

**Colorado Clean Transit Enterprise  
SB24-230 Local Transit Operations Program  
FY26 NOFA**

**Release Date: July 18, 2025**

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## A. Introduction and NOFA Schedule

This Notice of Funding Availability (NOFA) is issued by the Colorado Department of Transportation's (CDOT) Clean Transit Enterprise (CTE) for the Local Transit Operations Program, commonly known as the SB230 Formula Program. Eligible entities that successfully respond to the NOFA will be awarded Fiscal Year 2026 (FY26) funding based on a formula that was approved by the CTE Board of Directors in May 2025. These entities will have two years from the date the award contract is fully executed to spend their funds on eligible operating costs. Entities receiving grants under this program must comply with all terms and conditions of the award contract, as well as all other applicable CTE program provisions.

CTE's SB230 Formula Program funds will be awarded on a non-competitive basis and distributed through a formula-based apportionment. The CTE recognizes that the response requirements for this NOFA are somewhat unique relative to other transit funding NOFAs CDOT releases. The CTE has thus developed templates to aid NOFA response and CTE staff anticipate working directly with eligible entities that respond to the NOFA on an iterative basis to answer questions and help entities develop the best possible responses. The CTE plans to review NOFA responses and make awards on a rolling basis (meaning we do not have to wait for NOFA to close to begin this process), thus entities are encouraged to submit responses as soon as possible to expedite the grant award process. A rough schedule for NOFA release and program implementation, subject to revision, is provided in Table 1.

**Table 1: FY26 Contracting Schedule**

Date	Implementation Activity
July 18, 2025	NOFA release
<b>September 19, 2025</b>	<b>NOFA submission deadline (11:59 PM)</b>
Ongoing/rolling basis	Response review and award decisions
Ongoing/rolling basis	Finalize materials to generate contracts
January 2026	Entities with executed grant agreements can begin seeking eligible reimbursement
June 1, 2026	Deadline for Deferred COA respondents to complete their COAs

## B. Definitions

- Clean Transit Enterprise (CTE) - The enterprise created in Section 43-4-1203(1)(a), C.R.S. to serve the primary business purposes of reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas (GHG) emissions and responsible for implementing and administering the SB230 Formula Program.

- Closed-Door Transit Services - Services that are restricted to one or more sub-groups of the general public, such as participants in a particular program or residents of a particular facility. Closed door transit service providers are not considered eligible for participation in the sb230 Formula Program.
- Comprehensive Operational Analysis (COA) - For purposes of the SB230 Formula Program, the COA is a plan that identifies how an entity intends to use SB230 Formula Program grants to increase transit services, expand ridership, and achieve air pollution and GHG reductions. The COA, which must be accepted by the CTE for entities to receive funding, should provide a five-year vision for program investment and a detailed scope of work for the use of FY26 and FY27 funding. (Note, the original SB24-230 legislation used the term “System Optimization Plan;” this term was changed to “Comprehensive Operational Analysis” by SB25-161; *see also* Section 43-4-1204(3)(c)(I)).
- Deferred COA Approach - The deferred COA approach refers to one of the two paths entities may select to respond to this NOFA. The deferred COA approach allows entities to secure a specific commitment of funding for FY26 in the current grant round, as determined through the SB230 Formula Program, but defer formal conferral of that award until the completion of an approved COA. Entities provided with a deferred award will have until June 1, 2026, to achieve an approved COA. Entities that selected the Deferred COA Approach and are unable to meet the June 1, 2026, deadline will have their award lapse. The associated funding will be returned to the SB230 Formula Program for redistribution.
- Eligible Operating Expenses - means all operating expenses required for public transportation, including employee wages and benefits, materials, fuels, supplies, facilities, rental of facilities, and any other expenditure that directly supports the expansion of transit service.
- Eligible Capital Transit Projects - For purposes of the SB230 Formula Program, “eligible capital transit projects” are limited to the purchase of new revenue service vehicles that directly support the expansion of transit service.
- Eligible Entity (referred to as "entity" throughout the NOFA) - A local government, local or regional transit district, regional transportation authority serving one or more counties, or nonprofit organization that provides public transit (i.e., open-door transit service).
- Expansion Vehicle - Rolling stock acquired to add to an entity's existing revenue service fleet, where the acquired rolling stock expands the agency's fleet and/or service.

