



CLEAN TRANSIT ENTERPRISE BOARD MEETING - FEBRUARY 25, 2025

SCHEDULE & AGENDA

- I. Welcome, Roll Call, Agenda Review, (5 minutes) 2:00-2:05 pm**
Cris Jones (CTE Board Chair)
- II. Action Agenda (5 minutes) 2:05-2:10 pm**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 01/28/2025 CTE Board Meeting**
- III. Public Comments (5 minutes) 2:10-2:15 pm**
Cris Jones (CTE Board Chair)
- IV. Program Administrator Update (10 minutes) 2:15-2:25 pm**
Craig Secrest (CDOT)
 - I. Director Comments (10 minutes) 2:25 - 2:35 pm**
Cris Jones (CTE Board Chair)
 - II. Enterprise Financial Update (15 minutes) 2:35-2:50 pm**
Kay Hruska, Cassie Rutter & Sam Foster (CDOT)
 - **DECISION ITEM: Approval of FY26 Final Budget**
- V. Clean Transit Retail Delivery Fee Inflationary Adjustments (10 min) 2:50 - 3:00 pm**
Craig Secrest (CDOT)
 - **DECISION ITEM: Approval of New Retail Delivery Fee Level**
- VI. SB230 Stakeholder Engagement Plan**
- VII. Local Transit Operations Formula Grant Program Eligibility & Qualification Discussion (25 minutes) 3:00 - 3:25 pm**
Craig Secrest (CDOT)
- VIII. SB24-230 Implementation Next Steps (5 minutes) 3:25-3:30 pm**
Craig Secrest (CDOT)
- IX. Adjournment 3:30 pm**

Clean Transit Enterprise Board Meeting Minutes

01/28/2025

Regular Board Meeting - Tuesday, January 28, 2025, 2pm - 4pm

Virtual via Zoom Meeting

Video Recording: <https://youtube.com/live/TLZ2WzzK5ul?feature=share>

1. Call to Order, Roll Call (CTE Administrator Craig Secrest - 2:07pm)

- a. Present: Kelly Blynn, Cris Jones, David Averill, Dawn Block, Kathleen Bracke, Rick Coffin, Matt Frommer, Mark Garcia, Shoshana Lew, Craig Secrest

Excused: None

Others in Attendance: Kathy Young, Kay Hruska, Sam Foster, Michael King, Kyle Arnold, Deseri Scott, Kay Kelly, Shilpa Kulkarni, Andrew Gingerich, Joseph Joselyn, Hector Guanipa, Reinaldo Maristany, Toni

2. New CTE Board Chair Election and CTE Program Administrator Designation (David Averill, Co-Chair - 2:09pm)

- a. Bonnie Trowbridge completed her term and has moved on from the Board; Kathleen Bracke welcomed to the Board as its newest Member
- b. Cris Jones approved as new Board Chair; (Former Chair Matt Frommer and Dawn Block reappointed as Board Members for another term)
 - i. Motion by David Averill, Seconded by Kathleen Bracke
 - ii. Motion approved unanimously.
 - iii. No oppositions or abstentions.
- c. Craig Secrest approved as new CTE Administrator
 - i. Motion by Cris Jones, Seconded by Rick Coffin
 - ii. Motion approved unanimously.
 - iii. No oppositions or abstentions.

3. Action Agenda (Chair Cris Jones - 2:12pm)

- a. DECISION ITEM: Approval of Minutes - 10/29/24 CTE Board Meeting
 - i. Motion by David Averill, Seconded by Rick Coffin
 - ii. Motion approved unanimously.
 - iii. No oppositions or abstentions.

4. Public Comment (Administrator Craig Secrest - 2:13pm)

- a. Craig Secrest - we did not have any requests for public comment this month.

5. Program Administrator Update (Administrator Craig Secrest - 2:14pm)

- a. Board meeting frequency - expect a monthly cadence for next six to nine months to support SB230 implementation, trying to schedule for the last Tuesday of every month.
 - i. Hoping to meet in-person at least once this year.
- b. Annual report released in December 2024.
- c. CTE to join a master contract with Union Pacific Railroad.
- d. Planning NOFA released in December 2024, due Feb 7, 2025.
- e. Capital NOFA expected in fall 2025; release is tied to a broader CDOT effort to

be part of a national pricing agreement.

