



**Transit and Rail Advisory Committee
 Meeting Minutes
 April 2, 2021
 2:00 PM – 3:00 PM
 Google Meets**

Member	Organization	Yes	No	Member	Organization	Yes	No
David Averill	SMART	x		Danny Katz	CoPIRG	x	
Craig Blewitt	Mountain Metro Transit	x		Alana Miller	City of Denver	x	
Sarah Curtis	All Points Transit	x		Ann Rajewski	CASTA	x	
Jonathan Flint	Steamboat Springs Transit	x		Vince Rogalski	Gunnison Valley TPR / STAC	x	
Matthew Helfant	DRCOG		x	Jim Souby	ColoRail	x	
Lauren Isaac	Easy Mile, Inc.	x		Bill Van Meter	RTD		x
Dave Johnson	RFTA	x		Eva Wilson	Town of Avon	x	
Will Jones	City of Greeley		x				

Others Present	CDOT Present
Alvan-Bidal Sanchez	Audrey Dakan - DTR
Andrew Gingerich	Brandon Najdovski - DTR
Lee Cryer	Brian Hartman - CDOT
T. Andrew Brooks	Bob Wilson - CDOT
	Cemal Akcicek - DTR
	Erik Stanley - CDOT
	Glenn Krause - CDOT
	Jeffrey Prillwitz - CDOT
	Julia Wcislo - CDOT
	Kyle French - DTR
	Laure Morales-Garcia - DTR
	Michael Timlin - DTR
	Moirra Moon - DTR
	Molly Tompkins - CDOT
	Qing Lin - DTR
	Rachel Bolin - DTR
	Sarah Crump - DTR
	Sarah Knoebl - CDOT
	Sharon Terranova - DTR
	Shilpa Kulkarni - DTR

1. Introductions/Meeting Overview/Welcome – Ann Rajewski

Ann welcomed everyone, made sure attendance was being taken, and started meeting at 2:04.

2. SB 267 – Year 3 – Sharon Terranova (attachment)

- Asking for approval on SB 267 projects
- Recap of SB 267 rules and principles, history, current timeline
 - We expect to get year 3 funds in late April or May
 - Scaled back timeline when COVID hit
- We're pretty close to 4-year regional equity targets; the plan is to balance out in year 4
- Item-by-item explanation of changes in year 3 allocation
- In the future, seeking to make some investment for microtransit facilities to help with access to Park-n-Rides
 - Looking from a planning perspective on good places to park
- Asking for recommendation to TC; another presentation April 14th combined with highway side will hopefully result in approval

Discussion & Questions:

- Safer Main Streets program will now be statewide as a result of higher funding available
 - Currently no changes in years 3 or 4 allocation related to this project
 - \$30mil broken into two pools: \$8mil for grants up to \$150k; and \$22mil with grants up to \$2mil
- Was this talked about at the TC meeting in March?
 - Yes, discussion showed interest in learning about mobility hubs; workshop will be done at April TC meeting
- It might be worth emphasizing that in the transit world operating dollars are valuable; ideally we are spending on expanding services but these dollars are not consistent funding that work for operating costs
- Is anyone collecting mobility hub projects into one place? Would be interesting to see how they compare and how they are going
 - Most projects are currently in planning stages, highlights could be presented in future
- Motion carried to recommend the project to the TC

3. Bustang – Microtransit – Michael Timlin (attachment)

- Purpose is to reduce reliance on private automobiles and reduce GHG emissions by operating frequent, reliable, affordable peak period I-70 public transit. Will augment existing Bustang Denver-Avon on peak travel days; will provide hourly service via smaller passenger vans. Additional destinations and extensions could be a consideration in future.
- Goals are to start small and grow; reduce traffic and GFG; maintain a sustainable operation; increase person-trip capacity on corridor; respond to public desire to service
- Bustang west line seating availability saw major COVID impacts resulting from driver layoffs, increasing need for reservation-based (guaranteed seats) corridor service
- Fares will be based on 20 cents/mile opposed to Bustang 17 cents/mile; volume discounts will be available

Discussion & Questions:

- How do you respond to the concern of drivers being less safe than CDL drivers?
 - They are just as safe. The difference is CDL drivers have to log time, take regular physical, etc., which results in certain costs and makes it difficult.

- Insurance company will be looking at every driver's record
- What is the source going to be for operations and maintenance funding?
 - Will come out of annual Bustang apportionment of \$3.5mil. Nothing will be cut to pay for this.
- You mentioned the advantage of vans operating in express lanes on I-70. Can Bustang buses not do this?
 - No, express lanes are not built to normal width, and because of that and the winding nature of highway buses cannot stay safely within lines.
- Motion carried to recommend the project to the TC

4. Adjourn – Meeting adjourned at 3:03pm by Ann Rajewski