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## CLEAN TRANSIT ENTERPRISE BOARD MEETING SCHEDULE AND AGENDA - May 26, 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 -**
- 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. **Officer Elections (5 minutes)**  
*Craig Secrest (CDOT)*
  - **DECISION ITEM: Chair & Co-chair Election**
- VII. **FY 27 SB230 Formula Setting (20) minutes**  
*Craig Secrest (CDOT)*
  - **DECISION ITEM: Approval of the FY27 SB230 Formula**
- VIII. **RTD N-Line Completion Resolution (10 minutes)**  
*Craig Secrest (CDOT)*
  - **DECISION ITEM: Approve the Resolution**
- IX. **Final SB 230 Formula Awards (10 minutes)**  
*Craig Secrest (CDOT)*
  - **DECISION ITEM: Approve the FY26 SB 230 Formula Grant Awards**
- X. **CTE Strategic Plan Discussion (15 minutes)**
- XI. **Next Steps & Adjournment (5 minutes)**  
*Craig Secrest (CDOT) & Cris Jones (CTE Board Chair)*

## Regular Board Meeting - Tuesday, April 28 , 2026. 2:00 - 3:30pm, Virtual via Zoom Meeting

### Video Recording: [Clean Transit Enterprise - April 2026 Regular Meeting](#)

1. **Call to Order, Roll Call (David Averill/Craig Secrest) - Time 2:04 PM (10:30 in the recording)**
  - a. Present: 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 11:19**
  - a. **DECISION ITEM: Approval of the meeting minutes for the CTE Board Meeting on February 24, 2026 and March 25, 2026**
    - i. A motion by Director Dawn Block to approve the meeting minutes from the last two board meetings
    - ii. Seconded by Director Diane Barrett.
    - iii. Motion passes unanimously.
    - iv. No oppositions or abstentions.
  - b. **DECISION ITEM: Appoint Jamie Grim as the new CTE Board Secretary**
    - i. A motion by Director Kathleen Bracke
    - ii. Seconded by Director David Averill.
    - iii. Motion passes unanimously.
    - iv. No oppositions or abstentions.
3. **Public Comments- Time: 15:15**
  - a. Adams County Commissioner Kathy Hensen introduced herself and spoke on behalf of the North Area Transportation Alliance (NATA). NATA is a coalition of 13 local governments, Adams County Regional Economic Partnership and Smart Commute TMO. NATA's mission is to improve transportation options in the north metro area. Commissioner Hansen spoke about NATA's priority of supporting the completion of RTD's N-Line. The N-Line currently serves seven stations and in August of 2025 celebrated its highest ridership since it opened. 5.5 miles and two stations remain unbuilt. NATA understands that CTE has funding available to complete the N-Line and they are enthusiastically supporting the project.
4. **Program Administrator Update (Craig Secrest) - Time: 18:30**
  - a. Thank you Deseri Scott for her service as Board Secretary for the past 4 years.
  - b. Welcome to the new CTE Board Member, Diane Barrett. There is a bio for Director Barrett at the end of the packet. She is joining us as a voting member but she is being confirmed tomorrow (4/29/26) by the Senate along with Director Jones and Director Averill whose terms are up and are being reconfirmed.
    - i. Director Barrett spoke and expressed her excitement to be a member of CTE and referenced her work on the Joint Service project and how pleased she is that she will be able to vote on CTE's resolution to support the Joint Service term sheet.
  - c. CTE Retreat Follow-up. Thank you to everyone for attending and participating. Craig is in the process of going through all of the notes and we already have a draft Strategic Plan that we're working on with the consultant and he is hoping to bring that to the board in May.
  - d. RTD leadership meeting. Craig and CDOT Chief of Staff Sally Chafee met with RTD Executive

Director Debra Johnson and Board Chair Patrick O’Keeffe to discuss the District’s plans for their SB230 funds particularly in light of the operating budget challenges they have. We made clear that our focus is still on advancing new service and that we’ll need to find a balance given their needs. We also discussed the N-Line and reaffirmed CTE’s commitment that the funds we have in the Passenger Rail cash fund will go to support completing that project. We also discussed RTD’s reporting requirements and Craig reiterated appreciation that RTD has presented to the Board but that there are still improvements to be made.

- e. CTE Communications Efforts. Craig heard the feedback at the retreat that CTE needs to do a better job of communicating our accomplishments and the benefits of transit. To that end we’re in the process of putting out a press release about the awards we made in January and we’re going to step up our communication efforts.
- f. Federal Build America/Buy America (BABA) rulemaking. BABA determines what federal funding can pay for and has implications on eclectic charging infrastructure.
  - i. Mike King of OIM spoke about the rulemaking US DOT is currently undergoing in regards to changing the BABA requirements for electric chargers. Previously, there was a waiver in place for BABA requirements when it came to EV charging projects that required 55% domestic content. FHWA is proposing to require that electric chargers be 100% BABA compliant which would essentially mean charging equipment would no longer be eligible for federal reimbursement because there are no chargers currently available that meet those requirements. If the proposed rules go into effect there are several transit projects with federal funding around the state that would be impacted and might need to secure other funding- possibly from CTE. There is no clear timeline for if this rule will be decided and CDOT submitted public comments asking for the waiver to remain in place. We will continue to monitor.
- g. SB230 Formula Program Update. Craig presented some new graphics to help demonstrate the status of the SB 230 grants. We’re happy to say we got our first SB 230 award executed for RTD. Craig is pretty happy that we were able to stand up the program and get our first grant executed in 15 months. We currently have 31 open grants worth roughly \$32M.

