



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually and in-person

May 13, 2022

8:30 AM – 12:15 PM

Agenda

- 8:30-8:35 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:35-8:40 **Approval of the April Meeting Minutes** - Vince Rogalski, STAC Chair
- 8:40-8:55 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 8:55-9:05 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:05-9:25 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:25-9:40 **Legislative Report (Informational Update)** – Herman Stockinger, Andy Karsian, Jamie Grim
CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 9:45-10:00 **Discussion on New STAC Meeting Dates (Action Item)** – Aaron Willis, Statewide and Regional Planning Section Manager, Division of Transportation Development (DTD)
- Action to approve a new STAC meeting date.
- Break**
- 10:10-10:30 **Bustang Expansion (Informational Item)** – Amber Blake, Director, Division of Transit and Rail
- Update on Bustang and planned service expansion as the result of SB 180
- 10:30-10:50 **GHG Policy Update (Informational Item)** – Rebecca White, Director, DTD
- Update on the draft GHG policy directive
- 10:50-11:55 **SB260 New Enterprise Update (Informational Item)** – Darius Pakbaz, Deputy Director, DTD, Kay Kelly, Chief, Office of Innovative Mobility, Sean Hackett, Board Administrator, Colorado Department Public Health and Environment, Carrie Atiyeh, Board Administrator and Senior Program Manager, Colorado Energy Office, and CDOT Bridge and Tunnel Enterprise Staff
- Overview of the following new Senate Bill 260 Enterprises: Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise, Clean Fleet Enterprise, Community Access Enterprise, and the Bridge and Tunnel Enterprise
- 11:55-12:15 **Other Business** - Vince Rogalski, STAC Chair

Statewide Transportation Advisory Committee (STAC)—Meeting Minutes

Recording: <https://youtu.be/pmKsC165vBQ>

Location: Virtual and in-person at CDOT Headquarters, 2829 W. Howard Pl., Denver, CO 80204

Date/Time: April 15, 2022; 8:30 a.m. – 12:00 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Attendance:

Denver Area:	Tammy Maurer, Ron Papsdorf	San Luis Valley:	Vern Heersink
Central Front Range:	Dick Elsner	South Central:	Aaron Lopez
Eastern:	Chris Richardson	Southeast:	Ron Cook
Grand Valley:	Dana Brosig, Rachel Peterson	Southwest:	Sarah Hill
Gunnison Valley:	Vince Rogalski	Upper Front Range:	Scott James, Elizabeth Relford
Intermountain:	Bentley Henderson	Southern Ute Tribe:	Doug McDonald
North Front Range:	Kristin Stephens	Ute Mountain Ute Tribe:	None
Northwest:	Heather Sloop	FHWA:	John Cater
Pikes Peak Area:	John Liosatos, Holly Williams	FTA:	Kristin Kenyon
Pueblo Area:	John Adams		

Highlights and Action Items

- 1) Introductions and STAC Minutes – Vince Rogalski, STAC Chair – (Recording not started until later)
 - Action: Motion by Chris Richardson to approve the March 11, 2022 STAC meeting minutes, seconded by Holly Williams. The minutes were approved unanimously without changes or additions.
- 2) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director – [Video Link: 00:00:00](#)
 - It had been proposed to change the STAC meeting date to the first Friday of the month. Reasons for changing the date include: complexities with developing two packets simultaneously and deadlines for materials due at conflicting times.
 - Action: Discussion is tabled while staff come up with options for alternative meeting dates.
- 3) Transportation Commission (TC) Report – Vince Rogalski, STAC Chair – [Video link 00:08:36](#)
 - No action was taken
- 4) Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) Representative and Federal Partners Reports – [Video link 00:10:45](#)
 - Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) reported about the onset of springtime construction, preparations for Multimodal Transportation and Mitigation Options Fund (MMOF) applications, various Statewide Transportation Investment Program (STIP)/Transportation Investment Plan (TIP) amendments and project updates, as well as updates of their 10-Year Plans (Strategic Pipeline of Projects). Many TPRs/MPOs raised concerns about the rising costs of construction.
 - The Federal Highway Administration (FHWA) noted the importance of National Work Zone Safety Awareness Week and CDOT’s Remembrance Day. They also emphasized highway safety as a priority and the various challenges related to rising highway deaths.
 - The Federal Transit Administration (FTA) has posted its fiscal year 2022 program funding apportionment tables. This first year of funding under the Bipartisan Infrastructure Law represents a significant increase in funding for many programs. ([LINK](#))
- 5) Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR – [Video link 00:32:53](#)

- Nearing the end of the legislative session, there are a couple of legislative items in appropriation, including: the Wildlife Crossing Bill SB151 (\$25M) and the Road Usage Charge Fee Time Out Bill (\$62M), which has yet to move ahead.
 - CDOT's position is neutral on SB175 distracted driving bill, which is out of Appropriations and passed in the Senate. The final vote for this bill will occur on April 18.
 - Senate Bill 180, which allows for the expansion of free transit for RTD and transit providers, is also out of Appropriations and has passed. It includes an additional \$30M for Bustang expansion as well.
 - FY23 Budget is finalized and sent to the governor's office (~\$36.4 billion for the entire state budget).
 - The Idaho Stop Bill passed and was signed by Governor Polis.
- 6) GHG Policy Directive Update (Informational Item) – Rebecca White, Director, Division of Transportation Development; Theresa Takushi, Greenhouse Gas Program Specialist – [Video link 00:38:03](#)
- There are various GHG mitigation strategies that provide alternatives to compliance, and these ensure that mitigations that can't be modeled are adequately captured in reduction levels. These are further outlined in the Policy Directive (PD) appendix.
 - The draft PD in the packet outlines mitigations and scoring that accounts for the 30-year life of infrastructure projects and reporting requirements of the rule. The presentation in the packet includes an overview of the draft calculation methodology. One important metric on how to measure GHG mitigation: 1 point is given per metric (metric for example = "miles of two-way facility built between plan year and evaluation year) and 1 point is equal to 1 ton of voided CO₂/ year. These points then, can be applied over 30 years.
 - TC and STAC workshops are scheduled in April to further develop GHG PD.
 - CDOT is seeking a definition for "regionally significant project" that honors existing MPO definitions. For GHG Rule purposes, it has to be a capacity project that is on a facility serving regional transportation needs and is a project that is expected to have a large enough impact to be normally included in modeling.
 - There are two major qualifiers for the definition of Transportation Capacity Project (TCP): Volume to capacity ratio and length (in miles) of project. V/C ratio is a yearly average of daily volume and it was selected as a metric due to its availability statewide.
 - The TCP thresholds are different for urban and rural contexts because rural corridors are less likely to need capacity improvements. Urban vs rural areas are based on FHWA's definition, where urban is a census designated area with >5,000 population.

STAC Discussion

- Concerns were expressed for the GHG PD definition of rural vs urban vs suburban as defined in footnote on pg. 11 of packet; concerns also for practicality of GHG measures in rural settings.
 - CDOT only has projects listed up to 10 years for GHG modeling purposes.
 - Concerns also expressed with the lengthier approval process for mitigation measures now requiring three different entity approvals; fewer mitigation measures are also a concern. CDOT would commit to attempting to expedite the process.
 - It was suggested to consider land use policies as an approach to GHG reductions.
 - Concerns were also raised as to whether V/C ratio is an accurate measure of congestion.
- 7) 10-Year Plan (Strategic Pipeline of Projects) and Transit (Informational Item) – Amber Blake, Director, Division of Transit and Rail – [Video link 02:02:27](#)
- Transit operations and maintenance (O/M) considerations include retaining 10% minimum for transit in the 10-Year Plan (Strategic Pipeline of Projects), a single equity formula for highway and transit, and increased transparency.

- Two options proposed for securing transit O/M funding include using funding from the 10-Year Plan (Strategic Pipeline of Projects) or using State MMOF Program and other eligible funding sources (which would have no impact to Local MMOF Program funds).

STAC Discussion

- The \$30M bill (SB180) that the state legislature is working on is also included in these transit dollar calculations.
 - Snowstang service has no financial impact on Bustang Service as it is a 100% cost recovery program. Thus expansion would only mean increases to fares and partnership costs.
 - Questions revolved around how the MMOF funds were removed from the 10-Year Plan (Strategic Pipeline of Projects) pot while the fiscal constraint totals remained approximately the same. Staff explained that the updated federal projections were higher, and were originally rounded down. Additionally, the state share of the Carbon Reduction Funds have been added in.
 - Support was expressed by the Denver Regional Council of Governments (DRCOG) with an emphasis on the need for a full discussion to STAC on the Bustang family of services and coordination between various service providers.
 - Concerns were raised about impacts to other funding sources and local agencies' access to funding. It was noted that expansion would not have any impact on local agencies' access to funds.
- 8) FY23-26 STIP Update (Informational Item) – Jamie Collins, STIP Manager – [Video link 02:25:35](#)
- Memo in STAC packet discusses draft FY23-26 STIP with a link to the website. The public hearing before the Commission will be held next week with the public comment period closing on May 11th.
- 9) Rest Areas Update (Informational Item) – Hope Wright, Buildings and Rest Area AssetManager – [Video link 02:26:58](#)
- A Rest Areas and Truck Parking Study found that rest areas are critical for all users, particularly in the wake of recent events that lead to roadway closures. CDOT is taking design and construction inspiration from other states (for example, Iowa and Wyoming). FY2023 would begin the dedicated asset management funding period for Colorado Rest Areas with the first funds going towards fixing known deficiencies. In the long term, public/private partnerships may help further freight improvements, like additional truck parking. CDOT is also pursuing a Rest Area Sponsorship Program.
 - Updates were provided on the Vail Pass Rest Area, with construction anticipated to begin this summer.
- 10) STAC Business – Vince Rogalski, STAC Chair – [Video link 02:44:17](#)
- Nonattainment Area Air Quality Enterprise: Rulemaking hearing has closed and rules governing the fee structure have been adopted. The enterprise's 10 year plan is currently being developed.
 - Next STAC Meeting is scheduled for May 13, 2022 at 8:30 AM.

Transportation Commission Meeting Minutes

Workshops – Wednesday, April 20, 2022, 1:00 pm – 5:00 pm, Virtual via Zoom Meeting

YouTube link: https://youtu.be/nlMID-sC_z4

Call to Order, Roll Call – [Video Link 00:00:00](#)

All eleven Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Barbara Vasquez, and Eula Adams, Yessica Holguin, and Terry Hart.

