

**Second Regular Session  
Seventy-fourth General Assembly  
STATE OF COLORADO**

**PREAMENDED**

*This Unofficial Version Includes Committee  
Amendments Not Yet Adopted on Second Reading*

LLS NO. 24-0242.01 Nicole Myers x4326

**SENATE BILL 24-032**

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**SENATE SPONSORSHIP**

**Priola and Winter F.**, Cutter, Exum, Jaquez Lewis, Buckner, Hansen, Hinrichsen,  
Michaelson Jenet, Sullivan

**HOUSE SPONSORSHIP**

**Vigil and Marvin**, Froelich, Lindsay, Lindstedt, Mabrey, Mauro, Parenti

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**Senate Committees**

Transportation & Energy  
Finance  
Appropriations

**House Committees**

Transportation, Housing & Local Government  
Finance  
Appropriations

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**A BILL FOR AN ACT**

101 **CONCERNING METHODS TO INCREASE THE USE OF TRANSIT.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov/>.)*

**Transportation Legislation Review Committee. Statewide transit pass exploratory committee. Section 1** of the bill creates the statewide transit pass exploratory committee (committee) within the department of transportation (department) to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass. The committee is required to meet as necessary to produce a viable proposal by July 1, 2026, with the goal of implementing a statewide transit pass by January 1, 2028.

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.  
*Capital letters or bold & italic numbers indicate new material to be added to existing law.*  
*Dashes through the words or numbers indicate deletions from existing law.*

SENATE  
3rd Reading Unamended  
April 24, 2024

SENATE  
Amended 2nd Reading  
April 23, 2024

The committee consists of 15 members appointed by the executive director of the department and is required to include representatives of a diverse group of transit agencies throughout the state, a representative of an entity or interest group involved in passenger rail systems, a representative of an organization with a statewide perspective regarding transportation, and 2 representatives of the department, one who is knowledgeable about the department's inter-city regional bus service and one who is knowledgeable about innovative mobility.

In conducting its work and in producing a viable proposal for the creation, implementation, and administration of a statewide transit pass the committee is required to consider:

- Various specified logistics of creating a statewide transit pass;
- A method for determining the price of a statewide transit pass;
- A structure for the sale of the statewide transit pass to individuals and to employers for their employees;
- The services that will be offered to statewide transit pass holders;
- The types of statewide transit passes that would be offered, including different options for the duration of the pass to accommodate Colorado residents and visitors to Colorado;
- Additional opportunities for collaboration across transit agencies in the state to make it easier and more appealing for people to use transit;
- The technology that would be necessary to monitor the use of the statewide transit pass and track ridership across transit agencies;
- Local, tribal, state, and federal laws, rules, or regulations that need to be considered in connection with the creation of a statewide transit pass;
- The best method for advertising and marketing a statewide transit pass;
- The potential impacts that a statewide transit pass will have on transit pass programs that are currently offered by transit agencies;
- The potential impacts of section 20 of article X of the state constitution to local governments in connection with revenue generated by the sale of a statewide transit pass;
- A proposal for the structure and composition of a permanent advisory board to oversee the creation, implementation, and administration of a statewide transit pass; and
- Any other issues that need to be discussed or addressed, as deemed necessary and appropriate by a majority vote of the

members of the committee.

In producing a viable proposal for the creation, implementation, and administration of a statewide transit pass, the committee is required to solicit input from specified subject matter experts and interested parties across the state.

The committee is required to submit its proposal for the creation, implementation, and administration of a statewide transit pass, including recommendations for any necessary legislation in connection with the proposal, to the executive director and the members of the transportation legislation review committee of the general assembly on or before July 1, 2026.

**Ozone season transit grant program.** The ozone season transit grant program was created in the Colorado energy office in 2022. **Section 2** makes the following changes to the ozone season transit grant program:

- Relocates the ozone season transit grant program to the department;
- Requires the transit association that receives money from the state and uses the money to make grants to transit agencies to consider grants that have been or will be awarded to the transit agency through the youth fare free transit grant program, created in the bill, when making grants to ensure that transit agencies do not receive grants through the ozone season transit grant program for services that are paid for with grants from the youth fare free transit grant program;
- Requires the state treasurer to transfer \$7 million to the ozone season transit grant program fund on July 1, 2024, and on July 1 of each year thereafter; and
- Makes the ozone season transit grant program permanent by repealing the statute that would repeal the ozone season transit grant program on July 1, 2024.

**Youth fare free transit grant program.** **Section 3** creates the youth fare free transit grant program in the department to provide grants to the regional transportation district (RTD) and a transit association to provide fare free year-round transit services for individuals who are 19 years of age or younger (youth).

To receive a grant, a transit association or the RTD must submit an application to the department in accordance with the policies established by the department. A transit association that receives a grant may use the money to make grants to eligible transit agencies. The eligible transit agencies and the RTD may use the grant money to provide operating support for its transit operations and general transit programs, so long as the eligible transit agency or the RTD provides uninterrupted fare free year-round transit services for youth riders.

The RTD is required to report to the department and an eligible

transit agency that receives a grant from a transit association is required to report to the transit association regarding the estimated change in youth ridership during the year in which fare free services were offered compared to previous years, any changes that the RTD or the eligible transit agency would make in how it provides fare free transit services to youth or in its use of the grant money based on its experiences, and how the RTD or the eligible transit agency marketed the fare free transit services for youth. The transit association is required to submit to the department a summary of the reported information for all eligible transit agencies that received a grant through the transit association.

The bill creates the youth fare free transit grant program fund (fund) and transfers \$7 million from the general fund to the fund on July 1, 2024, and on July 1 of each year thereafter. The money in the fund is continuously appropriated to the department for the youth fare free transit grant program.

The department is required to establish policies governing the youth fare free transit grant program and to report to the house of representatives transportation, housing, and local government committee and the senate transportation committee, or their successor committees, by December 31 of each year of the program.

**Income tax credit for the purchase of a transit pass.** For income tax years beginning on or after January 1, 2024, but before January 1, 2029, **section 4** creates an income tax credit allowed to any taxpayer in an amount equal to 30% of the amount spent by the taxpayer to purchase one or more transit passes for use by the taxpayer during the income tax year for which the credit is claimed.

To claim the credit a taxpayer is required to include a credit certificate issued by the department with the income tax return filed with the department of revenue. The credit certificate that the department issues must identify the taxpayer and certify that the taxpayer purchased one or more transit passes for the taxpayer's use during the income tax year for which the credit is claimed.

The amount of the credit not used as an offset against income taxes in the current income tax year is refunded to the taxpayer.

No later than January 1, 2025, and no later than January 1 of each year thereafter through January 1, 2029, the department is required to provide the department of revenue with an electronic report of the taxpayers receiving a credit certificate.