- Full COA Approach - A response for the SB230 Formula Program NOFA that enables an eligible entity to secure an identified commitment of funding under the SB230 Formula Program subject to production of an acceptable.
- Neighborhood Centers - As identified in SB24-174 and HB24-1313, Neighborhood Centers are voluntarily designated by local governments in areas that meet the criteria established by the Colorado Department of Local Affairs (DOLA). Neighborhood Centers may be designated in areas that currently exist as mixed-use pedestrian-oriented neighborhoods, or in areas that anticipate becoming a mixed-use pedestrian-oriented neighborhood over time through plans and policies. A Neighborhood Center's designation as Track 1 or Track 2 relates to the different standards set in each act.
- Net Operating Expenses - Those expenses that remain after the entity subtracts operating revenues from eligible operating expenses. Farebox revenue is one of the most common operating revenues.
- Oil and Gas Production Fee (O&GPF) - The fee established on oil and gas production, based on quarterly average spot prices, to fund the programs created by SB24-230 and codified in Section 43-4-1203, C.R.S.
- Open-Door Transit Service - Services that are open to any member of the general public and are not restricted to any particular sub-groups of the general population.
- Program Apportionment - The amount of SB230 Formula Program funding allocated to an eligible entity in a given fiscal year based on a formula approved by the CTE board.
- Public Transportation (also public transit) - Regular, continuing shared-ride surface transportation services that are open to the general public or a segment of the general public defined by age, disability, or low income.
- Revenue Service Vehicle - Rolling stock used in the provision of transit service to passengers.
- Rolling Stock - Buses, cutaways, vans, minivans, train cars, gondola cabins, SUVs, automobiles, trucks, or other passenger vehicles.
- SB24-230 - The act passed by the Colorado Legislature that established the O&GPF and enabled creation of the SB230 Formula Program by the CTE.
- SB230 Formula Program - The working name for the Local Transit Operations Program, established by SB24-230 and codified in Section 43-4-1203, C.R.S., that provides annual funding to entities to facilitate increased transit services to reduce GHG emissions.

- Statewide Transportation Improvement Program (STIP) - A staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes. The STIP must be developed in cooperation with the metropolitan planning organizations (MPOs), public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state, and must be compatible with the TIPs for the state's metropolitan areas.

Note: Given the novelty of the SB230 Formula Program, the CTE recognizes that this list of definitions is nonexhaustive and may be amended from time to time. The CTE will respond to requests for additional definitional needs throughout the NOFA open period and post the results to a FAQ section on the CTE website.

### **C. Clean Transit Enterprise Overview and Program Description**

In 2021, Colorado Senate Bill 21-260 (SB21-260) established the Clean Transit Enterprise (CTE or “the Enterprise”) within CDOT. The initial purpose of the CTE was to support public transit electrification and planning efforts, facility upgrades, fleet vehicle replacements, and the purchase and installation of electric vehicle charging and fueling infrastructure, funded through revenues from the clean transit retail delivery fee. To date, the CTE has conducted two rounds of zero-emission transit vehicle planning grants and one round of capital grants.

#### **SB230 Formula Program**

In 2024, the passage of Colorado Senate Bill 24-230 (SB24-230) (i) established the O&GPF (codified in Section 43-4-1204, C.R.S.), and created (ii) an additional business purpose for CTE. This additional purpose involves “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.” Section 43-4-1203(3)(a)(II), C.R.S.. With this additional business purpose and additional revenue stream from the O&GPF, the CTE is now able to fund a more diverse array of transit-oriented projects across the state to expand transit services, increase ridership, and contribute to reductions in GHG emissions.

Along with establishing a new revenue stream through the OG&PF, SB24-230 created three new programs that the CTE is charged with implementing:

- (1) Local Transit Operations Program, also called the SB230 Formula Program (70% of O&GPF Funding);
- (2) Local Transit Grant Program (10% of OG&PF Funding); and

### (3) Rail Funding Program (20% of O&GPF Funding).

The O&GPF went into effect on July 1, 2025, but actual revenues from the O&GPF will not begin to become available for use until January 2026.

