



_ CLEAN TRANSIT ENTERPRISE BOARD MEETING - May 14, 2025

SCHEDULE & AGENDA

- I. Welcome, Roll Call, Agenda Review, (3 minutes) 10:00-10:03 am**
Cris Jones (CTE Board Chair)
- II. Action Agenda (2 minutes) 10:03-10:05 am**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 04/29/2025 CTE Board Meeting**
- III. Public Comments (5 minutes) 10:05-10:10 am**
Cris Jones (CTE Board Chair)
- IV. Program Administrator Update (5 minutes) 10:10-10:15 am**
Craig Secrest (CDOT)
- V. Director Comments (5 minutes) 10:15 - 10:20 am**
Cris Jones (CTE Board Chair)
- VI. SB 230 Program Formula (60 minutes) 10:20 - 11:20 am**
Craig Secrest (CDOT)
 - **DECISION ITEM: Approval of Formula Approach**
- VII. SB 230 NOFA Approach (20 minutes) 11:20 - 11: 40 am**
Craig Secrest (CDOT)
- VIII. Bustang Presentation (Time permitting) 11:40 - 11:45 am**
Paul Desrocher Secrest (CDOT)
- IX. Next Steps (5 minutes) 11:55-12:00 am**
Craig Secrest (CDOT)
- X. Adjournment: Noon**

Clean Transit Enterprise Board Meeting Minutes

04/29/2025

Regular Board Meeting - Tuesday, April, 29, 2025. 2pm - 3:30pm

Virtual via Zoom Meeting

Video Recording: <https://www.youtube.com/live/p7zvQn6AX3s?feature=shared>

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

- a. Present: Cris Jones, Matthew Frommer, Kelly Blynn, Kathleen Bracke, Dawn Block, David Averill, Richard Coffin, Sally Chaffee
- b. Excused: Mark Garcia
- c. Others in Attendance: Craig Secrest, Kay Kelly, Cheryl Knibbe, Julia Spiker, Toni Wines, Deseri Scott, Andrew Gingrinch, Andrew Goldstein, Jeffrey Sudmeier, Matt Inzeo, Kathryn Young, Kale Popp, Sam Foster, Shilpa, Mike King Reinaldo Maristany

2. Action Agenda (Chair Cris Jones - 2:08pm)

- a. **DECISION ITEM**: Approval of Minutes - 03/25/2025 CTE Board Meeting
 - i. Motion by Matt Frommer, Seconded by Rick Coffin.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

3. Public Comment (Administrator Craig Secrest - 2:09pm)

- a. Andrew Gingrinch (Transit Planner, Grand Valley Transit, GVMPO)
 - i. GV Transit Board interested in sending in letter to CTE leadership advocating for small urban groups to receive funding through SB24-230 like GV Transit
 - ii. GV Transit small agency, opened in 2020 - working to balance approach between ridership and coverage
 - iii. GV Transit is maxed out its operations through local and federal funding - SB24-230 provides a big opportunity
 - iv. There is no RTA in Grand Valley, unlike large urban centers, but GV Transit is unlike rural agencies in its goal in the system
 - v. SB24-230 would really enable GV Transit to invest leverage transit as a strategy to reach its GHG Emissions Goals

4. Program Administrator Update (Administrator Craig Secrest - 2:15pm)

- a. SB24-161 - Transit Reform Bill
 - i. Includes an amendment to change the System Optimization Plan to the Comprehensive Operational Analysis
 - ii. Also provided guidance that SB24-230 reporting requirements for agencies with a service population >1M did not apply to nonprofit agencies (which seems to effectively mean RTD is the only agency beholden to the extended list of required reporting)
 - iii. RTD must provide a plan for how they plan to comply with the reporting requirements in order to be eligible to receive funding for FY26

b. SB24-230 Town Halls Results

- i. Some agencies need approval from their boards to apply/request funding through SB230
- ii. Some agencies will need time to develop expansion plan (potentially as long as 6-9 months) - how do we support agencies to do this and build in the time they will need to conduct this work
 - 1. Planning to bring consultant support on board to support agencies who request technical support
- iii. Craig to lead a discussion at the CASTA Conference to continue conversation with agency

c. Joint Service

- i. Looking for CTE to sign IGA which will commit some funding to passenger rail investments

d. CTE Accountability Dashboard

- i. Approx \$15.5M awarded to date
- ii. Working to award and finalize outstanding contracts

5. Board Member Comments (Chair Cris Jones - 2:20pm)

- a. Kathleen Bracke: grateful to have attended the Town Halls last week; congratulates Craig and Berrick (consultant) on the work; very excited and happy with the outcomes and approach of those Town Halls; propping up and thanking Craig and the consultant team for doing this work; tremendous work and looking forward to the follow-up at the CASTA conference next week

6. Enterprise Financial Update and Legislative Budget Request Update (Toni Wines and Sam Foster - 2:24pm)

- a. Retail Delivery Fee (fund 540) revenue to date: approx \$8M
 - i. Majority of expenses: staff salaries
- b. TC Loan (fund 541) - \$600k
 - i. Will start to incur more expenses as consultant fees come in and Craig starts to adjust how he reports/submits his time
- c. March 2025 RDF Revenue: about \$1M
- d. Cash Fund Balance as of 4/21: \$28.3M

7. Fall Zero Emission Transit Vehicle Capital Grant Workshop (Michael King - 2:29pm)

- a. 2024 applications (first and only round): received about \$28M in proposed projects
 - i. 2 Facilities
 - ii. 3 Infrastructure
 - iii. 12 vehicles
- b. Awards
 - i. 1 Facility
 - ii. 1 Charging infrastructure