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1 *Be it enacted by the General Assembly of the State of Colorado:*

2 **SECTION 1.** In Colorado Revised Statutes, **add** 43-1-132 as  
3 follows:

1           **43-1-132. Statewide transit pass exploratory committee -**  
2 **legislative declaration.** (1) THE GENERAL ASSEMBLY HEREBY FINDS AND  
3 DECLARES THAT:

4           (a) (I) OVER-RELIANCE ON PERSONAL PASSENGER VEHICLES FOR  
5 TRANSPORTATION CONTRIBUTES TO POOR AIR QUALITY AND CLIMATE  
6 CHANGE AND HAS A NEGATIVE ECONOMIC IMPACT ON FAMILIES IN THE  
7 STATE;

8           (II) (A) NATIONWIDE, THE NUMBER OF JOBS WITHIN THE TYPICAL  
9 COMMUTE DISTANCE FOR RESIDENTS IN MAJOR METROPOLITAN AREAS HAS  
10 DECLINED OVER TIME ACCORDING TO A REPORT BY THE BROOKINGS  
11 INSTITUTION TITLED "THE GROWING DISTANCE BETWEEN PEOPLE AND  
12 JOBS IN METROPOLITAN AMERICA";

13           (B) COLORADANS DRIVE MORE MILES PER PERSON THAN THEY  
14 USED TO, IN PART DUE TO STRESS ON TRANSPORTATION INFRASTRUCTURE  
15 AND INCREASING HOUSEHOLD COSTS; AND

16           (C) SINCE 1981, PER CAPITA VEHICLE MILES TRAVELED IN  
17 COLORADO HAVE RISEN BY OVER TWENTY PERCENT ACCORDING TO DATA  
18 FROM THE FEDERAL HIGHWAY ADMINISTRATION;

19           (III) HIGH TRANSPORTATION COSTS IMPACT LOW-INCOME  
20 HOUSEHOLDS IN PARTICULAR, WITH HOUSEHOLDS MAKING LESS THAN  
21 FORTY THOUSAND DOLLARS PER YEAR IN THE WESTERN UNITED STATES  
22 SPENDING OVER TWENTY-FOUR PERCENT OF THEIR INCOME ON  
23 TRANSPORTATION, WHEN SPENDING MORE THAN FIFTEEN PERCENT OF  
24 INCOME ON TRANSPORTATION IS CONSIDERED COST BURDENED,  
25 ACCORDING TO DATA FROM THE BUREAU OF LABOR STATISTICS  
26 CONSUMER EXPENDITURE SURVEYS;

27           (IV) (A) IN ADDITION TO ECONOMIC IMPACTS, THE INCREASE IN

1 VEHICLE TRAFFIC HAS AN ENVIRONMENTAL IMPACT;

2 (B) THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
3 HAS CLASSIFIED THE DENVER METRO/NORTH FRONT RANGE AREA AS  
4 BEING IN SEVERE NONATTAINMENT FOR OZONE AND GROUND LEVEL  
5 OZONE, WHICH HAS SERIOUS IMPACTS ON HUMAN HEALTH, PARTICULARLY  
6 FOR VULNERABLE POPULATIONS;

7 (C) ACCORDING TO THE GREENHOUSE GAS POLLUTION REDUCTION  
8 ROADMAP, PUBLISHED BY THE COLORADO ENERGY OFFICE AND DATED  
9 JANUARY 14, 2021, THE TRANSPORTATION SECTOR IS THE SINGLE LARGEST  
10 SOURCE OF GREENHOUSE GAS POLLUTION IN COLORADO;

11 (D) NEARLY SIXTY PERCENT OF THE GREENHOUSE GAS EMISSIONS  
12 FROM THE TRANSPORTATION SECTOR COME FROM LIGHT-DUTY VEHICLES,  
13 WHICH CONSTITUTE THE MAJORITY OF CARS AND TRUCKS THAT  
14 COLORADANS DRIVE EVERY DAY;

15 (E) AS PART OF THE GREENHOUSE GAS POLLUTION REDUCTION  
16 ROADMAP, A STRATEGIC ACTION PLAN TO ACHIEVE LEGISLATIVELY  
17 ADOPTED TARGETS OF REDUCING GREENHOUSE GAS POLLUTION  
18 ECONOMY-WIDE BY FIFTY PERCENT BELOW 2005 LEVELS BY 2030 AND  
19 NINETY PERCENT BY 2050, THE STATE COMMITTED TO REDUCING  
20 EMISSIONS FROM THE TRANSPORTATION SECTOR BY FORTY-ONE PERCENT  
21 BY 2030 FROM A 2005 BASELINE; AND

22 (F) THE GREENHOUSE GAS TRANSPORTATION PLANNING  
23 STANDARD ADOPTED BY THE TRANSPORTATION COMMISSION IN 2021 SET  
24 A TARGET TO REDUCE TRANSPORTATION GREENHOUSE GAS EMISSIONS  
25 THROUGH THE TRANSPORTATION PLANNING PROCESS BY ONE MILLION FIVE  
26 HUNDRED THOUSAND TONS BY 2030;

27 (b) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

1 (I) THE ENVIRONMENTAL AND ECONOMIC ISSUES THAT RESULT  
2 FROM INCREASED RELIANCE ON PASSENGER VEHICLES AND AN INCREASE  
3 IN THE NUMBER OF MILES TRAVELED PER PERSON IS A MATTER OF  
4 STATEWIDE CONCERN;

5 (II) ONE OF THE KEY FINDINGS OF THE GREENHOUSE GAS  
6 POLLUTION REDUCTION ROADMAP IS THAT REDUCING GROWTH IN DRIVING  
7 IS AN IMPORTANT TOOL TO ACHIEVE THE STATE'S CLIMATE GOALS AND  
8 THAT EXPANDING PUBLIC TRANSIT IS AN IMPORTANT NEAR-TERM ACTION  
9 THAT CAN HELP ACHIEVE THOSE GOALS; AND

10 (III) IT IS THE STATE'S RESPONSIBILITY TO SUPPORT PROGRAMS  
11 THAT REDUCE THE GROWTH IN DRIVING AND EXPAND PUBLIC TRANSIT.

12 (2) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE  
13 REQUIRES:

14 (a) "COMMITTEE" MEANS THE STATEWIDE TRANSIT PASS  
15 EXPLORATORY COMMITTEE CREATED IN SUBSECTION (3) OF THIS SECTION.

16 (b) "STATEWIDE TRANSIT PASS" OR "PASS" MEANS A SINGLE  
17 TRANSIT PASS ON A UNIVERSAL PLATFORM THAT CAN BE USED ON TRANSIT  
18 PROVIDED BY TRANSIT AGENCIES ACROSS THE STATE.

19 (c) "TRANSIT AGENCY" MEANS A PROVIDER OF PUBLIC  
20 TRANSPORTATION, AS DEFINED IN 49 U.S.C. SEC. 5302 (15), AS AMENDED.

21 (3) (a) NO LATER THAN OCTOBER 1, 2024, THE EXECUTIVE  
22 DIRECTOR SHALL CREATE A STATEWIDE TRANSIT PASS EXPLORATORY  
23 COMMITTEE TO PRODUCE A VIABLE PROPOSAL FOR THE CREATION,  
24 IMPLEMENTATION, AND ADMINISTRATION OF A STATEWIDE TRANSIT PASS.  
25 THE COMMITTEE SHALL MEET AS NECESSARY TO PRODUCE A VIABLE  
26 PROPOSAL BY JULY 1, 2026, WITH THE GOAL OF IMPLEMENTING A  
27 STATEWIDE TRANSIT PASS BY JANUARY 1, 2028.