#### 5. Director Comments - Time 33:40

- a. Director Averii brought up the fact that rural and mountain communities are bracing for the potential of a difficult fire season and his transit agency is coordinating with the county and the Town of Mountain Village on their first ever “Evacuation Event.” Fire is on everyone’s mind right now so hopefully we get some moisture soon.

#### 6. Front Range Rail - Joint Service Financial Framework Resolution (Craig Secrest) - Time: 34:45

- a. Back in August, we brought an initial resolution to the board asking you to support the efforts of the Joint Service Working Group and their work to develop a plan for Front Ranger Passenger Rail. As you recall, Craig is a member of the Joint Service working group. For awareness, this resolution isn’t about cutting a check right now, that isn’t CTE’s role yet. CTE will be providing operating funds once the service is up and running, hopefully in 2029. At that point, the plan is for CTE to provide \$10M-\$12M, or roughly half of the Passenger Rail fund through SB230. This resolution is to confirm that we are committed to that funding. There is a redacted term sheet in your packet.
- b. The “Therefore” at the end is basically to demonstrate that we support the intent of the funding and support proceeding with the project as shown in the term sheet.
  - i. **DECISION ITEM: Approve CTE Resolution 002 Advancing Joint Service**
    - 1. Motion to approve made by Director Barrett.
    - 2. Seconded by Director Bracke.
    - 3. Director Frommer raised a question about how Joint Service relates to a potential ballot measure in November 2026. If the measure passes and a significant amount of money is raised, is CTE still required to spend our funding on the project or could we put it towards other projects, like maybe the N-Line for example?
      - a. Craig responded that is something the board will probably need to respond to in the future.

- b. First Assistant Attorney General Justin Curry added that this is a slightly premature question until we have more information about the potential ballot measure.
- 4. Motion passes unanimously.
- 5. No oppositions or abstentions.

**7. CTE Oil & Gas Fee Setting (Craig Secrest) Time: 42:00**

- a. Under SB 230, the rates for Oil & Gas fees are charged on a quarterly basis retroactively. After each quarter closes the Energy and Carbon Management Commission (ECMC) establishes the average spot price for oil & gas and this drives what rate can be set based on the tiers established in SB230 and the corresponding statutes.
- b. Per Proposition 117, Enterprises in the state are not allowed to collect more than \$100M in aggregate revenue in their first five years of operation. FY26 is the fifth year for CTE. Right now, we are projecting that we have taken in about \$95M in the past five years between the retail delivery fee and O&G fees so we're getting close to our cap. Given that we can still collect fees for Q4, Craig thinks it is prudent to set Q3 at \$0.00 so we have a better estimate of our revenue as we come to the close of the fiscal year in June. Going over the revenue cap would cause serious issues and would jeopardize CTE's Enterprise status and would require us to refund money.
  - i. **DECISION ITEM: Set the Q3 FY26 Oil & Gas Production Fees at \$0.00 per barrel of oil and \$0.00 per MCF of gas**
    - 1. Motion to approve made by Director Block
    - 2. Seconded by Director Barrett.
    - 3. Motion passes unanimously.
    - 4. No oppositions or abstentions.

**8. SB230 Formula Program Grant Awards (Craig Secrest) Time: 46:50**

- a. Deferred COAs and Pending Full COAs
  - i. Awarded to Date: 25 agencies, \$32M; \$1.2M in FY27 advances (to help accelerate the purchase of vehicles)
  - ii. April Recommended Awards: \$1.7M
    - 1. City of Boulder
    - 2. Teller Senior Coalition
    - 3. All Points Transit
    - 4. Town of Snowmass
  - iii. Deferred COAs: \$2.7M set aside. Agencies have been asked to submit their plans by May 1, 2026 to remain eligible for FY26 funding.
    - 1. Boulder County, City of La Junta, Mountain Valley Transit, Mountain Village (Telluride), NECALG (Prairie Express), Prowers County Transit, Ride Glenwood Springs, SECED, SoCoCAA (Roadrunner Transit), SMART
- b. Recommended Awards:
  - i. City of Boulder, \$880,000
    - 1. This will fund service span improvements to the HOP bus route
      - a. Weekdays will go from 15 hours to 18 hours, Saturdays will expand from 15 hours to 17 hours and Sundays and holidays will expand from 15 hours to 16 hours.
    - 2. The funds will be used to improve service frequencies around CU from 12 minutes to 10 minutes on weekdays and year round 23 minutes to 15 minutes.
    - 3. Adds approximately 40+ additional passenger trips which equates to about \$22/trip
    - 4. This will add approximately 10K vehicle revenue hours and 56K VRM
  - ii. Teller Senior Coalition, \$103,931
    - 1. They worked with our consultant to refine their proposal
    - 2. This will add 16 trips a week between Teller County to Colorado Springs, Cripple Creek to Woodland Park, and North Florissant to Woodland Park

