



CLEAN TRANSIT ENTERPRISE BOARD MEETING - September 23, 2025

SCHEDULE & AGENDA

- I. Welcome, Roll Call, Agenda Review, (3 minutes) 1:30-1:33 pm**
Cris Jones (CTE Board Chair)
- II. Action Agenda (2 minutes) 1:33-1:35 pm**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 08/26/2025 CTE Board Meeting**
- III. Public Comments (5 minutes) 1:35-1:40 pm**
Cris Jones (CTE Board Chair)
- IV. Program Administrator Update (5 minutes) 1:40-1:45 pm**
Craig Secrest (CDOT)
- V. Director Comments (5 minutes) 1:45-1:50 pm**
Cris Jones (CTE Board Chair)
- VI. Enterprise Financial Update (20 minutes) 1:50-2:10 pm**
Craig Secrest, Kay Hruska, Ryan Long, Julia Spike & Cheryl Knibbe (CDOT)
 - **DECISION ITEM: Revisions to FY26 CTE Budget**
- VII. 2025 Zero Emission Capital Projects NOFA Finalization (20 Minutes) 2:10-2:30 pm**
Mike King (CDOT)
- VIII. SB 230 NOFA Application Reviews (25 minutes) 2:30-2:55 pm**
Craig Secrest (CDOT)
 - **DECISION ITEM: Consideration/Approval of Grant Award Recommendations**
- IX. Next Steps & Adjournment (5 minutes) 2:55-3:00 pm**
Craig Secrest (CDOT) & Cris Jones (CTE Board Chair)

Clean Transit Enterprise Board Meeting Minutes

08/26/2025

Regular Board Meeting – Tuesday, August 26, 2025. 1:30pm - 3:30pm

Virtual Meeting: Virtual via Zoom

Video Recording: [Clean Transit Enterprise - August 2025 - Board Meeting](#)

1. Call to Order, Roll Call (Chair Cris Jones - 1:31pm)

- a. Present: Cris Jones, David Averill, Matthew Frommer, Kathleen Bracke, Richard Coffin, Sally Chafee, Kelly Blynn, Dawn Block
- b. Excused: None
- c. Others in Attendance: Craig Secrest, Kay Kelly, Shoshana Lew, Matt Inzeo, Cheryl Knibbe, Matthew Martinez, Deseri Scott, Kale Popp, Shilpa Kulkarni, Kay Hruska, Reinaldo Maristany, Michael King, Kyle Arnold, Justin Curry

2. Action Agenda Item (Chair Cris Jones - 1:33pm)

- a. DECISION ITEM: Approval of Minutes - 06/24/2025 CTE Board Meeting
 - i. Richard Coffin motioned to approve. Kathleen Bracke seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

3. Public Comment (Chair Cris Jones - 1:34pm)

- a. No comments

4. Program Administrator Update (Administrator Craig Secrest - 1:35pm)

- a. SB 230 Formula Program Updates
 - i. NOFA was released on July 17th. Responses are due on September 19th, however, applications will be accepted on a rolling basis
 - ii. 3 applications received from Gunnison Valley, the City of Pueblo, and the City of Loveland
 - iii. Virtual office hours every Wednesday afternoon
 - iv. Frequently asked questions document is being worked on and will be posted on the CTE website
 - v. Local matches were granted to Loveland for 10%, Pueblo for 0%, and Grand Valley Transit for 0%. Local match relief requests will be fulfilled within a day or two
- b. RTD Reporting Plan Status
 - i. Formed a committee that meets monthly to report on progress
 - ii. RTD has agreed to stand up a website to report on project status as soon as possible
- c. Northwest Passenger Rail Update
 - i. The board approved the IGA during the June meeting, which allows JESOC to become a formal entity
- d. CTE Public Accountability Dashboard
 - i. First four planning grants have been awarded and executed
 - ii. Nine out of the eleven capital grants have been fully executed and two are close to wrapping up
 - iii. Four planning grants are in the middle of the contracting process
 - iv. New dashboard reporting may be coming in the future
- e. Grant Contract Status

5. Board Member Comments (Chair Cris Jones - 1:40pm)

- a. Kathleen Bracke: Thanks to CDOT and the Governor's office for hosting the webinar last week on the front range passenger rail. I found it to be really helpful and informative to hear the updates and support from Congressman Neguse and I hope these can continue in the future and participate more in them in the future.

