CLEAN TRANSIT ENTERPRISE BOARD MEETING SCHEDULE AND AGENDA
July 28, 2026

I. **Welcome, Roll Call, Agenda Review, (2 minutes)**
Cris Jones (CTE Board Chair)

II. **Action Agenda (3 minutes)**
Cris Jones (CTE Board Chair)
- **DECISION ITEM: Approval of Minutes for May 26, 2026 meeting**

III. **Public Comments (5 minutes)**
Cris Jones (CTE Board Chair)

IV. **Program Administrator Update (5 minutes)**
Craig Secrest (CDOT)

V. **Director Comments (5 minutes)**
Cris Jones (CTE Board Chair)

VI. **FY27 SB230 Rate Setting (10 minutes)**
Craig Secrest (CDOT)
- **DECISION ITEM: Approval of the FY27 SB230 Q4 Rates**

VII. **Budget Update (10 minutes)**
Craig Secrest (CDOT)

VIII. **ZEV Program Update (10 Minutes)**
Michael King (CDOT)

IX. **Next Steps & Adjournment (5 minutes)**
Craig Secrest (CDOT) & Cris Jones (CTE Board Chair)

Clean Transit Enterprise Meeting Minutes for May 26, 2026

Regular Board Meeting – Tuesday, May 26, 2026. 2:00–3:30pm, Virtual via Zoom Meeting

YouTube Recording Link: https://www.youtube.com/live/aUNK76XYxnY

*Please note that the indicated times are a reference to the time stamp on the posted YouTube recording.

1. **Call to Order, Roll Call (Chair Cris Jones/Craig Secrest) - Time 2:03 PM (0:48 in the recording)**
    a. Present: Chair Cris Jones, Co-Chair David Averill, Director Diane Barrett, Director Dawn Block, Director Richard Coffin, Director Matt Frommer, Director Shoshana Lew, Director Kelly Blynn, and Director Kathleen Bracke.

2. **Action Agenda - Time 1:01**
    a. **DECISION ITEM: Approval of the meeting minutes for the CTE Board Meeting on April 28, 2026**
    b. Commissioner Barrett raised a concern regarding the "time stamp" on the minutes because the adjournment time of "1:48" would have been incorrect considering the meeting began at 2pm. Board Secretary Jamie Grim clarified that she was using the time stamp on the YouTube video and that 1:48 indicated one hour and 48 minutes into the recording.
        i. A motion by Director Barrett to approve the meeting minutes from the last two board meetings
        ii. Seconded by Director Coffin.
        iii. Motion passes unanimously.
        iv. No oppositions or abstentions.

3. **Public Comments - Time 2:42**
    a. Adams County Commissioner Julie Duran Mullica provided public comment in support of the N-Line Completion Resolution. She expressed concern about the final "further resolved" clause in the resolution. She discussed that the language could be construed as too vague and could create uncertainty which could negatively impact the project. She would like the board to either clarify what constitutes "significant progress" or consider removing the language from the resolution.

4. **Program Administrator Update (Craig Secrest) - Time: 6:27**
    a. Administrator Secrest described an email he received from RTD Director Karen Banker thanking CTE for approving RTD's FY26 SB230 award. They're very excited about the service it's going to provide, particularly the connections to Longmont, Erie, Lafayette, and Louisville. So, again, appreciate the nice feedback, and we look forward to continuing to work with RTD.
    b. He gave a brief legislative update because there are several bills that will impact CTE but the Governor has not signed them yet. Administrator Secrest will give an update on those at the next meeting.
        i. CTE did get language in the CDOT cleanup bill that gives the board the ability to extend the length of a capital grant for SB230 formula program by additional

