming.

Preserving Our Community Identity

The Red Lion is iconic. It serves the very community that cherishes it, providing a sense of continuity in a town that is rapidly changing. We must ensure that the "Vail way of life" isn't polished away in favor of new developments that lack the soul and history of Bridge Street's most famous porch.

I demand that the Council gives real weight to the cultural and emotional significance of this establishment. Please protect the soul of our village by ensuring The Red Lion remains the cherished community hub it has been for over sixty years.

Sincerely,

Lauren B.P.

From: [Molly Strenk](#)
To: [Public Input Town Council](#)
Subject: New Red Lion Plan
Date: Friday, February 6, 2026 6:15:07 PM

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Please do not go through with this proposed plan. The Red Lion is a dear place to my family and losing it to RE development would be a travesty.

It makes VV so unique and special. By tearing it down, you are wiping away generations of memories.

Molly

From: [Mooz, Charles](#)
To: [Public Input Town Council](#)
Subject: Save Red Lion
Date: Friday, February 6, 2026 8:30:23 PM

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To whom it may concern, Red Lion is as integral a part of Vail as skiing is to the mountain. I have been an epic pass holder in Vail for the past 14 years. From pass inception, as a family vacationing in Vail I have been going to Red Lion for a variety of reasons. First it was family dinners, since it has been with friends to enjoy time off the slopes. Every time the same common denominator after a day on the mountain has been Red Lion. To remove them would be a travesty and would remove a piece of Vail history. I would strongly advocate to keep Red Lion in place.

Charley Mooz | NEWMARK

m: [832.693.8070](tel:832.693.8070) | e: charles.mooz@nmrk.com

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From: [Danny Athenour](#)
To: [Public Input Town Council](#)
Subject: Red Lion
Date: Friday, February 6, 2026 8:46:53 PM

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Dear Members of the Vail City Council,

I write simply to acknowledge the Red Lion—not just as a bar, but as a vital piece of Vail’s social infrastructure.

It is where skiers thaw out, friendships deepen, music gets louder than intended, and memories are made (and occasionally misremembered). Yes, there is revelry. Yes, there is singing by people who should not be singing. But there is also community, tradition, and a shared joy that feels uniquely Vail.

When the lifts stop spinning, the Red Lion keeps the town alive—one pint, one song, and one questionable dance move at a time.

Thank you for protecting a place that has given so many of us great nights, great friends, and just enough stories to last a lifetime.

Respectfully,
Daniel Athenour

Sent from my iPhone

From: [Scott Boultinghouse](#)
To: [Public Input Town Council](#)
Subject: Red Lion and Little Diner
Date: Saturday, February 7, 2026 10:56:17 AM

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I have been coming to Vail for 20 years. These are both iconic establishments. It is just part of the experience of coming to visit.

I understand that there are proposals that would end both of these restaurants. I would urge consideration to the owners of both restaurants and their longtime commitments to the Town of Vail.

I see high end retail come and go in some spaces currently. Is that what is really needed? If so, that is fine, but a way to preserve these locations is important. Part of Vail's identity are the establishments that people love going to. If you take those away, you chip away at what makes Vail special.

I have not kept up on recent developments concerning the Little Diner, however, the current proposal on the redesigned restaurant where the Red Lion is located by Red Lion LLC (which is more insulting) doesn't work.

There is more money to be made by supporting the businesses that make Vail what it is. Change is inevitable, but these changes are not in the best interest of Vail when you destroy the very institutions that make your identity. High end shops are everywhere, and they come and go. Invest in things that keep your identity intact while improving what needs to be fixed or bettered.

Just thoughts from a long time visitor. I chose to come to Vail for the places I enjoy. Retail space is not one of them.

Thank you, Scott Boultinghouse

Sent from my iPhone

From: [Joaquin Castillo](#)
To: [Public Input Town Council](#)
Subject: Save the Red Lion
Date: Saturday, February 7, 2026 12:12:04 PM

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Please don't remove the Red Lion. It's a great place to eat and organize family lunches. I've been eating at the Red Lion for more than a decade and hope to continue eating there. It's great place to eat after skiing or Mountain biking because of how close it is to the Mountain.

Please let the Red Lion continue doing what it's great at.

From: [Mike Hollingsed](#)
To: [Public Input Town Council](#)
Subject: Please act now to save the Red Lion
Date: Saturday, February 7, 2026 1:19:05 PM

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I am writing you to support the preservation of the red lion. I've been coming to this location for years and it's the lifeblood of the village. As far as I am concerned there is no Vail without this restaurant and all of its history in the valley. Please save the Red Lion before it's too late.

Michael Hollingsed
Breckenridge, CO

Sent from my iphone

From: [Scott Hollingsed](#)
To: [Public Input Town Council](#)
Subject: Save the Red Lion Please
Date: Saturday, February 7, 2026 1:20:08 PM

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To whom it may concern,

My family and I have been coming to the Red Lion since the winter of 1999. It is part of the history of Vail. Please do whatever you can to save the restaurant. No one wants high-end fashion shops on Bridge Street. The restaurant is historic and represents the spirit of the Vail community.

I am available for further comments or questions if necessary.

Thanks,
Scott Hollingsed
303-809-8975

From: [Taylor Trachtenberg](#)
To: [Public Input Town Council](#)
Subject: Support for Preserving the Red Lion as a Community Institution
Date: Saturday, February 7, 2026 2:47:06 PM

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Dear Members of the Vail Town Council,

I am writing as a local resident and someone who both lives and works in this community to express my strong support for preserving the Red Lion as it exists today and preventing it from being replaced by luxury retail.

The Red Lion is not just a bar — it is a cornerstone of Vail’s history and culture. Established in 1962, it has been part of this town since its earliest days. Many people don’t realize it first served as a healthcare center, which makes its roots even more deeply tied to the wellbeing of this community. Over the decades, it has evolved into one of the few remaining spaces where locals, seasonal workers, and visitors genuinely mix — not as consumers, but as people.

I work for both Vail Health and Vail Resorts, and I see every day how essential community gathering spaces are for the people who keep this town running. The Red Lion is where friendships are formed, traditions are upheld, and the soul of Vail still feels intact. Losing it to luxury shopping would be devastating — not just personally, but culturally. Vail already has no shortage of high-end retail; what we are losing, piece by piece, are the places that make this town feel like home.

Preserving establishments like the Red Lion is about more than nostalgia. It’s about honoring Vail’s history, supporting its workforce, and maintaining the character that makes this town special in the first place. Once spaces like this are gone, they cannot be replaced.

I respectfully urge the Town Council to protect the Red Lion and consider the long-term impact of continued luxury development on the heart of our community.

Thank you for your time, your consideration, and your commitment to the future of Vail.

Sincerely,
Taylor Trachtenberg

From: [Brad McDonald](#)
To: [Public Input Town Council](#)
Subject: Save Red Lion
Date: Sunday, February 8, 2026 5:41:32 PM

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Dear Town Council,

The Red Lion has been in Vail longer than most of Vail. It's an icon and it represents Vail. I've been coming to Vail and the Red Lion since 1984. In an era where society is willing to throw away history, values, and traditions for the almighty buck, it would be great to see our town hold sacred our traditions and values.

Regards,

Brad McDonald
303-472-5814

From: [Robert Greenhow](#)
To: [Public Input Town Council](#)
Subject: Red Lion
Date: Sunday, February 8, 2026 10:22:25 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

To whom it may concern,

I am a homeowner in the Vail Valley and I am saddened at the prospect of the Red Lion's future. This has been a Vail staple for decades and we should be doing everything we can do preserve it. Not opposed to some updates or a face lift to the building, but let's do everything we can to preserve the memories and the history.

Sincerely,

Robert Greenhow, MD, FRCSC, Dip Sports Med
Board Certified, Fellowship Trained Orthopedic Surgeon

Orthopedics & Spine at Inverness

Office: 303-699-7325

Fax: 303-699-5486

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From: [Connor Kaplan](#)
To: [Public Input Town Council](#)
Subject: Red Lion
Date: Monday, February 9, 2026 8:20:52 AM

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Dear Town Council,

My name is Connor and I am a 4th generation Red Lion enthusiast. The greatest memories of my life have happened at the Red Lion. Whether that be sharing nachos with my grandfather and dad as a little kid or singing along with the live entertainment on one of my annual guys trips. I was distraught when I heard about the plans to tear down the institution. Is there anything we as die hard fans of the Red Lion can do to change the plans to tear it down?

Please let me know how we can help come to a solution that allows the developers and skiers to both be happy.

Sincerely,
Connor Kaplan

From: [Carl Hoover](#)
To: [Public Input Town Council](#)
Subject: The Red Lion...and more.
Date: Wednesday, February 11, 2026 12:55:35 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Dear Vail Town Council,

I write today to tell you that Vail is changing in a horrible way. Los Amigos..gone. Fall Line...gone. And now the Red Lion? I am a free market capitalist and I understand supply and demand, but these landlords might need a push (or shove) from the town's leadership. Gorsuch raised Fall Line's rent dramatically and they left. They had 90 seats, were always full, and were charging \$52 for chicken. They simply could not raise their prices any higher to match their new higher rent. And now? That space has been vacant for ten months, so whatever extra Gorsuch hoped to make with the new higher rent is gone due to vacancy. Idiots. Please point this out to the Red Lion's landlord. And what is the Town Council's vision for the future of the town? Does culture mean anything? History? Tradition? The cool town vibe? I hate the idea of a town full of high end European snotty retailers that only a few will support. We all support these great little homegrown restaurants and bars. Let's find a way to keep more of them, not less.

Carl Hoover
33 year homeowner in Vail.

From: [Adie Schlenker](#)
To: [Public Input Town Council](#)
Subject: Please don't close Red Lion!
Date: Thursday, February 12, 2026 3:37:57 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Please do not close Red Lion. I travel from Houson to vail every year and the first place i go when I land is red lion. This place is home to me!!!! I love this place dearly and honestly will consider taking my vacations elsewhere if the places I grew up with in vail start to go away.

Very disappointed in the decision to get rid of Red Lion. Please change your mind.

--

Scarborough Adelle "Adie" Schlenker

Assistant to Danielle D'Souza Gill

Tel: (713)-614-2825

adie.schlenker@gmail.com

From: [Aileen Holland](#)
To: [Public Input Town Council](#)
Subject: Please Preserve the Red Lion — A Vital Part of Vail's Community & Culture
Date: Thursday, February 12, 2026 6:12:26 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Dear Members of the Vail Town Council,

I'm writing as a long-time visitor who deeply loves Vail and continues to choose it year after year for one major reason: the incredible live music and nightlife that give the town its soul, especially the Red Lion.

For me, and for many groups of friends I've traveled with over the years, the Red Lion isn't just a bar. It's a staple. It's where ski days turn into unforgettable nights, where live music brings people together, and where lifelong memories are made. Quite honestly, one of the main reasons we choose Vail over other destinations is because places like the Red Lion exist.

Vail is special because it offers more than beautiful skiing. It offers culture, energy, and connection. The Red Lion embodies all of that. Losing it would mean losing a piece of what makes Vail *Vail*. It would absolutely impact not only repeat visitors like myself, but also the groups of friends, families, and travelers who return specifically because of the vibrant après-ski and live music scene.

I truly hope you will do everything in your power to keep the Red Lion open. It has been a beloved part of this community for years, and I can't imagine Vail without it.

Thank you for listening and for your continued work to preserve what makes this town so special.

With sincere appreciation,
Aileen Holland

From: [Alicia Petracca](#)
To: [Public Input Town Council](#)
Subject: Please Save the Red Lion
Date: Friday, February 13, 2026 5:54:50 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

To whom it may concern,

I'm writing as someone who deeply loves Vail—not just for its skiing or luxury, but for its soul. And few places represent that soul more clearly than The Red Lion.

The Red Lion is not just a bar. It's a gathering place, a rite of passage, a memory-maker, and a constant in a town that has already changed so much. It's where locals, seasonal workers, visitors, and families all overlap—where stories are shared, friendships are formed, and joy is uncomplicated and genuine.

Vail needs places like this.

As development continues and high-end retail and polished concepts creep further into town, I strongly urge you to protect The Red Lion from becoming just another upscale, homogenized space. Vail already has plenty of luxury. What it cannot afford to lose are the institutions that give it warmth, character, and authenticity.

Once places like The Red Lion are “elevated,” they're gone forever. And with them goes a piece of Vail's cultural fabric—something that cannot be rebuilt with money, branding, or design.

Please keep The Red Lion exactly what it is: • Welcoming • Lively • Unpretentious • Rooted in community • Full of joy

It is a staple of this town in the truest sense, and preserving it is an investment in Vail's identity, not a resistance to progress.

Thank you for listening and for caring about what truly makes this place special.

Respectfully,
Alicia Petracca

From: [Megan Blanchard](#)
To: [Public Input Town Council](#)
Subject: Concerning the Red Lion
Date: Saturday, February 14, 2026 2:10:33 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

It's damn foolish to get rid of the Red Lion restaurant off of Main Street. It's one of the best and most reliable restaurants in the area, a favorite for skiers and locals, and has historical value. I smile every time I walk past that restaurant and ordered from there so often when I lived in Vail. Easily my one of favorite restaurants in the village throughout my entire childhood growing up in Vail. The street level live music is awesome and a major draw, and to make a restaurant space any smaller in such a busy area is a bad idea.
Reconsider the building plans please,
Megan Blanchard

From: [Sarah Nelson](#)
To: [Public Input Town Council](#)
Subject: Red Lion
Date: Sunday, February 15, 2026 10:51:47 AM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Hello,

I'm writing to express my deep opposition to any plan to tear down and/or move the Red Lion. The Red Lion is not just another building or business — it is a central part of Vail's identity, history, and community fabric.

For more than 50 years, the Red Lion has been a gathering place in the heart of town. It is where locals and visitors come together after a day on the mountain to share food, music, laughter, and connection. It represents the spirit of Vail in a way that no luxury retail store ever could. Its specific location is crucial to its meaning to the community.

For many of us, the Red Lion holds decades of family memories — celebrations, traditions, and moments that are deeply personal and meaningful. These experiences cannot be replaced, and they should not be erased for the sake of another upscale storefront. Vail does not need another luxury brand. It needs the places that give it soul.

Please listen to the voices of the community — to the people who love this town not for profit, but for what it represents. Decisions like this should reflect the heart of Vail, not just financial interests.

The Red Lion is part of Vail's story. Please do not ruin that story.

Thank you,
Sarah Nelson

From: [Harry Jaffe](#)
To: [Public Input Town Council](#)
Subject: Preserving Vail's Soul: The Future of The Red Lion
Date: Saturday, February 14, 2026 8:08:13 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Dear Members of the Vail Town Council,

I am writing to you today as a lifelong resident of this community to express my deep concern regarding the potential closure of **The Red Lion**.

For many of us, The Red Lion is far more than a bar; it is an essential "third space"- a place outside of home and work where the community actually connects. I have spent my entire life watching this establishment serve as the heartbeat of the village. It is one of the few remaining places where locals can hang out with friends, meet new people, and experience the authentic culture that made Vail famous in the first place.

The community does not need more shopping areas. While luxury retail may offer short-term tax revenue, it often comes at the expense of the town's character. When we replace community hubs with boutiques, we lose the very thing that makes people want to live and visit here: a sense of belonging.

I am demanding that the Council give real, formal consideration to the cultural and social value of The Red Lion. I ask that you:

- **Acknowledge the social impact** that losing such a landmark has on year-round residents.
- **Explore all avenues** to preserve this space for community use rather than further commercial development.
- **Prioritize "people over profit"** in the upcoming zoning and development discussions.

We need spaces to gather, not more storefronts to walk past. Please do not let the soul of Vail be traded away for more retail square footage.

Best,

Harry Jaffe

Harry Jaffe

From: [Jeffrey Kiesnoski](#)
To: [Public Input Town Council](#)
Subject: Save the Red Lion in Vail Village
Date: Sunday, February 15, 2026 6:46:50 PM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

To whom it May Concern:

The idea of redeveloping the building in Vail Village and losing the Red Lion is deeply troubling. I don't see it as progress. I see it as a fundamental misunderstanding of what makes Vail special, and why families like mine, and countless others, have returned here year after year.

I've spent enough time in Vail to know that places like the Red Lion are not just businesses. They are part of the emotional infrastructure of the village. They are where ski days end, where stories get told, where parents bring their kids and then those kids grow up and bring their own families back. You can't replicate that with a new concept, no matter how nice the finishes are or how modern the design looks.

Removing the Red Lion feels wrong because it signals that the intangible value of tradition is being discounted in favor of something that may look good on paper but weakens the soul of the community. Vail was never meant to be just another polished resort filled only with luxury storefronts. Its magic has always come from the balance between world-class amenities and authentic gathering places that feel real, lived-in, and welcoming.

I believe this is a big mistake because once you start removing legacy institutions, you begin to chip away at the reasons people feel connected to a place. Families don't build lifelong traditions around square footage or redevelopment plans. They build them around experiences. The Red Lion is one of those experiences. Losing it risks turning Vail into something more generic, less personal, and ultimately less meaningful.

There is also a broader concern about what this says to small businesses. When a sixty-year cornerstone can be pushed aside, it sends a message that history and loyalty don't carry much weight. That's not healthy for a village that depends on character and diversity to remain vibrant. Small, independent operators are part of the ecosystem that keeps Vail from becoming sterile or predictable.

From my perspective, this isn't about resisting change. Thoughtful evolution is necessary in any town. But good change respects what came before and finds ways to integrate legacy rather than erase it. Redevelopment should enhance the village, not remove one of its anchors.

I think about the generations who have walked into the Red Lion after a day on the mountain, still in ski boots, laughing, listening to music, feeling like they are part of something bigger than themselves. That kind of continuity is rare. It's something most resort towns spend decades trying to create. Vail already has it. Letting it slip away

would be shortsighted.

To me, the Red Lion represents continuity, authenticity, and community. Losing it would not just be the loss of a restaurant or bar. It would be the loss of a piece of Vail's identity.

That's why I believe moving forward without preserving it is not just unfortunate — it's a serious mistake.

Yours truly

Jeffrey A Kiesnoski

631-379-6013

From: [Molly Jones](#)
To: [Public Input Town Council](#)
Subject: Save Red Lion
Date: Monday, February 16, 2026 9:54:01 AM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

PLEASE SAVE RED LION! We are homeowners on Sunburst drive. Our family has been coming to Vail since the 1970's. Please don't let Vail village turn into a type of destination that would have a Chanel store!!! That would be HORRIBLE! We need the charm of local stores and restaurants. Lulu Lemon and Aviator Nation are bad enough. Even more than the tacky idea of a Chanel store in our beloved village, it is hard enough to find a spot to Apre Ski without losing our biggest one. Losing Los Amigos is so sad already. Our family's 4th generation of skiers is there on a trip now (in their 20's). They need places like Red Lion and Vendettas to stick around. The other restaurants are all too fancy and expensive for them. If you are trying to push out the college kids, I understand, but the lift prices are already doing that. The young people who are there are with their families. Please preserve the tradition!!!!

From: [Bob Percival](#)
To: [Public Input Town Council](#)
Subject: The Red Lion
Date: Tuesday, February 17, 2026 8:57:58 AM

Caution: This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact Vail IT Department

Good morning. I am writing to express my deep concern of the fate of The Red Lion (RL) in the heart of the Village. I have heard all the discussions regarding how the current landlord (Selby) is offering to move RL to the rear of the property and face Hanson Ranch Road. That solution is not feasible for many reasons. The current size of the RL is approximately 335 seats. Moving to the back of the bldg greatly reduces those number of seats, to the point that RL would not be able to meet the income requirements for the proposed new rent. And no, moving seats downstairs does not work since most people would not go in a basement for a meal.

Second, look at the number of employees that would (will) be lost for the Village. This is where the Town Council has some say so. You have already lost Los Amigos for an apres' spot, now you want to lose RL ?

Now, let's factor in the cost and new building standards codes that will have to be met? Has anyone even thought about that? The Uniform Building Code that is in effect here in CO is that one from 2024. Given the age of the structure, there is NO way that these mandatory improvements will be cost effective. I have been in the commercial real estate business for 45 years, and have experienced this on numerous occasions. Just because Selby over paid for the property and to buy out his partners, does not mean this will work. His only chance is to move the high end retail stores over to the Hanson ranch side, and keep RL in its current location.

I stress that you should look at how the dynamics of Aspen have changed dramatically after they got rid of several restaurants. They eve wrote an article about "don't make the same mistakes we did".

I ask that you give consideration to implementing these changes and help Vail maintain its status as one of thee greatest places on earth to visit.

Regards

Bob percival

Bob Percival, SIOR, CPM, CRE
Percival Partners
704 905 4411 (C)
Bpercival@percivalpartners.com

Mailing Address
PO Box 1112
Edwards , CO 81632

Physical Address
751 Singletree Rd.
Unit 3
Edwards, CO 81632

Sent from my iPad

Item Cover Page

VAIL TOWN COUNCIL AGENDA ITEM REPORT

DATE: February 17, 2026

SUBMITTED BY: Cameron Millard, Environmental Sustainability

ITEM TYPE: Consent Agenda

AGENDA SECTION: Consent Agenda (6:10pm)

SUBJECT: Resolution 3, Series of 2026, a Resolution of the Vail Town Council approving an intergovernmental agreement between the Town of Vail and the State of Colorado Energy Office

SUGGESTED ACTION: Approve, approve with amendments, or deny application for grant funding for Geothermal Energy, and authorize the Town Manager to sign Intergovernmental Agreement with the State of Colorado.

ATTACHMENTS:

[CEO GETCO IGA Council Memo_.pdf](#)

[Resolution No 3 Series of 2026.pdf](#)

[TownofVail_\(Intergovernmental\)Cycle 3_GETCO_Tax Credit Agreement Final \(1\).pdf](#)



Memorandum

To: Vail Town Council

From: Department of Environmental Sustainability

Date: February 17th, 2026

Subject: Resolution No. 3 Series of 2026, A Resolution of the Vail Town Council Approving an Intergovernmental Agreement between the Town of Vail and the State of Colorado Energy Office

I. Purpose

The purpose of Resolution No. 3, Series of 2026 is to enter the Town of Vail into an Intergovernmental Agreement with the Colorado Energy Office accepting the Geothermal Energy Tax Credit Offering (GETCO) award.

II. Background

The Town of Vail has budgeted for, approved, and entered into a contract for the first phase of the geothermal energy system at the Vail Public Library as part of an Energy Performance Contract. To support the project, the Colorado Energy Office has awarded the town \$1,781,506.80. An Intergovernmental Agreement is required between the facilities owner and the Colorado Energy Office to work together within the program scope to implement the project and secure the competitively awarded funding

III. Staff Recommendation

Staff recommends the Vail Town Council approve Resolution No. 3, Series of 2026, authorizing the Town Manager to sign the Intergovernmental Agreement with the Colorado Energy Office.

V. Attachments:

- A. Resolution No. 3, Series of 2026
- B. CEO GETCO Intergovernmental Agreement

**RESOLUTION NO. 3
SERIES 2026**

**A RESOLUTION OF THE VAIL TOWN COUNCIL APPROVING AN
INTERGOVERNMENTAL AGREEMENT BETWEEN THE TOWN OF
VAIL AND THE STATE OF COLORADO ENERGY OFFICE**

WHEREAS, pursuant to C.R.S. § 39-22-552, the Colorado Energy Office, through its Geothermal Energy Tax Credit Offering ("GETCO"), has reserved for the benefit of the Town GETCO Tax Credits, which the Town may earn and claim if it meets the conditions of the intergovernmental agreement ("IGA") attached hereto;

WHEREAS, the Town and the State of Colorado Energy Office wish to enter into an the IGA to provide the Town with access to the tax credit reservation in the amount of \$1,781,506.80 for development and construction of a geothermal energy project; and

WHEREAS, the Town Council finds it in the best interest of the public health, safety and welfare to approve the IGA.

**NOW THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE
TOWN OF VAIL:**

Section 1. The Town Council hereby approves the IGA with the State of Colorado Energy Office in substantially the form attached hereto, subject to final approval by the Town Attorney. Upon such approval, the Town Manager is authorized to execute the IGA on behalf of the Town.

INTRODUCED, READ, APPROVED AND ADOPTED THIS 17th day of February, 2026.

Barry Davis, Mayor

ATTEST:

Stephanie Kauffman, Town Clerk

State of Colorado Geothermal Energy Tax Credit Offering (“GETCO”) Tax Credit Intergovernmental Agreement

Cover Page

State Agency	CT 26-3172
Colorado Energy Office	Credit Period Beginning Date
Government Owner Name	The Effective Date
Town of Vail	Credit Period Expiration Date
Tax Credit Agreement Reservation Amount	December 31, 2027
Credit Years 2026 - 2027	Tax Credit Agreement Expiration Date
Tax Credit Amount equal to 30% of Qualified Expenditures not to exceed the Total Tax Credit Reservation Amount	January 31, 2030
Tax Credit Agreement Number	Tax Credit Agreement Authority
	This Agreement is pursuant to Colorado Revised Statutes (C.R.S.) § 39-22-552 and the Colorado Energy Office.

Total Tax Credit Reservation Amount for All Credit Years \$1,781,506.80

Tax Credit Agreement End Date January 31, 2030

Tax Credit Agreement Purpose

Pursuant to CRS §39-22-552, the Colorado Energy Office (“CEO”) through its Geothermal Energy Tax Credit Offering (GETCO) has reserved for the benefit of Owner GETCO Tax Credits, which Owner may earn and claim if it meets the conditions further defined in this Tax Credit Agreement and as required by the statute in effect or hereafter amended.

Exhibits and Order of Precedence

The following Exhibits and attachments are included with this Agreement:

1. C.R.S. § 39-22-552

2. Exhibit A – Owner’s Obligation
3. Exhibit B – Geothermal Energy Tax Credit Offering Tax Year 2026 Agreed Upon Procedures.

In the event of a conflict or inconsistency between this Tax Credit Agreement and any Exhibit(s) or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

4. C.R.S. § 39-22-552
5. Colorado Special Provisions in §13 of the main body of this Tax Credit Agreement.
6. The provisions of the other sections of the main body of this Tax Credit Agreement.
7. Exhibit A, Owner Obligations.
8. Exhibit B, GETCO Tax Year 2024 Agreed Upon Procedures
 - a. Addendum 1: Agreed Upon Procedures: CPA Report
 - b. Addendum 2: Expectations and Procedures for CPA Review of Geothermal Energy Tax Credit
 - c. Addendum 3: Agreed Upon Procedures: Statement of Work

Principal Representatives

For the State: Colorado Energy Office

Name, Title: Lille Haecker, Program
Manager

Department Name: Strategic Initiatives &
Finance

Address: 1600 Broadway Suite 1960,
Denver, CO 80202

Email: lille.haecker@state.co.us

For Owner:

Name, Title: Russell Forrest, Vail Town
Manager

Owner Name: Town of Vail

Address: 75 South Frontage Road Vail, CO
81657

Email: Rforrest@vail.gov

Signature Page

The Parties hereto have executed this Tax Credit Agreement:

Each person signing this Tax Credit Agreement represents and warrants that he or she is duly authorized to execute this Tax Credit Agreement and to bind the Party authorizing his or her signature.

Owner

State of Colorado

Town of Vail

Jared S. Polis, Governor

Colorado Energy Office

By: Russell Forrest, Town Manager

Will Toor, Executive Director

Date:

Dominique Gomez, Deputy Director

By: Will Toor, Executive Director

Date:

In accordance with §24-30-202, C.R.S., this Tax Credit Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

State Controller

Robert Jaros, CPA, MBA, JD

By: Jonathon Bray, Controller, Office of the Governor

Effective Date:

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Parties

This Tax Credit Agreement is entered into by and between Owner named on the Cover Page for this Tax Credit Agreement (the “Owner”), and the STATE OF COLORADO acting by and through the State agency named on the Cover Page for this Tax Credit Agreement (the “State”). By signing this agreement, Owner and the State agree to the terms and conditions in this Tax Credit Agreement.

Term and Effective Date

1. Effective Date

This Tax Credit Agreement shall not be valid or enforceable until the Effective Date. The State shall not be bound by any provision of this Tax Credit Agreement before the Effective Date, and shall have no obligation to issue a Tax Credit Certificate with respect to expenditures made before the Effective Date or after the expiration or sooner termination of this Tax Credit Agreement.

2. Credit Period

The Owner shall complete the study or project and its other obligations within the Credit Period. The relevant Credit Period dates (Effective Date to Expiration Date) and performance timelines are listed on the Cover Page. Owner may request an extension of the Credit Period from CEO, which CEO may approve or deny upon review of the request. If the extension is denied, the Owner will have an opportunity to reapply. The Credit Period Expiration Date does not indicate the ending of the Owner’s obligations under this Tax Credit Agreement with the CEO.

3. Termination

This Tax Credit Agreement shall be void if Owner fails to meet the terms of this Tax Credit Agreement and the attached Statement of Work. The Tax Credit Agreement shall be void if the Owner knowingly claims the credit for which they are not eligible. This can include but is not limited to willfully attempting to evade the tax, making a false statement in connection with a refund claim, and willingly signing a document that the signer does not believe to be true and correct (§39-21-118, C.R.S). The State may cancel its reservation of tax credits if the project is canceled, or Owner fails to meet any of the obligations set forth herein. Cancellations shall only be at the sole discretion of the State and effective in the issuance of a formal letter from the State or Owner.

4. Early Termination in the Public Interest

The State is entering into this Tax Credit Agreement to serve the public interest of the State of Colorado as determined by its Governor, General Assembly, or Courts. If this Tax Credit Agreement ceases to further the public interest of the State, the State, in its discretion, may terminate this Tax Credit Agreement in whole or in part. A determination that this Tax Credit

Agreement should be terminated in the public interest shall not be equivalent to a State right to terminate for convenience.

a. Method and Content

The State shall notify the Owner of such termination in accordance with §11. The notice shall specify the effective date of the termination and whether it affects all or a portion of this Tax Credit Agreement, and shall include, to the extent practicable, the public interest justification for the termination.

Definitions

The following terms shall be construed and interpreted as follows:

- A. **“Annual Tax Credit Cost Certificate Request”** means the three annual reports that the Owner will be submitting 60 days after the end of their Federal Income Tax Year to be issued a Tax Credit Cost Certificate. This report includes both financial and programmatic information updates.
- B. **“Breach of Tax Credit Agreement”** means the failure of a Party to perform any of its obligations in accordance with this Tax Credit Agreement, in whole or in part or in a timely or satisfactory manner. The institution of proceedings under any bankruptcy, insolvency, reorganization or similar law, by or against Owner, or the appointment of a receiver or similar officer for Owner or any of its property, which is not vacated or fully stayed within 30 days after the institution of such proceeding, shall also constitute a breach. If Owner is debarred or suspended under §24-109-105, C.R.S. at any time during the term of this Agreement, then such debarment or suspension shall constitute a breach.
- C. **“Business Day”** means any day in which the State is open and conducting business, but shall not include Saturday, Sunday or any day on which the State observes one of the holidays listed in §24-11-101(1), C.R.S.
- D. **“Certified Public Accountant (CPA)”** means a licensed accounting professional who has met all of the requirements of a state board of accountancy.
- E. **“Closed Loop System”** is also known as a closed-loop geothermal heat pump system or ground-source heat pump system, is a type of geothermal heating and cooling system that uses the Earth's relatively stable underground temperatures to provide energy-efficient heating, cooling, and hot water for buildings.
- F. **Colorado Energy Office or ‘Office’** is created in section 24-38.5-101.
- G. **“CORA”** means the Colorado Open Records Act, §§24-72-200.1, *et seq.*, C.R.S.
- H. **“CPA Report”** means the audited Annual Tax Credit Cost Certificate Request Report.

- I. **“Credit Period”** means the three (or less) years in which the Owner can claim the credit once per year in accordance with C.R.S. § 39-22-552.
- J. **“Department of Revenue (DOR)”** means the Colorado Department of Revenue created in section 24-35-101, C.R.S..
- K. **“Disallowed Expenditures”** means any GETCO related expenditure that the CEO has determined to be beyond the scope of the purpose of the tax credit, excessive or otherwise unallowable.
- L. **“Drilling”** means boring into the Earth to access geothermal resources, usually with oil and gas drilling equipment that has been modified to meet geothermal requirements.
- M. **“Dry Steam Power Plant”** means a dry steam plant uses hydrothermal fluids that are already mostly steam, a relatively rare natural occurrence. The steam is drawn directly to a turbine, which drives a generator that produces electricity. After the steam condenses, it is frequently reinjected into the reservoir.
- N. **“Effective Date”** means the date on which this Agreement is approved and signed by the Colorado State Controller or designee, as shown on the Signature Page for this Agreement.
- O. **“Exhibits”** means the exhibits and attachments included with this Agreement as shown on the Cover Page for this Agreement.
- P. **“Exploration and Development Phase”** means the exploration and development of the identified geothermal wellfield to generate geothermal energy, coproduction of geothermal energy, or storage. The purpose of this phase is to cost-effectively collect new geoscientific data to minimize uncertainty related to estimates of key reservoir parameters (temperature, depth, extent, porosity, permeability, etc.) prior to the Test Drilling Phase.
- Q. **“Feasibility Phase”** means a feasibility report is compiled to provide both the developer and potential financiers with confidence in the commercial viability of the project. The feasibility report typically is in two parts: the technical report and the financial report.
- R. **“Field Development Phase”** means drilling of production and reinjection wells to support the proposed power production.
- S. **“Geothermal”** means of or relating to the Earth's interior heat.
- T. **“Geothermal Energy”** means the Earth's interior heat made available to humanity by extracting it from hot water or rocks.
- U. **“Geothermal Electricity Project”** means a project in Colorado that is intended to evaluate and develop a geothermal resource for the purpose of electricity production,

that meets the standards developed pursuant to section 39-22-552(5), C.R.S. and that involves any of the following:

- i. The exploration and development of wells;
 - ii. Drilling exploration and confirmation wells;
 - iii. The use of any heat extracted with produced fluids in an oil and gas operation if the heat is only utilized to reduce emissions from the operation in the same location as the well from which it was produced and would otherwise not be economically feasible as a stand-alone geothermal energy project;
 - iv. Drilling injection wells;
 - v. Flow testing;
 - vi. Reservoir engineering;
 - vii. Geothermal energy storage;
 - viii. Coproduction of geothermal energy including for industrial uses or thermal energy networks;
 - ix. Power generation equipment; or
 - x. Studies to identify and explore resources that may be suitable for geothermal electricity generation and may include hydrogen generation or utilization of direct air capture technology.
- V. **“Geothermal Energy Project”** means a Geothermal Electricity Project, Thermal Energy Network, or a Thermal Energy Network Study.
- W. **“Geothermal Energy Tax Credit Offering”** (GETCO) means the refundable, merit-based tax credit allowed by section 39-22-552, C.R.S.
- X. **“Geothermal Power Plant”** is a facility that generates electricity using the natural heat of the Earth, typically from hot water or steam found in geothermal reservoirs underground. Geothermal power plants harness this heat energy to drive turbines connected to generators, which produce electricity. There are three main types of geothermal power plant technologies: dry steam, flash steam, and binary cycle.
- Y. **“Geothermal System”** is a combination of heat source, heat transfer mechanism, heat trap, fluid source, fluid pathways, fluid trap, and geothermal reservoir that together provide the conditions for the accumulation of a geothermal resource.
- Z. **“Geothermal Well”** means a well that is constructed for the purpose of exploration, or use of a geothermal resource, for reinjection of a geothermal fluid. The term "Geothermal Well" does include loop fields, but does not include a well subject to the provisions of Articles 90 and 92 of Title 37, C.R.S. (2003), wells subject to the jurisdiction of the Colorado Energy and Carbon Management Commission (ECMC)

- pursuant to Article 60 of Title 34, C.R.S. (2003), or wells subject to the jurisdiction of the Mined Land Reclamation Board pursuant to Articles 32 and 33 of Title 34, C.R.S. (2003).
- AA. **“Greenhouse Gas”** means carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, or sulfur hexafluoride.
 - BB. **“Party”** means the State or Owner, and **“Parties”** means both the State and Owner.
 - CC. **“Project”** means the Geothermal Energy project approved by the CEO for which Owner is seeking a Tax Credit Certificate pursuant to section 39-22-552, C.R.S., and this Tax Credit Agreement.
 - DD. **“Owner Tax Year”** means the owner’s taxable year determined pursuant to article 22 of title 39, C.R.S.
 - EE. **“Qualified Expenditures”** means the total monetary cost approved by the Office and expended during the Credit Period by the Owner in connection with the Project. Eligible costs can be found in the respective GETCO Standards and Guidelines and the attached Statement of Work.
 - FF. **“Study”** means a scoping, (Pre-) feasibility or detailed engineering design studies for geothermal electricity projects or Thermal Energy Network systems (39-22-552(2)(f)(X)).
 - GG. **“State Fiscal Rules”** means the fiscal rules promulgated by the Colorado State Controller pursuant to §24-30-202(13)(a), C.R.S.
 - HH. **“State Fiscal Year”** means a 12-month period beginning on July 1 of each calendar year and ending on June 30 of the following calendar year. If a single calendar year follows the term, then it means the State Fiscal Year ending in that calendar year.
 - II. **“State Records”** means any and all State data, information, and records, regardless of physical form, including, but not limited to, information subject to disclosure under CORA.
 - JJ. **“Subcontractor”** means any third party engaged by Owner to aid in the performance of the work.
 - KK. **“Tax Credit Agreement”** means this Tax Credit Agreement, including all attached Exhibits, all documents incorporated by reference, all referenced statutes, rules and cited authorities, and any future modifications thereto.
 - LL. **“Tax Credit Agreement Expiration Date”** means the date shown on the Cover Page for this Agreement. The date comes after the Credit Period Expiration Date and encompasses the term in which all the annual performance project reporting obligations are due under this Agreement.

- MM. **“Tax Credit Amount”** means the amount of credit the Owner may claim as a credit against tax pursuant to section 39-22-552, C.R.S., as certified by the Office in the Tax Credit Cost Certificate.
- NN. **“Tax Credit Cost Certificate”** means the certificate issued by the Office pursuant to section 39-22-552(4)(e), C.R.S..
- OO. **“Tax Credit Reservation Amount”** means the amount reserved for the benefit of Owner pursuant to section 39-22-552(4), C.R.S., as set forth on the Cover Page of this Tax Credit Agreement.
- PP. **“Thermal Energy Network”** has the same meaning as set forth in section 39-22-554 (2)(n).
- QQ. **“Thermal Energy Network Study”** means an energy and emissions scoping study, a feasibility study, an investment grade energy audit, a detailed engineering design, or a combination of these options that meets or exceeds the standards established by the office.

Any other term used in this Tax Credit Agreement that is defined in an Exhibit shall be construed and interpreted as defined in that Exhibit.

Owner Obligations

Owner shall complete the Project or Study and its obligations as described in this Tax Credit Agreement and in accordance with the provisions of Exhibit A, Owner Obligations and Exhibit B, Tax Year 2024 GETCO Agreed Upon Procedures. The State shall have no liability to issue a Tax Credit Cost Certificate except as specifically set forth in this Agreement.

Tax Credit Reservation

Subject to section 39-22-552, C.R.S., and the provisions set further herein, CEO hereby approves the Project and reserves for the benefit of Owner the Tax Credit Reservation Amount listed on the Cover Page of this Tax Credit Agreement. This reservation does not entitle Owner to the issuance of a Tax Credit Cost Certificate, or to the Tax Credit Amount, unless and until Owner completes the Project and its obligations as described in this Tax Credit Agreement and within the Credit Period.

Reporting

Owner shall submit reports pursuant to Exhibit B, Agreed Upon Procedures in addition to any reports required pursuant to Exhibit A.

Owner Records

A. Maintenance

Owner shall maintain for a minimum of four years after Project or Study completion, a file of all documents, records, communications, notes and other materials relating to the Project or Study (the “Owner Records”). Owner Records shall include all documents, records, communications, notes and other materials maintained by Owner that relate to any Project or Study, and Owner shall maintain all records related to the Project or Study to ensure proper performance of that Project or Study. Owner shall maintain Owner Records until the last to occur of: **(i)** the date four years after the Credit Period, the due date of Owner’s income tax return in the year the final incentive is claimed **(ii)** the final Tax Credit Certificate under this Tax Credit Agreement is issued, **(iii)** the resolution of any pending Tax Credit Agreement, or **(iv)** if an audit is occurring, or Owner has received notice that an audit is pending, the date such audit is completed and its findings have been resolved (the “Record Retention Period”).

B. Inspection

Owner shall permit the State, the federal government, and any other duly authorized agent of a governmental agency to audit, inspect, examine, excerpt, copy and transcribe Owner Records during the Record Retention Period. Owner shall make Owner Records available during normal business hours at Owner’s office or place of business, or at other mutually agreed upon times or locations, upon no fewer than two Business Days’ notice from the State, unless the State determines that a shorter period of notice, or no notice, is necessary to protect the interests of the State.

C. Monitoring

The State, the federal government, and any other duly authorized agent of a governmental agency, in its discretion, may monitor Owner’s performance of its obligations under this Agreement using procedures as determined by the State. The State shall monitor Owner’s performance in a manner that does not unduly interfere with Owner’s performance of the Project or Study.

Conflict of Interest

A. Actual Conflicts of Interest

Owner shall not engage in any business or activities, or maintain any relationships that conflict in any way with the full performance of the obligations of Owner under this Agreement. Such a conflict of interest would arise when a Owner or Subcontractor’s employee, officer or agent were to offer or provide any tangible personal benefit to an employee of the State, or any member of his or her immediate family or his or her partner, related to the award of, entry into or management or oversight of this Agreement.

B. Apparent Conflicts of Interest

Owner acknowledges that, with respect to this Agreement, even the appearance of a conflict of interest shall be harmful to the State's interests. Absent the State's prior written approval, Owner shall refrain from any practices, activities or relationships that reasonably appear to be in conflict with the full performance of Owner's obligations under this Agreement.

C. Disclosure to the State

If a conflict or the appearance of a conflict arises, or if Owner is uncertain whether a conflict or the appearance of a conflict has arisen, Owner shall submit to the State a disclosure statement setting forth the relevant details for the State's consideration. Failure to promptly submit a disclosure statement or to follow the State's direction in regard to the actual or apparent conflict constitutes a Breach of Agreement.

- D.** Owner acknowledges that all State employees are subject to the ethical principles described in §24-18-105, C.R.S. Owner further acknowledges that State employees may be subject to the requirements of §24-18-105, C.R.S. with regard to this Agreement.

Insurance

Owner shall obtain and maintain, and ensure that each Subcontractor shall obtain and maintain, insurance as is common in its industry, trade, or profession at all times during the term of this Tax Credit Agreement. CEO reserves the right to ask and review evidence of insurance certificates.

Dispute Resolution

A. Resolution

Except as herein specifically provided otherwise, disputes concerning the performance of this Agreement which cannot be resolved by the designated Agreement representatives shall be referred in writing to a senior departmental management staff member designated by the State and a senior manager designated by Owner for resolution.

Notices and Representatives

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the principal representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered **(A)** by hand with receipt required, **(B)** by certified or registered mail to such Party's principal representative at the address set forth below or **(C)** as an email with read receipt requested to the principal representative at the email address, if any, set forth on the Cover Page for this Agreement. If a Party delivers a notice to another through email and the email is undeliverable, then, unless the Party has been provided with an alternate email contact, the Party delivering the notice shall deliver the notice by hand with receipt required or by certified or registered mail to such Party's

principal representative at the address set forth on the Cover Page for this Agreement. Either Party may change its principal representative or principal representative contact information or may designate specific other individuals to receive certain types of notices in addition to or in lieu of a principal representative by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

General Provisions

A. Assignment

Owner's rights and obligations under this Tax Credit Agreement are personal and may not be transferred or assigned without the prior, written consent of the State. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Owner's rights and obligations approved by the State shall be subject to the provisions of this Agreement.

B. Binding Effect

Except as otherwise provided in §12.A, all provisions of this Tax Credit Agreement, including the benefits and burdens, shall extend to and be binding upon the Parties' respective successors and assigns.

C. Authority

Each Party represents and warrants to the other that the execution and delivery of this Tax Credit Agreement and the performance of such Party's obligations have been duly authorized.

D. Captions and References

The captions and headings in this Tax Credit Agreement are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions. All references in this Tax Credit Agreement to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.

E. Counterparts

This Tax Credit Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

F. Entire Understanding

This Tax Credit Agreement represents the complete integration of all understandings between the Parties related to the GETCO Tax Credit, and all prior representations and understandings related to the GETCO Tax Credit, oral or written, are merged into this Tax Credit Agreement. Prior or contemporaneous additions, deletions, or other changes to this Tax Credit Agreement shall not have any force or effect whatsoever, unless embodied herein.

G. Digital Signatures

If any signatory signs this Tax Credit Agreement using a digital signature in accordance with the Colorado State Controller Agreement, Contracts, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Tax Credit Agreement by reference.

H. Modification

Except as otherwise provided in this Tax Credit Agreement, any modification to this Agreement shall only be effective if agreed to in a formal amendment to this Tax Credit Agreement, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules. Modifications permitted under this Tax Credit Agreement, other than Tax Credit Agreement amendments, shall conform to the policies issued by the Colorado State Controller.

I. Statutes, Regulations, Fiscal Rules, and Other Authority

Any reference in this Tax Credit Agreement to a statute, regulation, State Fiscal Rule, fiscal policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the Effective Date of this Tax Credit Agreement.

J. External Terms and Conditions

Notwithstanding anything to the contrary herein, the State shall not be subject to any provision included in any terms, conditions, or agreements appearing on Owner's or a Subcontractor's website or any provision incorporated into any click-through or online agreements related to the Work unless that provision is specifically referenced in this Tax Credit Agreement.

K. Severability

The invalidity or unenforceability of any provision of this Tax Credit Agreement shall not affect the validity or enforceability of any other provision of this Tax Credit Agreement, which shall remain in full force and effect, provided that the Parties can continue to perform their obligations under this Tax Credit Agreement in accordance with the intent of this Tax Credit Agreement.

L. Survival of Certain Tax Credit Agreement Terms

Any provision of this Tax Credit Agreement that imposes an obligation on a Party after termination or expiration of this Tax Credit Agreement shall survive the termination or expiration of this Tax Credit Agreement and shall be enforceable by the other Party.

M. Third Party Beneficiaries

Except for the Parties' respective successors and assigns described in § 12.A, this Tax Credit Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Tax Credit Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third

parties receive as a result of this Tax Credit Agreement are incidental to this Tax Credit Agreement, and do not create any rights for such third parties.

N. Waiver

A Party's failure or delay in exercising any right, power, or privilege under this Tax Credit Agreement, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or privilege preclude any other or further exercise of such right, power, or privilege.

O. CORA Disclosure

To the extent not prohibited by federal law, this Tax Credit Agreement and the performance measures and standards required under §24-106-107, C.R.S., if any, are subject to public release through the CORA.

P. Standard and Manner of Performance

Owner shall perform its obligations under this Tax Credit Agreement in accordance with the highest standards of care, skill and diligence in Owner's industry, trade, or profession.

Q. Licenses, Permits, and Other Authorizations

Owner shall secure, prior to the Effective Date, and maintain at all times during the term of this Agreement, at its sole expense, all licenses, certifications, permits, and other authorizations required to perform its obligations under this Agreement, and shall ensure that all employees, agents and Subcontractors secure and maintain at all times during the term of their employment, agency or subcontract, all license, certifications, permits and other authorizations required to perform their obligations in relation to this Agreement.

R. Accessibility

Owner shall comply with the Accessibility Standards for Individuals with a Disability, as adopted by the Office of Information Technology pursuant to §24-85-103 C.R.S. The State may require Owner's compliance with the Accessibility Standards for Individuals with a Disability adopted by the Office of Information Technology pursuant to §24-85-103 C.R.S. is determined and tested by a qualified third party selected by the State. The State may ask the Owner to review the selection of the third party. Owner shall be responsible for all costs associated with the third-party vendor's assessment. If Owner is not in compliance as determined by the third-party vendor, at the State's request and at the State's direction, Owner shall promptly take all necessary actions to come into compliance using a State-approved vendor, at no additional cost to the State.

Colorado Special Provisions

These Special Provisions apply to all Agreements except where noted in italics.

A. Governmental Immunity

Liability for claims for injuries to persons or property arising from the negligence of the Parties, its departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, *et seq.*, C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, *et seq.* C.R.S. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

B. Compliance with Law

Owner shall comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

C. Choice of Law, Jurisdiction, and Venue

Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. All suits or actions related to this Agreement shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

D. Prohibited Terms

Any term included in this Agreement that requires the State to indemnify or hold Owner harmless; requires the State to agree to binding arbitration; limits Owner's liability for damages resulting from death, bodily injury, or damage to tangible property; or that conflicts with this provision in any way shall be void *ab initio*. Nothing in this Agreement shall be construed as a waiver of any provision of §24-106-109, C.R.S.

E. Employee Financial Interest/Conflict of Interest §§24-18-201 and 24-50-507, C.R.S.

The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Agreement. Owner has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Owner's services and Owner shall not employ any person having such known interests.

Exhibit A

Project Description

Parties:

State:

Lille Haecker, Program Manager at CEO

lille.haecker@state.co.us

Colorado Energy Office

1600 Broadway, Suite 1960

Denver, CO 80202

Owner:

Owner Name: Town of Vail

Contact: Russell Forrest

Email: Rforrest@vail.gov

Telephone: 970-479-2100

Address: 75 South Frontage Road Vail, CO 81657

The Colorado Energy Office has decided that Owner is eligible to receive GETCO tax credits if it meets the conditions further defined herein in this Tax Credit Agreement and as required by the statute currently in effect or hereafter amended.

This Project or Study is aligned with CEO's vision and mission, and GETCO's department-specific goals in accordance with the tax credit statute, which provides for this office to administer the tax credit incentive for the development of thermal energy networks and electricity generation from geothermal sources. Further explanation of the specific Project or Study is captured in Exhibit B, Addendum 3: Statement of Work.

Obligations and Timeline

Owner qualifies as a Colorado Owner for a Tax Credit Amount equal to 30% of Qualified Expenditures not to exceed the Tax Credit Reservation Amount of \$1,781,506.80 on Cover Page for making Qualified Expenditures in connection with the Project. The Owner shall not claim more than 30% and not exceed \$1,781,506.80 total across all tax credit requests of the Qualified Expenditures for each tax year.

All Qualified Expenditures must be made during Credit Period Start Date and Agreement Expiration Date (Credit Period End Date).

All Qualified Expenditures and reporting must adhere to the GETCO Agreed Upon Procedures, attached and incorporated herein by reference as Exhibit A and B. Any work done outside of the Credit Period is not eligible to be included as a Qualified Expenditure. The only reporting requirement eligible as a Qualified Expenditure are the Annual Project Development Reports, and the Project Completion Report if work is done within the Credit Period.

Ownership

Owner retains the exclusive rights, title, and ownership to any and all equipment, materials, or studies owned by the Owner. The State has no ownership rights in any of Owner's equipment, materials, or studies.

Acceptance Criteria

The Tax Credit Cost Certificate will only be issued if the requirements of section §39-22-552, C.R.S., and this Tax Credit Agreement, are met. Owner may not claim the Tax Credit Amount on their income tax return until a Tax Credit Cost Certificate is issued. Owner may only claim the Tax Credit Amount certified by CEO in a Tax Credit Cost Certificate for the tax year in which Owner made the Qualified Expenditures to which the Tax Credit Certificate relates. Owner is allowed to submit only three Tax Credit Cost Certificates over the three year Credit Period, unless otherwise previously approved by the CEO.

Owner is required to submit a CPA Report, by a Colorado-based and CEO-approved CPA, annually to be eligible in receiving a Tax Credit Certificate.

The Owner must submit the Annual Tax Credit Cost Certificate Request and the CPA Report requirements no later than 60 days after December 31 of each eligible income tax year. If the Owner's Tax Year is not a calendar year, required deadlines for submitting reports to be issued a Tax Credit Certificate shall be outlined in the Statement of Work. Owner may request a 30 day extension for submitting the Annual Tax Credit Cost Certificate Report within 45 days of the 60 day due date. Approval of the extension request is at the Office's discretion.

Program Manager or authorized agent of the State will monitor project work performance per the outlined schedule of deliverables and timeline set forth in section 2 of this Exhibit A.

Reporting

A. Mid-Year Development Progress Report

From the Credit Period Start Date until the Credit Period End Date the total awarded Tax Credit Reservation Amount is allowed to be claimed. During this three year period, the Owner is required to submit a Mid-Year Development Progress Report to CEO once per year summarizing progress made towards Project goals and objectives. The Mid-Year Report should include financial and programmatic updates and progress, similar to the report required under the Annual Tax Credit Cost Certificate Request, and any other information outlined by the CEO. Owner is

required to submit one Mid-Year Report 6 months after the start of the Owner's Income Tax Year.

CEO acknowledges that the Project details may evolve between the GETCO application period and the tax year for which a GETCO Tax Credit is reserved. CEO requires written approval between the Owner and CEO for significant changes made to the Project or Study, and encourages applicants to limit such changes to the greatest extent feasible. Any proposed changes to the Project or Study will be explained in the Mid-Year Development Progress Reports. It is up to the discretion of the CEO to approve or deny if the proposed changes can be included in the awarded Project's scope. A template for the Mid-Year Development Progress Report is available and will be provided after the TCA is executed.

Mid-Year Reports will include the total accumulated Qualified Expenditures for the current tax year, progress towards Project or Study goals and objectives, any new or updates on previously identified risks and risk mitigation strategies, and any other objectives outlined in the Statement of Work.

B. Billing and Procedures: Annual Tax Credit Cost Certificate Request

The Owner must submit a Tax Credit Cost Certificate Request 60 days after December 31 of each eligible income tax year. If the Owner's income tax year differs from the calendar year, deadlines for the Annual Tax Credit Cost Certificate Request and other reporting requirements will be outlined in the Statement of Work.

The Annual Tax Credit Cost Certificate Request shall include the total dollar amount of the accumulated Qualified Expenditures during that income tax year, the 30%, and not exceed \$1,781,506.80 total across all tax credit requests, request of the Qualified Expenditures, the CPA Report, a formal request for the issuance of a Cost Certificate, and a signed Required Declaration. In addition, the Owner must include a receipts, justification or explanation of the specific costs associated with the Qualified Expenditure and timing of completed Qualified Expenditure related costs for the claimed income tax year. Other additional information required by the Owner pertaining to the Project or Study will be outlined in the Statement of Work. A template for the Annual Tax Credit Cost Certificate Request is available and will be provided after the TCA is executed. The Annual Tax Credit Cost Certificate Request report will include, but is not limited to the following:

- i. Financial/Expenditure** – Tracking of Qualified Expenditures for each tax year. Owner must provide CEO with an Annual Tax Credit Cost Certificate Request of Qualified Expenditures for each Owner Tax Year. Owner will only receive a Tax Credit Cost Certificate for Qualified Expenditures made during each year of the Credit Period.

- ii. **Programmatic** – A technical account of all Project- or Study-related work performed, project objectives, results initially estimated and achieved (including but not limited to the total GETCO investment realized and to the extent available, effects of the project on gas use, electricity use, emissions and energy costs), technology implemented, successes/challenges/lessons learned, changes to original project scope, operational summary. The Annual Report also includes accomplishments, work products developed, project participants and other collaborating organizations, project impacts, and any changes or problems. Report should account for compliance with applicable project-related codes and requirements, whether local, state, or federal. This report will be publicly available.
- iii. **Compliance with all applicable project-related codes and requirements, whether local, state, or federal.**

Please note, prior to submission to CEO, all reporting and requests must be audited by a licensed Certified Public Accountant that is not affiliated with the applicant. Find requirements for the information needed in Exhibit B.

For each Owner Tax Year within the Credit Period, CEO will review the submitted Annual Tax Credit Cost Certificate Request, and verify that it satisfies the information provided by the applicant in their application. If CEO determines that the scope of the Project or Study for that tax year and all reporting requirements are complete, CEO will issue a Tax Credit Cost Certificate for no more than 30% and not exceed \$1,781,506.80 total across all tax credit requests of the Qualified Expenditures for that tax year with the Department of Revenue. The total dollar amount of 30% of the Qualified Expenditures over the Credit Period shall not exceed the amount awarded. Recipients will claim the credit by filing the Tax Cost Credit Certificate with their state income tax returns with the Colorado Department of Revenue.

C. CPA Annual Report

Owner shall retain a Certified Public Accountant to review and report in writing, and in accordance with professional standards, regarding the accuracy of the financial documents that detail the Qualified Expenditures made in connection with the Project or Study at the expense of the Owner. The Certified Public Accountant's written report shall include documentation of the Owner's actual expenditures, including its actual Qualified Expenditures. When the Owner provides a copy of the Certified Public Accountant's written report, and the Owner certifies in writing to the Office that the amount of the Owner's actual Qualified Expenditures is accurate and the correct percentage of Qualified Expenditures is being asked for in the Cost Certificate. The Office shall conduct a review of the Certified Public Accountant's written report to ensure the requirements are met.

The Certified Public Accountant described above must be licensed to practice in the state of Colorado and must be both paid for by the Owner and approved by CEO. Certified Public Accountant reviews and written reports that do not comply with the statutory requirements above, or the GETCO policies as specified in Exhibit B, will not be accepted, thus preventing the issuance of a Tax Credit Certificate to the Owner.

- i. **Required Declaration** – Every report required to be submitted by Owner to the Office pursuant to this Tax Credit Agreement shall be signed by Owner (or by a duly authorized officer, partner, or member of Owner) and shall include the following declaration:

“I understand this report is being made in connection with a return or claim for refund for a tax administered by the Colorado Department of Revenue. Under penalty of perjury, I declare that this report is true and correct as to every material matter to the best of my knowledge and belief.”

Tax Credit Certificate Issuance

Satisfactory performance under the terms of this Tax Credit Agreement shall be a condition precedent to CEO’s obligation to issue a Tax Credit Cost Certificate to Owner. The Owner shall not request more than 30% and not exceed \$1,781,506.80 total across all tax credit requests of the Qualified Expenditures for each Owner Tax Year, not to exceed the Tax Credit Reservation Amount over the Credit Period. The Tax Credit Certificate will be issued within 3 weeks of approval of the CPA-audited Annual Tax Credit Cost Certificate Request. The Owner is required to submit the Tax Credit Certificate with their annual income taxes.

Note: If Tax Credit Cost Certificate credit amount exceeds the income tax owed by the applicant for the taxable year, any excess credit cannot be carried forward and will be refunded to the Owner. CEO will not issue a Tax Credit Cost Certificate exceeding the approved tax credit reservation amount. If the Owner's incurred costs would result in an excess tax credit amount beyond the reserved amount, the applicant can apply for the issuance of additional tax credits equal to the excess.

Additionally, if the Owner is a Tax-Exempt entity, the Tax Credit Cost Certificate will be refunded to the Owner each income tax year during the Credit Period.

Continued Reporting Requirements

A. Project Completion Report

Projects will be subject to Project Completion Reports due within 90 days after of the Credit Period End Date. Requirements and expectations will be outlined in the Statement of Work.

B. Annual Project Performance Reports

Projects may be subject to annual performance reporting requirements up to four (4) years after the Credit Period has been completed, which will be outlined in the Statement of Work.

C. Additional Reporting

Owner may be subject to additional reporting requirements outlined in the Statement of Work.

Commissioning and Operation Verification

If applicable to the project, the Tax Credit Owner shall undertake a process to ensure all completed systems & equipment are designed, installed, tested, operated, and maintained

according to the design and specifications to ensure proper installation and operation. Assurance will be provided via the submission of a commissioning logbook for the equipment & systems purchased & installed under this Agreement.

Deliverables may include (as applicable to the project):

- i. Documentation including a commissioning logbook and any supporting data to be provided by the Tax Credit Owner
- ii. Additional supporting documentation including, but not limited to, functional testing reports/logs, system operations and maintenance guides

Project Documentation and Records Retention

The Owner must maintain for a minimum of three years after project completion full and accurate records relating to the project(s) credited by GETCO and must ensure adequate control over related parties in the project. The CEO shall be afforded access to such records, and be granted the ability to inspect all work, invoices, materials, and other relevant records at reasonable times and places. Upon CEO's request, the Owner must furnish all data, reports, contracts, documents, and other information relevant to the project within a reasonable timeframe.

Site Visits and Program Evaluation

Project sites are subject to obligations outlined under **§7.B & §7.C**. Additionally, outlined in the Standards and Guidelines, CEO staff, State of Colorado employees, and other GETCO representatives may require access to the site of a GETCO credited project, before, during &/or within three calendar years of project implementation (i.e. On-site Monitoring Visit). Awarded applicants shall provide such access upon request. Additionally, the CEO may perform program evaluation(s) to aid in continuous program improvement which may take the form of a questionnaire or a more detailed interview with approved tax credit recipients. The CEO may engage with Owner to discuss the possibility of creating a success story/case study of a project upon project completion, with participation in such an activity voluntary.

Exhibit B, Colorado Energy Office's GETCO Agreed Upon Procedures

Purpose/Statutory Requirement:

In accordance with Colorado Revised Statutes §39-22-552(4)(e), and GETCO policy, a Certified Public Accountant is necessary to review and report in writing the accuracy of the financial documents submitted by the Owner. Said Certified Public Accountant must be licensed to practice in the state of Colorado and must be both paid for by the Owner and approved by CEO. Certified public accountant reviews and written reports that do not comply with the statutory requirements above or the GETCO policies listed below will not be accepted, thus preventing the issuance of a Tax Credit Certificate to Owner.

Following is a *draft* report, an outline of the minimum necessary procedures and reporting to be performed by the Certified Public Accountant.

Owner cannot claim more than the total Tax Credit Reservation Amount which is valid for the Credit Period. Owner cannot claim more than 30% reimbursement of the Qualified Expenditures for each eligible Owner tax year, unless otherwise specified by the CEO. The summation of each annual request cannot exceed the total awarded amount of \$1,781,506.80. Owner may request an extension of the Credit Period from CEO, which CEO may approve or deny upon review of the request. If the extension is denied, the Recipient will have an opportunity to reapply.

Every report required to be submitted by Owner to the Office pursuant to this Tax Credit Agreement shall be signed by Owner (or by a duly authorized officer, partner, or member of Owner) and shall include the following declaration:

“I understand this report is being made in connection with a return or claim for refund for a tax administered by the Colorado Department of Revenue. Under penalty of perjury, I declare that this report is true and correct as to every material matter to the best of my knowledge and belief.”

Exhibit B Addendum 1

DRAFT CPA REPORT

[CPA Firm Street Address]

[CPA Firm City, State, Zip]

INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

[Entity]

[Entity]

[Entity City, State]

Colorado Energy Office

In accordance with Colorado Revised Statutes §39-22-552, [CPA name or CPA firm name] (“[Abbreviated CPA name or CPA firm name]” or “we”) has performed the procedures enumerated below, which were agreed to by [Entity] (the “Owner”) and the Colorado Energy Office’s Geothermal Energy Tax Credit Offering (“GETCO”), in order to report compliance with Colorado Revised Statutes §39-22-552 and the GETCO “Agreed Upon Procedures” document regarding actual qualified expenditures for the period from [CEO Approval Date](Calculation Start Date) through [End Date of Agreement], as specified in [Agreement Name/#]. The Owner’s management is solely responsible for its compliance with the specified requirements. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The procedures and associated findings are as follows:

1. [Abbreviated CPA name or CPA firm name] obtained the Vendor Spend Report as prepared and provided to us by [Owner] and presented as exhibit B. We performed the following procedures:

- a. Verify that expenses reported were paid by the Owner

[This procedure was performed without exception. (or list exceptions)]

- b. Verify that expenses occurred within the Calculation Start Date and Agreement expiration date

[This procedure was performed without exception. (or list exceptions)]

- c. Verify that vendor spend is for a qualified expenses as defined by GETCO

[This procedure was performed without exception. (or list exceptions)]

- d. [Include written statement of the Total Qualified Expenditure, the % tax credit, and the dollar value of the tax credit that the Owner was awarded] NOTE: If tax credit certificate credit exceeds the income tax owed by the applicant for the taxable year, any excess credit cannot be carried forward and will be refunded to the Owner. CEO will not issue a tax credit certificate exceeding the approved tax credit reservation amount. If the owner's incurred costs would result in an excess tax credit amount beyond the reserved amount, the applicant can apply for the issuance of additional tax credits equal to the excess.

[This procedure was performed without exception. (or list exceptions)]

- e. [Include a written statement of total project costs incurred]

[This procedure was performed without exception. (or list exceptions)]

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on compliance with the specified requirements. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you. Because standard audit, review, and examination procedures were deemed insufficient by the Colorado Energy Office vendor expenditure verification it requires to qualify GETCO projects, we instead performed the procedures enumerated above, in compliance with the Agreed Upon Procedures document produced by the Colorado Energy Office and Colorado Revised Statutes § 39-22-552.

This report is intended solely for the use of the management of the Owner and GETCO and is not intended to be, and should not be, used by anyone other than the specified parties.

[CPA Signature]

[CPA Printed Name]

[Report Date]

Exhibit B Addendum 2

Expectations and Procedures for CPA Review of Geothermal Energy Tax Credit

NOTE: This document is subject to change pursuant to § 39-22-552, C.R.S.

Introduction:

A licensed Colorado and CEO approved CPA must certify both the total dollar amount of Qualified Expenditures, the Annual Tax Credit Cost Certificate Request, and all required backup documentation provided by the production Owner. For reporting purposes, Qualified Expenditure means the total monetary cost approved by the Colorado Energy Office and expended during the income tax year by an eligible taxpayer (as defined in § 39-22-552(2)(e), C.R.S.) in connection with an approved geothermal energy project (as defined in § 39-22-552(2)(f.5), C.R.S.). In order to certify the total dollar amount of Qualified Expenditures, Vendor Spend Report, and all other required backup documentation, the CPA must verify:

1. Annual Tax Credit Cost Certificate Request Report

The Annual Tax Credit Cost Certificate Request Report contains all of the data required by the GETCO for reporting and verification of Qualified Expenditures, as defined below. The CPA must review this report, ensure completeness of the data, and verify the data using the backup documentation submitted by the Owner. The Report should contain each distinct, qualified transaction made during the course of the Project.

