



**Transit and Rail Advisory Committee  
 Meeting Minutes  
 May 14, 2021  
 1:00 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   |    | Ken Mooney     | NECALG                     | 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   |    |
| Dave Johnson    | RFTA                      | X   |    | Bill Van Meter | RTD                        | X   |    |
| Will Jones      | City of Greeley           |     | X  | Eva Wilson     | Town of Avon               | X   |    |

| Others Present  | CDOT Present         |
|-----------------|----------------------|
| Cory Schmitt    | Andrew Geleske       |
| Sarah Hill      | Brandon Najdovski    |
| Theodore Barker | Brian Metzger        |
|                 | Brian Saller         |
|                 | Clarissa Leighou     |
|                 | David Singer         |
|                 | Emily Barden         |
|                 | Geoffrey Guthrie     |
|                 | Glenn Krause         |
|                 | Jan Rowe             |
|                 | Jamie Grim           |
|                 | Jordan Rudel         |
|                 | Kaitlin Girtin       |
|                 | Kay Kelly            |
|                 | Kimberly Kinnison    |
|                 | Kyle French          |
|                 | Laure Morales-Garcia |
|                 | Lisa Streisfeld      |
|                 | Michael Timlin       |
|                 | Michael King         |
|                 | Moira Moon           |
|                 | Natalie Shishido     |
|                 | Peter Hadley         |
|                 | Qing Lin             |
|                 | Shilpa Kulkarni      |

### 1. **Introductions/Meeting Overview/Welcome** – Matthew Helfant

- Meeting started at 1:00pm, virtual introductions skipped

### 2. **Round Table** – Matthew Helfant

- Jim Souby: The new Front Range Passenger Rail District Board will meet on Friday, May 27<sup>th</sup> at 10:00am, meeting link and materials will be posted to website. APTA and WSP have a presentation on new propulsive locomotives.
- Craig Blewitt: The first buses went into spring service and the mobile ticketing app, Ride MMT, is now fully launched. Starting new free downtown shuttle on May 22<sup>nd</sup>.
- Sarah Curtis: Meeting yesterday, three applications for transit operations on MMOF.

### 3. **Federal & State Legislative Update** – Jamie Grim / Andy Karsian

- No updates that were not communicated already in this morning's STAC meeting

#### Discussion & Questions:

- Ann Rajewski: SB 180 passed on May 11th. The bill creates the ozone season transit grant program for RTD and other transit associations to provide free transit services for at least 30 days during ozone season. This bill also provides funding for the Bustang pilot project and adds a technical amendment to help small rural agencies have better access to CDL testing. CASTA has also worked with 8 transit agencies across the state on federal transit project requests.
- Jim Souby: [SB 176](#) passed. The bill provides funding for the FRPR Board, for CDOT's development of Burnham Yard, and \$500,000 for the unused state-owned real property fund.

### 4. **Clean Transit Enterprise – 10 Year Plan Development** – Michael King (attachment)

- SB 21-260 created 3 new electrification enterprises: "Community Access," "Clean Fleet," and "Clean Transit" which will be managed by CDOT. The \$134 million investment in CTE supports electrification of public transit through planning efforts, facility, upgrades, fleet vehicle replacements, and associated charging infrastructure.
- 10 Year Plan Business Purpose: Reduce and mitigate adverse environmental and health impacts of air pollution and greenhouse gas emissions by replacing existing gasoline and diesel public transit vehicles, providing recharging infrastructure, supporting facility modifications, and funding planning studies.
- "Clean Transit Retail Delivery Fee" rules were approved.
- June 1<sup>st</sup> is the deadline to publish a 10-year plan to show how the business purpose will be executed.
- Elements of the 10 Year plan include:
  - Introduce SB 160 and existing CO goals for ZEV
  - Forecast costs and revenues
  - Identify barriers and opportunities with the transition to clean transit by looking at available technologies, and identifying policies and actions needed at the state and local level
  - Develop CTE funding strategy
- Stakeholder engagement – [TRAC Input Survey](#)
  - Funding mechanisms: grants, loans, and rebates (grants as primary means)
  - Four eligible funding categories: vehicle replacement, charging infrastructure, facility modifications, planning studies