year. We requested this change because currently, it's taking more to get bus deliveries, and agencies could be in danger of having their grants lapse.
    ii. If an agency needs more time, staff can bring the request to the CTE board and they can grant the agency more time to fulfill the contract. This gives agencies some flexibility and breathing room to work within the current supply chain issues.
c. Another project CTE staff are working on is a joint research project between CTE, DTR, and OIM looking at the 5311 program. There is a lot of interaction between 5311 and SB230, and we're trying to understand what those relationships are and make sure that those programs are aligned and working together.
d. RTD has approached us to discuss their ongoing budget concerns and wanting to explore how SB230 funds can help them with their challenges specifically sustain existing services. However, our program is meant to support new and expanded service. We're in discussions with RTD just to figure out how we can both help them, but also maintain the intent of our program. Staff will keep the board updated as those discussions go on. We are trying to be accommodating but need to make sure that we're being stewards of the SB230 funds.
e. Next, Administrator Secrest shared an update on the FY26 SB230 grant program. All awards are in the pipeline and entered into the COTRAMs system.
    i. 35 grants have been awarded for a total of $33.6 million
    ii. Since the powerpoint was finalized, three more grants were executed including a sizable award to Colorado Springs so almost half of the FY26 awards are executed. Our goal is to have all of the contracts executed by the end of the fiscal year.

5. **Director Comments - Time 12:34**
    a. There were no Director comments

6. **Officer Elections, Chair and Co-Chair - Time 13:20**
    a. Co-Chair Cris Jones indicated that he is willing to continue to serve as chair but if others are interested he will understand. .
    b. Administrator Secrest thanked everyone for their service and indicated that the board should vote on both co-chairs and that Co-Chair Averill has agreed to continue to serve as well.
    c. **DECISION ITEM: Elect Cris Jones to serve as Chair of the CTE Board and David Averill as Co-Chair.**
        i. Motion to nominate Director Jones as Chair and Director Averill as Co-Chair made by Director Lew
        ii. Seconded by Director Barrett.
        iii. Motion passes unanimously.
        iv. No oppositions or abstentions.

7. **FY 27 SB230 Formula Setting (Craig Secrest) Time: 15:24**
    a. Administrator Secrest presented an overview of the parameters for the FY27 Formula. To build the FY27 Formula, staff relied heavily on the FY26 Formula because it seemed to work well.
        i. Agencies are divided by size categories of Mega, Large, Medium and Small based on population, ridership, and VMT.
        ii. Recommended $80M program level with the potential of the reserve build up if oil prices continue to be inflated.
        iii. For FY27 CDOT staff recommend maintaining the same weighting structure as

FY26. Population will be 50%, Density 10%, Local Zoning 55%, Transportation Disadvantaged Communities 5%, Transit Ridership 20%, and VMT 10%.

iv. Provide a minimum 5% increase to all agencies but grants will be capped at 145% of an agency's FY26 grant and small urban agencies will get at least 115% of their FY26 grant. Small agencies will again receive a minimum of $1.5M to reduce CDOT's administrative burden. All agencies will see an increase in FY27.

v. The Formula Allocation table that outlines what each agency is eligible for under these parameters is included in the packet.

vi. Chair Jones thanked staff for their work on this and their commitment to finding a fair path forward for all agencies.

vii. Director Bracke thanked staff for taking board feedback into consideration and all of the work over the past year to roll out this grant program. She is happy to see that agencies will be receiving an increase. She wanted to reiterate this is a framework but agencies still need to submit an application. The amounts in the allocation table is what they are eligible for, not an automatic award. She also supports exploring two year grant awards for small agencies to reduce administrative burdens.

    1. Administrator Secrest confirmed that these amounts are what agencies are eligible for when they submit an application. They will not just be handed a check.
    2. Last year agencies needed to submit their Comprehensive Operation Analysis (COA) which outlined their five year plan and what they intended to do with CTE funds.
    3. Agencies that are staying the course and following the COA they submitted last year will be able to submit a simplified application but agencies planning to make changes or who did not submit an application in FY26 will be required to fill out a more extensive application. Since this is a formula program rather than a competitive application we can review the applications more quickly.
    4. Administrator Secrest's goal is to release the NOFA later in the summer and have it close in September. In FY26, we allowed for deferred COAs and as a result had rolling grant awards but we aren't planning to allow that this year. Hopefully, most awards will be announced in the fall which will allow us to expedite the grant award process.

viii. Director Block voiced her support for a two-year grant award for smaller agencies. It would be very helpful to her small agency and she also appreciated the deferred COA approach but does not see a reason to continue that process.

ix. Director Averill asked a clarifying question about the agencies on the Formulation Allocation table that have "DNA" in the FY26 column. He is concerned and sad that so many agencies are leaving money on the table.