6. Enterprise Financial Update (Kay Hruska, Administrator Craig Secrest - 1:43pm)

- a. Two funds: 540 is an administrative fund and 541 is sourced through a transportation commission loan
 - i. This budget is through June 2025, however, the numbers are not final until August 8th. Kay will provide a final updated budget at the next board meeting
 - ii. CTE is keeping well within their budgeted amounts
- b. CTE cash fund status
 - i. There is a bit of delay between making the grant award and distributing the reimbursements, likely building a cash balance until the grants are made
 - ii. The overall spending authority accounts for the retail delivery fee portion of the CTE is appropriated annually. The 2025 legislative session granted 3 years of spending authority, therefore, budget may need to be adjusted and revised for board approval in September
- c. Oil and Gas Fund Revenue Forecast
 - i. Revenue forecast for FY26 is about \$13 million, which is a 16% increase from FY25
 - ii. In September, the board will be asked to set fees for the first time. Based on the legislation, the price may be set at \$67.81/barrel for Q1. Max fee to charge is \$0.0256/MCF, which will bring in about \$27.3 million.
- d. CTE Fiscal Management Policy Revisions for board consideration and approval
 - i. Adjustments to the Oil and Gas Production Fee
 - ii. Add agreements with “passenger rail operators” to the list of agreements the CTE approves
 - iii. Roll forward of funds from previous fiscal year(s) for both continuously appropriated funds and annually appropriated funds with a roll forward footnote
 - iv. Adjustments to the budget to account for prior year revenue reconciliation for continuously appropriated budget lines
- e. **DECISION ITEM:** Approval of PD Revisions
 - i. Kathleen Bracke motioned to approve. Richard Coffin seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

7. 2025 Zero Emission Capital Projects NOFA (Michael King - 1:55pm)

- a. Background on CTE Capital Programs
 - i. CTE is authorized to issue grants, loans, and rebates. Eligible projects include planning, vehicles, charging/fueling infrastructure, and facility modifications
 - ii. CTE completed its first round of grants in fall 2024
- b. Requests received: 17 total for \$28.6M. CTE Board approved 11 projects totalling for \$15M
 - i. CTE Dashboard provides project status updates
- c. Points of Consensus from Previous Meetings
 - i. CTE will offer all available Program funding at the time of NOFA release, the estimate is about \$12.7M, which may rise or fall depending on the resources. This does not account for the Contingency Reserve
 - ii. CTE will adjust grant incentive levels to cover 80% of total vehicle cost
 - iii. CTE will maintain broad definitions of project eligibility for Infrastructure and Facilities categories and will assess each project individually
- d. Cost/Benefit of Scrapping Policies
 - i. The topic of scrapping comes up in other grant programs (i.e. Transit Zero Emission Vehicle Roadmap), so HDR Team looked at the cost/benefits for the Capital Grant
 - ii. Positive impact includes direct and verifiable reduction of future emissions from scrapped vehicles
 - iii. Negative impacts include the loss of potential resale revenue for the agency, prevents the second life usage of the vehicle, loss of ability to retain vehicles as spares, increased administrative complexity, and more
 - iv. Staff recommends that scrapping not be required for the upcoming Capital call
 - v. Craig Secrest: there is a middle ground for the scrapping policy. CTE could provide

- incentives for agencies that would like to try scrapping.
- vi. Richard Coffin: supports including a scrapping incentive. The 10-Year Plan includes a scrapping policy. Agencies receive more from an incentive than from selling an old bus. Scrapping incentives could help pay for scrapping the old vehicle as well, so it's not too much of a program administrative burden. The Board's primary purpose is to replace ICE vehicles with electric.
- vii. David Averill: supports incentivizing scrapping as a compromise.
- viii. Kathleen Bracke: sees it similarly to Director Averill, if there is a practical way of including an incentive for scrapping.
- ix. Craig Secrest: agencies may be able to get local match relief if they do scrap vehicles, this could be the mechanism for incentivizing scrapping
- x. Cris Jones: Every transit resource is precious. A full bus is still a cleaner mode of transportation than folks using single occupancy vehicles.
- xi. Dawn Block: not in favor of incentivizing scrapping, but open to looking at middle ground
- xii. Matt Frommer: most comfortable sticking with the no scrappage policy. We are trying to grow transit overall and worried that incentives will reward transit agencies that have buses to give rather than using it to its maximum life
- xiii. No changes with the Board's approach at this time for scrapping. May set up a subcommittee to look further into emissions reduction.
- e. Grant Evaluation Criteria & Weighting
 - i. CTE would like to maintain the same scoring approach for the next round
- f. New Emissions Benefit Calculation Methodology
 - i. New refinement for the Emissions Reduction score. Last year, staff used the AFLEET tool to estimate the emissions benefit of vehicle replacement projects to create the score.
 - ii. AFLEET lacks certain features, for example, it cannot address emission profile differences between full sized buses and vans. It also produces outputs that do not align well with CDOT's broader GHG emission reports.
 - iii. CDOT's GHG Team will develop a more consistent and flexible emission reduction estimates for vehicle projects applying for CTE funding
 - iv. Craig Secrest: will this new tool be able to inform the emissions initiative that Director Coffin was talking about in the previous topic?
 - 1. This would establish a foundation for how we are thinking about measuring emissions across CTE programs and how it aligns with CDOT's broader approach
 - 2. There is not an immediate application for this new tool for the scrappage topic
 - v. Matt Frommer: For the GHG modeling, are we looking ahead to the SB230 funding and how increased transit service will impact GHG emissions and potential reductions there?
 - 1. This tool is focused particularly for the Zero Emissions Vehicle program funded under the Retail Delivery Fee as opposed to the Oil and Gas Fee. As a result, we did not attempt to incorporate trip replacement emissions benefits.
 - vi. Richard Coffin: will this tool be publicly available or only in-house?
 - 1. Still in the process of making this tool but it could be made publicly available
- g. Anticipated timeline
 - i. Review, discuss, and approve NOFA language at the September CTE Boarding Meeting
 - ii. Release NOFA on 09/29/25 (in parallel with DTR capital NOFA)
 - iii. Announce awards and initiate contracting process in March/April 2026
- h. Future Zero Emission Transit Vehicle Topics
 - i. Non-rolling stock emissions benefit calculation methodology
 - ii. Potential prioritizing of cancelled or modified federal awards
 - iii. Options for ongoing maintenance and operational support for grantees
 - iv. Policy development for non-functional vehicles and equipment
 - v. Potential for future incorporation of loans and rebates into CTE portfolio