1. FY 22 Budget Workshop (Jeff Sudmeier and Bethany Nicholas) – Video Link 00:02:57

Purpose & Action: To review the seventh budget amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and approve the seventh budget amendment to the FY 2021-22 Annual Budget, which consists of three items that require TC approval.

Discussion Summary:

- Amendments included in this budget action include adding the new \$62.4M flexible federal revenue from IJJA, a transfer of \$5.9M from Innovative Mobility Programs to 10-Year Plan Projects, and a transfer of \$1M from 10-Year Plan Projects-Capital Projects to CTIO for Central 70.
- The budget reflects CDOT's formula funding and does not include any competitive grant funding that may or may not be awarded to CDOT.

2. Innovative Mobility FY 23 Budget Presentation (Key Kelly, Mike King, Ashley Nylan, Lisa Streisfeld) – Video Link 00:19:20

Purpose & Action: This workshop provided a review of Office of OIM accomplishments in FY22 and proposes an OIM project budget for FY23. Informational only.

Discussion:

- Colorado's National EV Infrastructure (NEVI) plan will outline how we'll put to use approximately \$57M in additional federal funding and will seek to address overall system connectivity gaps.
- The Colorado Clean Truck Strategy is due to be finalized in May and will include an analysis of State's fleet on the feasibility of future ZEV adoption for medium and heavy-duty truck fleets.
- Staff will provide overviews of the NEVI and Clean Truck Strategy at next month's workshops.
- The budget request for FY23 that will come to the TC in May includes \$3M for Electrification & Energy, \$5M for Mobility Services; Mobility Technology does not have a budget request this next year.

3. GHG Mitigation Policy Directive Update (Rebecca White and Theresa Takushi) – Video Link 01:05:25

Purpose & Action: This workshop provided an update on the status of the development of the Policy Directive on Greenhouse Gas (GHG) Mitigation Measures and an update on the progress towards compliance for the GHG Pollution Reduction Standard for Transportation Planning. Staff will also present a proposed interpretation for two key terms (Regionally Significant and Transportation Capacity). No action requested, for discussion only.

Discussion:

- Methodologies and GHG reduction amounts for both Regionally Significant Projects and for mitigation measures decrease over time to account for the assumed increase over time in the number of electric non-emitting vehicles on the road.
- The PD will lay out a process to allow for future additions and changes to the eligible mitigation measures while ensuring a well-developed, data-driven model for the effects/benefits of that mitigation. The PD itself will also undergo updates when necessary.

4. Strategic Transportation Safety Plan (San Lee and Manjari Bhat) – [Video Link 02:05:31](#)

Purpose & Action: To provide the TC updates on current progress in implementing the Strategic Transportation Safety Plan (STSP) and recent changes to the statewide Highway Safety Improvement Program (HSIP) funding allocation due to the Infrastructure Investment and Jobs Act (IIJA).

Discussion:

- Safety statistics show Colorado is experiencing an increase in fatalities and serious injuries since 2019, and this trend is playing out nationally.
- Staff demonstrated the Colorado Crash Data Dashboard
- Among the deliverables in the STSP is the launch of a Safety Executive Oversight Committee, which brings together CDOT, the Colorado Department of Public Health and Environment (CDPHE), the Colorado State Patrol (CSP) and the Department of Revenue (DOR) and is scheduled to meet the first time on May 24.
- The Highway Safety Improvement Program (HSIP) is currently funded with about \$33M annually, and will see a 30% increase through the IIJA. The proposal currently is to set aside \$25M of these funds to support 10-Year Plan projects.
- All project proposals undergo an operational review, which includes looking at our vulnerable users

5. Advancing Year 4 Rural Paving Projects from the 10-Year Plan (Marissa Gaughan and Rebecca White) – [Video Link 02:39:21](#)

Purpose & Action: Staff is requesting approval to advance the US385 North of Cheyenne Wells rural paving project from Year 4 of the 10-Year Plan that was previously approved by the TC in Resolution #TC-19-11-7.

Discussion:

- None

6. CDOT's ITS Fiber Program (John Lorme and Bob Fifer) – [Video link 02:41:31](#)

Purpose & Action: Provided background information on CDOT's ITS Fiber Program, how and why we use fiber, and the relationship between fiber and broadband. No action requested.

Discussion:

- CDOT's fiber network team consists of three full time employees. They manage 77 different public-private partnerships (P3s) currently and are limited because of the small number of employees in how many new P3s and other private uses may be integrated into our systems.
- State statute regulates how CDOT is allowed to enter into partnerships for fiber/broadband arrangements. Some private proposals have been denied for not meeting these requirements, but the majority do so.
- A Fiber Development Team is being utilized to improve the working relationships around the state and to facilitate these partnerships.

7. Small Business Diversity Committee: Equity 360 – Office of Environmental Justice and Equity (Marsha Nelson, Greg Diehl, Amber Blake, and Anna Mariotti) – [Video link 03:35:00](#)

Purpose & Action: Introduction of the newly hired Chief Equity Officer and team to the TC. The Chief Equity Officer will provide an overview of preliminary findings and a future vision of the newly created Equity and Environmental Justice Branch. Discussion will include Nondiscrimination compliance for Project Delivery, Environmental Justice & Outreach and Engagement, and Workforce Development. No action requested.

Discussion:

- Commissioners expressed their support for the goals and strategies in the Department's equity vision.
- Staff discussed the challenges for small businesses to compete and participate in state-funded projects and the efforts CDOT is undertaking to help them develop their ability to do so.
- While design requirements in local projects often increase their costs, the complexity involved in ADA requirements is necessary to ensure accessibility for all users. Commissioners and staff discussed whether and how equity and diversity efforts might improve these conditions and improve efficiencies.

Workshop concluded at 5:43.

Regular Meeting - Thursday, April 21, 2022, 9:00 am to 10:30 am

Recording Link: <https://www.youtube.com/watch?v=RwU7dhHjJoA>

1. Call to Order, Roll Call – Video link [00:00:40](#)

Eleven Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Terry Hart, Yessica Holguin, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Barbara Vasquez, and Eula Adams.

2. Open Public Hearing for FY 23-26 STIP (Rebecca White and Jamie Collins) – Video link [00:01:16](#)

3. Public Comments – Video link [00:02:00](#)

Provided to the Commission in writing prior to the meeting:

- Anne Hutchison, Fort Collins Area Chamber of Commerce, commented on the importance of pursuing Infrastructure Investment and Jobs Act (IIJA) funding for I-25 North to complete the project.
- Molly McKinley, Denver Streets Partnership, commented on the importance of putting greater emphasis on equity with regard to the greenhouse gas rule to ensure that it is adequately accounted for in project prioritization and mitigation measures.
- Scott James, Weld County Commissioner, commented on the importance of completing the I-25 North project given the growth Weld County is anticipating, and urged CDOT to pursue IIJA grant opportunities to complete I-25 North.
- Matt Frommer, Southwest Energy Efficiency Project (SWEEP), commented on the importance of excluding mitigation measures that don't reduce vehicle miles traveled (VMT) such as operational measures. Urged a greater focus on land use as the single most impactful tool in lowering GHG.
- Tom Easley, Colorado Communities for Climate Action, commented on the importance of the GHG Rule, and suggested a few improvements, including centering the mitigation measures on VMT lowering strategies and measures that would incentivize good land use. Also requested that equity be a greater focus. Also urged that mitigation scores be linked to performance.
- Rachel Hultin, Bicycle Colorado, requested a greater focus on lowering VMT in the GHG rule. Also requested inclusion of emissions calculators in project scoring, reset of project priorities, accessibility metrics, and inclusion of an equity overlay.
- Jean Sanson, Boulder Transportation Planner, urged strengthening the rule and increasing focus on disproportionately impacted communities.
- Martha Roskowski, consultant representing Natural Resources Defense Council (NRDC), strongly encourage an equity overlay to the mitigation measures scoring system and requiring emissions reductions calculators in the project selection process.
- Ean Tafoya, Green Latinos, urged a greater focus on equity so that the scoring benefits disproportionately impacted communities.
- Marie Venner, Coalition-Community, Faith, Justice: Urged a rule is needed that more comprehensively addresses the needs of the system. The current 10-year plan needs to be reconsidered, especially considering that many of those projects, primarily impact the wealthiest segments of the population.
- Written comments from Shane Oliver and Jenny Gaeng, of Conservation Colorado, were submitted into the record.

4. **Comments of the Chair and Individual Commissioners** – [Video link 00:34:04](#)
 - Commissioners expressed appreciation for the public comments, excitement around the new Clean Transit Enterprise and the Nonattainment Area Air Quality Enterprise.

5. **Executive Director’s Management Report (Shoshana Lew)** – [Video link 01:07:13](#)
 - Executive Director Lew thanked Mike Goolsby for his service and announced Jason Smith as the new Region 3 Transportation Director.
 - Congratulated the CDOT team for the Rebuilding America’s Infrastructure with Sustainability and Equity (RAISE) Grant submittal for the Western Slope transit corridor, 6th and Wadsworth, and Floyd Hill.

6. **Chief Engineer’s Report (Steve Harelson)** – [Video link: 01:13:13](#)
 - Work zone safety week: Chief Engineer Harelson took the opportunity to visit Powers and Research project and X11 in Trinidad project, which was a good reminder of the high risk involved in that work.
 - The Region 1 training program will be expanded statewide.
 - The Research Branch is working on research brainstorm on May 11th with engineers on the front lines.

7. **Colorado Transportation Investment Office (CTIO) (Formerly HPTE) Director’s Report (Nick Farber)** – [Video link: 01:20:30](#)
 - The CTIO Board voted to open up rulemaking in response to HB22-1074 authorizing the Board to amend rules to allow unauthorized vehicles over 3 axels and 25 feet to use I-70 Peak Period Shoulder lanes while it is closed. At their June Board meeting rulemaking will open.
 - The Board approved the Globeville equity tolling program.
 - Economic Development Board approved a loan extension for Burnham Yard Property.
 - Burnham Yard Planning study is starting. Seeking consultant assistance for NEPA analysis on track alignment.
 - North I-25 P3 had last meeting with ROADIS before their May 11th proposal submittal (which was based on an extension granted by the P3) should have an answer on that proposal in August.