3. Will add nearly 4.4K additional passenger trips (roughly \$23/trip) and approximately 950 vehicle revenue hours and 10.5k VRM
- iii. All Points Transit in Montrose, \$391,130
  1. They worked with the CTE consultant to develop a 3 year strategic plan.
  2. Funds will purchase two new vehicles
  3. Launch a new on-demand route from Montrose to Gunnison/Crested Butte
  4. Will add nearly 11K additional passenger trips (roughly \$35/trip) and approximately 4k vehicle revenue hours and 132k VRM
- iv. Town of Snowmass, \$334,778
  1. The funds will be used to purchase two new transit vans
  2. The funds will be used to expand their on demand response service and make it available on all of the paved public roads in Snowmass Village
  3. Will add nearly 8.6K additional passenger trips (roughly \$30/trip) and approximately 3.3k vehicle revenue hours and 16.5k VRM
- c. **DECISION ITEM: Motion to approve the four FY26 SB230 Formula Program Grant awards recommended by CTE staff**
  - i. Motion to approve made by Director Coffin.
  - ii. Seconded by Director Frommer.
  - iii. Motion passes unanimously.
  - iv. No oppositions or abstentions.
  - v. After the vote, Director Frommer asked if each transit agency was using the same formula to calculate their cost per ride because it seemed to vary significantly.
    1. Craig responded that it can get messy because of how each agency calculates their capital costs as well as sophistication of the agency. This might be a place where we can improve our applications to increase the quality of the data. Hopefully, as the program grows and ages we can improve this metric.

## 9. FY 27 Formula Workshop (Craig Secrest) Time: 59:20

- a. Subprogram Allocation approach
  - i. How do we determine the approach for allocating funding across the three sub programs, Mega, Large, and Small?
  - ii. It is difficult to have a formula that can accommodate an agency like RTD and a small one like Archuleta County.
  - iii. We recognized that smaller agencies needed to be treated differently and we carved out \$1.5M for them
  - iv. RTD received 25% of the funding for this first year
  - v. Using the six allocation factors in statute can create challenges for the “unlike agencies.” This meant that RTD wasn’t receiving what the legislators intended, which was probably higher.
  - vi. Craig is seeking thoughts from the board for using “The Big 3 Factors,” which is population, ridership, and VMT for suballocation which gives RTD roughly 55% and then use the full six factors to finetune the numbers.
    1. Director Bracke shared that she is open to the options laid out but is still struggling with RTD’s reporting issues. She feels like she hasn’t seen any commitment from RTD to improve their reporting or provide a plan based on the Board’s feedback in December of 2025. She has concerns about them jumping to 55% without getting more assurances that they will respond to the board’s feedback.
      - a. Craig responded that he brought up the reporting issues at the meeting he had with RTD leadership. He has been trying to find a way to develop a satisfactory reporting approach so that he can communicate with RTD what “the bar” looks like.
      - b. Director Bracke replied that she appreciates Craig’s approach to help them be successful but she still feels like they have significant room for improvement from RTD.
    2. Director Frommer voiced his agreement with Director Bracke’s thoughts and he

supports RTD getting a higher share as they envisioned when they wrote the legislation, maybe even closer to  $\frac{2}{3}$  of the funding. If the goal of the program is to reduce GHG and increase transit ridership, we get the greatest economy of scale through agencies in the urban areas like RTD.

- a. Craig responded that he agreed that the intent of the legislation was to reduce GHG but the legislation also addresses access and geographic equity which needs to be taken into consideration because it is important. We need to balance the competing demands of reducing GHG and the needs of smaller agencies. There are six factors, not just two for a reason.
3. Director Averill said that any grant has reporting requirements baked into the grant contract and he thinks that is how to address Director Bracke's concerns. That is how we can hold agencies' feet to the fire and get results.
4. Director Blynn voiced agreement with what has been and that she supports "option 3," and especially agrees with Director Averill that there need to be stringent reporting requirements for all agencies including RTD.
5. Director Block agrees that there shouldn't be any special treatment for anyone including RTD and their reporting requirements and she expressed frustration with RTD's lack of response to the December feedback and has concerns about them receiving 55%.
  - a. Craig clarified that the 55% is how much they would be eligible for, not necessarily what they actually receive is dependent on their response to the NOFA. He is hearing that the board would like for agencies to better spell out their reporting plan possibly as part of their applications. And those requirements might be different for RTD and smaller agencies.
  - b. He needs the board to approve the formula to determine what everyone is eligible for and then the NOFA responses will determine what their award is and the Board will decide that. He is planning to bring this topic back to the board in May so there is time for more discussion.
- b. Total program funding level
  - i. Currently, Fund 55 is projected to have \$82M in it in FY27 but due to the Iran War and the increase in oil prices that could be higher but we don't know yet. Craig is recommending the Board plan for an \$80M program level which will leave resources for CTE administration, assumes not all eligible agencies will apply, it will bump RTD to its full funding, increases funding to all agencies, and begins to build a program reserve.
- c. FY27 formula parameters
  - i. This is the nuts and bolts of what goes into the formula. Craig is proposing a formula that is similar to FY26 but with updated data. Population will be heavily weighted as it was in FY26 but Agencies will be capped at 20% of their 2024 operating budget rather than 2023. Overall, agencies will see an average of a 14% increase, some large agencies could see a 50% increase and roughly 55 of the agencies will get a 5%-10% increase.
  - ii. Proposed Weighting: Population, 50%, Density, 10%, Local Zoning and Planning, 5%, Transportation Disadvantaged Communities, 5%, Transit Ridership, 20%, Vehicle Revenue Miles, 10%.
    1. Director Blynn asked if it would be possible to see a draft of the tranches at some point so the board could have an idea of how it impacts agencies.
    2. Director Bracke asked if there is a way to incentivize local zoning and disadvantaged communities because right now it's weighted at such a low percentage.
      - a. Craig discussed the challenge of creating a metric for local zoning and transit density that works across the state. We would almost have to come up with separate rubrics for urban, rural, and resort areas because it would be grossly unfair right now to try to compare Denver to a rural provider. He thinks we might want to focus on outcomes as an incentive such as increased ridership. Do we want to reward agencies

