

**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

SENATE SPONSORSHIP

Priola and Winter F., Cutter, Exum

HOUSE SPONSORSHIP

Vigil, Froelich, Lindsay, Lindstedt, Mabrey, Mauro, Parenti

Senate Committees

Transportation & Energy
Finance
Appropriations

House Committees

A BILL FOR AN ACT

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

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.*

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.

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 SECTION 2. In Colorado Revised Statutes,
11 24-38.5-114, amend (1)(b), (4)(b), (8)(a), and (8)(c); repeal (10); and
12 add (2.5) as follows:

13 24-38.5-114. Ozone season transit grant program - fund -
14 creation - policies - report - definitions. (1) As used in this section,
15 unless the context otherwise requires:

16 (b) "Fund" means the ~~ozone season transit grant program~~ ZERO
17 FARE TRANSIT fund established in subsection (8) of this section.

18 (2.5) IN EACH CALENDAR YEAR, AN ELIGIBLE TRANSIT AGENCY,
19 THROUGH A TRANSIT ASSOCIATION, AND THE REGIONAL TRANSPORTATION
20 DISTRICT MAY APPLY FOR AN OZONE SEASON TRANSIT GRANT PURSUANT
21 TO THIS SECTION OR A YOUTH FARE FREE TRANSIT GRANT PURSUANT TO
22 SECTION 24-38.5-114.5. THE OFFICE SHALL NOT AWARD BOTH A GRANT
23 PURSUANT TO THE OZONE SEASON TRANSIT GRANT PROGRAM AND A GRANT
24 PURSUANT TO THE YOUTH FARE FREE TRANSIT GRANT PROGRAM TO THE
25 SAME ELIGIBLE TRANSIT AGENCY, THROUGH A TRANSIT ASSOCIATION, OR
26 TO THE REGIONAL TRANSPORTATION DISTRICT IN ANY CALENDAR YEAR.

27 (4) (b) A transit association, the regional transportation district, or

1 an eligible transit agency that receives a grant from a transit association
2 THROUGH THE PROGRAM is not required to expend a grant in the year in
3 which it is received and retains the grant amount until it is expended. The
4 retention of all or a portion of a grant received during one year by a transit
5 association or the regional transportation district for use in a subsequent
6 year does not reduce the maximum amount that the transit association or
7 regional transportation district is eligible to receive as a new grant during
8 the subsequent year as set forth in this subsection (4).

9 (8)(a) The ozone season transit grant program ZEROFARE TRANSIT
10 fund is hereby created in the state treasury. The fund consists of money
11 transferred to the fund in accordance with subsection (8)(d) of this
12 section, MONEY TRANSFERRED TO THE FUND PURSUANT TO SECTION
13 43-4-1103 (2)(e), any other money that the general assembly appropriates
14 or transfers to the fund, and any gifts, grants, or donations credited to the
15 fund pursuant to subsection (7) of this section.

16 (c) Money in the fund is continuously appropriated to the office
17 for the purposes specified in OF THE PROGRAM CREATED IN this section
18 AND FOR THE PURPOSES OF THE YOUTH FARE FREE TRANSIT GRANT
19 PROGRAM CREATED IN SECTION 24-38.5-114.5.

20 (10) This section is repealed, effective July 1, 2024.

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

23 **24-38.5-114.5. Youth fare free transit grant program - fund -**
24 **creation - policies - report - definitions - repeal.** (1) AS USED IN THIS
25 SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

26 (a) "ELIGIBLE TRANSIT AGENCY" MEANS A TRANSIT AGENCY THAT
27 IS:

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

8 (II) ELIGIBLE TO RECEIVE MONEY UNDER A GRANT AUTHORIZED BY
9 49 U.S.C. SEC. 5307 OR 49 U.S.C. SEC. 5311.

10 ==

11 (b) "PROGRAM" MEANS THE YOUTH FARE FREE TRANSIT GRANT
12 PROGRAM CREATED IN SUBSECTION (2) OF THIS SECTION.

13 (c) "REGIONAL TRANSPORTATION DISTRICT" MEANS THE REGIONAL
14 TRANSPORTATION DISTRICT ESTABLISHED IN ARTICLE 9 OF TITLE 32.