The purpose of the SB230 Formula Program is to provide consistent annual funding to eligible entities to support transit service expansion, increase transit frequency, provide other service enhancements, and improve system-wide transit network connectivity. The goal is to maximize transit ridership and mode shift and decrease personal vehicle miles traveled, GHG emissions, and air pollutants. To receive program funding, an entity must both be an "eligible agency" (see definition above) and successfully satisfy program qualification requirements (determined through response to this NOFA).

## D. Program Funding Availability

The amount of SB230 Formula Program funding available for apportionment each fiscal year will be determined by CTE forecasts of the funding raised through the O&GPF and allocated to the Local Transit Operations Cash Fund, and by CTE Board decisions on the amount of available funding to be apportioned. For FY26, CTE currently forecasts that \$34 million to \$37 million will be available for apportionment through the formula program. For Fiscal Year 2027 (FY27), and future years, the CTE currently forecasts that between \$70 million to \$80 million may be available for apportionment. It is important to note that the O&GPF revenue levels are a function of the prices for oil and gas and production volumes. Therefore, the actual program funding level may change due to variability in the oil and gas markets.

**Table 2: Estimated Annual SB230 Formula Program Funding Levels**

Fiscal Year	Estimated Program Funding Level
2026	\$34 - \$37 million
2027 & Beyond	\$70-\$80 million

## E. Program Apportionment Approach

Section 43-4-1204, C.R.S. (the Statute created by SB24-230) directs the CTE Board to establish a formula for determining Local Transit Operations Program (i.e., the SB230 Formula Program) apportionments based on the following six factors: population, population density, local zoning, transit ridership, vehicle revenue miles, and share of disproportionately impacted community population or Transportation Disadvantaged Communities (TDCs). The CTE collected data associated with these factors for potentially eligible entities and worked with a decision science consultant to translate the factors and data into a formula that apportions estimated program revenues based on weightings for each factor. After evaluating different

weighting options, the CTE board approved a factor weighting approach for FY26 on May 14, 2025, which aims to balance various considerations and places a slight emphasis on entities that serve high populations in their service area. The resulting weightings are provided in Table 3.

**Table 3: SB230 Formula Program - FY26 Factor Weighting**

Criterion	Weight (in %)
Population	50
Density	10
Local Zoning and Planning	5
TDCs	5
Transit Ridership	20
Vehicle Revenue Miles	10

Due to the wide range of transit entity types and sizes throughout Colorado, the CTE also determined that applying the formula would align better with program goals if “like entities” were compared (using the same factors and weighting). Entities were thus organized into three sub programs:

1. RTD - A uniquely large and distinct organization.
2. Large Entities - Those eligible entities with annual passenger ridership over 30,000.
3. Small Entities - Those eligible entities with annual passenger ridership under 30,000.

The CTE Board agreed on an allocation of program funds between the three subprograms based on consideration of program goals and the relative impact resulting grants would have on agency operating budgets. The minimum annual CTE grant award amount for FY26 is \$20,000 (for a total project budget of \$25,000). While there is no specific maximum grant award amount for FY26, eligible entities will be limited to receiving no more than 20% of their 2023 operating budget as documented in the National Transit Database (NTD) or obtained (and validated) directly from transit entities that currently do not report to the NTD. The CTE board took this approach to both promote fairness across entity apportionment levels and to avoid creating possible situations where entities could become over reliant on a single, potentially variable, source of funding. For entities that did not have operations in 2023, the CTE will consider using 2024 or 2025 data to determine formula grant apportionments, subject to guidance from the CTE Board.

To assist with the development of NOFA responses, eligible transit entities may request estimates of funding levels for FY26, FY27, and beyond from CTE staff. However, while estimates for FY26 should be fairly accurate (+/-10%), estimates for FY27 and beyond should be considered +/-20% given the variety of factors (oil and gas prices/volumes, changes in entity formula data, and the number of entities participating in the program).