1 (b) THE COMMITTEE CONSISTS OF THE FOLLOWING      MEMBERS  
2 APPOINTED BY THE EXECUTIVE DIRECTOR:

3 (I) THREE REPRESENTATIVES FROM THE FIVE LARGEST TRANSIT  
4 AGENCIES IN THE STATE;

5 (II) EIGHT REPRESENTATIVES FROM A DIVERSE GROUP OF TRANSIT  
6 AGENCIES THROUGHOUT THE STATE INCLUDING AT LEAST ONE  
7 REPRESENTATIVE FROM A TRANSIT AGENCY THAT SERVES A RURAL PART  
8 OF THE STATE THAT IS NOT A RESORT COMMUNITY AND AT LEAST ONE  
9 REPRESENTATIVE FROM A TRANSIT AGENCY THAT SERVES ONE OR MORE  
10 RESORT COMMUNITIES;

11 (III) ONE REPRESENTATIVE OF AN ENTITY OR INTEREST GROUP  
12 INVOLVED IN THE PROMOTION, PLANNING, OR DEVELOPMENT OF  
13 PASSENGER RAIL SYSTEMS;

14 (IV) ONE REPRESENTATIVE FROM AN ORGANIZATION WITH A  
15 STATEWIDE PERSPECTIVE REGARDING TRANSPORTATION;     

16 (V) TWO REPRESENTATIVES OF THE DEPARTMENT, ONE WHO IS  
17 KNOWLEDGEABLE ABOUT THE DEPARTMENT'S INTER-CITY REGIONAL BUS  
18 SERVICE AND ONE WHO IS KNOWLEDGEABLE ABOUT THE DEPARTMENT'S  
19 INNOVATIVE MOBILITY PROGRAM;

20 (VI) ONE REPRESENTATIVE FROM A DISPROPORTIONATELY  
21 IMPACTED COMMUNITY. AS USED IN THIS SUBSECTION (3)(b)(VI),  
22 "DISPROPORTIONATELY IMPACTED COMMUNITY" HAS THE MEANING SET  
23 FORTH IN SECTION 24-4-109 (2)(b)(II).

24 (VII) ANY OTHER MEMBERS DEEMED NECESSARY BY THE  
25 EXECUTIVE DIRECTOR.

26 (c) MEMBERS OF THE COMMITTEE SERVE AT THE PLEASURE OF THE  
27 EXECUTIVE DIRECTOR AND WITHOUT COMPENSATION.



1           (4) IN CONDUCTING ITS WORK AND IN PRODUCING A VIABLE  
2 PROPOSAL FOR THE CREATION, IMPLEMENTATION, AND ADMINISTRATION  
3 OF A STATEWIDE TRANSIT PASS, THE COMMITTEE SHALL CONSIDER THE  
4 FOLLOWING:

5           (a) THE LOGISTICS OF CREATING A STATEWIDE TRANSIT PASS,  
6 INCLUDING:

7           (I) A VIABLE STRUCTURE FOR THE PASS TO ALLOW PASS HOLDERS  
8 TO USE SERVICES PROVIDED BY TRANSIT AGENCIES ACROSS THE STATE  
9 WITH A SINGLE PASS;

10          (II) A PLAN FOR COORDINATION AMONG TRANSIT AGENCIES  
11 ACROSS THE STATE TO IMPLEMENT AND ADMINISTER THE PASS;

12          (III) A METHOD FOR COST-SHARING THE EXPENSES IN CONNECTION  
13 WITH THE CREATION, IMPLEMENTATION, ADMINISTRATION, AND  
14 ADVERTISEMENT OF THE PASS;

15          (IV) A STRUCTURE FOR SHARING, APPORTIONING, AND  
16 DISTRIBUTING REVENUE FROM THE SALE OF THE PASS AMONG THE TRANSIT  
17 AGENCIES THAT PARTICIPATE IN THE PASS; AND

18          (V) THE POSSIBILITY OF CREATING A FORMULA TO DISTRIBUTE  
19 REVENUE FROM THE SALE OF THE PASS AMONG THE TRANSIT AGENCIES  
20 THAT PARTICIPATE IN THE PASS, THE FACTORS TO CONSIDER IN THE  
21 CREATION OF SUCH A FORMULA, AND A DETERMINATION REGARDING THE  
22 FREQUENCY WITH WHICH THE FORMULA WOULD BE RECALCULATED;

23          (b) A METHOD FOR DETERMINING THE PRICE OF A STATEWIDE  
24 TRANSIT PASS, INCLUDING WHETHER THERE WILL BE OPTIONS FOR  
25 DISCOUNTED PASSES FOR LOW-INCOME POPULATIONS AND CONSIDERATION  
26 OF HOW TRANSIT OPERATORS WOULD CONTINUE TO COLLECT A FARE FROM  
27 THE PASS THAT IS CONSISTENT WITH THEIR EXISTING FARE STRUCTURE;

1 (c) A STRUCTURE FOR THE SALE OF THE STATEWIDE TRANSIT PASS  
2 TO INDIVIDUALS AND TO EMPLOYERS FOR THEIR EMPLOYEES, INCLUDING:

3 (I) AN OPT-IN OR OPT-OUT PROGRAM WITH A MOTOR VEHICLE  
4 REGISTRATION OR WITH THE RENEWAL OF A DRIVER LICENSE OR STATE  
5 IDENTIFICATION CARD ISSUED BY THE DEPARTMENT OF REVENUE;

6 (II) ONLINE SALES; AND

7 (III) SALES KIOSKS AT AIRPORTS, TRAIN AND BUS STATIONS,  
8 TOURISM OFFICES, AND OTHER PHYSICAL LOCATIONS ACROSS THE STATE;

9 (d) THE SERVICES THAT WILL BE OFFERED TO STATEWIDE TRANSIT  
10 PASS HOLDERS, INCLUDING:

11 (I) CONSIDERATION OF WHETHER THE PASS WOULD COVER ONLY  
12 SERVICES ON FIXED ROUTES OR PROVIDE ACCESS-ON-DEMAND SERVICES IN  
13 ADDITION TO SERVICES ON FIXED ROUTES;

14 (II) IF ACCESS-ON-DEMAND SERVICES WOULD BE INCLUDED IN THE  
15 PASS, HOW THE COST OF THOSE RIDES FACTORS INTO THE COST OF THE  
16 PASS;

17 (III) CONSIDERATION OF THE REQUIREMENTS OF THE FEDERAL  
18 "AMERICANS WITH DISABILITIES ACT OF 1990", 42, U.S.C., SEC. 12101, ET  
19 SEQ., AS AMENDED, REGARDING ACCESSIBILITY AND ACCESS TO TRANSIT;  
20 AND

21 (IV) CONSIDERATION OF FEDERAL LAWS RELATING TO  
22 ANTIDISCRIMINATION, INCLUDING TITLE VI OF THE FEDERAL "CIVIL  
23 RIGHTS ACT OF 1964", PUB.L. 88-352, AS AMENDED;

24 (e) THE TYPES OF STATEWIDE TRANSIT PASSES THAT WOULD BE  
25 OFFERED, INCLUDING DIFFERENT OPTIONS FOR THE DURATION OF THE PASS  
26 TO ACCOMMODATE COLORADO RESIDENTS WHO MAY USE A PASS  
27 YEAR-ROUND, FOR A PORTION OF THE YEAR, OR OTHER LONGER DURATION,

1 AND VISITORS TO COLORADO WHO MAY USE A PASS FOR A DAY, WEEK, OR  
2 OTHER LIMITED DURATION;

3 (f) ADDITIONAL OPPORTUNITIES FOR COLLABORATION ACROSS  
4 TRANSIT AGENCIES IN THE STATE, IN ADDITION TO THE CREATION,  
5 IMPLEMENTATION, AND ADMINISTRATION OF A STATEWIDE TRANSIT PASS,  
6 TO MAKE IT EASIER AND MORE APPEALING FOR PEOPLE TO USE TRANSIT,  
7 INCLUDING:

8 (I) THE POSSIBILITY OF TRANSIT AGENCIES ALLOWING CUSTOMERS  
9 TO PURCHASE A TICKET IN ONE TRANSACTION FOR AN ENTIRE TRIP THAT  
10 REQUIRES TRANSIT SERVICES PROVIDED BY MULTIPLE TRANSIT AGENCIES;  
11 AND