- i. Given the expected lack of federal funding, we may run into some issues with the capital grant program since we leverage federal funding.
- ii. CTE staff to invite the board to weigh in on the capital grant program NOFA.

6. Enterprise Financial Update (Kay Hruska, Cassie Rutter, and Sam Foster - 2:20pm)

- a. Collected \$5.2 M through Dec through RDF.
- b. TC loan disbursed recently to CTE (Fund 541).
- c. Expect a multi fund presentation once the oil and gas production fee program is established.
- d. Expecting around \$55M in revenue in FY26 for the oil and gas production fee program.

7. Oil & Gas Production Fee Program Implementation Overview (Administrator Craig Secrest - 2:24pm)

- a. Craig Secrest presented an overview of the CTE's planned SB230 implementation approach and then details on six program elements.
- b. Contracts & Agreements
 - i. Need to develop templates and processes for grant agreements to ensure smooth and timely implementation.
- c. Stakeholder Engagement
 - i. What is the timeline for engagement? - Kathleen Bracke
 - 1. As soon as possible. Working to get the consultant onboard. Hopefully starting town halls in March.
 - ii. Could we get a presentation to TRAC? - David Averill
 - 1. Craig did a small one at the January TRAC meeting. Now that the board has been updated, we can more publicly share information about program implementation plans; Craig will do a more robust presentation at the next TRAC.
- d. Eligibility and Qualification
 - i. How are we defining public transit? - Rick Coffin
 - 1. This will determine which agencies are eligible.
 - 2. Something for us to debate and discuss - raises the question of whether closed door vs. open door providers should be eligible.
- e. Reporting Requirements
 - i. Faith Winter shared a bill with the stakeholder group that seems to legislate a required reporting dashboard for RTD. Depending on the

language in the bill, this may align with SB24-230 reporting requirements. Something of which to stay abreast. - Matt Frommer

- f. Program Management
 - i. Does the 2-Year spend requirement apply to all three funds?
 - ii. Unclear. Will need to revisit the bill to see if there's specific guidance. But, we do not think it applies.

8. Proposed Oil & Gas Production Fee Program Goals Discussion (Administrator Craig Secrest - 3:03pm)

- a. Incorporating increased ridership as a goal in the language - Kelly Blynn, Kathleen Bracke, Matt Fromer
 - i. Maybe we name this as effectiveness? We want to include some language around outcomes - transit outcomes. Effectiveness captures not just ridership but other measures of what successful transit involves.
- b. Concern about getting our contracts out. This is a concern. - Mark Garcia
 - i. Planning projects are beyond the budgeting phase. Shilpa Kulkarni noted that the four planning contracts were either executed or would be very soon.
 - ii. Capital grants are in the budgeting phase of the approval process; this effort has been slowed down by price changes.
- c. Given the delay on implementing projects from the prior grant round, we should look at whether cost adjustments are necessary. - Mark Garcia
 - i. This tends to happen with capital projects - because price changes are common.
- d. Let's prepare for a potential future legislative audit. We want to make sure we bulletproof this program, as it seems we are on the path to being so. - David Averill
 - i. Seems like there needs to be accountability for CTE admin/staff. Let's add some language to the goals regarding this.
- e. Is the CTE Dashboard available to potential grantees? - Dawn Block
 - i. Some of the data is publicly available online
- f. Is Castle Rock urban? - Matt Fromer
 - i. Unclear. We're still defining these categories

- g. Shifting language from minimize level of volatility to manage the volatility. The volatility will come at us. We need to manage or mitigate its impact - Kathleen Bracke, Kelly Blynn
- h. Let's leverage existing formula apportionments that exist and adjust in alignment with goals of the program and the bill language
- i. **DECISION ITEM: The Board approved the goals with the edits from today's discussion.**
 - i. Motion by Rick Coffin, Seconded by Kathleen Bracke
 - ii. Motion approved unanimously.
 - iii. No oppositions or abstentions.
- j. Resulting revised SB230 goals are as follows
 - i. Optimize program impacts on GHG reduction.
 - ii. Improve the extent, quality, and effectiveness of transit services throughout Colorado.
 - iii. Achieve an equitable balance of support for, and appreciation of, the diversity of transit providers throughout Colorado.
 - iv. Maintain full transparency for all CTE funding allocation and grant award activities.
 - v. Limit the administrative burden on CTE customers while ensuring full accountability for how program resources are used.
 - vi. Adhere to a level of transparency and accountability that exceeds legislative compliance and ensures fidelity to program mandates.
 - vii. Manage and minimize the impact of program funding volatility from year to year.