8. SB 230 Implementation Discussion (Administrator Craig Secret - 2:39pm)

- a. Recommended Award to Gunnison Valley Regional Transportation Authority (GVRTA)
 - i. FY26 grant amount: \$455K
 - ii. Strong history of growing ridership and service
- b. **DECISION ITEM:** Consideration/approval of grant award recommendations
 - i. Dawn Block motioned to approve. David Averill seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions
- c. Craig Secret: is the information for GVRTA acceptable or would the Board like to see more/less information on what the agency is providing?
 - i. David Averill: would like to see more revenue service hours or trips a day
 - ii. Kathleen Bracke: is there a comparison among each applicant or do they all stand alone against base criteria? Is there information to help the Board understand the information better?
- d. Issue #1: How can we mitigate risks of lapsing funds, at least during the program startup phase?
 - i. Craig will record the amount agencies get and maintain transparency
 - ii. Unclaimed FY26 apportionments will either be rolled into the FY27 funding or build the contingency fund.
 - iii. Kelly Blynn: will unclaimed funds be rolled into the next year for the same agency or add it to the distribution for everybody?
 1. If agencies do not respond to the deferred COA approach then the money rolls into the larger pot. If agencies do not submit, the money will not be held aside for them.
 - iv. No objections. Support for this issue.
- e. Issue #2: When should and shouldn't these costs be eligible?
 - i. Considerations:
 - ii. 1. entities losing non-local funding sources;
 - iii. 2. operating costs growing faster than local revenue sources;
 - iv. 3. facing unique replacement/upgrade needs;
 - v. 4. entities reducing local transit funding (currently or in the future)
 - vi. David Averill: has sympathy for transit agencies facing the first three issues. Encourages the board to think about large capital projects that are extremely hard to fund in rural areas and how these funds might impact these critical projects in the state. Not in favor of using SB230 funds to backfill reduced funding.
 - vii. Kathleen Bracke: Agrees with Director Averill. Understands the need to be flexible and accommodating, but does not support local entities reducing their local transit funding. This funding is not intended to backfill local funding, it is intended to grow transit and partner with locals.
 - viii. Kelly Blynn: echoes local versus non-local funding opinion. Thinking through what documentation may be required or some exception process for extenuating circumstances.
 - ix. Dawn Block: does not agree with reducing local transit funding at all. Believes there should be flexibility with Craig to bring these issues up to the Board.
 - x. Matt Frommer: What happens if we award a municipality and in year 3 they pull some of the general fund money support for transit and shift it to park and use SB230 to backfill and retain the previous level of service instead of growth. How do we account for that and know if it's happening? Are there any consequences?
 1. As part of the NOFA, agencies must provide baseline data requests that include financial information from local, state, and federal sources. In the grant contract, make it clear that agencies cannot do that and agencies must maintain local effort. If they do backfill, it may make agencies ineligible for future grant opportunities.
 - xi. Cris Jones: Ensure that in our monitoring for this program that we are seeing positive trends in service. If overtime, agencies are not able to hit certain metrics, then they are not guaranteed the funding in the long term.