12 (II) THE POSSIBILITY OF TRANSIT AGENCIES SUBMITTING THEIR  
13 TRIP PLANNING DATA TO A CENTRAL SOURCE TO ALLOW CUSTOMERS TO  
14 CREATE AN ITINERARY THAT REQUIRES SERVICES PROVIDED BY MULTIPLE  
15 TRANSIT AGENCIES;

16 (g) THE TECHNOLOGY THAT WOULD BE NEEDED TO MONITOR THE  
17 USE OF THE STATEWIDE TRANSIT PASS AND TRACK RIDERSHIP ACROSS  
18 TRANSIT AGENCIES TO ASSIST TRANSIT AGENCIES IN DETERMINING AND  
19 UNDERSTANDING THE FINANCIAL IMPACT OF THE PASS IN THE FUTURE;

20 (h) ANY ADDITIONAL LOCAL, TRIBAL, STATE OR FEDERAL LAWS,  
21 RULES, OR REGULATIONS THAT NEED TO BE CONSIDERED IN CONNECTION  
22 WITH THE CREATION OF A STATEWIDE TRANSIT PASS;

23 (i) THE BEST METHOD FOR ADVERTISING AND MARKETING A  
24 STATEWIDE TRANSIT PASS;

25 (j) THE POTENTIAL IMPACTS THAT A STATEWIDE TRANSIT PASS  
26 WILL HAVE ON TRANSIT PASS PROGRAMS THAT ARE CURRENTLY OFFERED  
27 BY TRANSIT AGENCIES;

1 (k) THE POTENTIAL IMPACTS OF SECTION 20 OF ARTICLE X OF THE  
2 STATE CONSTITUTION TO LOCAL GOVERNMENTS IN CONNECTION WITH  
3 REVENUE GENERATED BY THE SALE OF A STATEWIDE TRANSIT PASS;

4 (l) A PROPOSAL FOR THE STRUCTURE AND COMPOSITION OF A  
5 PERMANENT ADVISORY BOARD TO OVERSEE THE CREATION,  
6 IMPLEMENTATION, AND ADMINISTRATION OF A STATEWIDE TRANSIT PASS;  
7 AND

8 (m) ANY OTHER ISSUES THAT NEED TO BE DISCUSSED OR  
9 ADDRESSED, AS DEEMED NECESSARY AND APPROPRIATE BY A MAJORITY  
10 VOTE OF THE MEMBERS OF THE COMMITTEE.

11 (5) IN PRODUCING A VIABLE PROPOSAL FOR THE CREATION,  
12 IMPLEMENTATION, AND ADMINISTRATION OF A STATEWIDE TRANSIT PASS,  
13 THE COMMITTEE SHALL SOLICIT INPUT FROM SUBJECT MATTER EXPERTS  
14 AND INTERESTED PARTIES ACROSS THE STATE, INCLUDING:

15 (a) THE TRANSIT AND RAIL ADVISORY COMMITTEE CREATED IN  
16 SECTION 43-1-1104 (1)(b);

17 (b) TRANSIT AGENCIES FROM ACROSS THE STATE, INCLUDING A  
18 PRESENTATION BY AND DISCUSSION WITH MEMBERS OF THE COMMITTEE  
19 REGARDING A STATEWIDE TRANSIT PASS AT AN ANNUAL MEETING  
20 ORGANIZED BY A NONPROFIT ENTITY TO PROVIDE TRAINING ON A VARIETY  
21 OF TOPICS, INCLUDING TRANSIT MANAGEMENT, LEADERSHIP  
22 DEVELOPMENT, DRIVER SAFETY, SYSTEM SAFETY, HUMAN SERVICES  
23 ISSUES, MOBILITY, AND POLICY ISSUES IN CONNECTION WITH THE FEDERAL  
24 TRANSIT ADMINISTRATION AND THE DEPARTMENT; AND

25 (c) MEMBERS OF THE PUBLIC, INCLUDING AN OPPORTUNITY FOR  
26 MEMBERS OF THE PUBLIC TO FOLLOW THE WORK OF THE COMMITTEE AND  
27 TO PROVIDE WRITTEN COMMENTS REGARDING THE PROPOSAL FOR THE

1 CREATION, IMPLEMENTATION, AND ADMINISTRATION OF A STATEWIDE  
2 TRANSIT PASS OR DISCUSSIONS IN CONNECTION WITH THE PROPOSAL.

3 (6) THE COMMITTEE SHALL SUBMIT ITS PROPOSAL FOR THE  
4 CREATION, IMPLEMENTATION, AND ADMINISTRATION OF A STATEWIDE  
5 TRANSIT PASS, INCLUDING RECOMMENDATIONS FOR ANY NECESSARY  
6 LEGISLATION IN CONNECTION WITH THE PROPOSAL, TO THE EXECUTIVE  
7 DIRECTOR AND THE MEMBERS OF THE TRANSPORTATION LEGISLATION  
8 REVIEW COMMITTEE OF THE GENERAL ASSEMBLY ON OR BEFORE JULY 1,  
9 2026.

10 [REDACTED]

11 **SECTION 2.** In Colorado Revised Statutes, 24-38.5-114, **add**  
12 **(8)(e)** as follows:

13 **24-38.5-114. Ozone season transit grant program - fund -**  
14 **creation - policies - report - definitions - repeal.** (8) (e) THE STATE  
15 TREASURER SHALL TRANSFER ANY MONEY REMAINING IN THE FUND ON  
16 JUNE 30, 2024, INCLUDING MONEY THAT IS OBLIGATED OR ENCUMBERED,  
17 TO THE ZERO FARE TRANSIT FUND CREATED IN SECTION 24-38.5-114.5.  
18 ANY MONEY THAT IS OBLIGATED OR ENCUMBERED WHEN IT IS  
19 TRANSFERRED TO THE ZERO FARE TRANSIT FUND SHALL BE USED FOR THE  
20 SAME PURPOSE FOR WHICH IT WAS OBLIGATED OR ENCUMBERED PURSUANT  
21 TO THIS SECTION.

22 **SECTION 3.** In Colorado Revised Statutes, **add** 24-38.5-114.5  
23 as follows:

24 **24-38.5-114.5. Zero fare transit grant programs - ozone season**  
25 **- youth fare free - zero fare transit fund - creation - policies - report**  
26 **- definitions - repeal.** (1) AS USED IN THIS SECTION, UNLESS THE  
27 CONTEXT OTHERWISE REQUIRES:

1 (a) "CASTA" MEANS THE COLORADO ASSOCIATION OF TRANSIT  
2 AGENCIES.

3 (b) "ELIGIBLE TRANSIT AGENCY" MEANS A TRANSIT AGENCY THAT  
4 IS:

5 (I) A REGIONAL SERVICE AUTHORITY PROVIDING SURFACE  
6 TRANSPORTATION PURSUANT TO PART 1 OF ARTICLE 7 OF TITLE 32, A  
7 REGIONAL TRANSPORTATION AUTHORITY CREATED PURSUANT TO PART 6  
8 OF ARTICLE 4 OF TITLE 43, OR ANY OTHER POLITICAL SUBDIVISION OF THE  
9 STATE, PUBLIC ENTITY, OR NONPROFIT CORPORATION PROVIDING MASS  
10 TRANSPORTATION SERVICES TO THE GENERAL PUBLIC OTHER THAN THE  
11 REGIONAL TRANSPORTATION DISTRICT; AND

12 (II) ELIGIBLE TO RECEIVE MONEY UNDER A GRANT AUTHORIZED BY  
13 49 U.S.C. SEC. 5307 OR 49 U.S.C. SEC. 5311.