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

17 (e) "TRANSIT ASSOCIATION" MEANS A COLORADO NONPROFIT
18 CORPORATION FORMED TO REPRESENT TRANSIT INTERESTS IN COLORADO
19 WHOSE MEMBERSHIP INCLUDES TRANSIT AGENCIES, TRANSIT-RELATED
20 BUSINESSES, AND GOVERNMENTAL ENTITIES.

21 (f) "YOUTH" MEANS AN INDIVIDUAL WHO IS NINETEEN YEARS OF
22 AGE OR YOUNGER.

23 (2) THE YOUTH FARE FREE TRANSIT GRANT PROGRAM IS CREATED
24 IN THE OFFICE. THE PURPOSES OF THE PROGRAM ARE:

25 (a) TO PROVIDE GRANTS TO TRANSIT ASSOCIATIONS FOR THE
26 PURPOSE OF PROVIDING GRANTS TO ELIGIBLE TRANSIT AGENCIES IN ORDER
27 TO OFFER YEAR-ROUND FARE FREE TRANSIT SERVICES TO YOUTH RIDERS;

1 AND

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

5 (3) IN EACH CALENDAR YEAR, AN ELIGIBLE TRANSIT AGENCY,
6 THROUGH A TRANSIT ASSOCIATION, AND THE REGIONAL TRANSPORTATION
7 DISTRICT MAY APPLY FOR A YOUTH FARE FREE TRANSIT GRANT PURSUANT
8 TO THIS SECTION OR AN OZONE SEASON TRANSIT GRANT PURSUANT TO
9 SECTION 24-38.5-114. THE OFFICE SHALL NOT AWARD BOTH A GRANT
10 PURSUANT TO THE YOUTH FARE FREE TRANSIT GRANT PROGRAM AND A
11 GRANT PURSUANT TO THE OZONE SEASON TRANSIT GRANT PROGRAM TO
12 THE SAME ELIGIBLE TRANSIT AGENCY, THROUGH A TRANSIT ASSOCIATION,
13 OR TO THE REGIONAL TRANSPORTATION DISTRICT IN ANY CALENDAR YEAR.

14 (4) THE OFFICE SHALL ADMINISTER THE PROGRAM AND AWARD
15 GRANTS IN ACCORDANCE WITH THIS SECTION AND THE POLICIES
16 DEVELOPED BY THE OFFICE PURSUANT TO SUBSECTION (7) OF THIS
17 SECTION. SUBJECT TO AVAILABLE APPROPRIATIONS, GRANTS ARE PAID OUT
18 OF THE ZERO FARE TRANSIT FUND ESTABLISHED IN SECTION 24-38.5-114
19 (8).

20 (5) (a) TO RECEIVE A GRANT, A TRANSIT ASSOCIATION OR THE
21 REGIONAL TRANSPORTATION DISTRICT MUST SUBMIT AN APPLICATION TO
22 THE OFFICE IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION
23 AND THE POLICIES ESTABLISHED BY THE OFFICE IN ACCORDANCE WITH
24 SUBSECTION (7) OF THIS SECTION. THE OFFICE MAY AWARD GRANTS OF UP
25 TO FIVE MILLION DOLLARS EACH YEAR TO A TRANSIT ASSOCIATION AND UP
26 TO FOUR MILLION FIVE HUNDRED THOUSAND DOLLARS EACH YEAR TO THE
27 REGIONAL TRANSPORTATION DISTRICT; EXCEPT THAT:

1 (I) IF THE OFFICE AWARDS A GRANT FOR A YEAR TO A TRANSIT
2 ASSOCIATION IN AN AMOUNT LESS THAN FIVE MILLION DOLLARS, THEN THE
3 MAXIMUM AMOUNT OF THE GRANT THAT THE OFFICE MAY AWARD TO THE
4 TRANSIT ASSOCIATION FOR THE NEXT YEAR IS FIVE MILLION DOLLARS PLUS
5 AN AMOUNT EQUAL TO THE DIFFERENCE BETWEEN FIVE MILLION DOLLARS
6 AND THE AMOUNT OF THE GRANT AWARDED TO THE TRANSIT ASSOCIATION
7 FOR THE PRIOR YEAR; AND

8 (II) IF THE OFFICE AWARDS A GRANT FOR A YEAR TO THE REGIONAL
9 TRANSPORTATION DISTRICT IN AN AMOUNT LESS THAN FOUR MILLION FIVE
10 HUNDRED THOUSAND DOLLARS, THEN THE MAXIMUM AMOUNT OF THE
11 GRANT THAT THE OFFICE MAY AWARD TO THE REGIONAL TRANSPORTATION
12 DISTRICT FOR THE NEXT YEAR IS FOUR MILLION FIVE HUNDRED THOUSAND
13 DOLLARS PLUS AN AMOUNT EQUAL TO THE DIFFERENCE BETWEEN FOUR
14 MILLION FIVE HUNDRED THOUSAND DOLLARS AND THE AMOUNT OF THE
15 GRANT AWARDED TO THE REGIONAL TRANSPORTATION DISTRICT FOR THE
16 PRIOR YEAR.