## **F. Eligible Transit Entities, Projects, and Expenses**

Qualifications for all awards funded by the CTE through the SB230 Formula Program are governed by Section 43-4-1204, C.R.S.

### **Eligible Transit Entities**

Eligible entities include state or local government transit authorities, nonprofit organizations, operators of public transportation or intercity bus service, and federally recognized tribes. The CTE Board has determined that entities must be open-door transit providers to be eligible for SB230 Formula Program funds.

### **Eligible Projects**

Eligible projects include, but are not limited, to the following:

- Purchase of new revenue service vehicles for expansion of service
- Operating assistance for:
  - Span of service improvements (e.g., longer service hours)
  - Frequency improvements (e.g., shorter headways)
  - New geographic coverage (e.g., new routes or service zones)
  - Other activities that can be shown to direct increase transit service and/or increase transit ridership

### **Eligible Operating Expenses**

Eligible operating expenses are those costs directly related to system operations. At a minimum, the following items are considered as operating expenses:

- Fuel and oil expenses;
- Vehicle maintenance activities;
- Vehicle insurance;
- Driver, supervisor, and dispatcher salaries;
- Fringe benefits; and
- Purchased transit services

**Note:** Only net operating expenses—i.e., those expenses that remain after the eligible entity subtracts operating revenues (e.g., farebox revenues, rider donations, bus advertising) from eligible operating expenses—are eligible for reimbursement.



### Ineligible Expenses

Replacement vehicles, vehicle refurbishment, infrastructure, facilities, administrative, and planning projects are currently not eligible projects under the SB230 Formula Program.

## **G. Local Match Requirements**

Local match requirements are a common element of many grant programs because they help to demonstrate a commitment to success by the implementing agency and help leverage grant program funds by attracting additional local investment. To be consistent with other related programs, the CTE Board established a 20 percent local share requirement for all projects funded with SB230 Formula Program funds, although some eligible transit entities may receive local match relief (see below).

### Local Match - Cash

Local match can come from many different cash sources, including state or local appropriations, tax revenues, local general operating and capital funds, entity reserves, donations, revenue from service contracts, income generated from advertising and concessions, and any non-USDOT federal funds such as Medicaid, Older Americans Act funding, or other funds that may be used for transportation - provided its use as match is not prohibited or disallowed by that funding source.

Local match may only be used once; e.g., the same Older Americans Act funds may not be used for a CTE contract and a 5311 contract. Local entities may choose to overmatch, meaning their portion of the total project budget may exceed 20 percent (or, for entities that receive local match relief, whatever the revised match requirement is).

CTE requires written letters of support and commitment from partners making a commitment to the project (i.e., project partners providing some or all of the local match).

For FY26 SB230 Formula Program, the CTE and DTR are not offering CTE funds “as match” to 5311 funds, or 5311 funds “as match” to CTE funds. The same holds true for other federal transportation funding sources such as FTA 5310 and 5307 funds.

### Local Match - In Kind

CTE will not consider in-kind contributions in lieu of cash match for FY26.

### Match Requirement Relief

While the CTE considers local entity matching for SB230 Formula Program funds important, it also recognizes that match requirements can present a barrier to participation for entities with fewer financial resources. The CTE also acknowledges that the SB230 Formula Program is new and entities may not be able to initially meet program local match requirements.

Therefore, it is important for the CTE to establish a match structure that balances maximizing resources, while maintaining opportunities for participation. CDOT has already established an approach for granting local match relief for the Multimodal Transportation and Mitigation Options Fund (MMOF) program, which grants either full or partial match relief by county based on assessment of each jurisdiction's revenue raising capacity.