14 (c) "FUND" MEANS THE ZERO FARE TRANSIT FUND CREATED IN  
15 SUBSECTION (8) OF THIS SECTION.

16 (d) "OFFICE" MEANS THE COLORADO ENERGY OFFICE CREATED IN  
17 SECTION 24-38.5-101.

18 (e) "OZONE SEASON" MEANS THE PERIOD FROM JUNE 1 TO AUGUST  
19 31 OF A CALENDAR YEAR; EXCEPT THAT, IF AN ELIGIBLE TRANSIT AGENCY  
20 OPERATES IN AN AREA IN WHICH OZONE-CAUSING TRAFFIC LEVELS ARE  
21 TYPICALLY HIGHEST DURING A DIFFERENT PERIOD THAN JUNE 1 TO  
22 AUGUST 31 OF A CALENDAR YEAR AND THE ELIGIBLE TRANSIT AGENCY  
23 IDENTIFIES THE DIFFERENT PERIOD IN AN APPLICATION FOR A GRANT TO  
24 OFFER FARE-FREE SERVICE DURING THE IDENTIFIED PERIOD THAT IS  
25 SUBMITTED TO CASTA IN ACCORDANCE WITH THE REQUIREMENTS OF THIS  
26 SECTION, "OZONE SEASON" MEANS, FOR THAT ELIGIBLE TRANSIT AGENCY,  
27 THE DIFFERENT PERIOD IDENTIFIED IN THE GRANT APPLICATION.

1 (f) "PROGRAM" MEANS THE ZERO FARE TRANSIT GRANT PROGRAM  
2 CREATED IN SUBSECTION (2) OF THIS SECTION.

3 (g) "REGIONAL TRANSPORTATION DISTRICT" MEANS THE REGIONAL  
4 TRANSPORTATION DISTRICT ESTABLISHED IN ARTICLE 9 OF TITLE 32.

5 (h) "TRANSIT AGENCY" MEANS A PROVIDER OF PUBLIC  
6 TRANSPORTATION, AS DEFINED IN 49 U.S.C. SEC. 5302 (15), AS AMENDED.

7 (i) "YOUTH" MEANS AN INDIVIDUAL WHO IS NINETEEN YEARS OF  
8 AGE OR YOUNGER.

9 (2) THE ZERO FARE TRANSIT GRANT PROGRAM IS CREATED IN THE  
10 OFFICE. THE PURPOSES OF THE PROGRAM ARE:

11 (a) TO PROVIDE GRANTS TO CASTA FOR THE PURPOSE OF  
12 PROVIDING GRANTS TO ELIGIBLE TRANSIT AGENCIES TO OFFER EITHER:

13 (I) FREE TRANSIT SERVICES FOR A MINIMUM OF THIRTY DAYS  
14 DURING OZONE SEASON; OR

15 (II) YEAR-ROUND FARE FREE TRANSIT SERVICES TO YOUTH RIDERS;  
16 AND

17 (b) TO PROVIDE GRANTS TO THE REGIONAL TRANSPORTATION  
18 DISTRICT FOR THE PURPOSE OF PROVIDING YEAR-ROUND FARE FREE  
19 TRANSIT SERVICES TO YOUTH RIDERS.

20 (3) THE OFFICE SHALL ADMINISTER THE PROGRAM AND AWARD  
21 GRANTS IN ACCORDANCE WITH THIS SECTION AND THE POLICIES  
22 DEVELOPED BY THE OFFICE PURSUANT TO SUBSECTION (7) OF THIS  
23 SECTION. SUBJECT TO AVAILABLE APPROPRIATIONS, GRANTS ARE PAID OUT  
24 OF THE FUND.

25 (4) (a) TO RECEIVE A GRANT, CASTA OR THE REGIONAL  
26 TRANSPORTATION DISTRICT MUST SUBMIT AN APPLICATION TO THE OFFICE  
27 IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION AND THE

1 POLICIES ESTABLISHED BY THE OFFICE IN ACCORDANCE WITH SUBSECTION  
2 (7) OF THIS SECTION.

3 (b) THE OFFICE SHALL AWARD A GRANT OF FOUR MILLION FIVE  
4 HUNDRED THOUSAND DOLLARS TO CASTA AND FIVE MILLION DOLLARS TO  
5 THE REGIONAL TRANSPORTATION DISTRICT.

6 (c) CASTA, THE REGIONAL TRANSPORTATION DISTRICT, OR AN  
7 ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT FROM CASTA IS NOT  
8 REQUIRED TO EXPEND A GRANT IN THE YEAR IN WHICH IT IS RECEIVED AND  
9 RETAINS THE GRANT AMOUNT UNTIL IT IS EXPENDED; EXCEPT THAT ANY  
10 GRANT AGREEMENT PURSUANT TO THIS SECTION EXPIRES ON JUNE 30,  
11 2026.

12 (5) (a) CASTA MAY USE THE MONEY TO ESTABLISH A GRANT  
13 PROGRAM FOR ELIGIBLE TRANSIT AGENCIES IN ACCORDANCE WITH THIS  
14 SECTION. CASTA MAY USE A PORTION OF THE GRANT MONEY TO PAY ITS  
15 DIRECT AND INDIRECT COSTS IN ADMINISTERING THE GRANT PROGRAM  
16 INCLUDING REASONABLE COSTS TO CREATE A STATEWIDE MARKETING  
17 CAMPAIGN FOR USE BY ELIGIBLE TRANSIT AGENCIES.

18 (b) TO RECEIVE A GRANT FROM CASTA, AN ELIGIBLE TRANSIT  
19 AGENCY MUST SUBMIT AN APPLICATION TO CASTA THAT SPECIFIES  
20 WHETHER IT IS APPLYING FOR A GRANT TO PROVIDE FREE TRANSIT  
21 SERVICES FOR A MINIMUM OF THIRTY DAYS DURING OZONE SEASON OR  
22 YEAR-ROUND FARE FREE TRANSIT SERVICES TO YOUTH RIDERS. AN  
23 ELIGIBLE TRANSIT AGENCY MAY NOT RECEIVE A GRANT FOR BOTH  
24 PURPOSES IN ANY CALENDAR YEAR. IN ADDITION THE APPLICATION MUST  
25 ALSO DESCRIBE, AT A MINIMUM, EITHER:

26 (I) FOR A GRANT APPLICATION TO PROVIDE FREE TRANSIT SERVICES  
27 FOR A MINIMUM OF THIRTY DAYS DURING OZONE SEASON, THE FREE



1 TRANSIT SERVICES THAT WILL BE NEWLY PROVIDED, EXPANDED TO  
2 INCLUDE ADDITIONAL FREE TYPES OF SERVICE, EXPANDED TO INCLUDE  
3 ADDITIONAL FREE ROUTES, OR PROVIDED MORE FREQUENTLY WITH THE  
4 GRANT MONEY, INDICATE TO WHAT EXTENT THE ELIGIBLE TRANSIT  
5 AGENCY WILL MATCH THE GRANT MONEY WITH OTHER MONEY, AND  
6 COMMIT TO PROVIDING THE NEW OR EXPANDED FREE SERVICES FOR AT  
7 LEAST THIRTY DAYS DURING THE OZONE SEASON; OR

8 (II) FOR A GRANT APPLICATION TO PROVIDE YEAR-ROUND FARE  
9 FREE TRANSIT SERVICES TO YOUTH RIDERS, THE FREE TRANSIT SERVICES  
10 THAT WILL BE NEWLY PROVIDED TO YOUTH RIDERS WITH THE GRANT  
11 MONEY, THE ELIGIBLE TRANSIT AGENCY'S CURRENT YOUTH RIDERSHIP,  
12 AND THE METHOD THAT THE ELIGIBLE TRANSIT AGENCY USES TO TRACK  
13 YOUTH RIDERS.