17 (b) A TRANSIT ASSOCIATION, THE REGIONAL TRANSPORTATION
18 DISTRICT, OR AN ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT IS
19 NOT REQUIRED TO EXPEND A GRANT IN THE YEAR IN WHICH IT IS RECEIVED
20 AND RETAINS THE GRANT AMOUNT UNTIL IT IS EXPENDED. THE RETENTION
21 OF ALL OR A PORTION OF A GRANT RECEIVED DURING ONE YEAR BY A
22 TRANSIT ASSOCIATION OR THE REGIONAL TRANSPORTATION DISTRICT FOR
23 USE IN A SUBSEQUENT YEAR DOES NOT REDUCE THE MAXIMUM AMOUNT
24 THAT THE TRANSIT ASSOCIATION OR REGIONAL TRANSPORTATION DISTRICT
25 IS ELIGIBLE TO RECEIVE PURSUANT TO THIS SUBSECTION (5) AS A NEW
26 GRANT DURING THE SUBSEQUENT YEAR.

27 (6) (a) (I) A TRANSIT ASSOCIATION THAT RECEIVES A GRANT MAY

1 USE THE MONEY TO ESTABLISH A GRANT PROGRAM FOR ELIGIBLE TRANSIT
2 AGENCIES IN ACCORDANCE WITH THIS SECTION. A TRANSIT ASSOCIATION
3 MAY USE A PORTION OF THE GRANT MONEY TO PAY ITS DIRECT AND
4 INDIRECT COSTS IN ADMINISTERING THE GRANT PROGRAM INCLUDING
5 REASONABLE COSTS TO CREATE A STATEWIDE MARKETING CAMPAIGN FOR
6 USE BY ELIGIBLE TRANSIT AGENCIES.

7 (II) TO RECEIVE A GRANT FROM A TRANSIT ASSOCIATION, AN
8 ELIGIBLE TRANSIT AGENCY MUST SUBMIT AN APPLICATION TO THE TRANSIT
9 ASSOCIATION. AT A MINIMUM, THE APPLICATION MUST DESCRIBE THE
10 ELIGIBLE TRANSIT AGENCY'S CURRENT YOUTH RIDERSHIP AND THE
11 METHOD THAT THE ELIGIBLE TRANSIT AGENCY USES TO TRACK YOUTH
12 RIDERS.

13 (III) AN ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT
14 THROUGH THE TRANSIT ASSOCIATION MAY USE THE GRANT MONEY TO
15 PROVIDE OPERATING SUPPORT FOR ITS TRANSIT OPERATIONS AND GENERAL
16 TRANSIT PROGRAMS, SO LONG AS THE ELIGIBLE TRANSIT AGENCY PROVIDES
17 UNINTERRUPTED FARE FREE YEAR-ROUND TRANSIT SERVICES FOR YOUTH
18 RIDERS.

19 (IV) IN AWARDING GRANTS UNDER THIS SUBSECTION (6)(a), A
20 TRANSIT ASSOCIATION SHALL:

21 (A) ALLOCATE MONEY AMONG APPLICANTS WITH THE GOALS OF
22 INCREASING YOUTH RIDERSHIP ON TRANSIT, REDUCING OZONE FORMATION,
23 AND REDUCING VEHICLE MILES TRAVELED IN THE STATE; AND

24 (B) CONSIDER DISTRIBUTING GRANT MONEY USING A FORMULA
25 DEVELOPED BY THE TRANSIT ASSOCIATION THAT TAKES INTO ACCOUNT
26 YOUTH RIDERSHIP IN THE SERVICE AREA OF THE APPLICANT AND THE
27 EXTENT TO WHICH THE APPLICANT WILL MATCH GRANT MONEY WITH