who are able to bring their cost per ride down?

3. Craig asked if everyone is comfortable with the weighting as it stands because we still don't have any results yet because the money hasn't been spent. He recommends we stick with it for another year to see how it plays out.
  - a. Director Averill said it makes sense to do that and then come back to discuss the results.
- d. Other considerations-p Craig would appreciate some feedback on these miscellaneous issues.
  - i. Under the formula, there are a few agencies that could see a decrease in funding. Do we want to guarantee a funding level? The agencies affected are small and it might be the result of reporting mistakes or post covid budget issues.
  - ii. Small awards are a lot of work to administer, should we set a floor (eg \$100k) in grant size. It is the same amount of work to administer a \$9M grant and a \$50k award.
  - iii. Incorporating new/young agencies is going to be difficult because these agencies don't have a way to provide the historic data we currently require.
    1. Director Averill responded that as an operator it would be great to maintain FY26 funding levels because agencies are banking on that and hold them harmless. Sometimes a small award has a huge impact at a local level and he is concerned that projects wouldn't move forward because they are "too small." He agrees that new agencies should be eligible using projections but that the board needs to agree on how they are calculating those projections and the impacts of the methodology we're using.
    2. Craig responded that this first year he has been focused on getting funds out the door and hasn't put great rigor into the data estimates. That is an area of improvement for FY27. Agencies have been given the expectation that in the first year there will be flexibility but the bar for reporting will get higher as the program matures.
  - iv. Some future issues to resolve are how do we accommodate agencies doing system rationalization, do we allow agencies to use funding to maintain existing service and how can they use SB 230 funds with their operating costs skyrocket through no fault of their own (e.g. rising gas prices)?

#### **10. Regional Transportation Authority Notice of Funding Availability (Craig Secret) Time: 1:41**

- a. SB 230 created a competitive discretionary "Local Transit Grant Program, not just for multimodal projects but also to incentivize the creation of RTAs.
- b. As you know CTE recently completed the RTA Best Practices study and we'd like to build on the success of the study. It identified that seed funding is needed to help get these RTAs off the ground and help build them toward success and growth.
- c. The Yampa region recently passed an RTA ballot measure in 2025 and there is the potential for other RTAs to be created through ballot measures in the 2026 election.
- d. Craig would like board approval to create an RTA NOFA for FY26. He still needs to work out the eligibility requirements and he will bring that back to the board for approval but would like to move forward with the program if the board approves.
  - i. **DECISION ITEM: Approve the CTE to release a NOFA for competitive RTA Incentive Grants, funded up to \$1M.**
    1. Motion to approve made by Director Block.
    2. Seconded by Director Brake.
    3. Motion passes unanimously.
    4. No oppositions or abstentions.

#### **11. Next Steps and Upcoming Activities (Craig Secret) Time: 1:43:55**

- a. Next meeting is May 26, 2026
- b. We need to hold officer elections. We've been waiting for everyone to be reconfirmed by the Senate
- c. Set the FY27 Formula Program for SB 230
- d. Consider supporting a resolution to support the N-Line Completion
- e. Final FY26 SB230 Formula Program grant awards

f. New CTE Strategic Plan discussion

**12. Meeting Adjourned - Time 1:45:46**



**COLORADO**

Department of Transportation

# Clean Transit Enterprise Board

May 26, 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 (Cris Jones, CTE Board Chair)
- Action Agenda (Cris Jones, CTE Board Chair)
  - **DECISION ITEM: Approval of Minutes - 04/28/26 Meeting**
- Public Comments (Cris Jones, CTE Board Chair)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- Officer Elections (Cris Jones, CTE Board Chair)
  - **DECISION ITEM: Elect Chair and Co-Chair**



# Agenda

- FY27 SB230 Formula Setting (Craig Secrest, CDOT)
  - **DECISION ITEM: Approve FY27 Formula Rate proposal**
- RTD N-Line Completion Resolution (Craig Secrest, CDOT)
  - **DECISION ITEM: Approve CTE Resolution 003**
- Final FY26 SB 230 Formula Grant Awards
  - **DECISION ITEM: Approve FY26 Formula Grant Awards**
- CTE Strategic Plan Discussion
- Next Steps & Adjournment
  - Next Meeting is June 30, 2026