    1. DNA stands for "Did Not Apply" and Administrator Secrest has been in contact with all of them. Several, like Greeley, intend to apply in FY27 but there are also some small agencies, like Blackhawk, who are not interested in expanding their service. Administrator Secrest will continue to reach out to those agencies and encourage them to apply.
    2. CTE hired a consultant to help the small agencies put together their COA and Administrator Secrest felt like that was a very successful tool and helped a lot of the small agencies get their funds. He plans to continue to offer those services to agencies in FY27 which will hopefully encourage them to apply.

x.

b. **DECISION ITEM: Approve CTE staff proposed approach for allocations of the FY27 SB230 Formula Program.**
    i. Motion to approve made by Director Block.
    ii. Seconded by Director Bracke.
    iii. Motion passes unanimously.
    iv. No oppositions or abstentions.

8. **Final SB230 FY26 Formula Grant Awards (Craig Secrest) Time: 34:30**
    a. Town of Mountain Village, $956,000
        i. Transitions a 2025 pilot service to a permanent route, allow for four trips per hour, will fund the purchase of two battery-electric buses (BEB).
        ii. This will add approximately 19.9k additional passenger trips which equates to about $8/trip. Adds approximately 600 vehicle revenue hours and almost 6.6k VRM.
    b. South Eastern Colorado Economic Development (SECED), $73,080
        i. Expands service from three to six counties, extends weekday service to early morning/late evening hours to better accommodate work and medical trips. These funds will introduce and expand weekend service on some corridors and increase the number of trips per day. Allows for the introduction of micro-transit in low-density areas to reduce wait times.
        ii. This will add 6k of additional passenger trips and add approximately 3.6l vehicle revenue hour and more than 100k VRM.
    c. Boulder County, $228,550
        i. Expands the Lyons Flyer service to seven days a week. Extends the Mountain Rides route an additional nine miles to the Gilpin County Community Center and expands service from two to six days a week. Extends the season from the Eldorado Shuttle.
        ii. This will add 9.7k additional passenger trips and adds approximately 2.2k vehicle revenue hours and almost 43k VRM.
    d. Prowers County (PATS), $104,478
        i. Expands services from just weekdays to seven days a week. Adds 19 service hours to their existing demand response services. Expansion supports a long term vision for a coordinated regional transportation network.
        ii. Adds 2k additional passenger trips. Adds approximately 1.1k vehicle revenue hours and almost 12.5k VRM.
    e. Southern Colorado Community Action Agency (SoCoCAA), $140,000
        i. Sustains and enhances a fixed route service between Igancio, Bayfield, and Durango. Supports the addition of morning and mid day trips. Expands seasonal service by adding an additional evening round trip.
        ii. 3.4k additional passenger trips and adds approximately 1.1k vehicle revenue hours and 33.6k VRM.
    f. San Miguel Authority for Regional Transportation (SMART), $277,211
        i. FY26 grant will support an additional vehicle purchase which will enable an additional round trip on weekdays and a single round trip per days on weekends. The funds will support other existing routes including Lawson Hill, Down Valley, and Nucla/Naturita routes.
        ii. Anticipated Impacts are 11.2k additional passenger trips and adding approximately 2k vehicle revenue hours and 60.5k VRM.
    g. Director Jones asked, in reference to the Town of Mountain Village application, how CTE plans to define what a "pilot project" is and how we differentiate between an existing service and an experiment. We don't want to be funding existing service.