For FY26, the CTE will consider providing match relief to transit agencies based on a combination of their cover letter request (see response directions below) and the “Match Rate Required” for their associated counties and municipalities documented in Tables 2a of the [CDOT MMOF Program Guidance](#). Eligible entities in jurisdictions that receive “half local match relief” under the MMOF may be eligible for a 10% local match requirement for FY26 SB230 Formula Program grants; entities in jurisdictions that receive full match relief under the MMOF may also be eligible for full local match relief for their FY26 SB230 Formula Program grants. Match relief for agencies with service areas that include multiple counties with different “Match Rate Required” levels will be addressed on a case by-case-basis. The steps in this process will work as follows:

1. Agencies seeking match relief for FY26 SB230 Formula Program funding must request it in writing in advance of submitting their NOFA response. The request must include:
  - a. The service area’s associated counties;
  - b. Justification for the request; and
  - c. A projection of when they will no longer need match relief.
2. Entities that need match relief decisions may request it at any time prior to the NOFA closing date, but should allow for at least five business days for a decision from the CTE. Requests should be emailed to: [cdot\\_cleantransitenterprise@state.co.us](mailto:cdot_cleantransitenterprise@state.co.us).
3. Any match relief granted will only apply to FY26 SB230 Formula Program awards. Agencies will need to reapply for match relief for future SB230 Formula Program awards, and the CTE reserves the right to make changes to future match relief requirements and processes.

## **H. Grant Programming and Administration**

Due to the unique submission requirements associated with the SB230 Formula Program, the CTE is not using the Colorado Transit and Rail Awards Management System (COTRAMS) to release or accept responses for this NOFA. As detailed in the next section, responses should be emailed to the CTE email address. Once an SB230 Formula Program grant award is made, the programming and administration of the grant will transition to COTRAMS and be handled by the CDOT Division of Transit and Rail’s (DTR) Transit Grants Program. CTE envisions that development and management of grant contracts will follow a process similar to other DTR administered grant programs, to include development of grant award contracts that stipulate entity performance and reporting requirements.

If an eligible entity has not received transit funds from the CTE or CDOT's DTR (either state or FTA transit funds) in the last five (5) years, the eligible entity will need to complete and submit a [New Applicant Questionnaire](#) at least two weeks prior to the NOFA response deadline (the CTE encourages applicable entities to submit this form as soon as possible). This questionnaire is intended to determine an entity's eligibility for transit funding and its ability to meet the CTE's threshold criteria for managing funds. The CTE will notify applicable eligible entities if they meet the threshold criteria as soon as possible to enable them to expeditiously proceed with pursuing funding through response to this NOFA. Entities that are unaware or unsure of their status for that requirement can contact the CTE with inquiries at [cdot\\_cleantransitenterprise@state.co.us](mailto:cdot_cleantransitenterprise@state.co.us).

## **I. Grantee Responsibilities and CTE Resources**

Entities responding to this NOFA must be prepared to take full responsibility for carrying out the project(s) they propose. This includes reporting on associated outputs (e.g., additional vehicle service miles provided) and outcomes (e.g., increases in unlinked passenger trips). Project(s) sponsorship cannot be transferred or reassigned to another entity without prior written approval from the CTE. The CTE encourages entities to collaborate and select the most appropriate respondent prior to submitting a NOFA response and should not assume that CTE will approve any project sponsorship change.

Entities that receive SB230 Formula Program grants must have the capability and capacity to manage any funds awarded, ensure satisfactory completion of the applied for project(s), and be willing and able to follow all applicable federal, state, local, and tribal regulations and guidelines. Entities must also meet the following minimum criteria:

- A. Legal Standing - The recipient entity must be registered on the official U.S. Government System of Award Management (SAM) system, [SAM.gov](https://sam.gov), and not be, at the time of award, suspended, debarred, ineligible, or voluntarily excluded from participation in federally-assisted transactions and procurements. If an entity is not registered at the time of NOFA response, they must demonstrate their willingness and ability to register with SAM.gov, and provide proof of that registration to CTE, before they can be awarded. The entity must also be registered with the state of Colorado and have a recent (last year) certificate of Good Standing with the State.
- B. Financial Management and Capacity - The entity must have financial policies and procedures, an organizational structure that defines, assigns, and delegates authority, and financial management systems in place to match, manage, and charge only allowable cost(s) to the award.

SB230 Formula Program funds will be awarded on a reimbursement basis; that is, an entity must first incur the project costs and submit sufficient evidence of those project costs to the CTE for reimbursement. Therefore, the entity must have the financial ability and cash flow to incur those costs upfront and wait for reimbursement from the CTE.