9. SB24-230 Implementation Next Steps (Administrator Craig Secrest - 3:28pm)

- a. Let's create a slide/time each meeting for commissioners to share matters not included in the agenda. - Cris Jones
- b. CTE will send out calendar invites for the next meeting as soon as possible.
- c. Expect to report out on EV planning grant applications - provide an overview of what came in.
- d. Will begin exploring program eligibility and qualification options.
- e. Will provide an update on apportionment formula data and approach development.
- f. The CTE Board bylaws stipulate we establish a Vice Chair and Secretary (which is Deseri Scott, who will continue in this role). - Kathy Young
 - i. There is a 2-year term limit and so we may need to adjust other officer roles; Cris Jones's term ends Dec. 2025. So, we may need to re-discuss the Chair position. David Averill may have already served 2 years as Vice Chair, and so we may need a new Vice Chair, as well.

- ii. Let's add each member's terms to the next meeting's slide deck. - Mark Garcia

10. Closing Remarks and Adjournment (Chair Cris Jones - 3:35pm)



COLORADO

Department of Transportation

Clean Transit Enterprise Board

February 25, 2025



Members of the Clean Transit Enterprise Board

For terms expiring 9/28/2025

- Mark Garcia (Pagosa Springs): Transportation Commission Member with statewide transportation expertise
- Cris Jones **CHAIR** (Boulder): Member representing an urban area, having transit expertise
- David Averill **CO-CHAIR** (Telluride): Member representing a rural area having transit expertise

For terms expiring 9/28/2028

- Matt Frommer (Denver): Member with expertise in zero-emissions transportation, vehicle fleets or utilities
- Kathleen Bracke (Fort Collins): Member representing a public advocacy group that has transit or comprehensive transit expertise
- Dawn Block (La Junta): Member representing a transportation-focused organization that services an environmental justice community

Agency Appointments

- Shoshana Lew: Colorado Department designee of Transportation
- Kelly Blynn: Colorado Energy Office designee
- Richard Coffin: Colorado Department of Public Health & Environment



AGENDA

- Welcome and Roll Call (Cris Jones, CTE Board Chair)
- Action Agenda (Cris Jones, CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 1/28/25 CTE Board Meeting**
- Public Comments (Craig Secrest, CDOT)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- Enterprise Financial Update (Kay Hruska, Sam Foster, and Cassie Rutter CDOT)
 - **DECISION ITEM: Approval of FY 26 Budget**
- Clean Transit Retail Delivery Fee Inflationary Adjustments (Craig Secrest, CDOT)
 - **DECISION ITEM: Approval of New Retail Delivery Fee Level**
- Local Transit Operations Formula Grant Eligibility Discussion (Craig Secrest, CDOT)
- Next Steps & Adjournment (Craig Secrest, CDOT)

Action Item: Approval of Minutes - 1/28/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT



Program Administrator Update

- Retail Delivery Fee:
 - Round 2 ZEV Planning Grant NOFA Results
 - Received 4 applications: City & County of Denver, City of Durango, Mesa County RTPO, Town of Mountain Village
 - Will present recommended awards at March CTE Board Meeting
 - Round 1 ZEV Planning Grants are fully executed
 - Round 1 Capital Grants status
- SB 230 Implementation
 - Presentations to TRAC and Transit Monthly Call
 - Agency Outreach
 - Consultant support contracts approved



SB 230 Engagement Approach

- Audience: Transit agencies first, then other stakeholders and the public
- Structure: Regionally focused meetings with 10-15 agencies per event
- Purpose:
 - Share information about program status, timeline, requirements & current unknowns
 - Set expectations about grant process, requirements, reporting and allowable uses
 - Gather input on likely use of funds and areas of concern

CTE Board Member Comments

Cris Jones, CTE Board Chair

Clean Transit Retail Delivery Fee Levels for FY 26

Craig Secrest, CDOT



2 CCR 607-1 Clean Transit Retail Delivery Fee

Statutory Authority for Fees

CRS 43-4-1203 (7)(b) Sets the Clean Transit Retail Delivery Fee

- Originally set at \$0.03 per retail delivery

CRS 43-4-1203 (7)(c)(I) & (II) Describes Yearly Fee Level Adjustments

- Allows for the adjustment of the Clean Transit Retail Delivery Fee on an annual basis based on inflation
- New Fee levels must be approved by the Enterprise Board (no new rulemaking) and communicated to the Department of Revenue by March 15th