Clean Transit Enterprise Board

COLORADO
Department of Transportation

July 28, 2026

Members of the Clean Transit Enterprise Board

Terms Expiring 9/28/29

- **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
- **Diane Barrett**: Transportation Commission Member with statewide transportation 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
- **Kelly Blynn**: Colorado Energy Office designee
- **Richard Coffin**: Colorado Department of Public Health & Environment designee

Agenda

- Welcome and Roll Call (CTE Board Chair)
- Action Agenda (CTE Board Chair)
    - **DECISION ITEM: Approval of Minutes - 05/26/26 Meeting**
- Public Comments (CTE Board Chair)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (CTE Board Chair)
- FY27 SB230 Rate Setting (Craig Secrest, CDOT)
    - **DECISION ITEM: Approval of the FY27 SB230 Q4 Rates**

Agenda (cont.)

- Budget Update (Craig Secrest and Julia Spiker, CDOT)
- Agency Update
- ZEV Program Update (Michael King, CDOT)
- Next Steps & Adjournment
  - Next Meeting is August 25, 2026

Action Items

CTE Board Chair

Proposed Action Item Motions

1. Make a motion to approve the minutes for the CTE board meeting on May 26, 2026

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT

Program Administrator Update

- FY26 SB230 Formula Program implementation
  - 21 of 46 contracts executed, 5 more close, 18 in pipeline
  - $25.2M under contract (70% of total)
  - Working on invoicing guidance
- FY27 SB230 Formula Program NOFA
- RTA Incentive Program NOFA
- RTD Considerations
- Strategic Plan status

Director Comments

Cris Jones, CTE Board Chair

FY27 SB230 Q4 Rate Setting

Craig Secrest, CDOT

Proposed Motion

- Staff Recommended Motion: Set the Q4 FY26 Oil & Gas Production Fees at $0.72 per barrel of oil and $0.0112 per MCF of gas