- C. Technical Capacity - The entity must have the capability and resources necessary to operate and manage the award and project on an ongoing basis, ensure conformity and compliance with all applicable federal; state; local; and tribal regulations and guidelines, ensure project schedules; budgets; and performance objectives are achieved, and obtain all necessary prior approvals and/or waivers before incurring costs or taking any actions.
- D. Procurement - The entity must have its own documented procurement procedures, which reflect applicable state, local, and tribal laws and regulations, and conform to applicable federal law and standards at [2 CFR §§ 200.318-327](#).
- E. Timely Implementation: Entities must demonstrate their ability and commitment to implement their proposed project(s) once funding has been awarded and contracted. It is the CTE's expectation that entities that receive awards will move promptly to procure and implement their project(s) within guidelines and procedures provided by the CTE. Entities that fail to implement projects on a timely basis may harm their chances for winning SB230 Formula Program grant awards in future years or may have funds withdrawn.

## **J. How to Respond to this NOFA**

Eligible entities interested in participating in the SB230 Formula Program for FY26 must respond to this NOFA by **11:59 p.m., September 19th, 2025**. All submissions are due to CTE via email to CTE's shared inbox: [cdot\\_cleantransitenterprise@state.co.us](mailto:cdot_cleantransitenterprise@state.co.us). Late applications will not be accepted or considered for funding.

Responses must include the following for entities to qualify to receive a FY26 grant award (additional details and links to templates are provided below for each item):

1. A response cover letter
2. If applicable, a completed Comprehensive Operational Analysis (COA) template.
3. A completed Baseline Data Report
4. A completed Local Zoning & Planning Questionnaire
5. Other documentation

### NOFA Response Cover Letter

Provide a brief cover letter that states that you are an eligible entity and such eligible entity has obtained any required approvals to submit its response to this NOFA (e.g., adoption of a resolution by your entity's governing board), provide a NOFA response point of contact, identify whether your entity is submitting for the "Full COA" or "Deferred COA" approach (described below), and identify whether your entity has requested and received local match relief. A sample letter is provided in **Appendix A**

### Comprehensive Operational Analysis (COA)

The SB24-230 legislation, as amended by SB25-161, stipulates that eligible entities must submit a COA in order to receive funding from the SB230 Formula Program. The CTE has determined that the COA requirement serves three core purposes:

- Demonstrate the transit entity's capacity and readiness to plan and execute transit expansions and enhancements in accordance with the purposes listed in Section 43-4-1204(3), C.R.S.;
- Provide the CTE with detailed information on the entity's proposed strategies to improve and expand its services, and the evidence or rationale that supports this planning; and
- Serve as the primary resource informing the justification for the delivery of SB230 Formula Program funds to the entity and, correspondingly, provide an accountability mechanism to which the CTE and the entity can adhere.

For FY26 SB230 Formula Program awards, the CTE is providing eligible transit agencies two options for responding to the this NOFA:

- Full COA Approach - Entities that are ready to develop a COA before the NOFA submission deadline may elect the "Full COA" approach (stating as such in the response cover letter) and submit a completed COA Template (provided in **Appendix B**) with their responses. Additional directions for completing the COA are included in the template. Once the CTE has determined that an entity's response meets all qualification requirements, the CTE will award the entity a FY26 grant and staff will begin programming the project(s).
- Deferred COA Approach - Entities that are not yet ready to develop a completed COA may elect the "Deferred COA" approach (stating as such in the response cover letter) whereby they submit all other required NOFA response elements. Once the CTE validates that an applicable entity's submissions satisfy all requirements, the CTE will identify the amount of the entity's award for FY26 and hold the funding until the entity is able to submit an acceptable COA. Once the entity submits a full COA and has it accepted by the CTE, staff will

begin programming the project(s). Entities that receive a deferred award will have until June 1, 2026 to submit an acceptable COA, or the funding will lapse and be reallocated to other eligible entities in FY27.

