



CLEAN TRANSIT ENTERPRISE BOARD MEETING - April 29, 2025

SCHEDULE & AGENDA

- I. Welcome, Roll Call, Agenda Review, (3 minutes) 2:00-2:03 pm**
Cris Jones (CTE Board Chair)
- II. Action Agenda (2 minutes) 2:03-2:05 pm**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 03/25/2025 CTE Board Meeting**
- III. Public Comments (5 minutes) 2:05-2:10 pm**
Cris Jones (CTE Board Chair)
- IV. Program Administrator Update (5 minutes) 2:10-2:15 pm**
Craig Secrest (CDOT)
- V. Director Comments (5 minutes) 2:15 - 2:20 pm**
Cris Jones (CTE Board Chair)
- VI. Enterprise Financial Update (5 minutes) 2:20-2:25 pm**
Kay Hruska, Cassie Rutter & Sam Foster (CDOT)
- VII. Fall Zero Emission Transit Vehicle Capital Grant Workshop (45 min) 2:25 - 3:10 pm**
Mike King (CDOT)
- VIII. SB230 Implementation Topics (15 minutes) 3:10 - 3:25 pm**
Craig Secrest (CDOT)
- IX. Next Steps (5 minutes) 3:25-3:30 pm**
Craig Secrest (CDOT)
- X. Adjournment 3:30 pm**

Clean Transit Enterprise Board Meeting Minutes

03/25/2025

Regular Board Meeting - Tuesday, March, 25, 2025. 2pm - 3:30pm

Virtual via Zoom Meeting

Video Recording: <https://www.youtube.com/watch?v=kC1p1bLMz3I>

1. Call to Order, Roll Call (Administrator Craig Secrest - 2:05pm)

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

Excused: None

Others in Attendance: Cassie Rutter, Joseph Josleyn, Deseri Scott, Kale Popp, Kathryn Young, Kay Hruska, Michael King, Sam Foster, Toni Wines, Reinaldo Maristany, Matthew Martinez, Sara Grusing, Berrick Abramson, Carrie Steele, Julia Spiker, Cheryl Knibbe, Andrew Geleske, Sonja Macys

2. Action Agenda (Chair Cris Jones - 2:06pm)

- a. **DECISION ITEM**: Approval of Minutes - 02/25/2025 CTE Board Meeting
 - i. Motion by Rick Coffin, Seconded by David Averill.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

3. Public Comment (Administrator Craig Secrest - 2:07pm)

- a. No public comment

4. Program Administrator Update (Administrator Craig Secrest - 2:08pm)

- a. [Transit reform bill](#) - with the legislature; could cause minor tweaks to reporting requirements for RTD; keeping an eye on this bill
- b. Awaiting approval and coordination with legislators before conducting engagement activities with agencies
- c. CDOT-CTE MOU Agreement
- d. Joint Service Activities - Craig joined
 - i. Rail planning and discussions are starting to grow
 - ii. Planning to organize a presentation to the board in April
- e. May meeting - planning to do in-person at CDOT HQ in Denver
- f. Might we offer hybrid options for the May meeting?
 - i. Yes, totally an option.
 - ii. Will make it meaningful for members regardless of how they tune in
- g. Capital Grant Implementation - one project facing pricing deadlines in April; planning to execute agreements by mid-April; expecting to have all agreements in place by May

5. Board Member Comments (Chair Cris Jones - 2:14pm)

- a. Let's consider creating an ad hoc group to focus on GHG emission reductions; A topic of interest as more activity approaches for CTE (Richard Coffin)
 - i. Are there daylighting considerations or other rules we need to consider to create subcommittees?
 - ii. There may be some rules to follow, and these will need to be open meetings, but this should not prevent the development of a subcommittee
 - iii. AG Office is available to provide guidance but identifying any roadblocks
 - iv. If any decisions will be made, then we definitely need to provide notice. If quorum, we will need to notice. If we're making decisions, Kathy recommends we have the full board in attendance. There are some exceptions, but not many.

6. Enterprise Financial Update and Legislative Budget Request Update (Kay Hruska, Cassie Rutter, and Sam Foster - 2:22pm)

- a. Budget to Actual: Approx. 2M collected in revenues in quarter 3; approximately 7M total this FY
 - i. TC loan - currently spent approx \$800 of this loan and more spending is expected - covering mostly staff salaries
- b. Actual revenue Feb 2025 - approx \$900k collected
 - i. Cash Fund Balance as of March 2025: \$27M
- c. Leg. Update
 - i. JBC approved an additional \$36M to the allotted \$13M - total approved spending authority for FY26 is approx. \$49M
 - ii. 3 years of roll forward authority beginning with the FY26 appropriation

7. Second Round Zero Emission Transit Vehicle Planning Grants (Michael King - 2:26pm)

- a. Budgeted \$750k for Planning NOFA from 2024: received 4 applications between Nov and Feb (totaling \$206k)
- b. Scoring committee convened and made recommendations for awards
 - i. City and County of Denver - approx \$40K request
 - 1. ZEV transition of Denver Connector program fleet
 - 2. committee recommends award
 - ii. Mountain Village - approx. \$36k request
 - 1. Undertaking citywide ZEV transition and this grant supports that
 - 2. committee recommends award
 - iii. Mesa County - approx \$90K request
 - 1. Exploring pathways to shifting transit fleet to renewable gas (RNG)
 - 2. committee recommends award
 - iv. City of Durango - approx \$40K request
 - 1. Supports existing ZEV transition plan

2. Provides tech support for budget planning, RFQ development, and procurement
3. Potential issues with eligibility of proposed project
4. committee recommends award
- c. Regarding the Duango project, could this project provide some lessons learned around how to scope a ZEV transition plan and how to move to implementation? (David Averill)
- d. SB260 provides some guidance on when the enterprise can fund RNG projects (Kelly Blynn)
 - i. “THE REPLACEMENT OF MOTOR VEHICLES USED BY PUBLIC TRANSIT PROVIDERS THAT ARE NOT ELECTRIC MOTOR VEHICLES BY ELECTRIC MOTOR VEHICLES, OR, IF ELECTRIC MOTOR VEHICLES ARE NOT PRACTICALLY AVAILABLE, BY COMPRESSED NATURAL GAS MOTOR VEHICLES, AS DEFINED IN SECTION 25-7.5-102 (5), IF AT LEAST NINETY PERCENT OF THE FUEL FOR THE COMPRESSED NATURAL GAS MOTOR VEHICLES WILL BE RECOVERED METHANE, AS DEFINED IN SECTION 25-7.5-102 (20)” - SB260 language
 - ii. The board should consider if this project advances this goals of the enterprise or violates this stipulation in the bill’s language
 - iii. Concerns regarding the Mesa Project since it’s the largest funding request of the four applications and it likely does the least towards shifting toward a truly ZEV fleet
 - iv. Some members would like to consider narrowing the scope of this project and adjusting the budget for the project accordingly
- e. Can you speak more to what types of vehicles the City and County of Denver is presently using for the Connector program? (Matt Frommer)
 - i. 11 total passenger vans; some hybrid and some gas vehicles
 - ii. As the EV fleet at Denver have grown, the city has run into issues with finding available charging stations
- f. **DECISION ITEM: Motion to Approve the 4 CTE Planning Grant Applications for a total of \$206,706 (2:48pm)**
 - i. Dawn Block motioned to approve. Richard Coffin seconded the motion.
 - ii. Board voted unanimously to approve.
 - iii. No oppositions or abstentions.
- g. In addition to funding grants, another purpose of the CTE is to become a clearinghouse and knowledge incubator for ZEV and electrification. Craig to look more into a process of sharing the information we collect

8. SB230 Formula Grant Program: Eligibility Policy (Administrator Craig Secrest - 2:50pm)

- a. Focus funding to maximize GHG reduction
- b. Ensure receiving agencies are ready and able to use funds
- c. Help address rural mobility and accessibility needs
- d. Proposed Policy:

- i. Must provide “open door” transit services
- ii. Need to submit an acceptable System Optimization Plan - Craig planning to work with select agencies in coming weeks to develop this
- iii. Must have annual ridership (i.e., passenger trips) over ??K
- iv. Must meet same administrative requirements as for FTA 5311 Program
- v. Exploring options for supporting “selected” agencies not meeting the formula ridership threshold
 - 1. We will not be able to address this issue with the discretionary grant program
 - 2. Dir. Lew shared that we should probably reconnect with AG’s office to determine how we might structure eligibility in order to advance both legislative intent and GHG Emissions goals of SB24-230

9. SB230 Discretionary Grant Program Discussion (Administrator Craig Secrest - 2:59pm)

- a. Approx \$5.5 M in FY26; approx \$10M per year afterwards
- b. Broad statutory guidance
- c. Legislative intent to support or incentivize RTA’s and transit innovations
- d. How do we address legislative intent?
- e. Are there other areas we want to target with this aspect of the program?
- f. What info or analytical needs is the board interested in?
- g. Could we use this program to direct funds to smaller rural agencies?
- h. Transit stop improvements, outreach campaigns, and other activities that make transit successful other than expanding fleet and service - can we think about these as targets of this discretionary program? (Director Jones)
- i. Small capital improvements that improve transit? FLM connections, improving travel times (BRT, for example), are there smaller investments we can consider that will really move the needle on GHG emissions and transit ridership? (Matt Frommer)
- j. Are we indirectly encouraging consolidation of smaller transit agencies? Do we care about this?
 - i. We don’t want to encourage this, except where it makes sense. (Mark Garcia)
 - ii. Could be a touchy conversation in some communities. In some ways, it could be useful in urban areas or rural areas where everyone is pulling from the same amount of money. Ultimately comes down to local preferences. (David Averill)
 - iii. Strongly does not recommend consolidating agencies in the La Junta region. Lots of agencies operate in this region and they are dozens and dozens of miles apart. Does not make sense to consolidate. (Dawn Block)

- iv. We are not advocating consolidation, but it something we need to be mindful of as we move forward given the emphasis on funding toward the greatest impact of GHG emissions (Craig Secrest)
- v. Perhaps agencies could apply together when their services each may be enhanced by coordinating look and feel. (Cris Jones)
- vi. What does it look like to incentivize RTAs through this program? (Matt Frommer)
 - 1. Craig is unsure. Planning to speak with legislators to gain some clarity. Perhaps it could mean providing seed funding.
 - 2. Maybe a survey is in order - one directed toward transit agencies. Perhaps there is desire to create RTAs but funding is not available. The upcoming Town Halls could inform some of this, but a survey in advance may also be helpful. (Mark Garcia and Craig Secrest)

10. SB230 Formula Grant Program: Formula Discussion (Administrator Craig Secrest - 3:16pm)

- a. GHG Emissions and Economic Development factors; transit reliant communities could refer to some of our resort and tourist areas, let's keep this in mind as we discuss (David Averill)
- b. Passenger Miles Traveled - measuring passenger activity in addition to VRM (Kathleen Bracke)
- c. Fares/Rate Structure -perhaps ridership improves as fares decrease (Mark Garcia)
 - i. This led to huge and instant increases in ridership, as has happened in David Averill's region (David Averill)
- d. We have huge gaps in capital and operational around the state; let's be careful leaning into reducing fares to close or resolve these gaps (Dir. Lew)
- e. Some kind of demonstration of using SB230 funds for additional service and not for debt service or to maintain the same LOS (Matt Frommer)
 - i. We may be able to indicate that debt service is not an eligible expense
 - ii. We will need to collect both financial and service planning data
- f. Concern around agencies shifting money around to maintain LOS. Perhaps we could incentivize fare studies or planning to assess its impact but not explicitly funding just fare decreases. Could fare analysis be a component of the System Optimization Plan? (Cris Jones)
- g. In addition to population and pop. density, let's consider how many stops are in a community, how many people are using the service, and need of the service, and other factors to measure how an agency actually provides a necessary and effective service in a community instead of just looking at the boundaries of an agency, which sometimes can just grab sales tax dollars from communities within its service area but not really service those areas at all (Cris Jones)

- h. Service area aligned with population density - let's look at what transit agencies have control over; perhaps the extent to which agencies are using their own land near transit (Kelly Blynn)
- i. Can we ask that SOPs are coordinated with local land use plans and explore the extent to which agencies are using their own land close to transit? (Kelly Blynn)

11. Next Steps (Administrator Craig Secrest - 3:30pm)

- a. General Updates
 - i. Eligibility Recommendations
- b. SB 230 Formula Development Workshop - maybe best to push back to May
 - i. Passenger Rail Discussion and expectations related to SB24-230
- c. Upcoming EV Capital Grant Planning

12. Adjournment - 3:32pm



COLORADO

Department of Transportation

Clean Transit Enterprise Board

April 29, 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 of Transportation designee
- Kelly Blynn: Colorado Energy Office designee
- Richard Coffin: Colorado Department of Public Health & Environment designee



AGENDA

- Welcome and Roll Call (Cris Jones, CTE Board Chair)
- Action Agenda (Cris Jones, CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 3/25/25 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)
- Fall Zero Emission Transit Vehicle Capital Grant Approach (Mike King, CDOT)
- SB 230 Implementations Topics (Craig Secrest, CDOT)
- Next Steps & Adjournment (Craig Secrest, CDOT)

Action Item: Approval of Minutes - 3/25/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

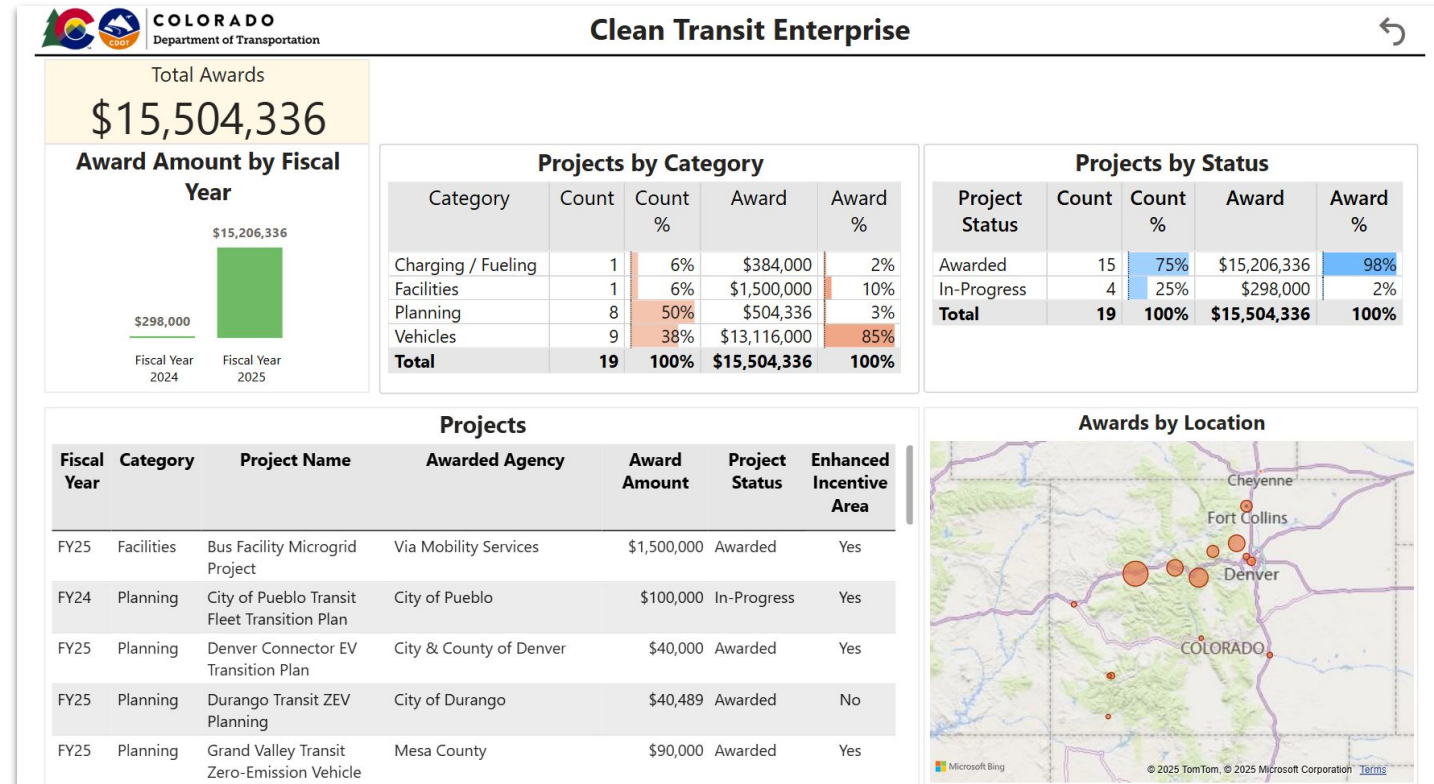
Program Administrator Update

Craig Secrest, CDOT



Program Administrator Update

- Legislative Update
- Board Confirmations; Sally Chaffee Designation
- SB 230 Agency Town Hall Results
- Joint Service (passenger rail) Activities
- CTE Public Accountability Dashboard



CTE Board Member Comments

Cris Jones, CTE Board Chair

Enterprise Financial Update & FY26 Budget Approval

Kay Hruska and Sam Foster, CDOT



CTE Accounting Update: Budget to Actual Through March 2025

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	February 2025	March 2025	Total Quarter 3	Total Quarter 4	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	\$ 901,969	\$1,001,187	\$ 3,100,399		\$ 8,291,260	
3	Interest Revenue	-	125,137	202,293	69,773	73,544	74,315	217,632		545,062	
4	Total FY 2024-25- Revenue	\$9,902,388	\$2,501,365	\$3,016,926	\$1,267,017	\$ 975,513	\$1,075,502	\$3,318,031	\$ -	\$ 8,836,322	
5	Fiscal Year Allocations										
6	Administration & Agency Operations										
7	Staff Salaries	\$ 450,250	\$ 9,699	\$ 16,101	\$ 24,889	\$ 23,534	\$ 23,277	\$ 71,699		\$ 97,499	\$ 352,751
8	Attorney General Fees	5,000	1,066	355	469	384	398	1,250		2,671	2,329
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	\$ 23,917	\$ 23,675	\$ 72,950	\$ -	\$ 100,171	\$ 460,279
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									



CTE Accounting Update: Budget to Actual, Transportation Loan

Fiscal Year 2024-25 Budget to Actual for Fund 541 Clean Transit Enterprise									
Line Item		Approved Loan Proceeds	Budgeted 'FY2024-25 Expenses	January 2025	February 2025	March 2025	April 2025	Total Spending	Remaining Funds
1	Fiscal Year Revenues								
2	Oil and Gas Funds Start Up Loan	\$ 600,000		\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000	
3	Total FY 2024-25 TC Loan Proceeds	\$ 600,000		\$ -	\$ -	\$ -	\$ -	\$ 600,000	
4	Fiscal Year Allocations								
5	Administrative and Operating Activities (CTEIN-541)								
6	Staff Salaries		\$ 129,325	\$ 721	\$ 66	\$ 397	\$ -	\$ 1,184	\$ 128,141
7	Attorney General Fees		3,750	-	-	-	-	-	3,750
8	Professional Services		76,250	-	-			-	76,250
9	Board/Staff Travel		1,250	-	-			-	1,250
10	Board Meeting Expenses		250	-	-			-	250
11	Interest on Loan Proceeds		11,335	-	-	-	-	-	11,335
12	Total TC Loan Spending: FY2024-25 Expenses		\$ 222,160	\$ 721	\$ 66	\$ 397	\$ -	\$ 1,184	
13	Remaining TC Loan Funds		\$ 377,840						



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 Q3: \$11,500,000
(based on final approved fee of \$0.0322)

FY 2025-26 Revenue:

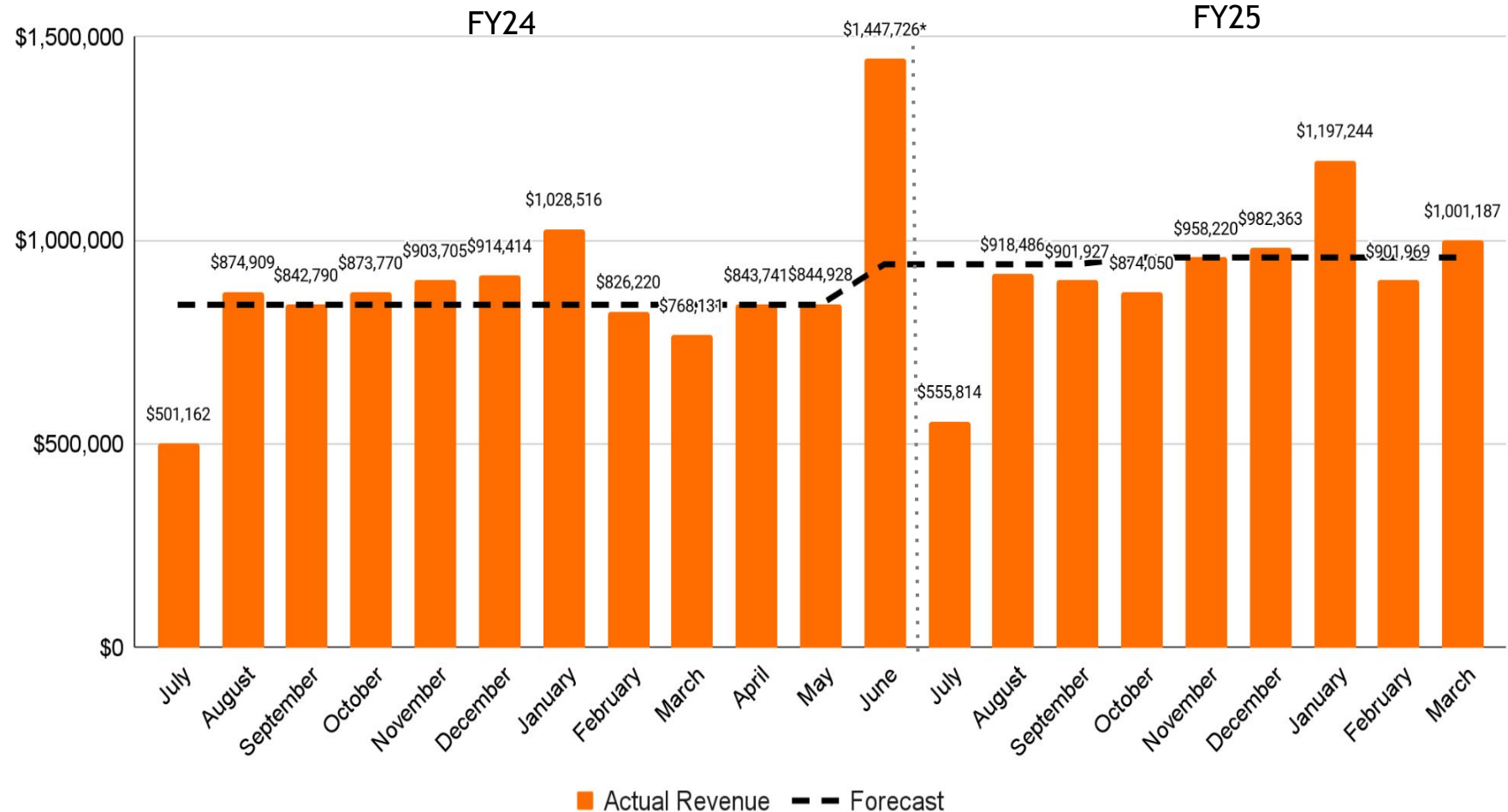
- Forecast in FY25 Q3: \$12,898,128

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 April 21, 2025	\$28,309,098
Total FY25 Spending Authority Adopted by Joint Budget Committee 2/8/24	\$18,134,321

Fall CTE Capital Grant Approach

Michael King (CDOT)



Background on CTE Capital Programs

- The CTE is authorized to issue grants, loans, and rebates in support of its mission of facilitating transit fleet electrification across Colorado
 - Eligible project categories include Planning, Vehicles, Charging/Fueling Infrastructure, and Facility Modifications
- To date the CTE has only engaged in grant-making rather than issuing loans or establishing rebate programs
- CTE completed its first round of Capital awards in the fall of 2024

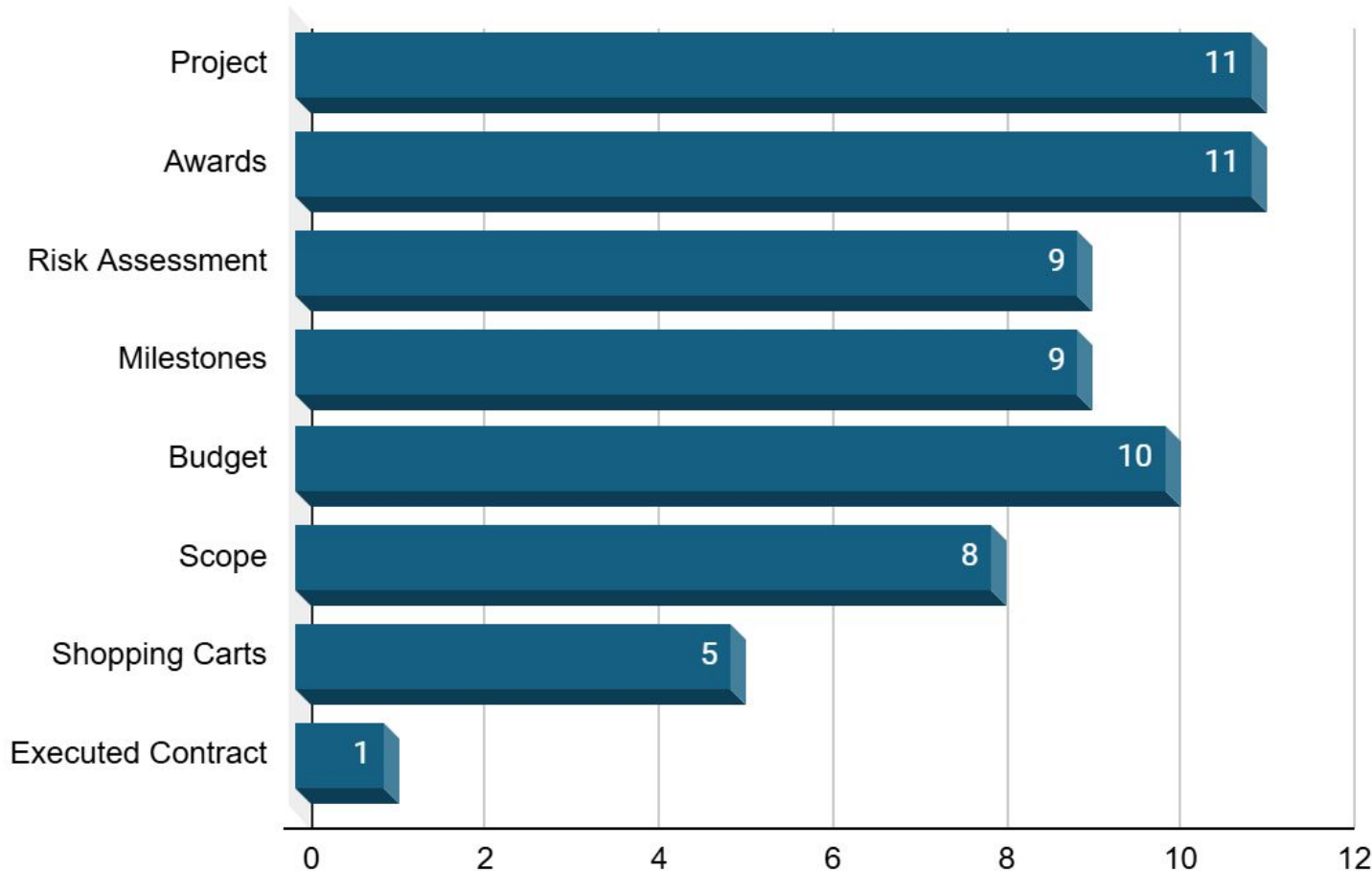


Overview of 2024 CTE Capital Round

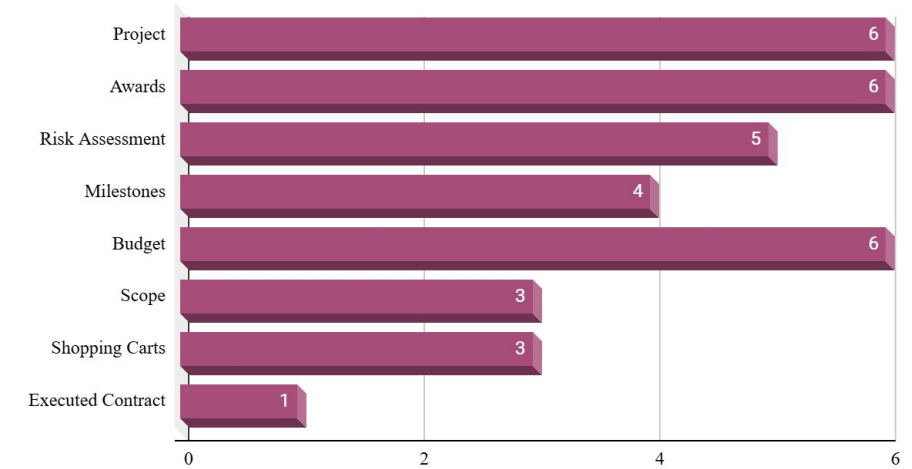
- In the 2024 Capital round, CTE received \$28,623,759 in funding requests for 2 Facility Modification, 3 Charging/Fueling Infrastructure, and 12 Vehicle applications
- Following application review and scoring, staff recommended and the CTE Board approved:
 - 1 Facility Modification project for \$1,500,000
 - 1 Charging Infrastructure project for \$384,000
 - 9 Vehicle projects (totaling 28 vehicles) for \$13,116,000
- Projects are now in the contracting process



Overview of 2024 CTE Capital Round



2024 VW Settlement



- Grant agreement execution process in session along with the supporting awards grant agreement execution (Settlement and FASTER Funds)
- Budgeting for all vehicle awards in SAP has been completed
- Submission of Shopping carts for vehicle awards is in session
- Working on scope template approval process for infrastructure and Facility Awards



Fall 2025 CTE Capital Round Planning

- Staff recommend that the CTE work toward the goal of releasing the Fall 2025 call for projects in September 2025
 - Based on the previous CTE Capital timeline, this would result in award decisions being announced in early 2026
- It is currently estimated that by the time of the NOFO release, the CTE will have approximately \$12.7 million available to award
- Question: Should CTE make all program funds at the time of NOFO release available for award, or reserve some portion for future grant rounds?



Potential Policy Adjustments - Incremental Cost

- In 2024, CTE Vehicle awards were based around Incremental Costs of a zero-emission vehicle in comparison to a “conventional” vehicle equivalent using the formula:
 - $\text{Total ZEV Cost} - \text{Total ICE Cost} = \text{Incremental Cost}$
 - Based on the current transit vehicle market, the incremental cost often comes to around 50% of the total vehicle cost
- As a result, awarded agencies must find the other 50% of funding to make a project whole, often through:
 - Federal grants, other state grants, and/or local match funding
- Question: Given the recent pullback in federal funding programs and the complexity of pursuing multiple funding sources per vehicle, should the CTE adopt a more standard grant structure of 80% of total vehicle cost?



Potential Policy Adjustments - Defining Project Eligibility

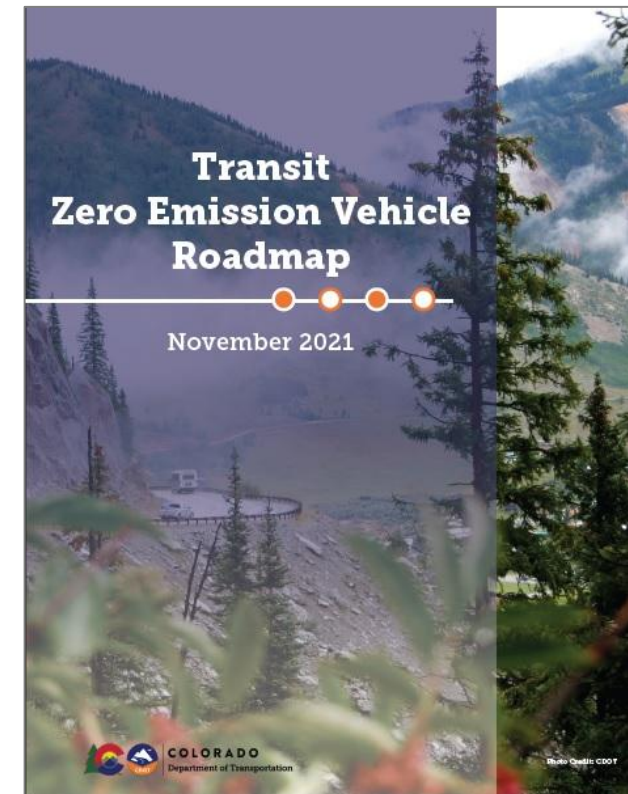
- In 2024, the CTE Capital categories of “Facility Modifications” and “Charging/Fueling Infrastructure” were very broadly defined in the NOFO
 - SB21-260, which established the CTE and its funding categories, does not define either of these terms specifically
- Broad project eligibility can be helpful for program applicants and administrators alike, but it also creates a risk that CTE funding is less focused on the core business purpose of the enterprise
- Question: Should the CTE more narrowly define what types or elements of Facility Modification and/or Charging/Fueling Infrastructure projects should be considered eligible for future grants?





Future Topics - Cost/Benefit of Scrapping Policies

- In 2024, CTE Vehicle grants did not require or incentive the scrapping (i.e. destruction) of existing ICE vehicles as a component of the grant program
 - Similar grant programs (both in Colorado and elsewhere) do require scrapping as a means of permanently reducing the emissions of older, dirtier ICE vehicles
- Some members of the CTE Board have requested a closer analysis of the costs and benefits of scrapping programs to inform future program policies
- CDOT OIM recently kicked off an update to the 2021 Colorado Transit ZEV Roadmap which includes a task examining cost-benefit research on other vehicle replacement programs
 - Initial conclusions should be available in the summer of 2025



SB 230 Implementation Topics

Craig Secrest, CDOT



SB 230 Passenger Rail Program

- Statutory Guidance

- 20% of Oil & Gas Production Fee proceeds: \$11M in FY26, \$20M - \$25M/year beyond
- Fund Passenger Rail Projects and Services of regional/statewide importance
- Prioritize initiatives with matching funds from other sources
- Support for any RTD initiatives must supplement, not replace, designated FasTracks funding

- Relevant Initiatives

- Joint Service (Denver to Fort Collins)
 - IGA approval and funding commitment
 - Scheduling briefing to CTE Board ASAP
- Mountain Rail
- Other potential projects



SB 230 Formula Program: Factor Development

- Population - Complete
- Ridership/Vehicle Revenue Miles - Mostly complete, need some clean up
- Population Density - 5 pt, tiered approach; finalizing
- Local Zoning & Planning - 5 pt scale; ranking internally, revise based on NOFA
- Transit Reliant Communities
 - Populations considered (in Statute): low income, disabilities, elderly, no auto, people of color
 - How should they be weighted?



SB 230 Formula Development Considerations

- Do we want to build up a reserve fund? If so, how much?
- Cap annual grant size based on XX% of 2023 operating budgets
 - What is the right cap?
 - What do we use as budget basis for FY 26 and beyond
 - Should we consider cap waivers?
- Subprograms/allocations: RTD, Large Agency, Small Agency
- Plan to use NOFA to validate model data inputs
- What data should we use for FY 27 apportionments?
- Different treatment for large, on demand only agencies?
- What information on allocation results would be helpful?



SB 230 Formula Program: Other Topics

- Ideas - create a first year “planning only” allocation option
 - How to determine amount
 - How to treat in formula
- Are there costs/activities that should be ineligible:
 - Debt service?
- Should we limit % of grants that can be used for:
 - Promotions & marketing
 - Planning
 - Back office capacity
 - On fixed route vs. on demand support



SB 230 Formula Program: SOP Requirements

- Time Horizon: 5 years, with first two year details
- Activity categories - what level of detail do we need?
 - Promotions & Marketing
 - System/Vehicle Enhancements
 - New Routes
 - Route Expansion
 - Increased Frequency
 - Back Office Capacity
 - Planning
- Should we ask about need for other grants to enable SOP implementation?
- What baseline information do we need?
- Time span: 2022-2024
- Spending: Operating & Capital
- Funding: Sources & Amounts
- Performance data:
 - Ridership
 - Vehicle Revenue Miles/Revenue Service Miles
 - Percent of Routes with different headways
 - Other?

Next Steps

Craig Secrest (CDOT)



Next Meeting (May 14, 2025)

- First in person CTE Board Meeting!
- General Updates
- Passenger Rail Program IGA and funding Commitment Workshop
- SB 230 Formula Development Workshop



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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

[Selected Projects](#)

[Projects Not Selected](#)

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Resources

- [Clean Transit Enterprise Dashboard](#)
- [Clean Transit Enterprise 10 Year Plan](#)
- [2021 Transit Zero Emission Vehicle \(ZEV\) Roadmap](#)
- [Previous CTE Board Meetings Documents](#)
- [2022 CTE Annual Report](#)
- [2023 CTE Annual Report](#)

Upcoming Meetings

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

[Board Packet](#)

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