The following fields on the Annual Tax Credit Cost Certificate Request Report must be completed by the Owner and verified by the CPA. Following each field name is a description of the field and what must be entered:

- **Vendor Name:** Enter the name of the vendor
- **Address:** Enter the address of the Vendor
- **City:** Enter the city of the vendor
- **State:** Enter the state of the vendor
- **Zip Code:** Enter the zip code of the vendor
- **Contact:** Enter the contact name of the vendor
- **Phone:** Enter the phone number of the vendor
- **Email:** Enter the email address of the vendor
- **Category:** Enter the corresponding category of the purchase
- **Description of Expense:** Enter a description of the purchase
- **Date of Expenditure:** Enter the date the purchase was made

- **Spend:** Enter the amount spent on the item from the vendor

Below are the relevant definitions, calculations, verifications, and required documents needed in order to complete the Vendor Spend Report.

i. Qualified Expenditures

a. Definitions of Qualified Expenses

Qualified Expenses are defined above, and include only payments made to companies and services within the Credit Period and Agreement expiration date in connection with Project activities in Colorado. The following list includes but is not limited to all of the categories of expenditures that would count toward Qualified Expenditures. Refer to the appropriate section in the Standards and Guidelines for a complete list of Qualified and Disallowed Expenditures under GETCO.

- the purchase price for geothermal energy generation or storage equipment;
- capital costs associated with geothermal energy equipment installation as relevant to project's phase of development;
- geothermal site preparation costs including associated infrastructure costs;
- equipment shipping costs and assembly costs;
- Types of qualified equipment is dependent on the project type awarded, and a comprehensive list of qualified equipment will be included in the Statement of Work. This list may include: pipes, heat exchangers, pumps, control systems, heat transfer fluids, desuperheater, and geothermal energy generation and storage equipment.
- labor associated with the installation of proposed project(s);
- infrastructure for distribution of electricity produced by the geothermal system up to interconnection to the grid.

ii. Verification of Vendor Expenses

- Verify that expenses reported were paid by the Owner
- Verify that expenses occurred within the appropriate tax year within the Credit Period
- Verify that vendor spend is for a qualified vendor category (see "Qualifying Vendor Spend" list)

iii. Exclusions from Qualified Vendor Expenses

- Purchases with no receipts
- Expenditures made prior to the Credit Period.

- Preliminary surveys, studies and reviews necessary to proceed to the exploration phase including geological, hydrological and/or hot spring/thermal data, drilling data, anecdotal information from local populations, and remote sensing data from satellites, etc. This includes access and land tenure issues, environmental studies, cataloging active geothermal features, regulatory requirements, etc.
- Administrative costs incurred by the applicant to apply for GETCO
- Conduction & development of program-required technical reports (e.g. energy audits, studies surveys, design, etc.)
- Labor and materials associated with GETCO project management and compliance
- Labor and materials associated with auditing of the GETCO cost certification by a licensed Certified Public Accountant
- Labor associated with the planning of the proposed project
- Project contingency costs
- Fees associated with securing financing
- Legal fees
- Permitting fees
- Interest on borrowed funds
- Plant closure projects
- Taxes & royalties
- Project in-service & performance verification
- Land purchase costs from previous landowner
- Insurance for project execution

iv. Important Cases & Considerations for Vendor Expenses

- Materials/Equipment Purchases – GETCO cannot qualify equipment purchases in which an Owner pays themselves for their own equipment. Exemptions to this clause can be made by providing justification and receiving prior approval from CEO.

v. Documentation Needed for Vender Expense Verification

- Original Receipts, Invoices and/or time and effort report with:
 - Dates
 - Vendor Name
 - Vendor Address
 - For Projects
 - Equipment/materials purchased

- Number of units purchased
- Per unit and extended cost
- Eligible Installation costs and number of labor hours spent
- For Studies
 - Tasks performed
 - Unit price or hours of labor spent on study
 - Copy of deliverables provided with confidential business information redacted
- Full vendor list from Owner

1. REPORTING:

GETCO requires that certain reports/metrics are contained within the CPA review, separate from the completed Vendor Spend Report. GETCO requires that the following metrics and data are included in the written CPA report:

i. Total Budget (entire project or study, including non-qualified expenditures) as reported by the Owner

- a. NOTE: This amount is usually reported in the initial Proof of Performance. This number should not require any review by the CPA

ii. Statement of Expenditures and Findings

- a. Total Amount of Qualified Expenditure as reported by the Owner
- b. Total Amount of Qualified Expenditure (the sum of a and b) as found in CPA review
 - i. Qualified Vendor Expenses
 - 1. Qualified Vendor Spend
 - 2. Non-Qualified Vendor Expenses (unaudited for non-qualified expenditure)
 - ii. Total Amount of Tax Credit (award amount was determined by CEO)
 - iii. For each year that the Tax Credit was awarded, the awardee can claim up to 30% reimbursement not exceeding \$1,781,506.80 of Qualified Expenditures, unless otherwise specified by CEO. The total sum of the reservations awarded within the Tax Credit Reservation schedule must not exceed the Total Amount of Tax Credit.

iii. Signed Declaration:

Every Report required to be submitted by Owner to the Office pursuant to this Tax Credit Agreement shall be signed by Owner (or by a duly authorized officer, partner, or member of Owner) and shall include the following declaration:

“I understand this report is being made in connection with a return or claim for refund for a tax administered by the Colorado Department of Revenue. Under penalty of perjury, I declare that this report is true and correct as to every material matter to the best of my knowledge and belief.”

Exhibit B Addendum 3

Expectations and Procedures for Owner

This section is subject to the agreed upon Statement of Work between the awardee and the Colorado Energy Office. The Owner agrees to adhering to and providing all necessary documents and procedures outlined under Exhibit A: Owner Obligations and all Addendums under Exhibit B.

Additionally, the Owner shall comply with the Project's Statement of Work outlined below.

I. Geothermal Energy Tax Credit Offering Description

The Geothermal Energy Tax Credit Offering (GETCO) is authorized by Sections 6 and 7 of House Bill 23-1272 Decarbonization Tax Policy to create refundable merit-based tax incentives that support the use of low- or zero-emission, geothermal energy for electricity generation and space heating and cooling in homes, businesses, and communities. There are two types of Colorado state tax incentive offers under GETCO: the investment tax credit (ITC), and the production tax credit (PTC). **This Statement of Work document focuses on projects awarded for the Investment Tax Credit (ITC).** This Cycle, the CEO released investment for the following:

- Thermal Energy Network Feasibility Studies
- Thermal Energy Network Detailed Design Studies
- Thermal Energy Network Construction / Installation Projects
- Geothermal Electricity Feasibility Studies
- Geothermal Electricity Projects

Town of Vail has been awarded a tax credit reservation for the Geothermal Energy Tax Credit ITC Geothermal Thermal Energy Network Feasibility Study Standards & Guidelines Cycle 3 released on April 1, 2025. Please note that the use of the word "Project" throughout this SOW refers to the approved project *or* study as applicable to the tax credit reservation.

Town of Vail is awarded a **\$1,781,506.80** Geothermal Energy Tax Credit Offering reservation for the Credit Period from the Effective Date to December 31, 2027.

1. Project Description

Project Title: Town of Vail Geothermal Energy Network Project

Owner Name: Town of Vail

Owner Tax ID Number: 84-0571385.

Project Location: 292 W. Meadow Dr., Vail, CO 81657

Project Credit Period: Effective Date to December 31, 2027

Project Scope End Date: Fall 2027

Tax Credit Agreement End Date: January 31, 2030

Project Overview:

This project will establish the first node of a thermal energy district by connecting the Vail Public Library with the Town's Dobson Ice Arena waste-heat loop and a geothermal bore field adjacent to the Vail Public Library. The Vail Public Library will receive an HVAC retrofit to receive heating and cooling from the bore field, while the Dobson Ice Arena will supply waste heat to the system to augment the load in a heating-dominant climate.

Total Estimated Eligible Costs

Total Estimated Eligible Costs	\$5,938,356
Maximum GETCO Tax Reservation	\$1,781,506.80
% of Project Funding Cost Coverage	30%
Total Estimated Annual GHG Emissions Prevented Annually	77 MT CO ₂ e
Lifespan of Project	30 - 50 years
Total GHG Emissions Reduction per Dollar of GETCO Tax Credit Reservation	0.0012 - 0.002 MT CO ₂ e per Dollar

Project Objectives:

The project objectives are to install a bore field, connect it to the Vail Public Library and Dobson Ice Arena, and retrofit the Public Library with heat pumps, controls, and other equipment, infrastructure, and connections to heat and cool with geothermal energy. A new electrical switchgear will be provided at the library as the electrical load will increase. An underground connection will provide available waste-heat from the Dobson Ice Arena to supplement the bore field. Project costs to include:

- Equipment and Materials: heat pump and heat exchanger equipment, piping/casing, heat pump fluids, fluid pumps, auxiliary heaters, grouting

materials, misc. plumbing and electrical to complete installation (controls, air separators, expansion tanks, electrical wiring and needed electrical panel, pipe insulation, and ducting)

- Installation Labor: HVAC, electrical, plumbing, drilling, trenching, excavation, and other earthwork.
- Permits
- Environmental regulation requirements (fluids and spoils)
- System Commissioning

Project Team:

- Program manager(s):
 - Cameron Millard, Clean Energy Specialist, Town of Vail: BPI Building Analyst Professional
 - Others as identified by Owner and approved by CEO

Contractors

- Stephan Rank, Project Director, McKinstry: P.E.
- Ashley Brasovan, Senior Account Executive, McKinstry: Certified Energy Manager
 - Renee Wahlman, Senior Energy Engineer, McKinstry: E.I.T.
 - Matt Garlick, CEO, The Grey Edge Group: CP, CEM, BEMP
 - Others as identified by Owner and approved by CEO

II. Tasks, Deliverables and Timeline

The following tasks outline the tax credit terms, detailing the specific requirements and expectations for the Tax Credit Owner. Compliance with these tasks, associated deliverables, and stipulated timelines is essential for the Tax Credit Owner to receive tax credit investment for the project. The Tax Credit Owner is therefore obligated to execute the outlined work tasks and submit the corresponding deliverables to the CEO within the prescribed deadlines.

State Accessibility Requirements

Any work product deliverables must comply with the State of Colorado accessibility technical standards related to technology accessibility and with Level AA of the most current version of the Web Content Accessibility Guidelines, currently WCAG 2.1.

The State may require that compliance to the State's accessibility standards for any work product be determined by a third party selected by the State.

Please refer to the Vendor Accessibility Guide for more information on the State's accessibility requirements.

1. Administration

The Owner shall follow all necessary requirements outlined in Exhibit A: Owner Obligations in the Tax Credit Agreement. The following Administrative Tasks are to be completed in addition to what is outlined in Exhibit A of the Tax Credit Agreement. Please note that the Tax Credit Owner is not eligible to claim any of the following administrative and reporting deliverables under Task 1 as a Qualified Expenditure in their Tax Credit Cost Certificate requests. A detailed Statement of Work schedule of task due dates can be found in the below Project Budget and Tax Reservation section III.

Task 1.1. Kick-off Meeting

A kick-off meeting between the Tax Credit Owner with the CEO will be held within 2 weeks and no later than 45 days of Agreement execution and will establish the expectations of Tax Credit Owner for implementing this Agreement. The meeting shall include, but not be limited to, a review of the project implementation timeline, the Owner's strategy to implement the project and associated deliverables, and a review of this Agreement to ensure clear understanding of expectations and requirements.

Deliverable(s): PowerPoint slides developed by the Tax Credit Owner containing the project timeline, implementation strategy and associated deliverables. Other meeting materials developed as appropriate.

Deadline: Within 45 days of Agreement Execution unless otherwise agreed upon in writing by both parties.

Task 1.2. Mid-Year Development Progress Reports

GETCO Owners will be required to submit one Mid-Year Development Progress Report six (6) months after the start of the Owner's Income Tax Year for each eligible Tax Year. If a Tax Credit Reservation is granted for three Income Tax Years, Owner will be required to submit Reports, one per Income Tax Year.

Mid-Year Progress Development Reports will include the total accumulated Qualified Expenditures for the current Income Tax Year, progress towards Project goals and objectives, any new or updates on previously identified risks and risk mitigation strategies, and any other information deemed influential to the Project's scope. Any

modifications to the awarded Project will be explained in the Mid-Year Project Development Progress Report with it being up to the discretion of the CEO to approve or deny whether the proposed changes will be eligible as a Qualified Expenditure for the Tax Credit for that specific Income Tax Year.

Deliverables(s): Mid-Year Development Progress Reports will include the total accumulated Qualified Expenditures for the current Income Tax Year, progress towards project goals and objectives, any new or updates on previously identified risks and risk mitigation strategies, and any other objectives previously stated in the Statement of Work. A template for the Mid-Year Development Progress Report is available and will be provided after the TCA is executed.

Deadline: Six (6) months after the start of the Owner's Income Tax Year. Mid-Year Progress Reports are only accepted during the Credit Period. The first report due date may be modified upon an agreement in writing between CEO and Owner if the Execution Date of this Agreement falls under six months.

Task 1.3. Billing and Procedures: Annual Tax Credit Cost Certificate Request

The Owner must submit a Tax Credit Cost Certificate Request no later than 60 days after December 31 of each eligible Income Tax Year. Deadlines for the Annual Tax Credit Cost Certificate Request will be outlined here:

84-0571385	Beginning Income Tax Year	End Income Tax Year	Due date of Request (no later than 90 days after end of income tax year)
Year 1 of Credit Period*	Effective Date	December 31, 2026	March 1, 2027
Year 2 of Credit Period	January 1, 2027	December 31, 2027	March 1, 2028
Year 3 of Credit Period	N/A	N/A	N/A

*The Owner will only be compensated for completed Qualified Expenditures during the Credit Period.

The Owner may request a 30-day extension for submitting the Annual Tax Credit Cost Certificate Report within 45 days of the 60-day due date. Approval of the extension request is at the Office's discretion.

The Annual Tax Credit Cost Certificate Request shall include the following components:

- Total dollar amount of the accumulated Qualified Expenditures during the Income Tax Year
- 30% request of the Qualified Expenditures
- CPA report by a Colorado-based and CEO-approved CPA report.
- Short justification or explanation of the specific costs associated with the Qualified Expenditure and timing of completed Qualified Expenditure related costs for the claimed income tax year.
- Final Programmatic Report (see below for details)
- Formal request for the issuance of a Cost Certificate Signed Required Declaration.

Please refer to Exhibit A: Sections 5-7 of the Tax Credit Agreement for more detailed information regarding each of these requirements.

Included in this Request, The Owner shall submit a final programmatic report that includes the following information:

- **Programmatic Report:** A technical account of all project-related work performed, project objectives, results initially estimated and achieved (including but not limited to the total GETCO investment realized and to the extent available, effects of the project on gas use, electricity use, emissions and energy costs), technology implemented, successes/challenges/lessons learned, changes to original project scope, operational summary. The Annual Report also includes accomplishments, work products developed, project participants and other collaborating organizations, project impacts, and any changes or problems. Report should account for compliance with applicable project-related codes and requirements, whether local, state, or federal. This report will be publicly available.
- **Compliance with all applicable project-related codes and requirements, whether local, state, or federal.**
- Other additional information required by the Owner pertaining to the Project will be outlined herein: No additional information needed.

Please note, prior to submission to CEO, the Annual Tax Credit Cost Certificate Request report must be audited by a licensed Certified Public Accountant that is not affiliated with the Owner. Find requirements for the information needed in Exhibit B of the Tax Credit Agreement. For each eligible tax year within the Credit Period, CEO will review the submitted Tax Credit Cost Certificate Request and verify that it satisfies the information provided by the applicant in their application. If CEO determines that the scope of the Project for that tax year and all reporting requirements are complete and verified, CEO will issue a Tax Credit Certificate for no

more than the lesser of 30% or \$1,781,506.80 of the Qualified Expenditures for that tax year. The total dollar amount of 30% of the Qualified Expenditures over the Credit Period shall not exceed the amount awarded. Owners will claim the credit by filing the tax credit certificate with their state income tax returns with the Colorado Department of Revenue.

Owner may not claim the Tax Credit Amount until a Tax Credit Cost Certificate is issued. Owner may only claim the Tax Credit Amount certified by CEO in a Tax Credit Cost Certificate for the tax year in which Owner made the Qualified Expenditures to which the Tax Credit Certificate relates. Owner is allowed to submit only three Tax Credit Cost Certificates over the three-year Credit Period.

Deliverable(s): Annual Tax Credit Cost Certificate Request Report

Deadline: No later than 60 days after December 31 of each eligible income tax year. The Owner may request a 30-day extension for submitting the Annual Tax Credit Cost Certificate Report within 45 days of the 60-day due date. Approval of the extension request is at the Office's discretion.

FOR TAX EXEMPT ENTITIES:

CEO will issue Tax Credit reservation certificates in the same manner to all eligible taxpayers including tax-exempt entities and tribal governments. For tax year 2024 and moving forward, DOR is implementing a new income tax return type (form DR 0990) for governments (including tribal governments) and nonprofits that are claiming refundable credits and that have no other tax liability. In those cases, the full amount of the credit will be refunded when they file that return, claim the credit, and attach the credit certificate. Governments and nonprofits that have unrelated business taxable income will continue to file a corporate income tax return (DR 0112) to calculate the tax due on that income and claim any credits they are allowed. The credit will first offset the tax liability, and any remainder will be refunded.

Task. 1.4. Additional Reporting

The awarded Owner may be subject to additional reporting based on the project or study type. The requirements concerning additional reporting are outlined below:

Town of Vail is not subject to additional reporting.

Task 1.5 Project Completion Report

Projects will be subject to Project Completion Reports.

Deliverable: CEO will provide a Notification of Completion report template. This report is separate from the final CPA-audited Annual Tax Credit Cost Certificate Request Report.

Deadline: The Owner is required to submit this Notification within 90 days after the Credit Period End Date or the project scope end date.

Task 1.6 Annual Project Performance Reports

Projects are subject to annual performance reporting requirements up to four (4) years after the Credit Period has been completed and Tax Credit(s) has been claimed. The Owner is required to submit Annual Performance Reports to the CEO affirming continued ownership, operational status, and GHG avoidance/ reduction contributions of the awarded GETCO project.

Deadline: The Owner is required to submit Annual Reports by January 31st, and for three (3) years thereafter, for a total of four (4) annual reports. The third CPA-audited Annual Tax Credit Cost Certificate Request Report, claimed in the final year of the Credit Period, will count as the first Annual Performance Report for Task 1.6.

2. Final Project Deliverables - Thermal Energy Networks

Upon completion of the study or project, the Owner is required to submit the following final project deliverables:

Task 2.1. Thermal Energy Network Projects Deliverable(s):

Installation/construction of a thermal energy network system, including the purchase of associated equipment and materials, that serves more than one building from a distribution network:

- Equipment and Materials: heat pump equipment, piping/casing, heat pump fluids, fluid pumps, auxiliary heaters, grouting materials, misc. plumbing and electrical to complete installation (controls, air separators, expansion tanks, electrical wiring and needed electrical panel, pipe insulation, and ducting)
- Installation Labor: HVAC, electrical, plumbing, drilling, trenching, excavation, and other earthwork.
- Permits
- Environmental regulation requirements (fluids and spoils)
- System Commissioning

Final report that shall meet State Accessibility Requirements to include the following:

Construction: Provide a summary of the construction process and all major steps completed, including:

- Trenching or borehole drilling
- Ground heat exchanger installation (closed loops, wells, submersible pumps, other downhole equipment, etc.) and horizontal connection piping.
- Common heat transfer fluid distribution loop piping and installation, circulating pump installation
- Pipe sizes and lengths
- Devices for thermal exchange with wastewater and/or surface water.
- Service connections to buildings
- Installation of GSHP systems in individual buildings

Equipment/Component Installation Reporting: Provide a summary of all components of the thermal energy network

including the ground heat exchangers, devices used for heat exchange with wastewater and/or surface water, all associated piping, and/or associated equipment and distribution systems within individual

buildings that have been installed during the reporting period:

- Make (Brand)
- Model Serial Number
- AHRI Certification Reference Number
- GSHP loop / well characteristics:
 - Pressure and flow tests performed on installed GSHP loops, circuits, common heat transfer fluid distribution piping
 - Well pumping test flow rates, injection rates, test duration, drawdown and mounding, groundwater temperature, and groundwater quality measurements
 - Loop pressure in and out of individual equipment, loop temperatures in and out of individual equipment
 - Number of GSHP loop and well boreholes, depth of boreholes/loops/wells, pipes per hole, pipe sizes in hole
- Air Flow in CFM/Ton (when a duct system distributes the heated and cooled air)
- Air temperature in and out of the equipment (with no electric resistance heating and only the compressor, fan, and pump operating)
- Heat of Extraction/Rejection $\Delta T \times GPM \times \text{Fluid Factor}$
- Material

- Drilled depth of ground heat exchangers and depth of buried interconnection piping
- Length of all piping and ductwork
- Photos of installed equipment, completed well heads, and piping
- Photos of underground piping, connections, and equipment prior to backfilling

Commissioning: Provide a summary of the commissioning process for the thermal energy network, including:

- A discussion of all commissioning steps completed to ensure the network operates as designed.
- A comparison of modeled energy demand for the thermal energy network to the actual energy demand for the thermal energy network.
- Energy use (pumping energy).

Operation: Provide the following post-installation metrics for the thermal energy network:

- Reduced electrical or natural gas demand (MW/year) as compared to a standard electric or natural gas heating/cooling system, or compared to the previously installed system (for retrofits)
- Electricity cost savings (\$/year)
- Reduced GHG emissions (kg/year)
- Estimated permanent Colorado jobs supported
- Estimated Colorado construction jobs supported
- A written assessment of the project's actual accomplishments and outputs as compared to the original project scope and schedule. If any planned outputs were not achieved, detail why.

A discussion of project impacts for the full grant funding period:

- How the project's processes, techniques, findings, or results have made an impact or are likely to make an impact on the base of knowledge, theory, and research methods in the field of thermal energy networks.
- How results from the project made an impact, or are likely to make an impact, beyond the bounds of thermal energy network science and engineering, on areas such as:
 - Improving public knowledge, attitudes, skills, and abilities
 - Changing behavior, practices, decision making, policies (including regulatory policies), or social actions; or improving social, economic, civic, or environmental conditions.

List and describe any product produced or technology transfer activities accomplished during the full grant funding period, such as:

- Publications (list journal name, volume, issue); conference papers; or other public releases of results.
- Websites that reflect the results of this project.
- Project collaborations fostered.
- New technologies or techniques used (these can be innovative technologies in general or just the first time a technology or technique has been leveraged in the State of Colorado).
- Inventions/Patent Applications (Identify and Describe with date of application).
- Any other innovations

Deadline: December 31, 2027

III. Site Visits and Evaluation

CEO staff, State of Colorado employees, or other GETCO representatives may require access to the site of a GETCO-awarded project, before, during and/or within four calendar years of equipment installation (i.e. On-site Monitoring Visit). Tax credit Owners shall provide such access upon request. Please refer to the Auditing Requirements document found in the Cycle 3 GETCO Google Drive folder for more information. Additionally, CEO may perform program evaluation(s) to aid in continuous program improvement which may take the form of a questionnaire or a more detailed interview. CEO may engage with Recipient to discuss the possibility of creating a success story/case study of a project upon project completion, with participation in such an activity voluntary.

IV. Commissioning & Operation Verification

If applicable to the project, the Tax Credit Owner shall undertake a process to ensure all completed systems & equipment are designed, installed, tested, operated, and maintained according to the design and specifications to ensure proper installation and operation. Assurance will be provided via the submission of a commissioning logbook for the equipment & systems purchased & installed under this Agreement.

Deliverables may include (as applicable to the project):

- Documentation including a commissioning logbook and any supporting data to be provided by the Tax Credit Owner

- Additional supporting documentation including, but not limited to, functional testing reports/logs, system operations and maintenance guides

V. Project Documentation & Records Retention

The Owner must maintain for a minimum of three years after project completion full and accurate records relating to the project(s) credited by GETCO and must ensure adequate control over related parties in the project. The CEO shall be afforded access to such records, and be granted the ability to inspect all work, invoices, materials, and other relevant records at reasonable times and places. Upon CEO's request, the Owner must furnish all data, reports, contracts, documents, and other information relevant to the project within a reasonable timeframe.

Project Budget and Tax Reservation Conditions

I. Qualified Expenditures

The following items are eligible expenditures under this Agreement:

- **Installation/construction of a thermal energy network system,** including the purchase of associated equipment and materials
 - Equipment and Materials: heat pump and heat exchanger equipment, piping/casing, heat pump fluids, fluid pumps, auxiliary heaters, grouting materials, misc. plumbing and electrical to complete installation (controls, air separators, expansion tanks, electrical wiring and needed electrical panel, pipe insulation, and ducting)
 - Installation Labor: HVAC, electrical, plumbing, drilling, trenching, excavation, and other earthwork.
 - Permits
 - Environmental regulation requirements (fluids and spoils)
 - System Commissioning

Table 1. Tasks Eligible for GETCO Investment

Task Number	Task Eligible for GETCO Investment (Yes / No / N/A)
Task 1	
Task 1.1	No
Task 1.2	No
Task 1.3	No
Task 1.4	No
Task 2	

Task Number	Task Eligible for GETCO Investment (Yes / No / N/A)
Task 2.1	Yes

II. Project Budget

The table below details the estimated budget for the Qualified Project Expenditures under GETCO, CEO agrees to allow investment up to 30% of Total Estimated Project Cost. The Owner agrees to pay the additional costs required to complete the Project and fulfill this Statement of Work.

Table 2. Project Budget Summary

Total Estimated Cost	GETCO Tax Credit Amount	Percentage of Total Estimated Cost	Estimated Total Expenditures Per Income Tax Year
\$5,938,356	Up to \$1,781,506.80	30%	Year 1 (2026): \$5,938,356

III. Statement of Work Project / Study Schedule

Task	Estimated Time Frame
Credit Period Effective Date and End Date:	Effective Date - December 31, 2027
Task 1.1: Kick-off Meeting	Within 45 days of the Effective Date
Task 1.2: Mid-Year Development Progress Reports	June 30, 2026, June 30, 2027
Task 1.3: Annual Tax Credit Cost Certificate Request	March 1, 2027; March 1, 2028
Task 1.4: Additional Reporting	N/A

Task 1.5 Project Completion Report	Within 90 days of the project scope completion date or within 60 days of the Credit Period End Date
Task 1.6 Annual Project Reports	January 31, 2028, January 31, 2029, January 31, 2030, January 31, 2030
Task 2:	December 31, 2027

Item Cover Page

VAIL TOWN COUNCIL AGENDA ITEM REPORT

DATE: February 17, 2026

TIME: 20 min.

SUBMITTED BY: Molly Eppard, Public Works

ITEM TYPE: Presentation/Discussion

AGENDA SECTION: **Presentation/Discussion (6:10pm)**

SUBJECT: **Dobson Art Selection Update (6:10pm)**

SUGGESTED ACTION: Listen to presentation and provide feedback.

PRESENTER(S): Molly Eppard, Art In Public Places

ATTACHMENTS:
[Council_Memo_2_17_26.pdf](#)

To: Town Council

From: Molly Eppard, Art in Public Places (AIPP) Coordinator

Date: 2/17/26

Subject: Dobson Arena Art Selection Committee Update

I. SUMMARY

Dobson Arena Art Selection Committee update and results of Request for Proposals.

II. BACKGROUND

At the June 17, 2025 AIPP meeting the AIPP Board motioned to enter into a services agreement with Black Cube Nomadic Museum to provide project management and consultation for public art integration at Dobson Arena. A project specific selection jury consisting of nine people was established with five representatives from the AIPP Board and staff; a Vail Recreation District Board member and staff; and a member of the Town of Vail community. Upon a site-visit and guidance from Populous Architects, Black Cube, and approval by the **Dobson Arena Art Selection Committee** four locations were identified for public art opportunities. The budget for public art is approximately \$273,000, which will be unequally distributed across all commissions. This budget includes artist fees, design, materials, installation, transportation, labor, and other associated costs.

Request for Qualifications:

A Request for Qualifications was administered by Black Cube which resulted in 282 artist applications received by the November 9, 2025 deadline. Through the Café (Call for Entry) portal the **Dobson Arena Art Selection Committee** narrowed the artists to 49 for further evaluation and discussion at a special meeting on Nov. 18. Squire Broel, an art conservator, was also enlisted at this time to advise the committee on the importance of material selection in a high alpine environment, long-term care of any proposed artwork, and potential unforeseen costs related to maintenance and repair of damaged art.

Request for Proposals:

Based upon a rubric scoring method which included artistic quality, relevance to site, feasibility, impact, and durability, the **Dobson Arena Art Selection Committee** agreed to invite 11 artists to submit Request for Proposals. 17 proposals were reviewed by the **Dobson Arena Art Selection Committee** on January 22, 2026. Some finalists were invited to submit for multiple locations. The four locations include south entry, south lounge, west vestibule and

south exterior location. These finalists were invited to have an informational meeting with Black Cube and Populous prior to submitting proposals.

Finalist Selection:

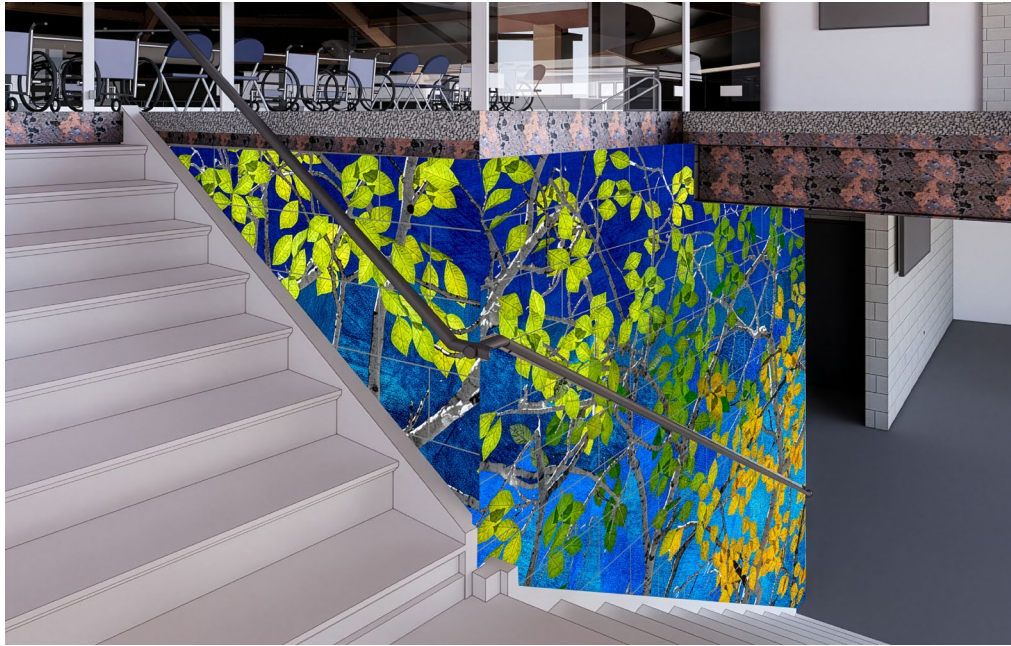
Upon review two artist proposals were accepted by a majority vote of the **Dobson Arena Art Selection Committee** on January 22, 2026: Michael Krondl /South Entry and Carlos Matos/South Exterior. The **Dobson Arena Art Selection Committee** is further reviewing proposals for the west vestibule and reevaluating the location of public art in the south lounge, as well as alternate opportunities.

IV. ACTION REQUESTED OF COUNCIL

Support the Town Manager to enter into two agreements, in a form approved by the Town Attorney, with:

- Michael Krondl to create and install his proposal for the Dobson Arena South Entry as approved by the **Dobson Arena Art Selection Committee** in the amount not to exceed \$55,000.





- Carlos Matos to create and install his proposal for the Dobson Arena South Exterior as approved by the **Dobson Arena Art Selection Committee** in the amount not to exceed \$78,000.



V. ATTACHMENTS

[Krondl South Entry - Dobson](#)
[Matos South Exterior - Dobson](#)

Item Cover Page

VAIL TOWN COUNCIL AGENDA ITEM REPORT

DATE: February 17, 2026

TIME: 20 min.

SUBMITTED BY: Chad Salli, Public Works

ITEM TYPE: Presentation/Discussion

AGENDA SECTION: **Presentation/Discussion (6:10pm)**

SUBJECT: **Main Vail Pedestrian Improvements Design Update (6:30pm)**

SUGGESTED ACTION: Listen to presentation and provide feedback.

PRESENTER(S): Chad Salli, Town Engineer

ATTACHMENTS:
[Council Memo 2-17-26.pdf](#)



Memorandum

To: Town Council

From: Public Works Department

Date: February 17, 2026

Subject: Main Vail Pedestrian Improvements Project Update

I. SUMMARY

The Town of Vail is currently in the design phase for sidewalk improvements at the Vail Town Center interchange to provide pedestrian connectivity and safety improvements for pedestrians traveling between the North and South Frontage Roads. \$3 million for construction is currently shown in year 2027.

The project focuses on improving pedestrian access through the roundabouts by widening the existing sidewalk under I-70 and improving connections to Vail Village and the Spraddle Creek Trailhead. The design includes:

- 8-foot sidewalks (10-foot under the I-70 bridges) between the north and south roundabouts
- 6-foot sidewalk along Spraddle Creek Road to the trailhead parking lot
- ADA curb ramps and rapid flashing beacons at crosswalks
- Retaining walls as needed
- Canopies near I-70 to protect users from snow cast during snow removal operations
- Landscape and aesthetic improvements at the Town's entrance

Design has progressed to the 30% level, including preliminary retaining wall quantities and crosswalk locations. The Engineer's Opinion of Probable Cost (EOPC) at this stage is approximately \$4 million, which is about 33% higher than the currently budgeted amount. A significant portion of the cost increase is associated with the retaining walls needed to construct the sidewalks under I-70.

In early coordination with CDOT, CDOT has expressed concerns with the proposed new sidewalk on the east side of the interchange. Their position is that the new sidewalk provides limited benefit (reducing walking distance by approximately 200 feet), does not serve a significant pedestrian generator on the northeast side, and introduces new pedestrian/vehicle conflict points—most notably at the eastbound I-70 on-ramp and across the five-lane South Frontage Road. CDOT has also indicated that permitting for

new crosswalks may require pedestrian volumes that the proposed east-side sidewalk may not achieve.

II. OPTIONS MOVING FORWARD

Option 1 — Construct the complete project (west + east sidewalks)

Estimated Cost: \$4.0–\$4.5 million

Pros

- Reduces pedestrian travel distance from the North Frontage Road to Vail Village by approximately 200 feet
- Phasing maintains pedestrian access during construction
 - Phase 1: Construct east sidewalk while pedestrians use the existing west sidewalk
 - Phase 2: Shift pedestrians to east sidewalk while west sidewalk is improved
- Provides redundancy for future maintenance requiring sidewalk closures
- Improves landscaping/aesthetics at the Town's entrance

Cons

- Requires additional funding beyond the current budget
- Introduces new pedestrian/vehicle conflict points, including the eastbound I-70 on-ramp and five-lane South Frontage Road
- CDOT has expressed lack of support for the east sidewalk concept
- New crosswalk permitting may require pedestrian volumes that may not be met

Option 2 — Widen the existing west-side sidewalk and Spraddle Creek Road connection

Estimated Cost: \$2.5–\$3.0 million

Pros

- Can be constructed within the existing budget
- Provides pedestrian connection to the Spraddle Creek Trailhead
- Provides a widened ADA sidewalk between the North and South Frontage Roads

Cons

- Construction phasing is complicated while maintaining pedestrian access
- Alternate pedestrian route during construction is approximately 1.3 miles
- Does not provide redundancy for future sidewalk closures

Option 3 — Option 2 + landscape/aesthetic improvements

Estimated Cost: \$2.6–\$3.1 million

Pros

- Provides pedestrian connection to the Spraddle Creek Trailhead
- Provides widened ADA sidewalk between the North and South Frontage Roads
- Improves landscaping/aesthetics at the Town's entrance

Cons

- Construction phasing is complicated while maintaining pedestrian access
- Alternate pedestrian route during construction is approximately 1.3 miles
- Does not provide redundancy for future sidewalk closures

III. RECOMMENDATION

Staff recommends moving forward with **Option 3**: widen the existing west-side sidewalk (including the canopy), install a sidewalk along Spraddle Creek Road to the trailhead, and complete landscape/aesthetic improvements. This option improves pedestrian safety and accessibility while remaining within the existing \$3 million construction budget and avoids the additional cost and permitting risk associated with the proposed east-side sidewalk.

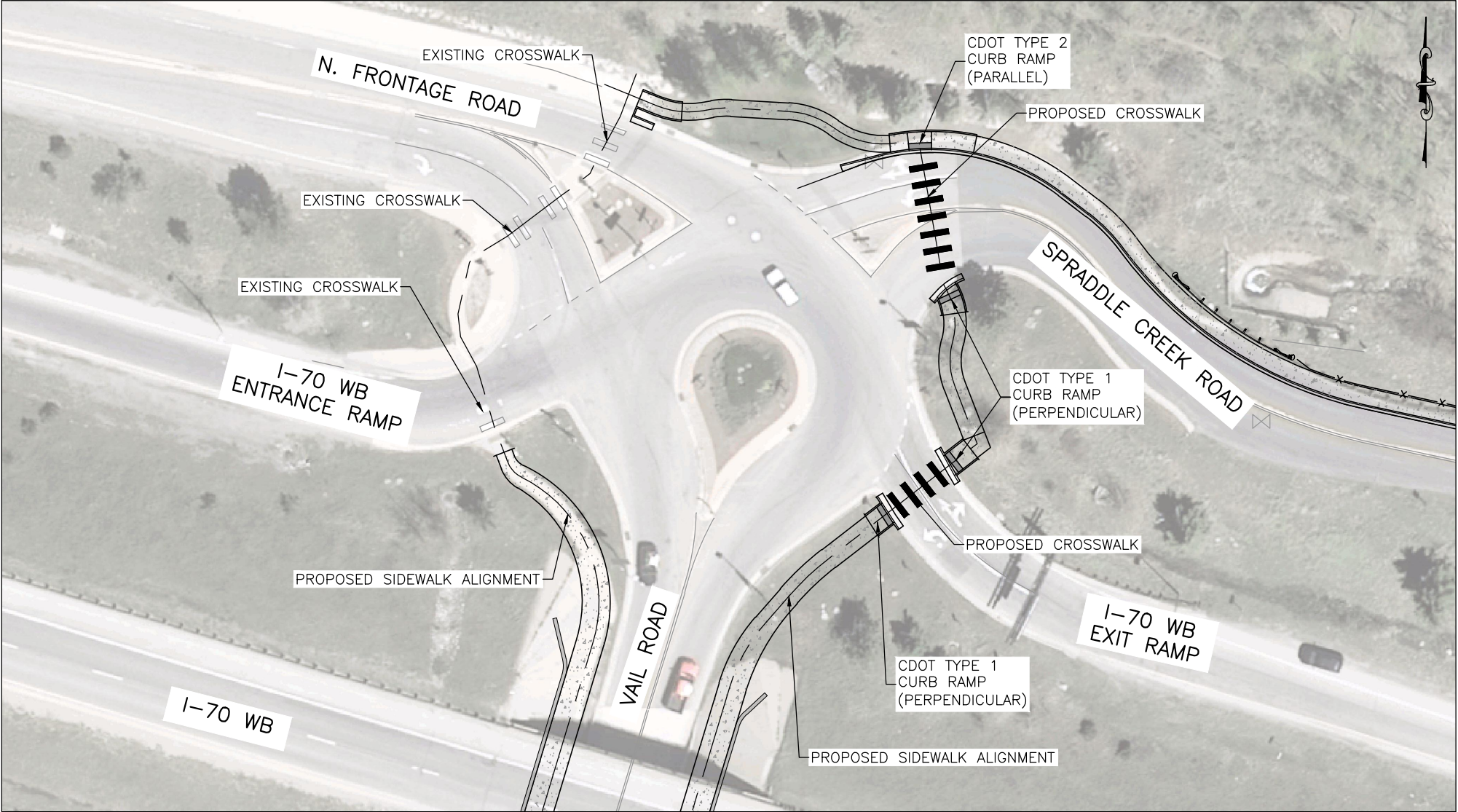
IV. ATTACHMENTS

[30% Sidewalk Exhibit](#)

[30% Landscape Exhibit](#)

[Pedestrian Canopy Rendering](#)

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MAIN VAIL NORTH ROUNDABOUT
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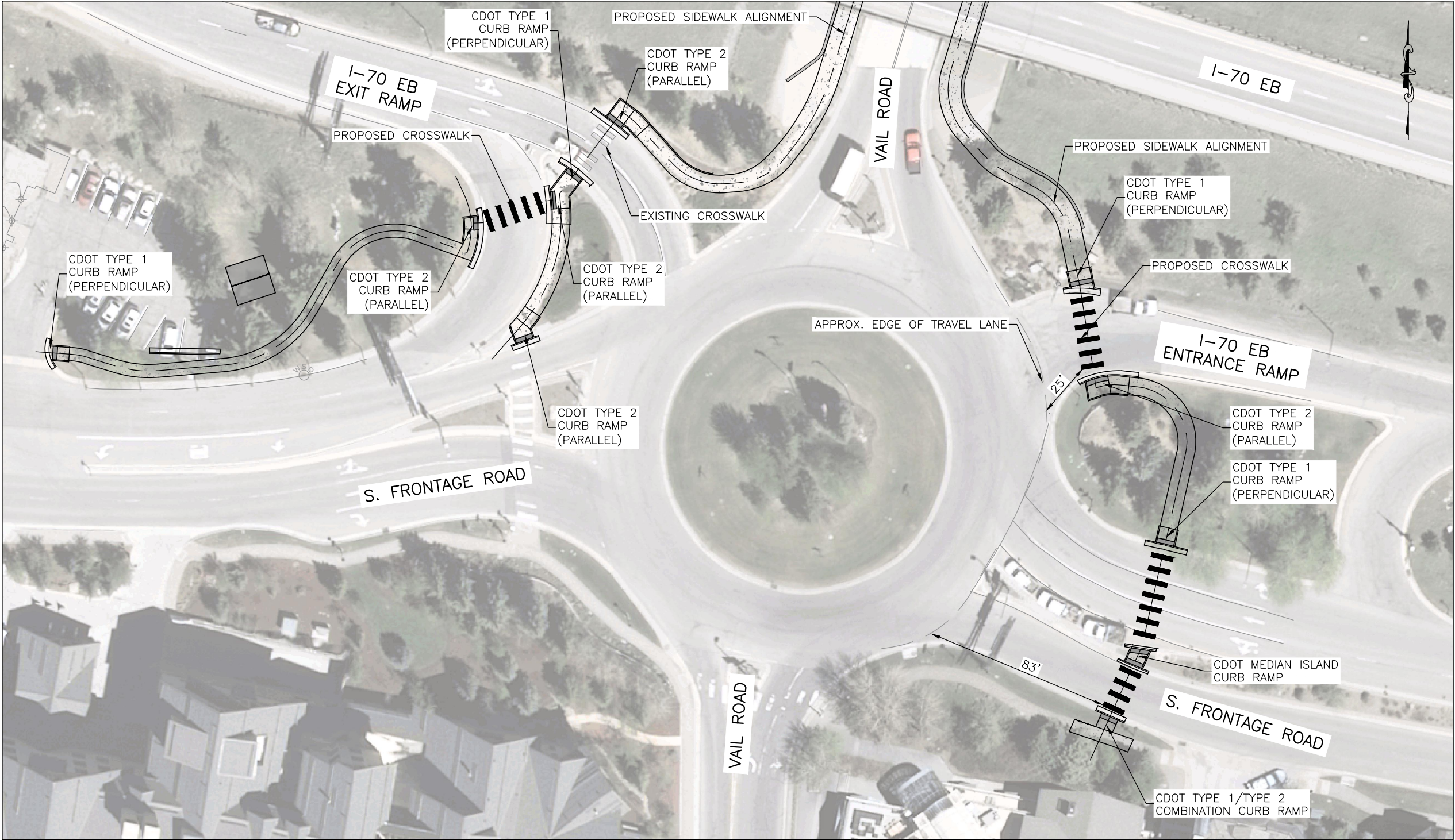
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Last Modification Date: 11/17/25		1				Revised:		Engineer: --	Structure Numbers --		--	
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SGM Project No.: 2025-281.001	Quality Control: --											



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NOTE:

- 1. AN RRFB WILL BE PLACED AT ALL CROSS WALK LOCATIONS.

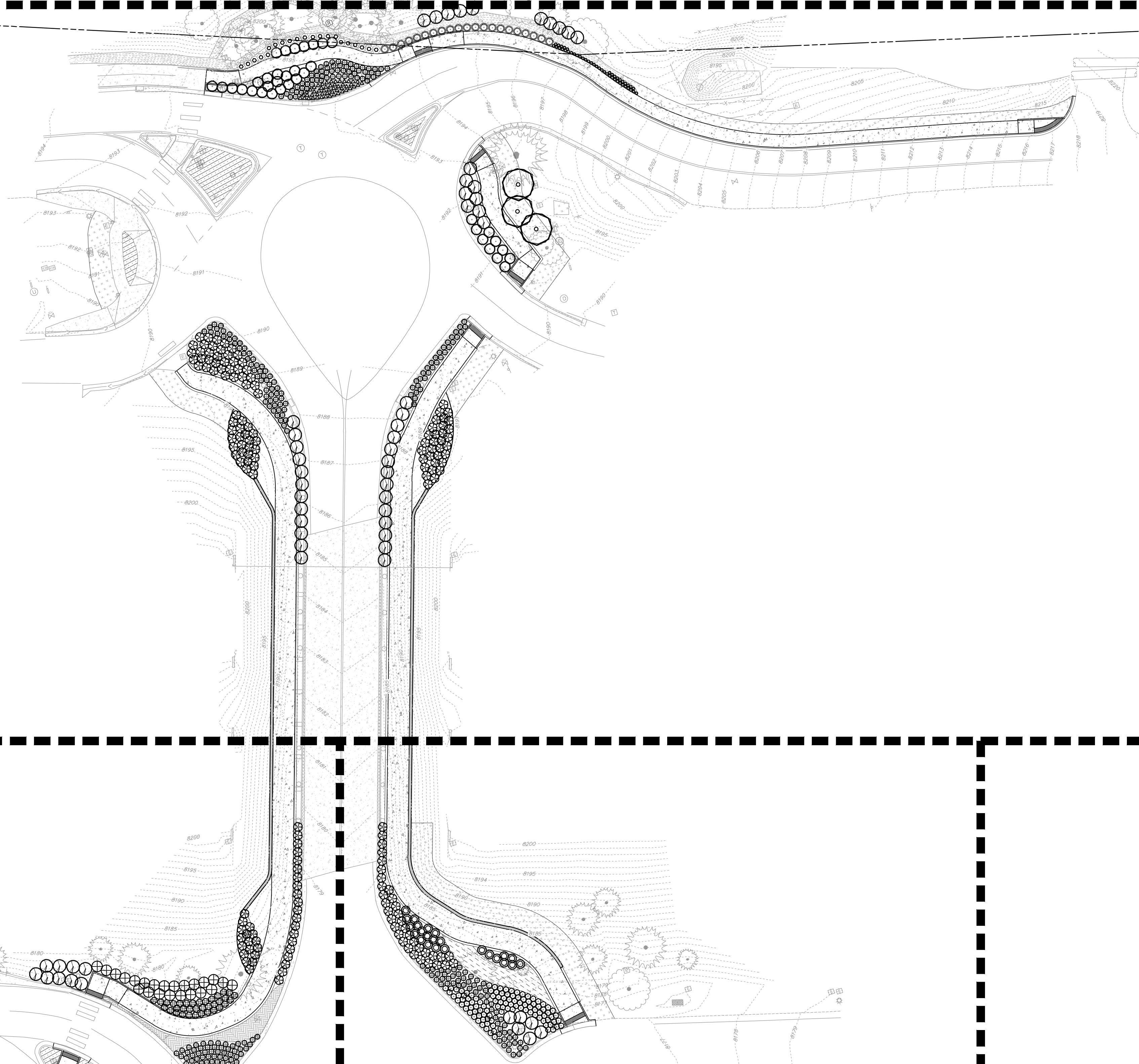
MAIN VAIL SOUTH ROUNDABOUT
SCALE: 1"=50'

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Last Modification Date: 11/17/25		1				Revised:		Drawn By: MWM		--	--	
Drawing File Name: MainVail-CrosswalkExhibit						Void:		Sheet Subset: EXHIBIT		Subset Sheets:	1 of 1	
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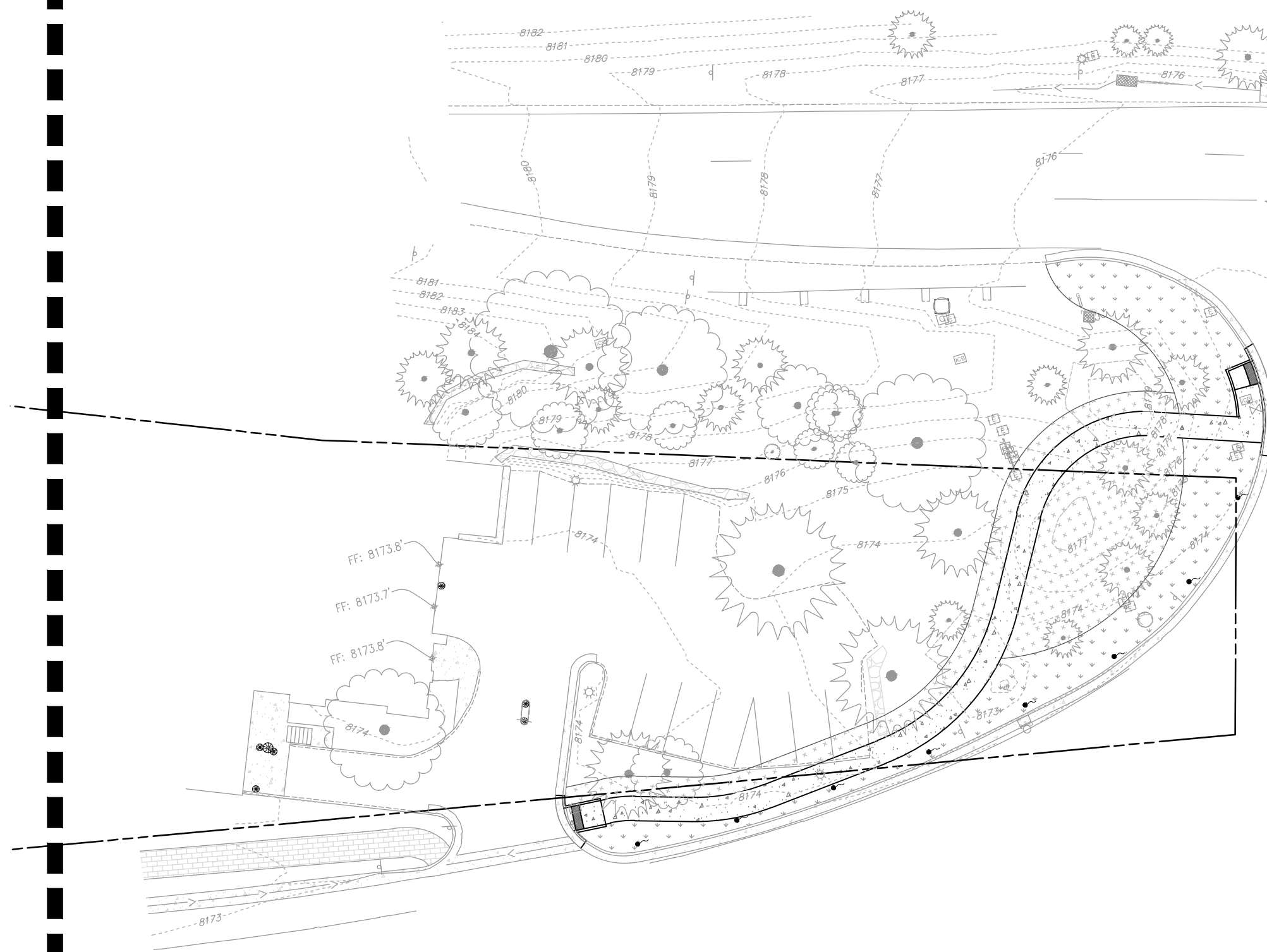


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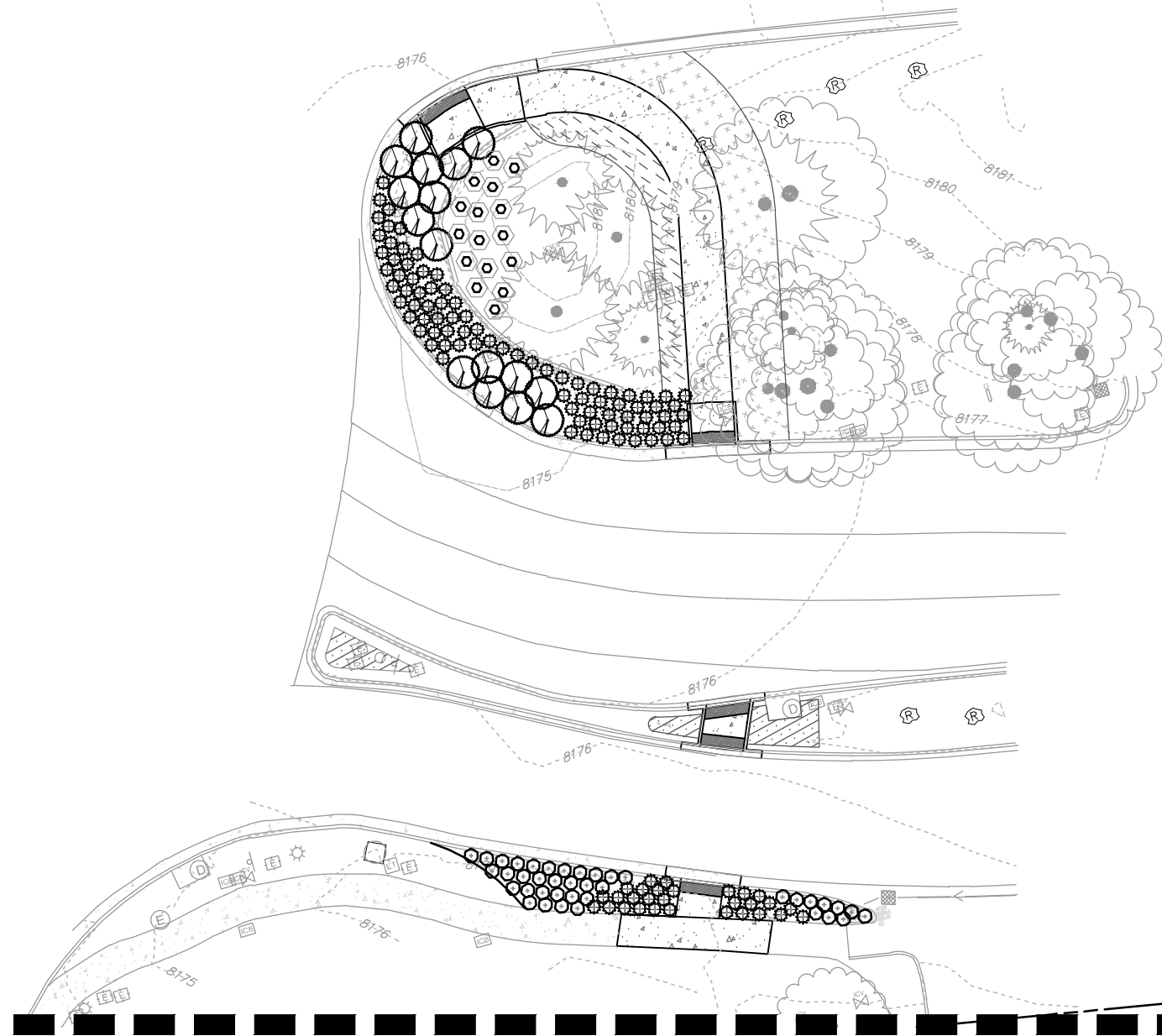
ENLARGEMENT A



ENLARGEMENT B



ENLARGEMENT C



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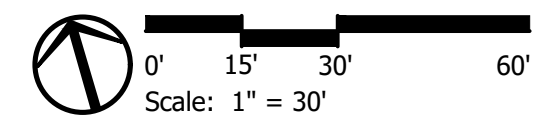
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VAIL, COLORADO

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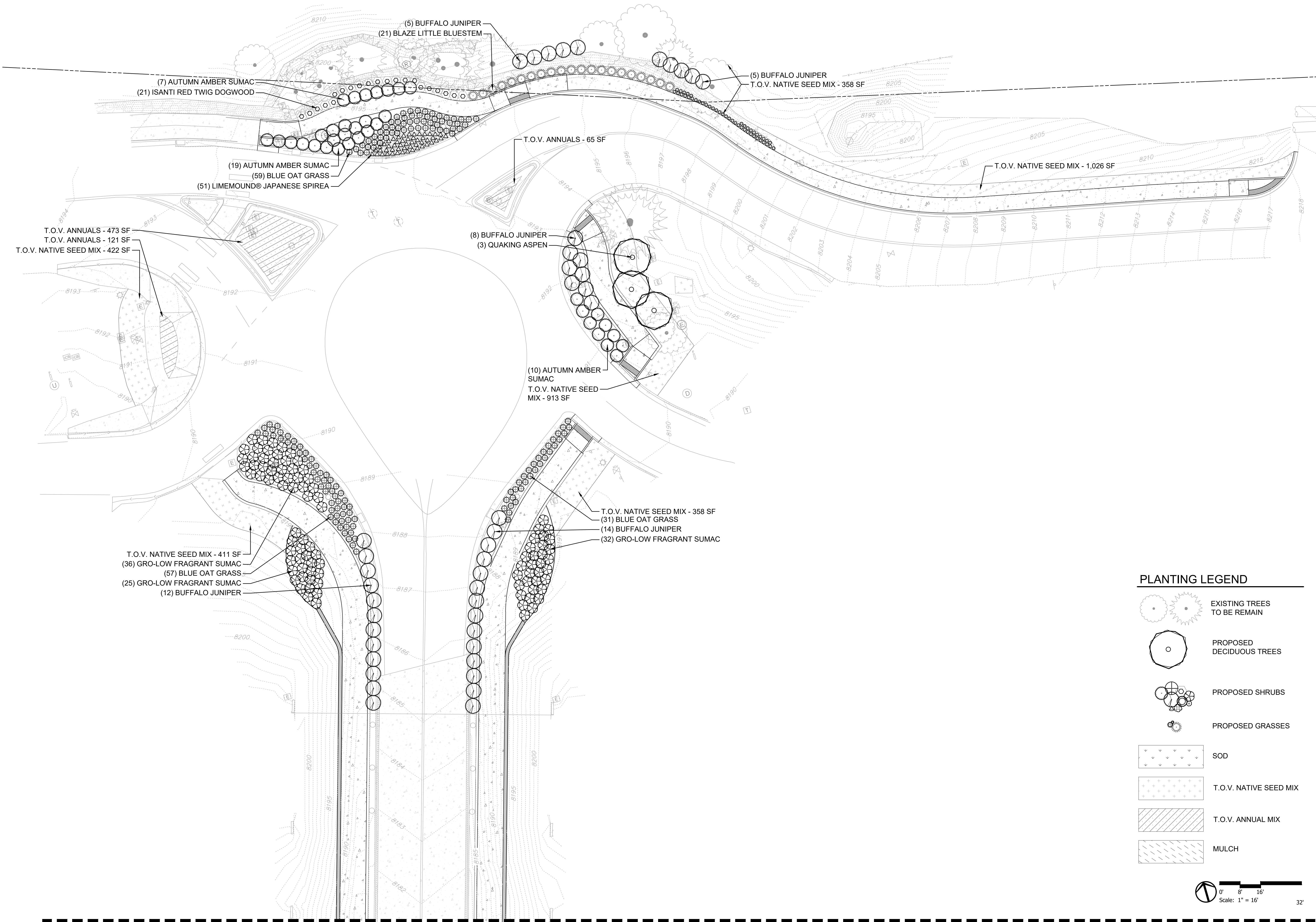
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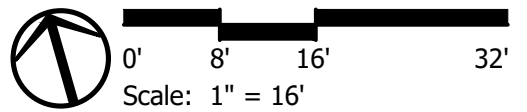
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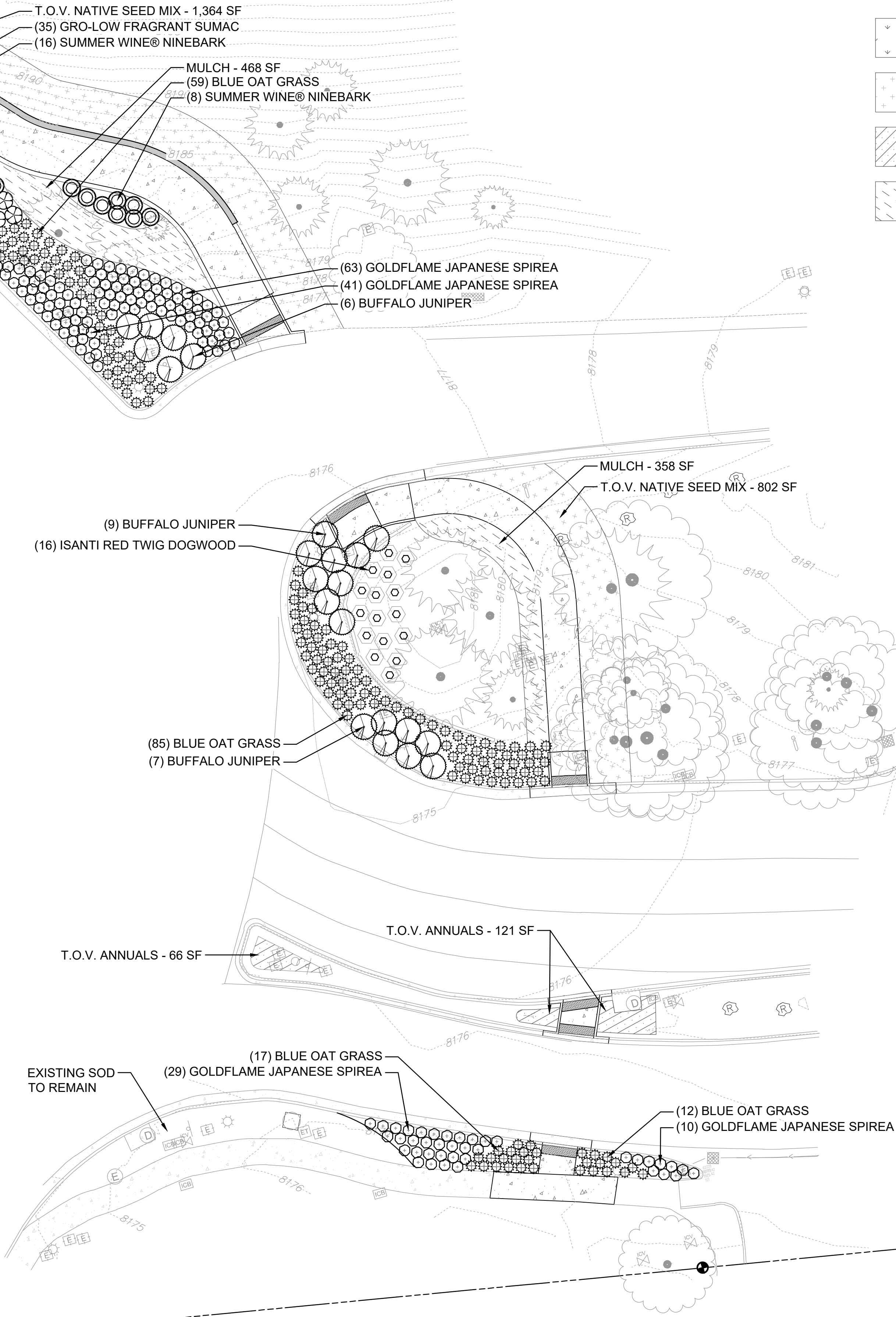


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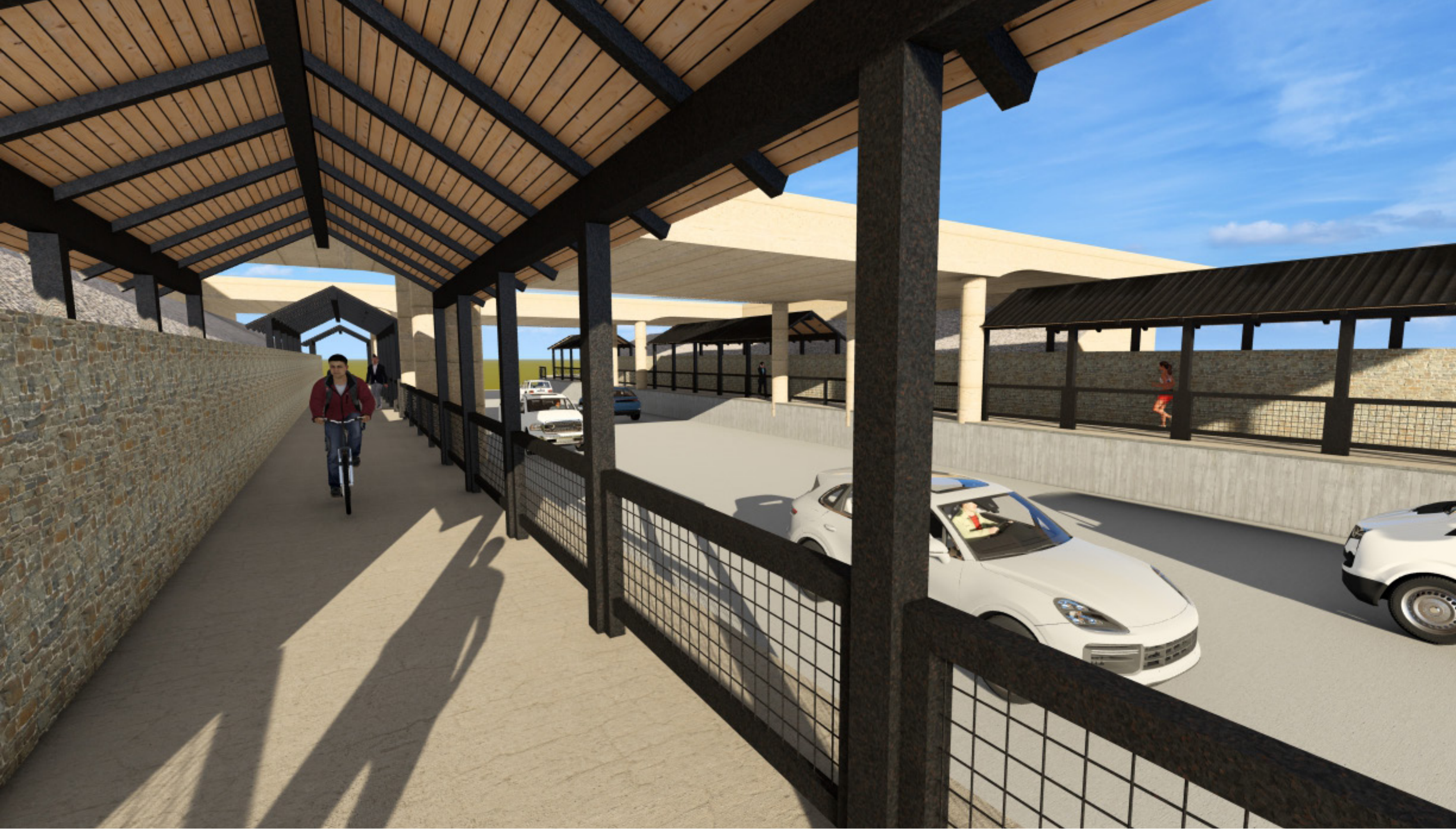
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- T.O.V. ANNUAL MIX
- MULCH

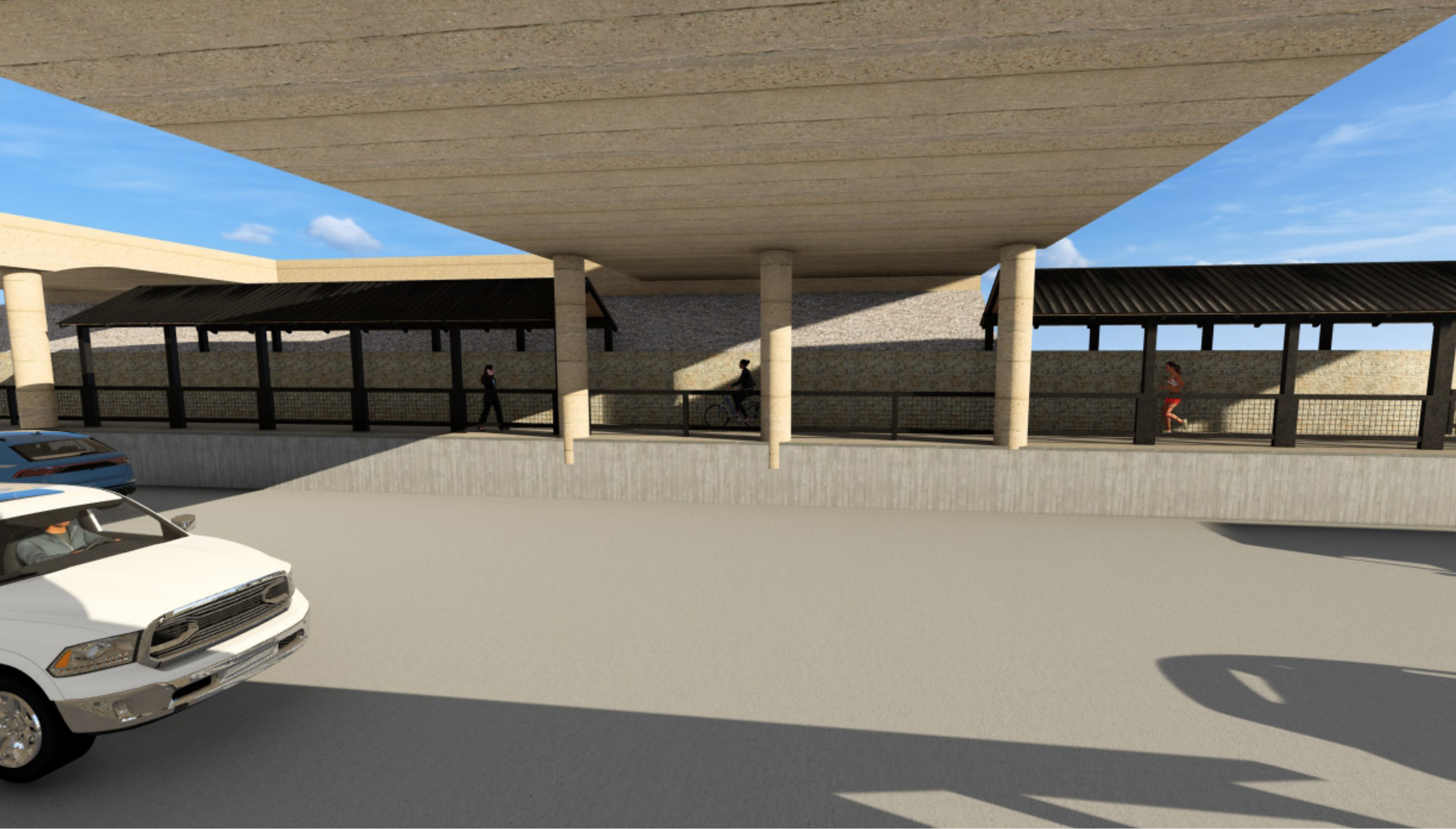
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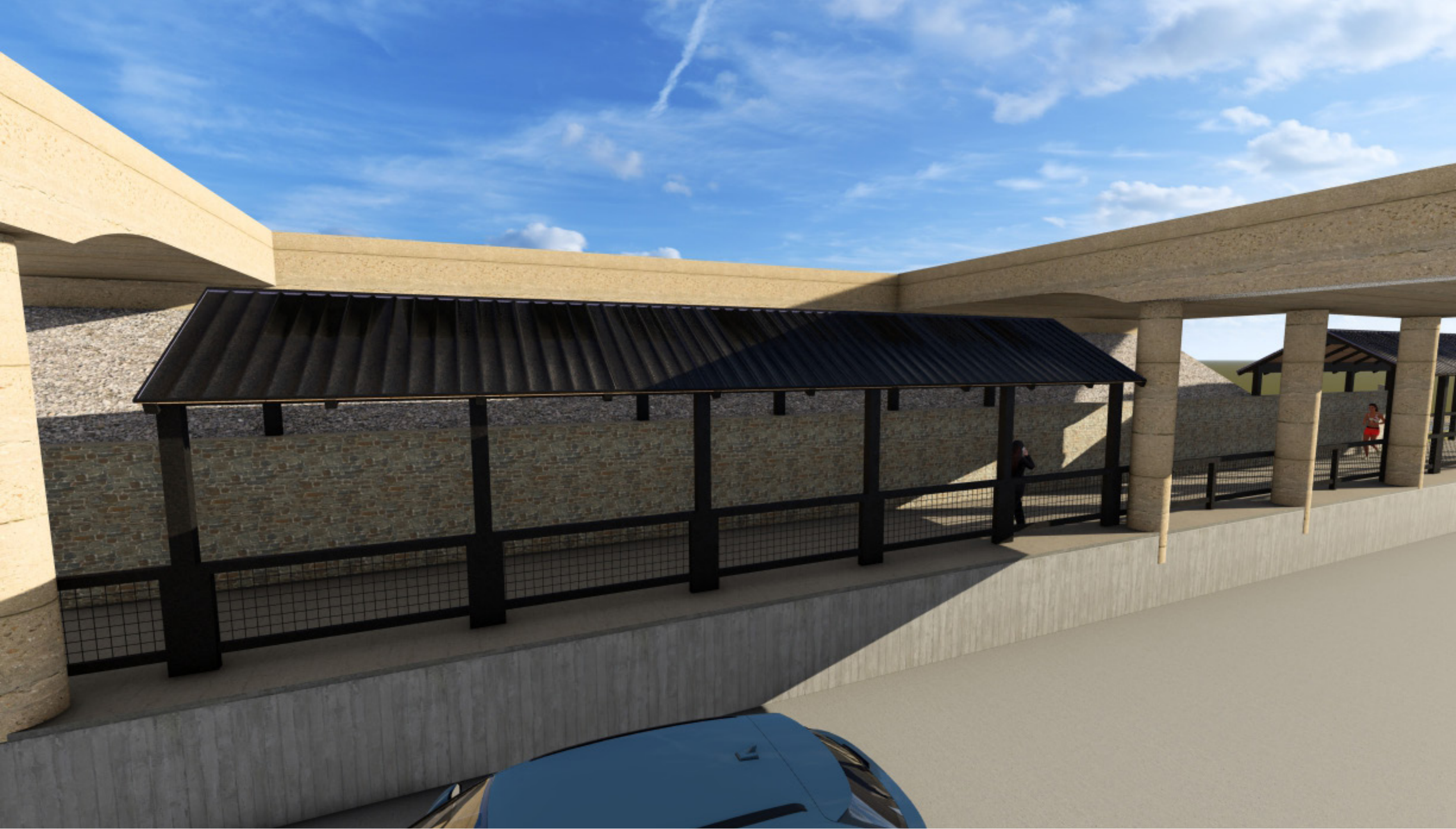
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Item Cover Page

VAIL TOWN COUNCIL AGENDA ITEM REPORT

DATE: February 17, 2026

TIME: 15 min.