#### Baseline Data Template

The CTE requires certain historical information from entities as part of the SB230 Formula Program NOFA responses. The purpose of this baseline data request is threefold. First, it will provide a means for the CTE to validate the data it is using to apply the program formula. The CTE Director will contact the entity's designated point of contact if there are any observed disparities between what is provided and what is in the current CTE formula database in an effort to reconcile the difference(s). Second, the data will provide a means of accountability for the CTE to ensure that funding is being spent as intended. Third, the data will provide the basis for determining the program's impacts on considerations such as increased vehicle revenue miles and ridership. Information is requested for the last three completed calendar years (2022 - 2024) and includes financial data (e.g., operations and capital budget, source of funds) and system operational data (e.g., unlinked passenger trips, vehicle revenue miles, etc.). Most of the requested information is consistent with what entities submit to the National Transit Database (NTD) each year, so it should be readily available. The Baseline Data Template is provided in **Appendix C**.

#### Local Zoning and Planning Questionnaire

Local zoning and planning activities conducive to transit expansion, increased ridership, and GHG reduction are one of the factors that determine SB230 Formula Program apportionments. As part of its effort to develop the SB230 Formula Program apportionment formula, the CTE established a 5-point scale for scoring eligible transit entities. Scores are assigned based on a qualitative assessment of the degree to which the zoning and planning practices of the entity, and/or jurisdictions within an entity's service area, support transit system expansion and use. The CTE recognizes that the implementation of some recently-passed zoning statutes are still in development, and that these statutes and associated policies may apply differently (or not apply at all) to jurisdictions across the state. Our evaluation of local zoning and planning will take the status of implementing the zoning law into consideration.

To facilitate factor scoring, eligible entities are asked to complete and submit the Local Zoning and Planning Questionnaire, provided in **Appendix D**. The basis for this scoring is provided in Table 4.

Table 4: Local Zoning and Planning Formula Scoring considerations

Planning	Zoning
<ul style="list-style-type: none"> <li>• The strength and relevance of an entity's most recent system planning efforts</li> <li>• The degree to which an entity participates in a FTA-compliant Transit Asset Management (TAM) plan and has documented preventative maintenance and capital replacement plans</li> <li>• The entity's progress or plans for developing a zero-emission vehicle transition plan</li> <li>• The entity's level of participation in the CDOT Statewide Transit Plan update</li> <li>• The degree to which the entity coordinates with CDOT and/or their Transportation Planning Region (TPR)</li> </ul>	<ul style="list-style-type: none"> <li>• The degree to which jurisdictions in the service already have transit centers and/or <a href="#">Neighborhood Centers Track 1 or 2</a></li> <li>• The degree to which applicable zoning rules and/or policies support a mix of residential and commercial uses, multiple housing types, walkable neighborhoods, and transit-connected neighborhoods</li> </ul>

### Other Documentation

Entities responding to NOFA should include any additional documents that could be helpful to evaluation of the thor submission and/or can help expedite the grant programming and contracting process. Examples include:

- Letters of support and commitment from partners making a commitment to the project (i.e., project partners providing some or all of the local match);
- Board resolutions or letters supporting the NOFA submission; and
- For vehicle purchases, documentation of independent cost estimate, completed pre-order forms or documented quotes.

### **K. Nondiscrimination Policy**

In addition to the criteria listed above, entities responding to this NOFA must be able to comply with federal requirements relating to nondiscrimination, as set forth below:

Pursuant to U.S. DOT Standard Assurances Order 1050.2A, the CTE, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Under FTA regulations, all subrecipients of SB230 Formula Program funds must submit required civil rights documents to the CTE. In particular, if awarded FTA funding, subrecipients must submit a Title VI Plan to CDOT that conforms to the FTA requirements in Circular [FTA C 4702.1B](#). This includes a Language Assistance Plan describing how the subrecipient plans to provide language assistance services.

Grantees of CTE-administered transit awards that employ 50 or more transit-related employees or requested/received over \$1 million in operating/capital or over \$250,000 in federal transit planning funds in the previous federal fiscal year are required to have submitted to CDOT an Equal Employment Opportunity (EEO) plan that conforms to the requirements in Circular [FTA C 4704.1A](#).

Questions about civil rights can be directed to Jun Arcilla at [jun.arcilla@state.co.us](mailto:jun.arcilla@state.co.us).