14 (c) (I) AN ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT  
15 THROUGH CASTA MAY USE THE GRANT MONEY AS SPECIFIED IN  
16 SUBSECTION (5)(c)(II) OR (5)(c)(III) OF THIS SECTION, AS APPLICABLE.

17 (II) AN ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT TO  
18 PROVIDE FREE TRANSIT SERVICES DURING THE OZONE SEASON MAY USE  
19 GRANT MONEY TO COVER THE COSTS ASSOCIATED WITH PROVIDING NEW  
20 OR EXPANDED FREE TRANSIT SERVICES WITHIN ITS SERVICE AREA DURING  
21 OZONE SEASON, INCLUDING OFFERING ADDITIONAL FREE SERVICES OR FREE  
22 ROUTES OR INCREASING THE FREQUENCY OF SERVICE ON ROUTES FOR  
23 WHICH THE ELIGIBLE TRANSIT AGENCY CURRENTLY OFFERS FREE SERVICE.  
24 GRANT MONEY MAY BE USED TO REPLACE FARE BOX REVENUE AND TO PAY  
25 FOR OTHER EXPENSES NECESSARY TO IMPLEMENT AND MEASURE THE  
26 EFFECTIVENESS OF THE PROGRAM, INCLUDING REASONABLE MARKETING  
27 EXPENSES INCURRED TO RAISE AWARENESS OF FREE SERVICE AND

1 INCREASE RIDERSHIP, EXPENSES INCURRED IN CONDUCTING RIDER  
2 SURVEYS TO BETTER MEASURE THE IMPACT OF THE PROGRAM ON  
3 RIDERSHIP AND VEHICLE MILES TRAVELED IN PRIVATE MOTOR VEHICLES,  
4 AND EXPENSES ASSOCIATED WITH AN INCREASE IN RIDERSHIP AS A RESULT  
5 OF THE PROGRAM. AN ELIGIBLE TRANSIT AGENCY SHALL NOT USE GRANT  
6 MONEY TO OFFSET OR REPLACE FUNDING FOR FREE TRANSIT SERVICES  
7 THAT THE ELIGIBLE TRANSIT AGENCY OFFERS AS OF JANUARY 1 OF THE  
8 FUNDING YEAR; EXCEPT THAT AN ELIGIBLE TRANSIT AGENCY MAY USE  
9 GRANT MONEY THAT WAS NOT EXPENDED IN THE YEAR IN WHICH IT WAS  
10 RECEIVED OR GRANT MONEY FROM A GRANT AWARDED FOR A SUBSEQUENT  
11 YEAR TO CONTINUE FUNDING FOR ANY SUCH FREE TRANSIT SERVICES THAT  
12 WERE PREVIOUSLY FUNDED WITH GRANT MONEY.

13 (III) AN ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT TO  
14 PROVIDE YEAR-ROUND FARE FREE TRANSIT SERVICES TO YOUTH RIDERS  
15 MAY USE GRANT MONEY TO PROVIDE OPERATING SUPPORT FOR ITS TRANSIT  
16 OPERATIONS AND GENERAL TRANSIT PROGRAMS AND TO PAY FOR OTHER  
17 EXPENSES NECESSARY TO IMPLEMENT AND MEASURE THE EFFECTIVENESS  
18 OF THE PROGRAM, INCLUDING REASONABLE MARKETING EXPENSES  
19 INCURRED TO RAISE AWARENESS OF FREE SERVICE AND INCREASE  
20 RIDERSHIP, EXPENSES INCURRED IN CONDUCTING RIDER SURVEYS TO  
21 BETTER MEASURE THE IMPACT OF THE PROGRAM ON RIDERSHIP AND  
22 VEHICLE MILES TRAVELED IN PRIVATE MOTOR VEHICLES, AND EXPENSES  
23 ASSOCIATED WITH AN INCREASE IN RIDERSHIP AS A RESULT OF THE  
24 PROGRAM SO LONG AS THE ELIGIBLE TRANSIT AGENCY PROVIDES  
25 UNINTERRUPTED FARE FREE YEAR-ROUND TRANSIT SERVICES FOR YOUTH  
26 RIDERS.

27 (d) IN AWARDING GRANTS PURSUANT TO THIS SUBSECTION (5),

1 CASTA SHALL:

2 (I) FOR A RECIPIENT OF A GRANT TO PROVIDE FREE TRANSIT

3 SERVICES DURING THE OZONE SEASON:

4 (A) ALLOCATE MONEY AMONG APPLICANTS WITH THE GOALS OF

5 REDUCING OZONE FORMATION, INCREASING RIDERSHIP ON TRANSIT, AND

6 REDUCING VEHICLE MILES TRAVELED IN THE STATE; AND

7 (B) CONSIDER THE EXTENT TO WHICH THE APPLICANT WILL MATCH

8 GRANT MONEY WITH OTHER MONEY; AND

9 (II) FOR A RECIPIENT OF A GRANT TO PROVIDE YEAR-ROUND FARE

10 FREE TRANSIT TO YOUTH RIDERS:

11 (A) ALLOCATE MONEY AMONG APPLICANTS WITH THE GOALS OF

12 INCREASING YOUTH RIDERSHIP ON TRANSIT, REDUCING OZONE FORMATION,

13 AND REDUCING VEHICLE MILES TRAVELED IN THE STATE; AND

14 (B) CONSIDER DISTRIBUTING GRANT MONEY USING A FORMULA

15 DEVELOPED BY CASTA THAT TAKES INTO ACCOUNT YOUTH RIDERSHIP IN

16 THE SERVICE AREA OF THE APPLICANT AND THE EXTENT TO WHICH THE

17 APPLICANT WILL MATCH GRANT MONEY WITH OTHER MONEY; EXCEPT

18 THAT AN APPLICANT IS NOT REQUIRED TO MATCH GRANT MONEY TO BE

19 ELIGIBLE TO RECEIVE A GRANT.

20 (e) (I) EACH ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT

21 SHALL REPORT ON THE USE OF THE MONEY TO CASTA IN ACCORDANCE

22 WITH POLICIES ESTABLISHED BY CASTA AND THE OFFICE. THE REPORT

23 MUST INCLUDE THE INFORMATION SPECIFIED IN SUBSECTION (5)(e)(II) OR

24 (5)(e)(III) OF THIS SECTION, AS APPLICABLE.

25 (II) FOR A RECIPIENT OF A GRANT TO PROVIDE FREE TRANSIT

26 SERVICES DURING THE OZONE SEASON, THE REPORT REQUIRED IN THIS

27 SUBSECTION (5)(e) MUST INCLUDE, AT A MINIMUM, INFORMATION ON HOW

1 THE GRANT MONEY WAS SPENT; THE FREE SERVICES THAT WERE OFFERED  
2 USING THE GRANT MONEY; AND ESTIMATES OF THE CHANGE IN RIDERSHIP  
3 DURING THE PERIOD THAT FREE SERVICES WERE OFFERED COMPARED TO  
4 PREVIOUS MONTHS, THE SAME MONTH IN PREVIOUS YEARS, AND THE  
5 MONTHS AFTER THE PROGRAM CONCLUDED. THE REPORT MAY INCLUDE  
6 ADDITIONAL INFORMATION, INCLUDING A NARRATIVE ANALYSIS, TO  
7 PROVIDE CONTEXT ON THE RIDERSHIP DATA INCLUDED IN THE REPORT.