1 OTHER MONEY; EXCEPT THAT APPLICANTS ARE NOT REQUIRED TO MATCH
2 GRANT MONEY TO BE ELIGIBLE TO RECEIVE A GRANT.

3 (V) (A) EACH ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT
4 SHALL REPORT ON THE USE OF THE MONEY TO THE TRANSIT ASSOCIATION
5 IN ACCORDANCE WITH POLICIES ESTABLISHED BY THE TRANSIT
6 ASSOCIATION AND THE OFFICE. THE REPORT MUST INCLUDE, AT A
7 MINIMUM, ESTIMATES OF THE CHANGE IN YOUTH RIDERSHIP DURING THE
8 YEAR IN WHICH FARE FREE SERVICES WERE OFFERED TO YOUTH RIDERS
9 COMPARED TO PREVIOUS YEARS, ANY CHANGES THAT THE ELIGIBLE
10 TRANSIT AGENCY WOULD MAKE IN HOW IT PROVIDES FARE FREE TRANSIT
11 SERVICES TO YOUTH RIDERS OR IN ITS USE OF THE GRANT MONEY BASED ON
12 ITS EXPERIENCES, AND HOW THE ELIGIBLE TRANSIT AGENCY MARKETED
13 THE FARE FREE TRANSIT SERVICES FOR YOUTH RIDERS. THE REPORT MAY
14 INCLUDE ADDITIONAL INFORMATION, INCLUDING A NARRATIVE ANALYSIS,
15 TO PROVIDE CONTEXT ON THE RIDERSHIP DATA INCLUDED IN THE REPORT.
16 EACH ELIGIBLE TRANSIT AGENCY THAT RECEIVES A GRANT THROUGH THE
17 TRANSIT ASSOCIATION SHALL SUBMIT ITS REPORT TO THE TRANSIT
18 ASSOCIATION BY JANUARY 31, 2025, AND BY JANUARY 31 OF EACH YEAR
19 THEREAFTER.

20 (B) BY FEBRUARY 28, 2025, AND BY FEBRUARY 28 OF EACH YEAR
21 THEREAFTER, THE TRANSIT ASSOCIATION SHALL SUBMIT A REPORT TO THE
22 OFFICE COMPILING AND SUMMARIZING THE REPORTED INFORMATION FOR
23 ALL ELIGIBLE TRANSIT AGENCIES THAT RECEIVED A GRANT THROUGH THE
24 TRANSIT ASSOCIATION.

25 (VI) A TRANSIT ASSOCIATION THAT RECEIVES A GRANT FROM THE
26 OFFICE SHALL DEVELOP AND PUBLICIZE POLICIES FOR THE GRANT,
27 INCLUDING THE PROCESS AND DEADLINES FOR AN ELIGIBLE TRANSIT

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

5 (b) (I) THE REGIONAL TRANSPORTATION DISTRICT MAY USE GRANT
6 MONEY TO PROVIDE OPERATING SUPPORT FOR ITS TRANSIT OPERATIONS
7 AND GENERAL TRANSIT PROGRAMS, SO LONG AS THE REGIONAL
8 TRANSPORTATION DISTRICT PROVIDES UNINTERRUPTED FARE FREE
9 YEAR-ROUND TRANSIT SERVICES FOR YOUTH RIDERS.

10 (II) ON OR BEFORE DECEMBER 1 OF EACH YEAR FOR WHICH THE
11 REGIONAL TRANSPORTATION DISTRICT RECEIVES A GRANT, THE REGIONAL
12 TRANSPORTATION DISTRICT SHALL SUBMIT A REPORT TO THE OFFICE ON
13 THE IMPLEMENTATION OF THE PROGRAM IN ACCORDANCE WITH THE
14 POLICIES ESTABLISHED BY THE DEPARTMENT. THE REPORT MUST INCLUDE,
15 AT A MINIMUM, ESTIMATES OF THE CHANGE IN YOUTH RIDERSHIP DURING
16 THE YEAR IN WHICH FARE FREE SERVICES WERE OFFERED TO YOUTH RIDERS
17 COMPARED TO PREVIOUS YEARS, ANY CHANGES THAT THE REGIONAL
18 TRANSPORTATION DISTRICT WOULD MAKE IN HOW IT PROVIDES FARE FREE
19 TRANSIT SERVICES TO YOUTH RIDERS OR IN ITS USE OF THE GRANT MONEY
20 BASED ON ITS EXPERIENCES, AND HOW THE REGIONAL TRANSPORTATION
21 DISTRICT MARKETED THE FARE FREE TRANSIT SERVICES FOR YOUTH
22 RIDERS. THE REPORT MAY INCLUDE ADDITIONAL INFORMATION, INCLUDING
23 A NARRATIVE ANALYSIS, TO PROVIDE CONTEXT ON THE RIDERSHIP DATA
24 INCLUDED IN THE REPORT.