# Action Items

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Cris Jones, CTE Board Chair



# Proposed Action Item Motions

1. Make a motion to approve the minutes for the CTE board meeting on April 28, 2026

# Public Comments

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Craig Secrest, CDOT

# Program Administrator Update

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Craig Secrest, CDOT



# Program Administrator Update

- Legislative update
- Transit ZEV implementation update
- Relevant OIM/DTR activities
- RTD FY27 SB230 Formula Program discussions
- FY26 SB230 Formula Program implementation status



# CTE Grant Status

### Number of Grants by Stage



### Award Amount by Stage



● Initiated ● Pre Award Steps ● TIP/STIP & Budgeting ● Contracts Review ● Executed

### Number of Grants by Status



### Award Amount by Status



● Tight Timeline ● On Time



# CTE Grant Status

	Initiated	Pre Award Steps	TIP/STIP & Budgeting	Contracts Review	Signatures	Executed
Total Grants	5	30 Completed	23 Completed	14 Completed	4 Completed	4 Completed
		1 <i>In Progress</i>	7 <i>In Progress</i>	7 <i>In Progress</i>	6 <i>In Progress</i>	-- <i>In Progress</i>
Total Funds Awarded	\$2.8M	\$30.8M Completed	\$25.9M Completed	\$21.4M Completed	\$10.7M Completed	\$10.7M Completed
		\$1.1M <i>In Progress</i>	\$4.9M <i>In Progress</i>	\$3.0M <i>In Progress</i>	\$9.6M <i>In Progress</i>	-- <i>In Progress</i>

# Director Comments

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Cris Jones, CTE Board Chair

# Officer Elections

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Cris Jones, CTE Board Chair

# FY27 SB230 Formula Setting

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Craig Secrest, CDOT



# FY 27 Formula Parameters

- **Sub Allocations**
  - Maintain sub programs for Mega, Large, and Small agencies
  - Allocate between Mega/Large based on population, ridership, and VMT
  - Stick with \$1.5M for Small agencies
- **FY 27 Program Funding Level**
  - Recommend \$80M program level
  - Potential for reserve build-up if oil price windfall occurs
- **Formula Weighting and Proposed Adjustments**
  - Maintain same factor weighting as FY26
  - Cap FY27 grants to 145% of agencies' FY26 grants
  - Small urban agencies get at least 115% of FY26 grant
  - Minimum increase of 5% for all agencies

FY 26 Weighting	
Criterion	Weight (%)
Population	50
Density	10
Local Zoning and Planning	5
Transportation Disadvantaged Communities	5
Transit Ridership	20
Vehicle Revenue Miles	10



## FY 27 Formula: Summary of Outcomes

- RTD share grows from 25% to 55% = 375% increase in grant award
- Large agency allocation goes from \$26.3M to \$34.5M (31% increase)
- Most large agencies will see a 25% to 45% increase from FY26
- All agencies see some increase
- All agencies receive FY27 allocations that are larger than expectations set by CTE last year
- Exploring potential for doing two-year grants for agencies receiving smaller awards (e.g., <\$125K) to reduce administrative burdens



# Proposed Motion

- Approve CTE staff proposed approach for allocations of the FY27 SB230 Formula Program

# Final FY26 SB230 Formula Program Grant Awards

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Craig Secrest, CDOT



# SB 230 Formula Program: Recommended Award

**Grant Amount: \$956,000**

## **Proposal Highlights:**

- Transitions 2025 pilot service to permanent route
- Four trips per hour; both regular schedule and special event services
- Grant also will fund purchase two 14-person BEBs
- Service integrated into broader regional transit service



## **Anticipated Impacts:**

- 19.9K additional passenger trips; equates to about \$8/trip\*
- Add  $\cong$  600 vehicle revenue hours and almost 6.6K VRM

\*Does not include capital costs



# SB 230 Formula Program: Recommended Award

**Grant Amount: \$73,080**

## **Proposal Highlights:**

- Expand service from the three to six counties by 2028
- Extend weekday service to early morning/late evening hours to better accommodate work and medical trips
- Introduce/expanding weekend service in higher-demand corridors
- Improve service reliability and reduce headways by increasing the number of trips per day on existing high-demand route
- Introduce micro-transit in low-density areas to reduce wait times for riders



## **Anticipated Impacts:**

- 6K+ additional passenger trips; (ops use not-CTE funds)
- Add  $\cong$  3.6K vehicle revenue hours and almost 100K+ VRM



# SB 230 Formula Program: Recommended Award

**Grant Amount: \$228,550**

## **Proposal Highlights:**

- Expand Lyons Flyer service from weekdays only to seven days a week (4 R/Ts per day)
- Extend the Mountain Rides route 9 miles to Gilpin Co Community Center, expand service from 2 days/week to 6
- Extend the season for running the Eldo Shuttle (currently Memorial Day to Labor Day) to May - September 30



## **Anticipated Impacts:**

- 9.7K additional passenger trips; equates to about \$32/trip
- Add  $\cong$  2.2K vehicle revenue hours and almost 43K VRM



# SB 230 Formula Program: Recommended Award

**Grant Amount: \$104,478**

## **Proposal Highlights:**

- Expand services from weekdays only to 7 days/week
- Adds 19 service hours to PATS existing demand response services
- Expansion supports a long-term vision of a coordinated regional transportation network, allowing PATS to assist neighboring counties while maintaining service quality within Prowers County