8. **FHWA Division Administrator’s Report (John Cater)**– [Video link: 01:23:37](#)
 - FHWA has released guidance on the Carbon Reduction Program that is similar to the Congestion Mitigation and Air Quality (CMAQ) Program.
 - Will be sending out a letter on safety and safety performance targets, where Colorado is falling short of national standards.
 - Commended CDOT for Remembrance Day efforts.
 - Congratulated Jason Smith on his new role as the Region Transportation Director (RTD) of CDOT Region 3.
 - In response to a question from Commissioner Bracke, John Cater clarified that while the safety targets didn’t change, Colorado didn’t meet the targets, so CDOT will now be required to spend a certain portion of federal funds on safety improvements.

9. **Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski)** – [Video link: 01:28:38](#)

- CDOT staff is proposing a date and time change for STAC meeting.
- STAC asked for further consideration to how CDOT defines urban vs. suburban vs. rural in the GHG mitigation measures policy directive. STAC also requested land use be included as a mitigation measure. STAC raised concerns with the number of reviews that the GHG rule will now require for the planning process and mitigation measure approval. For the definition of transportation capacity, STAC raised concerns about using the volume to capacity (V/C) ratio as a measure.
- STAC raised concerns about how CDOT's Bustang funding plan will impact local agencies.

10. Legislative Report (Andy Karsian) – Video link: 01:38:25

- A month is left in the Colorado legislative session, so legislators are scrambling to introduce bills last minute.
- A distracted driving bill introduced SB 22-175, raising fees for distracted driving offenses and makes holding device a violation. This bill passed in the Senate and in House now.
- SB22-215 will provide matching funds for IJA funds. 35% are dedicated for transportation which could be \$28.5 million.
- Regarding the time out on user fees for SB 21-260, an amendment will extend user fees, and will provide backfill.
- \$30 million to expand Bustang passed the Senate and is now in Energy Committee.
- Wildlife Crossing Bill is still in the Appropriations Committee.
- Conservation Easement Valuation Bill. CDOT is asking that it be narrowed to state owned land or donated land as opposed to all Conservation Land. Staff clarified that it won't impact the tax rate, and that the intent is to protect the easement land from condemning authorities.
- Commissioner Hall commented that it is fascinating that they go to highest and best use of conservation, after years of trying to restrict it, due to how extensively that was abused.

11. Discuss and Act on Consent Agenda – Video link: 01:48:58

A Motion by Commissioner Beedy to approve, and seconded by Commissioner Hickey, passed unanimously.

- Proposed Resolution #1: Approve the Regular Meeting Minutes of March 17, 2022 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Frisco Employee Housing Parcel Disposal (David Fox)
- Proposed Resolution #4: Region 3 Disposal- SH 133 Release of Slope Easement SE-9Rev (Zane Znamencek)
- Proposed Resolution #5: Region 5 Disposal- SH 24 Parcel 231-224-EX (Julie Constan)
- Proposed Resolution #6: Maintenance Project \$150k-\$250k Approval (Tyler Weldon)

12. Discuss and Act on Proposed Resolution #7: 9th Budget Amendment of FY 2022

(Jeff Sudmeier and Bethany Nicholas) – Video link: 1:49:51

A Motion by Commissioner Bracke to approve, and seconded by Commissioner Beedy, passed unanimously.

13. Discuss and Act on Proposed Resolution #8: 7th Budget Supplement of FY 2022

(Jeff Sudmeier and Bethany Nicholas) – Video link: 1:52:49

A Motion by Commissioner Hickey to approve, and seconded by Commissioner Vasquez, passed unanimously.

14. Discuss and Act on Proposed Resolution #9: Central 70 Globeville and Elyria-Swansea (GES) Tolling Equity Program and CTIO Intra Agency Agreement (Nick Farber & Simon Logan) – [Video link: 01:59:19](#)

A Motion by Commissioner Holguin to approve, and seconded by Commissioner Vasquez, passed unanimously.

15. Discuss and Act on Proposed Resolution #10: Advancing Year 4 Rural Paving Projects from the 10-Year Plan (Rebecca White and Marissa Gaughan) – [Video link: 02:02:50](#)

A Motion by Commissioner Garcia to approve, and seconded by Commissioner Beedy, passed unanimously.

16. Close Public Hearing for FY 23-26 STIP (Rebecca White and Jamie Collins) – [Video link: 02:04:53](#)

**17. Recognitions: Environmental Awards (Rebecca White and Jane Hann) – [Video link: 2:08:03](#)
2021 Award Winners:**

Innovative Environmental Process

CDOT Donations of Rare Plants and Shale Rock to Denver Botanic Gardens Display Submitted by: Vanessa Santistevan, Region 4 Environmental Team Members Involved:

- Jason Roth, CDOT Region 4 Environmental Project Manager;
- Christopher Willis, CDOT Nederland patrol;
- Mike Bone, Denver Botanic Gardens;
- Kevin Williams, Denver Botanic Gardens;
- Sonya Anderson, Denver Botanic Gardens;
- Jennifer Ramp Neale, Denver Botanic Gardens

Environmental Support by Maintenance

Chattanooga Beaver Exclusion Fence Project Submitted by: Tim Funk, Region 5 Environmental Team Members Involved:

- Clint Rhoades Region 5 Maintenance,
- Kyle Benke Region 5 Maintenance

Special Contributor

Submitted by: Barbara Stocklin-Steeley, Region 1 Historian

- Presley Fowler, Region 1 Deputy Communications Manager: Region 1 History Videos Project

Project Winner

Partnering Creates Environmental Wins for US 36 Flood Recovery Submitted by: Brian Varrella, Region 4 PE II

Team Members Involved:

- Stacy DeWitt, R4 PE I;
- Brian Varrella, R4 PE II;
- Monte Malik, R4 PE I;
- Nicholaus Schipanski, R4 Environmental;
- Jason Roth, R4 Environmental;
- Various other CDOT specialty units and staff;

- Flatiron Construction;
- US Forest Service;
- Colorado Parks and Wildlife;
- Atkins Global;
- RockSol; and
- Jacobs Engineering

18. Other Matters – [Video link: 02:32:47](#)

19. Meeting Adjourned: 10:33am

20. Additional Workshop – 11:00 am – [Video link: 02:46:04](#)

I-270 Project Update (Jessica Myklebust and Andrew Stratton)



Why a New STAC Meeting Date? A Refresher

- Holding the STAC meeting less than a week prior to the TC meeting has proven ineffective and difficult on staff. Staff is juggling competing deadlines for STAC and TC materials, which leads to materials going out late to STAC, or materials being rushed out that are not of top quality or reflect outdated information. This has led to frustration on all sides.
- Changing the STAC meeting date will put STAC in a better position to advise the TC because staff will have time to incorporate STAC's feedback into the final TC materials— Right now staff can't make adjustments to the TC materials based on STAC input because the materials have already been distributed. It will also minimize the need to send out late materials or addendums with corrections.



23 Total Respondents

- **Q1: First Friday of Each Month: Virtual Only from 12 pm to 3 pm (In-Person meetings two or more times per year)**
 - 5 votes most favorable
 - 14 votes least favorable
 - Pros to this option: Doesn't conflict with the RAQC meeting in the morning.
 - Cons to this option: Friday afternoons are unpopular especially if people are traveling.
- **Q2: First Friday of Each Month: Hybrid (Virtual and In-Person) 8:30 am to 12 pm**
 - 13 votes most favorable
 - 8 votes least favorable
 - Pros to this option: Friday mornings are preferable to Friday afternoons.
 - Cons to this option: Conflicts with the RACQ meeting.



STAC Survey - Mixed Results

- **Q3: A floating meeting date that would be the Friday two weeks before the Transportation Commission meeting each month: Hybrid (Virtual and In-Person) 8:30 am to 12 pm**
 - 10 votes most favorable
 - 8 votes least favorable
 - Pros to this option: Ensures the meeting would always be two weeks before the TC meeting creating consistency.
 - Cons to this option: Would still conflict with most RAQC meetings.
- **Other ideas / comments received:**
 - How about a 1st Thursday meeting?
 - 4th Friday of the month. Just get the agendas aligned for items to STAC first. For RAQC participants, this would work better.
 - Either make the meetings all virtual or in-person only. Hybrid meetings can be problematic.
 - NOTE: CDOT is improving the technology in the auditorium, which should be ready by this summer. However, hybrid meetings continue to have limitations.



Virtual-only, Hybrid, In-Person

Because of the difficulty of hybrid meetings, staff proposes that STAC meet virtually for the majority of meetings.

Option 1: 10 virtual meetings a year, 2 in person during times of year when travel is likely to be easier (October and May).

Option 2: 8 virtual-only meetings/year; in person meetings quarterly.

Option 3: Only virtual meetings as a practice. Meetings in person if called by chair.



Final Survey!

Mentimeter Survey: Please use your cell phone or computer to cast your final vote for one of the following options:

OPTION 1: First Thursday of Each Month in the MORNING (8:30 am to 12 pm)

OPTION 2: First Thursday of Each Month in the AFTERNOON (12:30pm to 3pm)

OPTION 3: Fourth Friday of Each Month in the MORNING (8:30am to 12 pm)



COLORADO

Department of Transportation

Division of Transit and Rail
2829 W. Howard Place
Denver, CO 80204-2305

DATE: May 13, 2022
TO: State Transportation Advisory Committee
Transit and Rail Advisory Committee
FROM: Amber Blake, Director, Division of Transit and Rail
SUBJECT: Bustang Service Expansion

Purpose

The purpose of this memo is to provide the Transportation Commission (TC) with an update on Bustang and planned service expansion as the result of SB 180 and dedicated state funding for State Transit Operations and Maintenance independent of the 10 Year Plan.

Action

Seeking Transportation Commission approval of the proposed phased approach to expanding Bustang Services in the I-25 and I-70 corridors.

Background

In 2009, the Colorado General Assembly created the Division of Transit and Rail. The Primary functions at the time were to serve as a pass-through agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, and to work towards integration of transit into the statewide transportation system. As part of the integration of transit into the state transportation system, CDOT launched Bustang service in the I-25 and I-70 corridors, in 2015. The core Bustang service was an immediate success and provided much needed transit services in these interstate corridors. In 2018, Bustang Outrider services were launched across the state, bringing rural connections to the Bustang I-70 and I-25 service.

In March of 2020, the COVID-19 Pandemic shut down transit services around the world, including the Bustang family of services. Bustang Services were reinstated in January of 2021 and have seen a steady increase in ridership. Ridership is exceeding expectations and is currently at 75% pre-COVID levels of service overall. The West Line along I-70 was at 136% pre-pandemic ridership as of March 2022.