25 (III) THE STATE AUDITOR SHALL AUDIT THE REGIONAL
26 TRANSPORTATION DISTRICT'S USE OF THE GRANT MONEY AS PART OF ITS
27 NEXT PERFORMANCE AUDIT OF THE REGIONAL TRANSPORTATION DISTRICT

1 CONDUCTED PURSUANT TO SECTION 32-9-115 (3).

2 (7) (a) (I) THE OFFICE SHALL ESTABLISH AND PUBLICIZE POLICIES
3 FOR THE PROGRAM. AT A MINIMUM, THE POLICIES MUST ADDRESS THE
4 PROCESS AND ANY DEADLINES FOR APPLYING FOR AND RECEIVING A GRANT
5 UNDER THE PROGRAM, THE INFORMATION AND DOCUMENTATION REQUIRED
6 FOR THE APPLICATION, REPORTING REQUIREMENTS AND DEADLINES, AND
7 ANY ADDITIONAL POLICIES NECESSARY TO ADMINISTER THE PROGRAM.

8 (II) IN ADMINISTERING THE GRANT PROGRAM, THE DEPARTMENT
9 SHALL AWARD FORMULA-BASED GRANTS TO A TRANSIT ASSOCIATION AND
10 THE REGIONAL TRANSPORTATION DISTRICT FOR USE BY THE TRANSIT
11 ASSOCIATION OR THE REGIONAL TRANSPORTATION DISTRICT DURING THE
12 TWELVE MONTHS FOLLOWING THE AWARD OF THE GRANT MONEY. THE
13 OFFICE SHALL ENSURE THAT GRANTS ARE AWARDED BY JULY 15, 2024,
14 AND BY JULY 15 OF EACH YEAR THEREAFTER.

15 (8) THE OFFICE MAY SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS,
16 OR DONATIONS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES OF
17 THIS SECTION. THE OFFICE SHALL TRANSMIT ALL MONEY RECEIVED
18 THROUGH GIFTS, GRANTS, OR DONATIONS TO THE STATE TREASURER, WHO
19 SHALL CREDIT THE MONEY TO THE ZERO FARE TRANSIT FUND ESTABLISHED
20 IN SECTION 24-38.5-114 (8).

21

==

22 (9) ON OR BEFORE DECEMBER 31 OF EACH YEAR OF THE PROGRAM,
23 THE OFFICE SHALL SUBMIT A REPORT ON THE IMPLEMENTATION OF THE
24 PROGRAM TO THE HOUSE OF REPRESENTATIVES TRANSPORTATION AND
25 LOCAL GOVERNMENT COMMITTEE AND THE SENATE TRANSPORTATION AND
26 ENERGY COMMITTEE, OR THEIR SUCCESSOR COMMITTEES. THE REPORT
27 MUST SUMMARIZE AND COMPILE THE INFORMATION SUBMITTED TO THE

1 OFFICE PURSUANT TO SUBSECTIONS (6)(a)(V) AND (6)(b)(II) OF THIS
2 SECTION.

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

5 **43-4-1103. Multimodal transportation options fund - creation**
6 **- revenue sources for fund - use of fund. (2) (e)** ON JULY 1, 2024, THE
7 **STATE TREASURER SHALL TRANSFER TEN MILLION DOLLARS TO THE ZERO**
8 **FARE TRANSIT FUND CREATED IN SECTION 24-38.5-114 FROM THE PORTION**
9 **OF THE FUND THAT IS ALLOCATED TO THE COMMISSION PURSUANT TO**
10 **SUBSECTION (2)(a)(I)(A) OF THIS SECTION.**

11
12

13 **SECTION 5.** **Safety clause.** The general assembly finds,
14 determines, and declares that this act is necessary for the immediate
15 preservation of the public peace, health, or safety or for appropriations for
16 the support and maintenance of the departments of the state and state
17 institutions.