## **Anticipated Impacts:**

- 2K additional passenger trips;
- Add  $\cong$  1.1K vehicle revenue hours and almost 12.5K VRM



# SB 230 Formula Program: Recommended Award

**Grant Amount: \$140,000**

## **Proposal Highlights:**

- Sustain and enhance Ignacio-Bayfield-Durango fixed-route service, which provides critical connections for residents, workers, and visitors
- Support the addition/restoration of morning and mid-day runs - improves flexibility for riders and better accommodate non-traditional work schedules
- Expand seasonal service or a 13-week summer period with an additional evening round trip operating between Ignacio, Bayfield, and Durango



## **Anticipated Impacts:**

- 3.4K additional passenger trips
- Add  $\cong$  1.1K vehicle revenue hours and 33.6K VRM



# SB 230 Formula Program: Recommended Award

**Grant Amount: \$277,211**

## **Proposal Highlights:**

- FY26 grant will support additional vehicle purchase
- New vehicle will enable an additional round trip per day M-F (for a total of 2 trips per day) and start a single round trip per day on weekends
- Support maintenance of other existing routes including the Lawson Hill, Down Valley, and Nucla/Naturita routes



**SAN MIGUEL AUTHORITY  
FOR REGIONAL  
TRANSPORTATION**

## **Anticipated Impacts:**

- 11.2K additional passenger trips
- Add  $\cong$  2K vehicle revenue hours and 60.5K VRM



# Proposed Motions

- Approve the FY26 SB230 Formula Program grant awards recommended by CTE staff for Town of Mountain Village, SECED/SETran, Boulder County, Prowers Area Transit, and SoCoCAA
- Approve the FY26 SB230 Formula Program grant awards recommended by CTE staff for SMART

# RTD N-Line Completion Resolution

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Craig Secret, CDOT



# Proposed Motion

- Approve the resolution drafted by CTE staff confirming the CTE Board's commitment to providing funding support for N-Line completion.

# CTE Strategic Plan

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Craig Secrest, CDOT



# Key Retreat Takeaways

- **Revenue Considerations** - SB230 revenues are projected to grow substantially, but the funding source is inherently volatile. Retail Delivery Fee that funds the ZEV program grows incrementally, but does not scale with program demand.
- **Shifting Federal Environment** - Federal support for transit ZEVs has contracted sharply; creates a gap that CTE can't fill. Renewed federal ZEV support in future years is at best uncertain
- **Increasing Expectations** - As CTE's programs mature, expectations for accountability will rise and shift to focus on outcomes, not just outputs.
- **Diverse Transit Ecosystem** - Spans large urban systems, resort agencies, small rural and demand-response providers, and everything in between. A one-size-fits-all approach to program design and accountability will not serve the full range of Colorado's communities.
- **RTD as a Special Case** - Represents both CTE's largest potential partner and its most complex accountability challenge. RTD's scale, fiscal situation, and other challenges warrant a deliberate, tailored CTE engagement.
- **Continuity Through Leadership and Policy Change** - CTE's value proposition and the results it produces, must be clearly communicated to new sets of decision-makers.
- **Coordination Within CDOT** - As CTE's programs grow within the broader CDOT context, the need for clear coordination, defined lanes of responsibility, and avoidance of programmatic silos becomes more important.
- **Organizational Capacity** - CTE's lean structure allows for agility and direct relationships with program partners, but it also creates real constraints on what CTE can take on at any given time.



# Draft CTE Strategic Plan

## Vision

The CTE will be the Colorado transit community's most trusted partner in the effort to reduce greenhouse gas emissions and improve mobility across the state, providing sustainable financial and programmatic support for expanded transit and passenger rail service, and serving as a consistent force for transit agency accountability, ZEV fleet conversion, and long-term system growth.

## Goals

- 1.Reduce Greenhouse Gas Emissions
- 2.Increase Transit Ridership
- 3.Deliver Effective, Accountable Programs
- 4.Strengthen System Connectivity
- 5.Be a Trusted, Reliable Partner
- 6.Tell the CTE/Transit Story



# Draft CTE Strategic Plan Goal 1

- **Goal 1: Reduce Greenhouse Gas Emissions** - CTE investments make a meaningful and measurable contribution to transportation sector GHG reduction goals by supporting both service expansion and fleet electrification.

## Objectives

- **Short Term** - Build on existing CDOT GHG metrics to establish ways to collect and analyze data to better understand CTE-related impacts
- **Mid Term** - Establish a functioning GHG performance dashboard with reported actuals from FY26 and FY27 grant recipients informing a revised five-year projection
- **Five-year End-state** - Deliver/support a reduction of XK metric tons of GHG emissions annually through grant awards.



# Draft CTE Strategic Plan Goal 2

- **Goal 2: Increase Transit Ridership** - CTE investments produce a sustained and measurable increase in transit ridership across Colorado, with an emphasis on high-quality service that drives mode shift.