Details

Dedicating the State's portion of the MMOV funds to State Transit Operations and Maintenance ensures that existing Bustang Family of services; the operation and maintenance of the State's Mobility Hubs, and future expansions of Bustang Family of services can continue as an integral part of Colorado's transportation system. Moreover, \$30M in direct funding for expansion of Bustang I-25 and I-70 service for a 3-year pilot program from the legislature with the passage of SB-180 is allowing CDOT to "go big" by expanding Bustang to attract additional travelers into a transit option on our busiest interstate corridors. Additional funding may be available through other sources, which, along with MMOV funding, ensures that options are available for long-term sustainable funding.

The Bustang expansion proposal includes a phased approach to implement enhanced levels of service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility to residents and visitors of Colorado. Furthermore, by providing more frequent and convenient transit service in these critical transit corridors, this service expansion will reduce air pollution, smog and help Colorado meet our GHG goals.

Along with the service expansion, a comprehensive media campaign will be developed to increase public awareness of Bustang as a convenient travel option and to help in building and sustaining ridership throughout the 3-year pilot program.

A three-phase implementation is proposed for this service expansion as illustrated in the table below:

Corridor	Existing Service	Phase 1	Phase 2	Phase 3
I-25 North Fort Collins to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-25 South Colorado Springs to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	9-10 Daily Round Trips Grand Junction and Denver*	13-15 Daily Round Trips Grand Junction and Denver*

This approach increases Bustang I-25 North/South service by 100% on weekdays, and 200% weekend service over the three-year period. The service levels along I-70 are increased by approximately 250% over the three-year period.

The first phase will be implemented in the Fall of 2022. Phase 2 is planned to begin in the late fall/winter of 2023, and Phase 3 will be implemented in the fall/winter of 2024.

Attachments:
Presentation



COLORADO

Department of Transportation

Bustang Services: Expansion Program

State Transportation Advisory Committee

Transit and Rail Advisory Committee

May 2022

Agenda

1. Background: Bustang Family of Services
2. Current Service & Ridership
3. Statewide and Local Benefits
4. Bustang Expansion Proposal
5. Phased Implementation
6. Funding
7. Questions and Discussion



Background and inception of Colorado's State Transit Service:

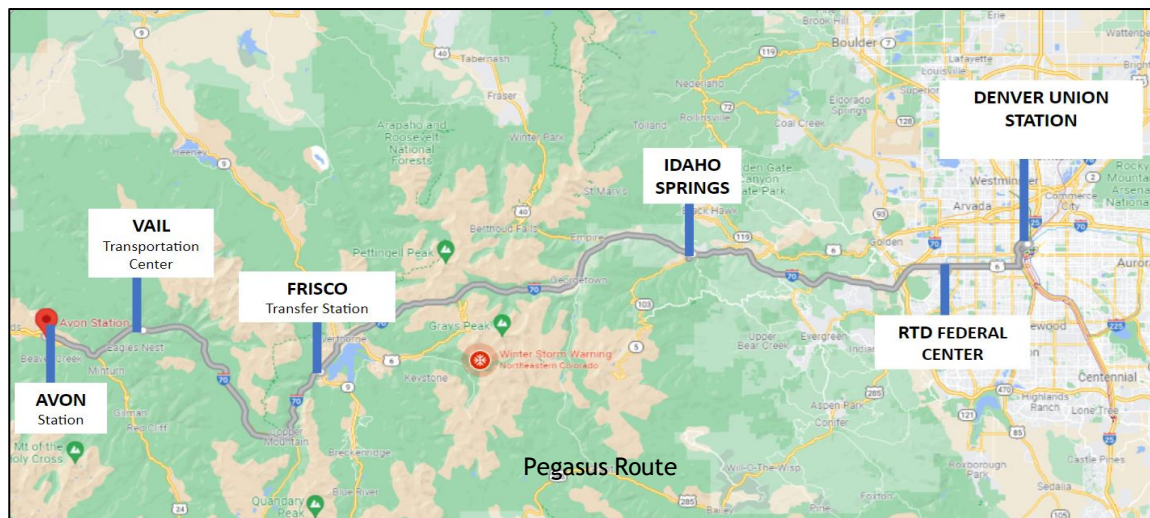
- In 2009, the Colorado General Assembly created the Division of Transit and Rail.
- Primary functions at the time were to serve as a pass-through agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, & to work towards integration of transit into statewide transportation system.
- In 2015, Bustang service launched in the I-25 and I-70 corridors.
- In 2018, Bustang Outrider services launched across the state bringing rural connections to the state service.





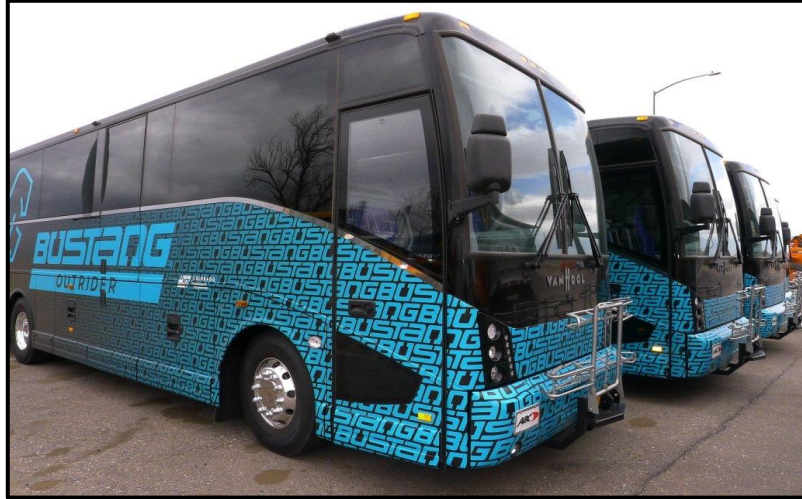
Bustang - Pegasus

- Pegasus is an express service operating Friday - Sunday, and Holiday Mondays between Denver Union Station and Avon.
- The Service will operate in passenger vans, using Mountain Express Lanes in Clear Creek County when the lanes are active
- Service will begin Memorial Day Weekend.





Meet Bustang's Family of Services

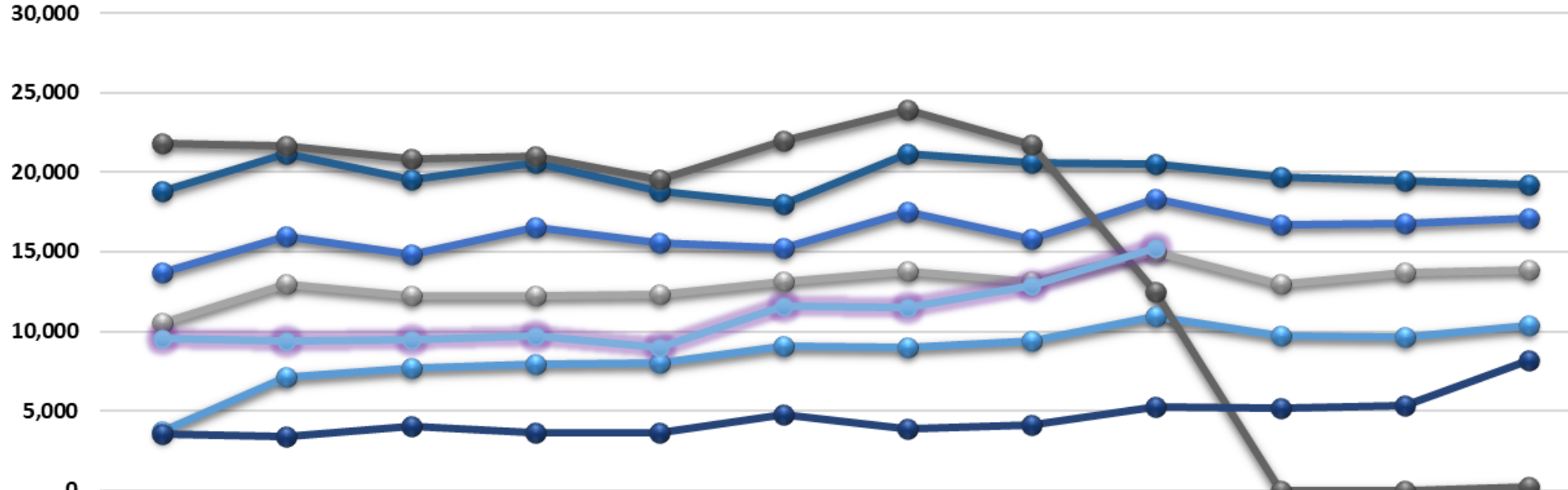


Seasonal Services - Bustang to Estes Park, Bustang to Broncos, RamsRoute



Bustang Service Overview

BUSTANG SYSTEM RIDERSHIP BY MONTH

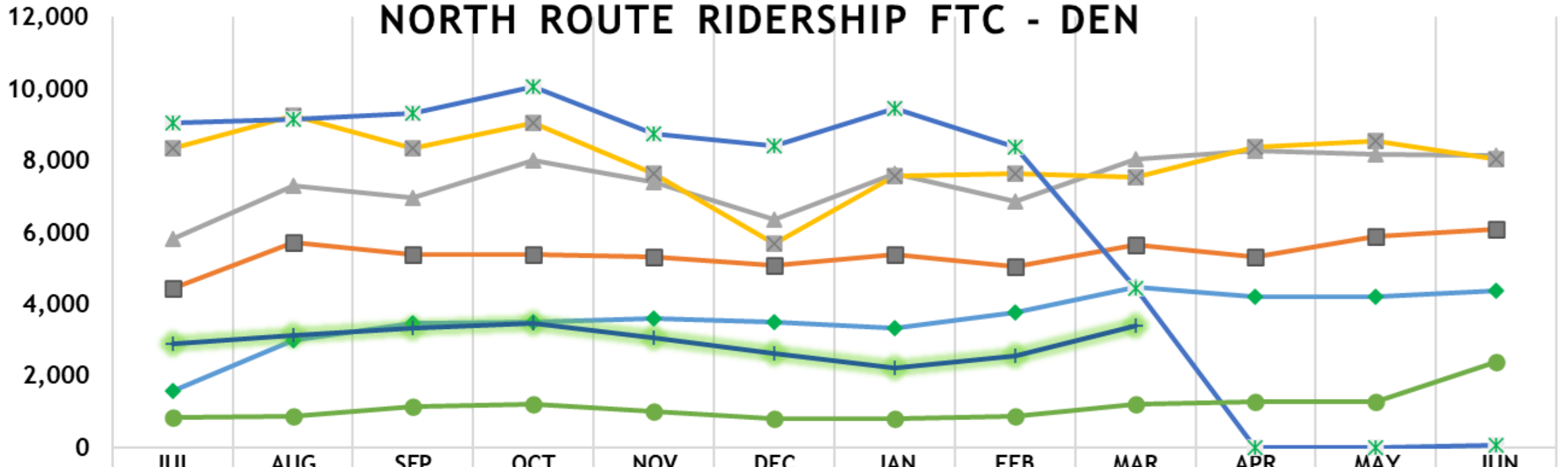


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2015-16	3,695	7,083	7,719	7,969	8,027	9,039	8,957	9,383	10,949	9,707	9,596	10,379
2016-17	10,509	12,940	12,234	12,248	12,324	13,125	13,800	13,154	15,013	12,984	13,693	13,840
2017-18	13,687	15,976	14,868	16,501	15,548	15,232	17,495	15,815	18,288	16,680	16,745	17,138
2018-19	18,779	21,170	19,549	20,601	18,813	18,016	21,184	20,596	20,548	19,731	19,416	19,189
2019-20	21,830	21,666	20,850	21,022	19,538	22,003	23,901	21,689	12,507	0	0	259
2020-21	3,525	3,419	4,005	3,600	3,667	4,794	3,912	4,138	5,274	5,140	5,300	8,172
2021-22	9,574	9,400	9,476	9,719	8,981	11,566	11,513	12,861	15,208			



Existing Bustang Service I-25 North Line

NORTH ROUTE RIDERSHIP FTC - DEN



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
◆ 2015-16	1,587	2,992	3,457	3,506	3,609	3,497	3,321	3,752	4,476	4,193	4,184	4,385
■ 2016-17	4,443	5,699	5,370	5,376	5,299	5,089	5,374	5,040	5,659	5,304	5,896	6,093
▲ 2017-18	5,821	7,287	6,949	8,019	7,404	6,345	7,650	6,871	8,027	8,281	8,177	8,133
■ 2018-19	8,332	9,265	8,332	9,054	7,642	5,684	7,565	7,642	7,516	8,385	8,526	8,022
✱ 2019-20	9,030	9,158	9,320	10,043	8,729	8,406	9,448	8,373	4,450	0	0	74
● 2020-21	851	875	1,136	1,190	993	799	789	882	1,221	1,274	1,261	2,391
+ 2021-22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392			



Existing Bustang Service I-25 North Line

NORTH LINE

6 Daily Round Trips Weekdays
2 Daily Round Trips Weekends



FORT COLLINS DOWNTOWN TRANSIT CENTER

ADDRESS: 250 NO. MASON
FORT COLLINS, CO

HARMONY TRANSFER CENTER

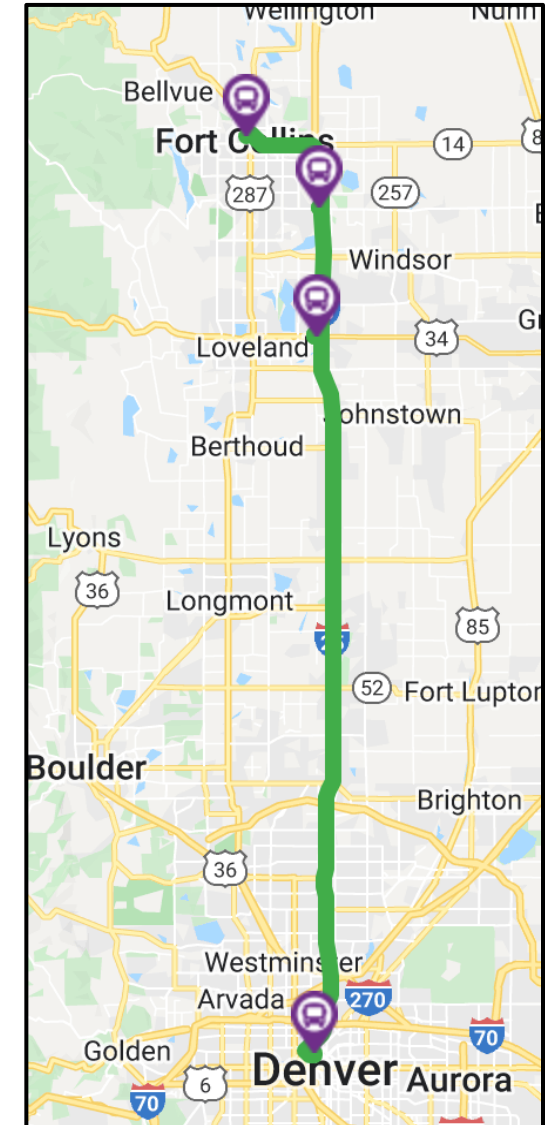
ADDRESS: 4414 E. HARMONY RD. I-25 EXIT 265
FORT COLLINS, CO

LOVELAND-GREELEY PARK & RIDE

ADDRESS: U.S. 34 WEST & I-25 EXIT 257
LOVELAND, CO

DENVER UNION STATION

ADDRESS: GATE B4 IN UNDERGROUND BUS CONCOURSE,
1701 WYNKOOP ST
DENVER, CO
GATE B3





North Route Mobility Hubs

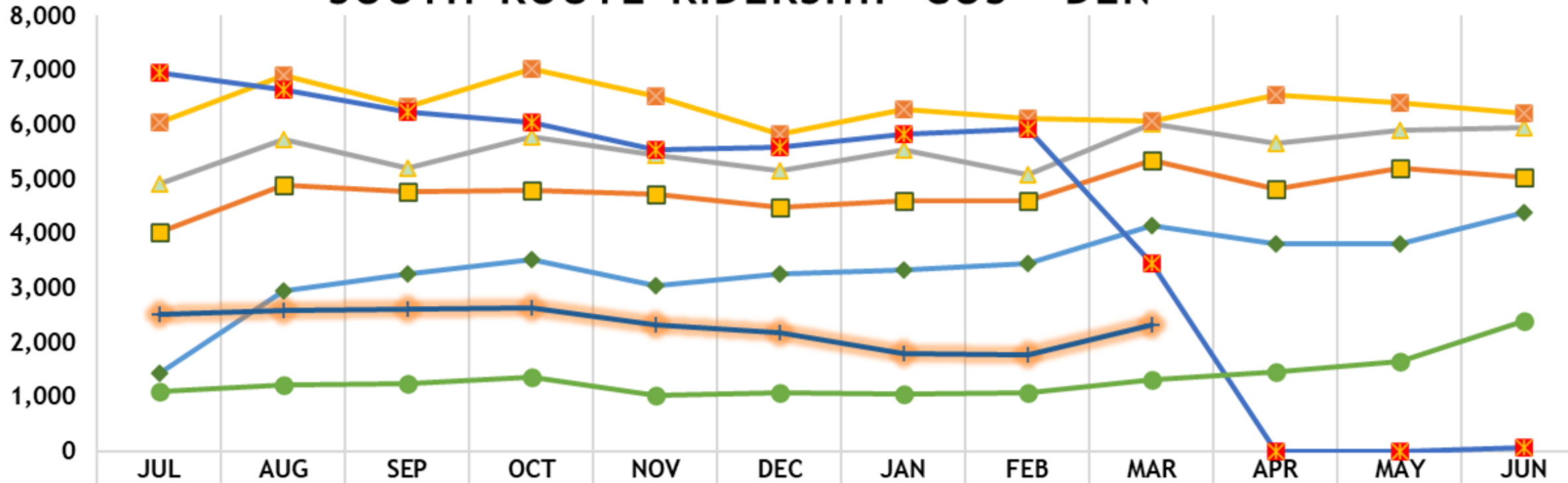
- Multiple mobility hubs planned for the northern I-25 corridor - Centerra and Berthoud to launch first.
- Enhanced ridership opportunities for Bustang passengers and Colorado residents.
- Improved connections for riders between State and Local Transit Services.
- Northern Colorado Maintenance Facility planned for survey.
- Exploring options to expand services North to Cheyenne with WYDOT.





Existing Bustang Service I-25 South Line

SOUTH ROUTE RIDERSHIP COS - DEN



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2015-16	1,435	2,954	3,247	3,519	3,051	3,252	3,339	3,448	4,147	3,812	3,806	4,394
2016-17	4,037	4,891	4,763	4,801	4,726	4,490	4,597	4,603	5,336	4,830	5,207	5,025
2017-18	4,911	5,733	5,198	5,785	5,431	5,162	5,540	5,085	6,024	5,659	5,895	5,955
2018-19	6,047	6,918	6,332	7,034	6,521	5,828	6,289	6,109	6,059	6,541	6,396	6,221
2019-20	6,965	6,644	6,243	6,033	5,530	5,590	5,834	5,917	3,450	0	0	74
2020-21	1,105	1,218	1,233	1,353	1,024	1,071	1,060	1,080	1,311	1,465	1,660	2,403
2021-22	2,522	2,590	2,609	2,629	2,318	2,180	1,789	1,765	2,332			



Existing Bustang Service I-25 South Line

SOUTH LINE MAP

6 Daily Round Trips Weekdays
2 Daily Round Trips Weekends

TEJON/NEVADA PARK & RIDE

ADDRESS:

Exit 140, I-25 & Tejon St.
Colorado Springs, CO

COLORADO SPRINGS DOWNTOWN TRANSIT TERMINAL

ADDRESS:

127 East Kiowa St, Colorado Springs, CO

WOODMEN ROAD PARK & RIDE

ADDRESS:

Woodmen Rd & Corporate Dr. West of I-25,
exit 149, Colorado Springs, CO

MONUMENT PARK & RIDE

ADDRESS:

Woodmoor Dr & I-25, Exit 161, Monument, CO

COLORADO STATION

ADDRESS:

4300 East Colorado Center Dr, Denver, CO

CIVIC CENTER AREA

NORTHBOUND ADDRESS:

Lincoln & Colfax Ave, Denver, CO

SOUTHBOUND ADDRESS:

14th Ave & Broadway, Denver, CO

DOWNTOWN DENVER

NORTHBOUND ADDRESS:

18th & California, Denver, CO

SOUTHBOUND ADDRESS:

19th & Stout St, Denver, CO

DENVER UNION STATION

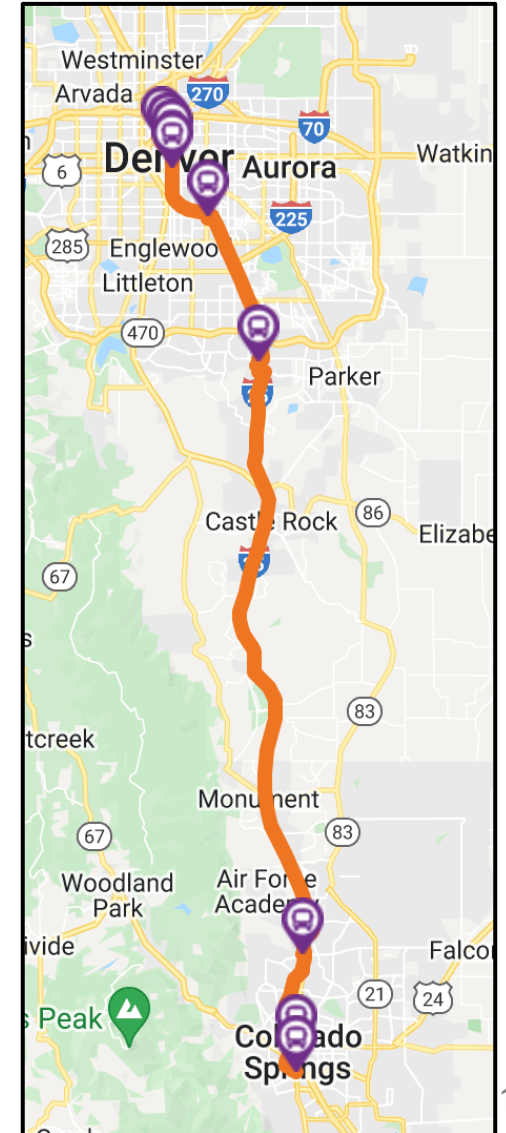
ADDRESS:

1701 Wynkoop St. Denver, CO
Gate B3 in Underground Bus Concourse

DENVER BUS CENTER

ADDRESS:

1055 19th St, Denver, CO
Gates 1 & 2





South Route Mobility Hubs

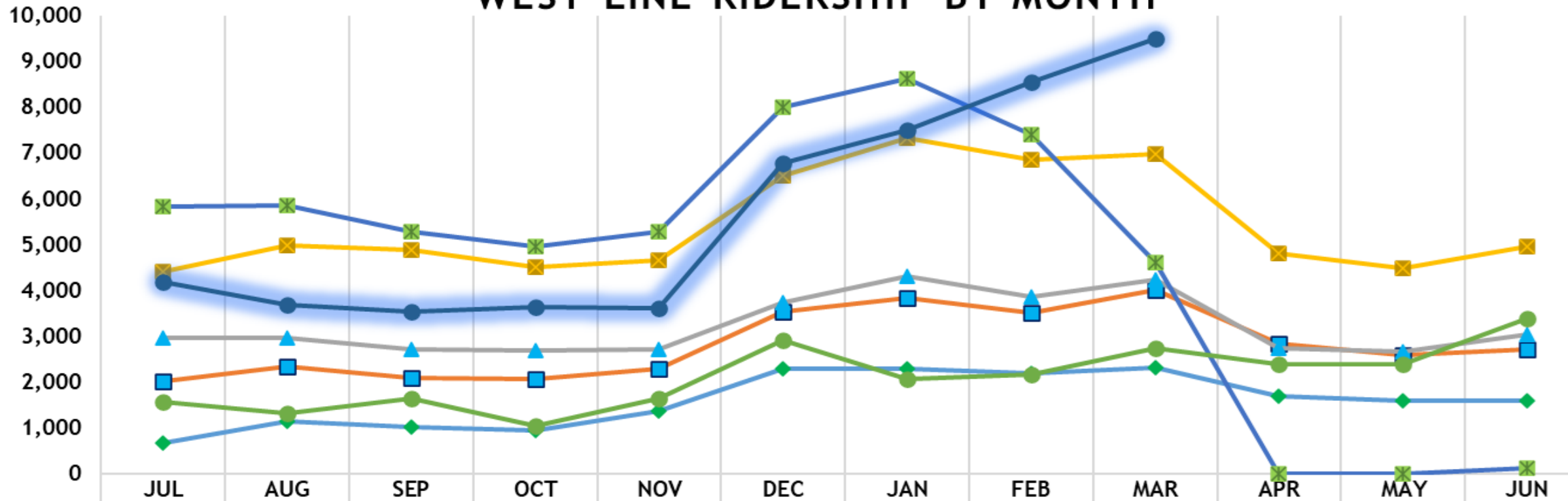
- Multiple mobility hubs planned for the northern I-25 corridor - Centerra and Berthoud to launch first.
- Enhanced ridership opportunities for Bustang passengers and Colorado residents.
- Improved connections for riders between State and Local Transit Services.
- Northern Colorado Maintenance Facility planned for survey.
- Exploring options to expand services North to Cheyenne with WYDOT.





Existing Bustang Service I-70 West Line

WEST LINE RIDERSHIP BY MONTH



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2015-16	673	1,137	1,015	944	1,367	2,290	2,297	2,183	2,326	1,702	1,606	1,600
2016-17	2,029	2,350	2,101	2,071	2,299	3,546	3,829	3,511	4,018	2,850	2,590	2,722
2017-18	2,955	2,956	2,721	2,697	2,713	3,725	4,305	3,859	4,237	2,740	2,673	3,050
2018-19	4,400	4,987	4,885	4,513	4,650	6,504	7,330	6,845	6,973	4,805	4,494	4,946
2019-20	5,835	5,864	5,287	4,946	5,279	8,007	8,619	7,399	4,607	0	0	111
2020-21	1,569	1,326	1,636	1,057	1,650	2,924	2,063	2,176	2,742	2,401	2,379	3,378
2021-22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484			



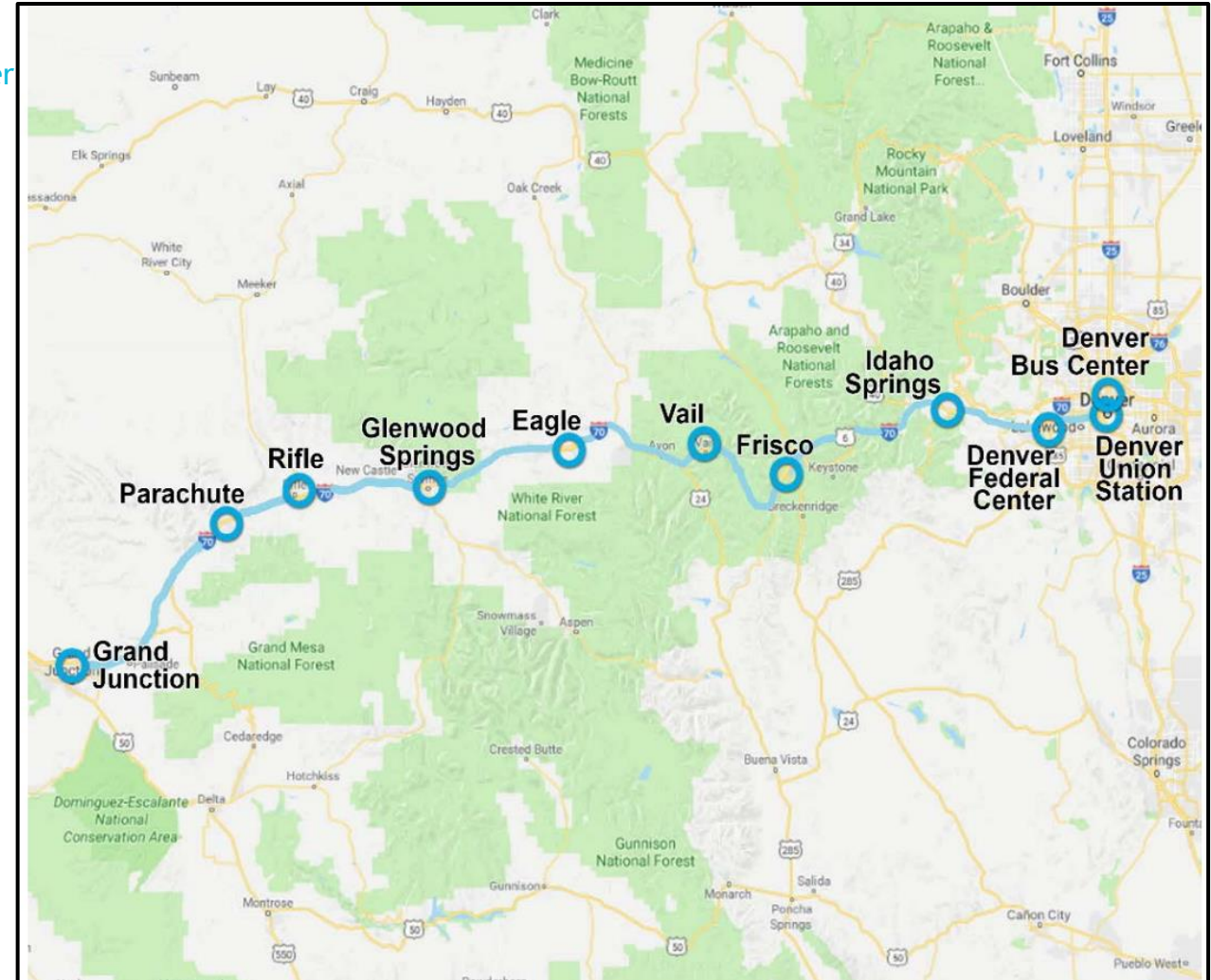
Existing Bustang Service I-70 West Line

WEST LINE MAP

2 Daily Round Trips Grand Junction and Denver
1 Round Trip Glenwood Springs and Denver
1 Round Trip Avon and Denver

- GRAND JUNCTION**
ADDRESS:
Greyhound Station
230 South 5th St, Grand Junction, CO
- PARACHUTE**
ADDRESS:
Rafting Center – I-70 & CO 215
Parachute, CO
- RIFLE**
ADDRESS:
RFTA Park & Ride – US 6 & CO 13
Rifle, CO
- GLENWOOD SPRINGS**
ADDRESS:
West Glenwood Park & Ride
Wulfsohn Road, Glenwood Springs, CO
- EAGLE**
ADDRESS:
Chambers Park & Ride – ECO Transit
Exit 147, I-70 & Eby Creek Rd, Eagle, CO
- VAIL**
ADDRESS:
Vail Transportation Center
241 South Frontage Rd East, Vail, CO