8 (III) FOR A RECIPIENT OF A GRANT TO PROVIDE YEAR-ROUND FARE  
9 FREE TRANSIT TO YOUTH RIDERS, THE REPORT REQUIRED IN THIS  
10 SUBSECTION (5)(e) MUST INCLUDE, AT A MINIMUM, ESTIMATES OF THE  
11 CHANGE IN YOUTH RIDERSHIP DURING THE YEAR IN WHICH FARE FREE  
12 SERVICES WERE OFFERED TO YOUTH RIDERS COMPARED TO PREVIOUS  
13 YEARS, ANY CHANGES THAT THE ELIGIBLE TRANSIT AGENCY WOULD MAKE  
14 IN HOW IT PROVIDES FARE FREE TRANSIT SERVICES TO YOUTH RIDERS OR  
15 IN ITS USE OF THE GRANT MONEY BASED ON ITS EXPERIENCES, AND HOW  
16 THE ELIGIBLE TRANSIT AGENCY MARKETED THE FARE FREE TRANSIT  
17 SERVICES FOR YOUTH RIDERS. THE REPORT MAY INCLUDE ADDITIONAL  
18 INFORMATION, INCLUDING A NARRATIVE ANALYSIS, TO PROVIDE CONTEXT  
19 ON THE RIDERSHIP DATA INCLUDED IN THE REPORT.

20 (IV) EACH ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT  
21 THROUGH CASTA SHALL SUBMIT ITS REPORT TO CASTA BY NOVEMBER  
22 1, 2024, AND BY NOVEMBER 1 OF EACH YEAR THEREAFTER.

23 (f) BY DECEMBER 1, 2024, AND BY DECEMBER 1 OF EACH YEAR  
24 THEREAFTER, CASTA SHALL SUBMIT A REPORT TO THE OFFICE COMPILING  
25 AND SUMMARIZING THE REPORTED INFORMATION FOR ALL ELIGIBLE  
26 TRANSIT AGENCIES THAT RECEIVED A GRANT THROUGH CASTA.

27 (g) (I) CASTA SHALL DEVELOP AND PUBLICIZE POLICIES FOR THE

1 GRANT, INCLUDING THE PROCESS AND DEADLINES FOR AN ELIGIBLE  
2 TRANSIT AGENCY TO APPLY FOR AND RECEIVE A GRANT, THE INFORMATION  
3 AND DOCUMENTATION REQUIRED FOR THE APPLICATION, REPORTING  
4 REQUIREMENTS AND DEADLINES, AND ANY ADDITIONAL REQUIREMENTS  
5 NECESSARY TO ADMINISTER THE GRANT.

6 (II) IN ADDITION TO THE REQUIREMENTS SPECIFIED IN SUBSECTION  
7 (5)(g)(I) OF THIS SECTION, CASTA SHALL PROVIDE NOTICE THAT IF A  
8 TRANSIT AGENCY IS APPLYING FOR A GRANT TO PROVIDE FREE TRANSIT  
9 SERVICES DURING THE OZONE SEASON, THE ELIGIBLE TRANSIT AGENCY  
10 MUST IDENTIFY ANY PERIOD OTHER THAN JUNE 1 TO AUGUST 31 OF A  
11 CALENDAR YEAR FOR ITS OZONE SEASON IN THE APPLICATION.

12 (6) (a) THE REGIONAL TRANSPORTATION DISTRICT MAY USE GRANT  
13 MONEY TO PROVIDE OPERATING SUPPORT FOR ITS TRANSIT OPERATIONS  
14 AND GENERAL TRANSIT PROGRAMS AND TO PAY FOR OTHER EXPENSES  
15 NECESSARY TO IMPLEMENT AND MEASURE THE EFFECTIVENESS OF THE  
16 PROGRAM, INCLUDING REASONABLE MARKETING EXPENSES INCURRED TO  
17 RAISE AWARENESS OF FREE SERVICE AND INCREASE RIDERSHIP, EXPENSES  
18 INCURRED IN CONDUCTING RIDER SURVEYS TO BETTER MEASURE THE  
19 IMPACT OF THE PROGRAM ON RIDERSHIP AND VEHICLE MILES TRAVELED IN  
20 PRIVATE MOTOR VEHICLES, AND EXPENSES ASSOCIATED WITH AN INCREASE  
21 IN RIDERSHIP AS A RESULT OF THE PROGRAM SO LONG AS THE REGIONAL  
22 TRANSPORTATION DISTRICT PROVIDES UNINTERRUPTED FARE FREE  
23 YEAR-ROUND TRANSIT SERVICES FOR YOUTH RIDERS.

24 (b) ON OR BEFORE DECEMBER 1 OF EACH YEAR FOR WHICH THE  
25 REGIONAL TRANSPORTATION DISTRICT RECEIVES A GRANT, THE REGIONAL  
26 TRANSPORTATION DISTRICT SHALL SUBMIT A REPORT TO THE OFFICE ON  
27 THE IMPLEMENTATION OF THE PROGRAM IN ACCORDANCE WITH THE

1 POLICIES ESTABLISHED BY THE OFFICE. THE REPORT MUST INCLUDE, AT A  
2 MINIMUM, ESTIMATES OF THE CHANGE IN YOUTH RIDERSHIP DURING THE  
3 YEAR IN WHICH FARE FREE SERVICES WERE OFFERED TO YOUTH RIDERS  
4 COMPARED TO PREVIOUS YEARS, ANY CHANGES THAT THE REGIONAL  
5 TRANSPORTATION DISTRICT WOULD MAKE IN HOW IT PROVIDES FARE FREE  
6 TRANSIT SERVICES TO YOUTH RIDERS OR IN ITS USE OF THE GRANT MONEY  
7 BASED ON ITS EXPERIENCES, AND HOW THE REGIONAL TRANSPORTATION  
8 DISTRICT MARKETED THE FARE FREE TRANSIT SERVICES FOR YOUTH  
9 RIDERS. THE REPORT MAY INCLUDE ADDITIONAL INFORMATION, INCLUDING  
10 A NARRATIVE ANALYSIS, TO PROVIDE CONTEXT ON THE RIDERSHIP DATA  
11 INCLUDED IN THE REPORT.

12 (c) THE STATE AUDITOR SHALL AUDIT THE REGIONAL  
13 TRANSPORTATION DISTRICT'S USE OF THE GRANT MONEY AS PART OF ITS  
14 PERFORMANCE AUDIT OF THE REGIONAL TRANSPORTATION DISTRICT  
15 CONDUCTED PURSUANT TO SECTION 32-9-115 (3).

16 (7) THE OFFICE SHALL ESTABLISH AND PUBLICIZE POLICIES FOR THE  
17 PROGRAM. AT A MINIMUM, THE POLICIES MUST ADDRESS THE PROCESS AND  
18 ANY DEADLINES FOR APPLYING FOR AND RECEIVING A GRANT UNDER THE  
19 PROGRAM, THE INFORMATION AND DOCUMENTATION REQUIRED FOR THE  
20 APPLICATION, REPORTING REQUIREMENTS AND DEADLINES, AND ANY  
21 ADDITIONAL POLICIES NECESSARY TO ADMINISTER THE PROGRAM.