- xii. Issues 1 and 2 are eligible, issue 3 is circumstantial, and issue 4 is not eligible.
- f. Issue #3: How does the CTE Board feel about small expansion and do we want to help with associated infrastructure costs?
 - i. Supported. No opposition.
- g. Issue #4: A few agencies were created after 2023 (or don't yet exist) and do not have comparable data that can be used to determine formula apportionments. Do we want to include these agencies in the formula for FY26? If so, how?
 - i. Supported. No opposition.
- h. Issue #5: What program performance data does the CTE Board want to see?
 - i. Kathleen Bracke: their proposal laid out what they are going to do and anticipate results from X,Y,Z. The main reporting is: did you follow through with the proposal and did you accomplish what you said in the amount of time? What were your results and why? What did you learn from that? How will you grow? How will they use the data and information to continue to make their own program better and make the investment of the CTE dollars more productive?
 - ii. Craig Secrest: The main challenge is that in the first few years, some agencies may have a delay in their performance reporting. What do you do with an agency that doesn't do what they said they're supposed to do or have any improved performance for a year or two? Ensuring the Board is aware of this.
 - iii. Matt Frommer: I understand the concern. Typically, CDOT sets a horizon year (5 years out) to accommodate this issue. A demonstration of progress towards a 5-year goal could be more reasonable than expecting results in a year.
 - iv. Craig Secrest: I like that idea. Part of the NOFA and COA, agencies must provide a 5-year vision. A scorecard for agencies could also be developed to see how well they are doing with their 5-year vision.
 - v. Craig Secrest: One more issue - we will have to figure out how to normalize data to figure out the net impact of SB230. For example, the Zero Fare Programs mess with the revenue data. There will be a challenge isolating the impact of SB230, the Board will have to evolve with the performance reporting in the future.

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

- a. Next meeting will be September 23, 2025
- b. Changed from in-person to virtual
- c. Discussion for the development of SB 230 Discretionary Grant Program
- d. SB230 Formula Program Grant awards to consider
- e. FY27 CTE Budget Development



COLORADO

Department of Transportation

Clean Transit Enterprise Board

September 23, 2025



AGENDA - UPDATE

- Welcome and Roll Call (Cris Jones, CTE Board Chair)
- Action Agenda (Cris Jones, CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 08/26/25 CTE Board Meeting**
- Public Comments (Cris Jones, CTE Board Chair)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- Enterprise Financial Update (Kay Hruska & Craig Secrest, CDOT)
 - **DECISION ITEM: Revisions to FY26 CTE Budget**
- 2025 Zero Emission Capital Projects NOFA Finalization (Michael King, CDOT)
- SB 230 NOFA Application Reviews (Craig Secrest, CDOT)
 - **DECISION ITEM: Consideration/Approval of Grant Award Recommendations**
- Next Steps & Adjournment (Craig Secrest, CDOT & Cris Jones, CTE Board Chair)

Action Item: Approval of Minutes - 8/26/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT



Program Administrator Update

- SB 230 Formula Program Update
 - NOFA status
 - Oil & Gas Production Fee implementation guidance
- Northwest Passenger Rail Update
- CTE Public Accountability Dashboard
- Grant Contract Status
 - Capital awards - 9 executed, 1 close, 1 in limbo
 - Planning grants - All 4 in progress
- RTD Reporting Requirements
 - Meeting monthly
 - Progress status (next slide)



SB 230 RTD Reporting Requirements Status

Requirement	Comment/Assessment	Status
Post annual budget to website	Budget on website, better navigation would improve accessibility	Need to create direct link on SB230
Post annual budget one-pager to website	Exists within 2025 budget, needs improved presentation & navigation	Need to refine and create direct link under SB230 reporting page
Create & maintain annual/quarterly update and dashboard on capital projects exceeding \$10M on website	Needs development	RTD has posted a mock up; working on content and presentation
Create & maintain a public accountability dashboard that shows ridership by route and reliability of service	On time performance by mode available on performance dashboard; some info on routes and ridership available	Need to develop and implement an approach
Create & maintain a public accountability dashboard that shows workforce statistics	Performance dashboard has limited information on vacancies	Need to develop and implement an approach
Create & maintain information on services changes and their cause/impact on RTD website	Route change information, including cause exists on website, no info on rider impact: navigation is clunky	Need to develop and implement an approach to improve

CTE Board Member Comments

Cris Jones, CTE Board Chair

Enterprise Financial Update, FY26 Budget Revisions, and Draft FY27 Budget Review

Craig Secrest, Kay Hruska, Ryan Long, Julia Spike & Cheryl Knibbe, CDOT



Upcoming CTE Budget Activities

CTE Budget Primer

Currently Active Funds

- Fund 540 - Retail Delivery Fee Budget
- Fund 541 - Loan Budget for SB230
Program Start up; **Gets paid off in FY26**

Oil & Gas Production Fee Funds

- Fund 515 - SB230 Formula Program
Budget (70% of fees)
- Fund 516 - SB230 Discretionary
Program Budget (10% of fees)
- Fund 517 - SB230 Passenger Rail
Program Budget (20% of fees)

- September
 - Revise FY 26 Fund 540 Budget to address increased spending authority
 - Review Draft FY27 Budget Proposals (Funds 540, 515, 516 & 517)
- October
 - Set FY 26 Q1 Oil & Gas Production Fees
 - Approve Draft FY 27 Budgets
- November
 - Discuss Fund 541 loan payoff approach
- December
 - Revise FY26 Fund 515/516/517 budgets to address loan payoff and shift admin costs from fund 541
- February
 - Approve Final FY27 Budgets