Budget Update

Craig Secrest and Julia Spiker, CDOT

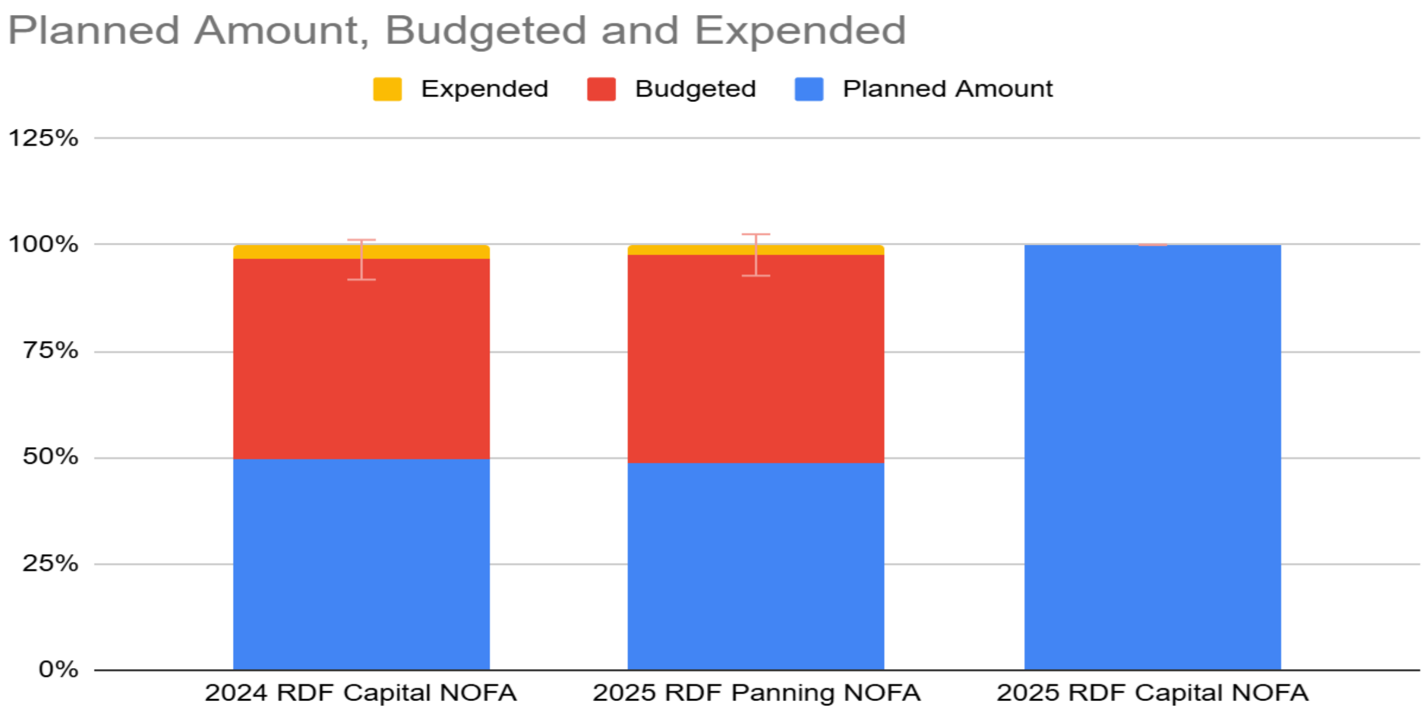
CTE FY26 Budget Update and Overview

Fund	Budget	YTD Actuals	% Consumed
Fund 540 RDF Contingency Reserve	$ 1,289,813.00	$ -	0
Fund 540 RDF CTE Admin	$ 522,600.00	$ 304,652.00	58.30%
Fund 541 O & G Loan	$ 1,127,875.00	$ 1,127,875.00	100.00%
Fund 515 O&G Formula	$ 1,544,365.00	$ 540,637.00	35.01%
Fund 516 O&G Operations	$ 118,715.00	$ 62,560.00	52.70%
Fund 517 O&G Rail	$ 809,060.00	$ 126,456.00	15.63%
Total	$ 5,412,428.00	$ 2,162,180.00	39.95%

Fund 540 - Retail Delivery Fee (RDF)
Fund 541- Oil & Gas Loan (O&G)
Fund 515 -517 - Oil & Gas Fee (O&G)

Budget Update-Round Up of FY26

	Planned Amount	Budgeted	Expended
2024 RDF Capital NOFA	$ 15,297,000.00	$ 14,414,055.00	$1,080,404.00
2025 RDF Panning NOFA	$ 206,336.00	$ 206,336.00	$ 10,122.00
2025 RDF Capital NOFA	$ 3,003,503.00	$ -	$ -



Budget Update-Round Up of FY26 (cont.)

	Planned Amount	Budgeted	Expended
2026 Fund 515 O&G NOFA	$34,433,410	$30,944,302	$ -

Budget Update FY27 and FY28

September/October 2026

- Amend FY27 Budgets
  - Interest
  - Roll Forward Funds
  - Revenue Reconciliation
  - Spend Authority
  - Clean up of any planned expenses
- Proposed FY28 Budgets

February 2027

- Approve FY28 Budgets
- Amend any FY27 Budgets

ZEV Program Update

Michael King, CDOT

CTE Dashboard

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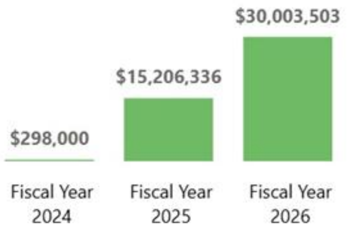
Total Awards

$45,507,839

Award Amount by Fiscal Year



Projects by Category

Category	Count	Count %	Award	Award %
Charging / Fueling	5	16%	$9,749,386	21%
Facilities	2	6%	$3,689,400	8%
Planning	8	26%	$504,336	1%
Vehicles	18	52%	$31,564,717	69%
Total	**33**	**100%**	**$45,507,839**	**100%**