22 (8) (a) THE ZERO FARE TRANSIT FUND IS HEREBY CREATED IN THE  
23 STATE TREASURY. THE FUND CONSISTS OF MONEY TRANSFERRED TO THE  
24 FUND PURSUANT TO SECTION 24-38.5-114 (8)(e), AS IT EXISTED PRIOR TO  
25 ITS REPEAL ON JULY 1, 2024, MONEY TRANSFERRED TO THE FUND  
26 PURSUANT TO SECTION 43-4-1103 (2)(e), ANY OTHER MONEY THAT THE  
27 GENERAL ASSEMBLY APPROPRIATES OR TRANSFERS TO THE FUND, AND ANY

1 GIFTS, GRANTS, OR DONATIONS CREDITED TO THE FUND PURSUANT TO  
2 SUBSECTION (9) OF THIS SECTION.

3 (b) THE STATE TREASURER SHALL CREDIT ALL INTEREST AND  
4 INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE  
5 FUND TO THE FUND.

6 (c) MONEY IN THE FUND IS CONTINUOUSLY APPROPRIATED TO THE  
7 OFFICE FOR THE PURPOSES SPECIFIED IN THIS SECTION.

8 (d) ANY MONEY THAT IS TRANSFERRED FROM THE OZONE SEASON  
9 TRANSIT GRANT PROGRAM FUND TO THE FUND ON JUNE 30, 2024,  
10 PURSUANT TO SECTION 24-38.5-114 (8)(e), AS IT EXISTED PRIOR TO ITS  
11 REPEAL ON JULY 1, 2024, THAT IS OBLIGATED OR ENCUMBERED WHEN IT  
12 IS TRANSFERRED SHALL BE USED FOR THE SAME PURPOSE FOR WHICH IT  
13 WAS OBLIGATED OR ENCUMBERED PURSUANT TO SECTION 24-38.5-114, AS  
14 IT EXISTED PRIOR TO ITS REPEAL ON JULY 1, 2024.

15 (e) ON JUNE 30, 2026, THE STATE TREASURER SHALL TRANSFER  
16 ANY UNEXPENDED AND UNENCUMBERED MONEY REMAINING IN THE FUND  
17 THAT WAS TRANSFERRED PURSUANT TO SECTION 43-4-1103 (2)(e) TO THE  
18 PORTION OF THE MULTIMODAL TRANSPORTATION OPTIONS FUND THAT IS  
19 ALLOCATED PURSUANT TO SECTION 43-4-1103 (2)(a)(I)(A).

20 (9) THE OFFICE MAY SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS,  
21 OR DONATIONS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES OF  
22 THIS SECTION. THE OFFICE SHALL TRANSMIT ALL MONEY RECEIVED  
23 THROUGH GIFTS, GRANTS, OR DONATIONS TO THE STATE TREASURER, WHO  
24 SHALL CREDIT THE MONEY TO THE FUND.

25 (10) ON OR BEFORE DECEMBER 31 OF EACH YEAR OF THE  
26 PROGRAM, THE OFFICE SHALL SUBMIT A REPORT ON THE IMPLEMENTATION  
27 OF THE PROGRAM TO THE HOUSE OF REPRESENTATIVES TRANSPORTATION,

1 HOUSING AND LOCAL GOVERNMENT COMMITTEE AND THE SENATE  
2 TRANSPORTATION AND ENERGY COMMITTEE, OR THEIR SUCCESSOR  
3 COMMITTEES. THE REPORT MUST SUMMARIZE AND COMPILE THE  
4 INFORMATION SUBMITTED TO THE OFFICE PURSUANT TO SUBSECTIONS  
5 (5)(e) AND (6)(b) OF THIS SECTION.

6 SECTION 4. In Colorado Revised Statutes, 43-4-1103, add  
7 (2)(e) as follows:

8 43-4-1103. Multimodal transportation options fund - creation  
9 - revenue sources for fund - use of fund. (2) (e) ON JULY 1, 2024, THE  
10 STATE TREASURER SHALL TRANSFER TEN MILLION DOLLARS TO THE ZERO  
11 FARE TRANSIT FUND CREATED IN SECTION 24-38.5-114 FROM THE PORTION  
12 OF THE FUND THAT IS ALLOCATED TO THE COMMISSION PURSUANT TO  
13 SUBSECTION (2)(a)(I)(A) OF THIS SECTION.

14 SECTION 5. In Colorado Revised Statutes, 43-4-605, amend  
15 (1)(i.5)(I) introductory portion and (1)(i.5)(III) as follows:

16 43-4-605. Powers of the authority - inclusion or exclusion of  
17 property - determination of regional transportation system alignment  
18 - fund created - repeal. (1) In addition to any other powers granted to  
19 an authority pursuant to this part 6, an authority has the following powers:

20 (i.5) (I) Subject to the provisions of section 43-4-612, to impose,  
21 in all or any designated portion of the members of the combination or of  
22 the members of the transportation planning organization exercising the  
23 powers of an authority as authorized by section 43-4-622, a visitor benefit  
24 tax on persons who purchase overnight rooms or accommodations; in any  
25 amount that would not cause the aggregate amount of the visitor benefit  
26 tax and any lodging tax imposed on such overnight rooms or  
27 accommodations to exceed two percent of the price of such overnight



1 rooms or accommodations; except that the authority shall not impose a  
2 visitor benefit tax on overnight rooms or accommodations that are in any  
3 territory:

4 (III) Notwithstanding the provisions of subparagraph (I) of this  
5 paragraph (i.5), an authority may derive no more than one third ONE HALF  
6 of its total revenues from the visitor benefit tax.

7   
8 =====

9 **SECTION 6.** In Colorado Revised Statutes, 24-75-219, **add (8)**  
10 **as follows:**

11 **24-75-219. Transfers - transportation - capital construction -**  
12 **definitions - repeal.** (8) ON JULY 1, 2022, THE STATE TREASURER  
13 TRANSFERRED SIX MILLION FIVE HUNDRED THOUSAND DOLLARS FROM THE  
14 GENERAL FUND TO THE STATE HIGHWAY FUND PURSUANT TO SUBSECTION  
15 (7)(h) OF THIS SECTION, AS IT EXISTED PRIOR TO ITS REPEAL ON JULY 1,  
16 2023, WHICH REQUIRED THAT THE DEPARTMENT USE SUCH AMOUNT FOR  
17 AN ENVIRONMENTAL STUDY ON RELOCATING THE CONSOLIDATED MAIN  
18 RAIL LINE AWAY FROM INTERSTATE HIGHWAY 25 IN CONNECTION WITH THE  
19 DEVELOPMENT OF THE BURNHAM YARD RAIL PROPERTY. BEGINNING ON  
20 THE EFFECTIVE DATE OF THIS SECTION, THE DEPARTMENT SHALL INSTEAD  
21 USE SUCH AMOUNT THAT WAS TRANSFERRED TO THE STATE HIGHWAY  
22 FUND FOR THE PURPOSE OF SITE PREPARATION, SITE ENHANCEMENTS,  
23 PLANNING, AND FACILITATING A TRACK ALIGNMENT THAT PRESERVES  
24 BUILDABLE LAND WHILE PROMOTING TRANSIT AND RAIL CAPACITY AND  
25 INCREASING SAFETY IN CONNECTION WITH THE DEVELOPMENT OF THE  
26 BURNHAM YARD RAIL PROPERTY, AS THE DEPARTMENT HAS DETERMINED  
27 THAT SUPPORTING THE REGIONAL TRANSPORTATION DISTRICT'S

1 RIGHT-OF-WAY EXPANSION, RATHER THAN RELOCATING THE MAIN RAIL  
2 LINE, IS THE MOST IMPORTANT TRANSIT NEED ON THE SITE.

3 **SECTION 7. Safety clause.** The general assembly finds,  
4 determines, and declares that this act is necessary for the immediate  
5 preservation of the public peace, health, or safety or for appropriations for  
6 the support and maintenance of the departments of the state and state  
7 institutions.