SUBMITTED BY: Tom Kassmel, Public Works

ITEM TYPE: Action Items

AGENDA SECTION: Action Item (6:50pm)

SUBJECT: Enhanced Summer Transit Service Approval (6:50pm)

SUGGESTED ACTION: Approve, approve with amendments, or defer the Summer Transit Enhancement program.

PRESENTER(S): Tom Kassmel, Director of Public Works and Transportation

ATTACHMENTS:

[Council Memo 2-17-26_EnhancedTransitOptions.docx](#)

[Route Optimization_TC_Presentation_2-17-2026.pptx](#)

[Vail Transit Route Optimization Plan Final Report_withAppendix.pdf](#)



Memorandum

To: Town Council

From: Public Works Department

Date: February 17, 2026

Subject: Enhanced Transit - Summer 2026

I. SUMMARY

The Town of Vail completed the Transit Route Optimization Plan last summer which identified transit enhancements to meet the current and future transit needs of the town and to encourage transit use to meet the Council's Strategic Transportation Goal. The recommended transit enhancements provide enhanced services as generally described below, for more detailed information refer to attached Plan, Scenario 1.

- East Vail – 10/20 min (W/S) service
- Sandstone – 20/30 min (W/S) service
- Lions Ridge Loop – Extends to Chamonix Rd. & year-round 30 min service
- West Vail Red & Green – 20 min service
- West Vail Express – All day 15 min service
- New “Middle Creek Circulator” – 2028/29 to serve Middle Creek/Southface housing area; 20 min service.

This past summer and fall staff further developed Scenario 1 to better understand scheduling/staffing needs and refine direct operating costs/impacts. Simultaneously, the Town was awarded a state operations grant, SB-230 Transit Service Enhancements grant. This state grant is formula funding and anticipated to be available for the foreseeable future based on oil and gas fees. The Town of Vail was awarded \$938k for 2026 and is anticipated to be awarded at least \$1.2M in years 2027-2030+ (with likely yearly inflation escalations). Each grant awarded will require a minimum 20% match and can only be used for enhanced transit with 2025 being the baseline.

In order to implement the recommended transit enhancements starting this June the Town will need to fund up to the 20% match in the amount of \$235k. Once starting the enhanced transit, the Town is somewhat committed to the new enhancements in order to provide predictability to users and allow for the best chance for a long-term increase in ridership. In future years, starting in 2027 grant funding will be at least \$1.2M, and require an overmatch of approximately \$400-\$450k. After 2028 the enhanced transit plan assumes a new route called the “Middle Creek Circulator” to service Middle Creek and Southface, this additional service will increase the overmatch to ~\$1M. See below

for a summary of minimum expected grant funding and estimated necessary Vail matching funds.

	2026	2027	2028	2029
Grant Funding	\$938,000	\$1,216,000	\$1,216,000	\$1,216,000
Vail Match	\$235,000	\$400,000	\$425,000	\$1,050,000
Total Cost	\$1,173,000	\$1,616,000	\$1,641,000	\$2,266,000

To move this program forward in 2026 Town Council will need to direct staff to allocate an additional \$235,000 in operating funds. This matching amount is not currently budgeted, as noted during the 2026 budget process last fall.

Town Council has three options;

- **Implement** Transit Enhancements and supplement the transit operating budget by \$235,000 which includes 10 additional FTE's (9 Bus/1 Mechanic)
- **Reduce** the Transit Enhancements and develop a revised scenario for 2026 that would likely limit enhancements to the East Vail and West Vail Express routes. Revised scenarios will need to be further evaluated but could be tailored to match a preferred amount likely between 20%-50% of grant and match.
- **Defer** implementing the Transit Enhancements until the Summer of 2027. The grant funding provides up to 2 years to spent, allowing for this delay. This delay may also ultimately reduce the Vail overmatch amounts for several years into the future as deferred grant funds roll forward.

Financial impacts of implementing transit enhancements

Under current sales tax collection projections, the Town's General Fund will not have sufficient ongoing revenue to support additional bus operations, requiring use of reserves. This approach is not recommended because it is not a sustainable long-term approach.

However, a potential path forward for Council to consider in supporting the continued operation of expanded transit services would be to adjust the sales tax allocation between the General Fund and the Capital Projects Fund. Currently, the General Fund receives 62% of sales tax revenues (approximately \$25.4M annually), while the Capital Projects Fund receives 38% (approximately \$14.9M annually).

To support this expansion, Council could consider allowing **up to** a 2% annual adjustment to the sales tax allocation within the five-year plan. This would increase the share of sales tax revenue directed to the General Fund (from 62% to 64%) while reducing the portion allocated to the Capital Projects Fund. Across the 5-year plan this would be an annual increase of up to \$900,000 to the General Fund. Given the Town's conservative budgeting practices, an adjustment may not be necessary at year-end. Therefore, staff recommends that any adjustment to the split would be implemented

only if year-end actuals indicate it is necessary. Adjusting the split may reduce the level of funding available for Capital Projects Fund by \$900,000 annually.

II. RECOMMENDATION

Staff recommends Council provide direction to either Implement, Reduce or Defer the Transit Enhancements based on the information provided.

III. ATTACHMENTS

Approved Route Optimization Plan



VAIL TRANSIT ROUTE OPTIMIZATION PLAN

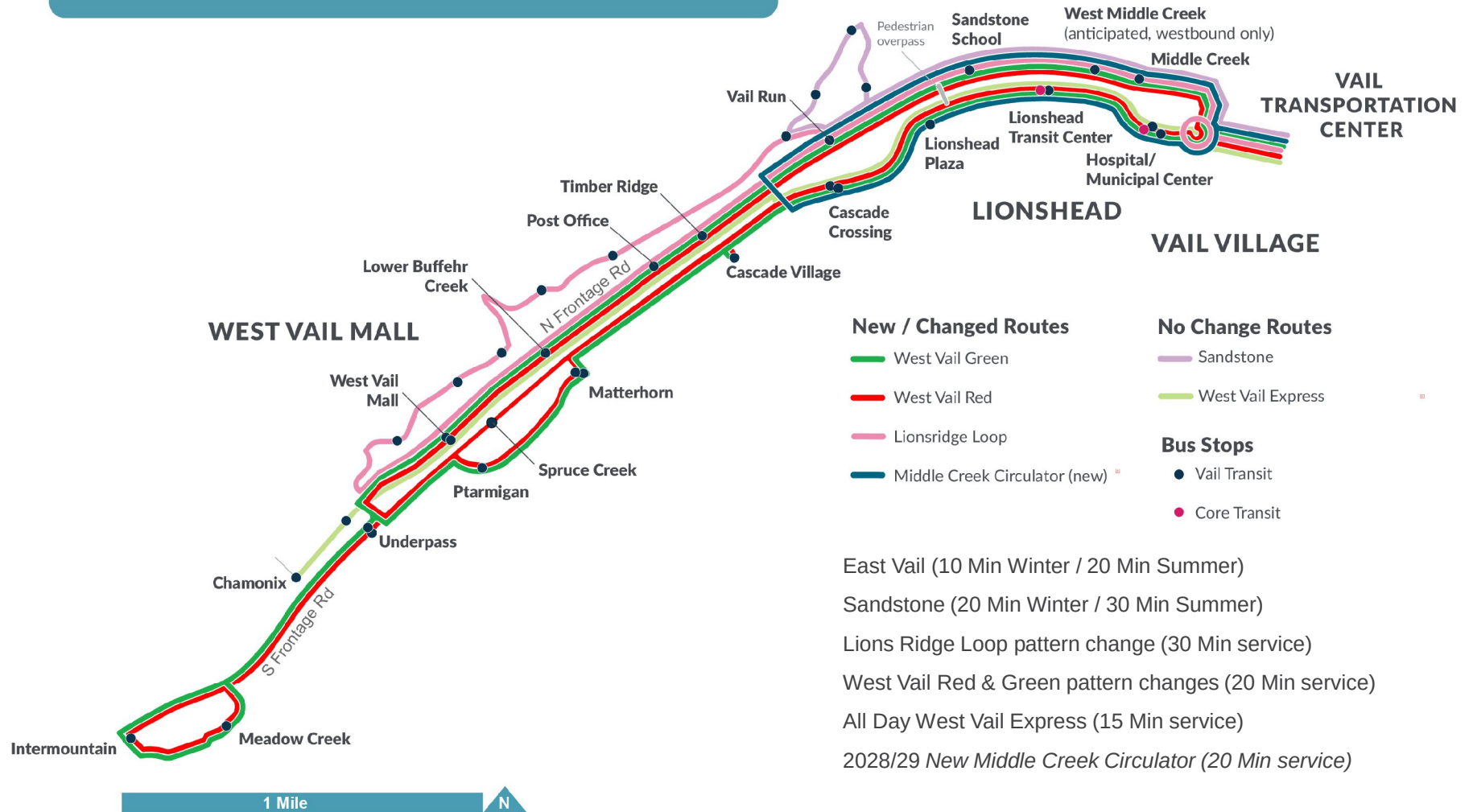
Enhanced Transit Options

Town Council Meeting
February 17, 2026

Enhanced Transit Timeline

- July 2025 Approved Route Optimization Plan-Scenario 1
- Sept. 2025 Received SB-230 Grant Award \$938k;
\$235k minimum match required.
- Aug-Nov 2025 Refined Operations Cost impacts
10 FTE's (9 Bus/1 Mechanic); requires grant match of
~\$400k starting in 2027+
- Dec 2025 Deferred budget decision until Spring 2026
- Feb. 2026 Request Direction for Summer 2026 Service
- March 2026 Approved Supplemental for Operations

SCENARIO 1: ENHANCE LOCAL SERVICE



Enhanced Transit Costs & Options

	2026	2027	2028	2029+
Grant Funding*	\$938,000	\$1,216,000	\$1,216,000	\$1,216,000
Vail Match**	\$235,000	\$400,000	\$425,000	\$1,050,000
Total Cost	\$1,173,000	\$1,616,000	\$1,641,000	\$2,266,000

*Grant Funding is minimum, likely increase due to inflation/escalation

**Assumes future approval of Middle Creek Circulator – 2028/29 Future Decision

- IMPLEMENT Transit Enhancements & supplement transit operating budget
 - o May require up to 2% Shift in GF/CF Split to 64%/36%
- REDUCE Transit Enhancements & develop a revised scenario for 2026
 - o East Vail & West Vail Express enhancements only.
- DEFER Transit Enhancements & Grant until Summer of 2027.

Vail Transit Route Optimization Plan

Prepared for:
Town of Vail

Submitted on:
June 24, 2025

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Executive Summary

The Vail Transit Route Optimization Plan was developed to evaluate and enhance the efficiency, coverage, and performance of the town's transit system. The planning process involved a comprehensive assessment of existing conditions, community input, and performance metrics to identify opportunities for improvement. The goal was to develop a phased implementation strategy that aligns with community needs and funding opportunities.

Key Findings

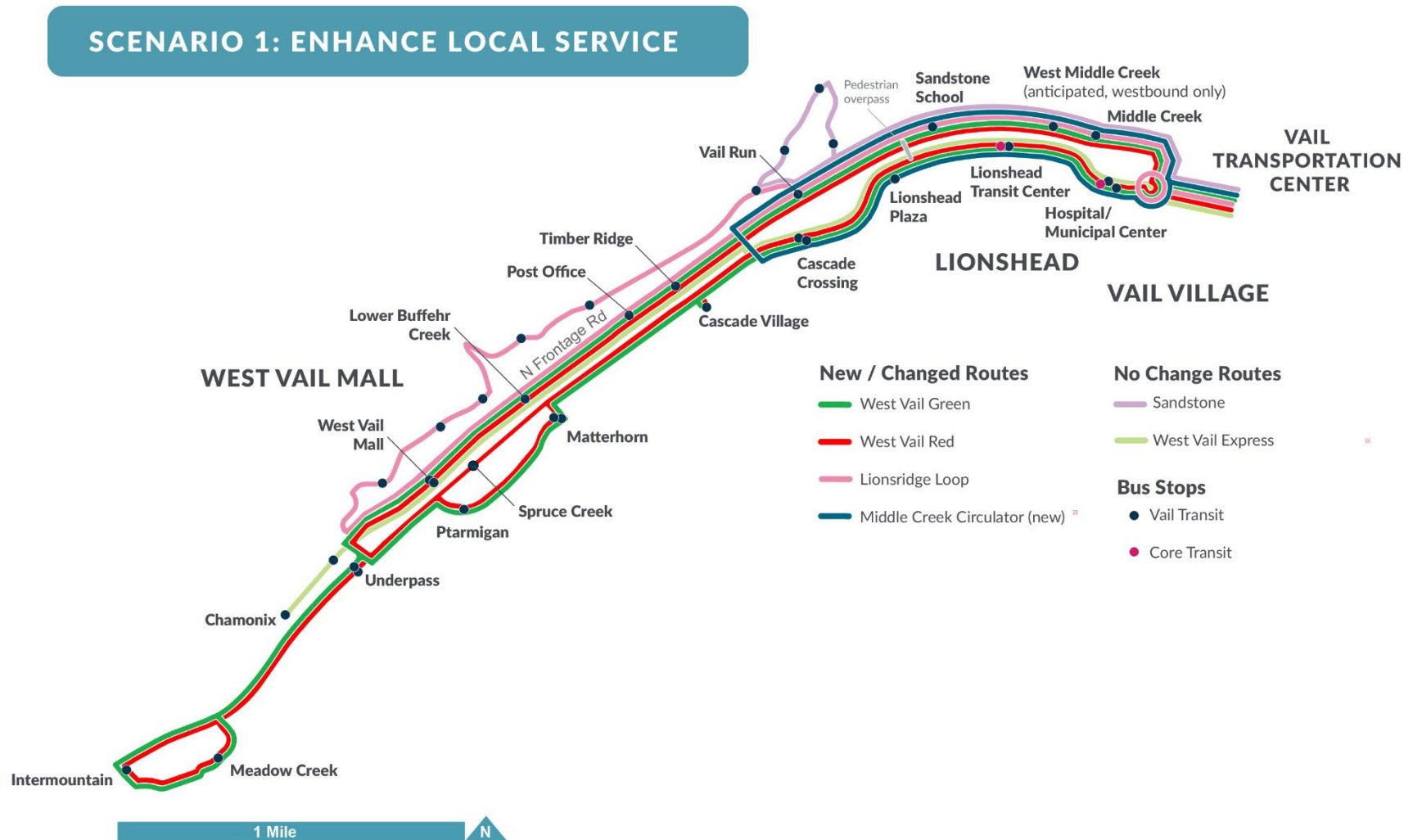
The analysis revealed several areas for improvement, including route realignments, service frequency adjustments, and seasonal optimization. The study emphasized the importance of aligning service levels with demand patterns, improving on-time performance, and enhancing connectivity to existing and future key destinations.

The Preferred Scenario, shown in **Figure 1**, is Scenario 1 from the analysis which emphasizes enhancements to local service. This scenario was selected through collaboration with Town staff, council, and community input to balance operational feasibility with service expansion goals. Key features of the Preferred Scenario include:

- Year-round operation of the West Vail Express, transitioning from seasonal/peak-hour to year-round/all-day service.
- Increased frequency on the West Vail Red and Green routes, with simplified routing to improve reliability and reduce travel time.
- Year-round operation of the Lionsridge Loop at 30-minute frequency, with extended routing to connect to West Vail Mall
- Introduction of the Middle Creek Circulator, a new route designed to connect high-density employee housing directly to Lionshead and the Vail Transportation Center (VTC).
- Increased frequency on the East Vail route, with the elimination of the East Vail Express (Hiker Express).
- Elimination of the Ford Park route, with coverage absorbed by other services.
- Seasonal adjustments to align with regional transit schedules and anticipated demand shifts due to paid summer parking and new housing developments.
- The scenario is designed to be implemented in phases from 2025 to 2030, with service expansions aligned to key events such as regional transit improvements, new housing developments, and the renovation of the Vail Transportation Center.

By full implementation (2028–2030), the system is projected to cost \$5.2 million in summer and \$4.4 million in winter, representing an annual increase of approximately \$2.0 million over current operating and administrative costs. Most of this increase is attributed to expanded summer service.

Figure 1: Preferred Scenario Summary



Phased Recommendations and Costs

The table below summarizes the proposed route changes and associated costs by year and season. These recommendations are structured to support phased implementation and are suitable for inclusion in grant applications. There are three improvement packages, showing which improvements should be made together.

Anticipated Event			Increased Regional Service (Improvements by Bustang and Core Transit)				New Housing and Activity Nodes (Middle Creek, Timber Ridge, West Lionshead)					
			Summer Paid Parking (at TOV parking facilities)				Vail Transportation Center Renovation to increase capacity					
Year			2025-2026		2026-2027		2027-2028		2028-2029		2029-2030	
Season			Summer*	Winter	Summer*	Winter	Summer*	Winter	Summer*	Winter	Summer*	Winter
Existing Operational Costs Subtotal**			\$3.32M	\$4.24M	\$3.32M	\$4.24M	\$3.32M	\$4.24M	\$3.32M	\$4.24M	\$3.32M	\$4.24M
Improvement Packages	Route	Service Change	Additional Operational Cost from Existing (2024-2025)									
Package 1: WVG + WVR + LRL + WVE and related changes	West Vail Red and Green	Year-Round Routing Change and Increase Frequency	-	+\$195K	+\$575K	+\$195K	+\$575K	+\$195K	+\$575K	+\$195K	+\$575K	+\$195K
	Lionsridge Loop	Year-Round Routing Change and Increase Frequency	+\$50K	+\$70K	+\$275K	+\$70K	+\$275K	+\$70K	+\$275K	+\$70K	+\$275K	+\$70K
	West Vail Express	Year-Round All-Day Service	+\$300K	+\$125K	+\$550K	+\$125K	+\$550K	+\$125K	+\$550K	+\$125K	+\$550K	+\$125K
	Winter Piggybacks	Eliminate winter piggybacks by incorporating into service	-	-\$235K	-	-\$235K	-	-\$235K	-	-\$235K	-	-\$235K
	Early Winter Service	Eliminate Early Winter Service (Summer schedule transitions to winter schedule)	-	-\$445K	-	-\$445K	-	-\$445K	-	-\$445K	-	-\$445K

Package 2: East Vail and related changes	East Vail	Year-Round Increase Frequency	-	+\$150K	+\$205K	+\$150K	+\$205K	+\$150K	+\$205K	+\$150K	+\$205K	+\$150K
	East Vail Express (Hiker Express)	Eliminate East Vail Express (Hiker Express) in summer	+\$100K	-	-\$225K	-	-\$225K	-	-\$225K	-	-\$225K	-
Package 3: Routes that can be added without direct relationship to other routes.	Sandstone	Increased Frequency During Summer	+\$50K	-	+\$115K	-	+\$115K	-	+\$115K	-	+\$115K	-
	Middle Creek Circulator	New Year-Round Route	-	-	-	-	-	-	+\$390K	+\$270K	+\$390K	+\$270K
	Golf Course	No Change	-	-	-	-	-	-	-	-	-	-
	Intown	No Change	-	-	-	-	-	-	-	-	-	-
Net Additional Seasonal Operational Cost Subtotal			+\$500K	-\$140K	+\$1.50M	-\$140K	+\$1.50M	-\$140K	+\$1.89M	+\$130K	+\$1.89M	+\$130K
			TOTAL SEASONAL COST									
TOTAL SEASONAL COSTS			\$3.8M	\$4.1M	\$4.8M	\$4.1M	\$4.8M	\$4.1M	\$5.2M	\$4.4M	\$5.2M	\$4.4M

*Summer includes new "early summer" season
 **Existing Cost includes "early winter" season. Costs may change with operational changes

Chapter 1: Existing Conditions

Vail Transit Planning Background

The Vail transportation system has historically centered around the movement of skiers. In 1980, Vail Associates funded the implementation of a regional bus service in Eagle Valley to transport skiers between Beaver Creek and Vail Mountain, and to transport employees between Edwards and Vail.

Today, Vail is an internationally recognized mountain resort community with year-round activities. Vail Transit provides free year-round bus service throughout Vail, making it one of the largest free transportation systems in the country. The Town continues to experience growth and the resulting mobility and transportation challenges. The system serves 2.8 million annual transit riders and consists of eight routes.

Go Vail 2045 Mobility & Transportation Plan

The Go Vail 2045 Mobility & Transportation Master Plan addresses transportation with innovation, sustainability, and community input. The plan was completed in 2024 by the Town of Vail and replaced the 2009 Vail Transportation Master Plan. The adopted Vision Statement follows:

“Vail is recognized as having a comprehensive multimodal transportation system with well-integrated alternative transportation options which reduce the number of single occupant vehicle trips and overall vehicle miles traveled to, from, and within Vail.”

Transit improvements aim to advance the following six goals:

1. **Multimodal Options** – Allow people to conveniently get to and around Vail without a car.
2. **Equity** – Provide seamless connections between local and regional transit and increase transit options for employees in Vail.
3. **Climate/Quality of Life** – Reduce greenhouse gas emissions and parking demand in Vail by making transit feasible for more trips.
4. **Access** – Increase access to high-frequency transit to more areas on Vail.
5. **Innovation** – Transition to zero emission buses and explore opportunities for autonomous transit vehicle technology.
6. **Safety** – Provide safe/comfortable access to buses for people walking to and waiting for the bus and improve safety of bus operations in locations with high pedestrian traffic.

The following specific transit recommendations came out of the plan:

- Increase service frequency and transition to year-round schedule
- Year-round, all-day West Vail Express
- Year-round, high frequency East Vail service
- Timed transfers between East Vail and West Vail Express.
- 20 to 30-minute service on Lions Ridge and Sandstone (combine current into one loop)
- West Vail Local Service to 30-minute year-round
- New transit route to serve planned employee housing
- Coordinate overlapping service to maximize stop frequency
- Increase summer frequency in coordination with paid summer parking
- Increase service frequency adjacent to dense development, including Middle Creek Village and Timber Ridge
- Explore on-demand (microtransit) service along Buffehr Creek/Potato Patch or Golf Course

As the Vail Short Term Transit Route Optimization Plan will be a direct outcome of the Go Vail 2045 plan, it will aim to provide a path for achieving these goals. The recommendations may also serve as a baseline for planning efforts.

Regional Planning Efforts

Intermountain 2045 Regional Transportation Plan

The Intermountain 2045 Regional Transportation Plan (RTP) is a long-range plan for multimodal transportation in the region, which includes Vail and over two dozen other mountain communities, of which there are ten transit providers: Town of Avon, Town of Breckenridge, Town of Snowmass Village, Roaring Fork Transportation Authority (RFTA), City of Glenwood Springs, Summit County, Lake County, Eagle County Regional Transit Authority (Core Transit), Town of Vail, and City of Aspen.

Vail tourism is recognized as a crucial component of regional economic vitality. Transit is recognized as essential for employees who support the industry but are not able to live in the high-cost communities where they work. Regional transit plays a crucial role in servicing the area and expanding job opportunities. Expanded regional transit also provides additional transportation options to residents and visitors.

Eagle County identified the following two high priority highway and multimodal projects:

- Construction of I-70 Vail Pass auxiliary lanes including an eastbound climbing lane, westbound deceleration lane, truck parking, chain up, and runaway truck ramp improvements to increase capacity (\$400M)
- Vail intermodal transit site on I-70 (\$15M)

The Vail intermodal transit site refers to the renovations proposed for the Vail Transportation Center (VTC) which is discussed in more detail in a later section of this plan.

West Vail Master Plan

The West Vail Master Plan, adopted in 2021, serves as a guide for commercial development, housing, and transportation in the West Vail neighborhood. The purpose of the plan is to guide development to create a comfortable environment for individuals to move around and through, regardless of level of access to a car.

The plan proposes a series of recommendations specific to Vail Transit to expand ridership and allocate resources:

- Analyze performance on an annual basis
- Coordinate with Core Transit to better align the two services
- Explore late night, on-demand service partnerships
- Improve infrastructure at bus stops (shelters, bike racks, walkways, etc.)
- Create first-and-last mile connections from bus stops

Eagle County Strategic Plan

The ongoing Eagle County Strategic Plan similarly centers workforce support and sustainable economic growth. Topics to be addressed will include access to housing, early childhood education, and healthcare. The two-year planning process is expected to be completed in December 2025.

The Strategic Plan finds support in the Go Vail Mobility and Transportation Plan, as a flexible, high-quality transportation system will increase access to opportunity, including essential services such as healthcare and education. Service to workforce housing, healthcare, and educational facilities will inform recommendations in the Vail Short Term Transit Route Optimization Plan.

Core Transit 10 Year Transportation Development and Capital Plan

Core Transit, formerly known as Eagle Valley Transportation Authority (EVTA) and operated as ECO Transit, is the newly formed Regional Transportation Authority (RTA) in Eagle Valley. In 2022, voters in unincorporated Eagle County; the towns of Avon, Eagle, Minturn, Red Cliff and Vail; and Beaver Creek Metropolitan District approved the creation of Core Transit along with a new half-penny sales tax to be collected to fund operations and future service improvements. Core Transit is currently developing the 10 Year Transportation Development and Capital Plan, providing an opportunity to rethink regional transportation systems in conjunction with Vail route optimization.

Demographics

Population and Demographic Characteristics

The Town of Vail has a total population of 4,835 people and 7,300 housing units (**Table 1**). The population is predominantly white, high earners who have a car (Table S0801, 2022). The median value of owner-occupied housing units in Vail is \$857,300, which is more than double the amount in the United States (Table B25075, 2022). The percent of people below the poverty line, 5.9, is about half the percent in the United States, 12.5 percent (Table B17001, 2022).

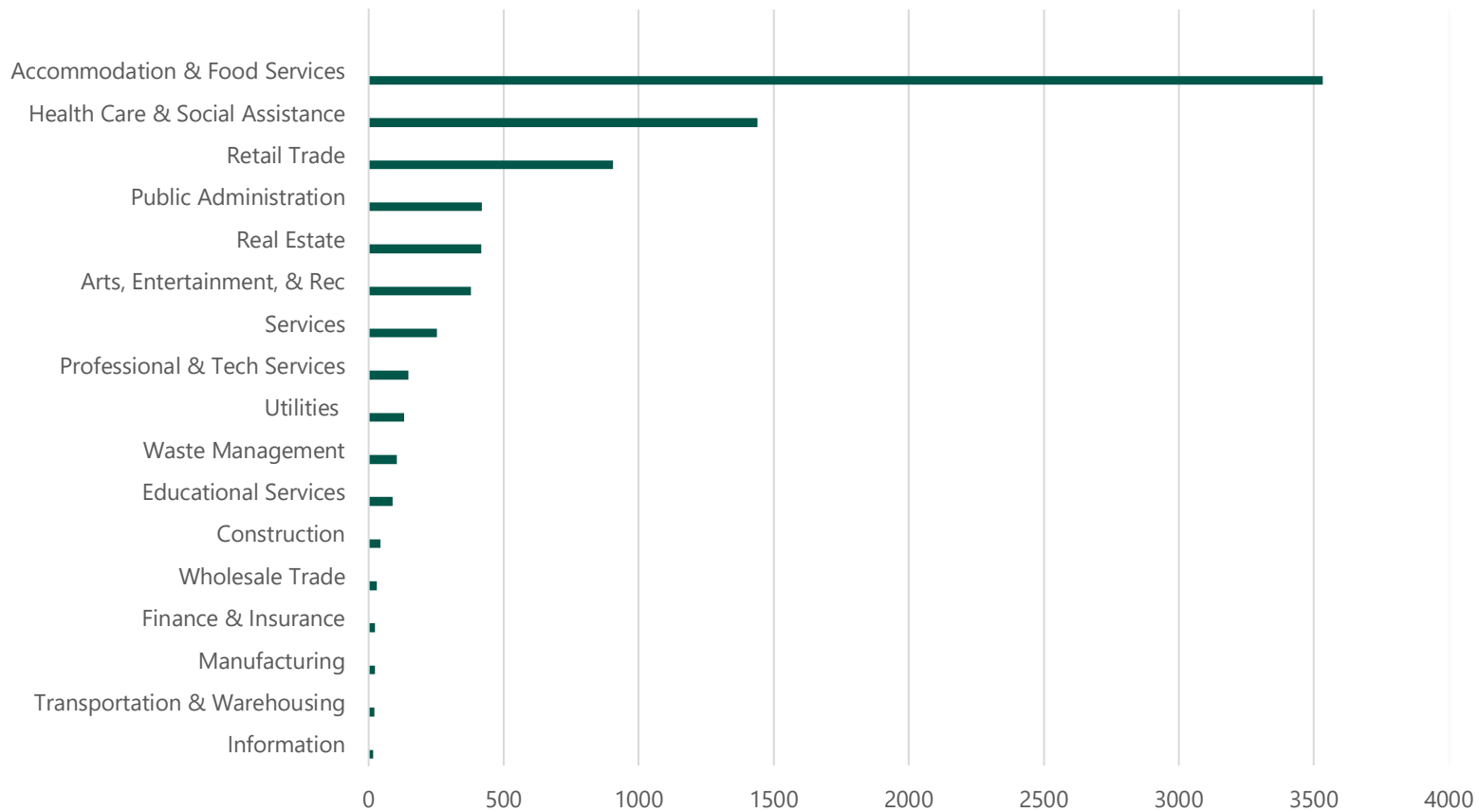
Table 1: Town of Vail Demographics, US Census, 2022

Demographics	Town of Vail	Eagle County
<i>Total population</i>	4,835	55,731
<i>Employment rate</i>	68.1%	70.5%
<i>Median household income</i>	\$96,667	\$98,887
<i>Total housing units</i>	7,300	32,967
<i>Hispanic or Latino population</i>	500	16,858

Employment Sectors

The number one job sector in Vail is Accommodation and Food Service (**Figure 2**). This sector eclipses the second highest, Health Care and Social assistance, by about 130 percent. Transit service in this region is recognized as essential for employees who are not able to live in the high-cost communities where they work. This planning effort offers local and regional transit in Vail the opportunity to prioritize the service destinations served by this sector.

Figure 2: Jobs Counts by NAICS Industry Sector, 2021



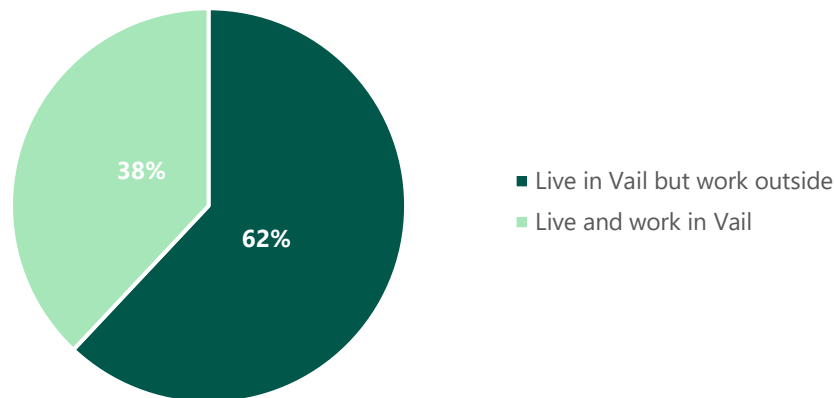
Commute Patterns

Just 11% of Vail's population takes public transit to work, however, users are concentrated geographically to the north of I-70. Under half of the population (45%) live in the census tract north of I-70 but the area comprises 57% of the population who use transit to commute to work. By contrast, just 23% of the population live in eastern Vail, but just 4% of the population use transit to commute to work (Tables S0802, 1701).

Figure 3 shows the percent of the population who live in Vail that also work within the town, versus the percent that work outside of the town. Most people who live in Vail work outside of Vail (62%), whereas almost 40 percent of people both live and work in Vail. This does not account for remote jobs, which could skew the data by showing a smaller percentage of people who live and work in Vail than actual. Overall, the data shows that there is a significant outflow of employees from Vail.

Figure 3: Inflow / Outflow Job Counts in the Town of Vail. Source: 2021 LEHD Data

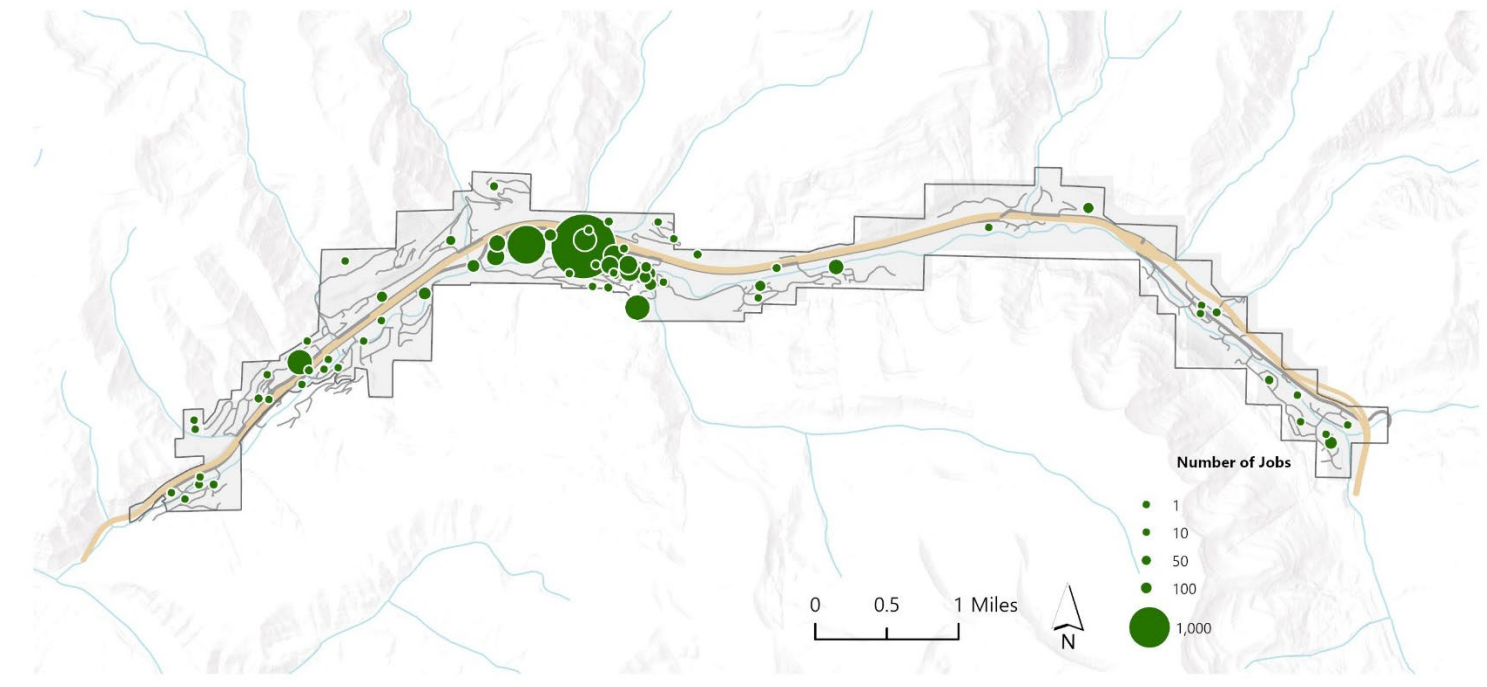
Job Inflow and Outflow of Vail Residents



Employment Locations in Vail

Jobs in Vail are concentrated in a commercial core south of I-70 (**Figure 4**). This node includes Vail Resort, hotels, restaurants and retail as well as the hospital, library, and town hall. The core is served by several Vail Transit routes: West Vail Red, West Vail Green, and Intown. In general, more jobs are in West Vail compared to East Vail. West Vail has more dense development and services north and south of I-70, whereas East Vail is almost exclusively developed south of I-70. Jobs in East Vail are likely associated with the resorts in the area.

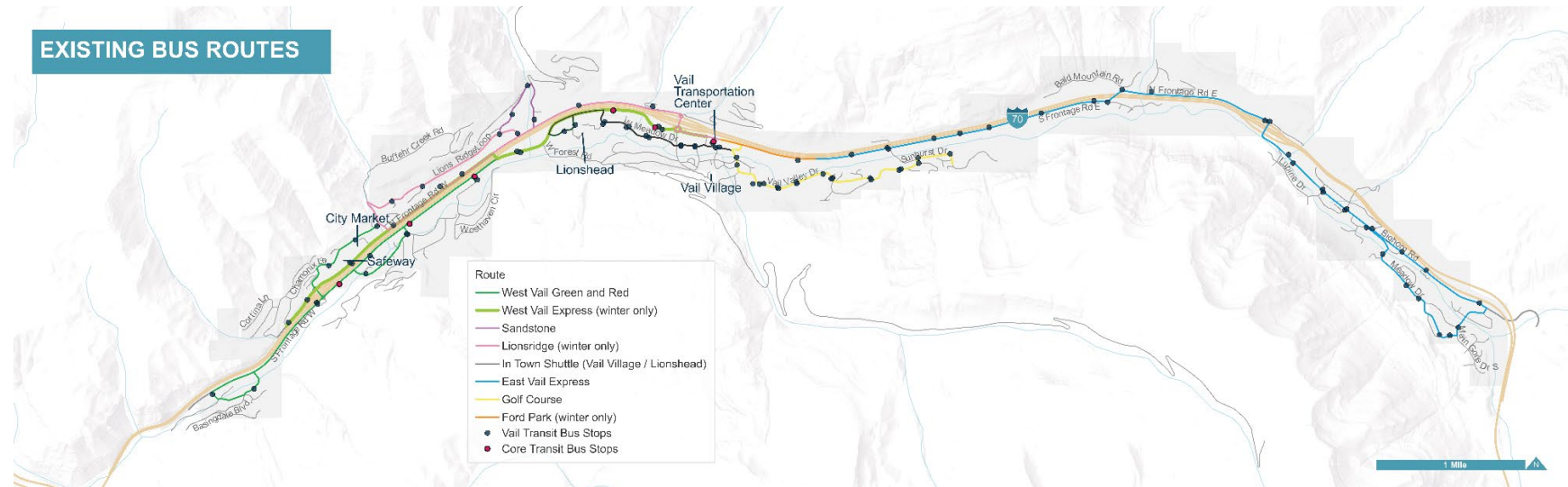
Figure 4: Job Concentration, LEHD, 2021



Local Bus Routes

Vail is currently served by nine bus routes (**Figure 5**). This section discusses seasonal service and frequency, coverage, and the current fleet transition plan.

Figure 5: Existing Vail Transit Bus Routes, Go Vail 2045



Transit Service Span & Frequency

Vail Transit service frequency expands and contracts in response to changes in seasonal demand (**Table 2**). More service and higher frequencies are provided mid-December through April to meet high travel demand during the ski season. Services and frequencies in summer and early winter are lower in response to lower ridership. The balance between service to seasonal visitors and year-round residents and workers will be an important consideration in this plan.

Vail Transit utilizes piggyback bus services to increase capacity during peak times. This is done by adding three buses to the East Vail route and two to the West Vail Express routes.

Table 2: Peak Seasonal Frequencies (in minutes) and Service Span by Route

Route	Early Winter	Winter	Summer	Winter Span of Service	Summer Span of Service
<i>In-Town Shuttle</i>		varies		varies	6:30a–1:30a
<i>West Vail Express</i>	40	10	–	6:10a–5:20p (peak only)	–
<i>East Vail</i>	30	15	30	5:50a–2:00a	Varies
<i>East Vail Hiker Express</i>	–	–	30		7:45am–4:45pm
<i>Sandstone</i>	60	20	60	6:00a–2:10a	6:40a–11:40p
<i>West Vail Red</i>	40	30	40	6:00a–12:30a	6:20a–11:40p
<i>West Vail Green</i>	40	30	40	5:45a–2:10a	6:00a–11:20a
<i>Golf Course</i>	60	30	60	6:45a–11:50p	7:40a–5:10p
<i>Ford Park</i>	10	10	–	6:20a–8:35p	–
<i>Lionsridge</i>	60	60	–	6:15a – 8:15p	–

Source: Vail Transit (2023–2024)

Winter

Buses are at peak frequency in the winter months. Service frequency on the West Vail Express, East Vail, Sandstone, and Golf Course routes are the most elastic to demand throughout the year. Peak system frequency is on the West Vail Express and Ford Park routes, each of which reach 10-minute frequencies in the winter.

Summer

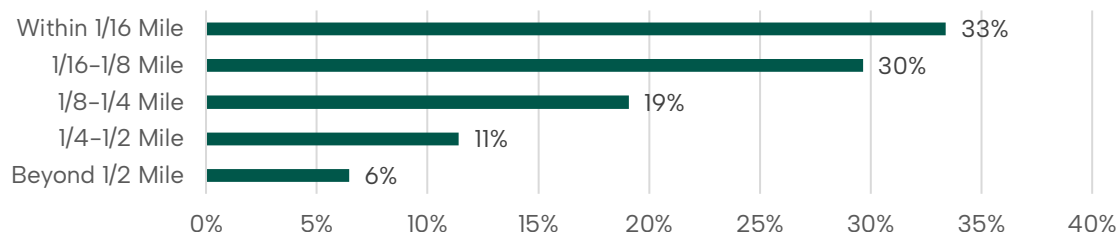
The summer months, mid-April to November, see the most limited transit frequencies. The average service is over 45 minutes and the West Vail Express, Ford Park, and Lionsridge routes cease operation. Vail also operates a Special Events Express service as needed during the summer months. The Event Bus runs between Ford Park, Vail Village parking structure, and Lionshead parking structure. This provides coverage for four event venues in Ford Park: Ford Amphitheater, Betty Ford Alpine Gardens, Nature Center, and Ford Park Athletic Field.

Transit Coverage

Vail residents and visitors have adequate access to the Vail Transit system. According to analysis conducted during the Go Vail 2045 plan, 94% of Vail's residential units are within half of a mile or a 10-minute walk from a bus stop. Furthermore, 82% of residential units are a quarter mile or closer to a bus stop, and 33% are within one-sixteenth of a mile (or 330 feet) from a bus stop (**Figure 6**). Typically, planners measure transit coverage as within a quarter mile of local transit and half a mile of high-capacity, high-frequency or regional transit. Within the context of Vail, it may be reasonable to assume transit access within a half mile in the summer and a quarter mile or smaller in the winter given snow, ice, and topography can make a half mile much harder to navigate by foot in the winter.

Figure 7 also displays all land parcels by their distance to bus stops using the roadway network. The areas in the town where bus stops are located further than a half mile from the parcels include Vail Intermountain, parts of Matterhorn/Glen Lyon, and Sandstone/Potato Patch.

Figure 6: Distance from Residential Properties to Bus Stops (Including Outside of TOV boundaries and on the Winter Route)



Source: Town of Vail

Figure 7: Transit Catchment Area



Source: Town of Vail

Transit Fleet Electrification

In May 2022, the Town of Vail adopted a Zero Emission Transit Fleet Transition Plan, which outlines the steps that the Town of Vail will take to transition 100 percent of its fleet to battery electric vehicles by 2032. The implementation of an all Zero Emissions Vehicle (ZEV) fleet is supported by both the GoEV City resolution and the Go Vail 2045 plan. Regional-level support for fleet electrification can be found in the Eagle County Climate Action Plan and the Colorado Electric Vehicle Plan.

When the Zero Emission plan was adopted in 2022, the Town had thirty-three 40-foot buses, of which four were battery electric and two were diesel hybrid. At the time of this plan, two of five planned replacement cycles had already occurred. In 2023 Vail Transit purchased two electric buses and in 2024 added an additional six. In total, Vail Transit now operates twelve battery electric buses. A summary of future transition cycles is shown below in **Table 3**.

Table 3: Fleet Replacement Cycles

Cycle	Year	Replacement #
3	2029	8
4	2030	7
5	2032	6

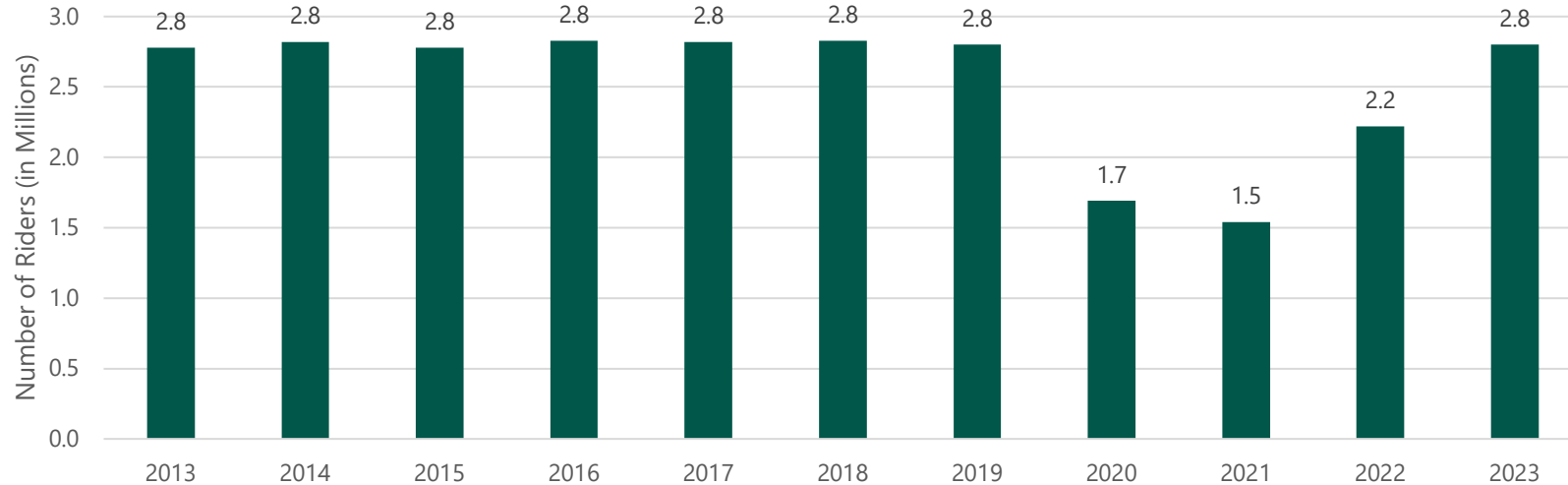
Source: Town of Vail Zero Emission Transit Fleet Transition Plan, 2022

System Ridership Trends

Annual Ridership

Annual ridership trends indicate a return to pre-COVID levels (**Figure 8**). Vail Transit, like most systems, experienced a significant dip in ridership during the peak of the pandemic, between 2020 and 2022. Annual ridership levels were relatively consistent during the years prior to the pandemic, hovering around 2.8 million. The lowest annual ridership during the pandemic was recorded in 2021 at approximately 1.5 million, over a million fewer riders than in 2019. Ridership returned to previous levels in 2023, following an almost 50 percent increase from 2021 to 2022. The return of ridership over the last few years offers Vail Transit the opportunity to re-invest in the system.

Figure 8: Annual Vail Transit Ridership, 2013–2023

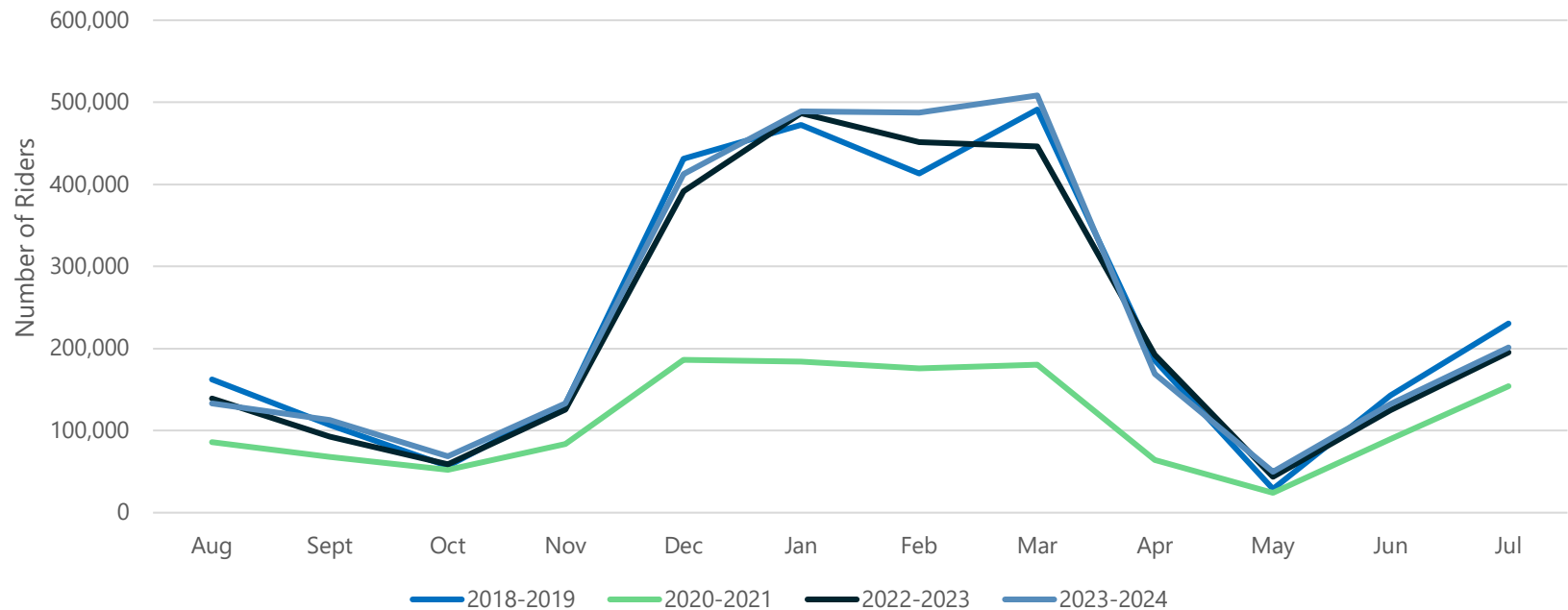


Source: Vail Transit

Monthly Ridership

Monthly ridership trends indicate a return to pre-COVID patterns (**Figure 9**). Ridership from August 2020 to July 2021 saw an overall drop in ridership, particularly in the winter months when ridership typically peaks between December and March. Ridership returned to pre-COVID patterns beginning in summer 2022. Summer ridership is typically about half of winter ridership, and the seasonal peak is between June and August. Summer 2023 ridership peaked in July at almost 200,000 and by March 2024, ridership more than doubled to about 510,000, surpassing any other month over the last five years.

Figure 9: Vail Transit Ridership by Month, Pre- and Post-COVID

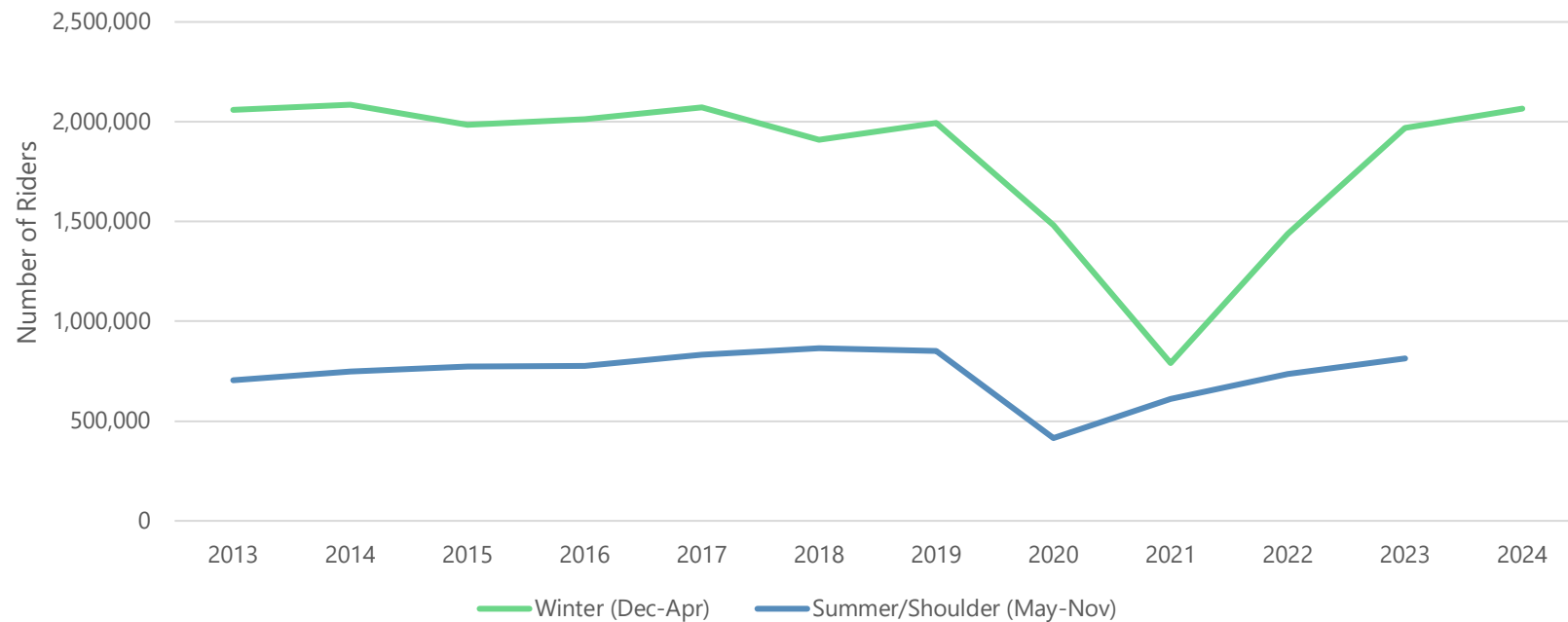


Source: Vail Transit

Seasonal Ridership

Seasonal ridership trends over the last decade are shown in **Figure 10**. Prior to 2020, winter ridership was relatively stable, and summer ridership was steadily increasing. Following the dip in ridership during the pandemic, trends indicate an increase to pre-pandemic levels. Summer 2023 ridership approached 2018 levels and winter 2024 ridership increased to the highest level since 2016.

Figure 10: Vail Transit Seasonal Ridership Comparison

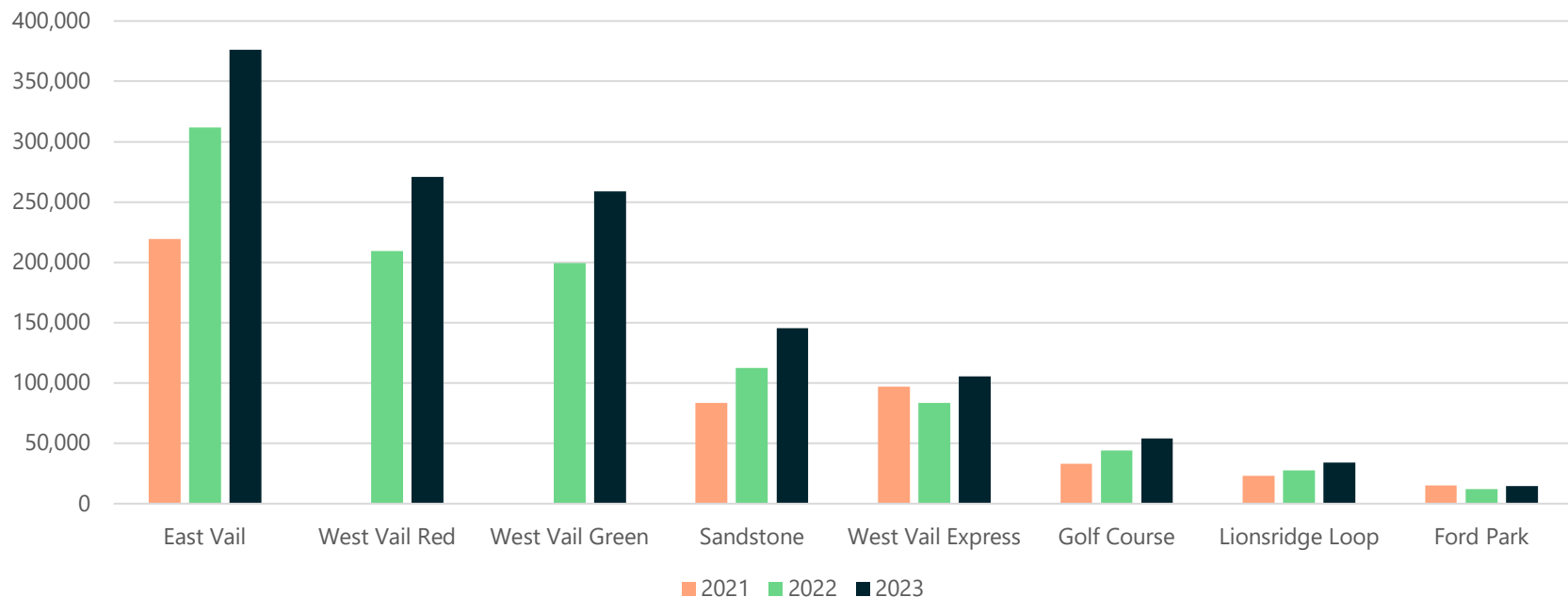


Source: Vail Transit

Ridership by Route

From 2022 to 2023, all routes experienced increased ridership at similar levels, so the overall hierarchy of highest to lowest ridership routes remained the same (**Figure 11**). After the Intown route (not included in this figure), East Vail, West Vail Red, and West Vail Green routes have the highest ridership in the system, in that order. The Golf Course, Lionsridge Loop, and Ford Park routes have the lowest ridership in the system. Low ridership can likely be attributed to the fact that Lionsridge Loop and Ford Park run only during the winter.