- iii. 9 Vehicle
- c. Fall 2025 Capital Round:
 - i. Planning to release NOFA in September; award decisions announced early 2026
 - ii. **Expecting \$12.7M available to award by then - should we make all this money available in this upcoming round or to reserve a portion for future grant rounds?**
 - iii. Kathleen Bracke: inclined to get the money we have out the door, but curious if there is a reason to maintain a reserve
 - iv. Mike King: the uncertainty of revenue from the RDF might encourage the Board to maintain a reserve
 - v. David Averill: also inclined to get the money out the door absent any strategic reason to maintain a reserve; not concerned about being able to provide ongoing operational support
 - vi. Cris Jones: Might we decide to reserve money after we have a sense of how much money applicants request in the upcoming round?
 - vii. Mike King: the staff may have to weigh in on whether or not we can restrict/limit or increase dollars after releasing a NOFA
 - viii. Kay Kelly: the board did decide to maintain a 10% reserve for contingencies - the board should be able to use that reserve to either increase funding to applicants or reduce it based on the context
- d. Policy Adjustment - Incremental Cost
 - i. The prior round provided awards that covered the full cost of the difference between the cost of the ZEV vehicle and the cost of the ICE vehicle. Typically this amounted to about 50% of the cost of a new bus. Agencies covered the remainder of the cost
 - ii. **Given the federal landscape for ZEV, does the board want to consider increasing our typical awards from 50% to 80%? Doing so may limit our ability to spread the money as widely as we might by sticking with the incremental cost approach.**
 - iii. Sally Chaffee: how much does a typical ZEV bus cost?
 - iv. Mike King: about \$1.2-\$1.4M
 - v. Kathleen Bracke: yes let's provide 80%, but could we incentivize agencies to provide overmatch; not mandatory but adjust scoring criteria to get at this
 - vi. Mike King: we could do this, but there may be some equity considerations for this
 - vii. Dawn Block 50% is near impossible for many rural agencies; we can award agencies who provide overmatch, but agencies should not be penalized for not being able to do so
 - viii. Richard Coffin: could we frame the 80% as "up to" and not blanket 80% award?
 - ix. Mike King: Yes, provides more flexibility
 - x. Matt Frommer: Are we anticipating lesser demand from applicants?

- xi. Mike King: Not necessarily, but we are expecting agencies to have fewer resources to provide their share of the costs for purchasing vehicles/other capital improvements
- xii. Matt Frommer: will need to pick up the pace in order to meet the goal of 1000 new ZEVs on the road; Last round was 28 vehicles for \$13.1 million so \$470k/bus incremental cost average. So if we went to 80% of total cost, it'd be more like 17 buses for \$13.1M?
- xiii. Craig Secrest: agencies might use SB230 dollars as match to apply for capital funding from CTE – the board will have to decide on a policy about this question
- xiv. David Averill: maybe we shift to 80/20 for now and reserve the right to shift back to the incremental cost approach if and when the federal landscape shifts to being more favorable to ZEV investments
- e. Policy Adjustment: Defining Project Eligibility
 - i. There is broad statutory guidance defining eligibility, and so in the prior round we interpreted things broadly
 - ii. **Should the CTE more narrowly define what types or elements of facility and infrastructure projects?**
 - iii. David Averill: did we have applications in the past that entered this gray area or that we felt uncomfortable with? But, some could consider that features like a microgrid may be interpreted as unrelated to the business purpose of CTE; what does LONO say about this question?
 - iv. Mike King: none that seem questionable but others may feel differently; LONO is something to look into
- f. Policy Adjustment – Cost/Benefit of Scrapping Policies
 - i. In 2024, CTE did not require or incentivize the scrapping/destruction of existing ICE vehicles as a component of the grant
 - 1. Some grant programs do incentivize or require scrapping
 - ii. Some board members have requested an analysis of the cost/benefit analysis related to scrapping
 - iii. Staff are working on coming back with this analysis as they kickoff an update to the Colorado Transit ZEV Roadmap project with a consultant
 - iv. Matt Frommer: if we're going to do an analysis on scrapping, it may be worthwhile to do a more comprehensive analysis on our program's impact on GHG impacts
 - v. Mike King: staff will look into this
 - vi. Richard Coffin: There wasn't much that we found in a lit review ...
 - vii. Craig Secrest: maybe down the road we do decide to fund independent research to assess the direction of this program

8. SB230 Implementation Topics (Administrator Craig Secrest - 3:11pm)

- a. SB230 Passenger Rail Program
 - i. Upcoming briefing for the CTE Board coming in two weeks
 - ii. Joint Service requesting:

1. IGA approval and funding commitment
- b. SB230 Formula Program: Factor Development
 - i. Population: complete
 - ii. Ridership/VRM - nearly complete
 - iii. Population density - 5pt system; tiered approach; finalizing
 1. This factor does not move the needle much when it's included in the formula
 - iv. Local Zoning/Planning - similar to density in terms of scale; will be more of subjective assessment however
 - v. Transit Reliant Communities
 1. Populations considered in statute: low-income, disabilities, elderly, no auto, people of color
 2. Any other factors or weighting considerations within the transit reliant communities factor?
 3. No comments from the members.
- c. SB230 Formula Development Considerations
 - i. Do we want to build a reserve fund? If so, how much?
 1. No cap the first year; then grow cap to 15% within the first 3 years and maintain moving forward
 - ii. Cap annual grant size based on xx% of 2023 operating budgets?
 1. What is the right cap?
 2. What do we use as budget basis for FY26 and beyond?
 3. Should we consider cap waivers?
 4. Kathleen Bracke: likes the cap idea, but let's allow flexibility moving forward
 5. Matt Frommer: considering the most aggressive growth rate is about 6%, let's consider what's a reasonable amount for the annual grant cap as a % of operating budgets
 6. Craig Secrest: we will need to consider what the basis for the cap is each year, considering it will change every year because of SB230 money
 7. Kelly Blynn: Some agencies budgets are so small that it may not make sense to cap their annual award
 - iii. Subprograms/Allocations
 - iv. Plan to use NOFA to validate model data inputs
 - v. What data should we use for FY27 apportionments?
 1. To be discussed next time for time sake
- d. Local Match
 - i. 25% benchmark with waiver option and sliding scale policy seems good - board members support this approach
 - ii. Are there activities that should be ineligible?
 1. Kathleen Bracke: debt service should not eligible
 - iii. Should we limit % of grants that can be used for

1. Kathleen Bracke: does not support limiting dollars to select activities
 2. Matt Frommer: how will we know if there's a kind of shell game going on?
 3. Craig Secrest: we should be able to assess at a high level to track dollars, but there's also an element of good faith effort incorporated in this grant process thus far; this is a concern for sure
- iv. SB230 Formula Program: Comprehensive Operational Analysis
1. (Skipped this content due to time constraints.)

9. Next Steps (Administrator Craig Secrest - 3:37pm)

- a. First in-person CTE Board Mtg
 - i. Please reach out regarding any questions or issues getting into town.
- b. General Updates
- c. SB230 Formula Development Workshop - planning to get into the weeds/pull up our sleeves
- d. Passenger rail program IGA and funding commitment workshop

10. Adjournment - 3:37pm

A photograph of a high-speed train, likely a Shinkansen, blurred by motion as it travels along a track. The train is blue and white. In the foreground, there is a station platform with a yellow tactile paving strip and a metal safety fence. The platform has a corrugated metal roof structure. In the background, city buildings are visible under a clear sky.

Front Range Passenger Rail District Update

TC, CTIO, CTE Board Update

May 14, 2025

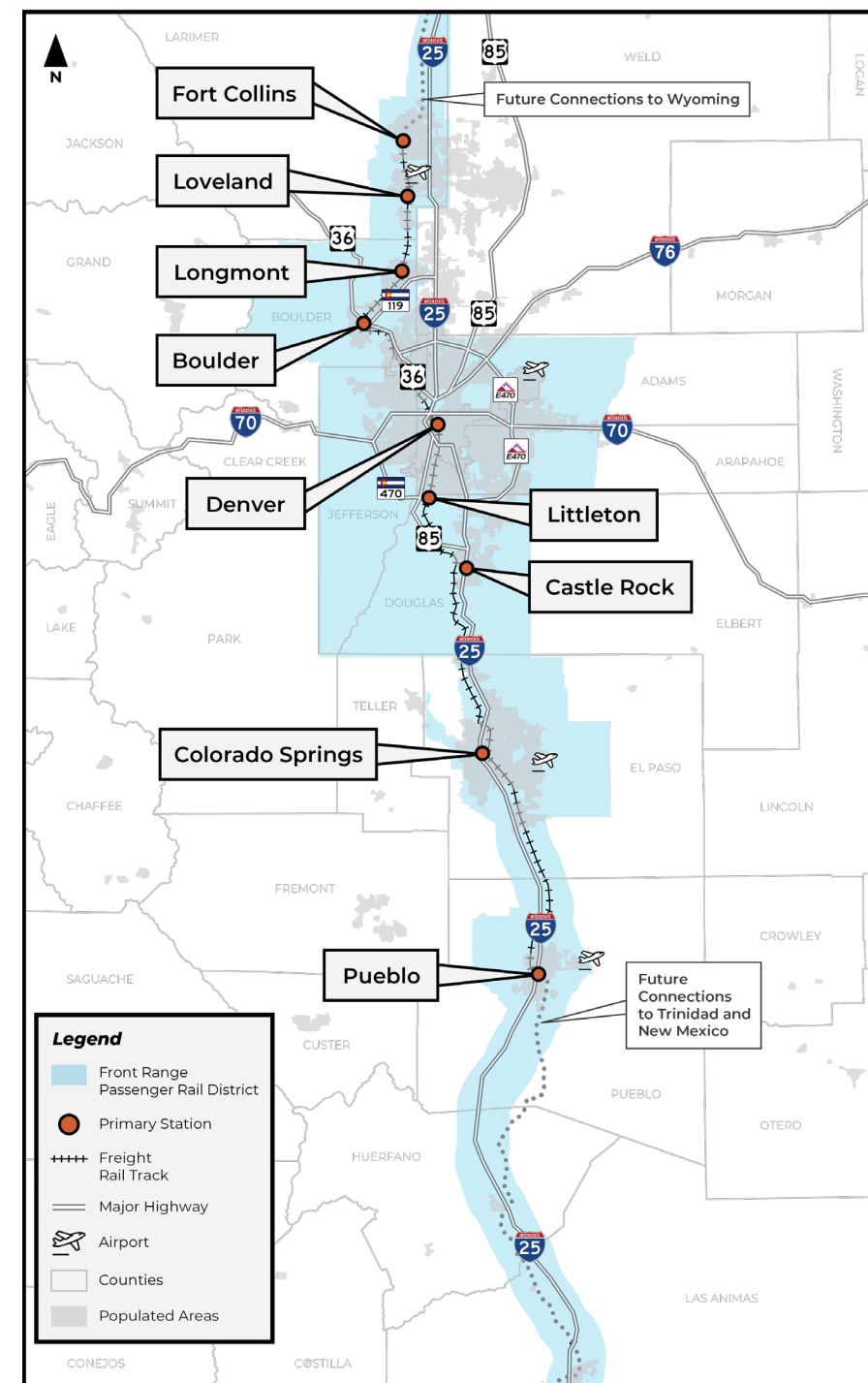
FRPR



HNTB

What is the Front Range Passenger Rail District?

- Created by Colorado Legislature through SB21-238
- Statutory direction to plan, design, finance, construct and operate an inter-connected north/south passenger rail system along the Front Range
- Following voter approval, can levy taxes to fund the rail system
- Working with local communities to support station development; has authority to set up station area improvement districts



Vision & Benefits

Job Creation

- Construction, maintenance, operations
- An investment of \$1 billion in public transportation supports 36,000 jobs (USDOT)

Local Economic Development

- Increased visitors; additional spending support area businesses and local sales tax base

Connectivity

- Access to economic centers, medical care and services, higher education key destinations

Sustainability and Safety

- Reduced pollution supports Colorado's air quality goals
- Reduced highway congestion, traffic crashes and fatalities
- Reduced road maintenance costs



Front Range Passenger Rail Proposal

- Using **existing tracks** to **minimize costs** and **expedite service**
- Nine primary stations from **Fort Collins** to **Pueblo**
- Long-term vision** of connecting to **Wyoming** and **New Mexico**
- Goal: **Denver to Fort Collins by 2029. Full corridor service by 2035**
- Intercity rail service is faster**; 79 MPH max speed
- Travel time estimate from **Fort Collins to Pueblo is just over three hours**



Demonstration Train

March 2024 historic demonstration train from Denver's Union Station to Longmont.



Service Development Plan



Concludes Later This Year



Fort Collins to Pueblo

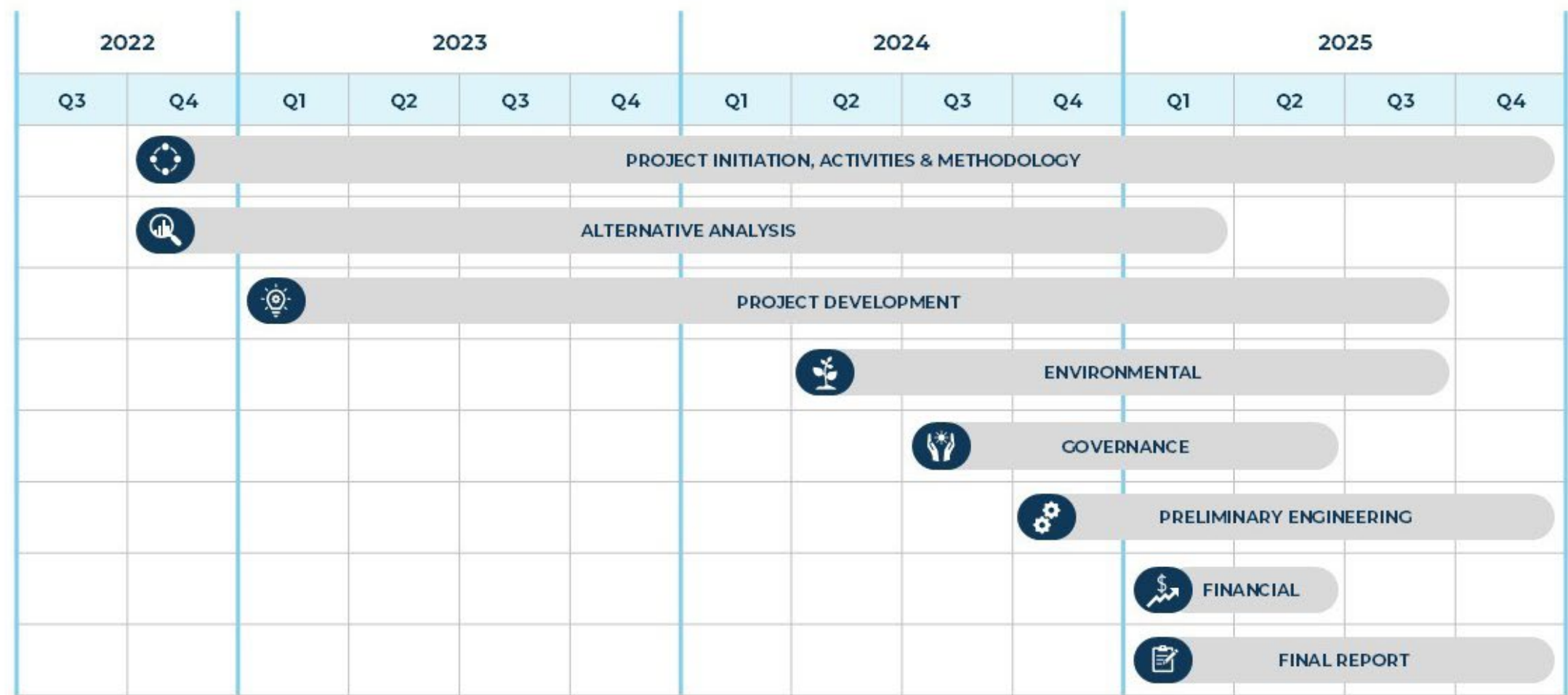


**Implementation Plan
for Initial FRPR Service**

The SDP process defines:

- Route
- Major Markets for Stations
- Service Frequency
- Onboard Amenities
- Fare Structure
- Infrastructure Improvements
- Costs and Financing Plan
- Implementation Plan

SDP Concludes this Year



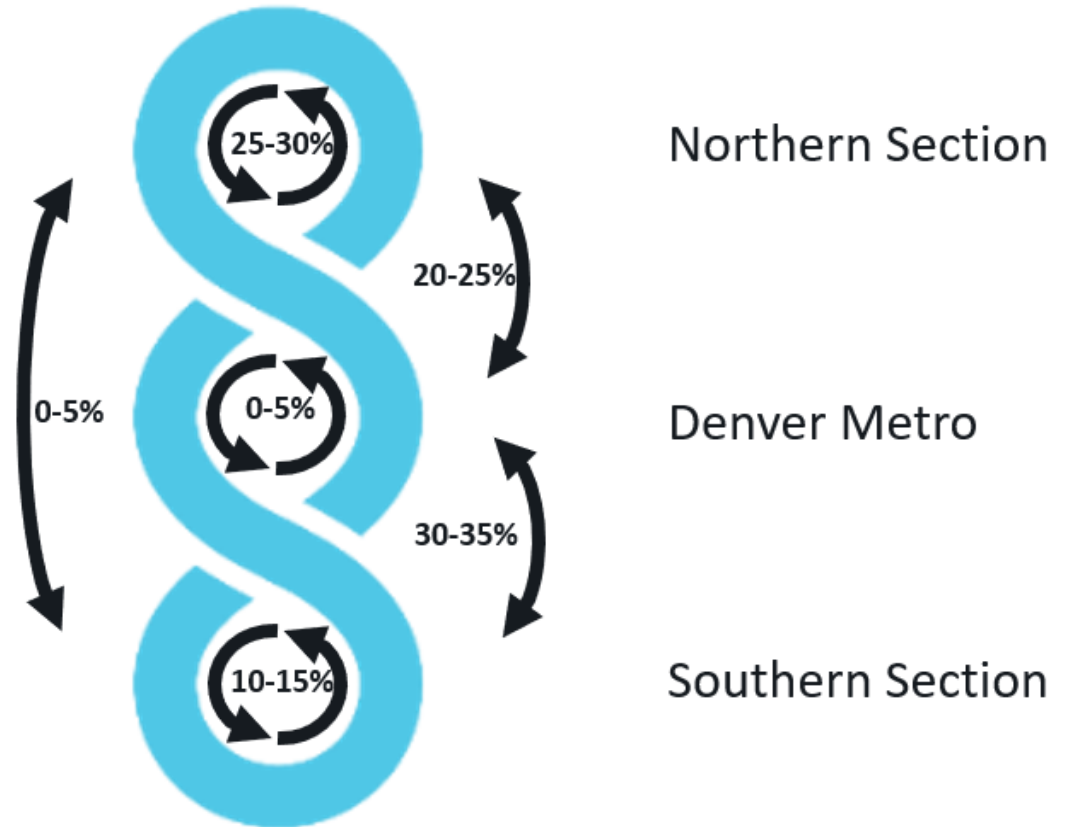
Ridership Trends

Denver Metro area is by a distance the largest single producer/attractor

50-65%

of forecast trips are to, from, or within the Denver Metro area

DRAFT forecast passenger trips



Preliminary Travel Times

Mode	Travel Time (hr:min)
Rail @ 79MPH	03:19
Auto (Year 2023)	02:30 – 03:30
Auto (Year 2045)	03:00 – 4:00+

Rail travel time shown are preliminary and is **based on ideal operating conditions**

Current Auto Trip Time	
<i>AM Pueblo to Fort Collins</i>	<i>PM Pueblo to Fort Collins</i>
Median = 3:05 Peak = 3:30	Median = 3:00 Peak = 3:20

Future 2045 Auto Trip Times based on average increase between OD pairs in CDOT statewide model.

SDP Alternatives Analysis

Service Alternative	Frequency (RT)	Max Speed (mph)	Travel Time	Ridership	Operating Ratio
1	6	79	3 hr 19 min	700,000	.193
2	6	90	3 hr 14 min	716,000	.197
3	10	79	3 hr 19 min	990,000	.170
4	12	79	3 hr 19 min	1,131,000	.163
5	12	90	3 hr 14 min	1,153,000	.167


79 mph is the train's maximum speed; average operating speed will be lower due to geography, infrastructure station stops, and safety precautions.

Data reflects year 2045 ridership and costs

Online Open House

- May 12 – June 15, 2025
- www.frpropenhouse.com
- Highlights recommended service alternative for future full build between Fort Collins and Pueblo and near-term work to advance a first phase by 2029.
- Stakeholder coalition briefing May 7.
- Contact info@frprdistrict.com with questions.

Welcome!



FRPR

Welcome to the Front Range Passenger Rail (FRPR) Alternatives Analysis Virtual Open House!

In this open house, you will learn about progress toward advancing FRPR, the **recommended alternative for future full build** FRPR service in 2045 and near-term work to develop Joint Service by 2029. At the end of the meeting, you will have an opportunity to provide comments that help shape future planning decisions. You will also have an opportunity to learn about next steps and opportunities to engage further in this process.

This virtual open house is open from **DATES are TBD**. The navigation bar on the left leads you to more information about FRPR, the Alternatives Analysis process, work to date, service development planning and next steps.

Thank you for visiting the FRPR Alternatives Analysis Virtual Open House. If you need assistance using this website, please contact **[xxx]**.

Progress Toward a First Phase

- **SB 24-184 directs partner collaboration toward first phase** of passenger rail service from Denver to Fort Collins starting in 2029
- **Linkage** between **FasTracks** and **FRPR**; progress to voters before seeking more support
- **SB 24-184 Requirements**
 - Implementation Plan
 - Service Plan
 - Legal Framework (IGA)
- **Work to Date**
 - Two reports to legislature
 - Financial modeling and “lowest cost option” project development
- **Current Focus**
 - Defining characteristics of service
 - IGA





COLORADO

Department of Transportation

Clean Transit Enterprise Board

May 12, 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 - 4/29/25 CTE Board Meeting**
- Public Comments (Craig Secrest, CDOT)
- Program Administrator Update (Craig Secrest, CDOT)
- CTE Board Member Comments (Cris Jones, CTE Board Chair)
- SB 230 Formula Implementations Topics (Craig Secrest, CDOT)
 - **Potential DECISION ITEM: Approval of Formula Approach**
- SB 230 NOFA Approach (Craig Secrest)
- Bustang Presentation (Time Permitting) (Paul Desrocher, CDOT)
- Next Steps & Adjournment (Craig Secrest, CDOT)

Action Item: Approval of Minutes - 4/29/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT

CTE Board Member Comments

Cris Jones, CTE Board Chair

SB 230 Formula Implementation

Craig Secrest, CDOT



Where We've Come in 5 months

- Set program goals
- Defined program eligibility - only “open door” providers
- Developed approach for applying SB 230 formula factors
- Developed factor data and created a formula modeling tool
- Established a 3-tier approach to allocation strategy
- Agreed on use of a “grant cap” based on 20% of agency FY23 operating budgets
- Agreed on need to develop a contingency fund to guard against revenue volatility



Quick Review of Program Goals

1. Optimize program impacts on GHG reduction
2. Improve the extent, quality, and effectiveness of transit services throughout Colorado
3. Achieve an equitable balance of support for, and appreciation of, the diversity of transit providers throughout Colorado
4. Maintain full transparency for all CTE funding allocation and grant activities
5. Limit the administrative burden on CTE customers while ensuring full accountability for how program resources are used
6. Adhere to a level of transparency and accountability that exceeds legislative compliance and ensures fidelity to program mandates
7. Manage and minimize the impact of program funding volatility from year to year



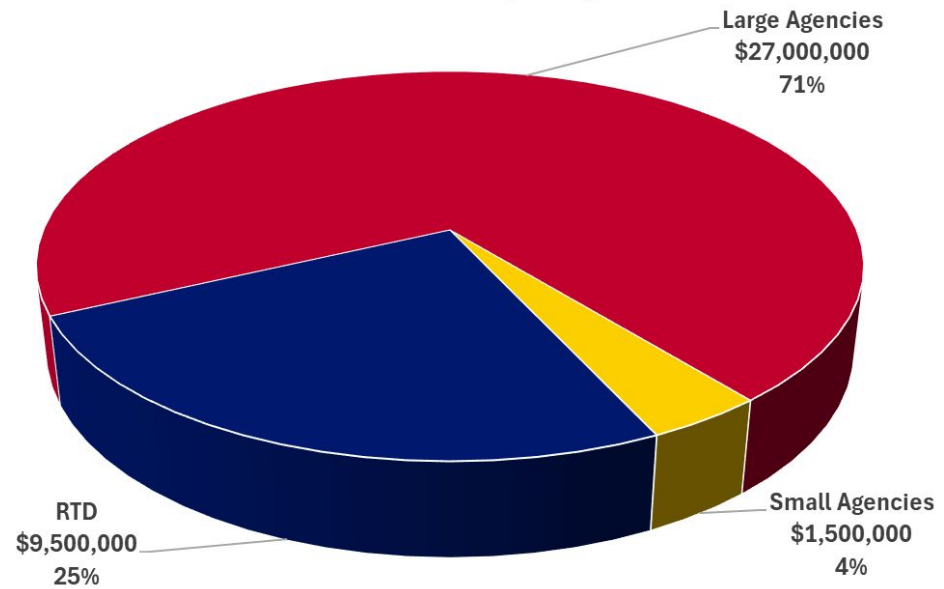
Formula Options Development

- Considerations
 - Grant caps create strange outcomes if you heavily weight some factors
 - Range of grants as a percent of agency operations budgets provides some measure of fairness (with some caveats)
 - 52 agencies currently in model
 - Different scenarios result in mildly different outcomes
- Created 5 formula options for board consideration
 - Balanced Approach with CAP
 - Balanced Approach without CAP
 - Population Emphasis
 - Historical Performance Emphasis
 - “Other Factors” focus

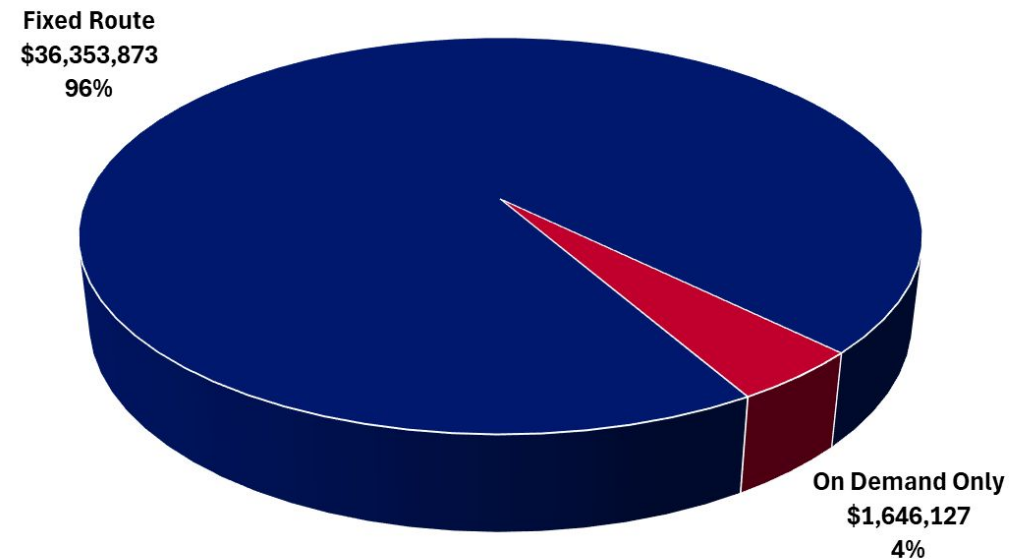


Big Picture Allocations

FY 26 Allocation By Program



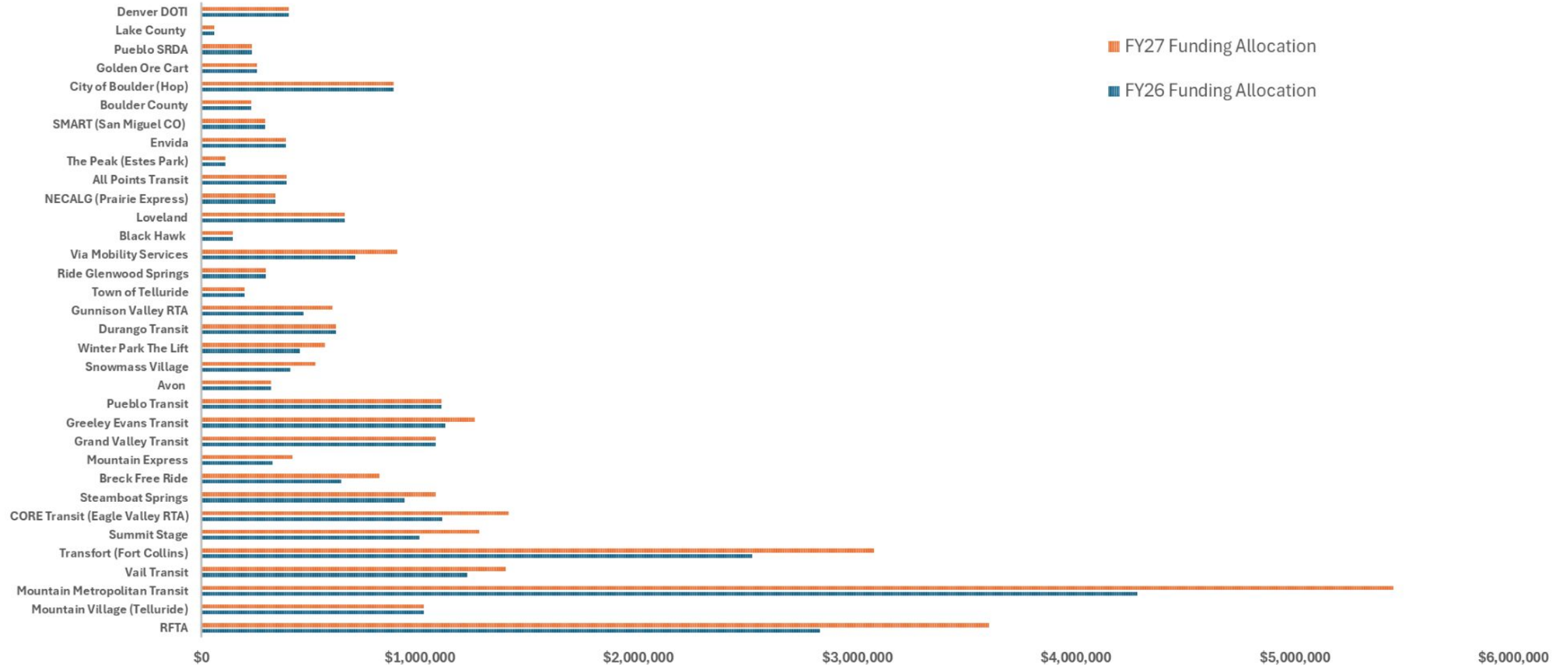
FY26 Funding Allocation By Service Type





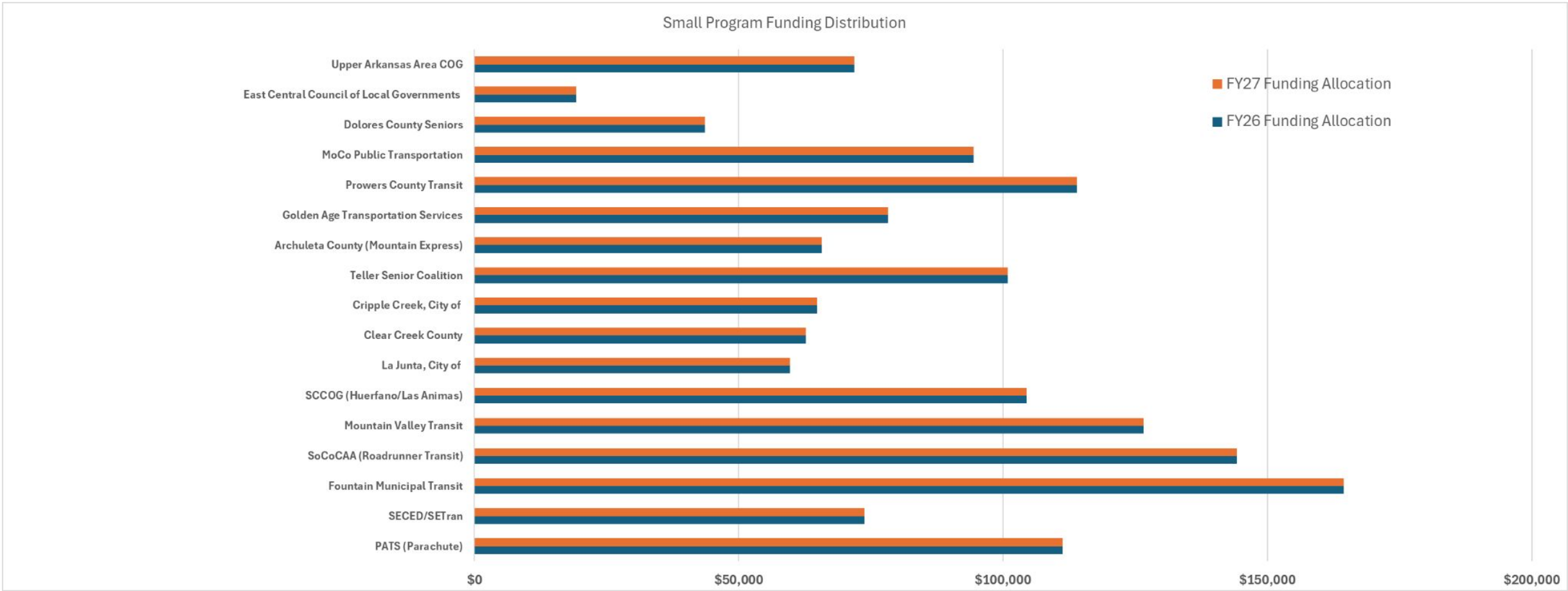
Sample Allocation: Large Agencies

LARGE PROGRAM FUNDING DISTRIBUTION





Sample Allocation: Large Agencies





Balanced Approach

Criterion	Weight in Percent
Population & Density	45%
Population	40%
Population Density	5%
Local Zoning & Planning	5%
Transportation Disadvantaged Communities (TDC)	5%
Transit Ridership	30%
Vehicle Revenue Miles (VRM)	15%

Grant Cap = 20% of 2023 Agency Operating Budgets

- ❖ Balanced weightings for population and transit ridership/VRM
- ❖ Factors with weaker data confidence- population density, local zoning, TDCs - given small weight
- ❖ 30 of 52 agencies hit cap
- ❖ 5 Agencies receive less than 10% of 2023 ops budget - all have high budget to ridership or budget to population ratios
- ❖ Mildly favors small urban providers - balances GHG reduction potential with supporting smaller agencies



Balanced Approach w/o Cap

Criterion	Weight in Percent
Population & Density	45%
Population	40%
Population Density	5%
Local Zoning & Planning	5%
Transportation Disadvantaged Communities (TDC)	5%
Transit Ridership	30%
Vehicle Revenue Miles (VRM)	15%

Grant Cap = 100% of 2023 Agency Operating Budgets

- ❖ Large disparity in grants as a percent of 2023 operating budgets:
 - FY 26: 4% - 84%
 - FY 27: 5% - 84%
- ❖ A few resort areas receive extremely high allocations
- ❖ Agencies with high ridership receive significantly less funding
- ❖ Directs large funding increases to small/mid sized agencies
- ❖ Likely has the least GHG reduction benefit of all scenarios



Population Emphasis

Criterion	Weight in Percent
Population & Density	60%
Population	50%
Population Density	10%
Local Zoning & Planning	5%
Transportation Disadvantaged Communities (TDC)	5%
Transit Ridership	20%
Vehicle Revenue Miles (VRM)	10%

- ❖ Disparity in grants as a percent of 2023 operating budgets similar to balanced approach
- ❖ About \$1M gets shifted from larger resort agencies to small urban providers
- ❖ The 20% cap limits redistribution to some larger population agencies
- ❖ Impact on “small” agency allocations is fairly small (and appears a bit random)
- ❖ Mid-sized agencies mostly not affected due to cap impacts
- ❖ May offer slightly better GHG reduction benefits from “Balanced Approach”

Grant Cap = 100% of 2023 Agency Operating Budgets



Historical Performance Emphasis

Criterion	Weight in Percent
Population & Density	30%
Population	25%
Population Density	5%
Local Zoning & Planning	5%
Transportation Disadvantaged Communities (TDC)	5%
Transit Ridership	40%
Vehicle Revenue Miles (VRM)	20%

Grant Cap = 20% of 2023 Agency Operating Budgets

- ❖ Disparity in grants as a percent of 2023 operating budgets similar to balanced approach
- ❖ About \$1.6M gets shifted from small urban providers to resort agencies
- ❖ Impact on “small” agency allocations is fairly small
- ❖ Mid-sized agencies mostly not affected due to cap impacts
- ❖ Likely not as significant an impact on GHG reduction



Other Factors Emphasis

Criterion	Weight in Percent
Population & Density	35%
Population	25%
Population Density	10%
Local Zoning & Planning	15%
Transportation Disadvantaged Communities (TDC)	15%
Transit Ridership	25%
Vehicle Revenue Miles (VRM)	10%

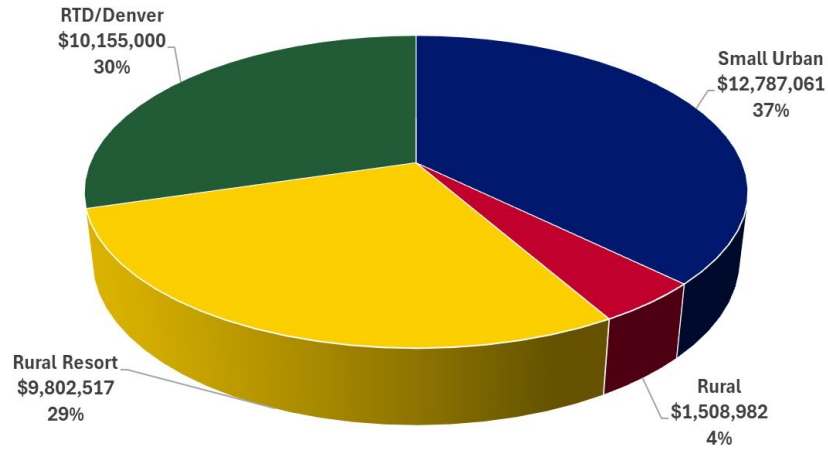
Grant Cap = 20% of 2023 Agency Operating Budgets

- Disparity in grants as a percent of 2023 operating budgets similar to balanced approach
- Emphasizes factors that are the most subjective/have weaker data confidence
- Grant level gaps result in (likely) unintended consequences - some areas with medium level TDC index scores receive large increases

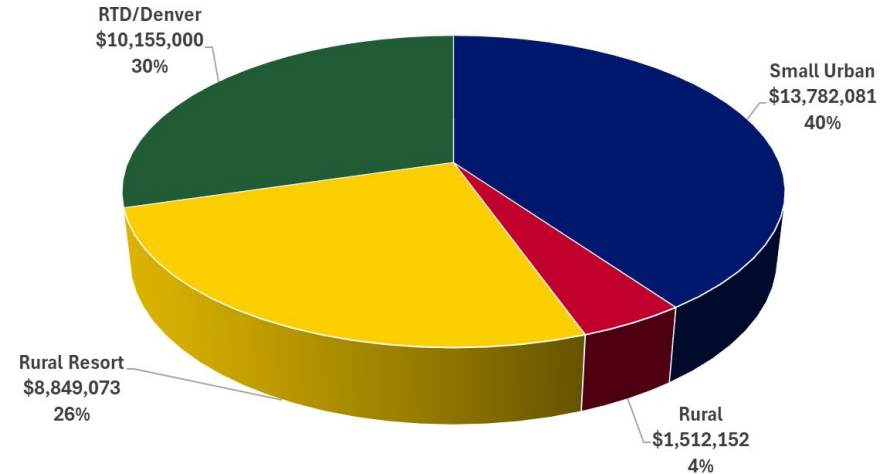


Geographical Allocation Comparison

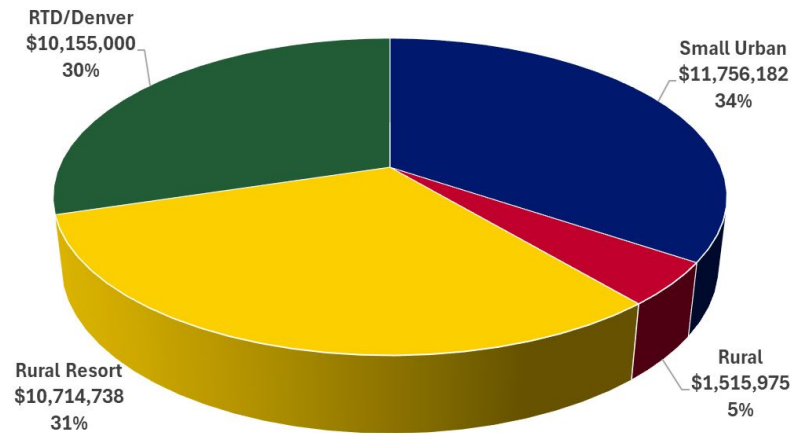
Balanced Approach



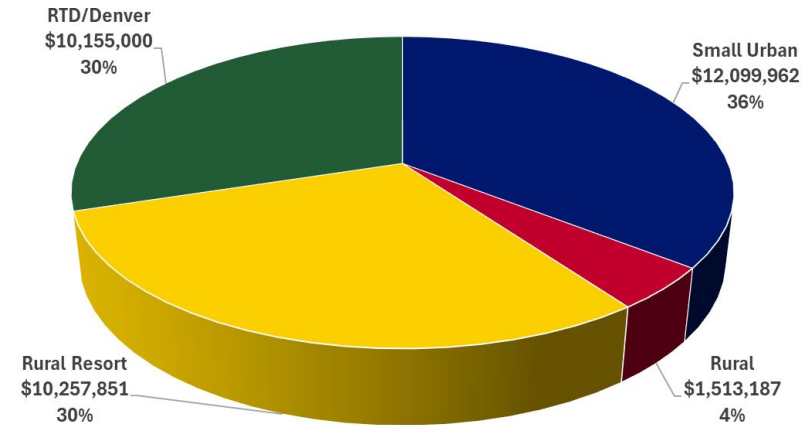
Population Emphasis Approach



Historical Performance Approach



Other Factors Emphasis Approach



SB 230 Formula NOFA

Craig Secrest, CDOT



NOFA Overview & Purpose

- Release by June & open for 60 Days
- Review submission on a rolling basis — first in/first out rule?
- Working on consultant support contract to help applicants respond to NOFA requirements
- NOFA Purposes: Ensure agencies meet program eligibility requirements
 - Verify agency readiness, establish means for contracting/accountability
 - Validate data to be used in apportionment formula
 - Accommodate agencies with different circumstances and needs





Eligible Use of Funds

- Focus on activities that increase ridership/mode shift and decrease GHG
- Can include marketing and promotions
- Capital investment OK, but 2-year spending window could create challenges
- Still exploring use for planning and administration





Letter of Intent Requirement

- LOI Requirement
 - Submit a LOI before NOFA release
 - No penalty if decide not to apply
 - Can't apply for FY 26 if no LOI
 - Provide clarity on formula outputs, enable expedited contracts





Local Match Relief

- Local Match Relief
 - Consideration of match relief must be requested with LOI
 - CTE will define matching relief criteria (still in development)
 - Waivers will be for a maximum of 2 years
 - Early request process will help agencies get board/commission approvals and inform agency budgeting





Full COA Approach

- For agencies that already have plans on how to spend SB 230 funds
- Show how funds will be spent & anticipated benefit
- Cover a 5-year horizon, with details first 2 years
- CTE will provide anticipated grant range (+/-10%)





Full COA Approach Cont.

- Spending categories
 - Marketing & promotions
 - Expansion - new routes, route extension, increased frequency/hours
 - Other strategies to increase ridership
- Required information
 - Improvement description, expected costs, timeline
 - Complimentary activities and funding sources (e.g., bus purchases)
 - Anticipated benefits (e.g, x% increase in ridership and/or VRM)



Deferred Funding COA Approach

- For agencies who need time to develop plans for spending SB 230 funds
- Applicants respond to all other NOFA requirements to establish program eligibility
- Applicants deemed eligible notified of FY26 deferred grant amount
- Grant awarded/contracted once agency submits acceptable COA
- Agencies must have approved COA by June 2026 or lose deferred grant
- CTE will provide consultant support, but agencies free to use own approach





Deferred Funding COA Approach Cont.

- Benefits:
 - Takes pressure off agencies to quickly develop COAs
 - 2-year spending window doesn't start until agencies are ready
 - Allows agencies to focus spending SB230 funding on actions that reduce GHG





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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](#)
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