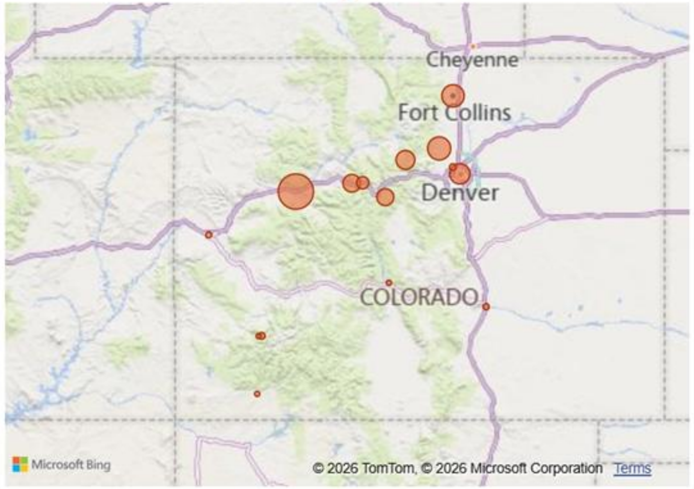
Projects by Status

Project Status	Count	Count %	Award	Award %
Awarded	15	48%	$30,886,448	68%
In-Progress	15	45%	$14,252,407	31%
Completed	1	3%	$238,484	1%
Withdrawn	2	6%	$130,500	0%
Total	**33**	**100%**	**$45,507,839**	**100%**

Projects

Fiscal Year	Category	Project Name	Awarded Agency	Award Amount	Project Status	Enhanced Incentive Area
FY26	Vehicles	6 Bus Replacements with BEBs	Roaring Fork Transit Authority (RFTA)	$6,510,366	Awarded	Yes
FY26	Vehicles	BEB Bus Replacements	City of Ft. Collins	$4,979,250	Awarded	No
FY26	Facilities	Buff Bus Maintenance Garage Retrofit	University of Colorado Boulder	$2,189,400	Awarded	Yes
FY26	Charging / Fueling	Charger Replacements	Via Mobility Services	$361,000	Awarded	Yes
FY24	Planning	City of Pueblo Transit Fleet Transition Plan	City of Pueblo	$100,000	In-Progress	Yes
FY25	Planning	Denver Connector EV	City & County of Denver	$40,000	In-Progress	Yes

Awards by Location



Go back
Award Summary

CDOT

Project Portfolio Status Update

- 2 projects completed (Laradon Hall vehicle purchase and Pueblo Transit ZEV transition plan)
- 14 projects contracted and in-progress
- 15 projects being contracted
- 2 projects withdrawn (Laradon Hall planning grant and Neighbor to Neighbor planning grant)

2026 Call for Projects

Staff will review and update last year's CTE Capital NOFA and associated application documents in preparation for the next call for projects, with the anticipated schedule below:

- Release in late September 2026
- Due date in early December 2026
- Review period between December and February 2027
- Proposed awards for CTE Board approval in March 2027

Based on previous rounds of funding, high demand is expected

Enhanced Planning Support

- Recent staff analysis and stakeholder conversations have highlighted a need for broader and more flexible planning support for transit agencies considering or implementing a ZEV transition

- Currently the CTE offers a more standard “top-to-bottom” planning grant that aligns well with some agencies’ needs, but doesn’t work so well for more narrow or time sensitive planning support needs, or for support with implementation challenges that may arise later in the process