Figure 11: Annual Ridership by Route (excluding Intown)

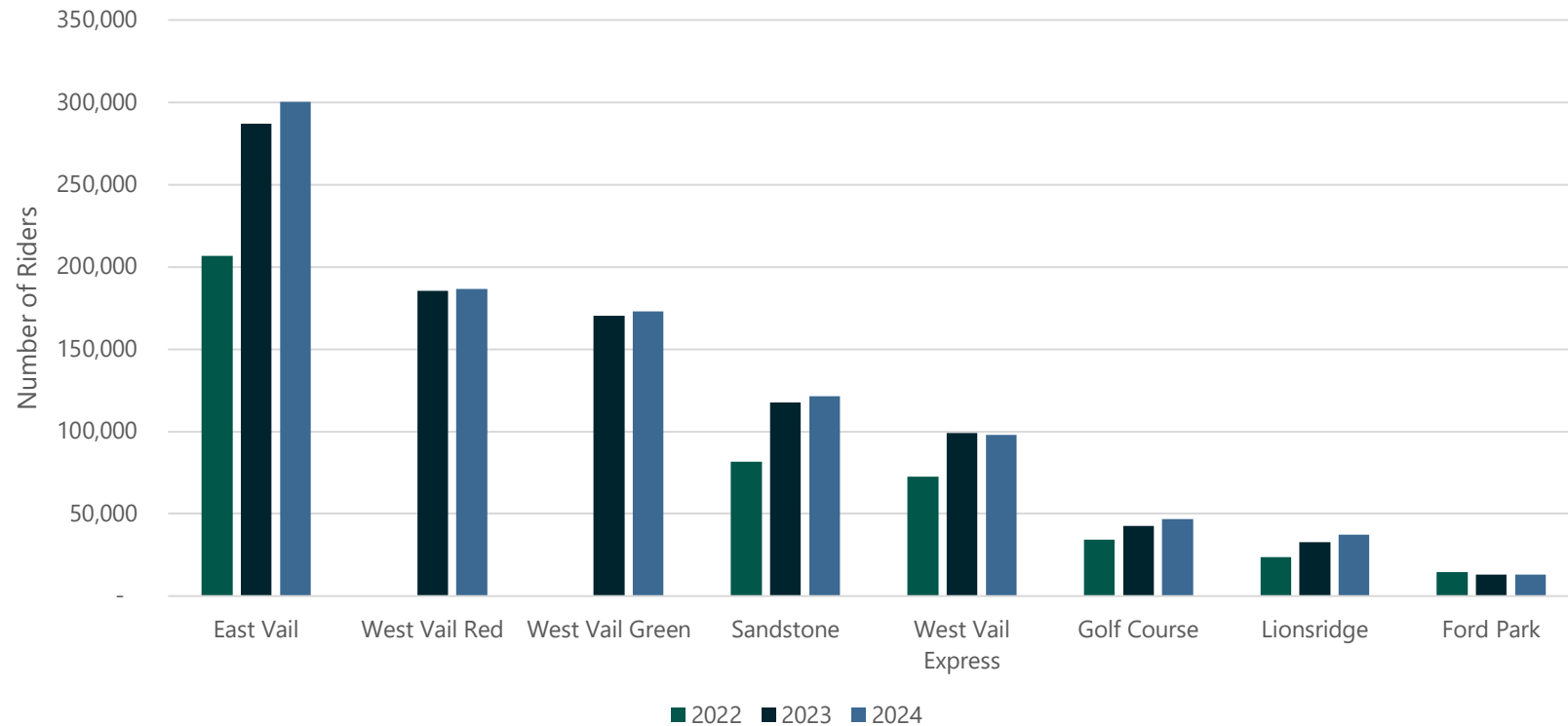


Source: Vail Transit (2022–2023 data is APC, 2021 data is hand counts). Note that prior to 2023, West Vail Green and Red ridership counts were combined.

Vail Transit ridership peaks in the winter, driven by ski tourism. **Figure 12** shows that ridership increased modestly between 2023 and 2024 compared to the increase from 2022. The ridership rebound following the pandemic is beginning to level off, and future ridership increases will likely be less drastic by comparison.

Note that prior to 2023, West Vail ridership data was not separated according to route. West Vail Red and Green ridership was combined into one count. If considered together, West Vail has the highest ridership and East Vail has the second highest ridership.

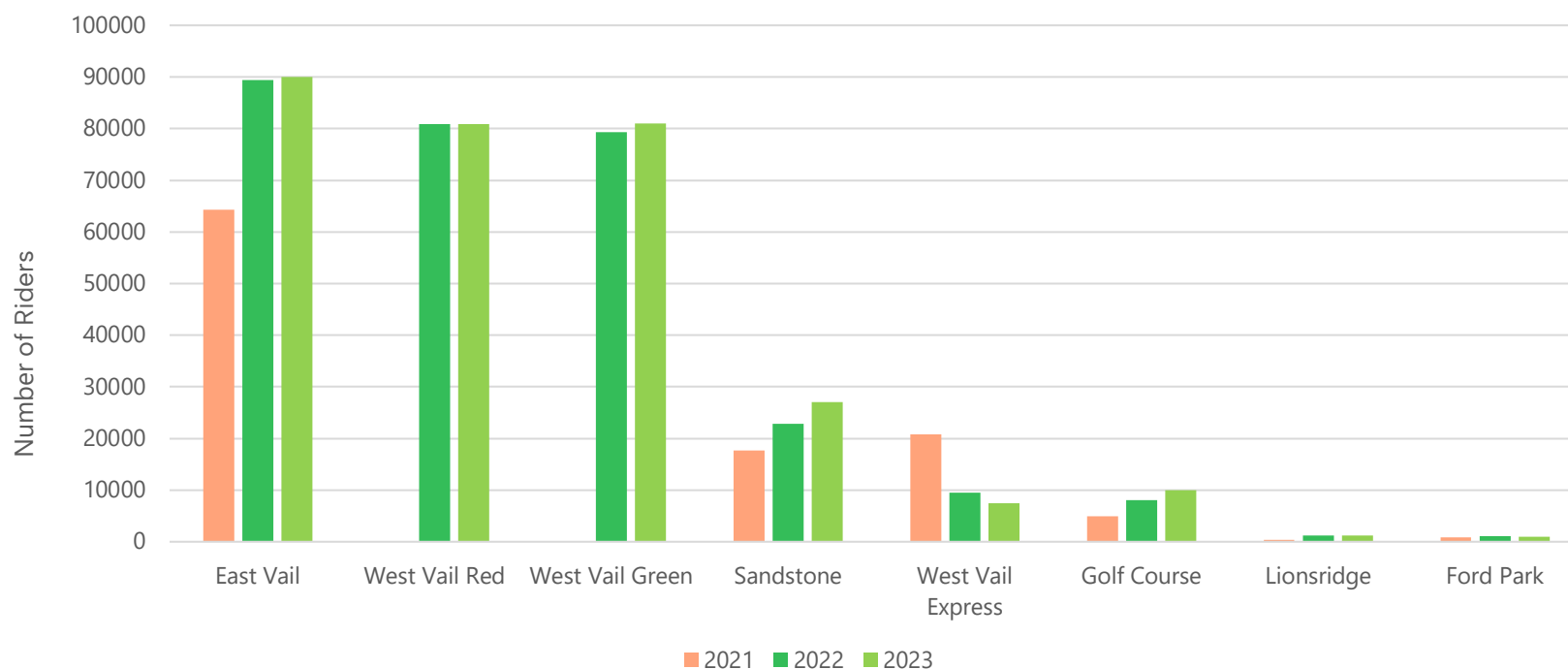
Figure 12: Winter Ridership by Route (excluding Intown)



Source: Vail Transit. Note that prior to 2023, West Vail Red and Green ridership counts were combined.

Summer and shoulder season ridership in Vail is typically about half of winter ridership. Compared to winter routes, summer routes have similar levels of ridership relative to one another. East Vail has the highest ridership, followed by West Vail Red and Green, and Sandstone (**Figure 13**). The Lionsridge Loop and Ford Park routes do not run during the summer months, which accounts for the lower ridership during these seasons. Winter 2024 ridership levels were close to 2023, following a few years of ridership rebound from the pandemic.

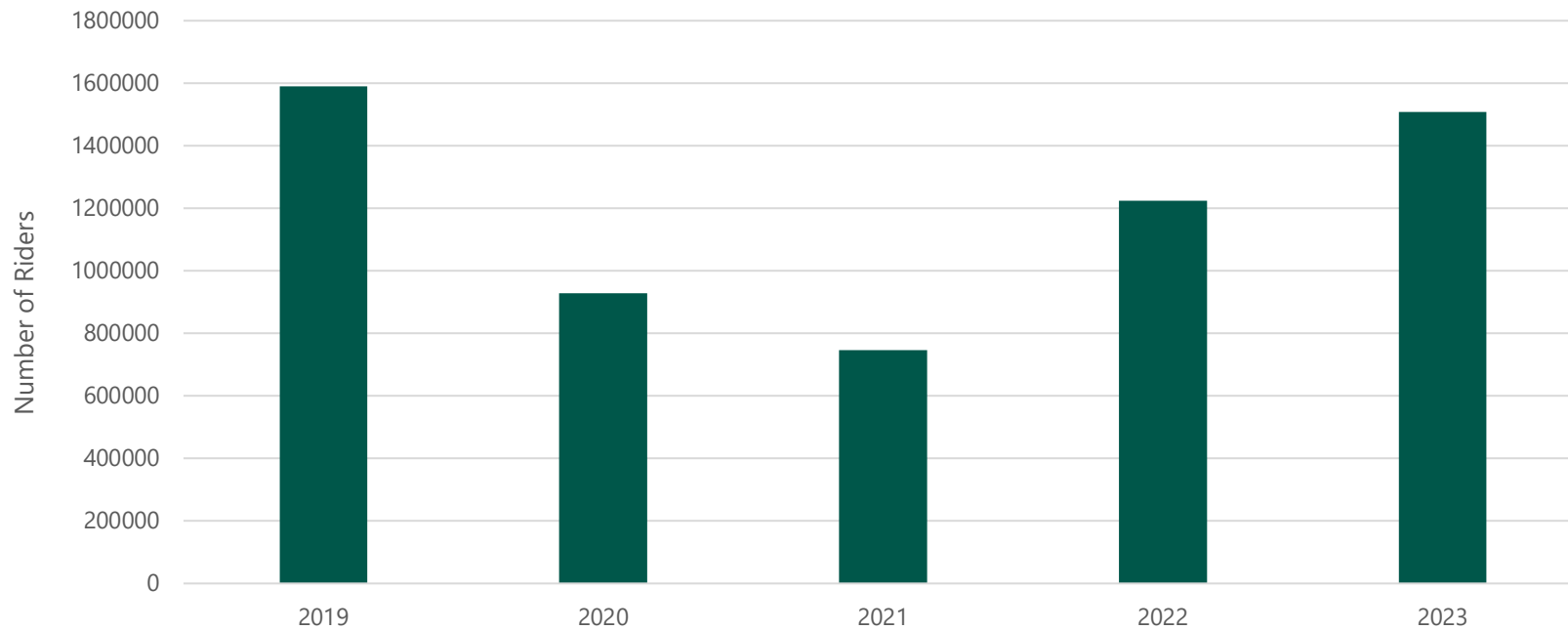
Figure 13: Summer/Shoulder Ridership by Route (excluding Intown)



Source: Vail Transit. Note that prior to 2023, West Vail Red and Green ridership counts were combined. 2021 West Vail Express data included event ridership.

The Intown route serves the commercial core of Vail and has the highest ridership in the bus system. Like other routes, ridership on this route experienced a dip during the pandemic and has been rebounding since 2021 (**Figure 14**). Ridership in 2023 was still below 2019 levels but has increased year-over-year. Due to the high ridership, optimization of this route will not be the primary focus of the planning effort.

Figure 14: Intown Route Ridership by Year



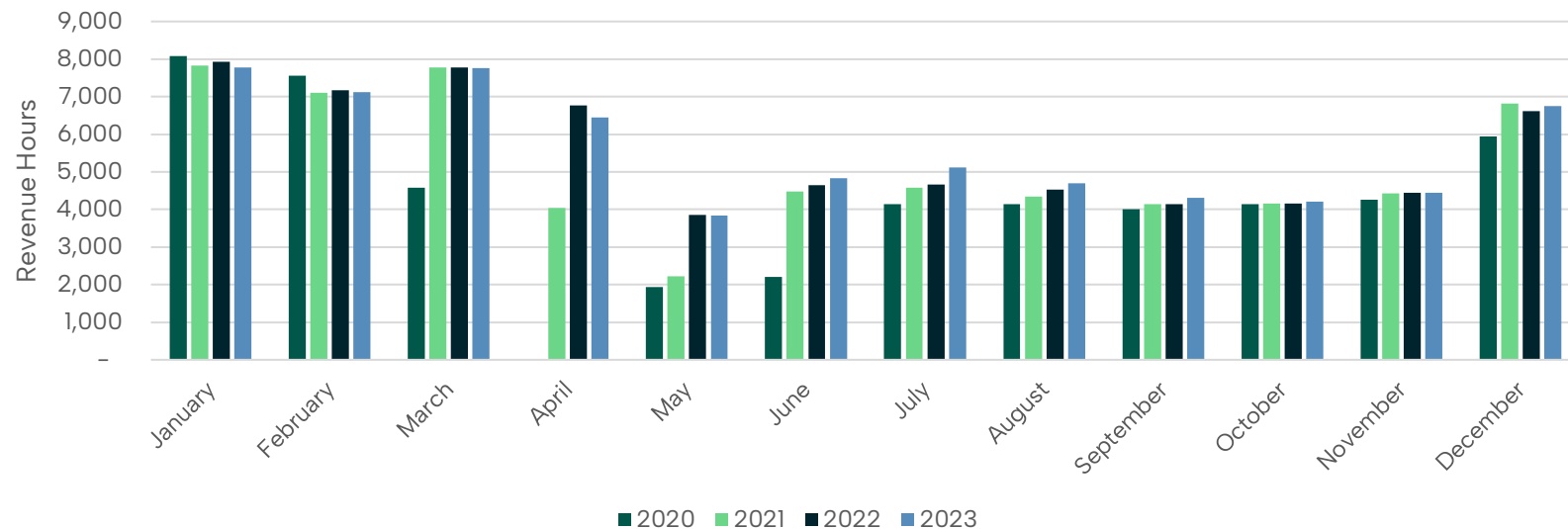
Source: Vail Transit

Productivity

Transit productivity is a measure of transit ridership per service hour, which is useful in understanding demand and opportunities for improvement. Vail Transit began tracking revenue hours of service in 2020 to fulfill reporting requirements for federal funding. It is important to note that because Vail Transit collects both Automatic Passenger Counts (APC) and hand counts, there may be slight differences in the reporting of the ridership figures and their impact on productivity.

As seen in **Figure 15**, except for the initial months of the pandemic during 2020, Vail Transit provides a consistent level of service year over year, with the most hours of service between December and March. The number of service hours is growing slightly during the summer months to accommodate the larger visitation Vail experiences during the summer.

Figure 15: Monthly Revenue Hours by Year

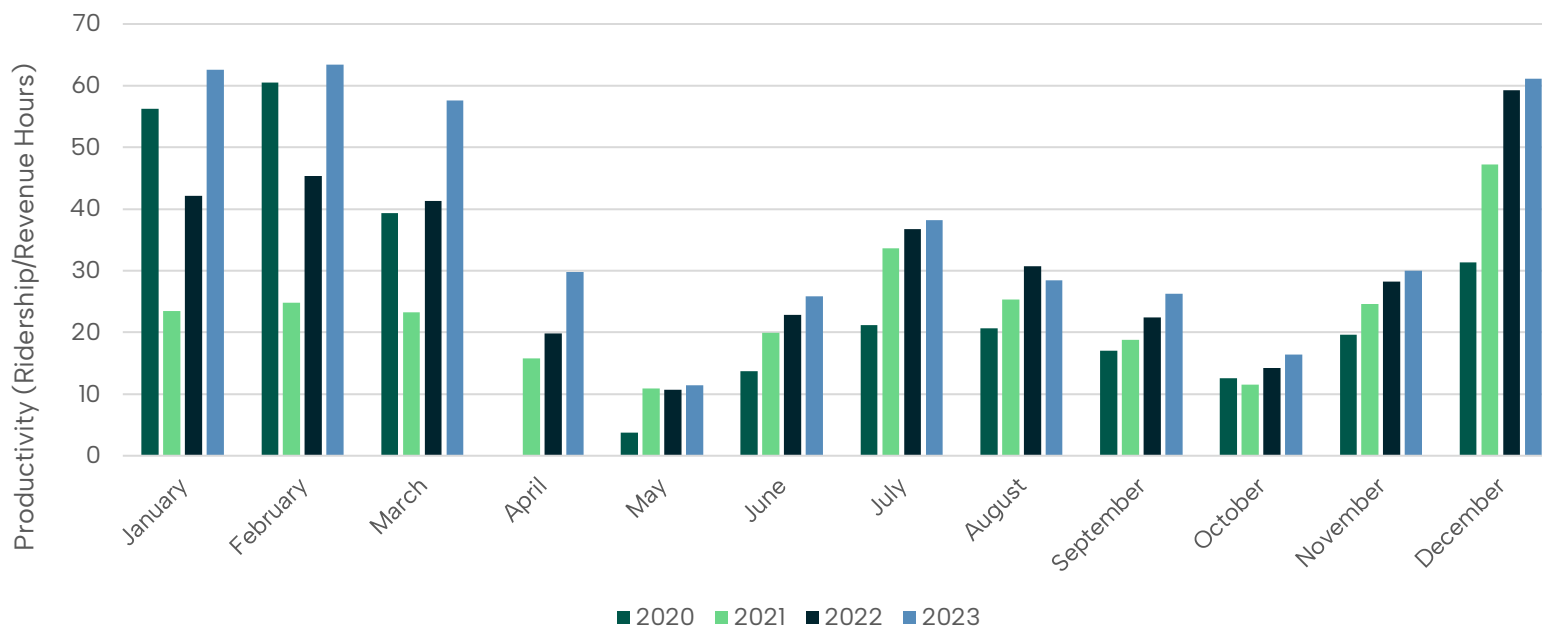


Source: Town of Vail

When comparing the service hours to ridership (ridership per revenue service hours), the overall system is becoming more productive (**Figure 16**). In fact, although the total number of service hours only slightly increased from 2022 (66,679 hours) to 2023 (67,284 hours), the system

served significantly more riders. This increase in productivity from 34.5 riders per hour to 41.7 riders per hour represents a 21% increase in productivity. This was especially visible from January to April 2023 compared to the same period the previous year. In fact, the system was more productive during January and February 2023 than in the same months of 2020, indicating the system has likely recovered from the impacts of the pandemic.

Figure 16: Monthly Service Productivity by Year



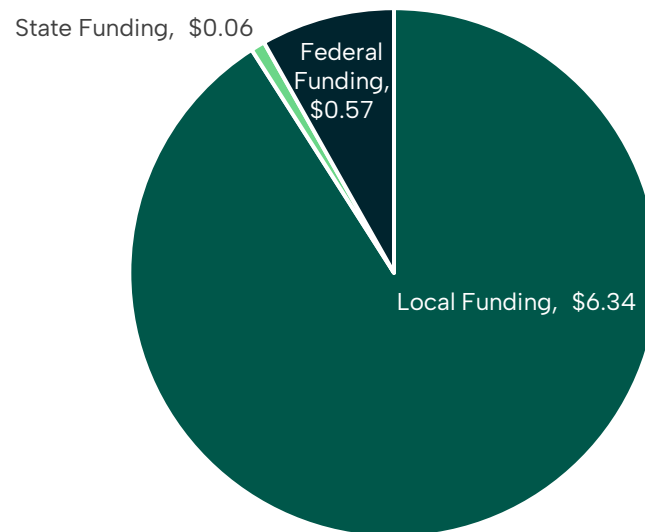
Source: Town of Vail

Financial Performance

Operational Funding Sources and Expenditures

In 2023, Vail Transit operational costs were \$6.96 million, which typically covers personnel, fuel, and maintenance. Vail Transit received funding from local, state, and federal sources. Most funding was local with \$6.34 million, which represents 91% of the operating expenses (**Figure 17**). An additional 8% of the funding came from federal sources and just 1% came from state sources.

Figure 17: 2023 Funding Sources and Operational Expenditures (in Millions)



Source: National Transit Database

Historically most funding was local, but between 2020 and 2022, a substantial portion of federal funding became available for Vail Transit to pursue (**Table 4**). In 2023, however, operational funding was again almost all locally sourced.

Table 4: Funding Sources for Operational Expenses (2020 – 2023)

	2020	2021	2022	2023
Local Funding	\$3,543,959	\$3,692,534	\$4,743,027	\$6,337,420
State Funding	–	–	–	\$56,892
Federal Funding	\$1,507,242	\$2,018,887	\$1,789,613	\$566,508
Total	\$5,051,201	\$5,711,421	\$6,532,640	\$6,960,820

Source: National Transit Database

Capital Funding Sources and Expenditures

In 2023, capital expenses were over \$200 thousand. Capital expenses typically cover buses, bus stops, and other infrastructure or equipment. As seen in **Table 5**, capital expenses differ significantly from year-to-year based on the capital needs at the time. In 2020 and 2021, Vail Transit purchased buses and made investments in electric charging. In 2022 and 2023, these investments focused on lower-cost items like bus sign replacements and bus shelters. As capital investments differ from year-to-year, so do funding sources.

Table 5: Funding Sources for Capital Expenses (2020 – 2023)

	2020	2021	2022	2023
Local Funding	\$3,074,664	\$3,491,533	\$341,429	\$211,254
State Funding	\$473,657	\$1,449,920	–	–
Federal Funding	–	\$525,288	–	–
Total	\$3,548,321	\$5,466,741	\$341,429	\$211,254

Source: National Transit Database

Costs Per Hour, Mile, and Rider

Table 6 displays the total operating expenses and how they average when compared to revenue hours, revenue miles, and ridership. Note that data on annual vehicle revenue hours of service is not available prior to 2020. Overall, all the factors have increased year-over-year as more service hours require more operating expenses. However, while operating expenses increased by 7% from 2022 to 2023, ridership increased by 22% and resulted in a more efficient cost per rider in 2023 than in 2022. As the system returns to pre-pandemic ridership levels, consideration should be given to the efficiency of the system compared to pre-pandemic. In 2023, the total ridership was essentially the same as in 2019, however the operating expenses were 35% more expensive. This is likely the impact of inflation and other economic factors, but as the system continues to grow and requires heavier investment, it will be important to watch this metric.

Table 6: Operating Expenses and Performance Metrics

	2019	2020	2021	2022	2023
Total Operating Expenses	\$5,165,592	\$5,051,201	\$5,711,421	\$6,532,640	\$6,960,820
Vehicle Revenue Hours	N/A	50,988	61,914	66,679	67,284
Vehicle Revenue Miles	N/A	592,152	734,265	760,840	781,118
Ridership	2,803,385	1,692,924	1,532,514	2,299,325	2,802,387
Cost per Revenue Hour	N/A	\$99.07	\$92.25	\$97.97	\$103.45
Cost per Revenue Mile	N/A	\$8.53	\$7.78	\$8.59	\$8.91
Cost per Rider	\$1.84	\$2.98	\$3.73	\$2.84	\$2.48

Source: Town of Vail, National Transit Database

Vail Transportation Center

The Vail Transportation Center (VTC) is a centrally located hub and transfer point for local and regional bus services. The VTC also has a three-level parking garage with about 1,300 spaces that are paid for during peak times in the winter and summer. The VTC is currently near capacity during peak winter ski season, and the town is engaged in a planning and design process to renovate and expand the center. As depicted in the Go Vail 2045 Mobility & Transportation Master Plan, the transportation center is to be expanded to include 18–20 bus bays and an additional 15–20 bays for smaller shuttles and taxis. Plans also include a pedestrian connection to I-70 in anticipation of an in-line bus station along I-70 or a long-term Advanced Fixed Guideway (AGS) station. Two high-level schematic concepts for expanding the VTC are shown in **Figure 18**.

Figure 18: Potential Schematic Concepts for Expanding Vail Transportation Center

Concept A



Concept B



Source: Go Vail 2045

In addition to VTC renovation, the town is exploring adding or expanding existing mobility hubs to facilitate transfers between buses and non-bus modes, and generally increase access to the transit system. Future minor mobility hubs, which will be at key mixed-use/commercial developments, are planned at West Vail, the Lionshead Welcome Center, and Ever-Vail. Future residential TOD mobility hubs, which will be at future dense residential developments, are planned at Timber Ridge and Middle Creek Village. A key element of this Route Optimization Plan will be to envision how the transit system will improve service to these locations and utilize planned mobility hubs.

Other Transit Services

The State of Colorado and Eagle County provide regional transit service through Vail and the Vail Transportation Center (VTC) serves as a key transfer hub. The following section describes the relationship between local, county, and state transit systems.

Core Transit

Core Transit, formerly known as Eagle Valley Transportation Authority (EVTA) and operated as ECO Transit, is the newly formed Regional Transportation Authority (RTA) in Eagle Valley. The transit agency now offers countywide regional connections, improving the services previously provided by ECO Transit. This includes the following routes:

- Valley Route – Dotsero–Gypsum (EGE)–Eagle–Edwards–Avon–Beaver Creek–Vail
- Highway 6 Route – Edwards–Beaver Creek–Avon–Eagle Vail–Vail
- Leadville Route – Leadville–Red Cliff–Minturn–Vail
- Minturn Route – Red Cliff–Minturn–Vail

In Vail, some Core Transit regional bus stops and local bus stops are in different locations, making transfers less intuitive. Further, not every Core Transit route stops at all Core Transit stops, meaning some routes skip the stops as part of more express-like service. This can result in rider confusion for those attempting to transfer between regional and local routes in West Vail. Both Core Transit and Vail Transit are undergoing an operating plan process, so there is an opportunity to ensure that connections between local and regional services are more seamless for riders.

Table 7: Core Transit and Vail Transit Bus Stop Pairings

Core Transit Bus Stop	Nearest Vail Transit Bus Stop	Distance to Vail Transit Bus Stop
<i>Vail Transportation Center</i>	Vail Transportation Center	Same stop
<i>South Frontage Road and Vail Road</i>	Hospital/Municipal Center	Same stop, different name
<i>South Frontage Road and Lionshead</i>	Lionshead Transit Center	Same stop, different name
<i>South Frontage Road and Cascade Village</i>	Cascade Village	Same stop, different name
<i>Donovan Park</i>	Matterhorn	0.1 miles, around two corners to the southwest
<i>South Frontage Road and Chamonix Road</i>	1. Underpass – West Vail 2. Ptarmigan 3. Spruce Creek	1. 0.2 miles to the west 2. 0.2 miles, around the corner to the east 3. 0.3 miles to the east

Bustang

Bustang is an interregional bus service operated by the Colorado Department of Transportation (CDOT). Two routes, the Bustang West Line and Pegasus, connect the Town of Vail to other regions of Colorado.

West Line

The Bustang West Line travels between Denver and Grand Junction using over the road coaches. The service makes intermediate stops in Parachute, Rifle, Glenwood Springs, Eagle, Avon, Vail, Frisco, Idaho Springs, and Lakewood. As of August 2024, seven buses a day in each direction serve Vail, including four between Glenwood Springs and Denver and three that extend to Grand Junction. CDOT has plans to expand this service, ensure seamless connectivity with local routes, and construct a facility that can support these regional connections.

Pegasus

The Pegasus is a shuttle van that operates daily between Denver and Avon, making intermediate stops in Lakewood, Idaho Springs, Frisco, and Vail. Pegasus offers six roundtrips Monday through Thursday and eleven roundtrips Friday through Sunday. The shuttle's advantages over Bustang include higher weekend frequency, the ability for passengers to reserve a seat in advance, the ability for vans to utilize the express lanes on I-70 near Idaho Springs, and faster service. It is also easier to hire drivers since there is no requirement that drivers have a Commercial Driver's License (CDL). Currently, however, there is limited space for luggage, and, unlike Bustang, all seats must be reserved.

Private Shuttle Services

Several private shuttle operators run within and through the Town of Vail. Although private shuttles are typically more costly than transit and require a reservation, benefits are the ease and speed of door-to-door service and the comfort of additional space for luggage.

Local Shuttle Services

Numerous hotels in Vail operate shuttle services for people to get from their hotel to key destinations in town using small buses, vans, and sport utility vehicles (SUVs). The clientele of high-end hotels and resorts expect the service to be included in their stay. Many of the private hotel transportation services overlap with Vail Transit routes. Town staff have observed an increase in-town hotel shuttle services over the last decade, which may be a contributing factor to declining winter ridership.

Regional Shuttle Services

Several private operators provide regional shuttle services to Vail, particularly from Denver International Airport (DIA), Eagle County Regional Airport (EGE) and other destinations along I-70. Major operators include Epic Mountain Express and Peak I Express, which serve DIA and EGE, and Summit Express, which exclusively serves DIA. In the winter, the operators each provide hourly service between DIA and Vail. All three operators will provide door-to-door service for a nominal fee or drop-off at the VTC.

Travel Patterns

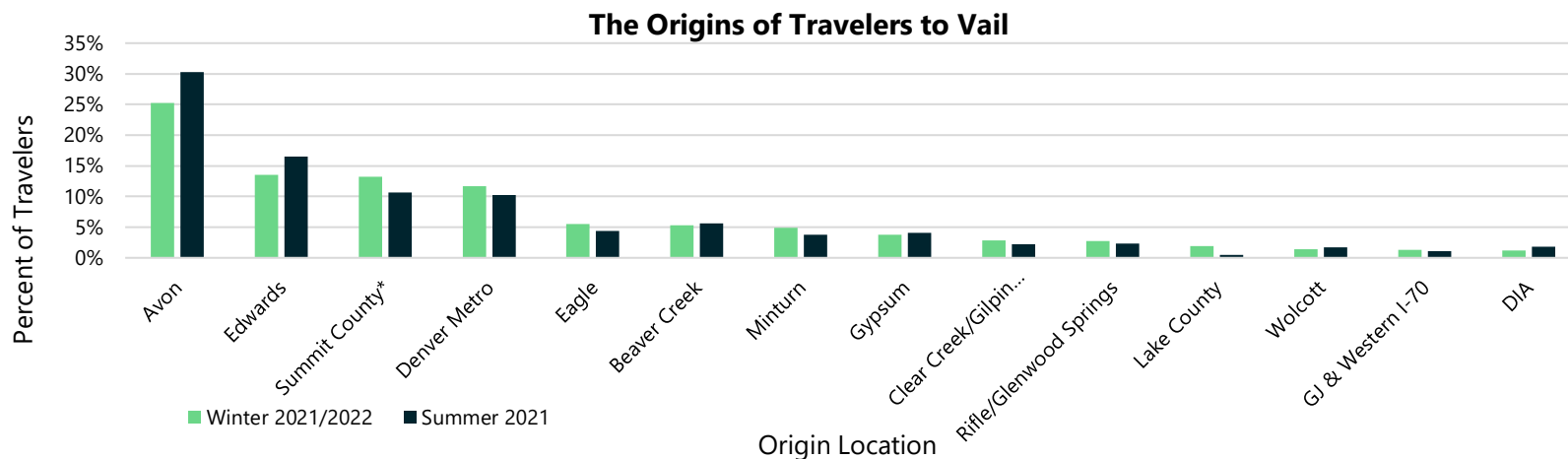
Fehr & Peers conducted an analysis of travel patterns for the Vail Mobility and Transportation Master Plan (TMP) from summer 2021 through the winter of 2022. The analysis relied on StreetLight Data, a Big Data source of origin-destination data derived from mobile devices and existing traffic counts. As part of that analysis effort, the team developed an [interactive web map](#) for Town staff to easily visualize the origin-destination travel patterns. The findings of that analysis, summarized below, will inform the Vail Transit Route Optimization Plan.

Travel to and from Vail

According to StreetLight Data, most travelers to Vail originated from the nearby communities of Avon, Edwards, or Summit County (**Figure 19**). More specifically, most trips to Vail were destined for Vail Village and Lionshead, distantly followed by Safeway/Vail Commons. Similarly, most commuters coming to Vail commuted to Vail Village and Lionshead, followed distantly by Booth Falls/Bald Mountain Road, which likely represent school trips.

Commuters leaving Vail most commonly travel west to Edwards, Avon, or Beaver Creek. Interestingly, Vail travelers who were headed west tended to leave later than those headed east. Regional travel to and from Vail can inform important transfer points between local and regional service.

Figure 19: The Origins of Travelers to Vail, by Season, 2021-2022



Source: Fehr & Peers, StreetLight Data, 2022

Travel within Vail

Annual travel within Vail is primarily between Vail Village and Lionshead (**Table 8**). Trips between the two areas represented 13% of all winter trips and 11% of all summer trips in summer 2021 and winter 2021-22. About 55% of trips to Vail Village during the summer and winter of 2021 originated from within Vail Village or Lionshead neighborhoods. Transit service between destinations in these two areas will capture a large portion of trips in Vail.

Table 8: Top Trip Pairings in Vail by Percent of Trips

Trip Point A	Trip Point B	Summer 2021	Winter 2021/22
Lionshead	Vail Village	11%	13%
Vail Village	Safeway / Vail Commons	8%	3%
Lionshead	Safeway / Vail Commons	4%	2%
Vail Village	East Vail	1%	3%

Source: Fehr & Peers, StreetLight, 2022

Parking Origins and Utilization

Vail parking garage spaces are primarily utilized by drivers who originate west of Vail, particularly from Avon and Edwards. This parking trend is consistent with commuting patterns, which indicate that most travelers originate from Avon and Edwards (**Figure 19**). These parking patterns indicate that transit service may prioritize travelers who originate west of Vail.

The next highest parking space users are drivers from within Vail, mostly from East Vail and particularly Vail Village. Over 30 percent of Vail Village and Lionshead parking garage utilization are from trips that originated in Vail, whereas trips that originate in the Denver Metro area comprise less than 10 percent of the utilization.

Community Input

Previous community engagement efforts, detailed below, will inform plan recommendations and build on existing community sentiment. When draft recommendations are developed, this planning effort will engage community members to gauge how well community needs are addressed. Below are the key takeaways of previous surveying efforts.

Vail Community Survey (2024)

Vail completes a biannual community survey to evaluate municipal service levels and identify community priorities. Survey findings indicate that most of the community views transit positively, and about half of the community takes transit on occasion. Transit was rated highly on frequency, dependability, cleanliness, and safety. The only aspect of the transit experience that community members rated poorly was the level of crowding. Over a third of respondents, 36%, indicated they take the bus frequently. Ridership changes seasonally – more respondents take the bus to work in the winter (35%) than the summer (22%).

Furthermore, when asked about forward-thinking ideas to suggest to the Town Council, enhancing public transit was highly rated, which indicates an overall supportive sentiment for future investment. These results have implications for the Vail Transportation Center’s ability to support local, regional, and statewide transit service.

Go Vail 2045 (2022–2023)

During the Go Vail 2045 planning effort, the community identified transit as a top priority for residents and visitors. When asked about specific transit improvements, 53% of respondents indicated that a seamless express service between East Vail and West Vail would encourage them to take transit more often. Furthermore, 45% of respondents indicated that increasing the frequency of the West Vail Express would encourage them to take transit more often. In addition to these local improvements, there was particular interest in increasing regional connectivity, specifically with other towns in Eagle County. The Vail Short Term Transit Route Optimization Plan offers the opportunity to facilitate seamless transfers between the local and regional systems.

Summary

This section provides a summary of the key findings from the existing conditions analysis of Vail Transit and a summary of initial travel market observations.

Potential Travel Markets

Primary transit travel markets (groups with common demographic characteristics) can inform the service alternatives, final service plan, and associated marketing strategies. Based on a high-level analysis of demographics, existing transit service, and existing travel patterns, the following potential transit travel markets have been identified.

Commuters and Service Workers

The primary job sector in Vail is Accommodation and Food Service. Service job workers often do not have access to a vehicle and depend on transit or a support network to get to work. Based on previous analysis of StreetLight data, the largest portion of commuters travel to Lionshead and Vail Village (2019-2021). Jobs are concentrated here in the commercial core south of I-70. The core is served by several Vail Transit routes: West Vail Red, West Vail Green, and Intown. Transit service between destinations in these two areas will capture a large portion of trips in Vail.

Residents

Most Vail residents live and work in the Town and the highest concentration of jobs in Vail is in the commercial core south of I-70. There is an opportunity to serve individuals who do not have access to a car or are not able to drive. Vail residents currently view transit favorably and support expanding service.

Visitors

Transit ridership peaks during the ski season in winter months. Transit supports a sharp increase in visitors. The East Vail and West Vail routes experience the highest ridership during these months. In the summer, the top trip pairings within Vail are between Lionshead and Vail Commons. In the winter, the top trip pairing is between Vail Village and Lionshead.

Key Findings

Analysis of existing conditions of transit in Vail revealed the following key findings:

- **Vail Transit is a key regional player** – Vail Transit, and more specifically the Vail Transportation Center, will play a key role in creating local and regional multimodal systems that include well-integrated transportation options.
- **Ridership is increasing to pre-pandemic levels** – Annual and seasonal ridership trends are returning to pre-COVID levels. Based on Vail survey results, 36% of respondents take the bus frequently and 50% take the bus occasionally.
- **Transit catchment is high** – 82% of residential units are a quarter mile or closer to a bus stop.
- **System efficiency is improving in the short term** – In recent years, the system has gotten more efficient, however, over the long term the cost per rider has increased. From 2022 to 2023, operating costs increased by 7%, however, ridership increased by 22%, which resulted in a more efficient cost per rider in 2023 than in 2022. In 2023, the total ridership was about the same as in 2019, however the operating expenses were 35% more expensive.
- **Vail Village is a key local destination** – Based on analysis completed in Go Vail, trips between Vail Village and Lionshead were the most common in the winter, and trips between Lionshead or Vail Village and Safeway/Vail Commons were the most common in the summer.
- **There is opportunity for local and regional coordination** – While the Vail Transit Route Optimization plan is underway, Core Transit is developing a 10-Year Transit Development and Capital Plan.

Chapter 2: Impact Analysis

Ridership Analysis

This section analyzes ridership data from the Vail Transit system, focusing on key trends and insights to inform route alternatives.

Figure 20 reveals significant variations in ridership across routes in July 2023 and February 2024. Notably, Intown, East Vail, and West Vail routes consistently demonstrate high ridership, suggesting a strong demand for transportation within and between these areas year-round. West Vail Express, Lionsridge Loop, and Ford Park only operate during the winter whereas the East Vail Hiker Express only operates during the summer.

Figure 20: Percent of Total Ridership by Route

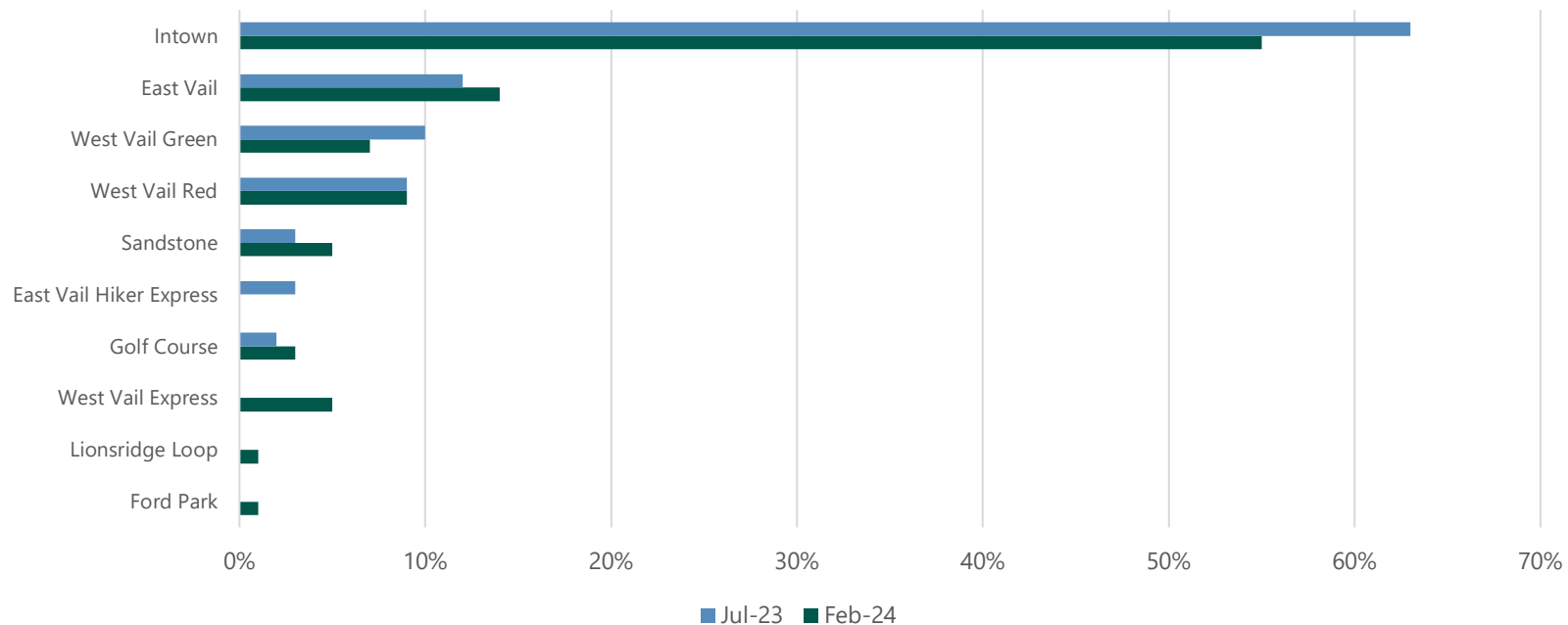


Figure 21 shows the average daily boardings by stop in February 2024. The highest concentration of boardings is located around Lionshead and Vail Village, and ridership is generally evenly distributed among the other stops in the system. This graphic illustrates boardings by stop, so stops that serve both directions include more ridership than stops that have separate boarding areas for each direction.

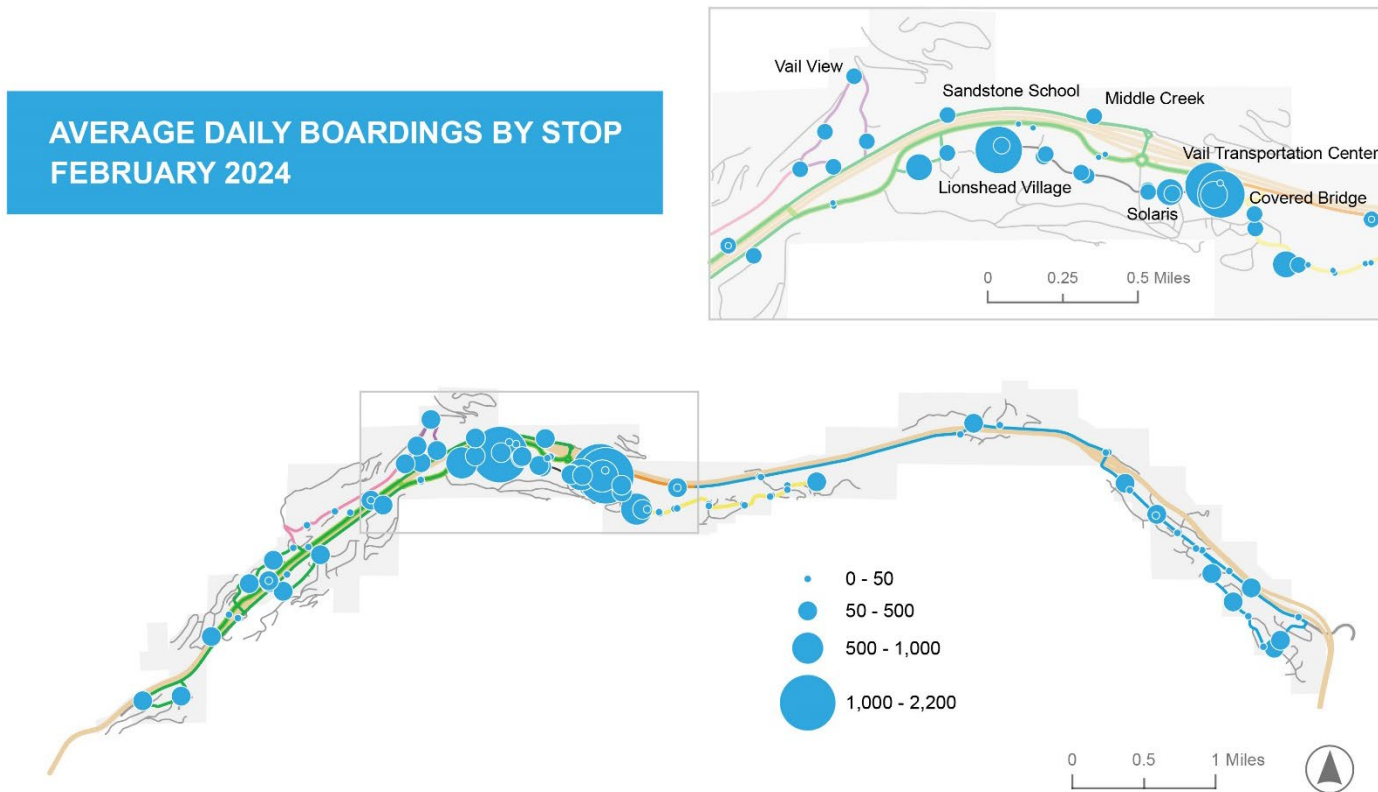


Figure 21: Average Daily Boardings, February 2024

Figure 22 shows stops with the highest average daily ridership in July 2023 and February 2024. All stops experience significantly higher ridership in the winter compared to the summer. Vail Transportation Center and Lionshead Village (east- and west-bound) emerge as major hubs year-round, further highlighting their central role in the Vail transit network. Other high ridership stops include Covered Bridge (east and westbound) and Solaris (westbound). The Golden Peak stop has some of the highest winter ridership and lowest summer ridership. This is likely due to its proximity to ski lodges and schools and different frequencies between seasons.

Figure 22: Stops with Highest Average Daily Ridership

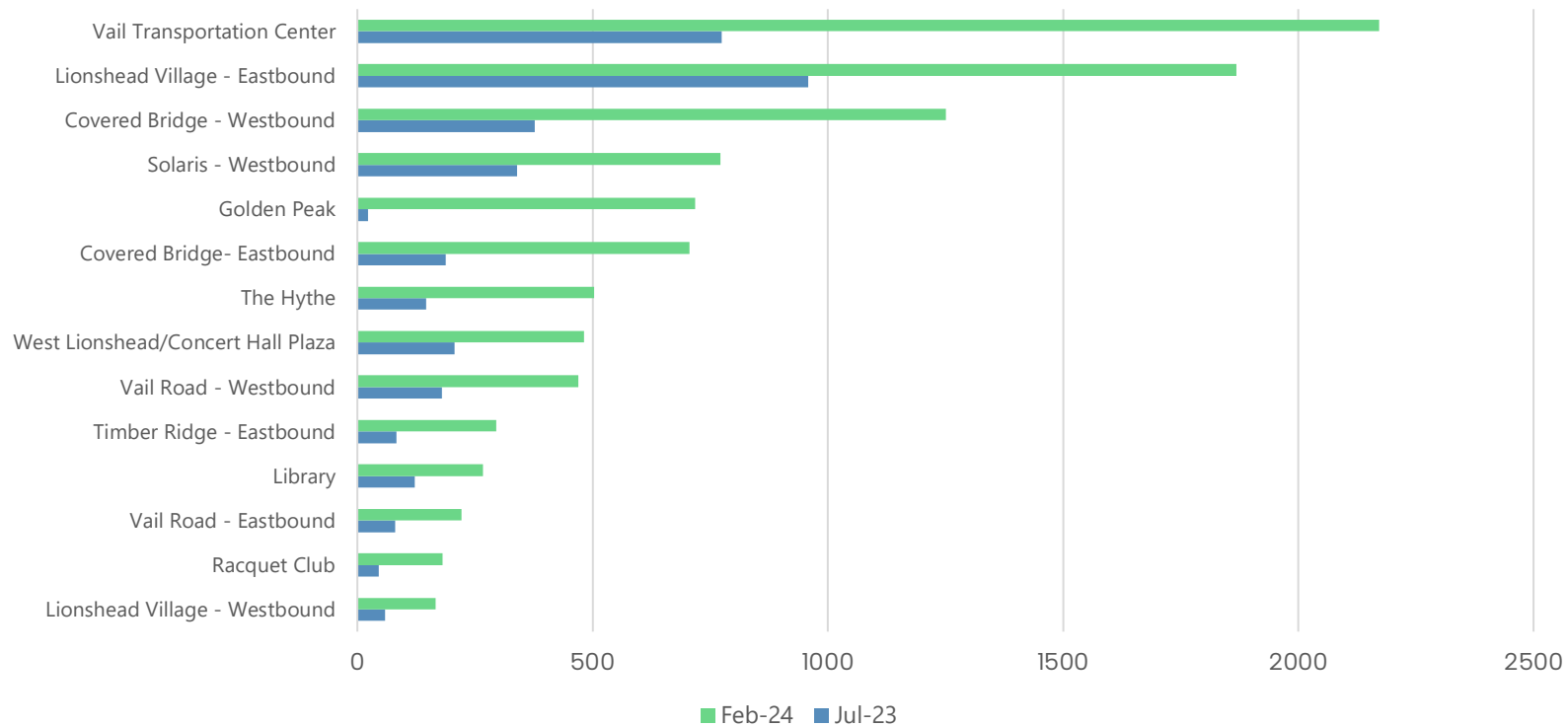
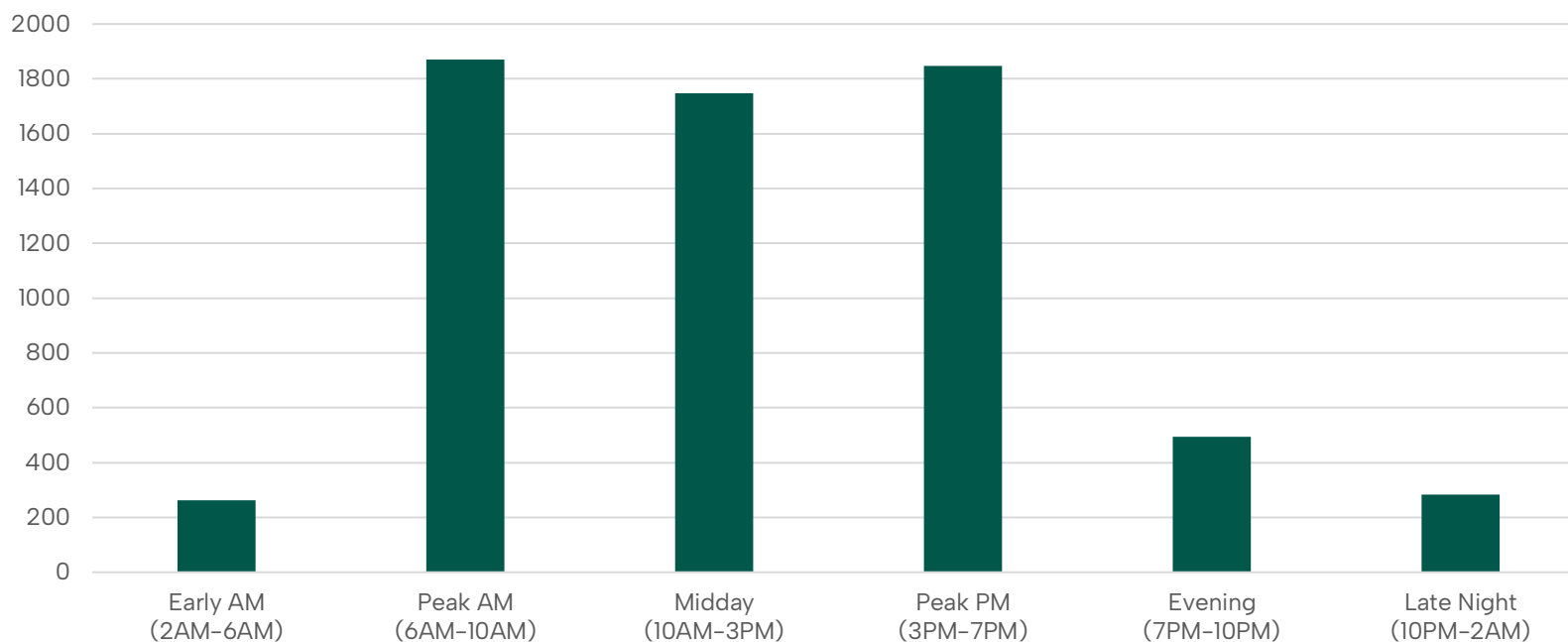


Figure 23 shows the average number of boardings by time of day for the month of February 2024. The highest activity period for Vail Transit is between 6AM and 7PM every day, distantly followed by the evening period 7PM to 10PM. Early and late night boardings are relatively similar at an average of under 300 per day.

Figure 23: Average Daily Boardings by Time of Day without Intown, February 2024



Route Reliability Analysis

Reliability refers to how consistently each bus on each route sticks to the scheduled run time. This analysis takes APC stop-level time data to analyze the minimum, maximum, average, and statistical variability in how long it takes for each route to complete a full roundtrip. This analysis provides data to assess if scheduled run time is appropriately allocated and also how reliable each route is for riders to expect.

Methodology

Vail Transit provided two months (July 2023 and February 2024) of stop-level time data for each run of each route. These months are representative of the peak seasons, which means that they receive the most ridership and are also most likely to be impacted by external factors

like weather and traffic congestion. To best analyze “typical” trips on each route, data for any special event runs, 2 AM runs, and piggyback runs were filtered out. Furthermore, since all routes start and end at the Vail Transportation Center, to best understand overall travel times from start to finish of each route, all stops besides the Vail Transportation center were also filtered out.

Each trip run was also given a unique trip ID, which was the combination of the original trip ID and the date. This field was used to develop a “Run Time” field which calculated the difference between the departure of a given unique trip ID from the Vail Transportation Center to the arrival of that same unique trip ID back to the Vail Transportation Center. Once the run times were calculated, any rows of data that were either empty because they were just the departure timestamp or had significantly too low or too high of run times compared to the scheduled time were removed.

Statistical summaries by route were developed over the course of the full day and broken down into designated time periods throughout the day.

Results

Overall Run Time Statistics, July 2023

Table 9 shows the run time summary for July 2023 and **Figure 24** shows the distribution of the run times by route. On average, all summer routes have enough time in the schedule to complete the route. Only the West Vail Green and West Vail Red routes are nearly close to the scheduled run time, which means that drivers are likely not getting much downtime between the trips. However other routes have a run time up to eight minutes (East Vail) faster than scheduled, indicated by the “slack time” in the table. Vail Transit intentionally schedules time into routes for driver breaks between runs. This is done by scheduling time between the second-to-last stop and the Vail Transportation Center, meaning that the buses depart each stop along the route on-time but they arrive to the final stop early.

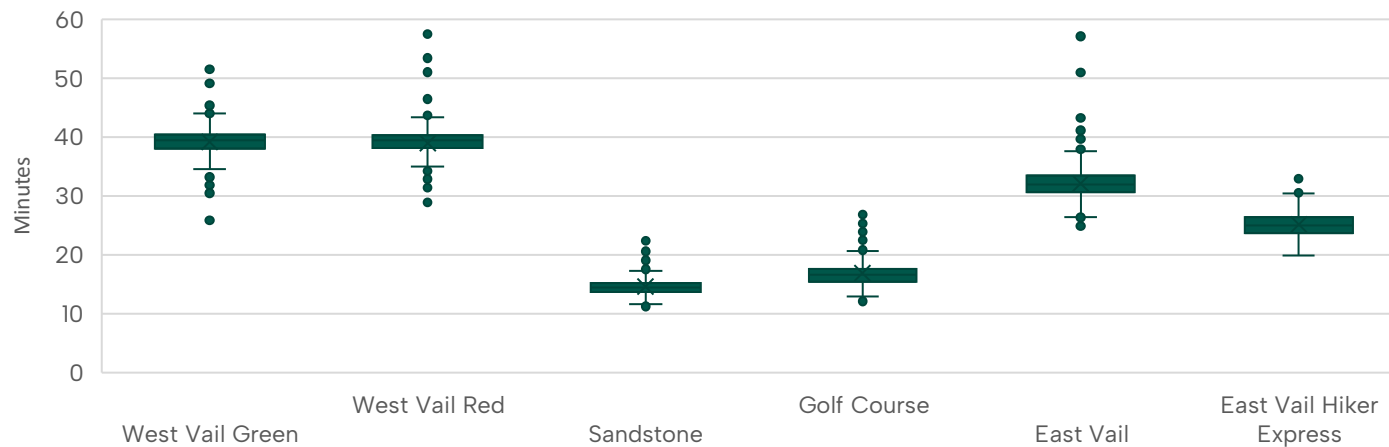
Another notable statistic is the standard deviation of the run time, where 68% of the run times fit within one standard deviation and 95% of the run times fit within two standard deviations. As an example, when a route has a standard deviation in its run time of 2 minutes, it means that 68% of the runs are within two minutes less or two minutes more than the average run time. It also means that 95% of the runs are within four minutes less or four minutes more than the average run time. Within the exception of some outliers, the most consistent route that has the smallest deviation in run times is the Sandstone route which typically takes 15 minutes to complete its 20-minute route. The route with the most variability in the summer is the East Vail route which has a 12-minute difference in 95% of its run times; 95% of the run times fall between 26 and 38 minutes. Although this still means that most runs are running within the scheduled time, some buses are taking a lot less time than scheduled compared to other buses. Similarly, the West Vail Green and West Vail Red routes also have large variability in the run times. With longer routes and times, this is expected as there are more opportunities for buses to fall behind schedule. This may also mean that Vail Transit is providing too much slack time between the second to last stop and the Vail Transportation Center on these routes.

Table 9: Run Time Summary Statistics by Route, July 2023

Route	Schedule d Run Time	Average Run Time	Average Slack Time (Min)	Average Slack Time (%)	Minimum Run Time	Maximum Run Time	Standard Deviation of Run Time	68% of Run Times	95% of Run Times
East Vail	40	32	8	20%	25	57	2.8	29 to 35 min	26 to 38 min
East Vail Hiker Express	30	25	5	17%	20	33	2.0	23 to 27 min	21 to 29 min
Golf Course	20	17	3	15%	12	27	2.2	15 to 19 min	12 to 21 min
Sandstone	20	15	5	25%	11	22	1.6	13 to 16 min	11 to 18 min
West Vail Green	40	39	1	3%	26	52	2.4	37 to 42 min	34 to 44 min
West Vail Red	40	39	1	3%	29	57	2.4	37 to 41 min	34 to 44 min

Source: Vail Transit, Fehr & Peers

Figure 24: Distribution of Run Time by Route, July 2023

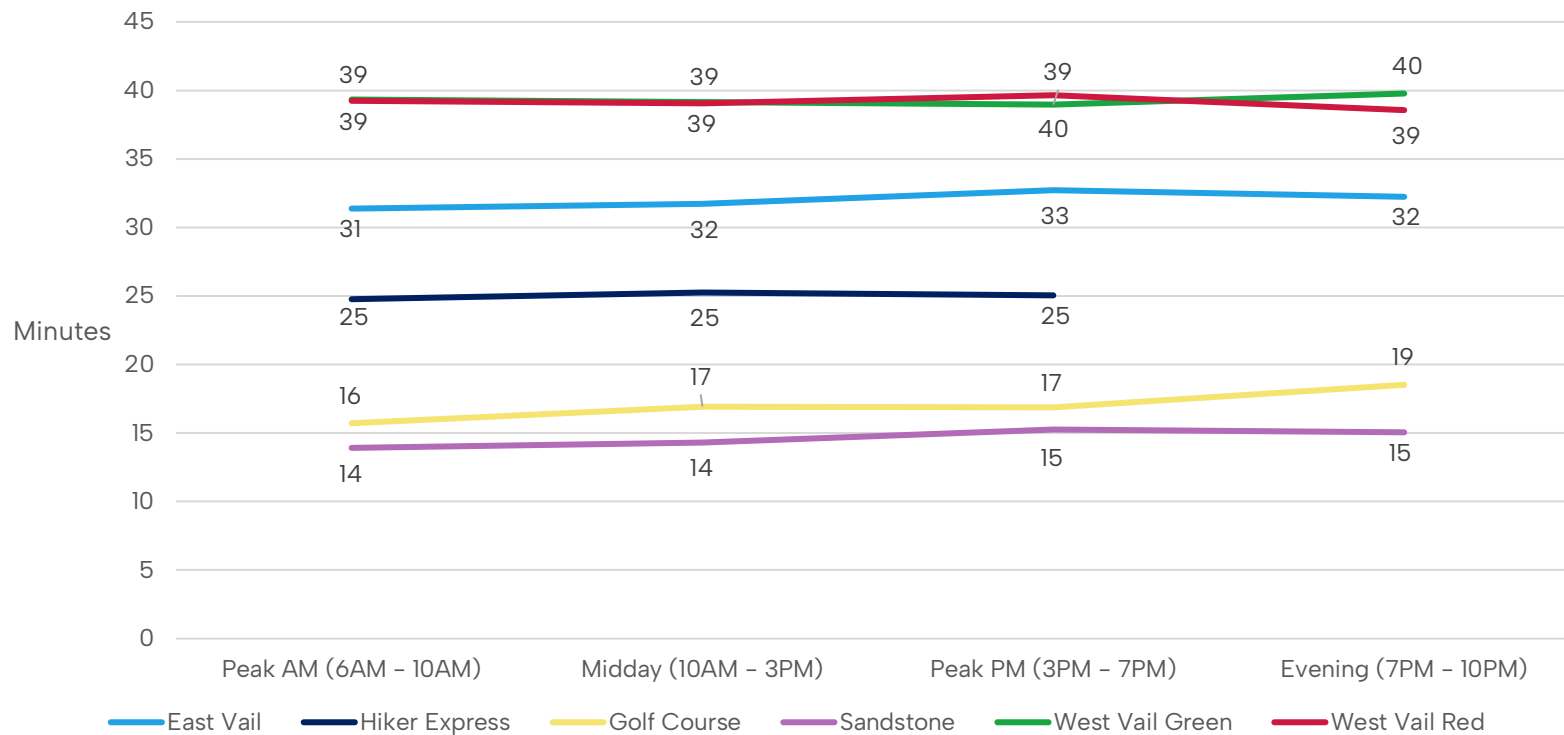


Source: Vail Transit, Fehr & Peers

Run Time Statistics by Day Part, July 2023

When looking closer at the breakdown throughout the day, there is some slight variation in how each route performs which is relevant when considering adjusting schedules for different times of day. As previously stated, average run times stay consistent throughout the day, although the West Vail Green and Golf Course routes have a slight increase in run time in the evening than at other times of the day (**Figure 25**).

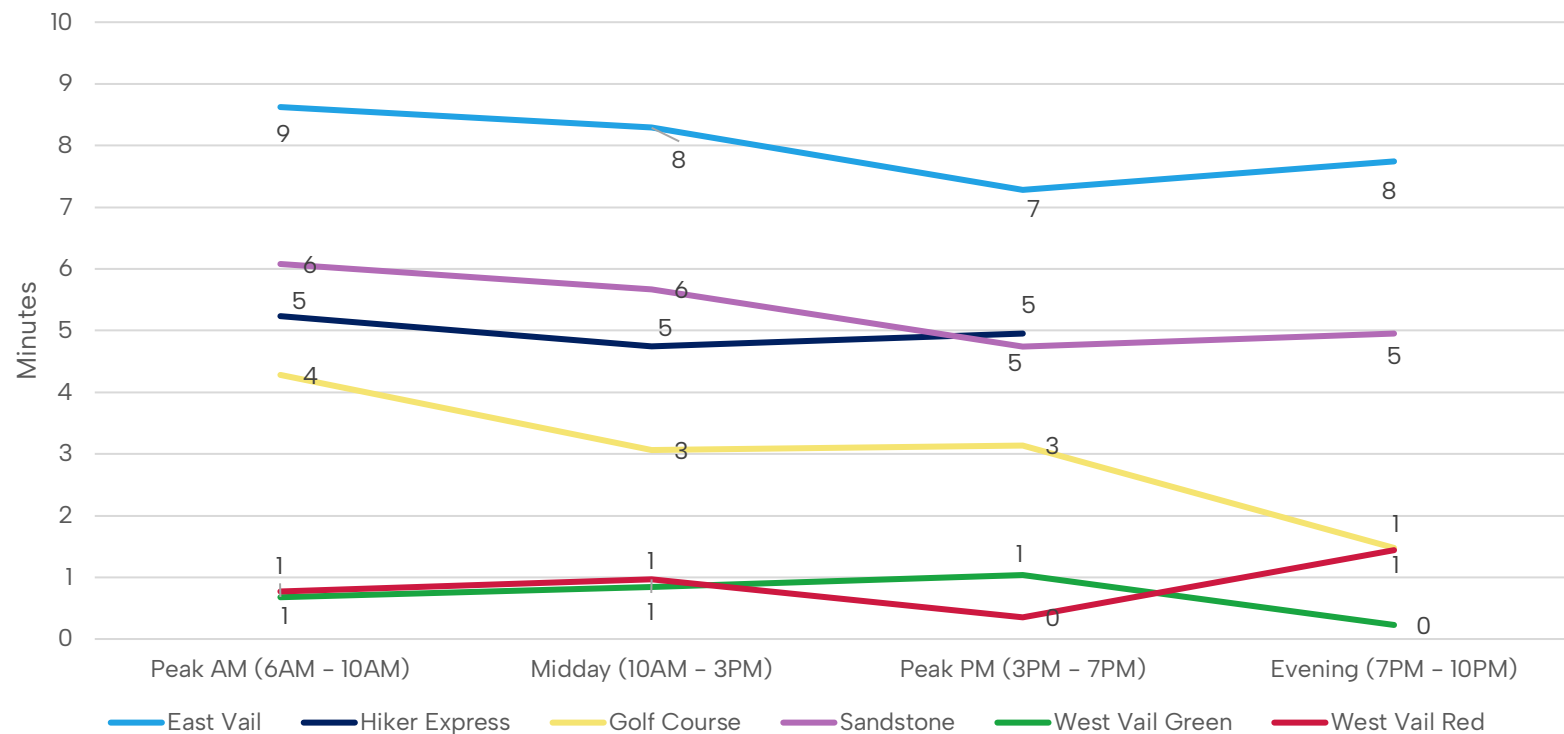
Figure 25: Average Run Times by Time of Day by Route, July 2023



Source: Vail Transit, Fehr & Peers

When comparing the run times to the scheduled times, referred here as “slack time”, **Figure 26** shows that most routes have their highest slack time in the AM peak. In the summer, the East Vail route is interlined with the Sandstone route for one bus, and it is interlined with the Golf Course route for another bus. This means that with there being generally seven to nine minutes of slack time on East Vail, five to six minutes on Sandstone, and two to four minutes on Golf Course, these bus drivers often have layovers between all of their bus runs, and there may be opportunities for optimizing these layovers to be a bit tighter by reducing run times or changing the interlining of the routes. For the West Vail Green and the West Vail Red routes, however, the slack times are typically around one minute. These routes are not interlined with one another during the summer, meaning that one bus consistently runs one route without interruption. Without slack time nor interlining, Red and Green may be more susceptible to not being able to get back on schedule when delayed. This is shown by the larger number of outliers in **Figure 26**.