## Objectives

- **Short Term** - Establish baseline ridership data for all SB230 Formula Program participants; define data collection methodology for isolating SB230 impacts
- **Mid Term** - Stand up an accountability framework with percentage-based ridership goals allocated proportionally across grant recipients based on considerations such as total program funding
- **Five-year End-state** - Deliver an increase of \$XX million additional annual passenger trips through CTE-funded programs



# Draft CTE Strategic Plan Goals 3

- **Goal 3: Deliver Effective, Accountable Programs** - CTE programs are administered well and deliver results; applying for and managing CTE grants is easy, and program performance is transparent and improves over time.

## Objectives

- **Short Term** - Execute all FY26 grant award contracts; implement a working invoice reimbursement process and reporting requirements; document program policies and processes
- **Mid Term** - Establish a risk-tiered oversight framework; reporting requirements are being met; expand on CTE's existing performance dashboard to cover both the ZEV and SB230 portfolios
- **Five-year End-state** - Refine risk-tiered accountability framework and scale it to funding levels/agency capacity; consistently collect and report performance data and use it to inform program design decisions



# Draft CTE Strategic Plan Goals 4

- **Goal 4: Strengthen System Connectivity** - CTE investments support CDOT's broader transit/rail vision and incentivize connections between local, regional, and statewide services.

## Objectives

- **Short Term** - Map all SB230 grants against Transit Connections Study; identify alignment gaps and opportunities
- **Mid Term** - Develop and implement a connectivity incentive framework within CTE programs
- **Five-year End-state** - Evolve programs so a measurable share of CTE investments align with the CDOT Transit Connections Study, the statewide 10-year plan, and Mountain Rail connectivity goals



# Draft CTE Strategic Plan Goals 5

- **Goal 5: Be a Trusted, Reliable Partner** - CTE is known across Colorado's transit community as a flexible, responsive, and dependable partner.

## Objectives

- **Short Term** - Conduct a survey on agency partner satisfaction; use results to identify areas for improvement
- **Mid Term** - Establish a formal and valued technical assistance program, including on-call planning support for ZEV and service planning
- **Five-year End-state** - Achieve significant improvement in partner satisfaction and continue to explore/evolve in how the CTE supports Colorado transit agencies



# Draft CTE Strategic Plan Goals 6

- **Goal 6: Tell the Story** - CTE clearly and consistently communicates the benefits and impact of CTE programs to transit agencies and leads efforts to “tell the story” about how CTE is improving mobility and accessibility thought support for transit investment.

## Objectives

- **Short Term** - Create a CTE communications strategy that identifies key audiences/messages and channels
- **Mid Term** - Publish an annual program impact report accessible to non-technical audiences
- **Five-year End-state** - Maintain a consistent, accessible public presence that clearly communicates program results, investment impacts, and the broader value of transit to Colorado communities.



# Draft CTE Strategic Plan Next Steps

- Conduct one-on-one calls with CTE board members to refine framework
- Define cross cutting strategies and initiatives
- Determine how to best contribute to CDOT's achievement of Clean Transportation and Statewide Transit WIGs
- Conduct outreach with Colorado transit community to inform refinement of the draft strategic plan
- Seek formal CTE Board approval and post to CTE website



# Upcoming Activities

- Our next meeting is June 30, 2026
- SB230 Formula Program and Discretionary Program NOFA release
- CTE Strategic Plan development (adoption?)
- FY 27 budget revisions
- RTD reporting and FY27 Formula Program progress
- Subrecipient presentations



**COLORADO**

Department of Transportation

# Thank You/Motion to Adjourn





# Clean Transit Enterprise Information



**COLORADO**  
Department of Transportation

<https://www.codot.gov/programs/innovativemobility/cte>

## Programs

### Resources

- Clean Transit Enterprise
- Electrification
- Mobility Services
- Mobility Technology
- Transit and Rail
- OTM Grants
- Previous CTE Board Meeting Documents

## 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

### Contact Us

Contact Us

### 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

### Subscribe for CTE Updates

\* indicates required

Email Address \*

## Subscribe for CTE Updates

\* indicates required

Email Address \*

First Name

Last Name

Organization/Affiliation

Subscribe

# Informational Slides

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## Clean Transit Enterprise Board Proposed Resolution 003

### Advancing RTD's N-Line Service using SB230 funds.

Approved by the Clean Transit Enterprise Board on x

**Whereas**, pursuant to § 43-4-1203, C.R.S. the General Assembly of the State of Colorado created the Clean Transit Enterprise ("CTE") as a government-owned business within the Colorado Department of Transportation ("CDOT") to reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by motor vehicles used to make delivery fees and produced by oil and gas development; and

**Whereas**, the business purpose of CTE is to reduce and mitigate such adverse environmental and health impacts by, among other methods, supporting, funding, and investing in public transit operations in Colorado, including but not limited to transit and passenger rail; and

**Whereas**, the General Assembly of the State of Colorado approved Senate Bill 24-230 ("SB24-230"), which was signed by Governor Jared Polis on May 16, 2024, and which implemented, *inter alia*, § 43-4-1204(1)(d)(II)(C), C.R.S., which directs the CTE to commit 20% of the amount of oil and gas production fees for clean transit remaining gas fees collected to the Rail Funding Cash Fund; and

**Whereas**, the purpose of the Rail Funding Program is to allocate funding for passenger rail projects of regional and statewide importance including projects that have established plans and can demonstrate potential for high ridership and the reduction of vehicle miles traveled; and