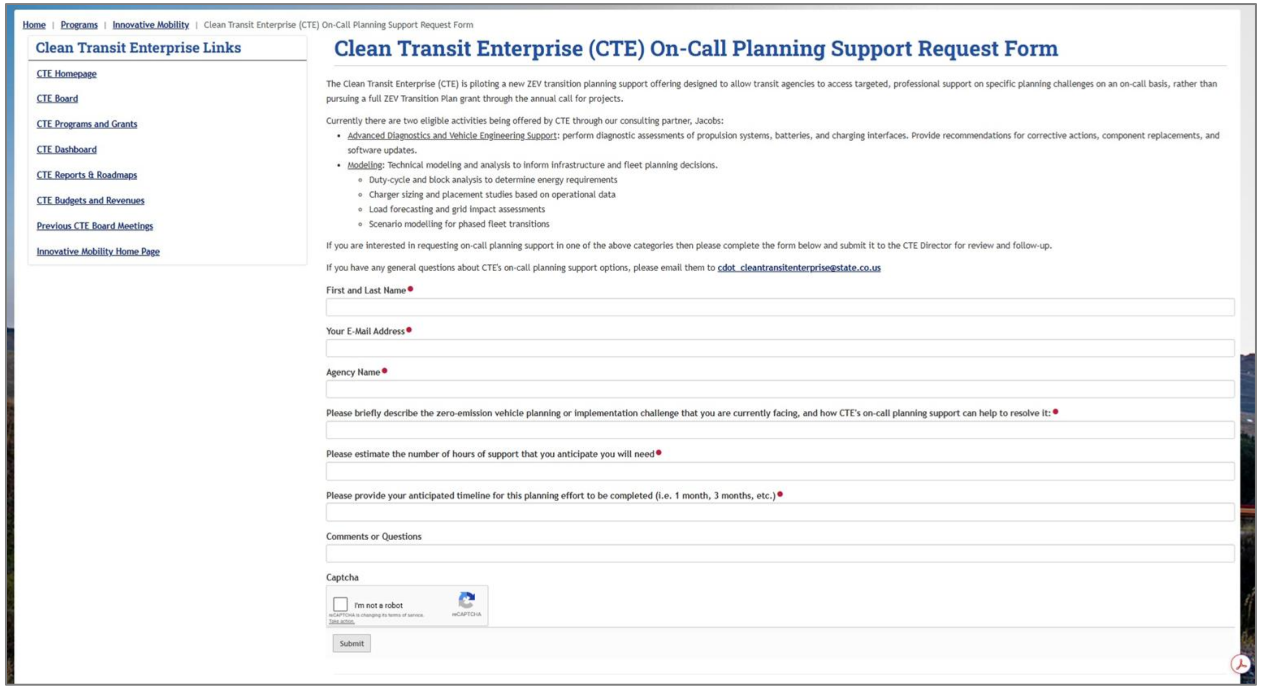
- In response, CTE staff are working to develop new on-call planning options that agencies can access in a more flexible and expedited manner

Enhanced Planning Support (cont.)

- Currently piloting on-call planning support for Advanced Diagnostics & Energy Modeling

- Exploring options to establish a stable of on-call consultants available for full planning services

- Developing scope of work for a CDOT-managed statewide analysis of route electrification potential using GTFS and other public data



Home | Programs | Innovative Mobility | Clean Transit Enterprise (CTE) On-Call Planning Support Request Form

Clean Transit Enterprise Links

- CTE Homepage
- CTE Board
- CTE Programs and Grants
- CTE Dashboard
- CTE Reports & Roadmaps
- CTE Budgets and Revenues
- Previous CTE Board Meetings
- Innovative Mobility Home Page

Clean Transit Enterprise (CTE) On-Call Planning Support Request Form

The Clean Transit Enterprise (CTE) is piloting a new ZEV transition planning support offering designed to allow transit agencies to access targeted, professional support on specific planning challenges on an on-call basis, rather than pursuing a full ZEV Transition Plan grant through the annual call for projects.

Currently there are two eligible activities being offered by CTE through our consulting partner, Jacobs:

- Advanced Diagnostics and Vehicle Engineering Support: perform diagnostic assessments of propulsion systems, batteries, and charging interfaces. Provide recommendations for corrective actions, component replacements, and software updates.
- Modeling: Technical modeling and analysis to inform infrastructure and fleet planning decisions.
  - Duty-cycle and block analysis to determine energy requirements
  - Charger sizing and placement studies based on operational data
  - Load forecasting and grid impact assessments
  - Scenario modelling for phased fleet transitions

If you are interested in requesting on-call planning support in one of the above categories then please complete the form below and submit it to the CTE Director for review and follow-up.

If you have any general questions about CTE's on-call planning support options, please email them to cdot_cleantransitenterprise@state.co.us

First and Last Name

Your E-Mail Address

Agency Name

Please briefly describe the zero-emission vehicle planning or implementation challenge that you are currently facing, and how CTE's on-call planning support can help to resolve it:

Please estimate the number of hours of support that you anticipate you will need

Please provide your anticipated timeline for this planning effort to be completed (i.e. 1 month, 3 months, etc.)

Comments or Questions

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Submit

Upcoming Activities

- Our next meeting is August 25, 2026
- CTE Strategic Plan deep dive
- RTD reporting and FY27 Formula Program progress
- Subrecipient presentations

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Thank You/Motion to Adjourn