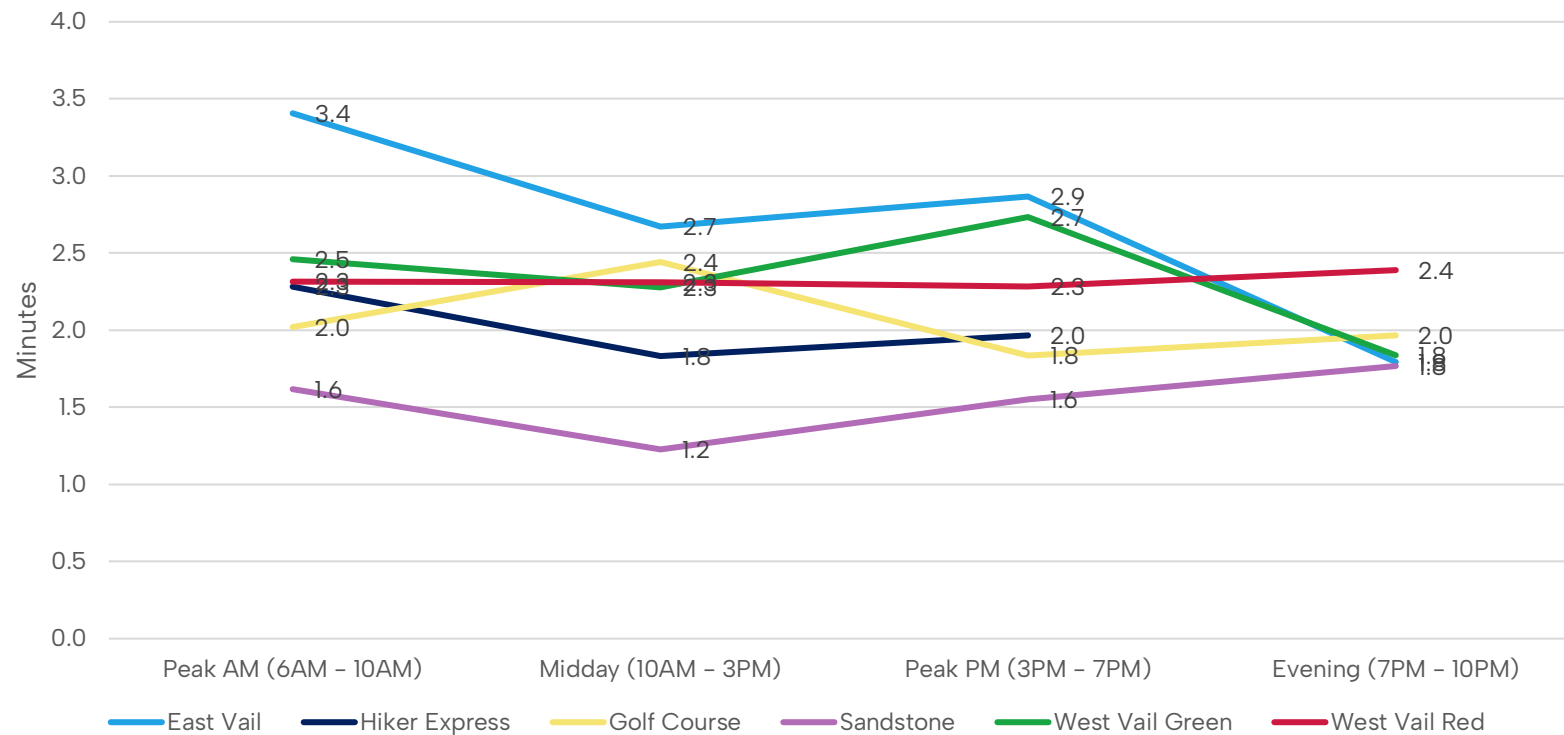
Figure 26: Average Slack Time (Time between scheduled and average run times), July 2023



Source: Vail Transit, Fehr & Peers

In analyzing the standard deviation by route and by time of day, the Sandstone route has the smallest standard deviation (most consistent) and the East Vail route has the highest (least consistent) over the course of the day (**Figure 27**). Notably, although the bus operations do not change for the West Vail Green and the West Vail Red routes, the West Vail Green has a spike in variability during the PM peak and the West Vail Red slightly increases in variability during the evening. However, since most routes have a variability within a few minutes throughout the day (besides East Vail), this is not generally a concern in terms of changing the operations of the schedule.

Figure 27: Standard Deviation of Run Times (Variability in Total Run Time), July 2023



Source: Vail Transit, Fehr & Peers

Overall Run Time Statistics, February 2024

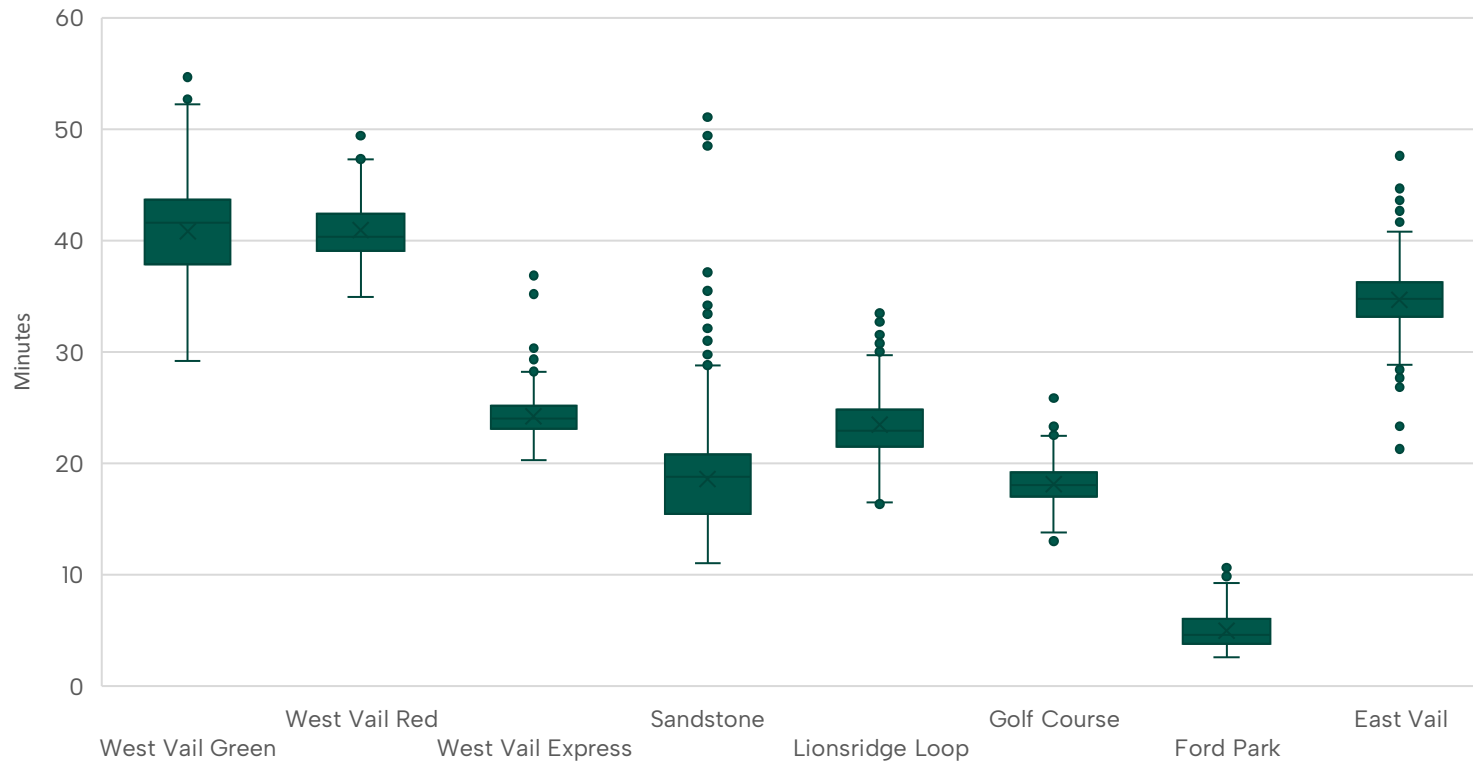
Table 10 shows the run time summary for February 2024 and **Figure 28** shows the distribution of the run times. There is less consistency than summer in the winter run time results. There are three routes (Lionsridge Loop, Sandstone, and West Vail Green) that have a standard deviation of more than three minutes which means that 95% of the run times fit within a larger time range. This means that drivers may have a harder time sticking to their scheduled times. Since Vail Transit typically schedules the layovers into the time between the second-to-last and the last stop on the routes, riders may not be as impacted by knowing if their bus will arrive early, on-time, or late. In other words, assuming the buses do not depart on-route stops early, buses only arrive to the Vail Transportation Center early which will not negatively impact riders. The Sandstone route has the largest variability with run times varying by four minutes and taking anywhere between 10 and 27 minutes on a 20-minute route. This route, however, still runs about the exact time it should on average, meaning the outliers and filtered data may be skewing the results. The Lionsridge Loop is the only route that on average runs three minutes longer than scheduled. This may indicate that the scheduled time may need to be increased to 25 minutes to ensure that the buses are more consistently “on-time”.

Table 10: Run Time Summary Statistics by Route, February 2024

Route	Scheduled Run Time	Average Run Time	Average Slack Time (Min)	Average Slack Time (%)	Minimum Run Time	Maximum Run Time	Standard Deviation of Run Time	68% of Run Times	95% of Run Times
East Vail	45	35	10	22%	21	48	2.5	32 to 37 min	30 to 40 min
Ford Park	10	5	5	50%	3	11	1.4	4 to 6 min	2 to 8 min
Golf Course	20	18	2	10%	13	26	1.8	16 to 20 min	15 to 23 min
Lionsridge Loop	20	23	-3	-15%	16	34	3.3	20 to 27 min	17 to 30 min
Sandstone	20	19	1	5%	11	52	4.2	14 to 23 min	10 to 27 min
West Vail Express	30	24	6	20%	20	37	1.8	22 to 26 min	21 to 28 min
West Vail Green	45	41	4	9%	29	55	3.9	37 to 45 min	33 to 49 min
West Vail Red	45	41	4	9%	35	49	2.7	38 to 44 min	36 to 46 min

Source: Vail Transit, Fehr & Peers

Figure 28: Distribution of Run Time by Route, February 2024

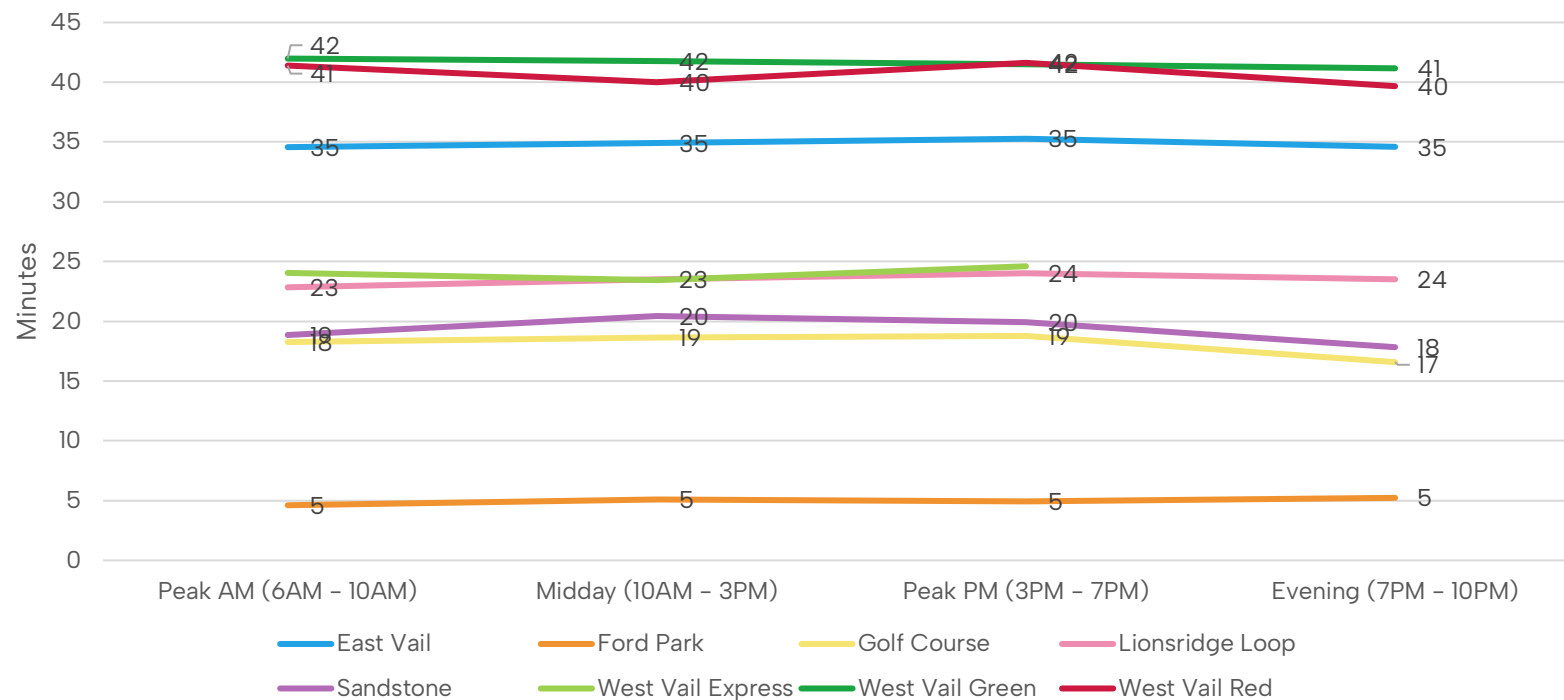


Source: Vail Transit, Fehr & Peers

Run Time Statistics by Day Part, February 2024

As indicated in **Figure 29**, the run times are consistent throughout the day, even for the routes that operate at different scheduled times during the evening time period. Throughout most of the day, the West Vail Green and the West Vail Red routes are interlined with one another and run on 45-minute schedules. In the evening, these routes are not interlined and are scheduled at 40 minutes. The East Vail route runs with this same schedule configuration, but it goes from mostly not being interlined during the day to being interlined with the Sandstone route. Since it consistently runs at 35 minutes, the interlining does not impact the typical 10-minute layovers between the runs.

Figure 29: Average Run Times by Time of Day by Route, February 2024



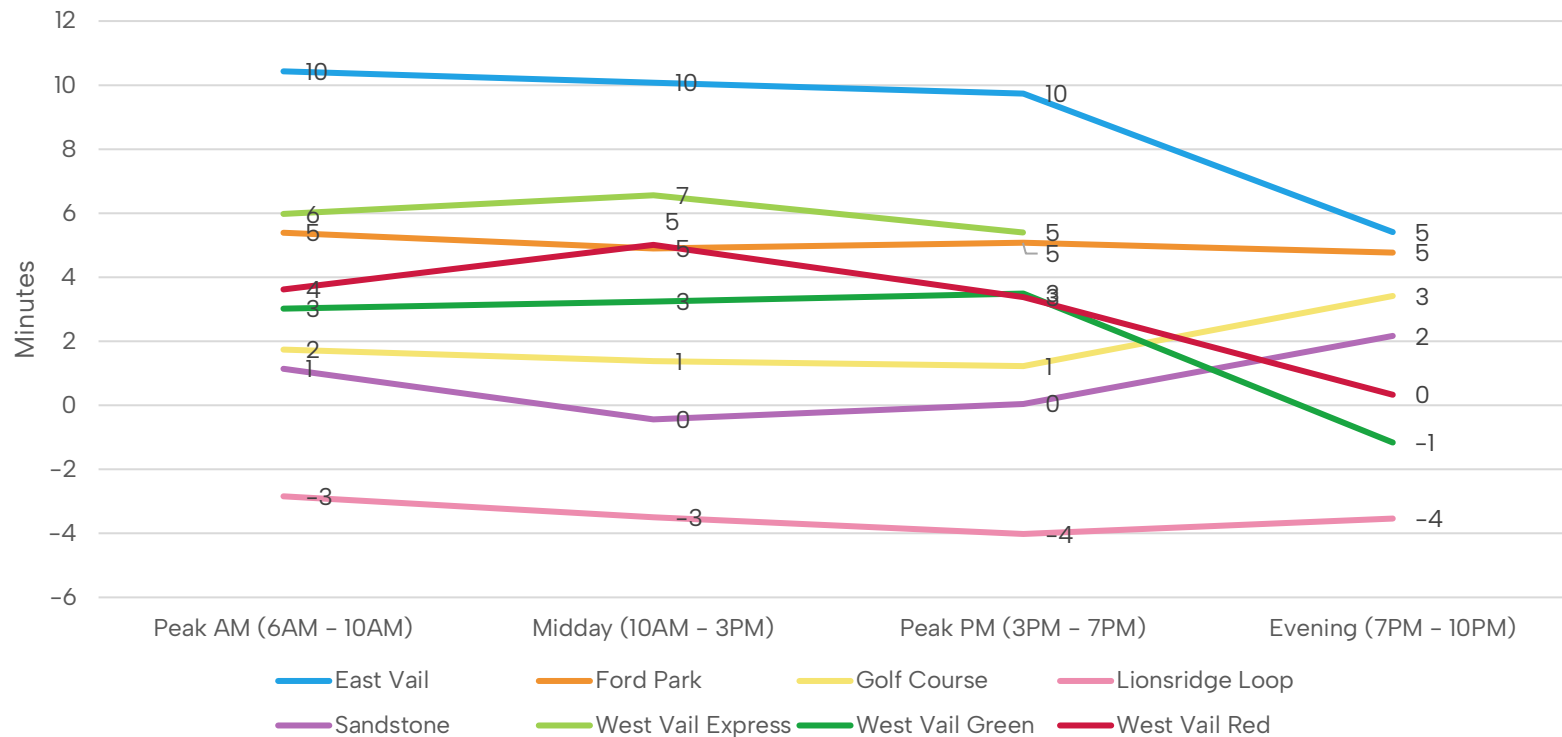
Source: Vail Transit, Fehr & Peers. Note: East Vail, West Vail Red and Green are scheduled at 40 minutes in the evening

Slack times, or the time between the scheduled and the average run times, have some variability throughout the day. The most obvious ones are of the East Vail, West Vail Green, and West Vail Red routes which reduce their scheduled time from 45 minutes throughout the day to 40

minutes in the evenings. As discussed previously, the schedule seems appropriate for the West Vail Green and the West Vail Red routes, but it may make sense to reduce the East Vail route to be 40 minutes over the entire day since bus drivers have 10-minute layovers between all their runs (**Figure 30**).

The Lionsridge route seems to consistently run longer than it is scheduled by a few minutes, which impacts riders who rely on on-time arrival to the Vail Transportation Center. The Lionsridge route is mostly interlined with the Golf Course route throughout the day and there are 10-minute scheduled layovers at the Vail Transportation Center. It may be worth extending the scheduled time for Lionsridge to 25 minutes, which would not impact the interlining with the Golf Course route; it would just reduce the layover time between each run.

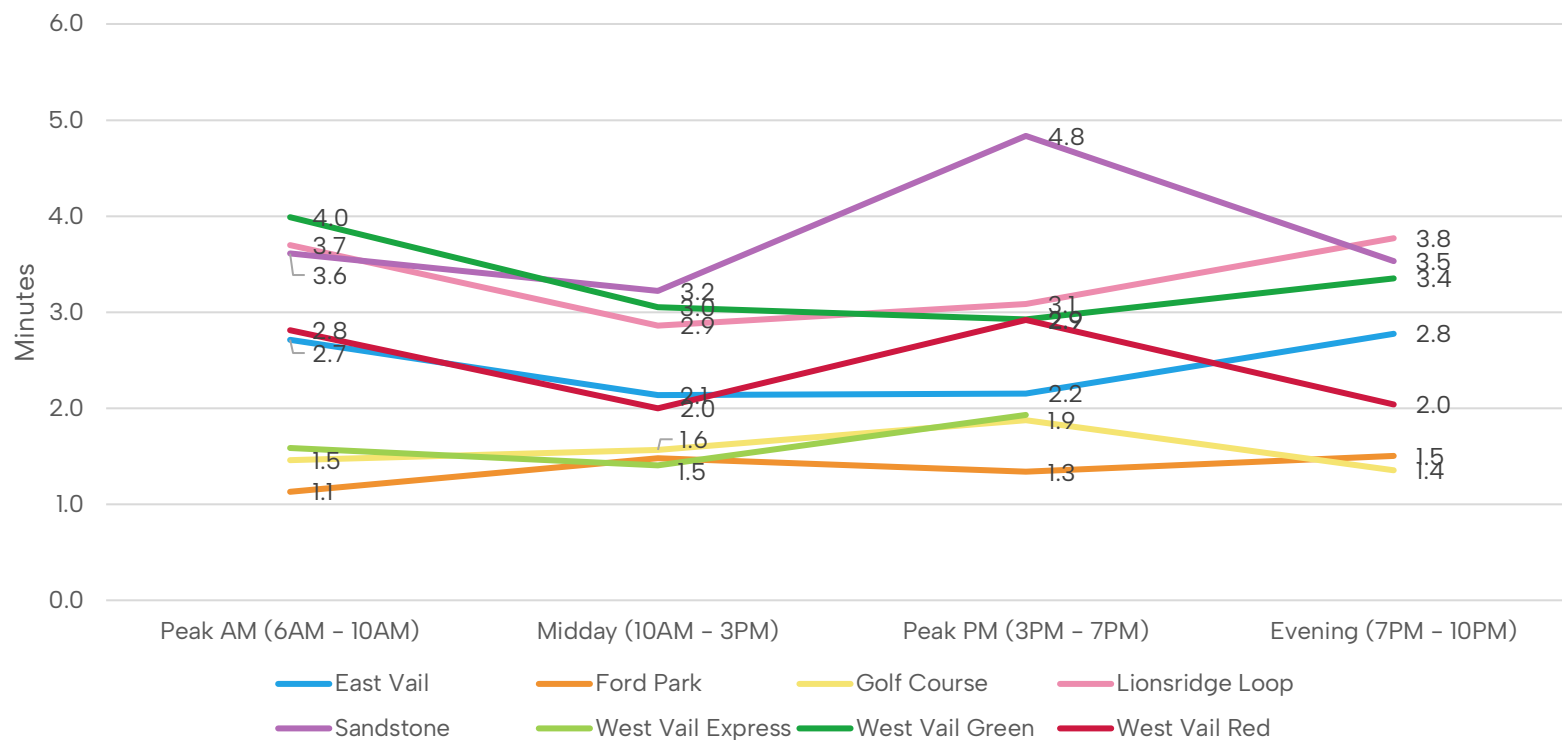
Figure 30: Average Slack Time (Time between scheduled and average run times), February 2024



Source: Vail Transit, Fehr & Peers. Note: East Vail, West Vail Red and Green are scheduled at 40 minutes in the evening.

Finally, the variability in the routes (shown by standard deviation in **Figure 31**) shows larger variability in the winter than in the summer. For most routes, the variability is lowest during midday. The Sandstone route has the largest variability, especially during the peak PM time frame. This may be due to the outliers skewing the data. The average run time is right at the scheduled time and during the PM peak, most Sandstone runs have a scheduled 10 minute layover at the Vail Transportation Center.

Figure 31: Standard Deviation of Run Times (Variability in Total Run Time), February 2024

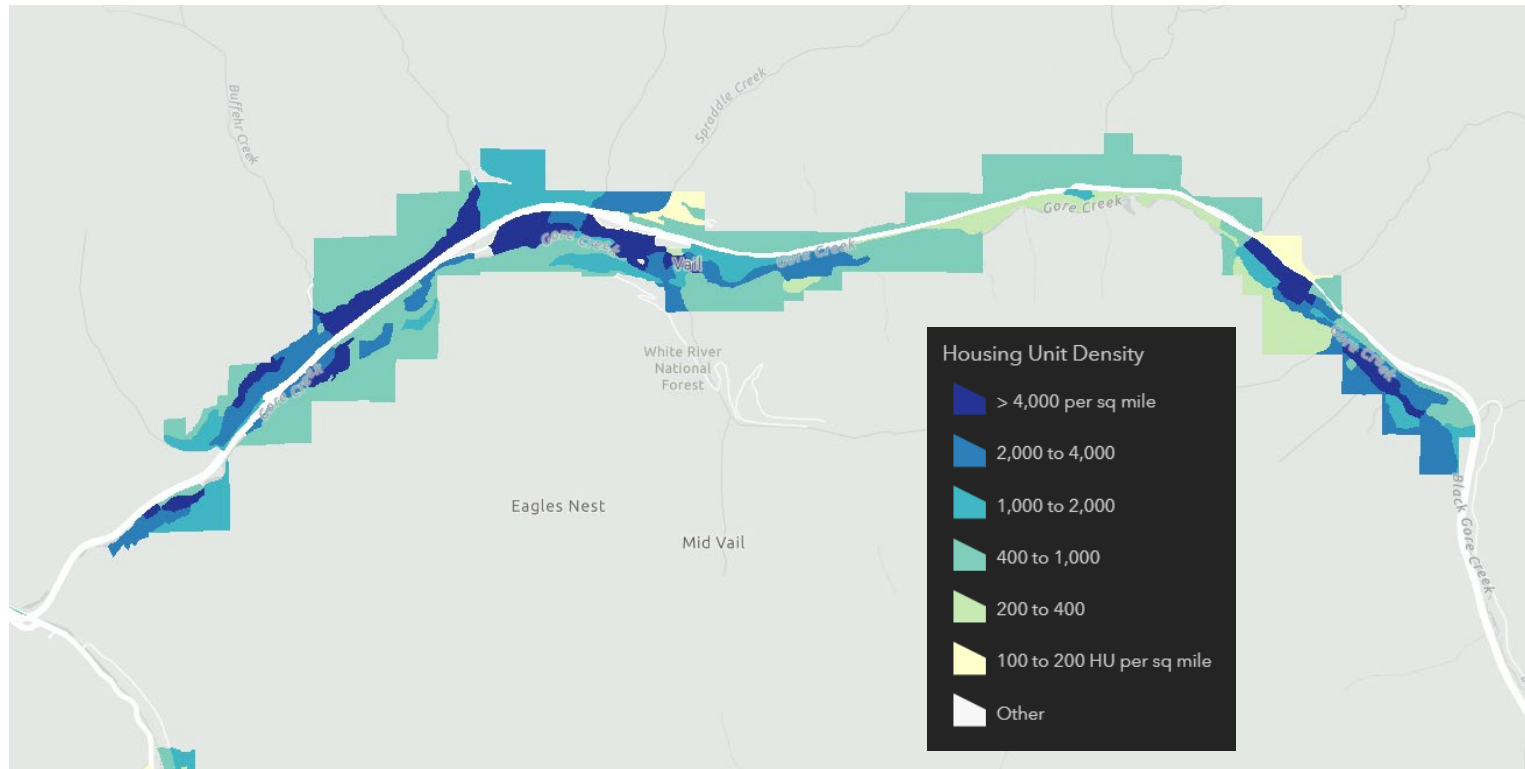


Source: Vail Transit, Fehr & Peers.

Housing Density Analysis

The total housing unit density for the Town of Vail (as of the 2020 US Census) is shown in **Figure 32**. The densest housing areas are around Vail Village, Lionshead, Lions Ridge, and East Vail.

Figure 32: Total Housing Unit Density



Source: Colorado State Demography Office

Existing and Planned Employee Housing

Several high-density housing developments are planned for Vail in the next five years to increase the availability of employee housing. **Table 11** shows the six existing and future residences that will produce a total of 954 units and 1,557 beds.

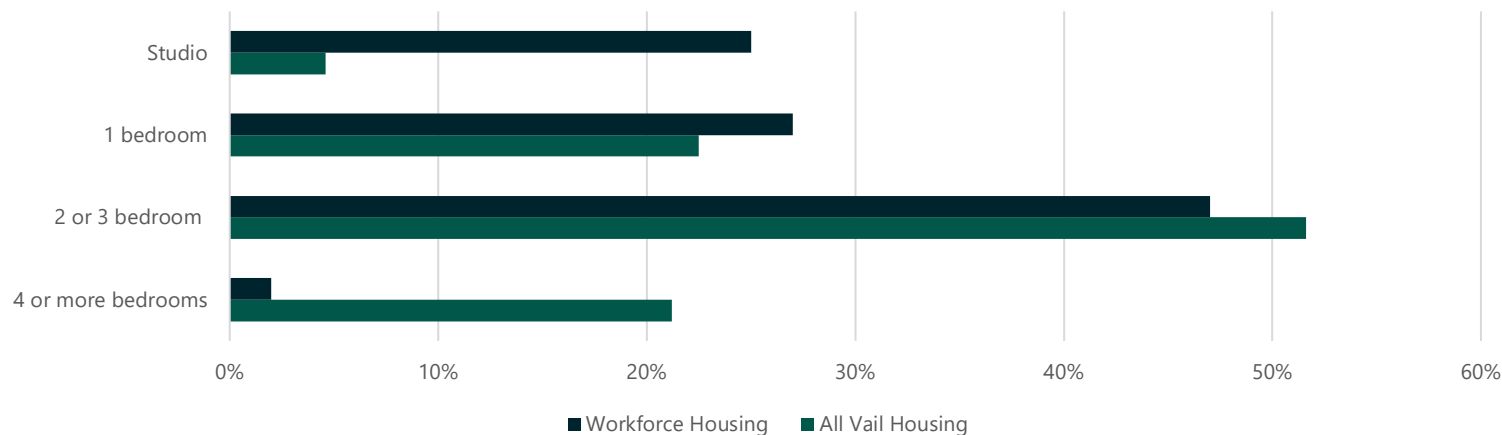
Table 11: Vail Workforce Rental Housing

Name of Housing	Year of Completion	Number of Units	Number of Beds
<i>(Existing) Timber Ridge</i>	2003 (deed date)	96	194
<i>Middle Creek Village</i>	2004	142	254
<i>Lions Ridge</i>	2015	114	198
<i>Solar Vail</i>	2019	64	68
<i>Residences at Main Vail</i>	2023	72	130
<i>Timber Ridge Village</i>	2025	294	555
<i>West Middle Creek</i>	2027	268	352
TOTAL in 2027		954	1,557

Source: Town of Vail

As shown in **Figure 33**, the workforce housing developments reflected in **Table 11** represent smaller, more dense housing units compared to Vail as whole. This is typical for accommodating seasonal workers who travel alone for work.

Figure 33: Percent Number of Bedrooms in Housing Units



Source: Vail Transit; US Census, S2504, 2022 ACS 5-Year Estimates

Ridership Estimates for Bus Stops Near Employee Housing Developments

One approach to forecasting future ridership that new employee housing developments generate is to look at the existing ridership to bed ratio and apply it to future development. This ratio calculates the relationship of how many riders use a bus stop nearest to employee housing for every bedroom in that housing complex. As shown in **Table 12**, for every bed at the Middle Creek Village and the Residences at Main Vail, 0.45 daily riders use the Middle Creek bus stop. For every bed at the Lions Ridge and the existing Timber Ridge complexes, 0.88 daily riders use the Timber Ridge bus stop. For every bed at Solar Vail, 3.1 daily riders use the Sandstone School bus stop. However, the Sandstone School bus stop is also located near the Red Sandstone Elementary School and the Red Sandstone Parking Garage, which is likely significantly impacting the number of riders at that bus stop. As a result, when comparing all riders at the three bus stops to all the employee housing bedrooms near the stops, the ratio is 0.86, but this may be impacted by the Sandstone School bus stop. It is recommended to forecast ridership for the new housing developments using the ratio at each individual bus stop rather than the total ratio, which will provide more local context to the bus stops.

Table 12: Existing Ridership to Bed Ratios

Name of Housing	Number of Units	Number of Beds	Nearest Bus Stop	Current Daily Stop Ridership	Ridership to Bed Ratio
<i>Middle Creek Village</i>	142	254	Middle Creek	171	0.45
<i>Residences at Main Vail</i>	72	130	Middle Creek	171	Combined with above
<i>Lions Ridge</i>	114	198	Timber Ridge	344	0.88
<i>(Existing) Timber Ridge</i>	96	194	Timber Ridge	344	Combined with above
<i>Solar Vail</i>	64	68	Sandstone School	211	3.1
TOTAL	488	844		726	0.86

Source: Town of Vail, Fehr & Peers

In **Table 13**, the ridership for the Timber Ridge bus stop is estimated to be 661 daily riders, which includes the existing riders from Lions Ridge and the estimated new riders from the future Timber Ridge Village. Vail Transit also plans to place a new bus stop to serve the West Middle Creek development. It is forecasted that 157 riders will use this bus stop based on the existing ridership to bed ratio at the existing Middle Creek bus stop. This would be in addition to the existing ridership at the existing Middle Creek bus stop. Combined, these two bus stops are estimated to increase ridership by 474 daily riders. Route scenarios during the next phase of the project will need to be able to accommodate this increase in transit demand. It is also important to note that comparing existing ridership to existing beds may not fully account for other factors that contribute to future ridership such as the share of workers without cars, higher level of transit service, and more people who may be more comfortable in embracing transit.

Table 13: Forecasted Ridership at Timber Ridge and West Middle Creek Bus Stops

Name of Housing	Number of Units	Number of Beds	Nearest Bus Stop	Current Daily Ridership to Bed Ratio	New Daily Ridership Estimate	Number of New Riders
<i>Timber Ridge Village</i>	294	555	Timber Ridge	0.88	661	317
<i>West Middle Creek</i>	268	352	(New) West Middle Creek	0.45	157	157
TOTAL	562	907			818	474

Source: Town of Vail, Fehr & Peers

Employee Housing Transit Service

New and Existing Housing

Based on previous analyses, new and existing Vail employee housing will result in a total of 954 units including 1,557 beds by the year 2027. This likely undercounts the total number of beds occupied by Vail employees because it does not include those who do not live in employee housing developments. These employee housing developments represent smaller, more dense housing units than are typical for Vail to accommodate for seasonal workers who travel alone for work.

This analysis addresses the existing bus frequency at stops that serve employee housing and provides some key considerations to inform alternatives development. **Table 14** lists the three existing bus stops and one planned stop along the north frontage road, current daily ridership by stop, and proximate employee housing:

Table 14: Bus Stop Ridership and Employee Housing

Bus Stop	Current Daily Ridership	Proximate Employee Housing
<i>Middle Creek</i>	171	Middle Creek Village, Residences at Main Vail
<i>West Middle Creek (new)</i>	157 (projected)	West Middle Creek (new)
<i>Timber Ridge</i>	344	Lions Ridge and Timber Ridge
<i>Sandstone School</i>	211	Solar Vail

Transit Frequency at Key Stops

The frequency of bus service per hour from several key stops in West Vail to two primary destinations—Vail Transportation Center (VTC) and West Vail Mall—is detailed in the section below. In certain cases, such as the Spruce Creek and Middle Creek stops, West Vail routes loop through neighborhoods and pass these stops twice during a single run. In these instances, the stop is counted only once toward service to the Vail Transportation Center, based on the assumption that passengers are more likely to board the bus on its second pass, when it is heading directly toward the destination. For example, riders at the Middle Creek stop typically board a Sandstone or Lionsridge Loop route bus on its return leg through the neighborhood, en route to the VTC. Additionally, stops that do not provide service to either West Vail Mall or the Vail Transportation Center are marked as “N/A.”

Winter Frequency by Stop

Table 15 summarizes the count of buses and general frequency headed toward Vail Transportation Center (VTC) and West Vail Mall by stop during a typical winter peak hour. **Figure 34** illustrates the hourly number of buses heading to the VTC during a typical hour of service in the winter. Middle Creek, Timber Ridge, West Vail Mall, Chamonix, and Lionshead Transit Center have the highest number of buses per hour. This generally means that these stops have a bus every 7.5 to 10 minutes, although there are times throughout the hour where the interval between buses is shorter or longer. **Figure 35** illustrates the same period and stops, but for buses traveling toward the West Vail Mall. Timber Ridge, West Vail Mall, and Lionshead Transit Center have the highest number of hourly buses. As dense employee housing is north of I-70, more frequent service to West Vail Mall may be necessary, specifically at the Middle Creek, West Middle Creek, and Sandstone stops.

Table 15: Count of Buses and Frequency per Hour toward Destinations During Winter Peak Hour, by Stop and Destination

Origin Bus Stop	To VTC		To West Vail Mall	
	Number of Buses	General Frequency (Minutes)	Number of Buses	General Frequency (Minutes)
VTC	N/A	N/A	8	7.5
Middle Creek	6	10	3	20
Vail Run	4	15	N/A	N/A
Timber Ridge	7	8.5	6	10
West Vail Mall	6	10	N/A	N/A
Upper Buffehr Creek	4	15	N/A	N/A
Chamonix	8	7.5	N/A	N/A
Intermountain	2	30	2	30
Spruce Creek	4	15	N/A	N/A
Matterhorn	2	30	2	30
W Lionshead Plaza	2	30	2	30
Lionshead Transit Center	6	10	4	15

Figure 34: Bus Frequency to Vail Transportation Center by Stop, Winter Peak Hour

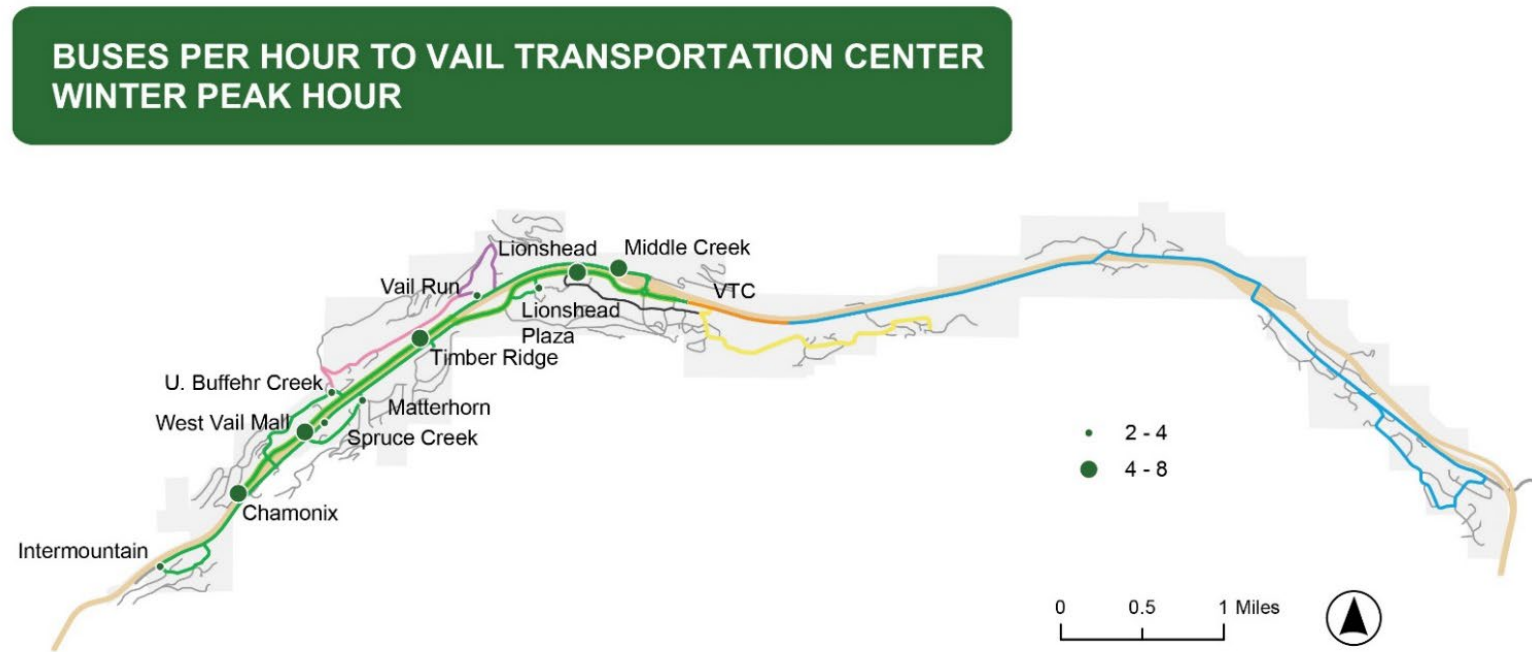
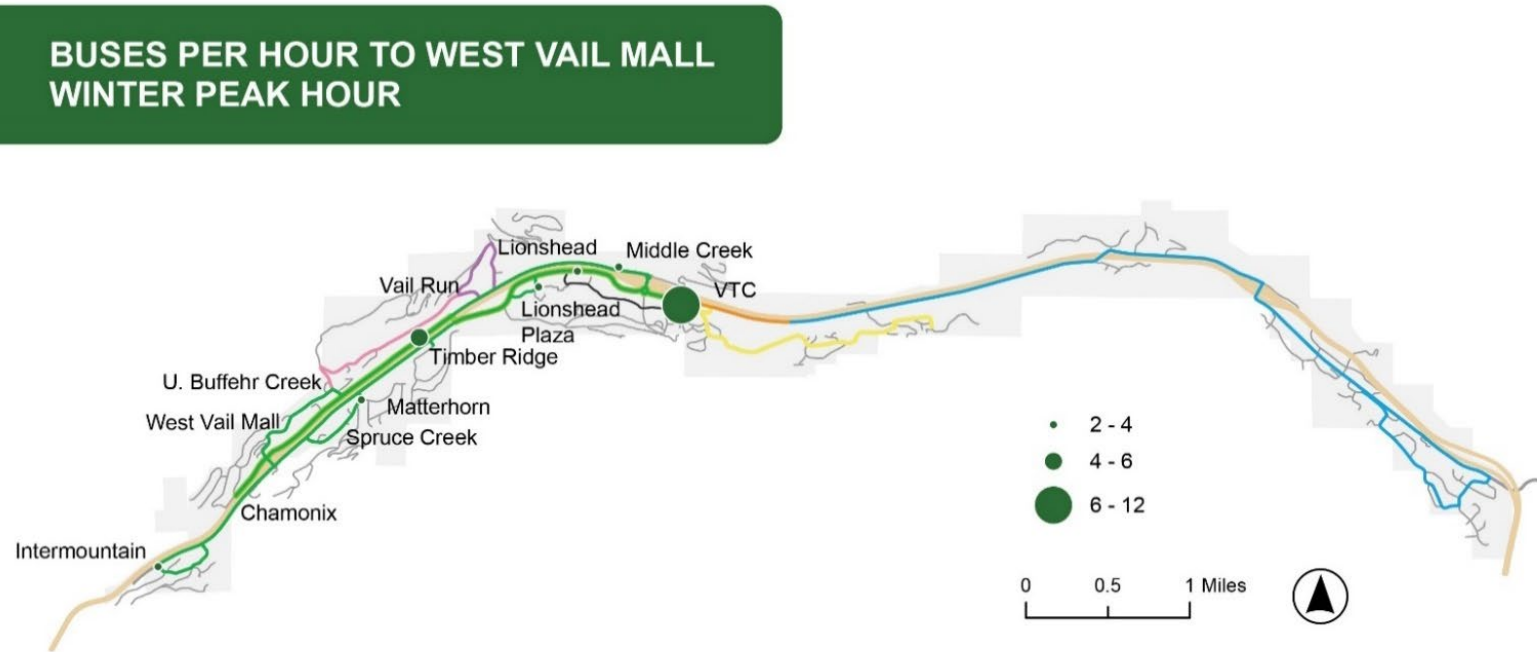


Figure 35: Bus Frequency to West Vail Mall by Stop, Winter Peak Hour



Summer Frequency by Stop

Table 16 summarizes the count of buses and general frequency of buses headed toward VTC and West Vail Mall by stop during a typical summer peak hour. The bus stops with the highest number of buses per peak hour toward VTC include Chamonix, Matterhorn, and West Lionshead Plaza with three buses per hour. The Middle Creek stop also has a similar frequency to VTC. The frequency that buses head toward West Vail mall is markedly lower than in the winter, however, mostly at 40 minute frequencies and only at VTC, Middle Creek, Timber Ridge, Upper Buffehr Creek, and Intermountain (of the key stops). If summer ridership increases, service in this direction may need to be increased. This is especially true with the upcoming development of employee housing, who may be year-round employees.

Table 16: Count of Buses per Hour toward Destinations During Summer Peak Hour, by Stop and Destination

Origin Bus Stop	To VTC		To West Vail Mall	
	Number of Buses	General Frequency (Minutes)	Number of Buses	General Frequency (Minutes)
VTC	N/A	N/A	4	15
Middle Creek	2.5	24	1.5	40
Vail Run	1	60	N/A	N/A
Timber Ridge	1.5	40	1.5	40
West Vail Mall	1.5	40	N/A	N/A
Upper Buffehr Creek	1.5	40	1.5	40
Chamonix	3	20	N/A	N/A
Intermountain	1.5	40	1.5	40
Spruce Creek	1.5	40	N/A	N/A
Matterhorn	3	20	0	0
W Lionshead Plaza	3	20	0	0
Lionshead Transit Center	1.5	40	0	0

Summary of Frequency by Stop

Table 17 displays the stops with the most and least number of buses per hours in both of the key directions. The stops that have the least service currently are likely to be the ones to be most impacted by any changes in service whether a service reduction or increase is considered. A similar effort of the proposed scenarios will inform the net change to service levels at these key stops.

Table 17: Summary of Frequency by Stop

Winter Peak Hours	To VTC	To West Vail Mall
<i>Stops with most buses per hour</i>	Middle Creek (6 buses) Timber Ridge (7) West Vail Mall (6) Chamonix (8) Lionshead Transit Center (6)	VTC (8) Timber Ridge (6)
<i>Stops with least buses per hour</i>	Intermountain (2) Matterhorn (2) West Lionshead Plaza (2)	Intermountain (2) Matterhorn (2) West Lionshead Plaza (2)
Summer Peak Hours		
<i>Stops with most buses per hour</i>	Chamonix (3) Matterhorn (3) West Lionshead Plaza (3)	VTC (4)
<i>Stops with least buses per hour</i>	Vail Run (1) Timber Ridge (1.5) West Vail Mall (1.5) Upper Buffehr Creek (1.5) Intermountain (1.5) Spruce Creek (1.5) Lionshead Transit Center (1.5)	Matterhorn (0) West Lionshead Plaza (0) Lionshead Transit Center (0)

Core Transit Coordination

Background

Core Transit is a regional service provider with five routes that serve the Vail Transportation Center (VTC). Core Transit is a recently formed Regional Transportation Authority (RTA) that took over operation of the former regional transit provider, ECO Transit. In 2022, seven jurisdictions in Eagle Valley voted to fund and establish the RTA to improve connection between communities and as of August 2024, Core Transit officially took over all ECO Transit operations. The current RTA member jurisdictions are Beaver Creek Metropolitan District, Town of Avon, Eagle County, Town of Eagle, Town of Minturn, Town of Red Cliff, and Town of Vail.

Core Transit provides regional transit service between Vail and Dotsero on the I-70 and US 6 corridors and between Vail and Leadville on the CO 24 corridor. **Table 18** summarizes the five fixed-route services (four in the summer) that serve Vail, Avon, Beaver Creek, Edwards, Eagle, Gypsum, Dotsero, Minturn, Redcliff, and Leadville:

Table 18: Core Transit Route Descriptions

Route Name	Service Description
Highway 6	All day local service between Vail, Eagle-Vail, Avon, and Edwards via US 6, with some peak direction express trips on I-70
Valley	All day express service between Vail, Avon, Edwards, Eagle, and Gypsum with limited peak direction service to Dotsero
Minturn	Peak period service between Vail and Minturn, with limited midday service and limited service to Red Cliff
Leadville	Peak direction commuter service to Leadville via US 24
Vail/Beaver Creek Express	Winter-only, all day I-70 express service for skiers between Beaver Creek Resort, Avon, and Vail

In May of 2024 Core Transit (then ECO Transit) converted to fare-free service to all member jurisdictions following a fare-free pilot on the Vail-Beaver Creek Express over the winter. Fares are still collected from passengers traveling to or from the two jurisdictions that are not a part of the RTA (Gypsum and Leadville) but within Core Transit’s service area.

Concurrent Planning Efforts

Core Transit is currently developing a 10-Year Transit Development and Capital Plan to provide a long-term plan for the expansion and development of the newly formed RTA. The Town of Vail is simultaneously developing a short-term Route Optimization Plan to improve transit service over the next five years. As part of these efforts, on August 30 Vail and Core Transit staff met to discuss the shared challenges and opportunities, summarized in **Table 19**.

Table 19: Shared Challenges and Opportunities for Vail and Core Transit

Challenges	Opportunities
• The Core Transit fare free system may inadvertently attract local Vail Transit passengers who would like to save money • Vail Transportation Center (VTC) is at capacity during most of the year and over capacity during the winter months • Vail and Core Transit have a different cadence for seasonal schedules (Vail has a shoulder season and Core does not) • Competition for a limited market of bus operators and a general inability to share shifts across systems • Core Transit system is not on the Transit or Moovit phone applications for passengers to plan trips and transfers	• Provide local express service at frequencies that allow passengers to avoid timed transfers • Rethink how the Core Transit Highway 6 route operates to discourage local passengers • Present united seasonal schedule changes and funnel passengers to specific stops • Serve highest demand transit stops and new or planned developments • Coordinate the push of one trip planning application for passengers to plan trips across Vail and Core Transit systems

This report focuses on the shared route-level challenges and opportunities that can be feasibly addressed by Vail Transit within the next five years. The following sections present how Vail and Core Transit can coordinate to improve transfers, serve high demand stops, and target respective key travel markets at shared stops.

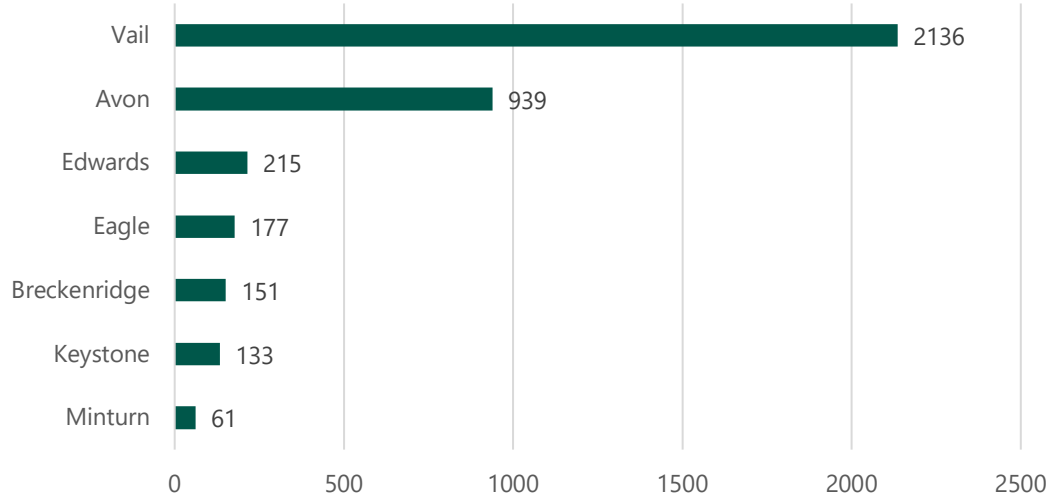
Travel Markets

Vail and Core Transit share several key travel markets – commuters, residents, and visitors. This analysis seeks to understand how Vail and Core Transit may coordinate to serve these markets during both peak and off-peak months.

Commuters

Figure 36 shows that after Vail, the next most common employment location for Vail residents is Avon (939) following distantly by Edwards (215). While Vail commuters may be served locally by Vail Transit, Avon and Edwards commuters are served by Core Transit’s Highway 6 or Valley routes. According to LEHD data, approximately 62 percent of Vail residents live in Vail but work outside.

Figure 36: Number of Vail residents by employment location. Source: LEHD, 2021.



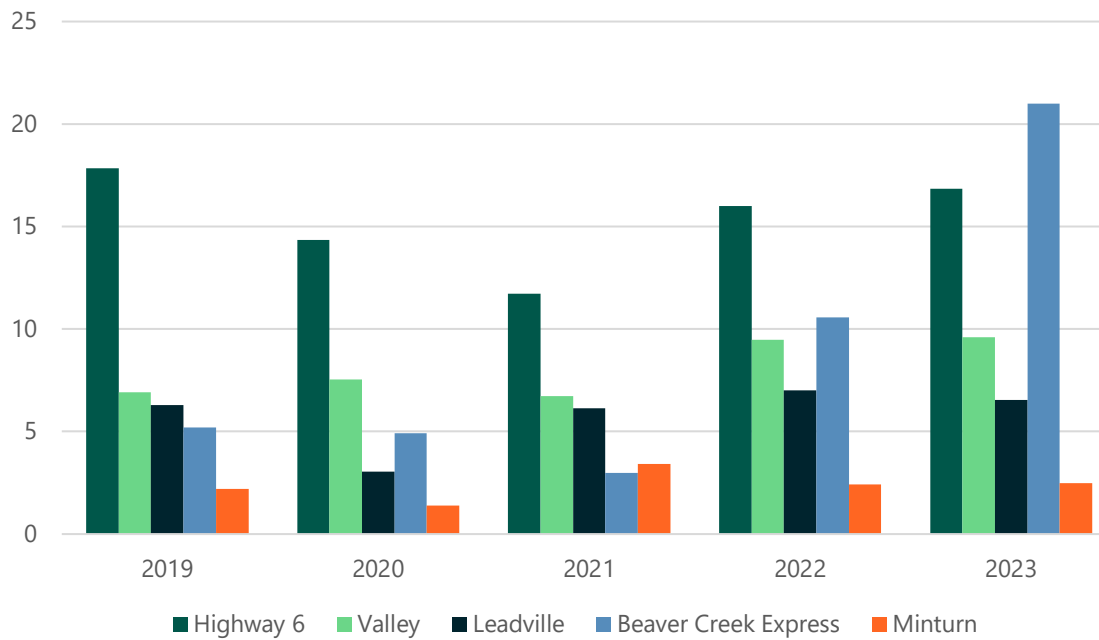
The primary job sector in Vail is accommodation and food service, so most commute trips to Vail are service worker trips. According to 2021 LEHD data, most of those regional commuter trips to Vail are from Edwards (726) and Avon (411). Based on this analysis, the key regional connections for Vail commuters are to and from Avon and Edwards via the Highway 6 and Valley routes.

Visitors

Vail and Core Transit systems experience an increase in ridership during the winter ski tourism season. The Vail transportation system has historically centered around the movement of skiers that are traveling to Vail Mountain and Beaver Creek during the winter months. While the Valley and Highway 6 Core Transit routes serve visitors traveling to Vail Mountain from points down valley, the Vail / Beaver Creek Express route serves visitors wanting to travel between Vail and Beaver Creek.

Figure 37 shows the annual number of Core Transit riders per service hour from 2019 to 2023. The Vail/Beaver Creek Express had the largest relative recent increase in winter service hours and riders, which points to the need for Vail Transit to connect well with the Vail/Beaver Creek Express transfer points as part of the Vail system optimization.

Figure 37: Core Transit riders per service hour by route, 2019–2024. Data Source: Core Transit.



Transfer Points

Core Transit has five routes (four in the summer) that serve the Town of Vail via five eastbound stops. **Figure 38** shows the Core Transit system within Vail and the immediate surrounding communities Avon, Beaver Creek, and Minturn. **Figure 39** also displays the existing Vail Transit system, and the Core Transit bus stops within Vail are indicated with the red dots.

Figure 38: Core Transit System

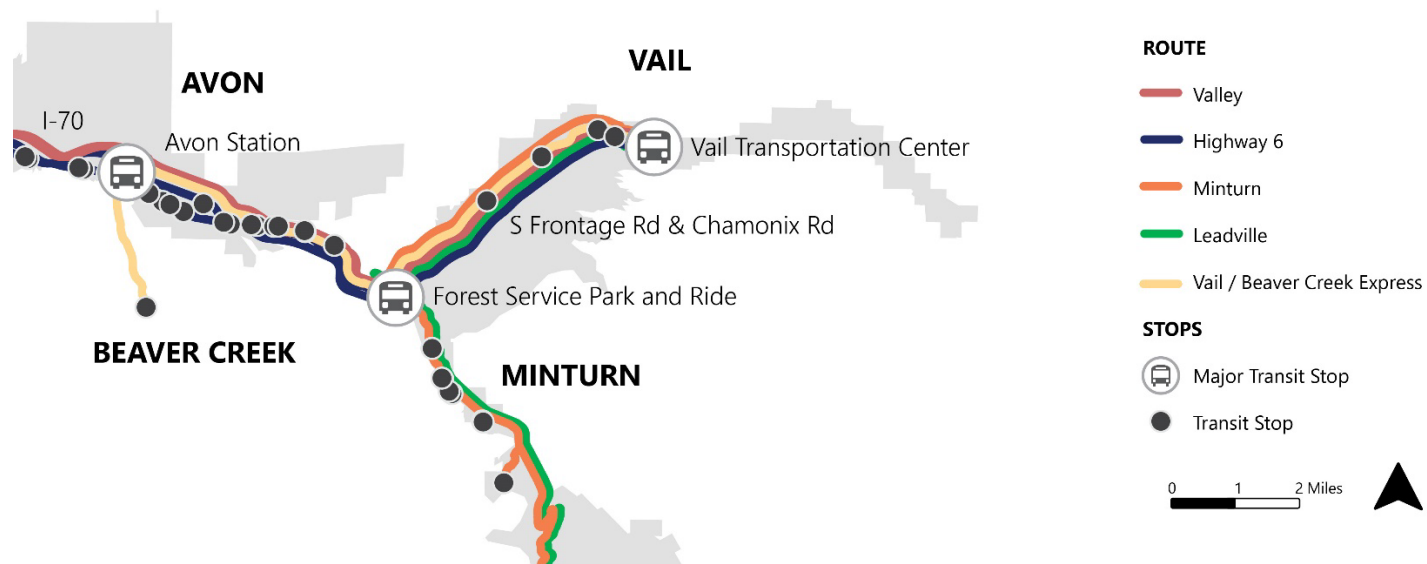


Figure 39: Existing Vail Transit Routes and Bus Stops

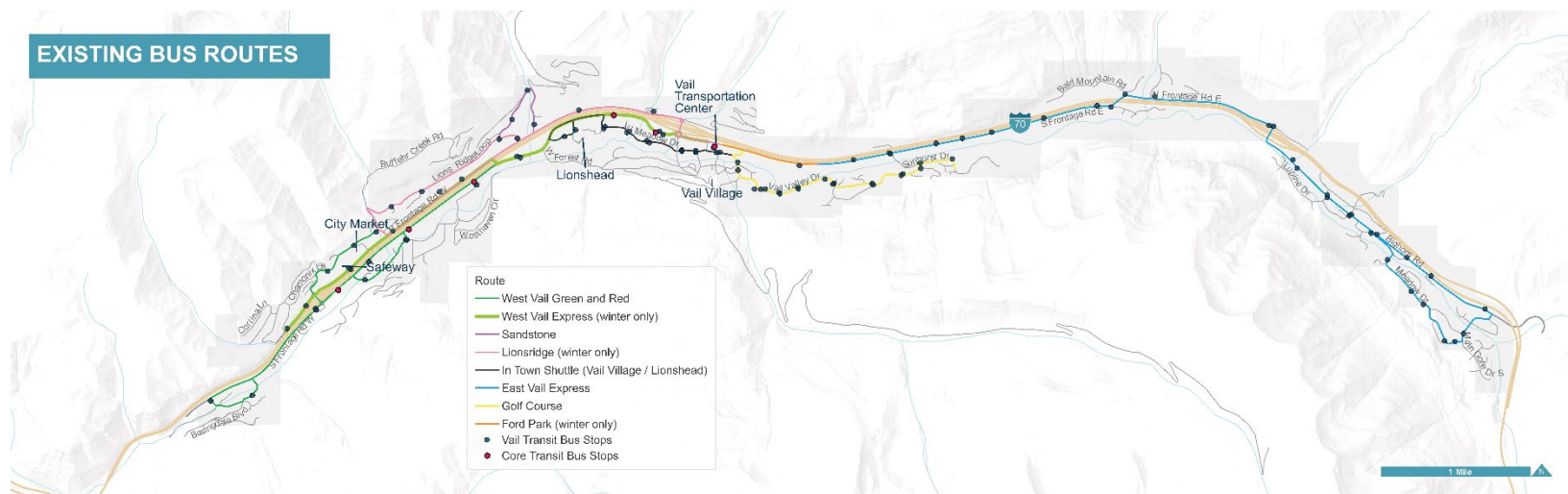
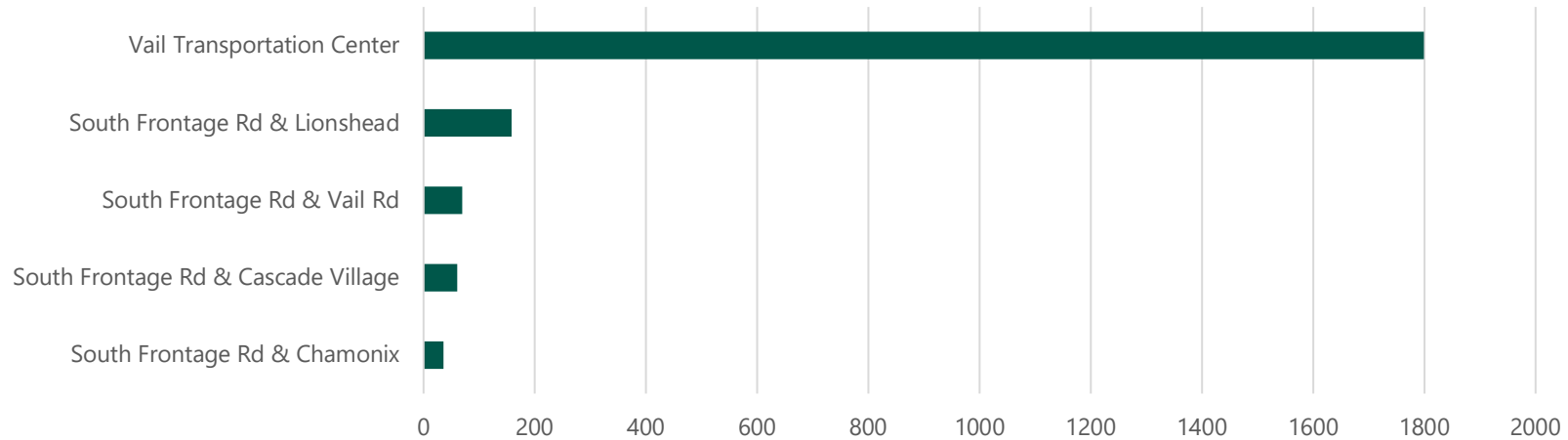


Table 20 shows the five transfer points between Core Transit and Vail. The Highway 6, Valley, and Leadville routes serve all five stops, whereas the Vail/Beaver Creek Express route serves three and Minturn only serves VTC. The Vail Transportation Center (VTC), which is served by all five Core Transit routes and all Vail Transit routes, facilitates the highest level of coordination between Vail Transit and Core Transit. **Figure 40** shows the sum of average daily boardings by stop in Vail at each of the five transfer points. Following VTC, the Lionshead stop has the highest number of boardings. The Cascade Village and Chamonix stops have the lowest number of boardings, but this stop is not served by the Vail/Beaver Creek Express. The following section discusses updates to Core Transit service at the Cascade and Chamonix stops.

Table 20: Core Transit Transfer Points in Vail, Winter 2024

Vail Stop Name	Highway 6	Valley	Vail/Beaver Creek Express	Leadville	Minturn
Vail Transportation Center	X	X	X	X	X
South Frontage Rd and Vail Rd	X	X	X	X	
South Frontage Rd and Lionshead	X	X	X	X	
South Frontage Rd and Cascade Village	X	X		X	
South Frontage Rd and Chamonix	X	X		X	

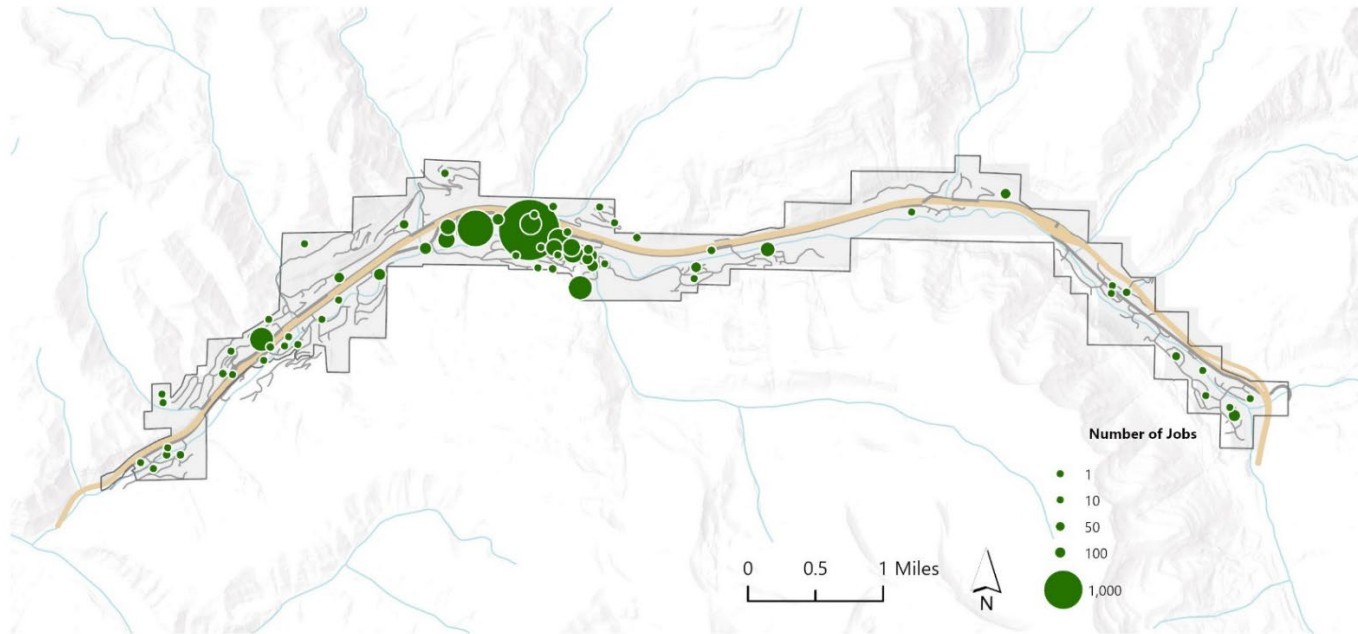
Figure 40: Core Transit Sum of Average Daily Boardings by Stop, Winter 2024



Route Adjustments

Core Transit currently serves Vail eastbound on South Frontage Road, south of I-70. **Figure 41** illustrates 2021 job concentration on South Frontage Road, centered around Vail Village, indicated by the largest green dots on the map. This commercial node includes Vail Resort, hotels, restaurants and retail as well as the hospital, library, and town hall. Vail Transit also serves South Frontage Road with West Vail Red, West Vail Green, West Vail Express, and Intown routes. There is also a significant job node at West Vail Mall, which is forecasted to grow with upcoming development.