- Multiple factors for consideration: geography, disproportionately impacted populations, emissions reduction, agency readiness, and staged prioritization
  - Applicant planning requirements reflects FTA's updated planning expectations for 5339(b) and 5339(c) involving ZEV; it will require planning documentation.
  - Match levels: CTE is considering tiering match level by grantee need.
  - Scrapping requirements: scrap vehicles in exchange for new vehicle funding will not be a requirement but may be an incentive to earn more points in scoring; CTE is looking at a hand-me down transit vehicle system as well.
  - Replacement ratios: CTE will not require a 1:1 vehicle replacement ratio at this time
  - Data reporting requirements: A public accountability dashboard will be created for consistent regulation, reporting requirements will align as much as possible with existing criteria and reporting mechanisms, and performance must be clearly communicated to the public.
- Engagement opportunities at the CEVC Meeting on May 13<sup>th</sup>, the CASTA Spring Conference on May 23<sup>rd</sup>-27<sup>th</sup>, and the Clean Transit Enterprise Board Meeting on May 25<sup>th</sup>

#### 5. **Bustang Expansion – 10 Year Plan** – Amber Blake (attachment)

- Background & Inception of CO's State Transit Service - Bustang launched in 2015, Outrider services launched in 2018, and there are many projects on the horizon.
- Ridership numbers are currently at 75% of pre-covid levels and Bustang is operating fewer buses.
  - I-25 North line – 45% of pre-covid levels; anticipating a climb over the summer months
  - I-25 South line – a little lower than 45%; expected due to different remote work needs and travel behaviors
  - I-70 West line – 133% of pre-covid service; there is a demand and need to expand that service
- Expansions proposal for Bustang Transit Services will be a phased approach.
  - 3-year pilot plan to support the needs of current riders and attract new travelers, and enhance services on I-25 and I-70
  - Launching a media campaign to increase public awareness and sustain ridership
- Expansion will be in 3 phases (2022, 2023, and 2024)
  - There will be a gradual increase in service on both weekdays and weekends for each corridor, building up to 12-15 daily trips and 6 round trips on weekends for I-25 corridors and 13-15 daily round trips for Grand Junction-Denver
- There is significant potential for greenhouse gas and Ozone reduction.
- Budget Proposal (FY22-26)
  - Existing service cost = \$73.5 million; existing funding = \$50.3 million
  - Total Transit Need = \$72.8 million (\$61.5 million for O/M and \$11.3 million for rolling stock)
  - Secured revenues = \$30 million legislative proposal and \$42,000,000 MMOF
  - We are working on obtaining additional capital to fund Bustang through the 10-year plan.

#### Discussion & Questions:

- Jonathan Flint: Suggested including anticipated ridership gain numbers over the ten-year time period as well as the number of potential vehicles removed.
  - Anticipated ridership gain is 600,000/year, and 600,000 total passenger vehicles removed/year
- David Averill: This is an exciting opportunity and is curious about any feedback and comments from riders. He suggests to report load factor numbers in upcoming reports.

- Craig Blewitt: Revisiting the planning work of I-25 and I-70 makes a lot of sense. It is exciting that Bustang received the \$30 million. It will be interesting to see how the I-25 south segment expansion and addition of the HOV/toll lane will change driving behavior.
- Amber Blake recognized the work of the DTR team and thanked them for all their efforts.

**6. Informational Quarterly Reports (3<sup>rd</sup> Qtr) (Attachments)**

- a. Bustang Program** – Kyle French & Brandon Najdovski
- b. Outrider Program** – Jeff Prillwitz & Kyle French
- c. Transit Grants** – Qing Lin
- d. SB 228** – Brian Saller
- e. SB 267** – Brian Saller

**7. Adjourn** – Matthew Helfant

- Meeting adjourned at 2:09pm.