Total Retail Delivery Fee Amounts

Calendar Year Used for Inflation Adjustment	Community Access Retail Delivery Fee	Clean Fleet Retail Delivery Fee	Clean Transit Retail Delivery Fee	General Retail Delivery Fee	Bridge & Tunnel Retail Delivery Fee	Air Pollution Mitigation Retail Delivery Fee	Total Retail Delivery Fee
2021	\$0.0690	\$0.0530	\$0.0300	\$0.0840	\$0.0270	\$0.0070	\$0.2700
2022	\$0.0716	\$0.0550	\$0.0311	\$0.0870	\$0.0280	\$0.0073	\$0.2800
2023	\$0.0741	\$0.0569	\$0.0322	\$0.0903	\$0.0290	\$0.0075	\$0.2900
2024	\$0.0767	\$0.0589	\$0.0333	\$0.0933	\$0.0300	\$0.0078	\$0.3000



Current and Proposed Fee Levels

YEAR	ANNUAL CPI	INFLATION RATE	INFLATION RATE FOR FEES	FEE LEVEL FOR FISCAL YEAR	CLEAN TRANSIT RETAIL DELIVERY FEE
2021	281.845	3.54%	N/A	2022-23	\$0.0300
2022	304.424	8.01%	3.86%	2023-24	\$0.0311
2023	320.300	5.22%	4.68%	2024-25	\$0.0322
2024	327.572	2.27%	4.76%	2025-26	\$0.0333

Recommendation for Fee Level Adjustment:

- Increase the Clean Transit Retail Delivery Fee from \$0.0322 to \$0.0333 for FY 26 (Colorado Fiscal Year starting July 1, 2025 and concluding on June 30, 2026)



Enterprise Board Action and Next Steps

Proposed Motion:

Move for the Clean Transit Enterprise to adopt a new retail delivery fee level of three hundred and thirty-three ten-thousandths cents (\$0.0333) for FY 2026, based on the recommendation from the Department of Revenue and Enterprise staff.

Next Steps:

- 1) Program Administrator will send memorandum to the Department of Revenue outlining the Board's Decision of FY 2026 fee levels.
- 2) Updated Enterprise fee level and fee collection forecasts developed for review by the Board of Directors.
- 3) Fee level adjusted by the Department of Revenue starting on July 1, 2026.

Enterprise Financial Update & FY26 Budget Approval

Kay Hruska, Sam Foster, and Cassie Rutter, CDOT



CTE Accounting Update: Budget to Actual Through December 2024

Fiscal Year 2024-25 Budget to Actual for Fund 540							
Clean Transit Enterprise							
Line Item		Approved Budget	Total Quarter 1	Total Quarter 2	January 2025	Total	Remaining Funds
1	Fiscal Year Revenues						
2	Clean Transit Retail Delivery Fee	\$ 9,902,388	\$ 2,376,228	\$ 2,814,633	\$ 1,197,244	\$ 6,388,104	
3	Interest Revenue	-	125,137	202,293	69,773	397,203	
4	Total FY 2024-25- Revenue	\$9,902,388	\$2,501,365	\$3,016,926	\$1,267,017	\$ 6,785,307	
5	Fiscal Year Allocations						
6	Administration & Agency Operations						
7	Staff Salaries	\$ 450,250	\$ 9,699	\$ 16,101	\$ 24,889	\$ 50,689	\$ 399,561
8	Attorney General Fees	5,000	1,066	355	469	1,890	3,110
9	Office of the State Audit-Annual Financial Audit	2,000	-	-	-	-	2,000
10	Professional Services	100,000	-	-	-	-	100,000
11	Board/Staff Travel	2,000	-	-	-	-	2,000
12	Board Meeting Expenses	200	-	-	-	-	200
13	Miscellaneous	1,000	-	-	-	-	1,000
14	Total Administration and Agency Operations	\$ 560,450	\$ 10,765	\$ 16,456	\$ 25,358	\$ 52,579	\$ 507,871
15	Contingency Reserve						
16	Board Reserve Fund (10%)	\$ 990,239	\$ -	\$ -	\$ -	\$ -	990,239
17	Total Reserve Funds	\$ 990,239	\$ -	\$ -	\$ -	\$ -	\$ 990,239
18	Programmed Funds						
19	Programmed Funds	\$ 8,231,933	\$ -	\$ -	\$ -	\$ -	8,231,933
20	Total Programmed Funds	\$ 8,231,933	\$ -	\$ -	\$ -	\$ -	\$ 8,231,933
21	Total FY 2024-25 Budget	\$9,902,388					
22	Total FY 2024-25 Allocations	\$9,782,622					