Figure 41: Job Concentration, LEHD, 2021



Core Transit may change route patterns to account for the new and existing commercial and residential developments on North Frontage Road. The concurrent planning efforts by Vail and Core Transit offer the opportunity to return to this idea, which has previously been under consideration. **Table 21** compares the pros and cons of routes that serve North versus South Frontage Road.

Table 21: North versus South Frontage Road Service Trade-offs

	Pros	Cons
North Frontage Road	- Provides a direct connection to job concentration at West Vail Mall for employees living outside of the Town of Vail - West Vail residents living north of I-70 may take a Core Transit route west without having to go out of direction to transfer at VTC	- May require an adjustment to Core Transit driver rest stops in Vail - Vail residents may occasionally use Core Transit to travel from East Vail to West Vail at VTC, impacting Core Transit capacity
South Frontage Road	- Provides the direct service to Lionshead and Vail Transportation Center - No change maintains a sense of consistency and trust with Vail residents that use the existing Core Transit transfer points	- Requires Core Transit passengers to transfer to a local Vail route to reach most employee housing and West Vail Mall area - Serves stops with relatively low housing density (Chamonix and Cascade Village) and limited pedestrian connectivity to surrounding land uses

The Valley and/or Highway 6 Core Transit bus routes are best candidates to move to North Frontage Road because they serve the highest number of Vail stops and connect major employment centers for Vail residents – Avon and Edwards. Currently, the Valley and Highway 6 routes enter West Vail on I-70, transfer to South Frontage Road via the underpass, and depart from VTC via I-70. Prospective new Core Transit transfer locations, all of which include existing density and plans for further development, include West Middle Creek, Timber Ridge, and West Vail Mall. Below are potential route changes that will be further analyzed during alternatives development:

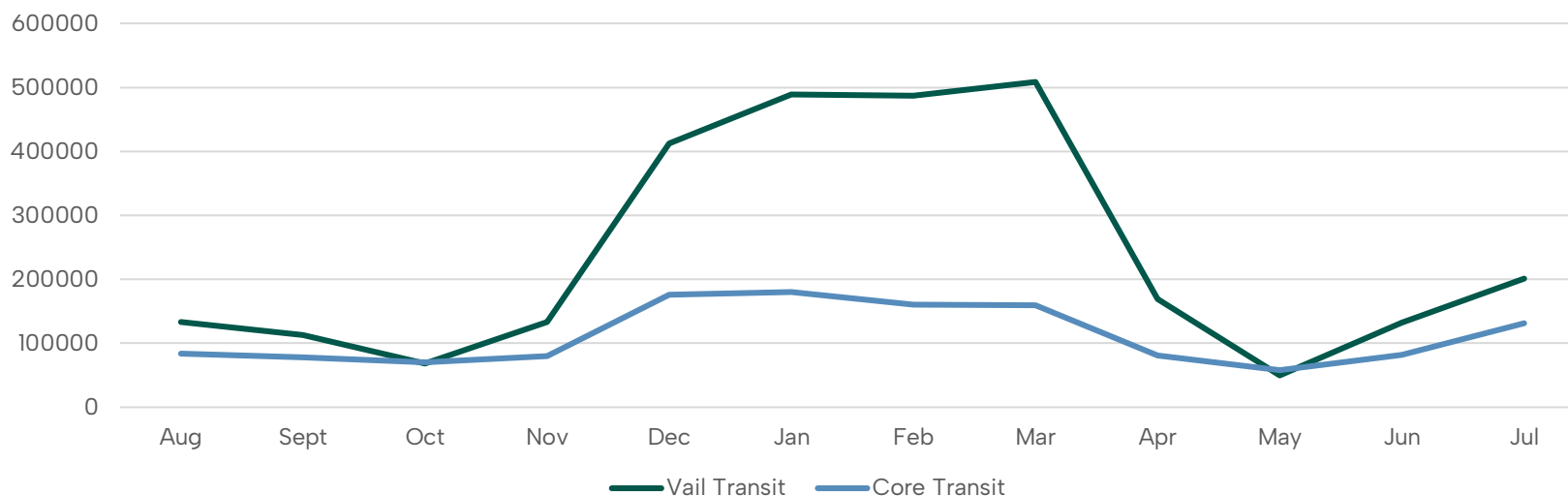
1. **North Frontage Road** – Transfer I-70 to N. Frontage Road at the West Vail underpass, depart from VTC at Vail Road via I-70.
2. **North then South Frontage Road** – Transfer I-70 to N. Frontage Road at the West Vail underpass, turn around at VTC via S. Frontage Road, and depart S. Frontage Road via I-70 at the fire station.
3. **South then North Frontage Road** – Transfer I-70 to S. Frontage Road at the West Vail underpass, turn around at VTC via N. Frontage Road, and depart N. Frontage Road via I-70 at the fire station.

Seasonal Coordination

Seasonal Ridership

Vail and Core Transit adjust transit service schedules to accommodate seasonal fluctuations in ridership. **Figure 42** shows monthly ridership from both systems during 2023 and 2024. Vail Transit ridership increased four-fold from November to December. By comparison, Core Transit is more consistent month-to-month, though ridership doubled in the winter months.

Figure 42: Monthly Ridership on Vail and Core Transit, 2023-2024



Seasonal Service Changes

Vail and Core Transit adjust service seasonally to accommodate for fluctuations in ridership associated with the mountain towns they serve. Both systems reduce the number of routes in operation from winter to summer. Core Transit reduces from five to four routes with suspended service on the Vail/Beaver Creek Express. Vail Transit reduces from eight to six routes with suspended service on the West Vail Express and Lionsridge Loop.

Table 22 shows the periods of time during which Vail and Core Transit will operate seasonal schedules in 2024 and 2025. From November 15 to December 8, Vail Transit transitions to an early winter schedule, while Core Transit remains on a summer schedule for another two weeks. Future seasonal schedule alignment may simplify schedules and transfers for passengers across systems. Both schedules are subject to change according to the concurrent planning efforts currently in progress.

Table 22: Seasonal Schedule Periods, Vail and Core Transit Systems, 2024

	Vail Transit	Core Transit
Early Winter Schedule	November 15 – December 8	–
Winter Schedule	December 9 – April 13	December 1 – April 13
Summer Schedule	April 14 – November 14	April 14 – November 30

Winter 2024 Service Updates

As a newly formed RTA, Core Transit has made several service changes including increased frequency and the transition to fare free. This winter, Core Transit will increase service on Highway 6, Valley, and Vail/Beaver Creek Express routes. **Table 23** summarizes the changes most relevant to Vail Transit operations:

Table 23: Core Transit Winter 2024 Service Changes

	Highway 6 Route	Valley Route
Frequency	– Typical frequency increases from 30 to 20 minutes – Higher frequency between Vail and Edwards	– More express routes between Vail and Eagle – Additional express route from Vail to Dotsero
Late Night Service	– Last bus departs VTC at 1:05am (about two hours later)	–
Stops	– No longer serves the Donovan stop – Added stop at Walmart in Avon	– Some routes will serve the Chamonix and Cascade Village stops

These service increases support Core Transit’s growing ridership. Between 2019 and 2023, Core Transit ridership increased by about 20 percent. Schedule alignment and coordination with Core Transit through this planning effort will optimize the collective regional investment in transit.

Summer Paid Parking Impact on Transit Needs

The Town of Vail maintains the following parking facilities: Vail Village, Lionshead, Red Sandstone, Ford Park, and Soccer/Athletic Fields (shown in **Table 24**). These parking facilities are paid during both the winter and summer seasons, although the rates have different structures.

Table 24: Town of Vail Parking Facilities

Parking Facility	Location	Number of Parking Spaces
<i>Vail Village</i>	501 N Frontage Road	1,230
<i>Lionshead</i>	395 E Lionshead Circle	1,020
<i>Red Sandstone</i>	559 N Frontage Road	159
<i>Ford Park*</i>	700 S Frontage Road	194
<i>Soccer/Athletic Fields*</i>	646 Vail Valley Drive	54

*Ford Park and Soccer/Athletic Fields parking lots are occasionally closed during summer events

To meet the various goals set by the Go Vail 2045 plan, the town recently introduced hourly parking fees at its parking facilities during the summer season; these fees include \$2 per hour with a \$10 daily maximum. Beyond providing funding repairs and maintenance of the town's parking structures, these fees also encourage the use of transit. This creates an expanded transit market (people who the transit system serves). To best estimate how paid parking in the summer may impact the parking demand and potential transit market, this analysis looked at three factors: existing travel pattern data, existing parking occupancy data, and research on impacts to parking demand.

Existing Travel Pattern Data

Through the analysis of travel patterns conducted for the Vail Mobility and Transportation Master Plan, the key origins to the Vail Village parking structure from within the Town of Vail include East Vail, Safeway/Vail Commons (West Vail Mall), and the Sandstone/Potato Patch neighborhoods during the summer.

Existing Parking Occupancy Data

During manual observations of the Lionshead parking structure, Vail Village parking structure, and the Ford Park lot on March 18th, 2023, and March 25th, 2023 (historically two of the busiest days in the winter season), the Town of Vail recorded an average vehicle occupancy of 2.3 occupants per vehicle. Although similar summer data is not available, this study assumes a lower average vehicle occupancy of 1.5 occupants per vehicle during the summer season. The rationale for this lower occupancy is that summer trips likely consist mostly of in-town trips versus longer tourism-driven trips and less of commuters who are more likely to carpool.

Research on Impacts to Parking Demand

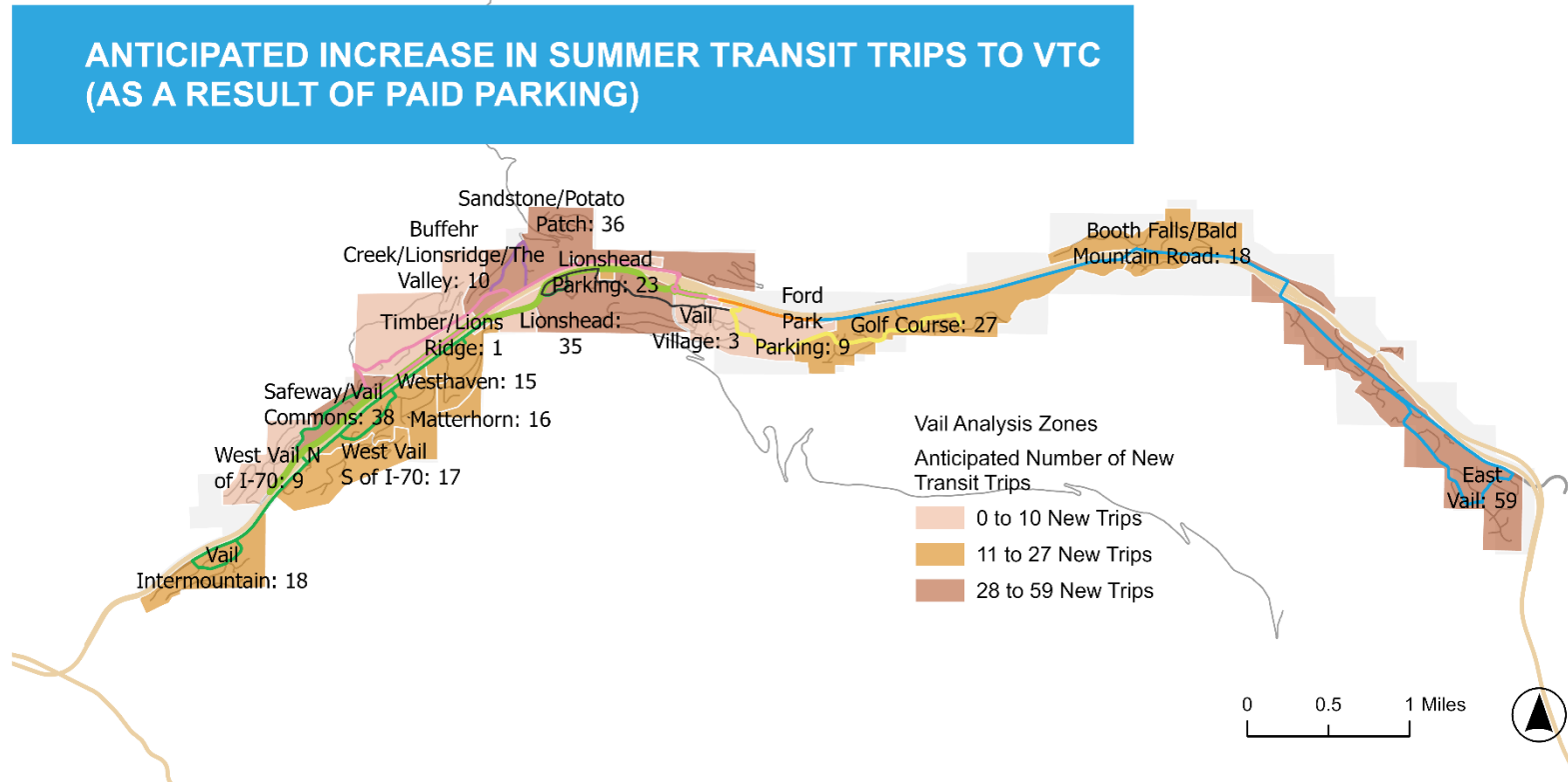
Per research by Lehner and Peer on price elasticity of parking, it is expected that there will be a reduction in parking demand of 30%¹. This assumes that alternate modes and alternate parking options are available, which is true of Vail.

Potential New Transit Market for Summer Trips to Vail Transportation Center

As a result of the proposed paid parking at the Vail Village and Lionshead parking structures, this analysis assumes a reduction in daily vehicular trips of 30% which would shift to an increase in people making trips in different ways, such as using transit. Furthermore, since it is assumed that each vehicular trip contains an average vehicle occupancy of 1.5 occupants, the anticipated increase in the potential summer transit market is equivalent to the reduction in vehicular trips multiplied by the factor of average vehicle occupants. **Figure 43** displays these potential increases in the summer transit travel market from each of the travel pattern analysis neighborhoods. It is important to note that this would likely be the maximum transit market due to paid parking, and that people may make other mode choices instead of transit as substitutes to private vehicles, such as biking, walking, carpooling, and ridesharing.

¹ Lehner, S., & Peer, S. (2019). The price elasticity of parking: A meta-analysis. *Elsevier*, 121(177). <https://doi.org/https://doi.org/10.1016/j.tra.2019.01.014>

Figure 43: Potential New Transit Market in Summer Trips to VTC due to Paid Parking



Since the travel pattern data shows that the highest number of existing daily trips to the VTC is from East Vail, Safeway/Vail Commons (West Vail Mall), and the Sandstone/Potato Patch neighborhoods, these locations are anticipated to also have the largest number of trips taken on different modes (such as transit) during the summer with the introduction of paid parking. (Note: this data only displays the origins to the VTC and does not account for increased transit use because of paid parking at the Lionshead parking structure, increased summer frequency of transit routes, nor new housing developments). Furthermore, the travel pattern data shows slightly different destinations for trips originating at the VTC due to people's trip purposes not always being singular when they travel to versus from their origin. In other words, the transit system may serve a commuter from their home to their place of employment in the morning but then their afternoon destination may be a grocery store before heading back home.

Implications for Transit Service

With over 300 new trips that the transportation system is expected to shift to other modes in the summer, it is important that the Vail Transit system responds appropriately to meet this increased demand. This generally means recognizing that service along the Frontage Roads in both directions from the VTC is a critical service year-round and three-quarters of the travel pattern analysis neighborhoods are expected to generate more than 10 new non-vehicle trips just because of the implementation of paid parking. Furthermore, if the outlying parking facilities remain free and act more like park-and-ride locations in the summer, especially for those who may be coming from outside of Vail, it is important that the quality-of-service levels is maintained or improved to provide seamless transfers and travel times to Vail Village and Lionshead.

Impact Analysis Summary

Employee Housing Transit Service

- New and existing Vail employee housing will result in a total of 954 units and 1,557 beds by the year 2027.
- Frequency to VTC may be adequate during the winter season, whereas frequency to West Vail Mall may need to be increased, particularly during summer periods.
- Transit Service at the new West Middle Creek bus stop will only be possible in the westbound direction making it important to provide alternate route connections to and from VTC.

Core Transit Coordination

- The newly formed RTA offers Vail Transit the opportunity to optimize regional investment and ridership momentum.
- Vail and Core Transit have a timely opportunity to coordinate planning efforts to improve transfers, serve high demand stops, and target respective key travel markets.
- Vail commuters and visitors most heavily rely on the Highway 6, Valley, and Vail/Beaver Creek Express routes.
- Key transfer points between Vail and Core Transit are Vail Transportation Center, South Frontage Road and Vail Road, and South Frontage Road and Lionshead.
- The benefits of a shift of the Valley and/or Highway 6 from South to North Frontage Roads include 1) a direct connection to job concentration at West Vail Mall for employees, and 2) passengers north of I-70 may travel west without first going east to transfer at VTC.
- Future seasonal schedule alignment will simplify transfer for passengers across systems and optimize regional transit investments for Vail passengers.

Summer Paid Parking Impact

- Based on an anticipated 30% reduction in vehicular trips, which would shift to other modes, Vail Transit may expect a potential transit market of up to 300 additional daily transit users.

The highest number of daily trips to the VTC are from East Vail, Safeway/Vail Commons (West Vail Mall), and the Sandstone/Potato Patch neighborhoods, therefore, these areas are anticipated to produce the highest number of non-vehicular trips during the summer.

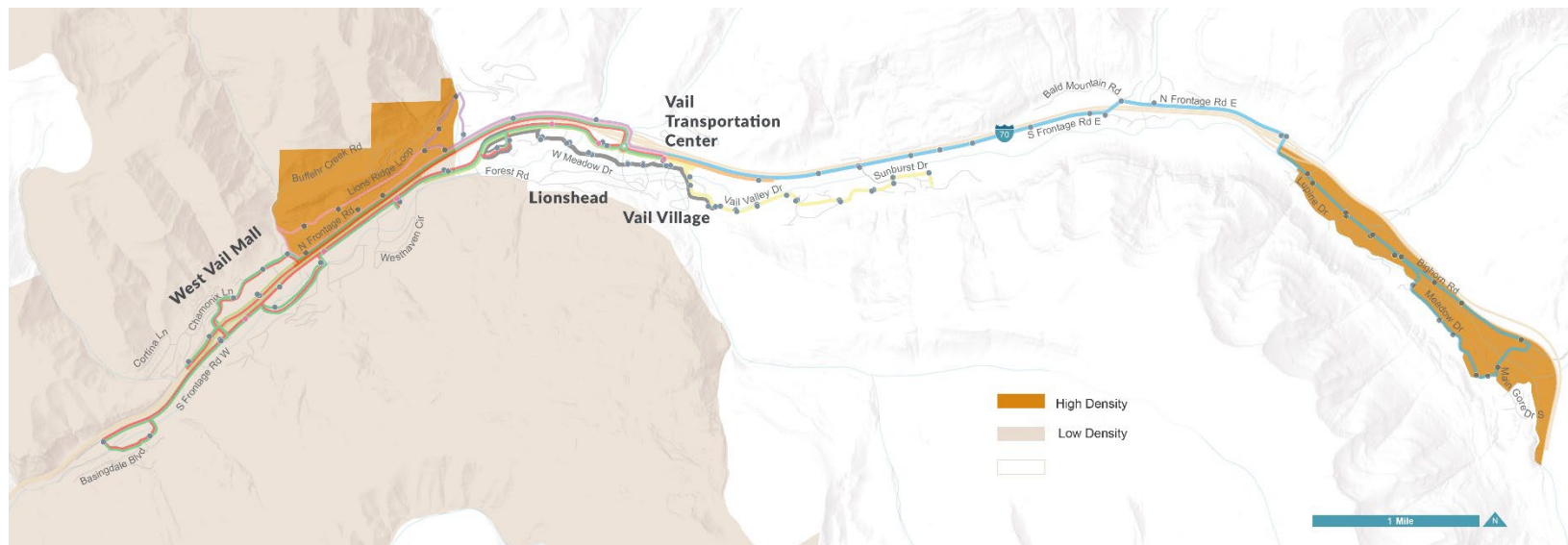
Chapter 3: Scenario Development

Short-Term Route Opportunities

Ridership Potential

Figure 44 illustrates population density in the Town of Vail (ACS, 2018–2022). Note that block group level data lacks the specificity to account for stop-level population and housing density but rather provides an overview of high-level population trends. The highest pockets of population density are in West and East Vail though overall, West Vail has higher density than East Vail. Bus stop frequency in areas with potential for high ridership informed the structure of scenarios.

Figure 44: Vail Population Density



Source: American Community Survey, 2018–2022

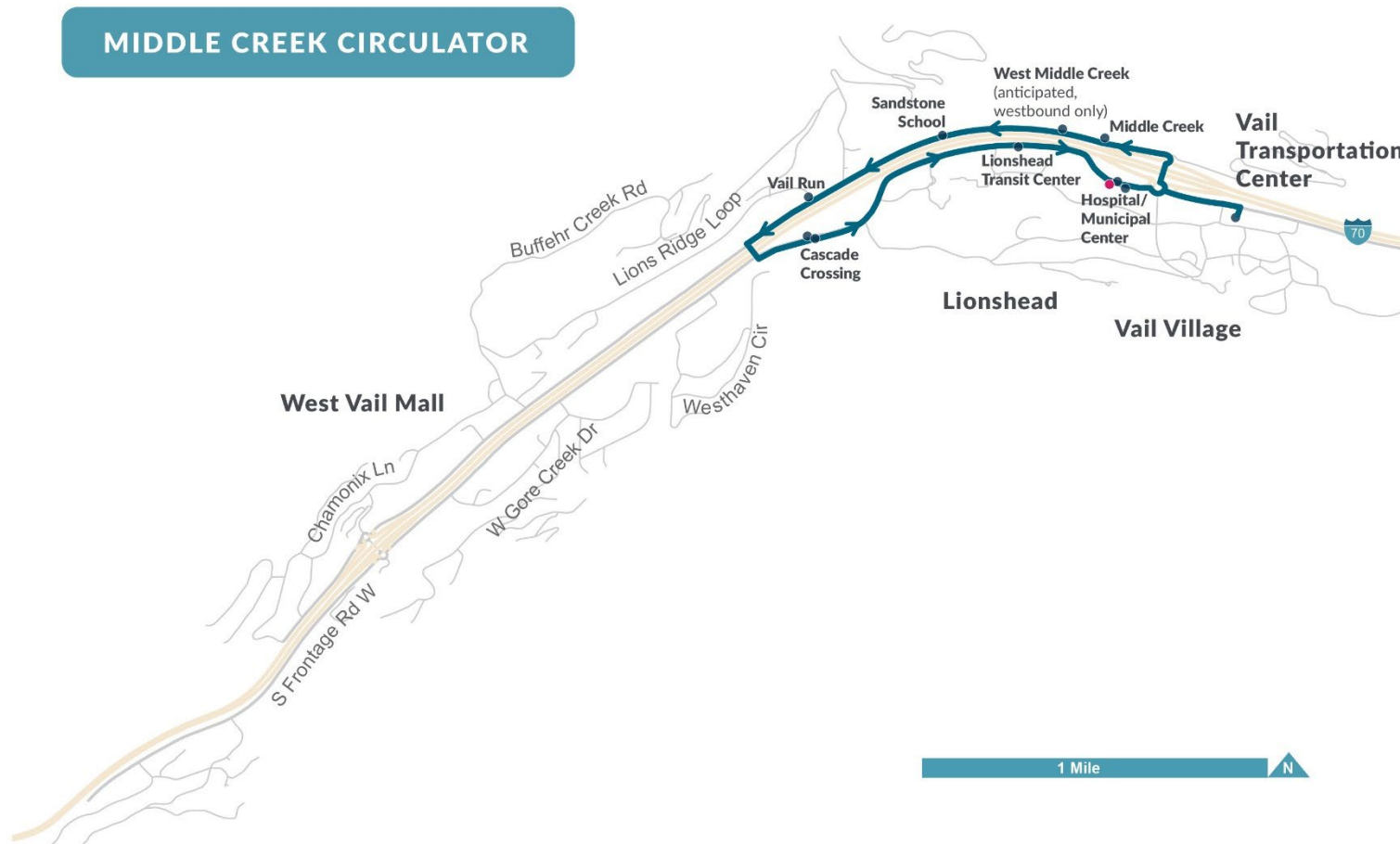
Route Concepts

This section describes the various concepts explored for changing existing routes or adding new routes to optimize the transit system and to meet the town's goals. These concepts are later applied in the scenario development process.

Middle Creek Circulator

Largely motivated by the construction of the new housing at West Middle Creek, which will add approximately 270 additional housing units with approximately 350 beds, this new route would provide service that can directly connect the housing units with Lionshead and the Vail Transportation Center (**Figure 45**). Per the development's and town's designs of West Middle Creek, the bus stop serving this housing development will be westbound-only. With the existing transit routes, residents would need to travel out of direction on the Sandstone, Lionsridge Loop, or West Vail Red routes to reach Lionshead or the Vail Transportation Center. With the Middle Creek Circulator, however, residents will have much quicker and more direct access to these key destinations. Additionally, with a new stop at Vail Run, there will still be a direct connection to those neighborhoods.

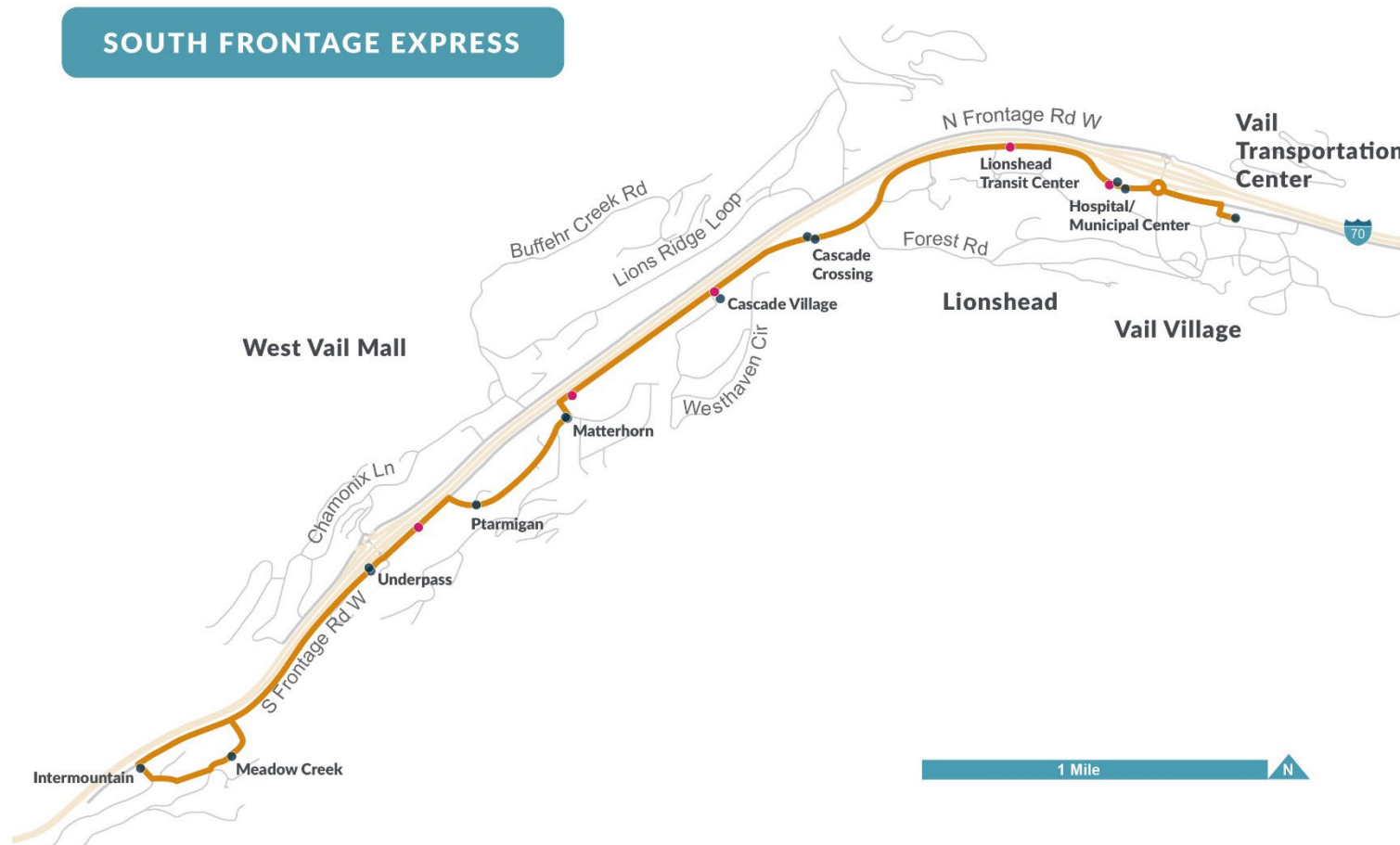
Figure 45: Middle Creek Circulator



South Frontage Road Express

This route concept was designed to understand what it would look like to provide express service along South Frontage Road, directly between Vail Transportation Center and Intermountain (**Figure 46**). This route would work in conjunction with the existing West Vail Express, which runs along the North Frontage Road between Timber Ridge and Chamonix, providing more direct and consistent connections, rather than the rider having to be strategic about riding the West Vail Red or West Vail Green routes to reach the southwestern Vail neighborhoods.

Figure 46: South Frontage Road Express

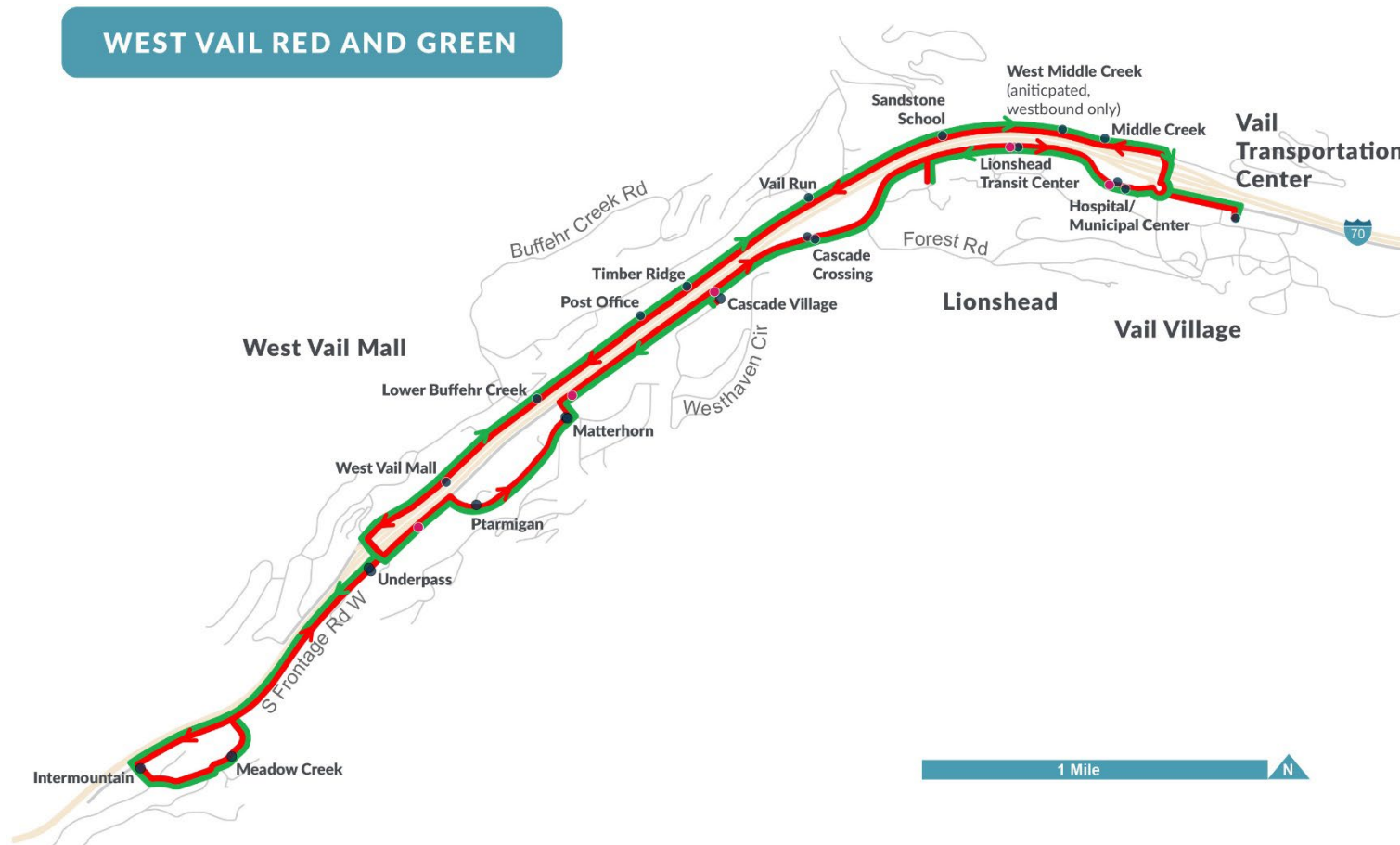


West Vail Red and West Vail Green

Currently the West Vail Red and West Vail Green routes represent the core of the West Vail transit system, providing local service to all West Vail stops (the green route travels clockwise and the red route travels counterclockwise). In looking at the typical run times of these routes, minor route modifications allow for decreased run times, more direct connections for riders, and increased frequency, assuming the collaboration of these routes with other West Vail routes. These modifications are shown in **Figure 47** and include:

- Bypassing the Spruce Creek stop and only serving the Ptarmigan and Matterhorn stops. This reduces the additional time it takes for the West Vail Red route to make the loop through that area twice. Existing ridership at the Spruce Creek stop makes up for less than 1% of the outlying route ridership, and riders would need to walk approximately five minutes either to Ptarmigan or Matterhorn to catch the buses.
- Bypassing the Chamonix and West Vail Fire Station stops. This reduces the additional time it takes for both routes to serve these stops. This route change would be paired with a service increase on the West Vail Express route which would be an all-day, year-round service.
- Bypassing the stops along Chamonix Lane (behind West Vail Mall). This reduces the additional time it takes for the West Vail Red route to make the loop through that area twice. This route change would be paired with the Lionsridge Loop route change described next, which would take over serving these stops.

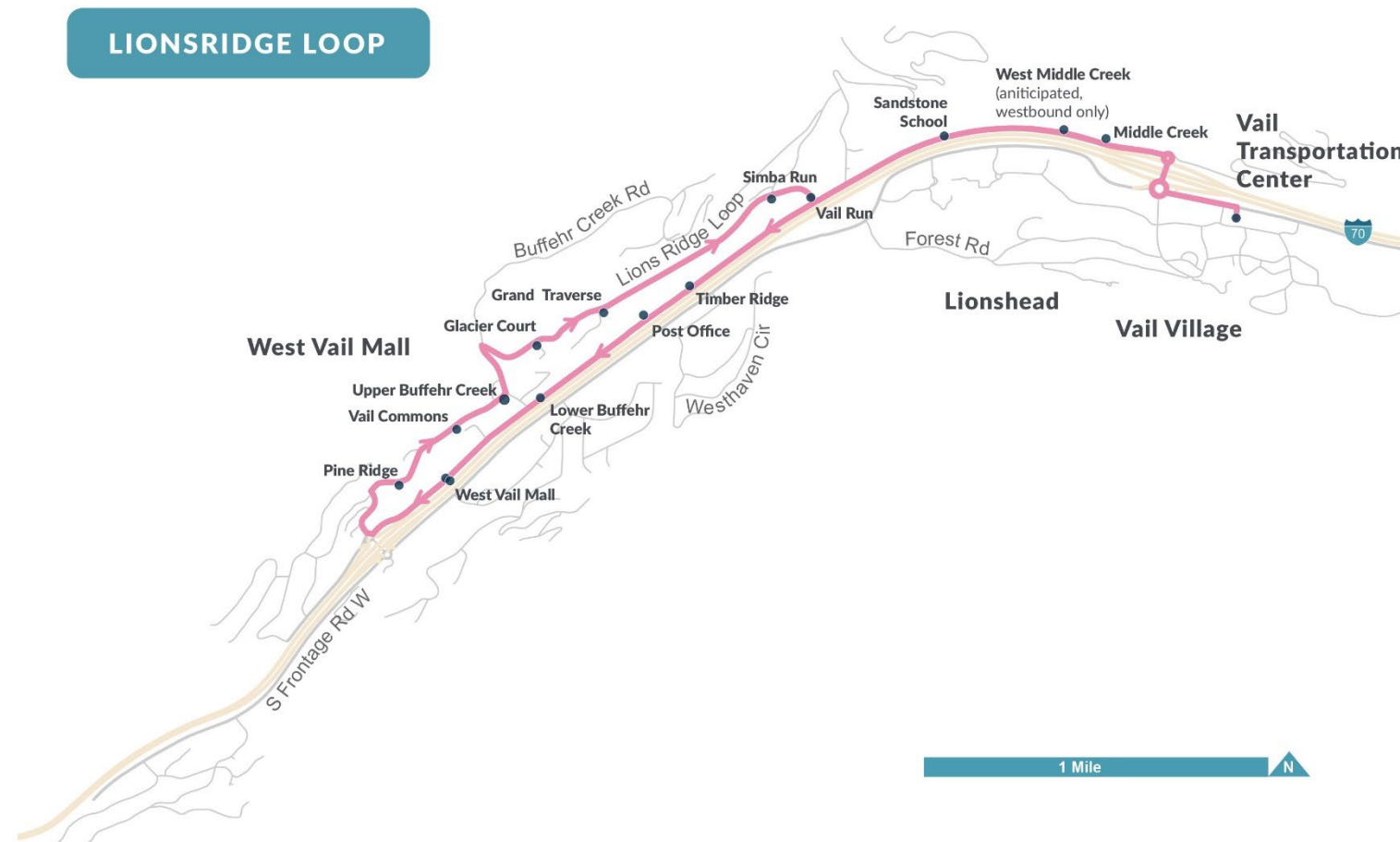
Figure 47: West Vail Red and Green



Lionsridge Loop

Modifications to the Lionsridge Loop would extend the route to serve the stops along Chamonix Lane (behind West Vail Mall) and provide additional connections to key destinations along North Frontage Road (**Figure 48**). This route would also serve the new stop at Vail Run, providing additional access.

Figure 48: Lionsridge Loop



Scenario Development

In developing scenarios, the project team worked with town staff to balance different needs. Scenario 1 focuses on enhancing local services and Scenario 2 focuses on enhancing express services. Throughout the process, the project team also explored a Scenario 1A that balances local and express services while maintaining existing routing. Scenario 1A was ultimately not pursued, so it is not illustrated in this plan.

Scenario 1: Enhance Local Service

Scenario 1 provides faster local service and more connections to Vail Transportation Center (VTC) and West Vail Mall. **Figure 49** illustrates routes that require pattern changes alongside those that remain unchanged.

The West Vail Red and Green routes are altered to eliminate the current loops taken at West Vail Mall and provide more express service. Lionsridge Loop is extended west to the loop on Chamonix Lane to serve West Vail Mall before returning to North Frontage Road. The new route, Middle Creek Circulator, connects the most densely populated employee housing to the VTC.

Figure 49: Scenario 1

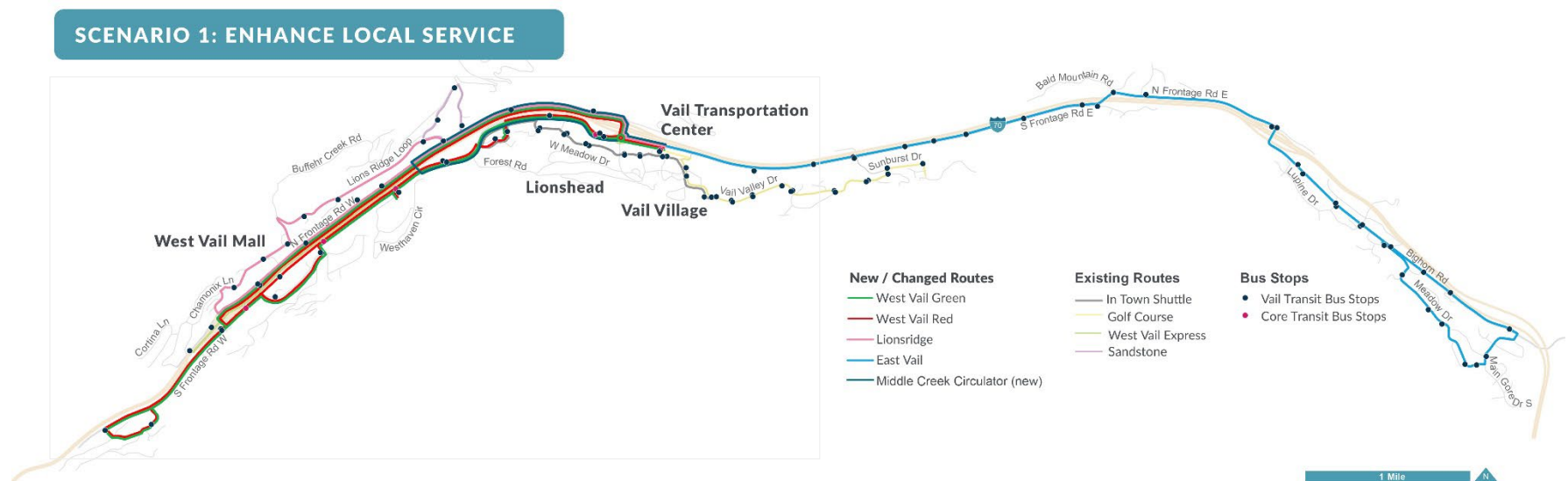


Figure 50 illustrates new and changed routes patterns in West Vail under Scenario 1. Three route pattern changes (West Vail Red/Green and Lionsridge Loop) and one new route pattern (Middle Creek Circulator) are included. The impacts of Scenario 1 on peak frequency, run time, and the number of buses required at peak times are reflected in **Table 25**. Notably, the incorporation of the winter piggyback services into operations allows for no increase in vehicle needs. The additional summer vehicle needs can be sourced from the available fleet.

Figure 50: Scenario 1 New and Changed Routes – West Vail

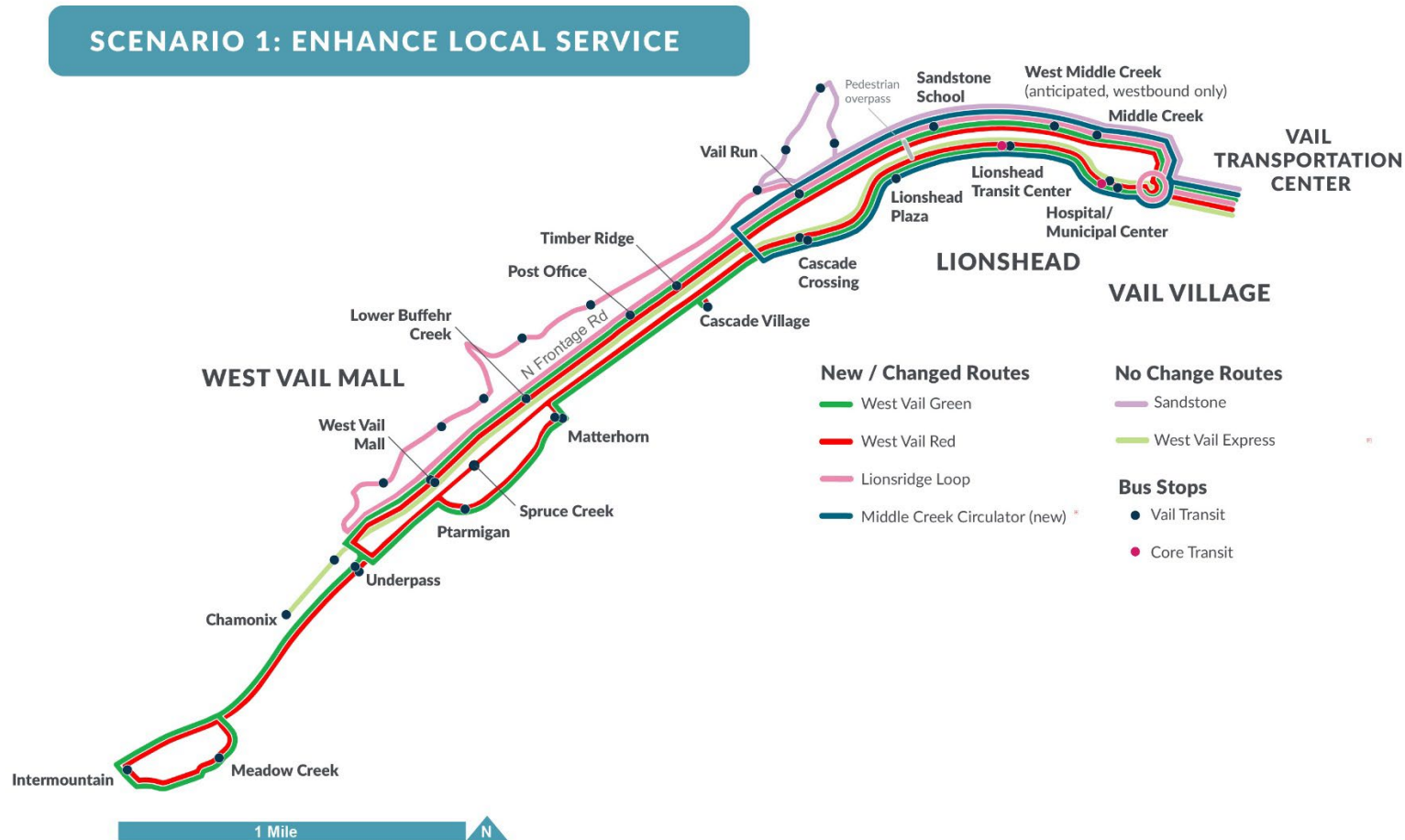


Table 25: Scenario 1 Summary of Changes and Operations

Route Name	Route Pattern Changes	Peak Frequency (from existing)	Run Time (from existing)	Buses Required (from existing)
West Vail Red & Green	- Remains on N Frontage Rd at West Vail Mall - Removes Chamonix stop on N Frontage Rd	20 mins year-round (down from 30 mins)	40 mins (down from 45 mins)	Winter: 4 (+1) Summer: 4 (+2)
Middle Creek Circulator (new)	- VTC to N Frontage Rd via Vail Rd - N to S Frontage Rd via the W Frontage Rd underpass - S Frontage Rd to VTC	20 mins year-round (new)	20 mins (new)	Winter: 1 (+1) Summer: 1 (+1)
West Vail Express	No changes	15 mins year-round (up from 10–20 mins, winter-only)	30 mins (no changes)	Winter: 2 (+0) Summer: 2 (+2)
Sandstone	No changes	20 mins winter, 30 mins summer (down from 60 mins in summer)	20 mins (no changes)	Winter: 1 (+0) Summer: 0.6 (+0)
Lionsridge Loop (new routing, year-round)	- Extended from Lionsridge Loop to Chamonix Ln - Loops down to N Frontage Rd via Chamonix Rd roundabout	30 mins year-round (down from 60 mins, winter only)	30 mins (up from 20 mins)	Winter: 1 (+0.6) Summer: 1 (+1)
In Town Shuttle	No changes	Varies (no changes)	Varies (no changes)	Winter: 6 (+0) Summer: 4 (+0)
East Vail	No changes	10 mins winter (down from 15 mins), 20 mins summer (down from 30 mins)	40 mins (down from 45 mins)	Winter: 4 (+1) Summer: 2 (+0.6)
Golf Course	No changes	30 min winter, 60 min summer (no changes)	20 mins (no changes)	Winter: 0.6 (+0) Summer: 0.3 (+0)

Ford Park (winter only)	Eliminate route fully, replace with added service on East Vail	None (eliminate)	None (eliminate)	Winter: 0 (-1) Summer: 0 (+0)
Winter Piggybacks	Eliminate winter piggybacks by incorporating into service	None (eliminate)	None (eliminate)	Winter: 0 (-4) Summer: 0 (0)
Total				Winter: 19.6 (-0.8) Summer: 14.9 (+6.0)

Scenario 2: Enhance Express Service

Scenario 2 provides more express routes to West Vail Mall and Vail Transportation Center. **Figure 51** illustrates routes that require pattern changes alongside those that remain unchanged.

Figure 51: Scenario 2

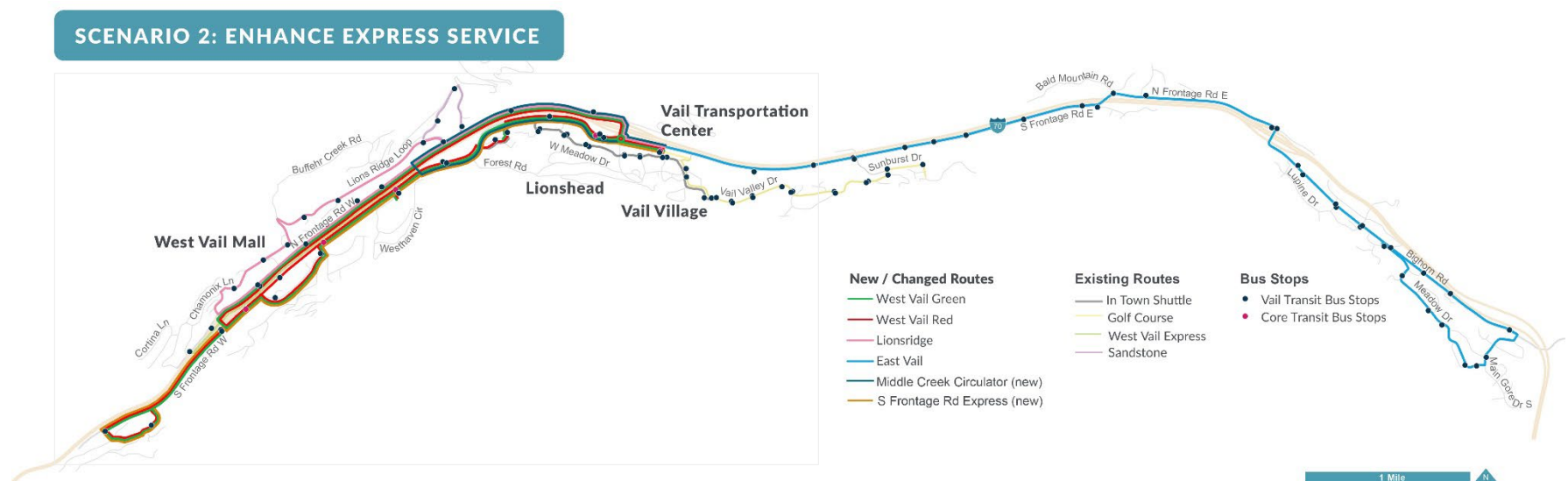


Figure 52 illustrates the three route pattern changes (West Vail Red and Green and Lionsridge Loop) and two new route patterns (Middle Creek Circulator and South Frontage Road Express) in West Vail. The impacts of Scenario 2 on peak frequency, run time, and the number of buses required at peak times are reflected in **Table 26**. Like Scenario 1, there are no additional vehicle needs during the winter and the needs in the summer are covered by existing resources.

Figure 52: Scenario 2 Route Changes in West Vail

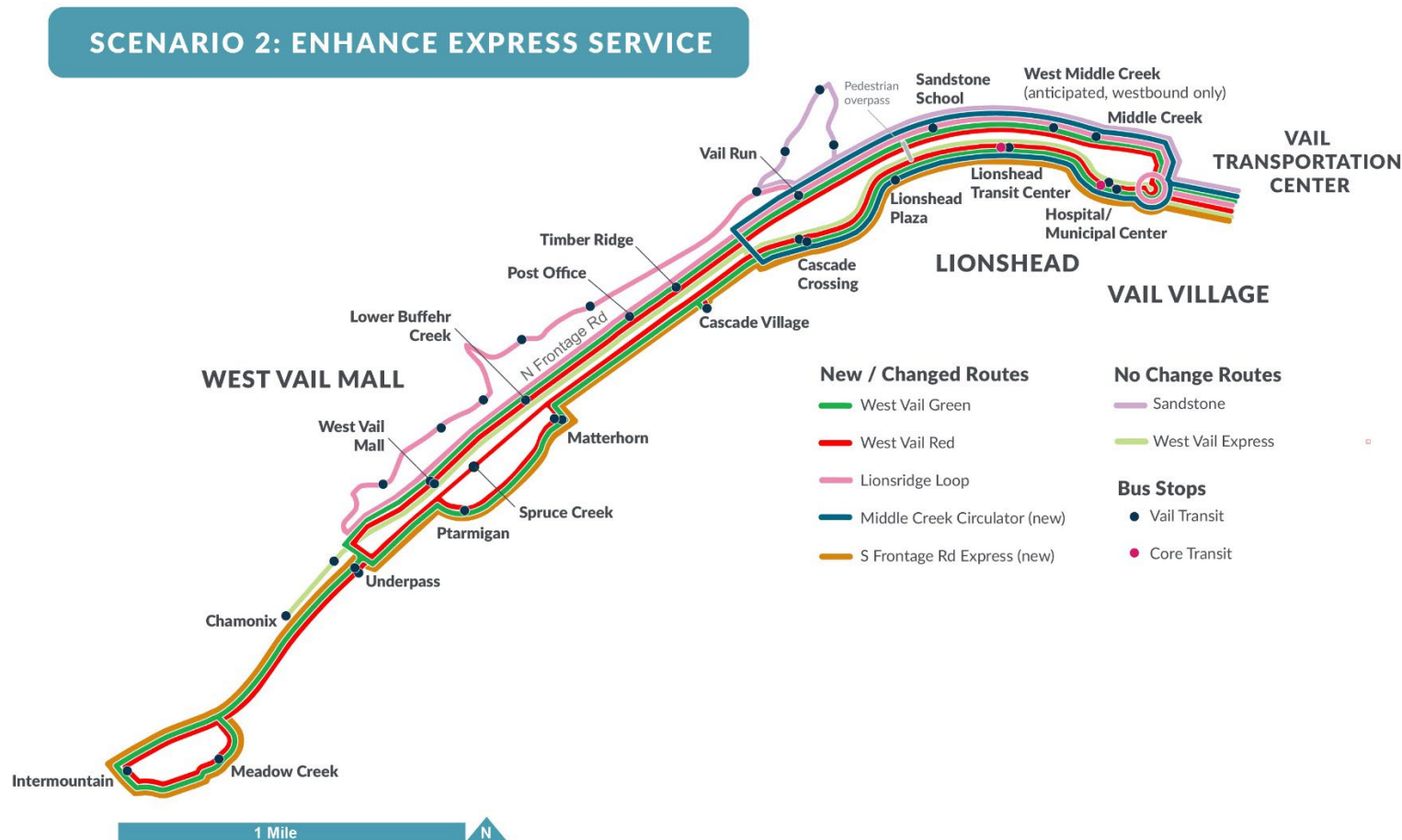


Table 26: Scenario 2 Summary of Changes and Operations

Route Name	Route Pattern Changes	Peak Frequency (changes from existing)	Run Time (changes from existing)	Number of Buses Required (changes from existing)
West Vail Red & Green	- Remains on N Frontage Rd at West Vail Mall - Removes Chamonix stop on N Frontage Rd	40 mins year-round (up from 30 mins during winter)	40 mins (down from 45 mins)	Winter: 2 (-1) Summer: 2 (+0)
Middle Creek Circulator (new)	- VTC to N Frontage Rd via Vail Rd - N to S Frontage Rd via the W Frontage Rd underpass - S Frontage Rd to VTC	10 min winter, 20 min summer (new)	20 mins (new)	Winter: 1 (+1) Summer: 1 (+1)
West Vail Express	No changes	10 mins (down from 10–20 mins)	30 mins (no changes)	Winter: 3 (+1) Summer: 2 (+2)
Sandstone	No changes	20 mins winter, 60 mins summer (no changes)	20 mins (no changes)	Winter: 1 (+0) Summer: 0.3 (+0)
Lionsridge Loop (new routing, year-round)	- Extended from Lions Ridge Loop to Chamonix Ln - Loops down to N Frontage Rd via Chamonix Rd roundabout	30 mins year-round (down from 60 mins, winter only)	30 mins (up from 20 mins)	Winter: 1 (+0.6) Summer: 1 (+1)
South Frontage Road Express (new)	- VTC to Intermountain/Meadow Creek and back to VTC via South Frontage Road only - Stays on Gore Creek without serving Spruce Creek bus stop in either direction	20 mins year-round (new)	40 mins (new)	Winter: 2 (+2) Summer: 2 (+2)
In Town Shuttle	No changes	Varies (no changes)	Varies (no changes)	Winter: 6 (+0) Summer: 4 (+0)

East Vail	No changes	10 mins winter (down from 15 mins), 20 mins summer (down from 30 mins)	40 mins (down from 45 mins)	Winter: 4 (+1) Summer: 2 (+0.6)
Golf Course	No changes	30 min winter, 60 min summer (no changes)	20 mins (no changes)	Winter: 0.6 (+0) Summer: 0.3 (+0)
Ford Park (winter only) *	Eliminate route fully, replace with added service on East Vail	None (eliminate)	None (eliminate)	Winter: 0 (-1) Summer: 0 (+0)
Winter Piggybacks	Eliminate winter piggybacks by incorporating into service	None (eliminate)	None (eliminate)	Winter: 0 (-4) Summer: 0 (0)
Total				Winter: 20.6 (-0.4) Summer: 14.6 (+5.6)

Impact to Transit Frequency by Stop

When making the changes as described in both of the scenarios, it is important to quantify the impacts that these changes have on riders. This section describes on both scenarios impact transit frequency at each key stop.

Winter Frequency by Stop

Table 27 identifies the number of West Vail buses that stop at each key stop when headed to the Vail Transportation Center or to the West Vail Mall. The table depicts the number of buses per hour in the existing system and under both scenarios. **Table 28** identifies the same concept for buses in East Vail. The tables are also color coded; the bus stops where more frequency is expected through the scenarios are highlighted in green, while the bus stops where less frequency is expected through the scenarios are highlighted in blue. In most cases, both scenarios offer

higher frequency at the stop level to better serve the existing and expected demand. In all cases where there will be less buses servicing the bus stop, there are either stops nearby that receive better service or these stops are served by the Intown route.

Table 27: Count of West Vail Buses Toward Destinations During Winter Peak Hour, by Stop, Destination, and Scenario

Origin Bus Stop	Existing Number of Buses per Hour		Scenario 1 Number of Buses per Hour		Scenario 2 Number of Buses per Hour	
	To VTC	To West Vail Mall	To VTC	To West Vail Mall	To VTC	To West Vail Mall
<i>VTC</i>	N/A	8	N/A	12	N/A	11
<i>Middle Creek</i>	6	3	11	5	12.5	3.5
<i>Vail Run</i>	4	N/A	8	5	11	3.5
<i>Timber Ridge</i>	6	6	7	9	7.5	9.5
<i>West Vail Mall</i>	6	N/A	12	N/A	11	N/A
<i>Upper Buffehr Creek</i>	2	N/A	2	N/A	2	N/A
<i>Chamonix</i>	8	N/A	4	N/A	6	N/A
<i>Intermountain</i>	2	2	3	3	4.5	1.5
<i>Spruce Creek</i>	2	N/A	3	N/A	1.5	N/A
<i>Matterhorn</i>	2	2	3	3	4.5	1.5
<i>W Lionshead Plaza</i>	2	2	6	3	10.5	1.5
<i>Lionshead Transit Center</i>	6	4	10	4	16.5	6

Legend:

Improved Frequency from Existing

Neutral Frequency from Existing

Decreased Frequency from Existing

Table 28: Count of East Vail Buses Toward Destinations During Winter Peak Hour, by Stop, Destination, and Scenario

Origin Bus Stop	Existing Number of Buses per Hour		Scenario 1 Number of Buses per Hour		Scenario 2 Number of Buses per Hour	
	To VTC	To Main Gore/Bighorn	To VTC	To Main Gore/Bighorn	To VTC	To Main Gore/Bighorn
VTC	N/A	6	N/A	6	N/A	6
Ford Park	8	4	6	6	6	6
Ptarmigan East	2	N/A	2	N/A	2	0
Clubhouse	2	N/A	2	N/A	2	0
Booth Falls	4	4	6	6	6	6
Main Gore/Bighorn	4	N/A	6	N/A	6	N/A

Legend:

Improved Frequency from Existing

Neutral Frequency from Existing

Decreased Frequency from Existing

Summer Frequency by Stop

For the summer, as shown in **Table 29** for West Vail routes and **Table 30** for East Vail routes, many stops will receive higher frequency of buses. In fact, all stops will receive more bus service to West Vail Mall. In East Vail, due to the elimination of the Hiker Express, there will be one less bus per hour. However, the East Vail route is still improving to having three buses per hour instead of two.

Table 29: Count of West Vail Buses Toward Destinations During Summer Peak Hour, by Stop, Destination, and Scenario

Origin Bus Stop	Existing Number of Buses per Hour		Scenario 1 Number of Buses per Hour		Scenario 2 Number of Buses per Hour	
	To VTC	To West Vail Mall	To VTC	To West Vail Mall	To VTC	To West Vail Mall
VTC	N/A	3	N/A	8	N/A	5
Middle Creek	2.5	1.5	9	5	7.5	3.5
Vail Run	1	0	6	5	6	3.5
Timber Ridge	1.5	1.5	3	5	1.5	3.5
West Vail Mall	1.5	N/A	8	N/A	5	N/A
Upper Buffehr Creek	1.5	N/A	2	N/A	2	N/A
Chamonix	1.5	N/A	3	N/A	3	N/A
Intermountain	1.5	1.5	3	3	1.5	1.5
Spruce Creek	1.5	N/A	1.5	N/A	1.5	N/A
Matterhorn	1.5	1.5	3	3	1.5	1.5
W Lionshead Plaza	1.5	1.5	6	3	4.5	1.5
Lionshead Transit Center	1.5	0	6	0	4.5	0

Legend:

Improved Frequency from Existing

Neutral Frequency from Existing

Decreased Frequency from Existing

Table 30: Count of East Vail Buses Toward Destinations During Summer Peak Hour, by Stop, Destination, and Scenario

Origin Bus Stop	Existing Number of Buses per Hour		Scenario 1 Number of Buses per Hour		Scenario 2 Number of Buses per Hour	
	To VTC	To Main Gore/Bighorn	To VTC	To Main Gore/Bighorn	To VTC	To Main Gore/Bighorn
VTC	N/A	4	N/A	3	N/A	3
Ford Park	N/A	N/A	N/A	N/A	N/A	N/A
Ptarmigan East	1	N/A	1	N/A	1	N/A
Clubhouse	1	N/A	1	N/A	1	N/A
Booth Falls	4	4	3	3	3	3
Main Gore/Bighorn	4	N/A	3	N/A	3	N/A

Legend:

Improved Frequency from Existing

Neutral Frequency from Existing

Decreased Frequency from Existing

Scenario Trade Offs

When comparing the two scenarios from a routing, resulting service, and resources perspective, **Table 31** describes the trade-offs between choosing one scenario over another. These scenarios were iterated and brought to key stakeholders to refine towards a preferred scenario, as described in the following section.

Table 31: Scenario Trade-Offs

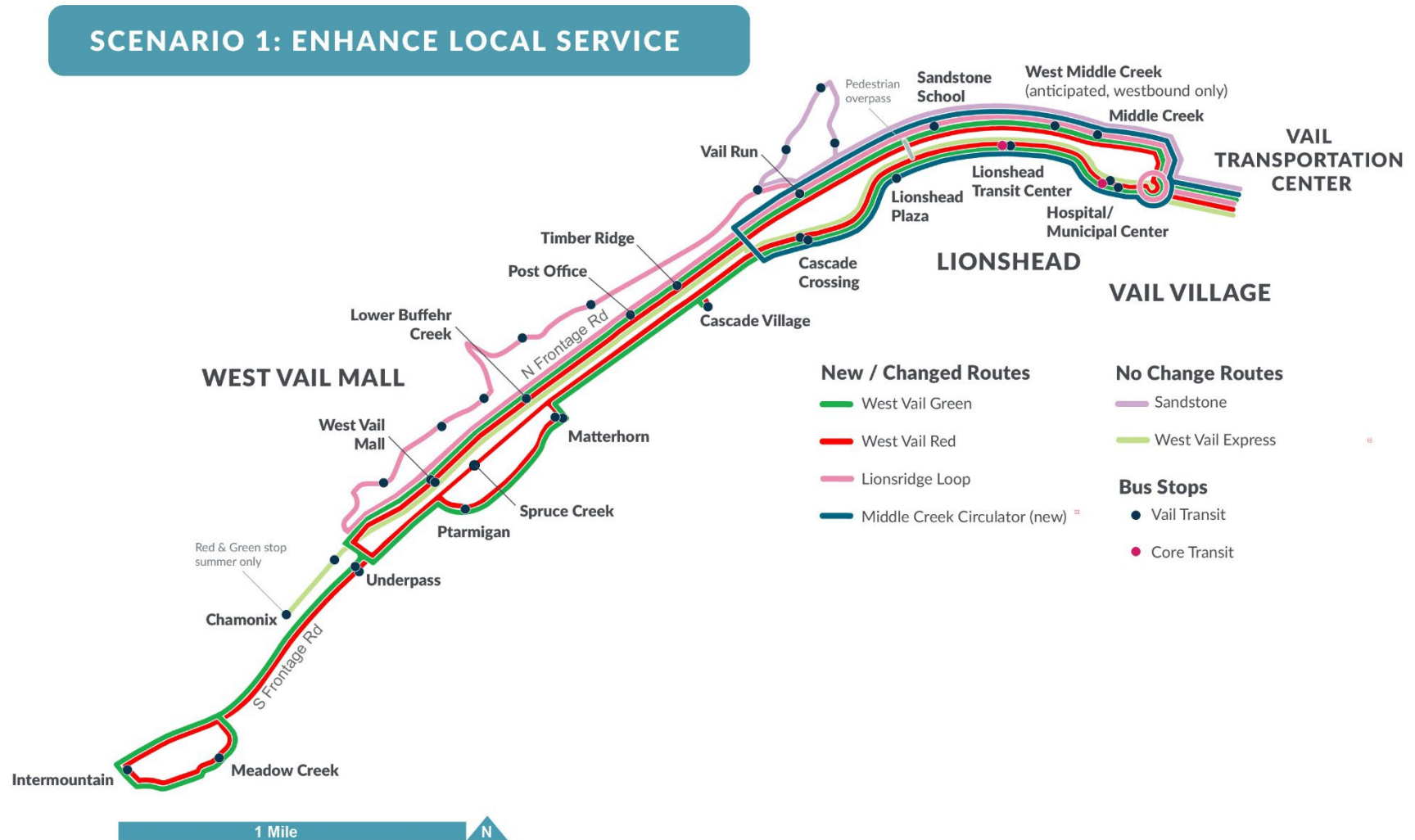
	Scenario 1	Scenario 2
Pros	- Provides most fast/frequent/reliable service on West Vail Green, West Vail Red, and Lionsridge Loop routes - Most service connecting North Frontage Deed-Restricted Housing and West Vail Mall - Could continue to service Spruce Creek if necessary	- Highest frequency on routes connecting neighborhoods to the Vail Transportation Center - Most legible scenario to guests
Cons	Requires more route pattern changes	- Has the most service hour increase, which results in a larger resource need - Has the most unique routes which also adds complexity to the system and potential congestion at the Vail Transportation Center - Routes provide fewer north-south connections in West Vail

Chapter 4: Preferred Scenario

Through iteration with staff and town council, as well as with public input summarized in Appendix A, the Town of Vail will move forward with a preferred scenario. The preferred scenario is as described in Scenario 1, which focuses on enhancing local transit services. **Figure 53** illustrates new and changed routes patterns in West Vail under the preferred scenario. The route pattern changes include West Vail Red, West Vail Green, and Lionsridge Loop and the creation of the new Middle Creek Circulator. Additionally, Lionsridge Loop would be operated year-round at 30-minute frequency and the West Vail Express would be operated year-round. The map does not show East Vail, but the route would provide higher frequency.