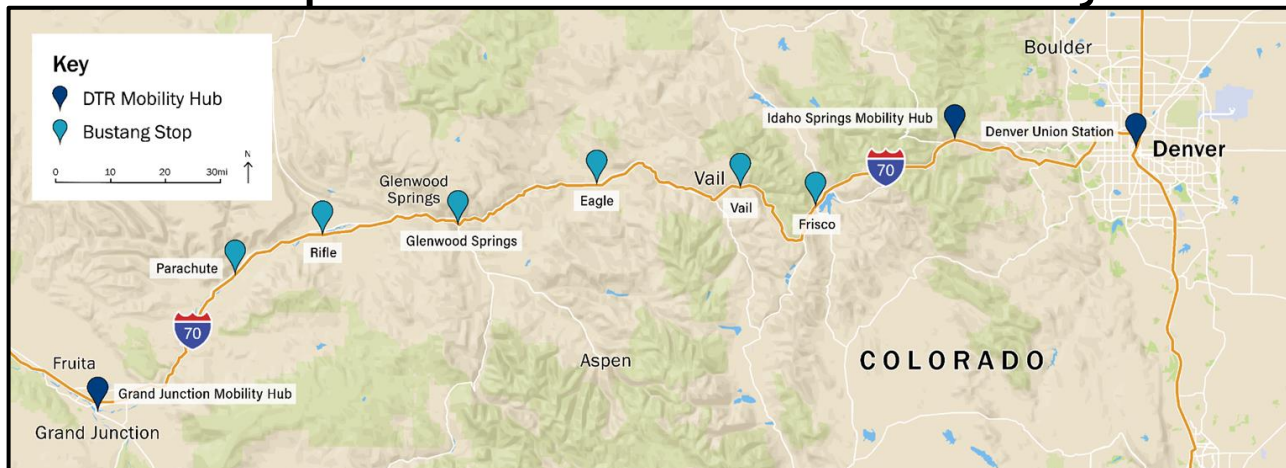
- FRISCO**
ADDRESS:
Frisco Transfer Center
1010 Meadow Drive, Frisco, CO
- IDAHO SPRINGS**
ADDRESS:
Bus Shelter at Idaho St. & 13th
Idaho Springs, CO
- DENVER FEDERAL CENTER**
ADDRESS:
RTD Denver Federal Center Station, Gate L
11601 West 2nd Place, Lakewood, CO
- DENVER UNION STATION**
ADDRESS:
Gate B3 in Underground Bus Concourse
1701 Wynkoop St, Denver, CO
- DENVER BUS CENTER**
ADDRESS:
Denver Greyhound Station – Gates 1 & 2
1055 19th St, Denver, CO





West Route Mobility Hubs

- Multiple mobility hubs planned for the northern I-25 corridor - Centerra and Berthoud to launch first.
- Enhanced ridership opportunities for Bustang passengers and Colorado residents.
- Improved connections for riders between State and Local Transit Services.
- Northern Colorado Maintenance Facility planned for survey.
- Exploring options to expand services North to Cheyenne with WYDOT.





Local Community Benefits of Bustang

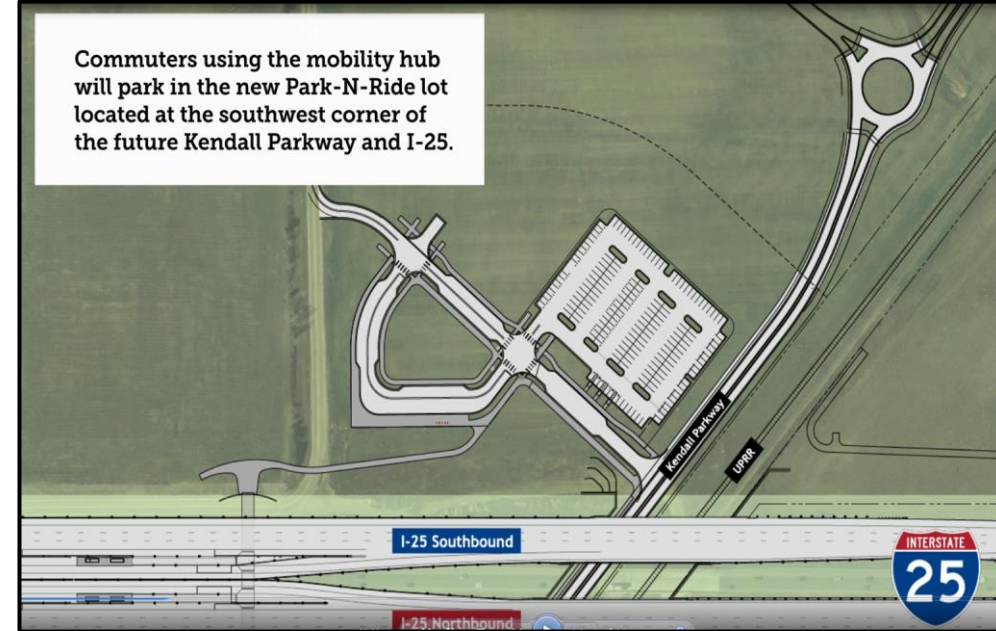


REDUCE DOWNTOWN PARKING NEEDS

1. Reduces impervious surface area
2. Land designated for higher value use



REDUCE LOCAL STREET CONGESTION FROM VEHICLES TROLLING FOR PARKING

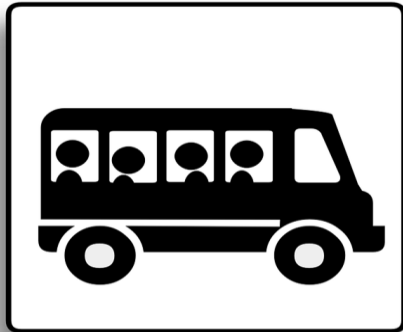


Plans for Loveland Centerra Park and Ride

PROMOTE ECONOMIC DEVELOPMENT AT TRANSIT STOPS

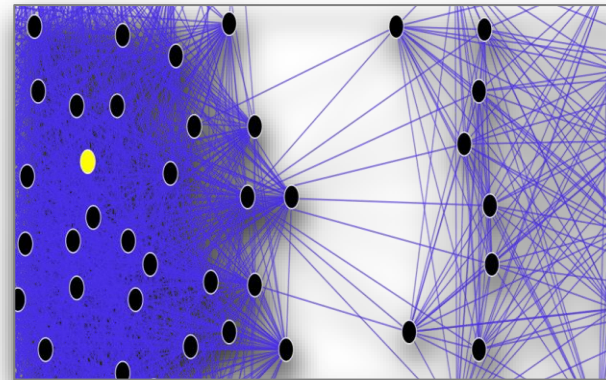


Statewide Benefits of Bustang Expansion



CAPACITY ENHANCEMENT

Hourly service moves
more people per vehicle
mile traveled



NETWORK MANAGEMENT

Reduces congestion
caused by passenger
vehicles



GREENHOUSE GAS EMISSION REDUCTION

Expansion Proposal for Bustang Transit Services





Proposal

- CDOT is proposing to “go big” by expanding Bustang for a three year period in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.
- The proposal includes new, enhanced service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility for existing riders.
- A comprehensive media campaign will be included to increase public awareness of Bustang as a travel option and to assist in building and sustaining ridership throughout the pilot.
- This three year time period provides a sufficient opportunity to test this concept and prove its viability and value to Colorado.



Expansion Components

Corridor	Existing Service	Phase 1 2022	Phase 2 2023	Phase 3 2024
I-25 North Fort Collins to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-25 South Colorado Springs to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	9-10 Daily Round Trips Grand Junction and Denver*	13-15 Daily Round Trips Grand Junction and Denver*

*Pegasus to supplement on weekends and Holidays to the Mountain Corridor ADD SLIDE W%



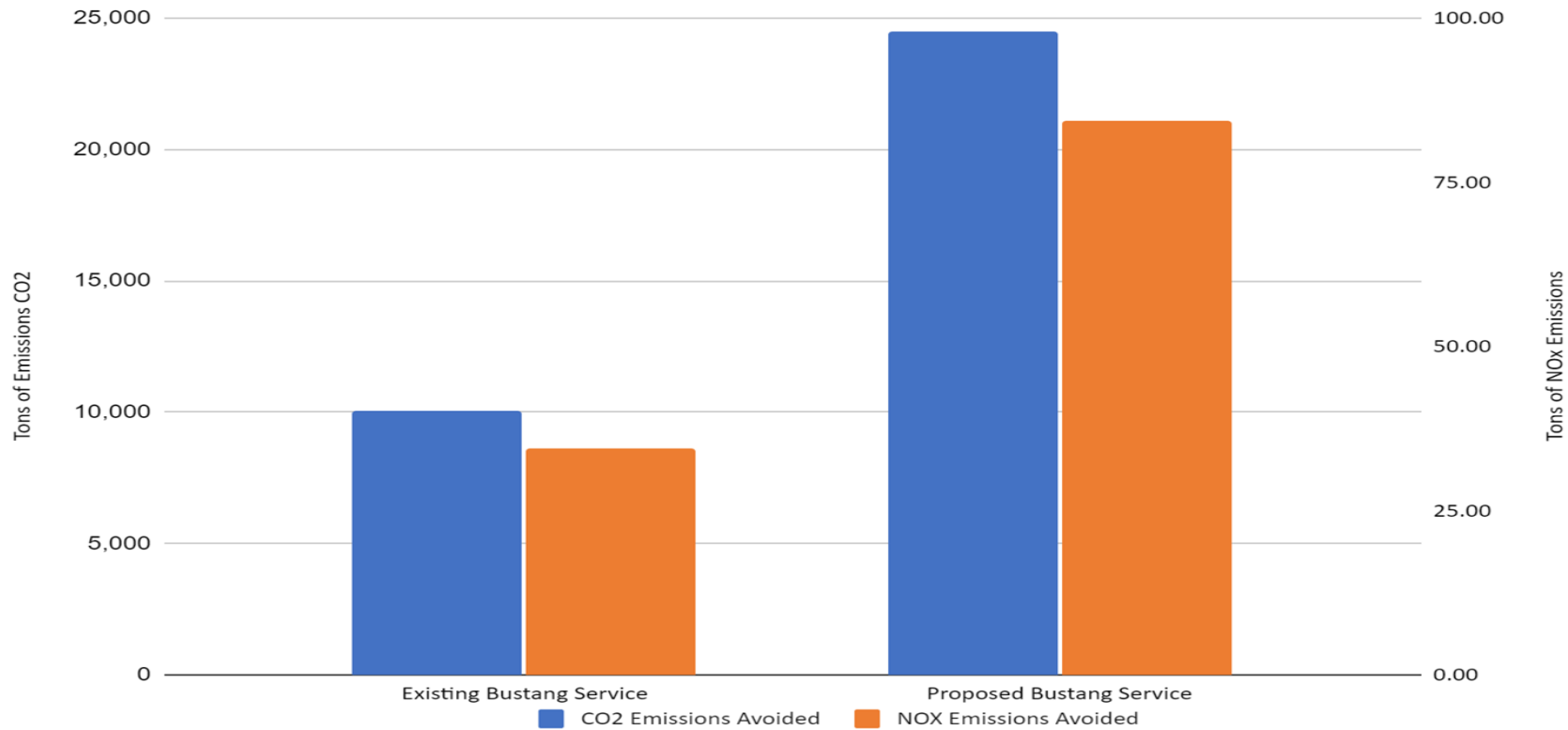
Fare and Fiscal Responsibility

- System-wide fares are based on transit stops with sufficient spacing to allow for transit vehicles to achieve travel times comparable to passenger vehicles.
- Discount fares for youth, seniors, and disabled passengers
- Multi-packs are available - largest discount of 25% for a 40 ride pack
- TMOs work with employers to provide information on commuter benefits that allow employees to purchase tickets with pre-tax salary



Greenhouse Gas/Ozone Emission Reduction Potential

Passenger Vehicle Emissions Avoided by Bustang*



Annually:

- ✓ Removes over 600,400 passenger vehicles on the highway network
- ✓ Reduces 49.7 tons of NO_x from passenger vehicles
- ✓ Reduces 14,400 tons of CO₂ emissions from passenger vehicles

Assumptions:

One passenger vehicle mile traveled produces 404 grams of CO₂ and 1.39 grams of NO_x

Transit vehicle occupancy of 75% for a 32-passenger bus

Average passenger distance traveled of 100 miles



Budget Proposal (FY22-26)

Expenditures:

Existing Service Cost*:
\$73,531,531

Existing Funding**:
\$50,302,255

Need for Transit O/M ***:
\$61,500,000

Rolling stock:
\$11,300,000

~~NOTES:~~
Total Transit Need:
\$72,800,000

All numbers are estimates and subject to change

*Assumes 3% annual operating cost increase

** Funding sources include: FASTER Transit, Farebox Revenue, FTA 5311(f), partnerships for Snowstang

***Assumes 30% farebox recovery and 3% annual operating cost increase

Secured Revenues:

Legislative Proposal: \$30,000,000

State MMOF:
\$42,000,000

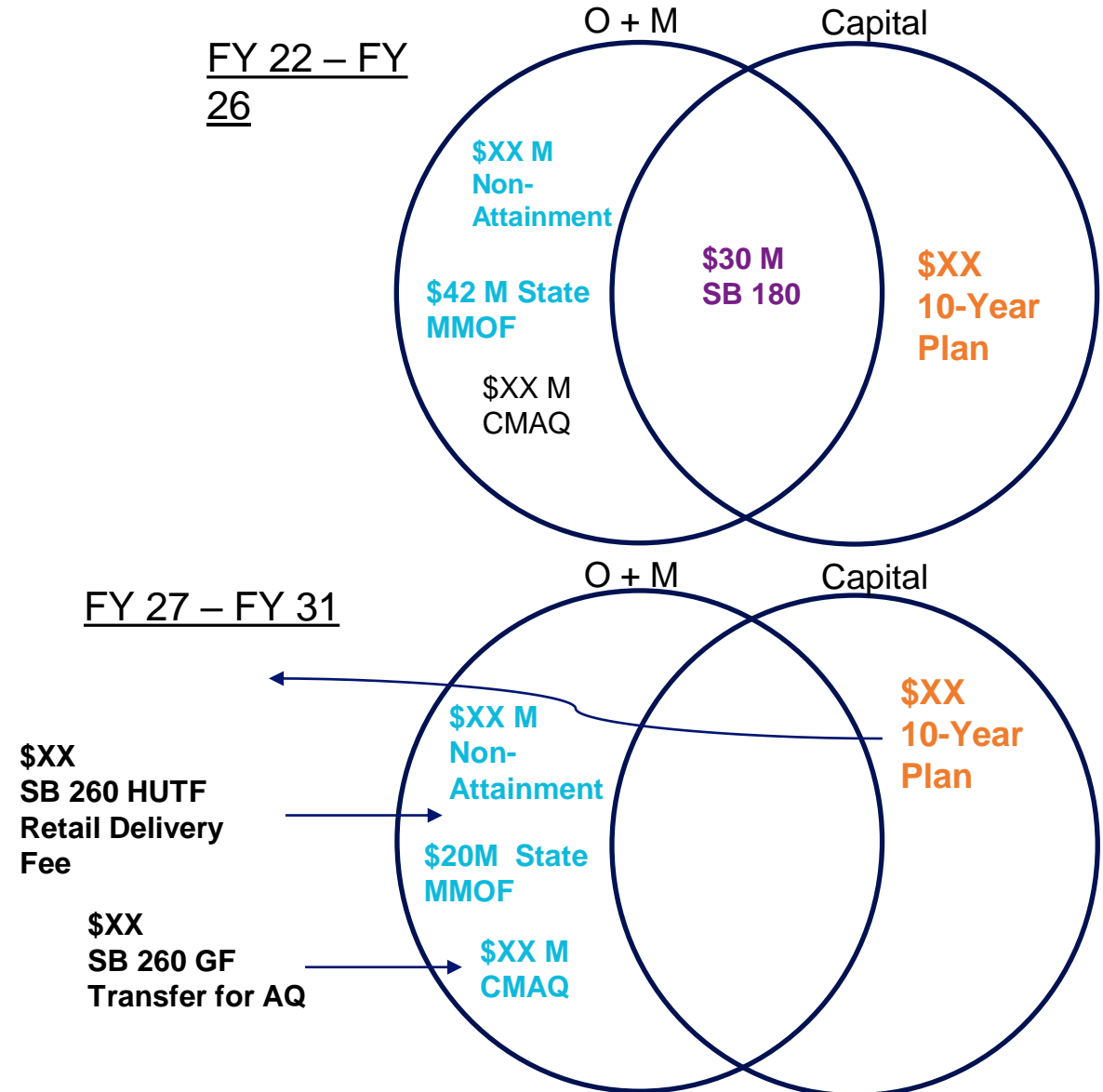
Total secured revenue: \$72,000,000

Other potential sources of revenue: Non-Attainment Enterprise, 10 Year Plan (Rolling Stock), & Congestion Mitigation Air Quality (CMAQ) funds.



Budget Proposal (FY22-26)

- In general, capital needs associated with Bustang will be funded through the 10-Year Plan.
- Legislative funding and the state share of MMOF are more than adequate to meet Bustang O&M needs over the next four years.
- The drop off in MMOF funding after FY26 will require bringing in additional transit-eligible funding sources (currently assumed as part of funding for the 10-Year Plan).
- CMAQ and Non-Attainment Enterprise sources can supplement and accelerate/expand deployment or reduce the need from other sources in subsequent years.





Phased Implementation - Bustang Expansion

2022

- Refine service phasing and execution
- Develop marketing campaign
- Kick off Phase 1 expansion (Fall 2022)

2023

- Outreach and education
- Phase 2 expansion (Summer 2023)

2024

- Outreach and education
- Phase 3 expansion (Summer 2024)
- Service assessment and refinement

2025

- Refine service as needed.
- Outreach and education
- Service assessment and refinement

2026

- Conclude pilot service and assess next steps



COLORADO

Department of Transportation

Questions and Discussion





DATE: May 13, 2022
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Rebecca White, Director, Division of Transportation Development
Aaron Willis, Statewide and Regional Planning Section Manager
SUBJECT: SB260 Enterprise Overview

Purpose

This memo provides STAC members with a general overview of several new Enterprises that were created with the passage of SB260.

Action

Informational only.

Background

SB260 created four new enterprises that support a range of transportation infrastructure improvements throughout the state. Two of these new enterprises, Clean Transit and Nonattainment Area, will be managed by CDOT. As background, transportation enterprises operate as government-owned businesses within different Colorado state departments and function as divisions of those departments. Each Enterprise has a board that governs and directs its operations and a defined purpose and limitations which are funded through fees and surcharges.

Details

Clean Transit Enterprise: This Enterprise supports public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. The Enterprise is funded by imposing a clean transit retail delivery fee to fund its operations and to issue grants, loans, or rebates to support electrification for public transit. This Enterprise is managed by the Office of Innovative Mobility.

<https://www.codot.gov/programs/innovativemobility/cte>

Nonattainment Area Air Pollution Mitigation Enterprise: This Enterprise supports the mitigation of the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas. The Enterprise funds eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone within Adams, Arapahoe, Broomfield, Boulder, Denver,

Douglas, Jefferson, Larimer, and Weld counties (the current ozone nonattainment area). This Enterprise is managed by the Division of Transportation Development.
<https://www.codot.gov/programs/planning/naapme>

Clean Fleet Enterprise: This Enterprise, housed within the Colorado Department of Health and Environment, incentivizes and supports the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. The Enterprise is authorized to impose a clean fleet retail delivery fee to be paid by those who order goods online and are delivered by motor vehicle and a clean fleet per ride fee paid by transportation network companies.
<https://cdphe.colorado.gov/clean-fleet-enterprise>

Community Access Enterprise: This Enterprise, housed within the Colorado Energy Office, supports the widespread adoption of electric motor vehicles, equitably invests in transportation infrastructure, and incentivizes the acquisition and use of electric motor vehicles and electric alternatives to motor vehicles.
<https://energyoffice.colorado.gov/boards-commissions/community-access-enterprise>

Bridge and Tunnel Enterprise: Colorado's Bridge Enterprise was established with the passage of FASTER in 2009. SB260 expanded the scope to include tunnels and provided new fee funding. The purpose of the Enterprise is to finance, repair, reconstruct and replace Designated Bridges as defined by SB09-108 and to repair, maintain, and more safely operate tunnels.
<https://www.codot.gov/programs/BridgeEnterprise>

Next Steps

SB260 requires the Enterprises with developing individual 10-Year Plans. Staff will share the plans for CDOT's enterprises with STAC as information as they become available.

Attachments

SB260 Enterprise Overview Presentation