Revenue Forecasts and Actuals

FY 2024-25 Revenue (\$0.0322 fee):

- Forecast in FY24 Q1: \$9,902,388
(based on estimated fee of \$0.0317)
- Forecast in FY25 Q2: \$11,500,000
(based on final approved fee of \$0.0322)

FY 2025-26 Revenue:

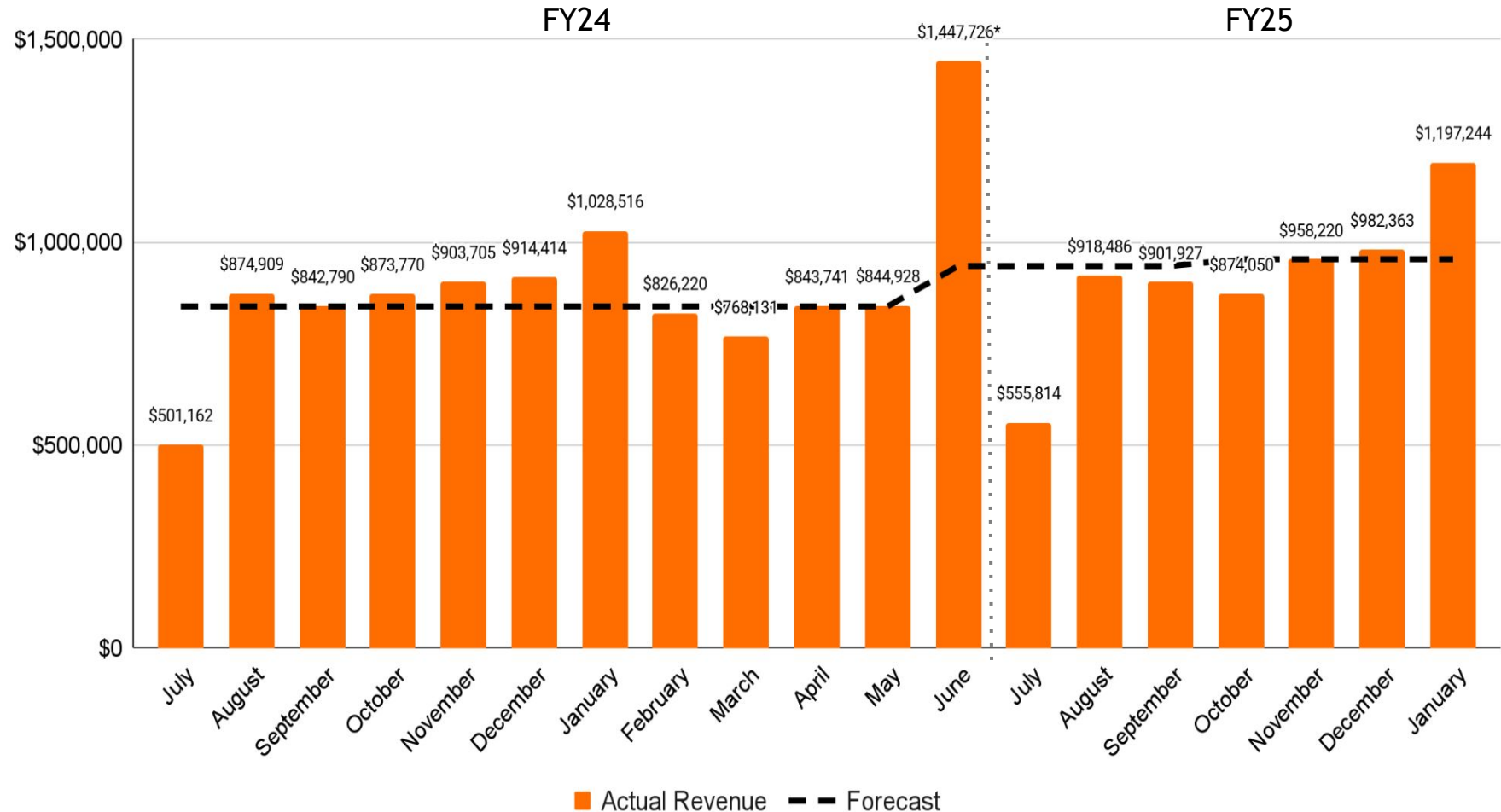
- Forecast in FY25 Q2: \$12,898,128

FY 2025-26 Oil and Gas Production Fee:

Total of \$55,551,966

- Local Transit Operations: \$38,886,376
- Local Transit Grant Program: \$5,555,197
- Rail Funding Program: \$11,110,393

Retail Delivery Fee Actual and Forecasted Revenue



*June 2024 includes \$611,012.13 in Period 13 accruals



Clean Transit Enterprise Cash Fund Status

Actual FY 2023-24 Year Ending Cash Balance	\$19,486,965
Cash Fund Balance as of February 13, 2025	\$26,280,938
Total FY25 Spending Authority Adopted by Joint Budget Committee 2/8/24	\$18,134,321



Update on Legislative Budget Request

- On November 1, 2024, CDOT submitted a [decision item](#) on behalf of the CTE Board requesting that the JBC sponsor legislation to continuously appropriate the Clean Transit Enterprise Cash Fund.
 - Approval will enable the CTE to be more responsive to both meet funding needs that typically span multiple FYs and fund a greater number of transit electrification grant awards.
- On February 6, 2025, the JBC denied the request for continuous spending authority, but approved a budget of \$12.9 million from the CTE Cash Fund for FY26, with three years of roll forward authority.

CTE Cash Funds:

FY26 Budget

Clean Transit Enterprise Cash Fund	\$12,898,128
Local Transit Operations Cash Fund	\$38,886,376
Local Transit Grant Program Cash Fund	\$5,555,197
Rail Funding Program Cash Fund	\$11,110,393
CTE Total Spending Authority	\$68,450,094

- Spending authority in FY 26 may be insufficient to cover prior year grant awards.
- CDOT will work with the Governor's Office to determine next steps, which may include a formal request for the JBC to reconsider and approve either:
 - 1 - the original request for continuous spending authority, or
 - 2 - spending authority that aligns with the CTE Cash Fund balance in FY26 (OFMB's recommendation).



Local Transit Operations (Cash Fund 515) FY 26 Annual Budget

Fiscal Year 2025-26 Revenue		
Authority Item	Amount	
FY2025-26 Oil and Gas Production Fee	\$38,886,376	
Total Revenue	\$38,886,376	
Fiscal Year 2025-26 Allocations and Expenses		
Budget Item	Allocation	Expenses
Programming & Projects (Pool PST-CTF-26)	\$38,370,792	
Local Transit Operations & Admin		
Total Programming & Projects Expenses		-\$38,370,792
Administrative & Operating Activities (Cost Center CTETF-515)	\$515,584	
Staff Salaries		-\$386,636
Attorney General's Office Fees		-\$2,475
Office of State Audit - Annual Financial Audit		-\$928
Administrative (Board Meetings, Travel, and Supplies)		-\$3,042
Consultant Services		-\$122,503
Total Administrative & Operating Activities Expenses		-\$515,584
Total Fund 515 Revenue		\$38,886,376
Total Fund 515 Expenses		-\$38,886,376
Total Remaining		\$ -



Local Transit Grant Program (Cash Fund 516)

FY 26 Annual Budget

Fiscal Year 2025-26 Revenue		
Authority Item	Amount	
FY2025-26 Oil and Gas Production Fee	\$5,555,197.00	
Total Revenue	\$5,555,197.00	
Fiscal Year 2025-26 Allocations and Expenses		
Budget Item	Allocation	Expenses
Programming & Projects (Pool PST-CTG-26)	\$5,481,542.00	
Local Transit Operations & Admin & Other Improvements		
Total Programming & Projects Expenses		-\$5,481,542.00
Administrative & Operating Activities (Cost Center CTETG-516)	\$73,655.00	
Staff Salaries		-\$55,233.00
Attorney General's Office Fees		-\$354.00
Office of State Audit - Annual Financial Audit		-\$133.00
Administrative (Board Meetings, Travel, and Supplies)		-\$435.00
Consultant Services		-\$17,500.00
Total Administrative & Operating Activities Expenses		-\$73,655.00
Total Fund 516 Revenue		\$5,555,197.00
Total Fund 516 Expenses		-\$5,555,197.00
Total Remaining		\$0.00



Rail Funding Program (Cash Fund 517) FY26 Annual Budget

Fiscal Year 2025-26 Revenue		
Authority Item	Amount	
FY2025-26 Oil and Gas Production Fee	\$11,110,393	
Total Revenue	\$11,110,393	
Fiscal Year 2025-26 Allocations and Expenses		
Budget Item	Allocation	Expenses
Programming & Projects (Pool PST-CTR-26)	\$10,963,083	
Passenger Rail Improvements		
Total Programming & Projects Expenses		-\$10,963,083
Administrative & Operating Activities (Cost Center CTETR-517)	\$147,310	
Staff Salaries		-\$110,468
Attorney General's Office Fees		-\$707
Office of State Audit - Annual Financial Audit		-\$265
Administrative (Board Meetings, Travel, and Supplies)		-\$869
Consultant Services		-\$35,001
Total Administrative & Operating Activities Expenses		-\$147,310
Total Fund 517 Revenue		\$11,110,393
Total Fund 517 Expenses		-\$11,110,393
Total Remaining		\$ -



Clean Transit Enterprise (Fund 540) FY26 Annual Budget

Fiscal Year 2025-26 Revenue		
Authority Item	Amount	
FY2025-26 Clean Transit Retail Delivery Fee	\$12,898,128	
Total Revenue	\$12,898,128	
Fiscal Year 2025-26 Allocations and Expenses		
Budget Item	Allocation	Expenses
Programming & Projects (Pool PST-CTE-26)	\$11,292,652	
Planning and Capital Grants		-\$11,292,652
Total Programming & Projects Expenses		-\$11,292,652
Administrative & Operating Activities (Cost Center CTEON-540)	\$315,663	
Staff Salaries		-\$236,703
Attorney General's Office Fees		-\$1,500
Office of State Audit - Annual Financial Audit		-\$600
Professional Services		-\$75,000
Board/Staff Travel		-\$1,080
Board Meeting Expenses		-\$180
Supplies/Registration Fees/Etc.		-\$600
Total Administrative & Operating Activities Expenses		-\$315,663
Contingency Reserve (Cost Center CTECR-540)	\$1,289,813	
Total Contingency Reserve Expenses		-\$1,289,813
Total Fund 540 Revenue		\$12,898,128
Total Fund 540 Expenses		-\$12,898,128
Total Remaining		\$ -



Clean Transit Enterprise (Fund 541) Annual Budget - FY25

Fiscal Year 2024-25 Revenue		
Authority Item	Amount	
FY2025-26 Oil and Gas Funds Start Up Loan	\$600,000.00	
Total Revenue	\$600,000.00	
Fiscal Year 2024-25 Allocations and Expenses		
Budget Item	Allocation	Expenses
Administrative & Operating Activities (Cost Center CTEIN-541)	\$600,000.00	
Staff Salaries		-\$129,325
Attorney General's Office Fees		-\$3,750
Professional Services		-\$76,250
Board/Staff Travel		-\$1,250
Board Meeting Expenses		-\$250
Interest Expense		-\$11,335
Total Administrative & Operating Activities Expenses		-\$222,160
Total Fund 541 Revenue		\$600,000
Total Fund 541 Expenses		-\$222,160
Total Remaining		\$377,840



Clean Transit Enterprise (Fund 541) Annual Budget - FY26

Fiscal Year 2025-26 Revenue		
Authority Item	Amount	
FY2025-26 Oil and Gas Funds Start Up Loan Anticipated Roll Forward	\$377,840	
Total Revenue	\$377,840	
Fiscal Year 2025-26 Allocations and Expenses		
Budget Item	Allocation	Expenses
Administrative & Operating Activities (Cost Center CTEIN-541)	\$377,840	
Staff Salaries		-\$262,625
Attorney General's Office Fees		-\$1,814
Office of State Audit - Annual Financial Audit		-\$718
Professional Services		-\$89,775
Board/Staff Travel		-\$1,285
Board Meeting Expenses		-\$227
Interest Expense		-\$21,397
Total Administrative & Operating Activities Expenses		-\$377,840
Total Fund 541 Revenue		\$377,840
Total Fund 541 Expenses		-\$377,840
Total Remaining		\$0

Local Transit Operations Formula Grant Program: Eligibility & Qualification Discussion

Craig Secrest, CDOT



Local Transit Operating Formula Grant Eligibility

- Transit Agency/Service Types
- Local Match Requirements
- System Optimization Plans
- Other Eligibility Considerations



Transit Agency/Service Type Eligibility Options

Service Types (# of agencies)	Benefits	Limitations
Closed Door Only (25+)	<ul style="list-style-type: none"> • Supports increased mobility & accessibility, particularly in rural areas • Providers often struggle to have adequate funding • Easy to identify net impacts of funding 	<ul style="list-style-type: none"> • Does not meet definition of “public” transit • Little or no mode shift; often increases VMT • Limited role in multimodal connectivity • Fund availability could spur startups • Spreads funding widely • Agencies vulnerable to funding variability
Open Door - Demand Response Only (16)	<ul style="list-style-type: none"> • Meets definition of public transit • Improves multimodal/statewide connectivity • Supports increased mobility & accessibility • Easy to identify next impacts of funding 	<ul style="list-style-type: none"> • Little or no mode shift; often increases VMT • Still spreads funding pretty widely • May have limited potential to create large ridership increases • Agencies vulnerable to funding variability
Open Door - Fixed Route & Demand Response (39)	<ul style="list-style-type: none"> • Meets definition of public transit • Improves multimodal/statewide connectivity • Supports increased mobility & accessibility • Promotes mode shift and VMT reduction • Agencies have strongest record administering CDOT support • Serve largest markets 	<ul style="list-style-type: none"> • May be harder to isolate net impacts of CTE funding



Local Match Requirements

- What's the right match requirement?
- Justifications
 - Policy Consistency - Current CDOT transit grant programs require 20% to 50% local match
 - Helps leverage SB-230 funding
 - Improves accountability
- Issues
 - More complex to administer
 - Potential barrier to participation



System Optimization Plans

- Purpose

- Statutory requirement
- Shows readiness and capacity to spend funding
- Provides input for grant contracts and a means for accountability
- Potential use in apportionment formula

- What to Require?

- Time horizon
- Planned service expansions
- Service enhancements
- Marketing and promotions
- Anticipated performance impacts
- Current service maintenance
- CDOT plan alignment
- Other?



Other Potential Eligibility Considerations

- Past agency performance implementing CDOT grants
- History of consistent/increasing funding for transit operations
- Projected service/performance metric improvement thresholds
- Participation in key planning activities (e.g., TAM)
- Progress returning to pre-COVID ridership
- Other?

Next Steps

Craig Secrest (CDOT)



Next Meeting (March 25, 2025)

- Round 2 EV Planning Grant recommendations
- Preliminary engagement results
- SB 230 eligibility policy recommendation
- Begin discussing apportionment formula
- Overall SB 230 implementation schedule



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Department of Transportation

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Clean Transit Enterprise

The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the clean transit retail delivery fee; and invests in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing through the oil and gas production fee.



About the Clean Transit Enterprise

The Clean Transit Enterprise (CTE) was initially created within the Colorado Department of Transportation (CDOT) under SB21-260 to support 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. SB21-260 allows the enterprise to impose a clean transit retail delivery fee to fund its operations, and to issue grants, loans or rebates to support electrification of public transit.

The business purpose of CTE was expanded with the passage of SB24-230 to include reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by oil and gas development by investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership by replacing car trips with bus and rail trips and forms of transit known to support denser land use patterns that further reduce pollution due to shorter trip lengths and greater walking and cycling mode share. SB24-230 requires the CTE to impose a production fee for clean transit to be paid quarterly by every producer of oil and gas in the state effective July 1, 2025.

CTE Capital Grant Program Awards

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- [Clean Transit Enterprise Dashboard](#)
- [Clean Transit Enterprise 10 Year Plan](#)
- [2021 Transit Zero Emission Vehicle \(ZEV\) Roadmap](#)
- [Previous CTE Board Meetings Documents](#)
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Upcoming Meetings

Board Meeting
Tuesday October 29, 2024 10:30-12:00
[YouTube Link](#)
Board Packet

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