**Whereas**, SB24-230 directs CTE to prioritize the completion of the North lines of the Regional Transportation District's (RTD) Transportation Improvement Plan, which was approved by Colorado voters on November 2, 2004; and

**Whereas**, § 43-4-1203(6)(d), C.R.S. authorizes the CTE Board of Directors to contract with any public or private entity; and

**Whereas**, the CTE Board recognizes that advancing planning and development for the completion of RTD's N-Line is consistent with statewide multimodal objectives; and

**Whereas**, the completion of RTD's N-Line will help reduce and mitigate environmental and health impacts by shifting trips to fast, reliable passenger rail service while expanding travel options and reducing greenhouse gas emissions in support of the state's broader climate goals; and

**Now Therefore Be It Resolved,** the CTE Board supports allocating funding from the SB 24-230 Rail Funding Cash Fund to the completion of RTD's N-Line in partnership with RTD.

**Now Therefore Be It Further Resolved,** the CTE Board will maintain its commitment to provide funding support provided significant progress is made in the development of design and financial plans for implementation of N-line completion within one year of the effective date of this resolution.

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Clean Transit Board Secretary

Preliminary FY27 Formula Program Apportionment Table

Agency	FY26 Final		Change from FY26	Agency	FY26 Final		Change from FY26
	Award	FY27 Distro			Award	FY27 Distro	
RTD	\$ 9,250,000	\$ 44,000,000	376%	Ride Glenwood Springs*	DNA	\$ 305,155	N/A
Mountain Metropolitan Transit	\$ 4,431,599	\$ 6,423,923	45%	SMART (San Miguel CO) *	\$ 277,211	\$ 295,388	7%
Transfort (Fort Collins)*	\$ 2,666,024	\$ 3,638,541	36%	Boulder County*	\$ 228,550	\$ 262,833	15%
RFTA	\$ 2,185,210	\$ 3,169,814	45%	Golden Ore Cart	DNA	\$ 255,000	N/A
CORE Transit (Eagle Valley RTA)	\$ 1,006,730	\$ 1,459,759	45%	Town of Telluride*	\$ 197,255	\$ 221,907	12%
Vail Transit	\$ 938,499	\$ 1,360,824	45%	Fountain Municipal Transit	DNA	\$ 208,749	N/A
Via Mobility Services	\$ 888,136	\$ 1,292,051	45%	Douglas County*	\$ 150,000	\$ 172,500	15%
Steamboat Springs	\$ 896,117	\$ 1,268,633	42%	The Peak (Estes Park)*	\$ 147,307	\$ 155,125	5%
Pueblo Transit*	\$ 1,099,282	\$ 1,264,174	15%	SoCoCAA	\$ 143,610	\$ 154,293	7%
Summit Stage	\$ 917,823	\$ 1,262,742	38%	Mountain Valley Transit	DNA	\$ 152,155	N/A
Grand Valley Transit*	\$ 1,073,396	\$ 1,234,405	15%	Black Hawk	DNA	\$ 148,975	N/A
Greeley Evans Transit*	DNA	\$ 1,174,919	N/A	Teller Senior Coalition	\$ 103,931	\$ 120,618	16%
Mountain Village (Telluride)*	\$ 1,019,760	\$ 1,131,505	11%	Prowers County Transit	\$ 104,478	\$ 109,702	5%
City of Boulder (Hop)*	\$ 880,000	\$ 1,012,000	15%	SCCOG*	DNA	\$ 105,975	N/A
Breck Free Ride	\$ 582,072	\$ 844,004	45%	PATS (Parachute)*	\$ 100,617	\$ 105,648	5%
Loveland*	\$ 656,763	\$ 770,901	17%	Archuleta County	\$ 65,686	\$ 83,187	27%
Durango Transit*	\$ 617,676	\$ 767,407	24%	Golden Age Tran. Services	DNA	\$ 78,250	N/A
Gunnison Valley RTA	\$ 456,327	\$ 661,674	45%	SECED/SETran*	\$ 73,800	\$ 77,490	5%
Winter Park The Lift*	\$ 443,157	\$ 565,907	28%	Cripple Creek, City of	DNA	\$ 74,283	N/A
Snowmass Village	\$ 334,788	\$ 485,443	45%	Upper Arkansas Area COG	DNA	\$ 71,931	N/A
All Points Transit*	\$ 391,130	\$ 475,074	21%	MoCo Public Transportation	DNA	\$ 67,469	N/A
Envida*	\$ 388,947	\$ 406,852	5%	Lake County*	\$ 62,112	\$ 65,218	5%
Mountain Express	\$ 244,204	\$ 354,096	45%	La Junta, City of	DNA	\$ 58,896	N/A
NECALG (Prairie Express)*	DNA	\$ 352,517	N/A	Clear Creek County	DNA	\$ 50,822	N/A
Avon*	\$ 320,490	\$ 337,598	5%	Dolores County Seniors	DNA	\$ 37,325	N/A
Denver DOTI*	\$ 280,000	\$ 322,000	15%	East Central COG	DNA	\$ 14,952	N/A
Pueblo SRDA*	DNA	\$ 320,893	N/A				

\*Agencies hitting cap based on Ops Budget

DNA- Did not apply in FY26

Took Partial FY27 Advance