This preferred scenario represents an overall increase of over 17,300 yearly operating hours, which is nearly a 25% increase in service. Beyond the iterations with staff and town council, this preferred scenario also balances the various needs of the transit system in improving route reliability, serving the areas with existing and anticipated growth of housing density, providing connections to regional services, and accommodating the increased demand from paid summer parking.

Figure 53: Preferred Scenario (Scenario 1): Enhance Local Service



As seen in **Table 32**, there are route changes and associated costs displayed by year and season, and the anticipated event that would prompt the route change. The system's costs are comprised of operational and administrative costs. The Town of Vail also keeps track of capital costs separately, but those are more on an inconsistent basis when vehicles or other equipment need to be updated or replaced.

Between 2025 and 2027, the anticipated events include increased regional service and the introduction of summer paid parking. These events would prompt the need to increase frequency on the West Vail Red and West Vail Red and implement West Vail Express as a year-round and all-day service. Additionally, with the route change on the West Vail Red and West Vail Green routes not serving behind West Vail Mall, the Lionsridge Loop would be extended to cover that area and run at a 30-minute frequency year-round. These increases in service would also prompt the elimination of the winter piggybacks and the existing Early Winter service (which would transition to being an Early Summer service). As the table shows in dark blue, the changes to West Vail Red, West Vail Green, Lionsridge Loop, West Vail Express, winter piggybacks and Early Winter service are all interrelated and would need to be implemented together as Package 1. Additionally, these anticipated 2025 to 2027 events would increase the need for increased frequency on the East Vail route, which also means the elimination of the East Vail Express (Hiker Express). These East Vail changes are shown in the table in light blue as part of Package 2.

Between 2027 and 2030, the anticipated events include the new West Vail housing, West Lionshead Base Village housing and activities, and the Vail Transportation Center renovation. These events would prompt the creation of the Middle Creek Circulator route, but it would likely not have to change many of the operations of the other routes beyond the scheduling. The addition of this route and the other routes not named previously are included as Package 3 and shown in the table in light pink as routes that can be added without direct relationships to other routes.

The increase in service on the Sandstone route during the summer season can also be done independent of other routes and independent of the anticipated events.

As a result of the above changes and by the time of full implementation in the 2028 to 2030 timeframe, this will result in a total system cost of \$5.2 Million in the summer season and \$4.4 Million in the winter season. This represents a total yearly increase of approximately \$2.0 Million compared to the current annual system cost, most of which comes from the service increases in the summer season.

Table 32: Route Changes and Associated Costs in Response to Anticipated Town Events/Changes

Anticipated Event			Increased Regional Service (Improvements by Bustang and Core Transit)				New Housing and Activity Nodes (Middle Creek, Timber Ridge, West Lionshead)					
			Summer Paid Parking (at TOV parking facilities)				Vail Transportation Center Renovation to increase capacity					
Year			2025–2026		2026–2027		2027–2028		2028–2029		2029–2030	
Season			Summer*	Winter	Summer*	Winter	Summer*	Winter	Summer*	Winter	Summer*	Winter
Existing Operational Costs Subtotal**			\$3.32M	\$4.24M	\$3.32M	\$4.24M	\$3.32M	\$4.24M	\$3.32M	\$4.24M	\$3.32M	\$4.24M
Improvement Packages	Route	Service Change	Additional Operational Cost from Existing (2024–2025)									
Package 1: WVG + WVR + LRL + WVE and related changes	West Vail Red and Green	Year-Round Routing Change and Increase Frequency	–	+\$195K	+\$575K	+\$195K	+\$575K	+\$195K	+\$575K	+\$195K	+\$575K	+\$195K
	Lionsridge Loop	Year-Round Routing Change and Increase Frequency	+\$50K	+\$70K	+\$275K	+\$70K	+\$275K	+\$70K	+\$275K	+\$70K	+\$275K	+\$70K
	West Vail Express	Year-Round All-Day Service	+\$300K	+\$125K	+\$550K	+\$125K	+\$550K	+\$125K	+\$550K	+\$125K	+\$550K	+\$125K
	Winter Piggybacks	Eliminate winter piggybacks by incorporating into service	–	–\$235K	–	–\$235K	–	–\$235K	–	–\$235K	–	–\$235K
	Early Winter Service	Eliminate Early Winter Service (Summer schedule transitions to winter schedule)	–	–\$445K	–	–\$445K	–	–\$445K	–	–\$445K	–	–\$445K

Package 2: East Vail and related changes	East Vail	Year-Round Increase Frequency	-	+\$150K	+\$205K	+\$150K	+\$205K	+\$150K	+\$205K	+\$150K	+\$205K	+\$150K
	East Vail Express (Hiker Express)	Eliminate East Vail Express (Hiker Express) in summer	+\$100K	-	-\$225K	-	-\$225K	-	-\$225K	-	-\$225K	-
Package 3: Routes that can be added without direct relationship to other routes.	Sandstone	Increased Frequency During Summer	+\$50K	-	+\$115K	-	+\$115K	-	+\$115K	-	+\$115K	-
	Middle Creek Circulator	New Year-Round Route	-	-	-	-	-	-	+\$390K	+\$270K	+\$390K	+\$270K
	Golf Course	No Change	-	-	-	-	-	-	-	-	-	-
	Intown	No Change	-	-	-	-	-	-	-	-	-	-
Net Additional Seasonal Operational Cost Subtotal			+\$500K	-\$140K	+\$1.50M	-\$140K	+\$1.50M	-\$140K	+\$1.89M	+\$130K	+\$1.89M	+\$130K
			TOTAL SEASONAL COST									
TOTAL SEASONAL COSTS			\$3.8M	\$4.1M	\$4.8M	\$4.1M	\$4.8M	\$4.1M	\$5.2M	\$4.4M	\$5.2M	\$4.4M

*Summer includes new "early summer" season
 **Existing Cost includes "early winter" season. Costs may change with operational change.

Appendix A: Transit Route Survey Responses

Transit Route Survey

SURVEY RESPONSE REPORT

31 May 2025 - 29 June 2025

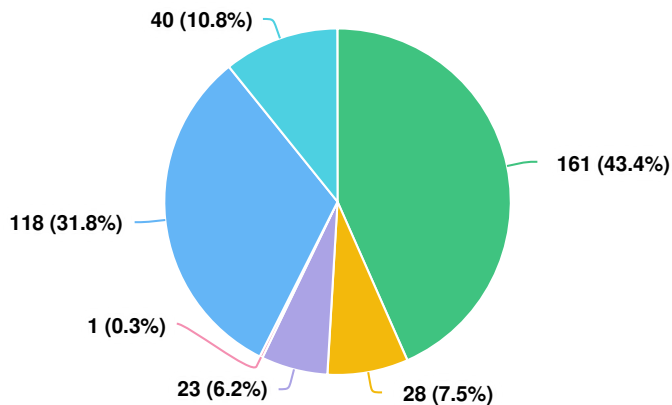
PROJECT NAME:

Transit Route Optimization Plan



SURVEY QUESTIONS

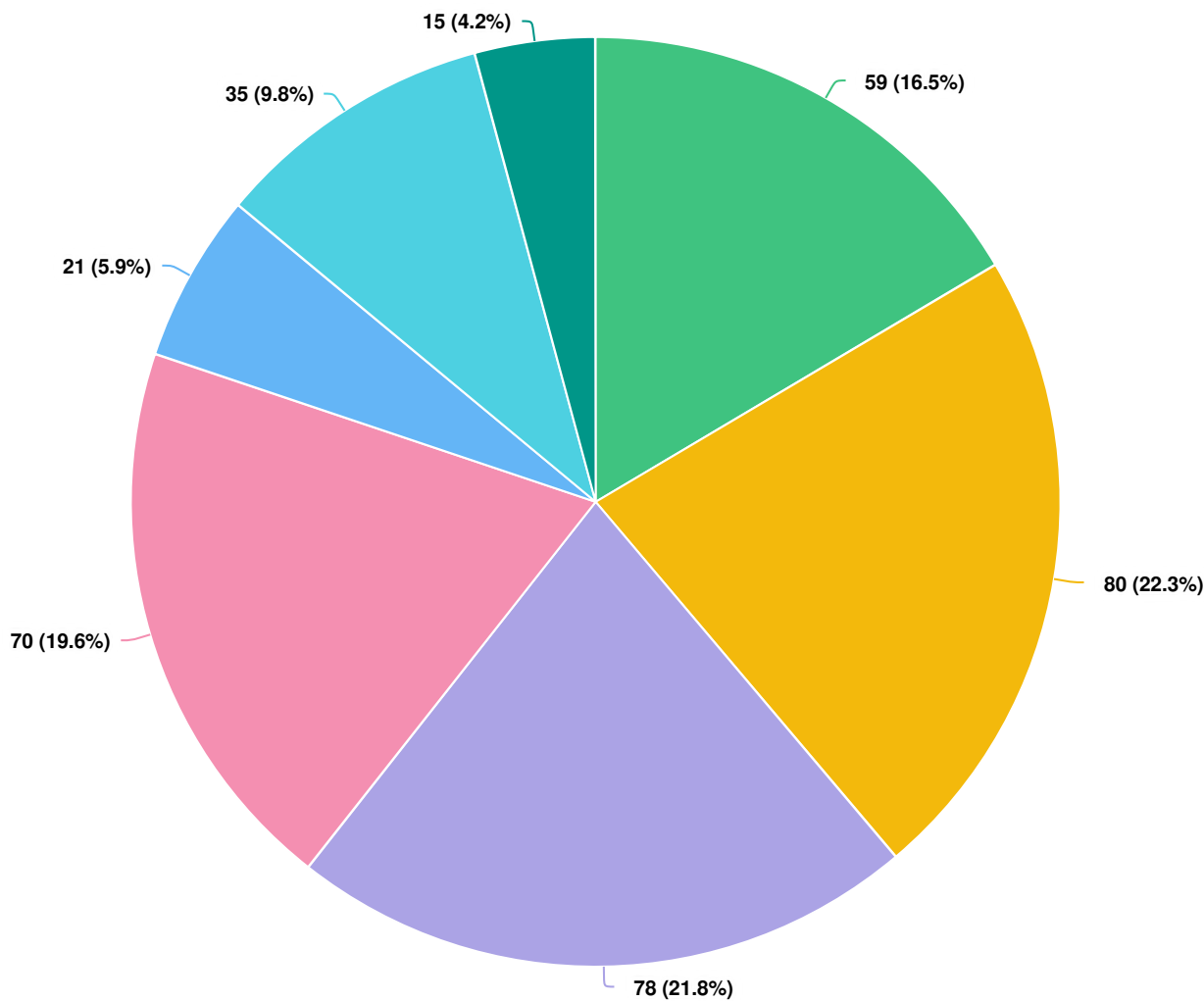
Q1 | What is your primary association with the Town of Vail? (select one)



- Question options**
- I live and work in Vail
 - I live in Vail but work elsewhere
 - I live elsewhere but work in Vail
 - I own a business in Vail
 - I own a second home in Vail
 - I visit Vail for recreation or shopping but live and work elsewhere

Optional question (371 response(s), 2 skipped)
Question type: Dropdown Question

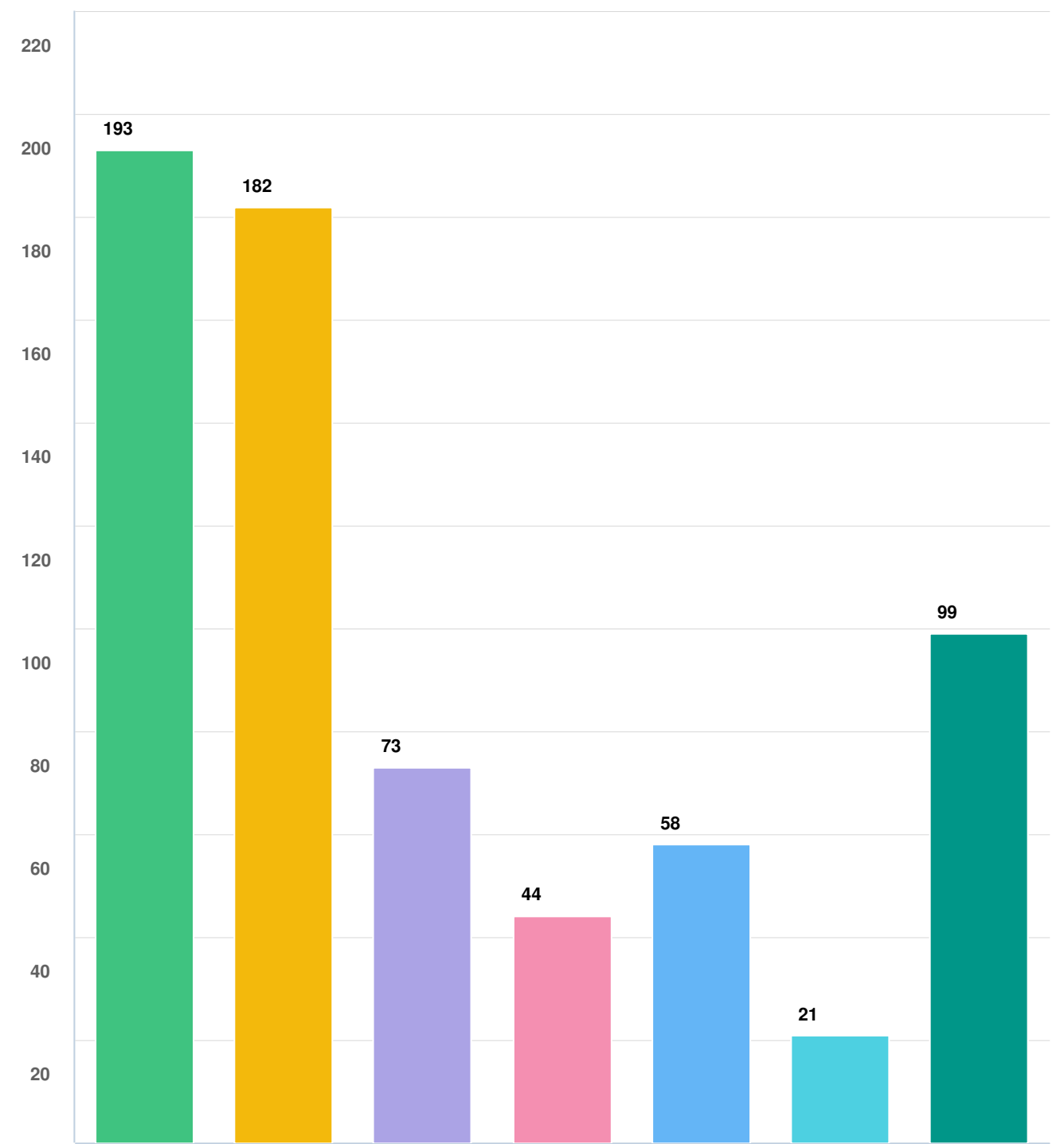
Q2 How often do you ride Vail Transit outlying routes (not the Intown)? (select one)



- Question options**
- Every day
 - At least four times a week
 - At least once a week
 - A few times a month
 - At least once a month
 - Less than once a month
 - Never

Optional question (358 response(s), 15 skipped)
Question type: Dropdown Question

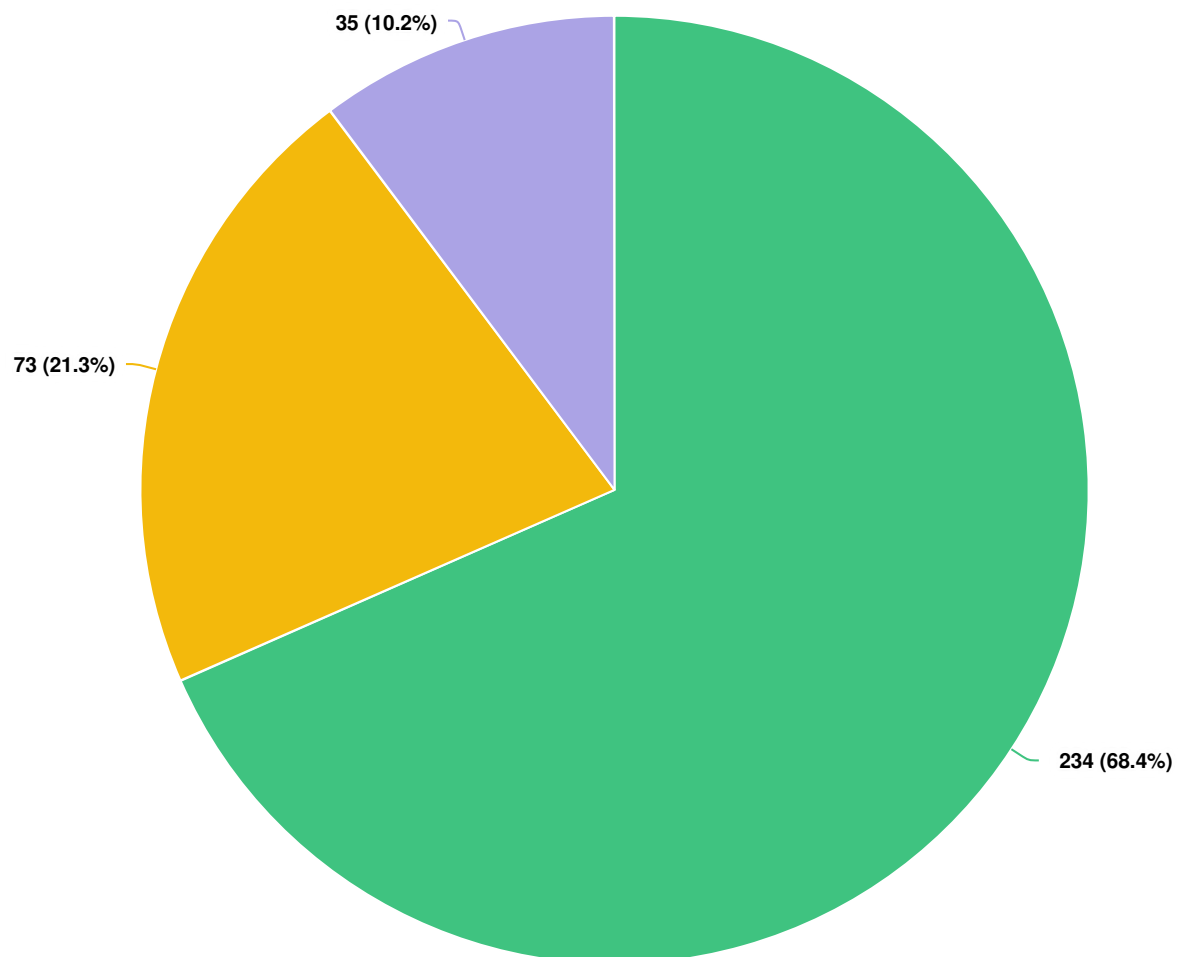
Q3 Which outlying routes do you ride most often? (Select all that apply):



- Question options**
- West Vail Red
 - West Vail Green
 - West Vail Express
 - Lionsridge Loop
 - Sandstone
 - Golf Course
 - East Vail

Optional question (358 response(s), 15 skipped)
Question type: Checkbox Question

Q4 Which of the following transit improvements are most important to you?

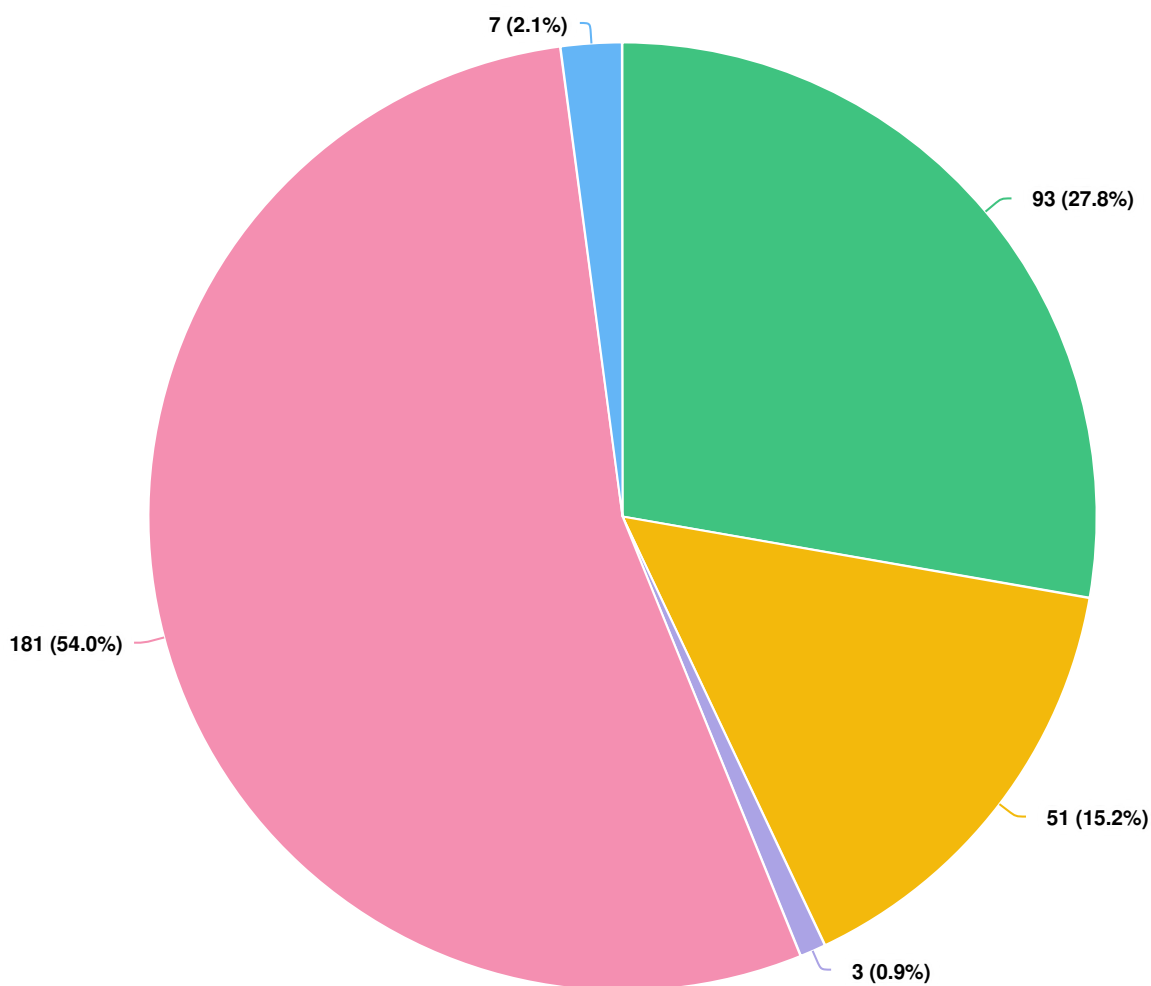


Question options

- Increasing service frequency on existing routes
- Providing new express route options to West Vail
- Providing new connections between community housing, Lionshead/Vail Village and West Vail Mall

Optional question (342 response(s), 31 skipped)
Question type: Dropdown Question

Q5 The East Vail route operates at 15-minute frequencies during core hours during winter and 30-minute frequencies during summer. If the East Vail bus came every 10 minutes in the winter and 20 minutes in the summer, how would this impact your usage?



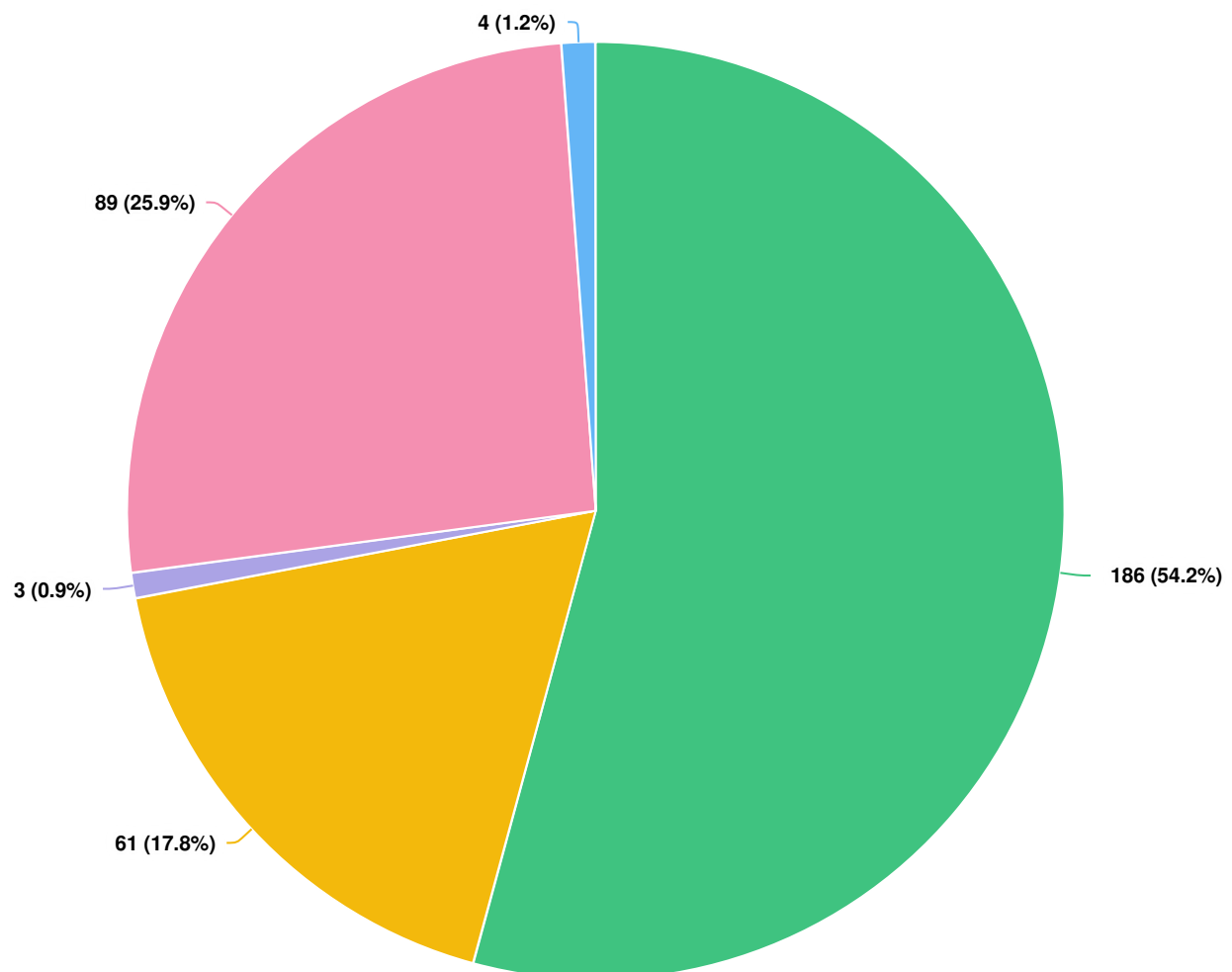
Question options

- I would take the East Vail bus more than I currently do
- I would take the East Vail bus the same as I currently do
- I would take East Vail bus less than I currently do
- I do not currently and will not use the East Vail bus regardless of service changes
- Other (please specify)

Optional question (335 response(s), 38 skipped)

Question type: Dropdown Question

Q6 | The West Vail Red and West Vail Green routes operate every 30 minutes during core hours in winter and every 40 minutes in the summer. If these routes operated every 20 minutes in winter and 20 minutes in summer, how would this impact your usage?



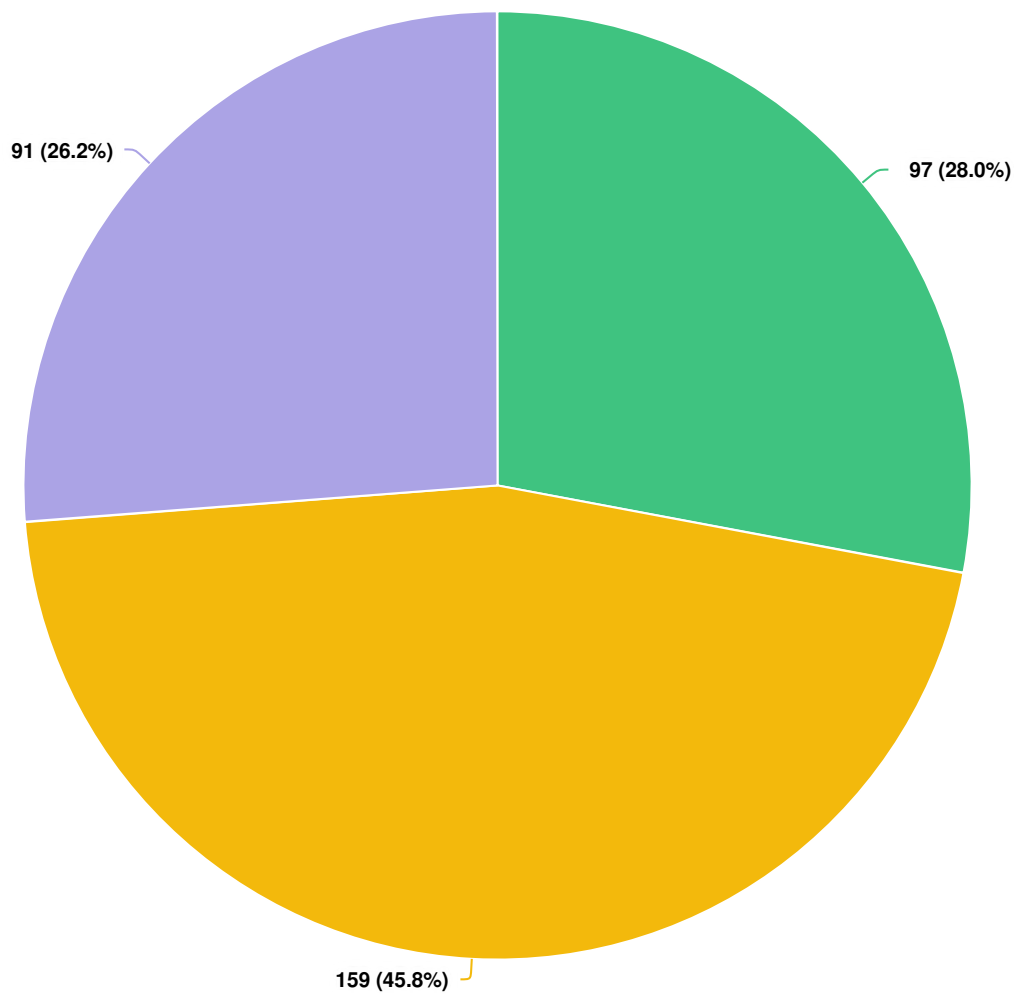
Question options

- I would take the West Vail buses more than I currently do
- I would take the West Vail buses the same as I currently do
- I would take the West Vail buses less than I currently do
- I do not currently and will not use the West Vail buses regardless of service changes
- Other (please specify)

Optional question (343 response(s), 30 skipped)

Question type: Dropdown Question

Q7 | Matterhorn neighborhood potential change: The West Vail Red would go eastbound through the Matterhorn neighborhood (opposite of current direction). This saves travel time for West Vail Red passengers, but Spruce Creek stop passengers would have to...



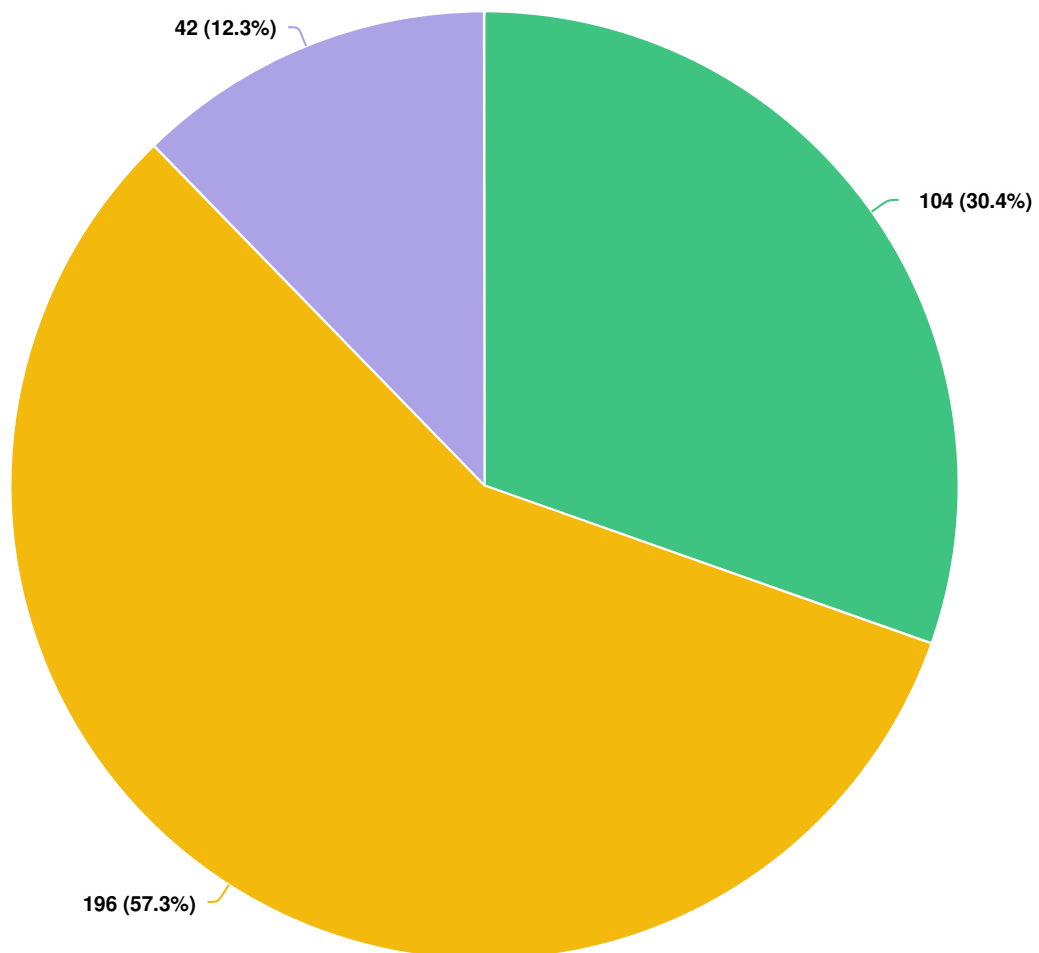
Question options

☒ I support this change ☐ I am neutral about this change ☐ I do not support this change

Optional question (347 response(s), 26 skipped)

Question type: Dropdown Question

Q8 Chamonix potential change: The West Vail Red and West Vail Green would bypass both the Chamonix and West Vail Fire Station stops travelling directly between the West Vail Mall and Intermountain. The Chamonix and West Vail Fire Station stops would c...



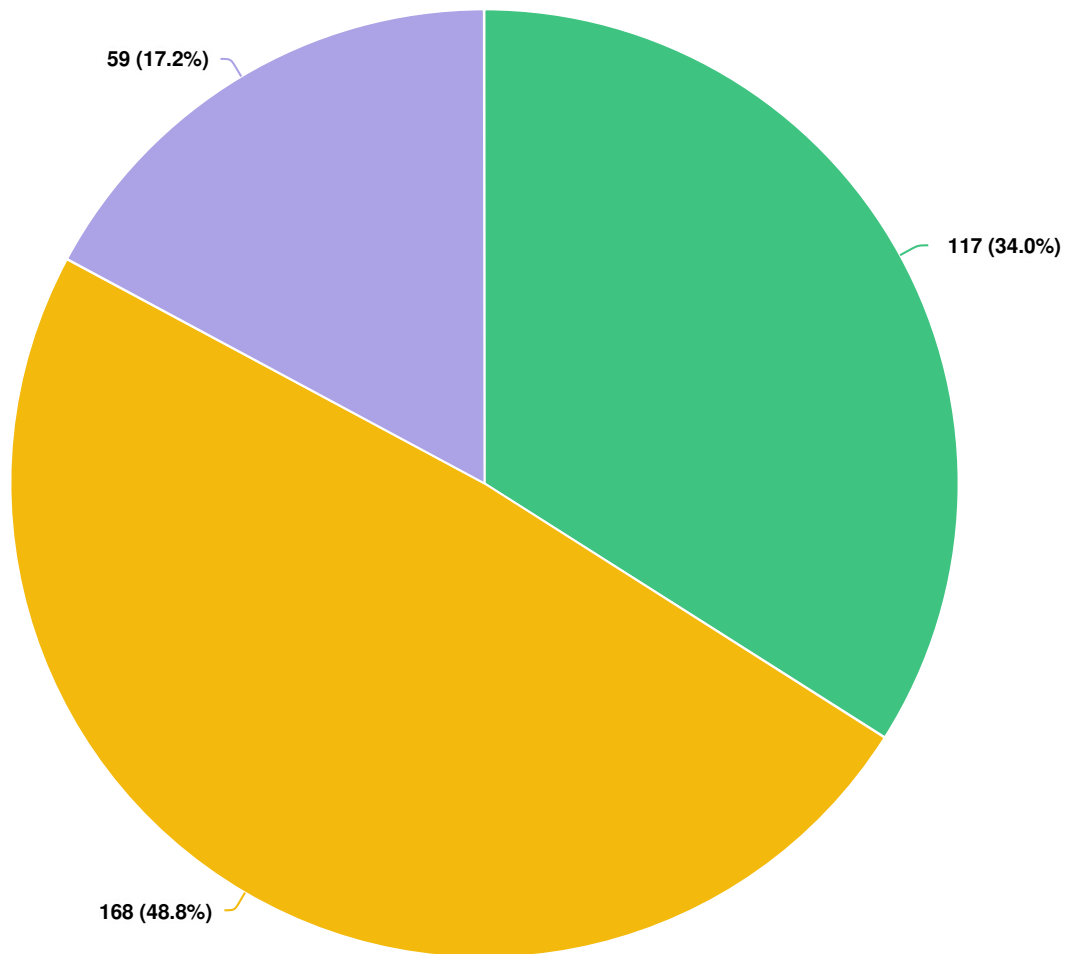
Question options

● I support this change ● I am neutral about this change ● I do not support this change

Optional question (342 response(s), 31 skipped)

Question type: Dropdown Question

Q9 | **West Vail Mall potential change:** The West Vail Red and West Vail Green would stay on the North Frontage Road and not serve the Chamonix Lane stops (Pine Ridge, Vail Commons, Upper Buffehr Creek) during the day. These stops instead would be served b...



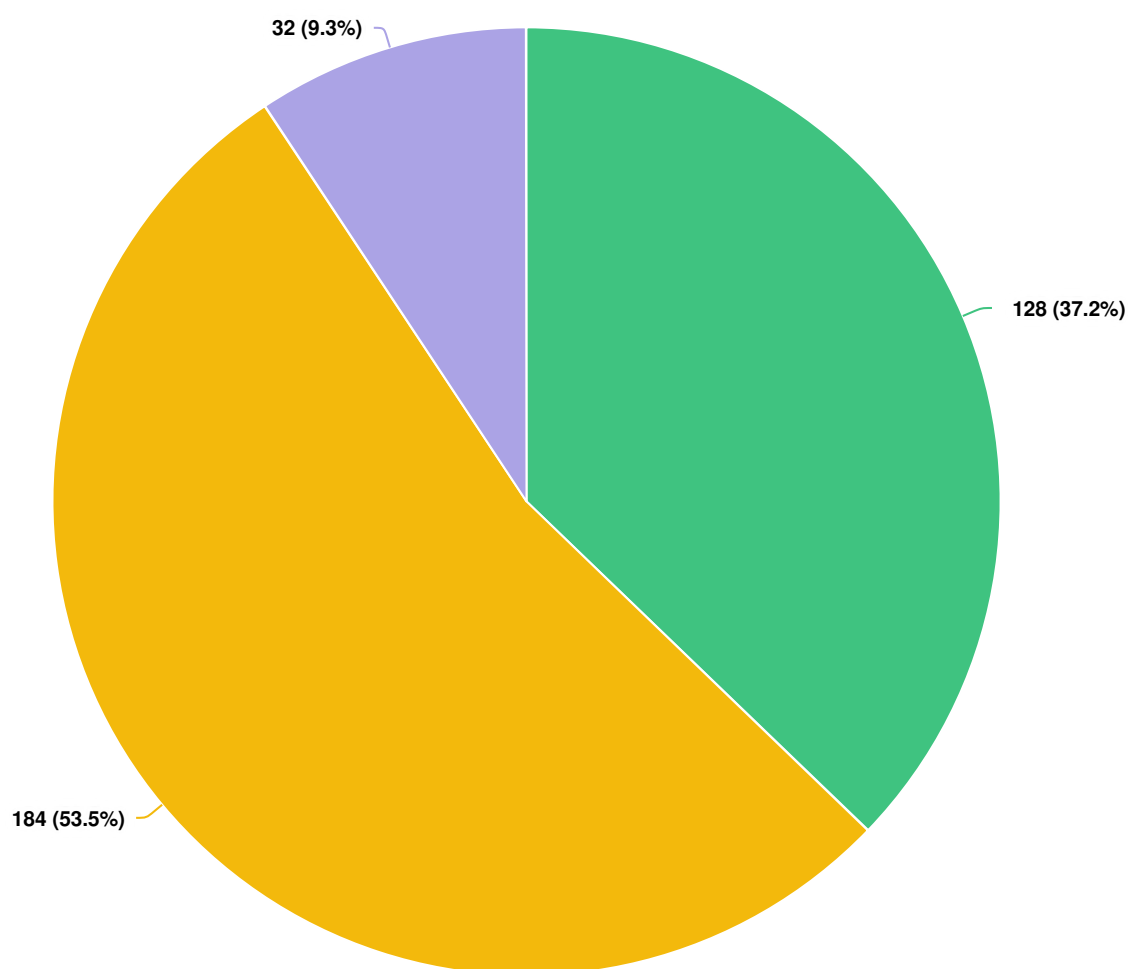
Question options

☒ I support this change ☐ I am neutral about this change ☐ I do not support this change

Optional question (344 response(s), 29 skipped)

Question type: Dropdown Question

Q10 | Lionsridge Loop potential change: In conjunction with the West Vail Red and West Vail Green modifications changes to the Lionsridge Loop route are also being considered. The route would be extended to the West Vail Mall to serve the Chamonix Lane s...



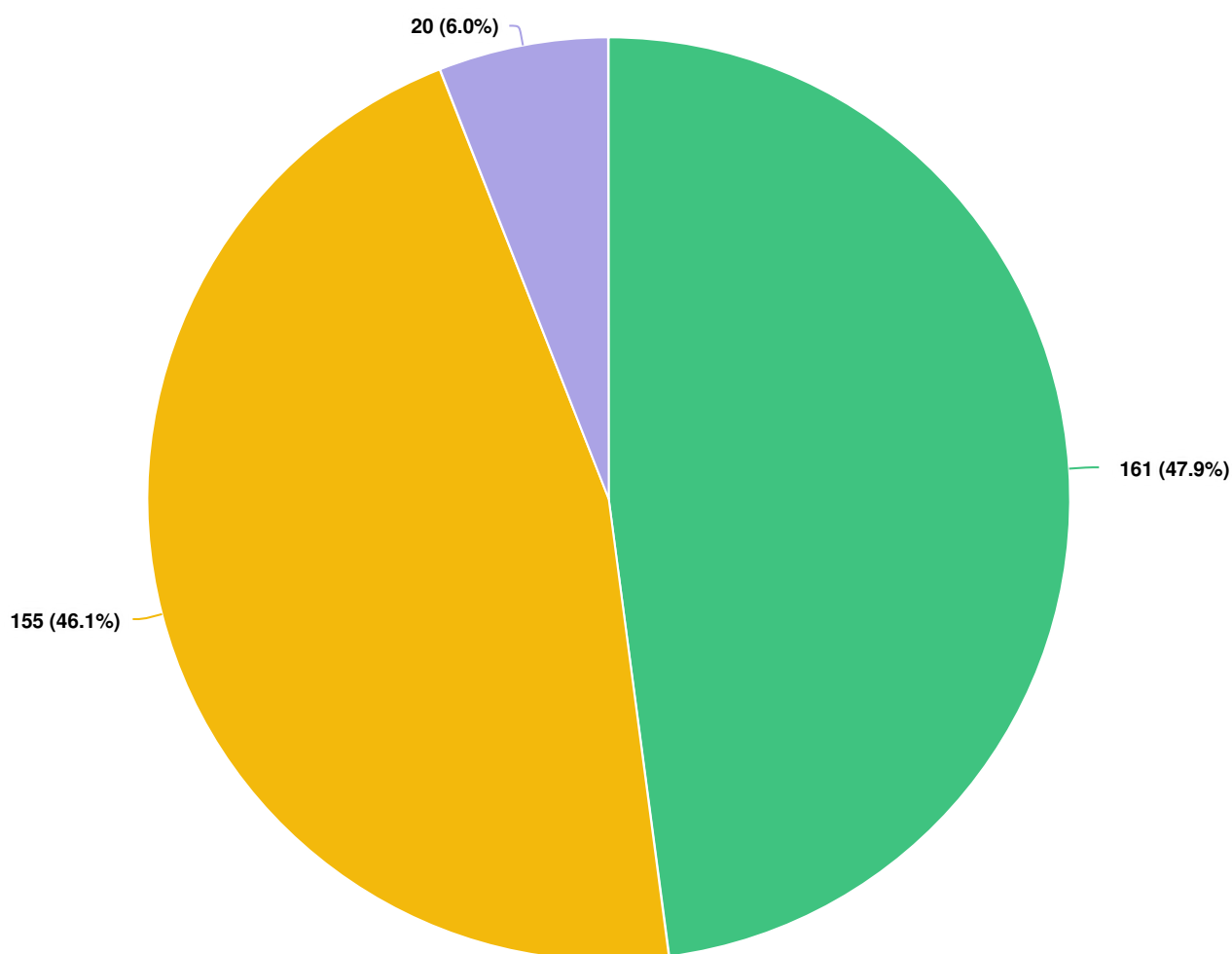
Question options

● I support this change ● I am neutral about this change ● I do not support this change

Optional question (344 response(s), 29 skipped)

Question type: Dropdown Question

Q11 | A new route is being considered to connect community housing developments and lower Sandstone Area on the North Frontage Road to the Vail Transportation Center and Lionshead at 20-minute frequencies throughout the day. Do you support this change?



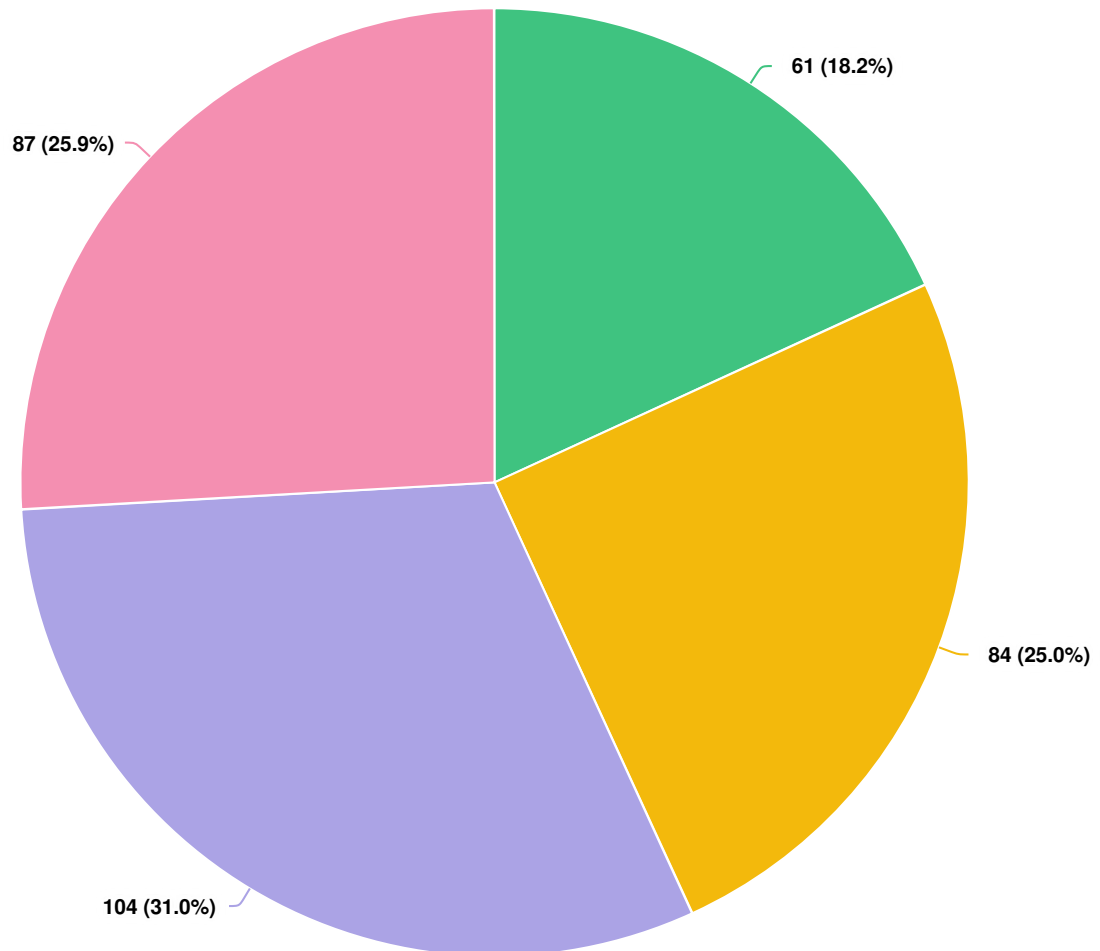
Question options

☒ I support this change ☐ I am neutral about this change ☐ I do not support this change

Optional question (336 response(s), 37 skipped)

Question type: Dropdown Question

Q12 | How important is local neighborhood travel between West Vail North (West Vail Mall, Timber Ridge) and West Vail South (Intermountain, Matterhorn) for you?



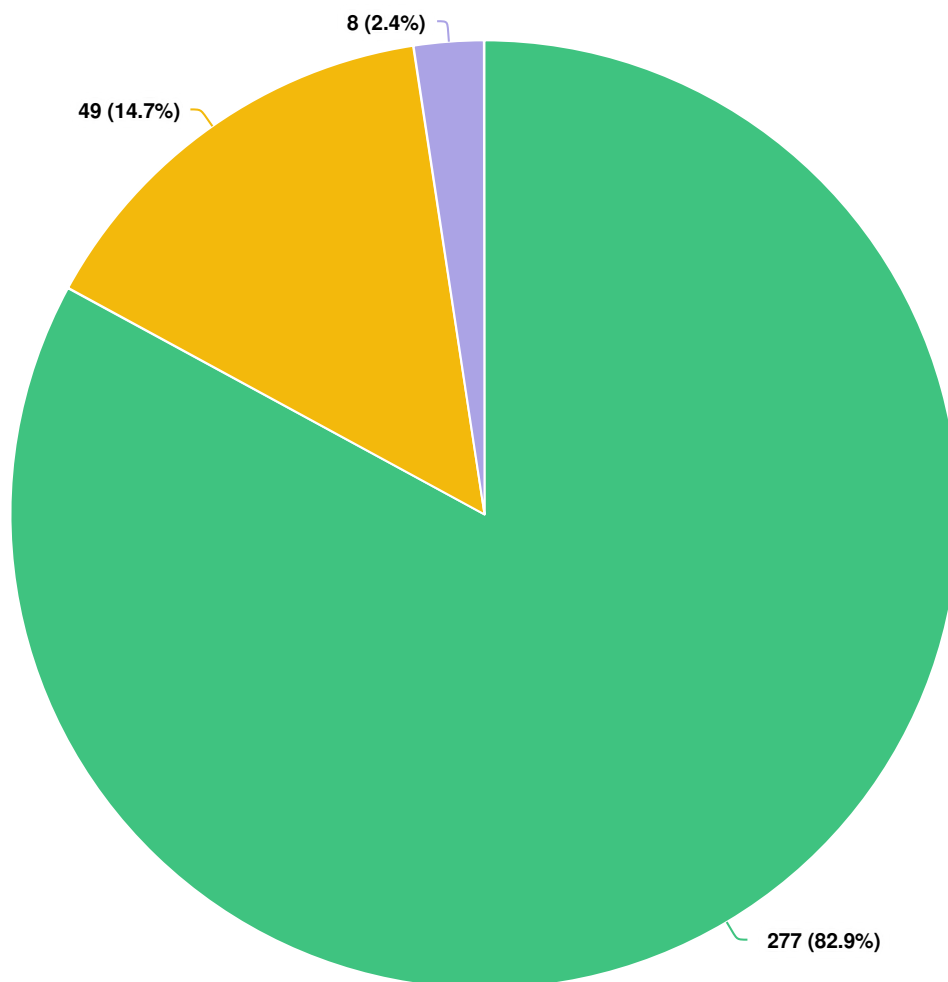
Question options

Very important Slightly important Not important Not applicable

Optional question (336 response(s), 37 skipped)

Question type: Dropdown Question

Q13 | Vail Transit has increased frequency on its routes during the morning and afternoon peak periods this summer to offset for summer managed/paid parking. How much do you support this change?



Question options

☒ I support this change ☐ I am neutral about this change ☐ I do not support this change

Optional question (334 response(s), 39 skipped)

Question type: Dropdown Question

Q14 | If you have comments about the summer 2025 bus schedule, please provide comments below.

Anonymous

6/10/2025 02:44 PM

East Vail service after 530 pm in the summer means more driving trips for us.

Anonymous

6/10/2025 02:44 PM

I think Vail is doing a great job with the free buses. And I understand the need to pay for some parking in the summer to fund repairs/improvements for the parking garage. I appreciate all you do.

Anonymous

6/10/2025 02:44 PM

I would like an early golf course bus in the summer (6:45 AM). Without this bus, I'm unable to utilize the bus service in the summer.

Anonymous

6/10/2025 02:44 PM

I am grateful for the East Vail Bus availability. I live in Mountain Meadow and the bus stop is close. It has allowed my wife and I to go from owning 2 cars to one car.

Anonymous

6/10/2025 02:50 PM

East Vail frequency should increase. I don't know if I completely understood all of the route suggestions based on arrows. Thank you for your consideration to improve! One q- any additional stops being added? Seems like the bus could go up past Vail View: up Sandstone Rd to the natural boulder roundabout turnaround?

Anonymous

6/10/2025 02:55 PM

Can you change the timing of the landing of lions ridge loop If you have to be at work :30 on the hour this is counterproductive

Anonymous

6/10/2025 03:02 PM

Keep the hiker express to East Vail, because then we have service at my bus stop every 15 minutes.

Anonymous

6/10/2025 03:02 PM

The Spruce Creek stop is very important to us and a ton of our neighbors.

Anonymous

6/10/2025 03:05 PM

If you charge for parking you should provide more options to get to town - more bus options. My bus, Sandstone, only runs once an hour. Not an option when trying to get to work or events/concerts

Anonymous

I am a frequent traveler on the west vail red and green routes. It

6/10/2025 03:07 PM

would make a huge difference to have the winter schedule run all year and include the chamonix loop all year

Anonymous

6/10/2025 03:17 PM

I would prefer extended hours and frequency for Lionsridge Loop bus.

Anonymous

6/10/2025 03:22 PM

The number one issue for me is connections from East Vail that coordinate with west Vail and core transit routes both directions. I would like to bus to businesses is west Vail, Avon and downvalley.

Anonymous

6/10/2025 03:24 PM

This is all very confusing. I live in west vail chamonix townhomes. I'm all for increasing frequency. I much preferred the express when it ran.

Anonymous

6/10/2025 03:29 PM

The pine ridge schedule is most important to me. The summer frequency is 40 min and impossible to remember. I prefer a consistent 30 min frequency with the trip no longer than 12-13 mins.

Anonymous

6/10/2025 03:38 PM

Please rename red and green to something more self explanatory

Anonymous

6/10/2025 03:50 PM

With a possible increase of over 400 new residents in the Timber Ridge development I believe it would require two bus stops, the recently opened East stop and a new one further west after construction is completed. Increased west vail express service is a must. It includes the most popular stations, VTC, hospital, LH and west Vail mall.

Anonymous

6/10/2025 04:47 PM

I ride the valley east and west buses

Anonymous

6/10/2025 05:04 PM

None

Anonymous

6/10/2025 05:28 PM

The Spruce Creek bus stop is vital. It is a long walk to the Ptarmigan stop. This effects property values and desirability of the property. The stop is always uses and many local living people live at the stop. Please do not take away the Spruce Creek Stop!!

Anonymous

6/10/2025 05:42 PM

Our house is on upper Buffehr Creek Rd. IT IS EXCEPTIONALLY FRUSTRATING THAT WE HAVE NO BUS SERVICE, AT ALL. I don't

understand why you can't make this work.

Anonymous

6/10/2025 05:56 PM

40 minute intervals are more difficult to decipher, and to Interpret on which odd or even hour the interval falls. And keeping on this schedule until mid December doesn't match the opening of the ski season. Once the odd/even hour number is figured out it makes sense... as long as visitors are on the right time zone! The Winter schedule is much more comprehensible.

Anonymous

6/10/2025 05:56 PM

Would love to see more frequent summer bus service to/from East Vail. We end up driving to the Village because the service isn't as frequent as it is in the winter

Anonymous

6/10/2025 05:59 PM

Leave the golf course bus as is please.

Anonymous

6/10/2025 06:00 PM

Thank you. This is such a wonderful free government service. All the drivers are so friendly, patient, and full of information. They never get tired of answering questions. Family and friends are so impressed with the service and accessibility of the buses.

Anonymous

6/10/2025 06:52 PM

I'm on Lionsridge. The service is too infrequent to be useful.

Anonymous

6/10/2025 07:01 PM

The APP can be improved especially for new users. Allow the App to locate you on the map. You select your destination, then the App directs you to the nearest bus stop (like Google maps does when you're walking) and tells you which route (color/name) gets you to the stop closest to your desired destination as expediently as possible. No more guessing about stops and directions of bus travel. Keep the real time bus location display. Thx!

Anonymous

6/10/2025 07:11 PM

Add Buffher Creek route

Anonymous

6/10/2025 07:12 PM

I bought a local parking pass so I wouldn't have to wait for the bus in the summer. The wait for the bus is too long.

Anonymous

6/10/2025 07:28 PM

Please keep the neighborhood stops frequent, like Pine Ridge

Anonymous

6/10/2025 08:43 PM

Something needs to be done to cool off the VTC in the summer. It can be quite warm in the building. Can an exhaust fan be put in the top to vent the warm air?

Anonymous

6/10/2025 09:31 PM

The hardest part is lining up the east vail bus to get to a location near west Lionshead. I usually end up walking the in town loop before I see a bus in the mornings and the West Vail and east Vail bus don't work well together.

Anonymous

6/10/2025 09:32 PM

So far so good on increased frequency, etc. I wish the first bus was earlier than 6:40 a.m.

Anonymous

6/11/2025 01:43 AM

I rarely use East Vail bus in summer due to its poor frequency. I use it a bunch in the winter when its every 15 minutes I like the 10 in winter and 20 in summer frequency.

Anonymous

6/11/2025 06:02 AM

Increase evening frequency after 5:45 pm for East Vail every half hour up to 11 pm for Ford Amp concerts and diners/shoppers/workers in Vail Village

Anonymous

6/11/2025 06:17 AM

I support some type of consistent service to the end of Buffehr Creek Road at the cul de sac. No service for any locals!

Anonymous

6/11/2025 07:43 AM

If you plan to charge for parking year round - you need more routes and more frequent buses. Every route should be running on 15 minute intervals, if you really want buses to be the preferred mode of transportation. You also need more frequent and better routes to and from other regions in eagle county for the majority of people who work in vail but live in avon/edwards/eagle. Right now it feels as though you raised costs without any efforts into offsetting that effect on your locals. town of vail should be supporting its locals not just looking for how they can bleed dry the tourist...

Anonymous

6/11/2025 08:01 AM

I would like to propose an additional stop on the east vail route at the corner of main gore place, main gore drive north and gore circle. The potential for customers using the bus more at that corner is huge with private homes, gore creek meadows condos and bel resorts

Anonymous

6/11/2025 08:59 AM

Please put a bus stop in Lionshead on the Sandstone bus route for the summer and winter. I would ride more than I do if there was a stop

in Lionshead and it would also allow parents of small children at Childrens Garden of Learning to ride the bus with their children to and from school. All bus routes should have at least one stop in Lionshead for this reason. I would ride the bus EVERY day if this stop was added as I live in Sandstone and work in Lionshead and my child is in daycare in Sandstone. I also see many people getting off the bus at Sandstone School to walk to Lionshead. Please make this change.

Anonymous

6/11/2025 09:06 AM

Golf Course bus should run more often in summer.

Anonymous

6/11/2025 09:17 AM

The survey descriptions are poorly written, are missing data and are confusing: #6 "during core hours" .. will the proposed change keep the core hours? #7 spruce creek is not shown on either the existing or proposed maps. #8 & #9 "saves ... time ... during the day" is this proposal only during the day? What about at night? Please give a final route proposals for WV red/green and lions ridge with times at each stop. There should be a way to not have every bus stopping at every WV north frontage road stop. Many times, there are 3 busses at each stop.

Anonymous

6/11/2025 09:27 AM

We would like more service later than 6 on lionsridge loop. Even though parking is free we prefer not to drive especially for environment and safety

Anonymous

6/11/2025 10:07 AM

AS a worker, I urge you to increase all day frequency (10 min) to E Vail/Ford. I'd encourage the Ford Express to make its' waiting position the Ford Lot as almost no one travels east in the early (0700-0830) hours.

Anonymous

6/11/2025 10:22 AM

Eliminating any existing bus stops altogether, would be a mistake and we are vehemently opposed to that.

Anonymous

6/11/2025 10:38 AM

It would be IMMENSELY helpful if we could take our dog with us on the bus. There are so many times each week we want to take the bus to hike a trail and we cannot because we cannot bring our dog. Can we please consider this change? Also, it would be incredibly helpful to have a bus stop further up Chamonix to service those of us on Cortina and Davos. The kids take this bus home everyday during school and many times a week during the summer.

Anonymous

There have been multiple times where I have tried taking the east vail

6/11/2025 10:56 AM

bus and it has been late and even missed times. This weekend at the go pro games in a known busy weekend, the bus only came once an hour. The frequency and the set times are constantly changing. There is no continuity and it is very frustrating as someone who works in the village and needs to get to work on time. If the new and improved bus routes and times are here to offset paying for parking I think that these things need to be changed.

Anonymous

6/11/2025 10:59 AM

If Vail Transit has increased frequency on its routes during morning/afternoon peak periods this summer to offset summer managed/paid parking, this is the first I am hearing of it. If it is in fact true, I do not support this change as I feel a good transit system's bedrock foundation for use should be consistency and punctuality. If I have to look up via phone/app/website as to when a bus is going to be coming rather than knowing that it will be at set times, I will be more hesitant to use Vail Transit. Also, as to extinguishing Spruce Creek stop; this is a "request stop" and removing it entirely from the schedule seems overly reaching and inefficient/ineffectual in what it is trying to accomplish.

Anonymous

6/11/2025 11:37 AM

Sandstone schedule does not run for the dinner hours in the evening. We always have to drive or take a taxi when returning 7:40-9:40 pm. Please provide service at least hourly.

Anonymous

6/11/2025 11:57 AM

Restore free summer parking to Vail residents. For that matter, Vail residents should have free parking year round.

Anonymous

6/11/2025 12:00 PM

please figure out how to better optimize the buses stopping at the North Frontage road stops between Sandstone and Transportation center. I do not believe that all buses need to stop at every stop in both directions. Many times there are 3 buses at each stop at the same time.

Anonymous

6/11/2025 01:52 PM

I would and do appreciate that the Lionsridge loop to Vail Transportation bus run during the summer - not just the winter. My family uses this weekly or more during the winter and will utilize in the summer if available. Stopping it during the "off-season" is difficult for us.

Anonymous

6/11/2025 02:05 PM

Please add bus service UP Buffehr Creek Road. There are currently no options and there are pedestrians trying to run down to the stop just above the frontage road everyday. The turnaround at the top of

Buffehr Creek Road would be a great option for a terminus to the route.

Anonymous

6/11/2025 02:07 PM

We have needed bus service up Buffehr Creek Road for years. I've picked up countless vacationers dragging suitcases down the road in both summer AND WINTER. As a full time resident my neighbors and I are sorely in need of service on our road. thank you!

