



# TRANSPORTATION NEWSLETTER

**DATE: May 2022**

**Vince Rogalski, Chairman**

**Gunnison Valley TPR**

**[vrogal@montrose.net](mailto:vrogal@montrose.net)**

## **New STAC Meeting Dates**

Discussion on New STAC Meeting Dates – Aaron Willis, Statewide and Regional Planning Section Manager, CDOT Division of Transportation Development (DTD)

- It is difficult for CDOT staff to prepare materials for STAC and TC due to the proximity of the two meetings. A live poll was conducted on meeting format (virtual versus in-person) and meeting day.

It was agreed that STAC will meet in-person two times a year (May and October) and ten times virtually. **The STAC meeting will take place on the first Thursday of the month from 8:30 am - 12:00 pm. The first STAC Meeting on the new schedule will be JULY 7, 2022.**

This will go into effect in July.

### **STAC Discussion**

- In-person meetings will not have a virtual option in order to encourage attendance.
- STAC members discussed scheduling conflicts.

## **Bustang Expansion – Amber Blake, Director, CDOT Division of Transit and Rail**

- Bustang service will be expanded on the I-70 and I-25 corridors starting this summer. This will be a three-year pilot program to test building and sustaining ridership.
- In the next four years, expansion will mainly be funded by the state MMOF and SB22-180 funds. There is a funding gap starting in fiscal year 2026. CDOT is thinking about how to fill that gap. STAC Discussion
- CDOT has plans for expanding Outrider as well.
- Looking to fiscal year 2026, there are concerns about CDOT using Congestion Mitigation and Air Quality (CMAQ) funds to fill the funding gap. CDOT has included CMAQ only as a potential funding source. Also, CDOT is considering the state-designated CMAQ funds and not the CMAQ funds that go to MPOs/TPRs.

- Bustang can be used as a mitigation for the GHG Rule. The complexity is that Bustang crosses multiple regions, but the calculations will be made.

DATE: May 18, 2022

TO: Transportation Commission

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% preCOVID 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 MMOF 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 I25 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 MMOF 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
<b>I-25 North Fort Collins to Denver</b>	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>8</b> Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>10</b> Daily Round Trips Weekdays <b>4</b> Daily Round Trips Weekends	<b>12-13</b> Daily Round Trips Weekdays <b>6</b> Daily Round Trips Weekends
<b>I-25 South Colorado Springs to Denver</b>	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>8</b> Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>10</b> Daily Round Trips Weekdays <b>4</b> Daily Round Trips Weekends	<b>12-13</b> Daily Round Trips Weekdays <b>6</b> Daily Round Trips Weekends
<b>I-70 West Grand Junction to Denver*</b>	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	<b>4</b> Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	<b>9-10</b> Daily Round Trips Grand Junction and Denver*	<b>13-15</b> 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.

## The Transportation Commission Approved the Bustang Expansion at their Meeting on Thursday May 19, 2022.

**SB21-260 New Enterprise Update – Darius Pakbaz, Deputy Director, CDOT DTD; Kay Kelly, Chief, CDOT 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 Patrick Holinda, CDOT Bridge and Tunnel Enterprise**

- SB21-260 established four enterprises: Nonattainment Area Air Pollution Mitigation Enterprise, Clean Transit Enterprise, Community Access Enterprise, and Clean Fleet Enterprise. Each enterprise is required to promulgate rules, publish a 10-year plan, maintain a website with a “public accountability dashboard,” and prepare an annual report. The bill also modified the Bridge Enterprise to include tunnels, creating the Statewide Bridge and Tunnel Enterprise
- Staff reviewed the business purpose of each enterprise, governing board members, revenue streams, and supported programs. STAC Discussion
- A concern was raised about MPOs/TPRs that supply fees for the Nonattainment Area Air Pollution Mitigation Enterprise but don’t receive projects. The question was whether these regions could receive GHG credits for the fees they supply. CDOT staff clarified that the Enterprise focuses on ozone while the GHG Rule focuses on GHG emissions.

- The Department of Revenue is responsible for collecting the Nonattainment Area Air Pollution Mitigation Enterprise fees, and is the best resource for finding out fee contributions by region.
- There was a reminder for project managers of bridges and tunnels to do due diligence with the State Historic Preservation Office when renovations are planned.
- CDOT will follow up on a question about how the Statewide Bridge and Tunnel Enterprise may interact with the Colorado Counties, Incorporated (CCI) program for off-system bridges.

## **Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR**

- The state legislative session has concluded. SB22-180 passed. The bill gave \$30 million to Bustang for service expansion and \$10 million to the Revitalizing Main Streets program. Burnham Yard and Front Range passenger rail also received some funds.
- Regarding safety, the bicycle safety stop bill passed, and CDOT was able to amend language to allow local governments and CDOT to sign intersections that should not be included in the bill. A distracted driving bill died, though it got closer to passing than ever before. CDOT will be doing a request for proposals to study impaired driving due to substances other than alcohol.
- CDOT was given roll-over authority for MMOF for the next three years.
- On the federal level, Congress is working on a bill to address supply chain issues. The Biden administration announced updates to environmental permitting. A webinar for the Reconnecting Communities Pilot Program is upcoming. The purpose of the grant is to reconnect communities that were divided by urban redevelopment. The Multimodal Discretionary Projects Grant (MPDG) deadline is May 23rd.

**Transportation TPR Meeting**  
**NEXT MEETING NOTICE TPR Meeting July 7**  
**Location TBD**