CTE Accounting Update: Budget to Actual Through August 2025

Fiscal Year 2025-26 Budget to Actual for Fund 540 Clean Transit Enterprise							
Line Item		Approved Budget	July 2025	August 2025	Total Quarter 1	Total	Remaining Funds
1	Fiscal Year Revenues						
2	Clean Transit Retail Delivery Fee	\$ 12,898,128	\$ 783,129	\$ 1,026,690	\$ 1,809,819	\$ 1,809,819	
3	Interest Revenue	-	-	90,903	90,903	90,903	
4	Total FY 2025-26- Revenue	\$ 12,898,128	\$ 783,129	\$ 1,117,593	\$ 1,900,722	\$ 1,900,722	
5	Fiscal Year Allocations						
6	Administration & Agency Operations						
7	Staff Salaries	\$ 236,703	\$ 15,187	\$ 18,203	\$ 33,389	\$ 33,389	\$ 203,314
8	Attorney General Fees	1,500	1,267.59	1,268	2,535	2,535	(1,035)
9	Office of the State Audit-Annual Financial Audit	600	-	-	-	-	600
10	Professional Services	75,000	-	4,397	4,397	4,397	70,603
11	Board/Staff Travel	1,080	-	-	-	-	1,080
12	Board Meeting Expenses	180	-	-	-	-	180
13	Miscellaneous	600	50.21	50	100	100	500
14	Total Administration and Agency Operations	\$ 315,663	\$ 16,505	\$ 23,917	\$ 40,422	\$ 40,422	\$ 275,241
15	Contingency Reserve						
16	Board Reserve Fund (10%)	\$ 1,289,813	\$ -	\$ -	\$ -	\$ -	1,289,813
17	Total Reserve Funds	\$ 1,289,813	\$ -	\$ -	\$ -	\$ -	\$ 1,289,813
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 2025-26 Budget	\$ 12,898,128					
22	Total FY 2025-26 Allocations	\$ 9,837,409					



CTE Accounting Update: Budget to Actual, Transportation Loan

Fiscal Year 2025-26 Budget to Actual for Fund 541 Clean Transit Enterprise								
Line Item		Approved Loan Proceeds	Budgeted 'FY2025-26 Expenses	July 2025	August 2025	Total Quarter 1	Total Spending	Remaining Budget
1	Fiscal Year Revenues							
2	Oil and Gas Funds Start Up Loan	\$ 377,840		\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
3	Total FY 2025-26 TC Loan Proceeds	\$377,840		\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
4	Fiscal Year Allocations							
5	Administrative and Operating Activities (CTEIN-541)							
6	Staff Salaries		\$ 262,625	\$ -	\$ -	\$ -	\$ -	\$ 262,625
7	Attorney General Fees		1,814	-	-	-	-	1,814
8	Office of State Audit - Annual Financial Audit		718	-	-	-	-	
9	Professional Services		89,775	-	954	954	954	88,821
10	Board/Staff Travel		1,285	-	-	-	-	1,285
11	Board Meeting Expenses		227	-	-	-	-	227
12	Interest on Loan Proceeds		21,397	-	-	-	-	21,397
13	Total TC Loan Spending: FY2025-26 Expenses		\$ 377,841	\$ -	\$ 954	\$ 954	\$ 1,908	\$ 376,169



Oil and Gas Prices

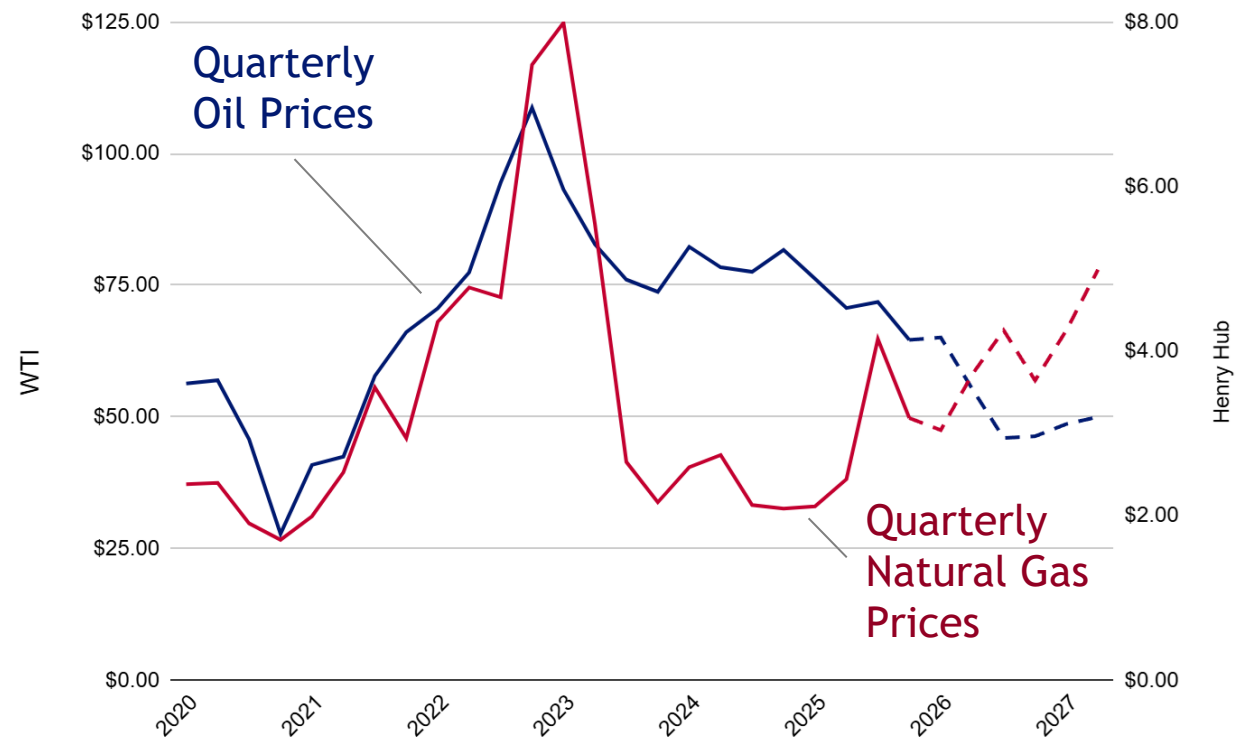
Oil Spot Prices

- Oil prices expected to fall over the next few quarters as OPEC+ members increase production
- Several downside risks in OFMB's forecast; a decrease in economic activity could pressure prices.

Gas Spot Prices

- Gas prices expected to continue increasing due to flat US production and increasing US exports
- Demand for US natural gas exports is being driven by Europe's pivot away from Russian energy sources

Quarterly Oil and Gas Prices



Source: U.S. Energy Information Administration



Oil and Gas Production Fees (O&GPF)

Estimated revenues if O&GPFs are assessed at maximum amount:

FY 26 Q1: \$27.3M

FY 26 Q2: \$24.3M

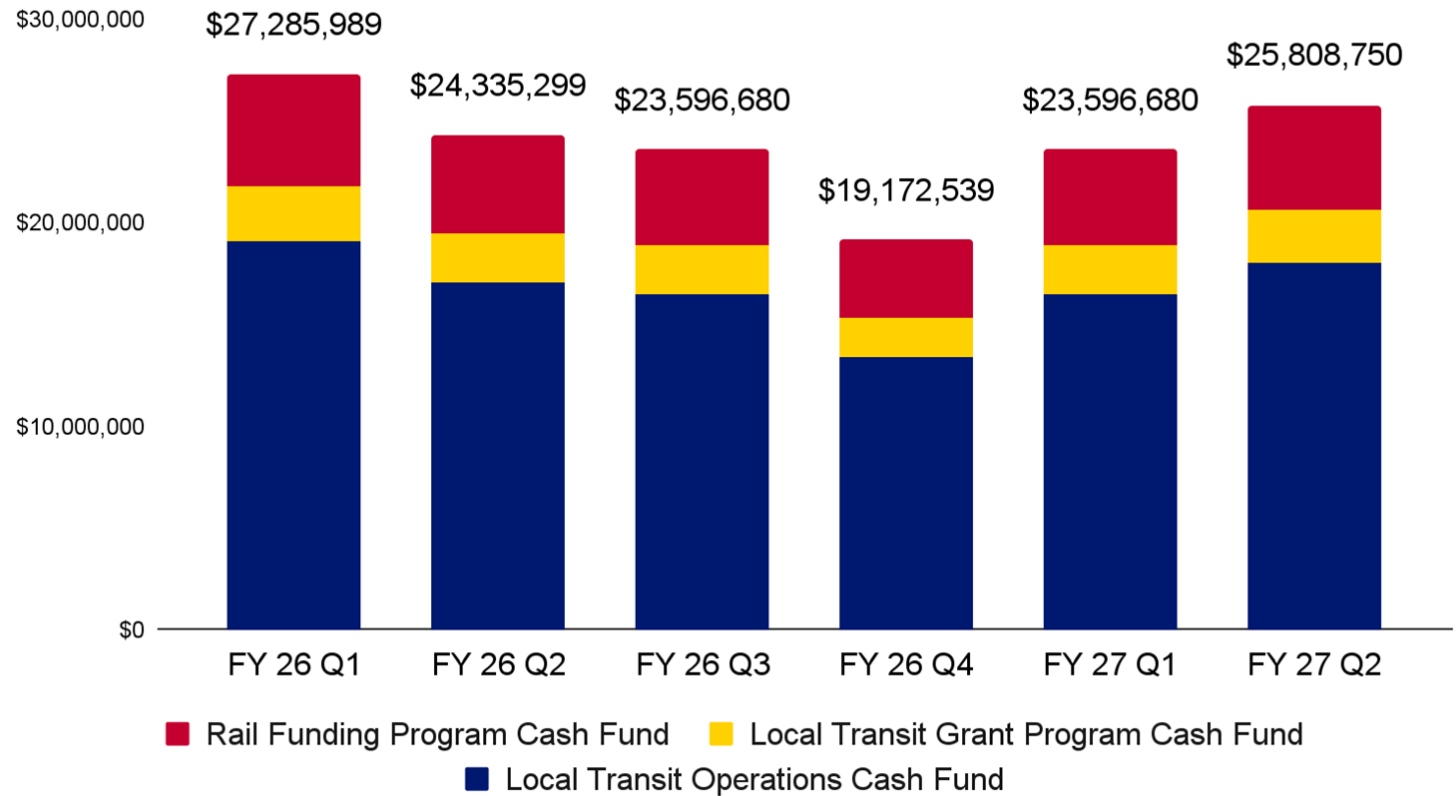
FY 26 Q3: \$23.6M

FY 26 Q4: \$19.2M

FY 26 Potential Total: \$94.4M*

*Actual fee revenue will need to be constrained to ensure CTE does not exceed Prop 117 Cap

Quarterly O&G Production Fee Forecast - Updated September 15



Source: U.S. Energy Information Administration, CDOT Office of Financial Management and Budget



Proposition 117 Calculation

Proposition 117 Cap	\$100,000,000
Actual Retail Delivery Fee Revenue through FY 25	\$31,306,569
Retail Delivery Fee Forecast for FY 26	\$12,806,569
Forecasted Retail Delivery Fee Revenue Subject to Prop 117 Cap	\$44,113,138
Forecasted Maximum Oil and Gas Fee Collection for FY 26	\$55,886,862

Based on OFMB's current forecast, it is estimated that CTE can collect up to \$55.9 million in Oil and Gas Fee revenue in FY 2025-26.

This estimate will be updated regularly as we get additional data.



Oil and Gas Fee Calculation

Fiscal Year	Fiscal Year Quarter	Average WTI Price Forecast	Calculated Oil Fee	Average Henry Hub Price Forecast	Calculated Gas Fee	Total Revenue
2026	Quarter 1	\$65.08	\$0.36	\$3.04	\$0.0256	\$27,285,989
2026	Quarter 2	\$55.33	\$0.24	\$3.72	\$0.0304	\$24,335,299
2026	Quarter 3	\$46.00	\$0.12	\$4.25	\$0.0400	\$23,596,680
2026	Quarter 4	\$46.33	\$0.12	\$3.64	\$0.0304	\$19,172,539
2027	Quarter 1	\$48.67	\$0.12	\$4.26	\$0.0400	\$23,596,680
2027	Quarter 2	\$50.00	\$0.12	\$4.99	\$0.0448	\$25,808,750

**Total Forecasted FY 2025-26 Revenue at Maximum Fee Level:
\$94.4 million**



FY26 Fund 540 Budget Revision

To be provided 9/22



FY27 Draft Budgets: Fund 540 (Retail Delivery Fee)

To be provided 9/22



FY27 Draft Budgets: Funds 515, 516 & 517

To be provided 9/22

2025 Zero Emission Capital Projects NOFA Finalization

Michael King (CDOT)



Overview of 2025 CTE Capital Round

- CTE staff have prepared the Notice of Funding Availability (NOFA) in line with the Board's direction and plan to release it on **September 29th, 2025**
 - Applications would be due **December 5th, 2025**
 - Application review and recommendations will occur in early 2026; goal is to seek of CTE Board at the **February 2026 Board Meeting**
 - Aim is to execute applicable grant agreements by **summer of 2026**.
- Per previous budget discussion, we plan to make at least \$12 million available for award in this round; can have some flexibility on amount



Remaining Issue: Federal Grant Backfill

- Timing of CTE Capital NOFA coincides with uncertainty about federal grant funding for zero-emission transit projects
 - Some projects are being frozen while others are having scopes modified
 - The likelihood of future federal awards for ZEV projects is unclear
- Past practice has been to encourage applicants to pursue CTE funding as match for federal grants, and vice versa; may be less viable at the moment
- We may see some CTE Capital applications that either backfill previously-awarded projects, or are a backup for current federal applications
- The CTE may thus need to offer more flexibility for awardees with respect to requested funding amounts, match sources, and/or ability to accept an offered award



Remaining Issue: Match Relief Policy

- The CTE 10 Year Plan established CTE Board authority to issue “match waivers” for applicants unable to meet the standard match requirements
- This option has been offered in previous CTE Capital and Planning NOFAs, though it has rarely been pursued by applicants
- To streamline the match waiver request process CTE staff requests that the Board delegate authority to issue such waivers to the CTE Director
 - Will allow faster responses to applicants seeking match relief; enables applicants to submit with full confidence match relief will be provided
 - The CTE Board recently provided similar authority for the CTE’s SB24-230 Formula Grant program



Questions / Discussion?



SB 230 Implementation Discussion

Craig Secrest, CDOT



Recommended Awardees Overview

Response Status as of 9/19 (close):

- 6 agencies recommended for award today: Breckenridge, Loveland, Pueblo, RFTA, Steamboat, and Vail
- 2 agency responses reviewed, but require some refinement
- 11 agencies submitted full COA responses that have not yet been reviewed
- 3 agencies have submitted deferred COA responses

Overall Impact:

- Total grant amount awarded to 6 agencies = **\$6.2M**
- Total projected VRM (2026-2030) = **~4.4M miles**
- Increased ridership (2026-2030) = **~260K trips**
- **10** new bus purchases



SB 230 Formula Program: Recommended Award

Applicant: City of Loveland

FY 26 Grant Amount:\$656K

Submission Highlights:

- NOFA response has City Manager Office approval and meets all requirements
- COA vision includes increasing frequency on key commuter routes
- Adding on 3 buses over the next 5 years





SB 230 Formula Program: Recommended Award

Applicant: Town of Vail

FY 26 Grant Amount: \$938K

Submission Highlights:

- SB230 funding used for:
 - Adding a new route
 - Increased frequency on key commuter routes during non-winter months
- Agency provided appendices that were helpful to provide context for overarching goals and steps in meeting them





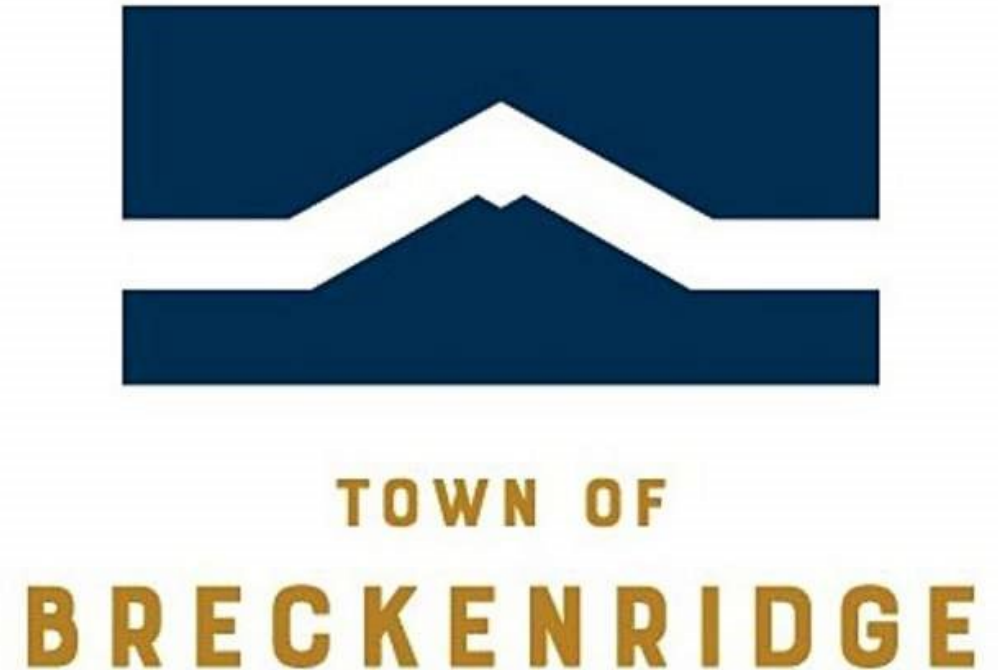
SB 230 Formula Program: Recommended Award

Applicant: Town of Breckenridge

FY 26 Grant Amount:\$560K

Submission Highlights:

- Strong COA with projects that align with CTE goals
- Extending and permanently adding routes to popular routes
- Uses performance monitoring systems and KPI tracking to evaluate service improvement needs and grow ridership





SB 230 Formula Program: Recommended Award

Applicant: City of Steamboat Springs

FY 26 Grant Amount:\$896K

Submission Highlights:

- NOFA response has City Council approval
- SB230 funding would support the effort to create more multimodal opportunities
- Increase frequency for summer bus routes
- Fund up to 6 hybrid/electric buses to replace 20+ year old diesel buses





SB 230 Formula Program: Recommended Award

Applicant: City of Pueblo

FY 26 Grant Amount:\$1.1M

Submission Highlights:

- NOFA response has Mayor support and meets all requirements
- COA includes extending service hours and route expansion for multiple key routes
- Funding would support improved transit service for different demographic groups





SB 230 Formula Program: Recommended Award

Applicant: Roaring Fork Transportation Authority (RFTA)

FY 26 Grant Amount: \$2.1M

Submission Highlights:

- Will increase VRM by 250K and ridership by over 150K
- Application links improved frequency with positive impact to the regional economy
- Increasing frequency of key commuter routes and extending beyond summer months



Next Steps

Craig Secrest (CDOT)



Next Meeting (October 28, 2025)

- Meeting will be virtual
- Q1 FY26 Oil & Gas Production Fee setting
- Intend to have RTD present on reporting progress
- SB230 Formula Program Grant awards
- Development of SB 230 Discretionary Grant Program
- Draft FY27 CTE Budget approval
- COAG briefing for board members



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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 Meeting 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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