Anonymous

6/11/2025 02:35 PM

It would be nice to have a 8:40pm VTC departure for Sandstone.

Anonymous

6/11/2025 03:22 PM

Make the west vail express all day all year. But note that It is also useful for me and my young children to have bus options connecting sandstone school with both west vail north (Chamonix) and west vail south (Matterhorn/donovan). Even in summer. Keep the north/south loops in some form for the summer even if reduced. Also, the introduction of summer parking fees in the village and Lionshead structures has contributed to Donovan parking lot filling early with commuters. But the west vail frontage road parking is less full. It can be hard to get short term parking for recreational use of Donovan park. Increase bus service to frontage roads (express buses) and Donovan/matterhorn and/or implement paid parking to match other lots. Publicize and advertise the parking situation for workers and tourists. Make it expensive and less convenient for people to drive solo. Or make it cheaper for car poolers in the structures. It all affects the bus schedule. Add SHIFT rental bikes at the Chamonix bus stop. When traffic snarls I-70 and the roundabouts, Chamonix might not get a bus for a while. At least people could bike.

Anonymous

6/11/2025 04:05 PM

The West Vail Red and Green should continue to service the West Vail Fire Station and Chamonix year round as long as there is parking on that stretch. Eliminating this service would require the West Vail Express service to expanded to all day 15 minute service AND also extend service to 8-9pm. This is why: The WVFS-Chamonix bus service effectively eliminates pedestrian travel through the West Vail North roundabout. Express ends at 6pm. Sending pedestrians through the North spoke gauntlet in between the uncontrolled 4-way stop created by the two gas stations during rush hour, darkness, and/or Dowd-jams is not a good idea. There is no amount of rapid flashing beacon that can protect human life from the savagrey of WVN drivers getting gas or heading home at rush hour. Even uniformed police in squad cars flashing the reds and blues have a hard time getting reliable attention and compliance from drivers there in the thick of it. Transiting people through it is the only way until one of those gas stations redevelops and we can change the traffic flow

and cross walk location.

Anonymous

6/11/2025 05:16 PM

Fry

Anonymous

6/11/2025 06:41 PM

Allow bikes on the bus after the bike rack fills

Anonymous

6/12/2025 09:26 AM

Do not eliminate the Spruce Creek stop

Anonymous

6/12/2025 09:28 AM

Do not use in summer

Anonymous

6/12/2025 09:33 AM

It is essential that the Spruce Creek Red Line stop be maintained along with maintaining the Spruce Creek Green Line stop. I, my family, and my guests frequently use the Spruce Creek Red Line stop in both Winter and Summer. Our purchase of our home at Spruce Creek was significantly dependent on the proximity of the bus stop. Because of the age of our young grandchildren, use of either Matterhorn or Ptarmigan as an alternative is not acceptable. We are thankful that Vail maintains both Red and Green Line stops at Spruce Creek and greatly appreciate your maintaining these stops. In face, we would like to see TOV add an enclosed shelter to the Spruce Creek bus stop to provide further protection and safety for bus users. Thank you, David Kanter, Spruce Creek Resident (cell 561-523-6300)

Anonymous

6/12/2025 09:43 AM

Maintaining/increasing West Vail routes that transit near and past the shopping area near the West Vail Exit from I-70 is important to everyone using public transit in Vail. Please consider changing policies to welcome dogs on the transit system (on all routes), as it would make it a lot easier to use public transit for accessing areas like trail heads (example Booth Creek Trail head area) and Vail Village, Lionshead, etc. Welcoming dogs would increase my ridership more than any other change. As you're making changes to routes, PLEASE consider the impacts on rider safety especially for women having to walk alone for longer distances in the dark (especially during darker winter months).

Anonymous

6/12/2025 09:44 AM

Keep the Spruce Creek stop intact.

Anonymous

Please do not take away the Spruce Creek bus stop!

6/12/2025 09:46 AM

Anonymous

6/12/2025 10:48 AM

Please don't eliminate the Spruce Creek stop!!

Anonymous

6/12/2025 12:26 PM

Extend Service routes up Buffehr Creek Road until 1386 Buffehr Creek home

Anonymous

6/12/2025 01:25 PM

Would like to add bus service to the top of Buffehr Creek Rd

Anonymous

6/12/2025 04:35 PM

Spruce Creek Bus stop should be preserved at all costs. I think better signage or a covered stop should seriously be considered as the Bus often misses this stop despite people waiting for it.

Anonymous

6/12/2025 04:40 PM

I think you should align bus departure times so that they can get to child care/school on time for pick up. Right now you have to leave work super early or be late to pick up with the times. I love the addition of keeping the express bus.

Anonymous

6/12/2025 09:48 PM

I support expanding bus service within the valley with new routes and increased frequency, but not at the expense of no longer supporting existing stops. Specifically, the Spruce Creek stop provides service to long time Vail residents on one of the busiest stretches of frontage road in the valley. These residents pay state and local taxes with pay in part for the bus service. Eliminating this stop will drive many users to drive into Vail and add to the overcrowded use of the parking area, something the bus service is designed to reduce.

Anonymous

6/13/2025 09:38 AM

We own a condo in Spruce Creek and this would be a HUGE hit to us. Our small kids love riding the bus to ski and play in town, but walking them in gear to Matterhorn or Ptarmigan isn't realistic for us. Most of this plan is fine, but skipping Spruce Creek all together with the Red and Green really hurts that area, especially those with young families.

Anonymous

6/13/2025 12:10 PM

Upper Buffehr Creek Road needs bus service

Anonymous

6/13/2025 05:17 PM

It would be great if the west vail buses ran more often! It's nice that the express bus runs in the summer, but between 10 and 2 there is

only 1 green bus every 40 minutes, that is ridiculous and not nearly often enough. With that timing it makes more sense to just drive in.

Anonymous

6/13/2025 07:05 PM

Improve bike racks...main reason I come to Vail in summer is for biking but have to drive because the racks rarely work

Anonymous

6/13/2025 08:04 PM

West Vail Express all day!!!

Anonymous

6/13/2025 08:11 PM

If proposing a new route in West Vail, why not include Donovan Park? Our Matterhorn bus stop is jammed during busy times with people parking there. That would reduce the volume. And would offer people in the Matterhorn neighborhood additional options. Every 30 minutes is not enough unfortunately.

Anonymous

6/13/2025 08:57 PM

I support making a shorter bus ride to inner mountain. I drive in instead of taking the bus due to the length of time I would be on a bus And waiting for a bus.

Anonymous

6/13/2025 10:51 PM

There is no need for paid parking . It's taking away from the locals who support the town day in and day out. Find some other way to find funding.

Anonymous

6/13/2025 10:52 PM

For east vail i think between 6am-7am there needs to be more busses

Anonymous

6/14/2025 09:26 AM

You guys are awesome and I know that you are always using every resource given to you but more busses running the same line during peak hours is so mandatory

Anonymous

6/14/2025 11:16 AM

West Vail Express service all day long, not just peak

Anonymous

6/15/2025 07:16 AM

We need more say in placement of Shift bike locations. Feel like we have no say in them.

Anonymous

6/15/2025 10:59 AM

The bus doesn't run early enough in the summer or winter for me to get to work on time every day, it would be nice if there was an earlier option.

Anonymous

6/15/2025 11:02 AM

The first morning West Vail busses to not coordinate at all with the first morning Bustang service. With the advent of paid summer parking I no longer go to the Village or Lionshead for lunch. I actually don't go to the Village or Lionshead for any purchases any more.

Anonymous

6/15/2025 02:06 PM

Please allow dogs. The additional bus services added this summer are great. Please continue them indefinitely.

Anonymous

6/15/2025 07:28 PM

After 9 o'clock, having more red buses

Anonymous

6/15/2025 09:46 PM

I enjoy the greater frequency of TOV transit in the Sandstone area this summer. However, with the Shift bikes at the Simba Run stop and my proclivity for walking, I use either the Sandstone, or Lions Ridge Loop bus less than two (2) times per month. As I have few to no permanent residents in my vicinity and I am unclear of their usage of the addition of the Lions Ridge Loop bus this summer, or the increased frequency of Sandstone. I'll communicate it whenever possible.

Anonymous

6/16/2025 08:04 AM

I would love to see better options for folks traveling from the north frontage road west to Edwards or Eagle

Anonymous

6/16/2025 10:14 AM

It is a disappointment for those of us who live on Chamonix Lane that the West Vail Red does not provide service during the summer months.

Anonymous

6/16/2025 11:10 AM

In-town bus makes no sense. The times are always wrong. You'll be waiting after work on the north side of the route and you watch 3 in town buses go by back to back to back and the south side of the route. Buses are supposed to be staggered. It's the most non sensible transit system I've ever seen. No one cares about the green/red, express etc. . People don't want to be forced to take the bus. Not to mention you're making the poorest individuals in this valley pay for all your pet projects. Most seasons I drive to a not close parking spot and then take the bus in. No one wants to get on a bus an hour and a half before their shift and then sit on the bus for an hour and a half after their shift. I bet the folks on the council don't walk more then 20 yards from their parking spots. They are so out of touch whether it's parking, cost of living, or sheep in East Vail. Again, nobody is gonna force any locals in this town to take the bus if they

don't want to so, why don't you make the rich pay some more and solve your problems that way. Instead of charging locals to park in a structure that been free since it's inception. Way to help out your workforce Like just hire more drivers, buy more buses. We all know Vail has the money. We all know the tourist have the money to help pay for it. We don't care if that bus is empty 3 months out the year. Y'all are so inefficient at trying to be efficient.

Anonymous

6/16/2025 12:22 PM

A lot of work starts on the half hour or hour and ends on the half hour or hour. It would be nice for the buses to arrive and leave on the quarter hour so that people don't have to leave early or wait or arrive late to work if they don't want to be extra early.

Anonymous

6/16/2025 06:57 PM

East vail bus should definitely come at least every half an hour after 6pm. After work, sometimes I don't make it and I have to wait for an hour for the next bus to come. It's really frustrating. While other bus lines are more frequent, I would prefer East vail to be every half an hour all day instead of every 15 minutes before 6 pm. The current bus schedule is disappointing.

Anonymous

6/16/2025 08:42 PM

DO NOT GET RID OF THE SPRUCE CREEK STOP!

Anonymous

6/17/2025 08:02 AM

Many employees in town finish work between 8-10pm and the limited Sandstone schedule is inconvenient at night

Anonymous

6/17/2025 11:00 AM

Great just do not get rid of the Spruce Creek Stop!

Anonymous

6/17/2025 01:33 PM

Thanks for the great service. The bus system is fantastic and reliable

Anonymous

6/18/2025 09:02 AM

I live in West Vail and I need to bd at work at the Golf Course by 10:00am and the bus schedule gets me there either super early or late. And I get off work at 7:30 and I hate getting home at 9-10 at night because of the Golf Course bus schedule.

Anonymous

6/18/2025 09:07 AM

Sandstone need to run the .15 time slot continually throughout the day and not break it up into certain times during the day.

Anonymous

There is no easy way to get from West Vail north side to the hospital.

6/18/2025 10:48 PM

Takes too long and unable to arrive for when shift work starts at 7 or 8am. Also no Core Transit stop in West Vail when heading West on frontage road to easily catch bus to Avon.

Anonymous

6/19/2025 08:38 PM

I just want more service to/from the outlying parking areas such as matterhorn or west vail mall. It's becoming increasingly difficult for county locals utilize Vail without long waits/commutes by bus or constant fees during any season. This is the last semi-convenient option we have left.

Anonymous

6/20/2025 08:25 AM

Increase frequency later during Bravo!vail.

Anonymous

6/20/2025 10:30 AM

The summer Lions Ridge Loop has been great this summer but unfortunately has been closed this month due to Timber Ridge construction. I would like to see it continue in the summer.

Anonymous

6/20/2025 10:35 AM

Wonderful having the Lionsridge loop bus this summer but unfortunately is not running now due to Timber Ridge construction. I think with all the employ housing construction the Lionsridge Loop stop will help relieve congestion.

Anonymous

6/20/2025 12:18 PM

The bus stop near the Spruce Creek Townhomes is vital to our area for picking up and having good ridership in that area absolutely do not support taking out this bus stop. Sincerely Jack Dunn

Anonymous

6/21/2025 08:42 AM

I wish the green and red would do continuous circle in the winter like they do in summer. Instead of switching red to green. Just stay red

Anonymous

6/21/2025 08:43 AM

Please get some small buses like Beaver Creek uses and start some new surface street routes to serve Potato Patch, Buffehr Creek, West Vail South areas. We need transportation too.

Anonymous

6/21/2025 09:39 AM

The summer bus schedule has been very painful. Spend about 4 hours a week waiting for a bus.

Anonymous

6/21/2025 10:40 AM

Get the bums out of living in transportation center PLEASE

Anonymous

6/21/2025 03:23 PM

Please do NOT end bus service to Spruce Creek. I rely on the bus all winter and frequently in the summer. My children ride it independently and frequently. The walk to ptarmigan from Spruce Creek is too far and often ice covered. It's a danger to me as well as younger children. My neighbors are elderly and do use the spruce creek bus frequently. They won't do that walk and their lives are going to be significantly limited if you do this. I know that my guests, my children won't be walking to and from ptarmigan; they will drive and park. Isn't this the opposite of what you want? I also sometimes rent my place and it is rentable because of the bus stop. This would significantly impact my ability to pay my bills. My taxes were recently doubled: Please do not end service to Spruce Creek bus stop too. I use it all the time. It was the PRIMARY reason I purchased this home.

Anonymous

6/21/2025 04:26 PM

I think the routes in west vail are very important as I am older and sometimes have small grandchildren with me. Thank you.

Anonymous

6/21/2025 06:03 PM

I am an owner at Spruce Creek Townhomes. Are family is strongly opposed to ending service at the Spruce Creek bus stop. We paid a significant fee when purchasing our home that went to transit services. A primary reason for purchasing our townhome was the proximity to a bus stop. All of our family and guests (we do not rent our townhouse) use the bus stop in the winter and summer season. We dont see how Vail Transit profits from removing this bus stop. I would be happy to pursue this further. Matt Heimerich 719-980-5173

Anonymous

6/21/2025 06:08 PM

Parking should have been charged more in the winter vs charging at all in the summer. The bus system is fine but having to pay at all in the summer is inconvenient and affecting business for the already struggling summer season.

Anonymous

6/21/2025 06:56 PM

I use the spruce creek bus stop and I want you to keep it, I would use the bus less if I had to walk to ptarmigan.

Anonymous

6/22/2025 07:43 AM

What about splitting east vail into two routes? Often, at Bald Mountain, we get passed by full busses making our wait longer.

Anonymous

6/22/2025 09:02 AM

We would love an extra bus on concert nights from the Amp to East Vail. We often leave the concert early to avoid having to wait an hour to get home.

Anonymous

6/22/2025 10:16 AM

Please help the locals. Do NOT charge for parking it affects all of us, and local economy in vail village and usage of the village in general.

Anonymous

6/22/2025 02:52 PM

I used to live and work in West Vail, and then moved to East Vail so I have used almost all the busses that are available. I find that I am less able to make use of the buses from East Vail during the times I need for work (7am and 5pm) as the frequency/schedule is much much worse. I worry about missing the connecting buses to WV from the transport center, if I do then I'm spending an hour or longer commuting an 8 mile distance. The east vail express vs just the regular service are relatively similar so I don't understand why there isn't just a more frequent east vail bus instead of the hiker bus at specific times, it seems as if it caters for tourists and not locals. Also the fact that the east vail bus cuts to once an hour after 6 is really unusable for locals, and adds so much time to the day of so many people working in bars, restaurants and hospitality. I generally support having more frequent busses and better layovers at the transport center, to connect east/west vail without having to do a long frontage road loop. The express busses are good as you can jump from one to another at the transport center but the east vail express isn't all day. I feel like the red/green and the east vail bus could line up too and importantly wait for like 2 minutes for everyone to get off the busses and change if needed before pulling out. Seeing your connecting bus leave as your bus is pulling in sucks cause you know you just added 20-60 minutes to your day. A lot of these proposals are for west vail which is already really really well serviced. I get that there's more usage but East Vail is categorically less livable as a result of the busses being less available. I'm DREADING winter when my partner starts earlier because I will have to rely on the busses and I feel I will be frequently late and waiting around and wasting my time so I hope that they are more frequent and have better layovers at the transport center

Anonymous

6/22/2025 06:04 PM

disappointed that free parking is going awsy

Anonymous

6/23/2025 08:13 AM

Please keep the Spruce creek stop active, the west vail red is convenient for Owners in the area, especially during winter inclement weather, saves walk time from Ptarmigan and Matterhorn, not having to park in the structures, and eliminates additional traffic in town. Is it possible to build a shelter at the Spruce Creek stop? Thanks for the consideration.

Anonymous

6/23/2025 08:22 AM

Dog should be allowed

Anonymous

6/23/2025 08:53 AM

I most frequently use the Vail Commons stop on Chamonix Lane. A 40-minute West Vail schedule is insufficient. The proposed change to a 30 minute schedule (summer) helps. If this stop ends up on the Lion Ridge Route AND it goes every 30 minutes or more, year-round, that is something I could use to get to town. Lions Ridge as currently configured seems to have too few stops. It makes sense to expand that route to include Chamonix Lane stops.

Anonymous

6/23/2025 08:56 AM

Waiting 30 minutes for a bus is quite cumbersome. 15 - 20 minute intervals would be great.

Anonymous

6/23/2025 09:34 AM

We'd ride the bus more if there was an elder shuttle in east Vail dropping and picking up from the Bighorn express bus turnaround. Walking up and down the hills in ski boots definitely has us using our car much more often than the bus.

Anonymous

6/23/2025 09:50 AM

None

Anonymous

6/23/2025 10:05 AM

With the current rock mitigation closure on Lionsridge loop. I have heard neighbors suggest closing lionsridge loop to through traffic. With the exception of buses and emergency vehicles. Make it a park setting

Anonymous

6/23/2025 12:00 PM

Nice to have the express bus back.

Anonymous

6/23/2025 12:16 PM

Golf Course route should run every 30 minutes in summer. Lots of people use the golf course for various reasons.

Anonymous

6/23/2025 06:28 PM

My name is Peter Bistar, and I am the owner of Visit Vail, a vacation rental business serving the Vail Valley. Our company manages several properties along South Frontage Road, and many of our repeat guests—some of whom have stayed with us for years—rely heavily on the Spruce Creek bus stop for convenient transportation. The Spruce Creek stop plays a vital role in both winter and summer seasons, but it is especially critical during the winter. Guests and homeowners depend on this access point to reach the ski slopes and return home safely after a long day on the mountain. Its proximity provides not only convenience but also a sense of safety and accessibility that is highly valued by our community. Eliminating this

stop would significantly affect our business, reduce property owners' rental income, and negatively impact the guest experience. We believe this change would create unnecessary challenges for both residents and visitors, and we respectfully urge the town to reconsider any plans to remove the Spruce Creek bus stop. Thank you for your attention and for your continued commitment to keeping Vail welcoming and accessible. Sincerely, Peter Bistar Owner, Visit Vail Vacation Rentals

Anonymous

6/23/2025 06:53 PM

Needs to be more frequent. We've waited way too long and way too often.

Anonymous

6/23/2025 07:34 PM

I am supportive of increased frequency and use of the free local transit system. However, I am strongly against eliminating existing stops for local residents.

Anonymous

6/24/2025 08:07 AM

I am soooo happy to have the WV Express in the summer! Now you just need to add it past 5 pm in the Winter. At least until 6:30 for people that work past 5 coming from Core buses.

Anonymous

6/24/2025 11:10 AM

We need the increased frequency to East vail all day. Stopping in mid day decreases use

Anonymous

6/24/2025 11:51 AM

Like having the WV Express available!

Anonymous

6/24/2025 01:32 PM

I know what your objections aren't putting a bus run up potato patch. I think you need to think outside of the box and maybe get a different kind of bus and serve that area. Let's save the world, all the SUVs up here are gas, guzzlers, and their up and down this hill all day long.

Anonymous

6/24/2025 03:20 PM

SPRUCE CREEK Stop is a successful and valuable asset in both seasons since homeowners , friends, extended family memes and paying guests are not subject to traffic on either bridge to Matterhorn or Ptarmigan. Both bridges serve populated Highlands Area n extended Cascade at far east end. Traffic is constant and both bridges are narrow and offer no elevated sidewalks. Believe even in sumner additional times would increase ridership given pay parking in Town.

Anonymous

The red bus passes the spruce creek bus stop it is not out of the way.

6/24/2025 05:07 PM

It passes right by us. Why would you not want it to stop there? Alot of people use this bus all year round summer and winter so we don't have to park in the structure.

Anonymous

6/24/2025 08:07 PM

I like having the Lionsridge Loop bus as an option in the summer. I wish the route ran later or there were better night-time options; It often stops running before my shift is done.

Anonymous

6/25/2025 08:35 AM

I love our transit system and the drivers/supervisors are SUPER!

Anonymous

6/25/2025 10:52 AM

I use the Spruce Creek bus stop, as do my children and guests. I am asking you to NOT stop service to Spruce Creek. For us, people would end up driving to the mountain, town and ride the bus less if you get rid of spruce creek. I also occasionally rent my property and this would significantly decrease my ability to rent this home. I pay a lot in taxes. Please keep the existing bus stop - Spruce Creek.

Anonymous

6/25/2025 11:26 AM

The evening times for West Vail Red and Sandstone are too infrequent, inconvenient for workers in restaurants/bars who get out of work later. i.e. 11pm & 11:40pm.

Anonymous

6/25/2025 02:13 PM

This is about East Vail bus line. There is absolutely no need for 4 buses per hour including the express line during day (lot of them run totally empty). I would rather appreciate a consistent bus service thorough the day, including 2 buses per hour running till 2am. It is very inconvenient to be done at work at midnight and have to wait one hour for another bus.

Anonymous

6/26/2025 12:36 AM

Every time I am in Vail, my family and I ride the west buses. They are our primary mode of transportation. We use the Spruce creek bus stop. We would take the bus far less if we had to walk to ptarmigan; we would probably start driving or stay in a different location if service ends. Do not end service to Spruce creek bus stop. It's very important to us.

Anonymous

6/26/2025 07:48 AM

Thanks!

Anonymous

6/26/2025 09:17 AM

Thank you! I just moved to west vail on garmisch drive so I am still figuring out what routes are best for me. There are many locals living

around me and we all need options for work traveling into town.

Anonymous

6/26/2025 11:23 AM

I have young children. My concern is safety here.

Anonymous

6/26/2025 03:32 PM

Please increase the busses on Sandstone in the night and earlier mornings

Anonymous

6/27/2025 11:39 AM

Please continue the West Vail Green Winter schedule through the summer. The late night West Vail Green buses only running at midnight and 2:00am is inconvenient.

Anonymous

6/27/2025 01:24 PM

Please provide service to the West end of Sandstone. There is no bus service for the residents who are located at the Western end of Sandstone. PLEASE ESTABLISH park and ride for RESIDENTS ONLY (perhaps winter only service) for those of us who are marooned too far to walk to a bus stop. It could be by application and a placard that hangs from the rear view mirror. I live at 1370 Sandstone. If I want to go to town or ski, I must fight the scrum and pay for a place in the parking lot because we are orphaned from the designed bus routes.

Anonymous

6/27/2025 02:00 PM

I have no complaints and consider Vail transit an extremely convenient, clean, safe, useful form of transit.

Anonymous

6/27/2025 06:54 PM

West vail express ending at 7pm?

Anonymous

6/28/2025 08:47 AM

Please move the post office bus stop to the road, instead of at the bottom of the stairs. Please allow good dogs aboard

Anonymous

6/28/2025 09:10 AM

It sucks. East Vail. I don't understand why having 4 buses per hour for some time during the day (always empty) and after 6pm only 1!!!! Nobody wants to wait 1 hour for the bus Also you ever realized that work usually starts and finishes at the whole hour? So if people leave work at 7, they are not gonna catch the bus at 7 from the village. And the same going to village. If bus comes 5 minutes after 7, then we would be late for work, so we have to take an earlier bus and wait for 20 minutes in the town before work. Give us more buses to east vail in the night, there is a lot of us working the nights!

Anonymous

6/28/2025 10:18 AM

love the frequency increase proposals - thanks for everything you do

Anonymous

6/28/2025 01:40 PM

I think it's really wonderful you provide a free valley bus service for your local residents and for visitors, it's much appreciated - thank you. My one piece of negative feedback is your online bus schedules are not always the clearest to read. When there is an increased schedule at the busier hours it's often shown along side the regular hours which can be confusing or easy to misread. Leading you to believe there is a bus when in-fact there is not. It would be very helpful if just like at the physical bus stops it shows each actual time the bus will appear at said stop. Rather than just '40' by the bus stops name and the hours at the top in completely separate columns.

Anonymous

6/28/2025 04:36 PM

I'm not in favor of paid structure parking. This change does not make me take the bus more often, it makes me visit town less and means I spend fewer dollars on businesses in town. Thanks for helping me save money.

Anonymous

6/29/2025 06:39 AM

A sandstone bus earlyer then now would be great.

Anonymous

6/29/2025 12:22 PM

More frequent bus options for the Sandstone route, especially considering the new parking fees at Vail transit center.

Anonymous

6/29/2025 01:49 PM

During peak hours, frequencies the same as winter would be appreciated. Especially during events

Anonymous

6/29/2025 03:17 PM

We need to be able to hike with our dog and it is very difficult with your no dogs policy. Please allow dogs on all outlying routes

Anonymous

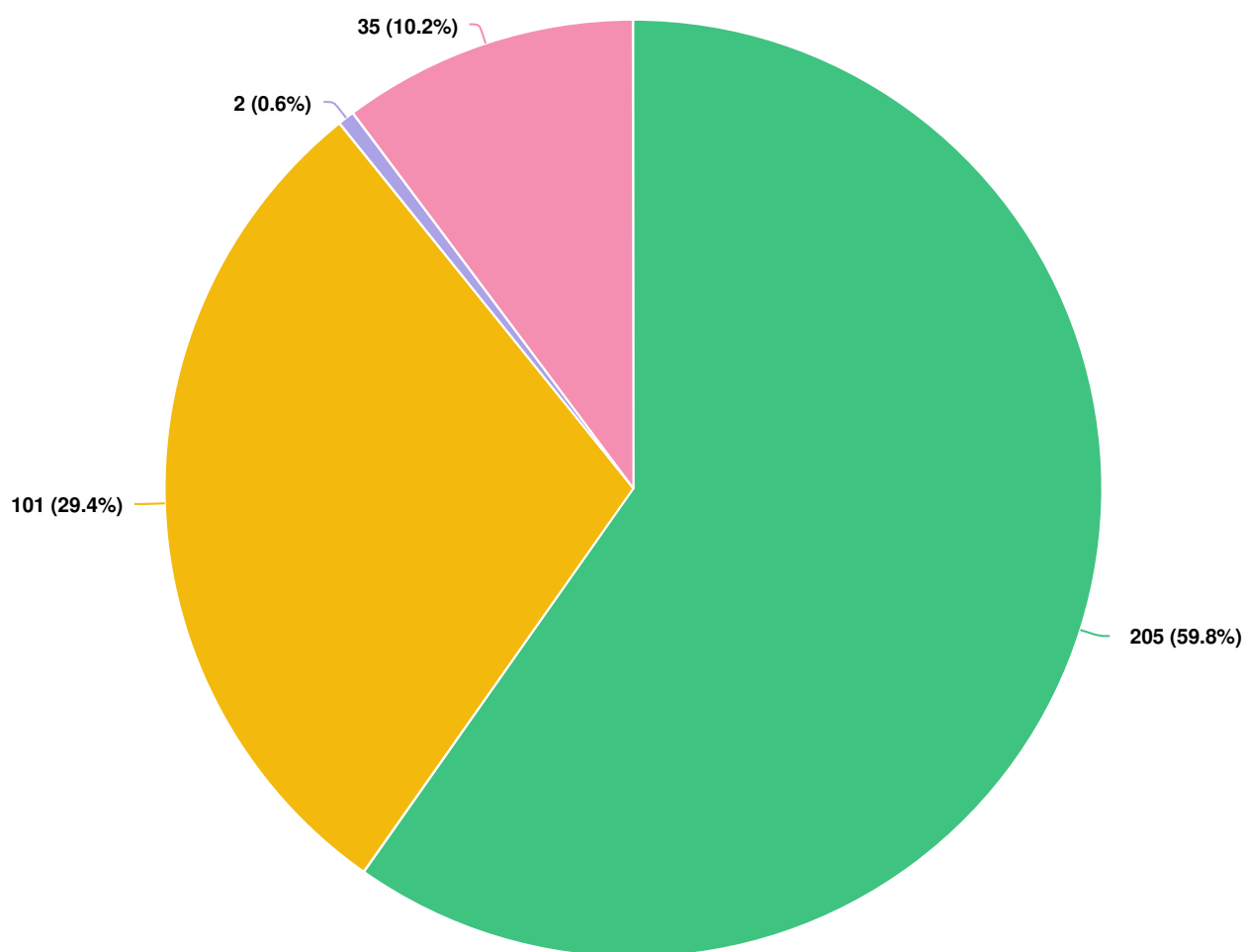
6/29/2025 07:06 PM

Stagger the ones to .Middle creek a little. Like leaving transportation center 5 minutes a part and not all the same time

Optional question (159 response(s), 214 skipped)

Question type: Essay Question

Q15 | If these enhanced frequencies as well as other service improvements were extended to run all day (approximately 6 a.m. - 8 p.m.) during the summer, would this impact your ridership?



Question options

- I would ride more than I currently do
- I would ride the same as I currently do
- I would ride less than I currently do
- Not applicable

Optional question (343 response(s), 30 skipped)

Question type: Dropdown Question

Item Cover Page

VAIL TOWN COUNCIL AGENDA ITEM REPORT

DATE: February 17, 2026

TIME: 5 min.

SUBMITTED BY: Pete Wadden, Environmental Sustainability

ITEM TYPE: Action Items

AGENDA SECTION: Public Hearing (7:05pm)

SUBJECT: Ordinance No. 2, Series of 2026, Second Reading, An Ordinance Amending Title 14 of the Vail Town Code to Prohibit the Installation of Nonfunctional Turf, Nonfunctional Artificial Turf, and Invasive Plant Species (7:05pm)

SUGGESTED ACTION: Approve, approve with amendments, or deny Ordinance No. 2, Series of 2026 upon second reading.

PRESENTER(S): Pete Wadden, Watershed Health Specialist

ATTACHMENTS:
[Ordinance No 2 Series of 2026 020326.pdf](#)
[SB24005NonfunctionalTurfPresentationTC02032026.pdf](#)
[SB2024a_005_signed-act.pdf](#)
[HB2025a_1113_signed-act.pdf](#)

**ORDINANCE NO. 2
SERIES 2026**

**AN ORDINANCE AMENDING TITLE 14 OF THE VAIL TOWN CODE TO
PROHIBIT THE INSTALLATION OF NONFUNCTIONAL TURF,
NONFUNCTIONAL ARTIFICIAL TURF, AND INVASIVE PLANT SPECIES**

WHEREAS, the Town desires to protect environmental resources, promote water conservation, and conform with recent state law changes regarding the installation of turf.

**NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE
TOWN OF VAIL, COLORADO, THAT:**

Section 1. Section 14-2-1 of the Vail Town Code is hereby amended by the insertion of the following definitions to appear in alphabetical order:

ARTIFICIAL TURF. An installation of synthetic materials developed to resemble natural grass.

FUNCTIONAL ARTIFICIAL TURF. Artificial turf that is located in a recreational use area or other space that is regularly used for civic, community, or recreational purposes, which may include a playground, a sports field, a picnic ground, an amphitheater, a portion of a park, and the playing area of a golf course, such as a driving range, chipping and putting green, tee box, green, fairway, and rough.

FUNCTIONAL TURF. Turf that is located in a recreational use area or other space that is regularly used for civic, community, or recreational purposes, which may include a playground, a sports field, a picnic ground, an amphitheater, a portion of a park, and the playing area of a golf course, such as a driving range, chipping and putting green, tee box, green, fairway, and rough.

INVASIVE PLANT SPECIES. Plants that are not native to the state that are introduced to the state accidentally or intentionally, have no natural predators or competitors in the state, because the state is outside of their natural competitor or predator range, have harmful effects on the state's environment or economy or both, or appear on the Noxious Weed List maintained and published by the Colorado Department of Agriculture.

NONFUNCTIONAL ARTIFICIAL TURF. Artificial turf that is not functional artificial turf.

NONFUNCTIONAL TURF. Turf that is not functional turf.

TURF. The continuous plant coverage consisting of nonnative grasses or grasses that have not been hybridized for arid conditions, and which, when regularly mowed, form a dense growth of leaf blades and roots.

Section 2. Section 14-10-8 of the Vail Town Code is hereby amended by the addition of the following new subsection (M):

§ 14-10-8 LANDSCAPING, DRAINAGE, AND EROSION CONTROL

* * *

(M) The installation of nonfunctional turf, nonfunctional artificial turf, and invasive plant species shall be prohibited except that nonfunctional turf shall be permitted for single-family and two-family dwellings.

INTRODUCED, READ ON FIRST READING, APPROVED, AND ORDERED
PUBLISHED ONCE IN FULL ON FIRST READING this ____ day of _____,
2026, and a public hearing for second reading of this Ordinance set for the ____ day of
_____, 2026, in the Council Chambers of the Vail Municipal Building, Vail,
Colorado.

Barry Davis, Mayor

ATTEST:

Stephanie Kauffman, Town Clerk

READ AND APPROVED ON SECOND READING AND ORDERED PUBLISHED
this ____ day of _____, 2026.

Barry Davis, Mayor

ATTEST:

Stephanie Kauffman, Town Clerk



Non-Functional Turf Prohibitions



Pete Wadden
Watershed Specialist
pwadden@vail.gov

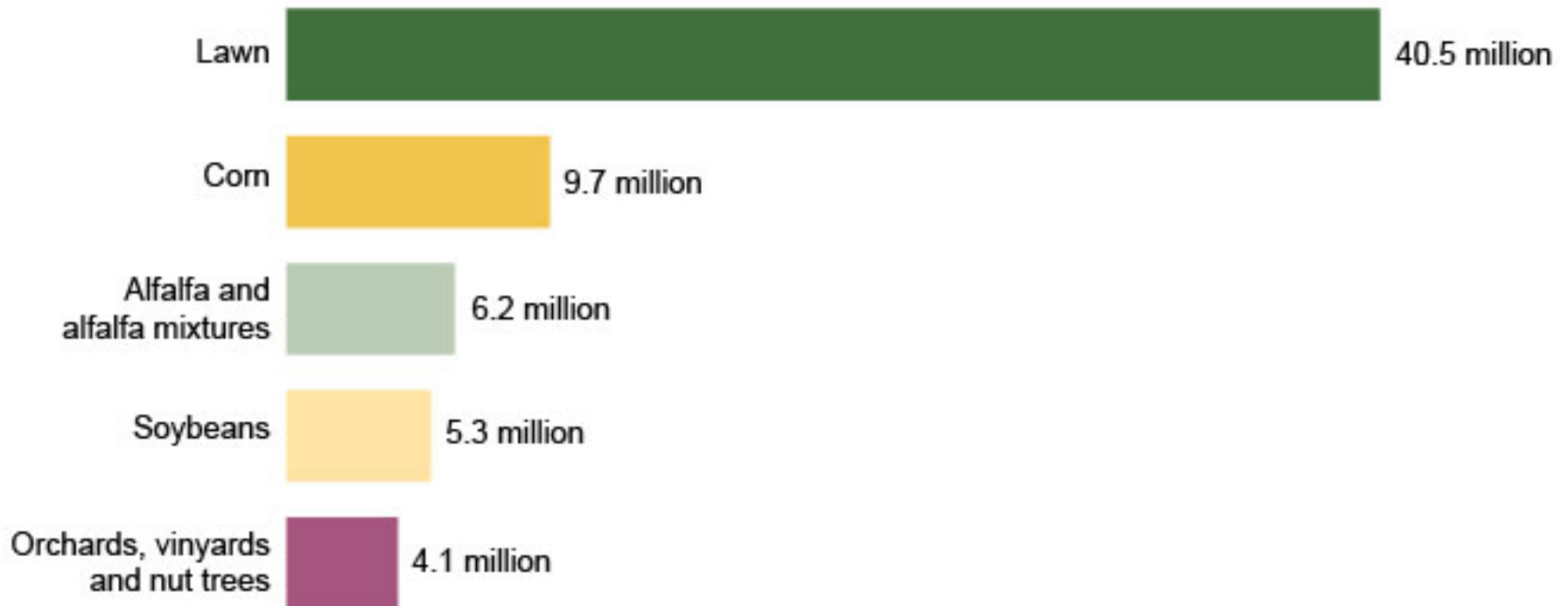
970.479.2144 | lovevail.org



Non-Functional Turf

There is more area irrigated for turfgrass in the US than the next 8 irrigated crops combined.

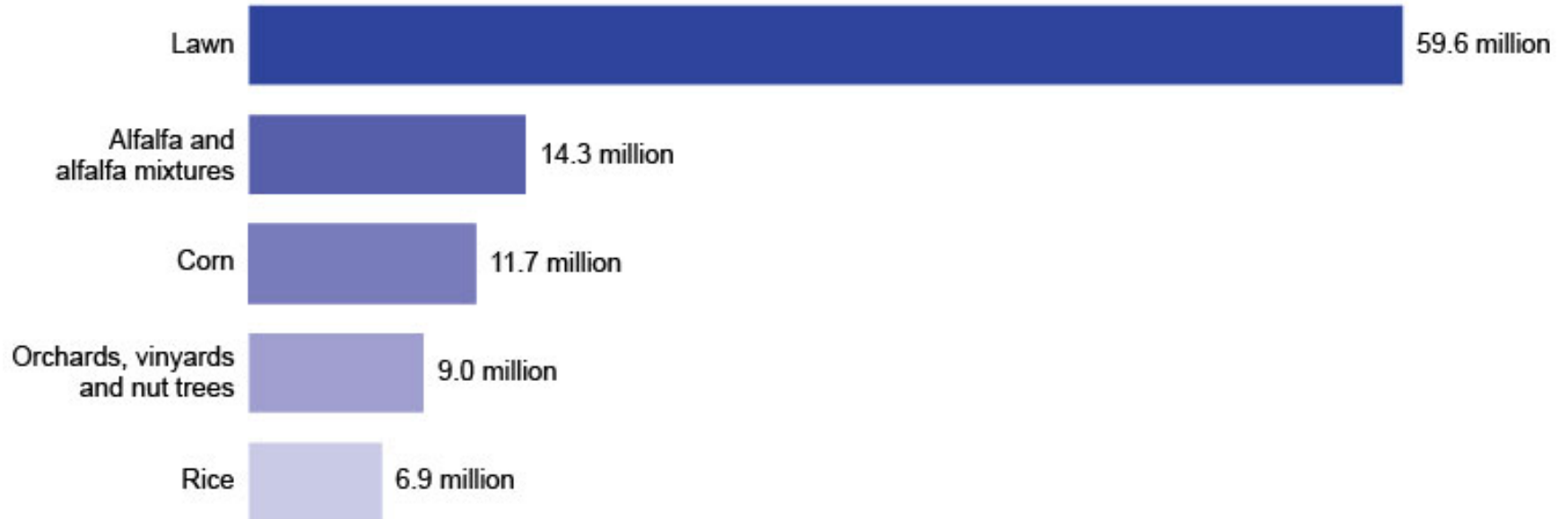
Acres of irrigated land



Non-Functional Turf

Each year, Americans put more than enough water on their lawns to fill Lake Powell and Lake Mead (total capacity 56 million AF).

Acre-feet of water used in a year



Kentucky Bluegrass



- Needs 24-26 inches of irrigation water per growing season to remain green in CO
- Brown grass is dormant, not necessarily dead
- All grass should be kept to 4 inches or less to mitigate wildfire risk



Grass and Wildfire Resistance

Vail Fire Department recommends grasses be trimmed to 4" or less



Native and drought tolerant species also need to be maintained

ARTICLE 99
Prohibition of Nonfunctional Turf,
Artificial Turf, and Invasive Plant Species

37-99-103. Prohibition of nonfunctional turf, artificial turf, and invasive plant species - local entities - construction or renovation of state facilities. (1) ON AND AFTER JANUARY 1, 2026, A LOCAL ENTITY SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW ANY PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES, AS PART OF A NEW DEVELOPMENT PROJECT OR REDEVELOPMENT PROJECT, ON ANY PORTION OF APPLICABLE PROPERTY WITHIN THE LOCAL ENTITY'S JURISDICTION.



(III) A street right-of-way, parking lot, median, or transportation corridor; OR

(IV) APPLICABLE RESIDENTIAL REAL PROPERTY.

(b) ~~"Applicable property" does not include residential property:~~

(1.5) "APPLICABLE RESIDENTIAL REAL PROPERTY" MEANS A MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY THAT INCLUDES MORE THAN TWELVE DWELLING UNITS.



(7) "Functional turf" means turf that is located in a recreational use area or other space that is regularly used for civic, community, or recreational purposes, which may include ~~playgrounds, sports fields, picnic grounds, amphitheaters, portions of parks, and the playing areas of golf courses, such as driving ranges, chipping and putting greens, tee boxes, greens, fairways, and roughs~~ A PLAYGROUND, A SPORTS FIELD, A PICNIC



Vail's Proposed Ordinance

Differs in two ways from State regulations:

1. Non-Functional Turf prohibitions apply to common areas of residential properties with three or more units (state defines multi-family as 13 or more).
2. Fully complies with SB 24-005 (Deadline beginning January 1, 2026). Will require additional code change to comply with HB 25-1113.
 - Must adopt measures to reduce water use at single-family and duplex properties by January 1, 2028.



Pete Wadden
Watershed Specialist
pwadden@vail.gov

Lovevail.org



An Act

SENATE BILL 24-005

BY SENATOR(S) Roberts and Simpson, Bridges, Hinrichsen, Buckner, Cutter, Exum, Fields, Jaquez Lewis, Marchman, Michaelson Jenet, Priola, Winter F., Fenberg;

also REPRESENTATIVE(S) McCormick and McLachlan, Amabile, Bacon, Bird, Boesenecker, Brown, Daugherty, deGruy Kennedy, Duran, Epps, Froelich, Garcia, Herod, Jodeh, Joseph, Kipp, Lieder, Lindsay, Lukens, Mabrey, Martinez, Marvin, Mauro, Ortiz, Parenti, Rutinel, Sirota, Snyder, Story, Titone, Valdez, Velasco, Weissman, Willford, McCluskie.

CONCERNING THE CONSERVATION OF WATER IN THE STATE THROUGH THE
PROHIBITION OF CERTAIN LANDSCAPING PRACTICES.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, **add** article 99 to title 37 as follows:

ARTICLE 99

Prohibition of Nonfunctional Turf, Artificial Turf, and Invasive Plant Species

37-99-101. Legislative declaration. (1) THE GENERAL ASSEMBLY

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

FINDS THAT:

(a) AS COLORADO CONTINUES TO GRAPPLE WITH THE IMPACTS OF CLIMATE CHANGE, GREEN URBAN SPACES, SUCH AS URBAN TREE CANOPIES, ARE A VITAL ADAPTATION TOOL FOR MITIGATING THE IMPACTS OF CLIMATE CHANGE, ESPECIALLY FOR MITIGATING THE URBAN HEAT ISLAND EFFECT, WHICH CAN INCREASE ENERGY COSTS, AIR POLLUTION, AND HEAT-RELATED ILLNESSES AND DEATHS;

(b) HOWEVER, WATER SUPPLY IN THE WESTERN UNITED STATES IS UNDER INCREASING PRESSURE DUE TO CLIMATE CHANGE AND INCREASING DEMAND;

(c) MANY COMMUNITIES IN THE STATE OVERUSE NONNATIVE GRASS FOR LANDSCAPING PURPOSES, WHICH REQUIRES LARGE AMOUNTS OF WATER TO MAINTAIN;

(d) WHILE THERE ARE APPROPRIATE AND IMPORTANT USES FOR TURF, INCLUDING FOR CIVIC, COMMUNITY, OR RECREATIONAL PURPOSES SUCH AS USE IN PARKS, SPORTS FIELDS, AND PLAYGROUNDS, MUCH OF THE TURF IN THE STATE IS NONFUNCTIONAL, LOCATED IN AREAS THAT RECEIVE LITTLE, IF ANY, USE, AND COULD BE REPLACED WITH LANDSCAPING THAT ADHERES TO WATER-WISE LANDSCAPING PRINCIPLES WITHOUT ADVERSELY IMPACTING QUALITY OF LIFE OR LANDSCAPE FUNCTIONALITY;

(e) PROHIBITING THE INSTALLATION, PLANTING, OR PLACEMENT OF NONFUNCTIONAL TURF IN APPLICABLE PROPERTY IN THE STATE CAN HELP CONSERVE THE STATE'S WATER RESOURCES;

(f) INSTALLED VEGETATION THAT ADHERES TO WATER-WISE LANDSCAPING PRINCIPLES CAN HELP REDUCE OUTDOOR DEMAND OF WATER; AND

(g) ADDITIONALLY, ARTIFICIAL TURF CAN CAUSE NEGATIVE ENVIRONMENTAL IMPACTS, SUCH AS EXACERBATING HEAT ISLAND EFFECTS IN URBAN AREAS AND RELEASING HARMFUL CHEMICALS, INCLUDING PLASTICS, MICROPLASTICS, AND PERFLUOROALKYL AND POLYFLUOROALKYL CHEMICALS, INTO THE ENVIRONMENT AND WATERSHEDS.

(2) THE GENERAL ASSEMBLY THEREFORE DECLARES THAT

PREVENTING THE INSTALLATION, PLANTING, OR PLACEMENT OF NONFUNCTIONAL TURF, ARTIFICIAL TURF, AND INVASIVE PLANT SPECIES IN APPLICABLE PROPERTY IN THE STATE IS:

(a) A MATTER OF STATEWIDE CONCERN; AND

(b) IN THE PUBLIC INTEREST.

37-99-102. Definitions. AS USED IN THIS ARTICLE 99, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) (a) "APPLICABLE PROPERTY" MEANS:

(I) COMMERCIAL, INSTITUTIONAL, OR INDUSTRIAL PROPERTY;

(II) COMMON INTEREST COMMUNITY PROPERTY; OR

(III) A STREET RIGHT-OF-WAY, PARKING LOT, MEDIAN, OR TRANSPORTATION CORRIDOR.

(b) "APPLICABLE PROPERTY" DOES NOT INCLUDE RESIDENTIAL PROPERTY.

(2) "ARTIFICIAL TURF" MEANS AN INSTALLATION OF SYNTHETIC MATERIALS DEVELOPED TO RESEMBLE NATURAL GRASS.

(3) "COMMERCIAL, INSTITUTIONAL, OR INDUSTRIAL" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(b).

(4) "COMMON INTEREST COMMUNITY" HAS THE MEANING SET FORTH IN SECTION 38-33.3-103 (8).

(5) "COMMON INTEREST COMMUNITY PROPERTY" MEANS PROPERTY WITHIN A COMMON INTEREST COMMUNITY THAT IS OWNED AND MAINTAINED BY A UNIT OWNERS' ASSOCIATION, SUCH AS ENTRYWAYS, PARKS, AND OTHER COMMON ELEMENTS AS DEFINED IN SECTION 38-33.3-103 (5).

(6) "DEPARTMENT" MEANS THE DEPARTMENT OF PERSONNEL CREATED IN SECTION 24-1-128 (1).

(7) "FUNCTIONAL TURF" MEANS TURF THAT IS LOCATED IN A RECREATIONAL USE AREA OR OTHER SPACE THAT IS REGULARLY USED FOR CIVIC, COMMUNITY, OR RECREATIONAL PURPOSES, WHICH MAY INCLUDE PLAYGROUNDS; SPORTS FIELDS; PICNIC GROUNDS; AMPHITHEATERS; PORTIONS OF PARKS; AND THE PLAYING AREAS OF GOLF COURSES, SUCH AS DRIVING RANGES, CHIPPING AND PUTTING GREENS, TEE BOXES, GREENS, FAIRWAYS, AND ROUGHS.

(8) "INVASIVE PLANT SPECIES" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(e).

(9) "LOCAL ENTITY" MEANS A:

(a) HOME RULE OR STATUTORY CITY, COUNTY, CITY AND COUNTY, TERRITORIAL CHARTER CITY, OR TOWN;

(b) SPECIAL DISTRICT; AND

(c) METROPOLITAN DISTRICT.

(10) "MAINTAIN" OR "MAINTAINING" MEANS AN ACTION TO PRESERVE THE EXISTING STATE OF NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR AN INVASIVE PLANT SPECIES THAT HAS ALREADY BEEN INSTALLED, PLANTED, OR PLACED.

(11) "NATIVE PLANT" MEANS A PLANT SPECIES THAT IS INDIGENOUS TO THE STATE OF COLORADO.

(12) "NEW DEVELOPMENT PROJECT" MEANS A NEW CONSTRUCTION PROJECT THAT REQUIRES A BUILDING OR LANDSCAPING PERMIT, PLAN CHECK, OR DESIGN REVIEW.

(13) (a) "NONFUNCTIONAL TURF" MEANS TURF THAT IS NOT FUNCTIONAL TURF.

(b) "NONFUNCTIONAL TURF" INCLUDES TURF LOCATED IN A STREET RIGHT-OF-WAY, PARKING LOT, MEDIAN, OR TRANSPORTATION CORRIDOR.

(c) "NONFUNCTIONAL TURF" DOES NOT INCLUDE TURF THAT IS DESIGNATED TO BE PART OF A WATER QUALITY TREATMENT SOLUTION

REQUIRED FOR COMPLIANCE WITH FEDERAL, STATE, OR LOCAL AGENCY WATER QUALITY PERMITTING REQUIREMENTS THAT IS NOT IRRIGATED AND DOES NOT HAVE HERBICIDES APPLIED.

(14) "REDEVELOPMENT PROJECT" MEANS A CONSTRUCTION PROJECT THAT:

(a) REQUIRES A BUILDING OR LANDSCAPING PERMIT, PLAN CHECK, OR DESIGN REVIEW; AND

(b) RESULTS IN A DISTURBANCE OF MORE THAN FIFTY PERCENT OF THE AGGREGATE LANDSCAPE AREA.

(15) "SPECIAL DISTRICT" HAS THE MEANING SET FORTH IN SECTION 32-1-103 (20).

(16) "TRANSPORTATION CORRIDOR" MEANS A TRANSPORTATION SYSTEM THAT INCLUDES ALL MODES AND FACILITIES WITHIN A DESCRIBED GEOGRAPHIC AREA, HAVING LENGTH AND WIDTH.

(17) "TURF" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(i).

(18) "UNIT OWNERS' ASSOCIATION" HAS THE MEANING SET FORTH IN SECTION 38-33.3-103 (3).

(19) "WATER-WISE LANDSCAPING" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(l).

37-99-103. Prohibition of nonfunctional turf, artificial turf, and invasive plant species - local entities - construction or renovation of state facilities. (1) ON AND AFTER JANUARY 1, 2026, A LOCAL ENTITY SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW ANY PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES, AS PART OF A NEW DEVELOPMENT PROJECT OR REDEVELOPMENT PROJECT, ON ANY PORTION OF APPLICABLE PROPERTY WITHIN THE LOCAL ENTITY'S JURISDICTION.

(2) ON OR BEFORE JANUARY 1, 2026, A LOCAL ENTITY SHALL ENACT OR AMEND ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS

REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS ON APPLICABLE PROPERTY IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION.

(3) THE DEPARTMENT SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW ANY PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES AS PART OF A PROJECT FOR THE CONSTRUCTION OR RENOVATION OF A STATE FACILITY, WHICH PROJECT DESIGN COMMENCES ON OR AFTER JANUARY 1, 2025.

(4) NOTHING IN THIS SECTION PROHIBITS:

(a) A LOCAL ENTITY FROM MAINTAINING, OR ALLOWING ANY PERSON TO MAINTAIN, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES INSTALLED, PLANTED, OR PLACED BEFORE JANUARY 1, 2026;

(b) THE DEPARTMENT FROM MAINTAINING, OR ALLOWING ANY PERSON TO MAINTAIN, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES INSTALLED, PLANTED, OR PLACED AT A STATE FACILITY BEFORE JANUARY 1, 2025;

(c) A LOCAL ENTITY OR THE DEPARTMENT FROM INSTALLING, OR ALLOWING ANY PERSON TO INSTALL, GRASS SEED OR SOD THAT IS A NATIVE PLANT OR HAS BEEN HYBRIDIZED FOR ARID CONDITIONS;

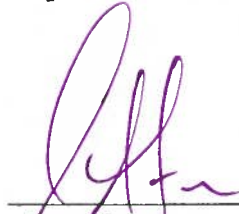
(d) A LOCAL ENTITY OR THE DEPARTMENT FROM ESTABLISHING PROHIBITIONS ON, OR REQUIREMENTS FOR, NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES THAT ARE MORE STRINGENT THAN THE REQUIREMENTS OF THIS SECTION; OR

(e) A LOCAL ENTITY OR THE DEPARTMENT FROM INSTALLING, OR ALLOWING ANY PERSON TO INSTALL, ARTIFICIAL TURF ON ATHLETIC FIELDS OF PLAY.

SECTION 2. Act subject to petition - effective date - applicability. (1) This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or

part will not take effect unless approved by the people at the general election to be held in November 2024 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.

(2) This act does not apply to projects approved by the department of personnel or a local entity before the effective date of this act.



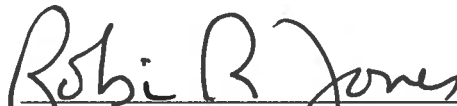
Steve Fenberg
PRESIDENT OF
THE SENATE



Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

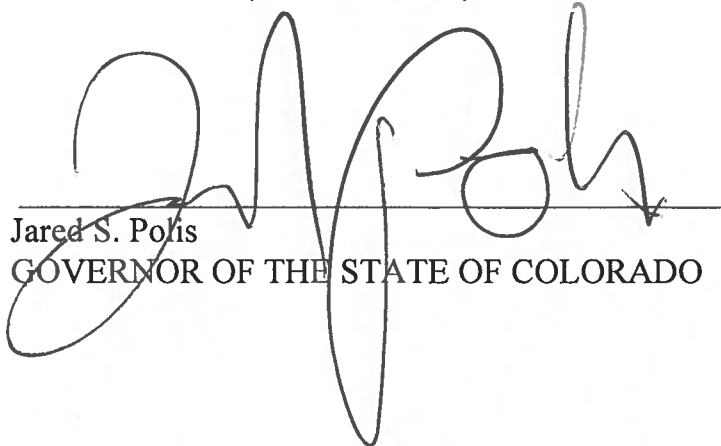


Cindi L. Markwell
SECRETARY OF
THE SENATE



Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

APPROVED Friday March 15th 2024 at 2:15 pm
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

An Act

HOUSE BILL 25-1113

BY REPRESENTATIVE(S) Smith and McCormick, Bacon, Boesenecker, Brown, Camacho, Duran, Froelich, Joseph, Lindsay, Martinez, Sirota, Stewart R., Titone, McCluskie;
also SENATOR(S) Roberts, Bridges, Cutter, Danielson, Daugherty, Hinrichsen, Jodeh, Kipp, Kolker, Marchman, Michaelson Jenet, Snyder, Wallace, Weissman, Winter F.

CONCERNING LIMITING THE USE OF CERTAIN LANDSCAPING PRACTICES IN
NEW RESIDENTIAL DEVELOPMENT.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Legislative declaration. (1) The general assembly finds that:

(a) As Colorado continues to grapple with the impacts of climate change, green urban spaces, such as urban tree canopies, are a vital adaptation tool for mitigating the impacts of climate change, especially for mitigating the urban heat island effect, which can increase energy costs, air pollution, and heat-related illnesses and deaths;

(b) However, water supply in the western United States is

increasingly scarce due to climate change and increasing demand;

(c) Many communities in the state overuse nonnative grass for landscaping purposes, which requires large amounts of water to maintain;

(d) While there are appropriate and important uses for turf, including for civic, community, or recreational purposes such as use in parks, sports fields, and playgrounds, much of the turf in the state is nonfunctional, located in areas that receive little, if any, use, and could be replaced with landscaping that adheres to water-wise landscaping principles without adversely impacting quality of life or landscape functionality;

(e) Prohibiting the installation, planting, or placement of nonfunctional turf in multifamily property in the state can help conserve the state's water resources;

(f) Requiring local governments to regulate turf in new residential properties can help preserve the limited water in our state;

(g) Many communities and developments develop in a water-wise manner already and are appreciated; and

(h) Installed vegetation that adheres to water-wise landscaping principles can help reduce outdoor demand for water while avoiding heat islands.

(2) The general assembly therefore declares that preventing the installation, planting, or placement of nonfunctional turf, artificial turf, and invasive plant species in applicable property in the state is:

(a) A matter of statewide concern; and

(b) In the public interest.

SECTION 2. In Colorado Revised Statutes, 37-99-102, **amend** (1)(a)(II), (1)(a)(III), (7), and (17); **repeal** (1)(b); and **add** (1)(a)(IV), (1.5), (6.5), (10.5), (12.5), (14.5), and (18.5) as follows:

37-99-102. Definitions. As used in this article 99, unless the context otherwise requires:

(1) (a) "Applicable property" means:

(II) Common interest community property; or

(III) A street right-of-way, parking lot, median, or transportation corridor; OR

(IV) APPLICABLE RESIDENTIAL REAL PROPERTY.

(b) ~~"Applicable property" does not include residential property.~~

(1.5) "APPLICABLE RESIDENTIAL REAL PROPERTY" MEANS A MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY THAT INCLUDES MORE THAN TWELVE DWELLING UNITS.

(6.5) "FUNCTIONAL ARTIFICIAL TURF" MEANS ARTIFICIAL TURF THAT IS:

(a) LOCATED IN A RECREATIONAL USE AREA OR OTHER SPACE THAT IS REGULARLY USED FOR CIVIC, COMMUNITY, OR RECREATIONAL PURPOSES, WHICH MAY INCLUDE A PLAYGROUND, A SPORTS FIELD, A PICNIC GROUND, AN AMPHITHEATER, A PORTION OF A PARK, AND THE PLAYING AREA OF A GOLF COURSE, SUCH AS A DRIVING RANGE, CHIPPING AND PUTTING GREEN, TEE BOX, GREEN, FAIRWAY, AND ROUGH; OR

(b) A COMPONENT OF A PRODUCT DESIGNED AND APPROVED BY A PROFESSIONAL ENGINEER FOR CIVIL INFRASTRUCTURE PROJECTS, INCLUDING BUT NOT LIMITED TO:

(I) COVERS FOR SOLID WASTE FACILITIES AND BROWNFIELD SITES;
AND

(II) REVETMENTS FOR SLOPES, CHANNELS, LEVEES, AND DAMS.

(7) "Functional turf" means turf that is located in a recreational use area or other space that is regularly used for civic, community, or recreational purposes, which may include ~~playgrounds, sports fields, picnic grounds, amphitheaters, portions of parks, and the playing areas of golf courses, such as driving ranges, chipping and putting greens, tee boxes, greens, fairways, and roughs~~ A PLAYGROUND, A SPORTS FIELD, A PICNIC

GROUND, AN AMPHITHEATER, A PORTION OF A PARK, AND THE PLAYING AREA OF A GOLF COURSE, SUCH AS A DRIVING RANGE, CHIPPING AND PUTTING GREEN, TEE BOX, GREEN, FAIRWAY, AND ROUGH.

(10.5) "MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY" MEANS COMMON INTEREST PROPERTY SUCH AS ENTRYWAYS, PARKS, AND OTHER COMMON ELEMENTS AS DEFINED IN SECTION 38-33.3-103 (5).

(12.5) "NONFUNCTIONAL ARTIFICIAL TURF" MEANS ARTIFICIAL TURF THAT IS NOT FUNCTIONAL ARTIFICIAL TURF.

(14.5) "RESIDENTIAL REAL PROPERTY" HAS THE MEANING SET FORTH IN SECTION 39-1-102 (14.5).

(17) "Turf" ~~has the meaning set forth in section 37-60-135 (2)(i)~~ MEANS CONTINUOUS PLANT COVERAGE CONSISTING OF NONNATIVE GRASSES OR GRASSES THAT HAVE NOT BEEN HYBRIDIZED FOR ARID CONDITIONS AND WHICH, WHEN REGULARLY MOWED, FORM A DENSE GROWTH OF LEAF BLADES AND ROOTS.

(18.5) "URBAN TREE" MEANS A PERENNIAL WOODY PLANT WITH A SINGLE OR MULTIPLE TRUNKS THAT SUPPORT A CANOPY OF BRANCHES AND LEAVES AND THAT PROVIDES ECOLOGICAL, SOCIAL, AND ECONOMIC BENEFITS WITHIN A BUILT ENVIRONMENT.

SECTION 3. In Colorado Revised Statutes, 37-99-103, **amend** (1), (3), (4)(a), (4)(b), (4)(d), and (4)(e); and **add** (4)(f) and (5) as follows:

37-99-103. Prohibition of nonfunctional turf, nonfunctional artificial turf, and invasive plant species - local entities - construction or renovation of state facilities. (1) On and after January 1, 2026, a local entity shall not install, plant, or place, or allow any person to install, plant, or place, any nonfunctional turf, NONFUNCTIONAL artificial turf, or invasive plant species, as part of a new development project or redevelopment project, on any portion of applicable property within the local entity's jurisdiction.

(3) The department shall not install, plant, or place, or allow any person to install, plant, or place, any nonfunctional turf, NONFUNCTIONAL artificial turf, or invasive plant species as part of a project for the

construction or renovation of a state facility, which project design commences on or after January 1, 2025.

(4) Nothing in this section prohibits:

(a) A local entity from maintaining, or allowing any person to maintain, any nonfunctional turf, NONFUNCTIONAL ARTIFICIAL TURF, artificial turf, or invasive plant species installed, planted, or placed before January 1, 2026;

(b) The department from maintaining, or allowing any person to maintain, any nonfunctional turf, NONFUNCTIONAL ARTIFICIAL TURF, artificial turf, or invasive plant species installed, planted, or placed at a state facility before January 1, 2025;

(d) A local entity or the department from establishing prohibitions on, or requirements for, nonfunctional turf, artificial turf, or invasive plant species that are more stringent than the requirements of this section; or

(e) A local entity or the department from installing, or allowing any person to install, artificial turf on athletic fields of play; OR

(f) A LOCAL ENTITY OR THE DEPARTMENT FROM INSTALLING OR PRESERVING URBAN TREES.

(5)(a) ON AND AFTER JANUARY 1, 2028, A LOCAL ENTITY SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW A PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, NONFUNCTIONAL ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES, AS PART OF A NEW DEVELOPMENT PROJECT OR REDEVELOPMENT PROJECT, ON ANY PORTION OF APPLICABLE PROPERTIES THAT INCLUDE MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY.

(b) NOTWITHSTANDING ANY PROVISION OF THIS SECTION TO THE CONTRARY, A LOCAL ENTITY OR THE DEPARTMENT SHALL NOT RESTRICT A PERSON FROM INSTALLING OR ALLOWING ANOTHER PERSON TO INSTALL GRASS SEED OR SOD THAT:

(I) IS A NATIVE PLANT;

(II) HAS BEEN HYBRIDIZED FOR ARID CONDITIONS; OR

(III) IS A LOW-WATER GRASS.

(c) ON OR BEFORE JANUARY 1, 2028, EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY SHALL ENACT OR AMEND ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS TO:

(I) REGULATE THE INSTALLATION OF NONFUNCTIONAL TURF IN ORDER TO REDUCE IRRIGATION WATER DEMAND ON APPLICABLE PROPERTY IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION; AND

(II) INCLUDE CONSIDERATION OF APPLICABLE RESIDENTIAL REAL PROPERTY.

SECTION 4. In Colorado Revised Statutes, add 37-99-104 as follows:

37-99-104. Regulation of turf in new residential property - local entities - exemptions. (1) ON OR BEFORE JANUARY 1, 2028, EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY SHALL ENACT OR AMEND ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS WITHIN THE LOCAL ENTITY'S JURISDICTION TO REGULATE THE INSTALLATION OF TURF TO REDUCE IRRIGATION WATER DEMAND FOR ALL RESIDENTIAL REAL PROPERTY THAT IS NOT APPLICABLE RESIDENTIAL REAL PROPERTY.

(2) ON AND AFTER JANUARY 1, 2028, WHEN ENACTING OR AMENDING ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS, EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY SHALL REGULATE THE INSTALLATION OF TURF TO REDUCE IRRIGATION WATER DEMAND FOR ALL RESIDENTIAL REAL PROPERTY THAT IS NOT APPLICABLE RESIDENTIAL REAL PROPERTY.

(3) EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY MAY CHOOSE THE STANDARD OR MECHANISM BY WHICH IT REGULATES TURF IN NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS OF RESIDENTIAL REAL PROPERTY PURSUANT TO THIS SECTION.

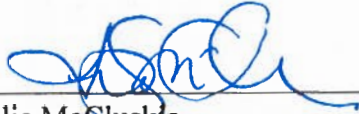
(4) NOTWITHSTANDING ANY PROVISION OF THIS SECTION TO THE

CONTRARY, NEITHER A LOCAL ENTITY NOR THE DEPARTMENT SHALL RESTRICT A PERSON FROM INSTALLING OR ALLOWING ANOTHER PERSON TO INSTALL GRASS SEED OR SOD THAT:

- (a) IS A NATIVE PLANT;
- (b) HAS BEEN HYBRIDIZED FOR ARID CONDITIONS; OR
- (c) IS A LOW-WATER GRASS.

SECTION 5. Act subject to petition - effective date. This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless approved by the people at the general election to be held in

November 2026 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.



Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



James Rashad Coleman, Sr.
PRESIDENT OF
THE SENATE

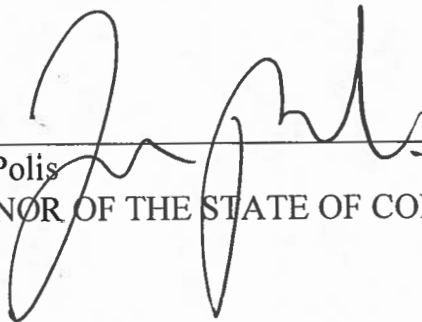


Vanessa Reilly
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Esther van Mourik
SECRETARY OF
THE SENATE

APPROVED Tuesday May 20th 2025 at 1:05 pm
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO