



CLEAN TRANSIT ENTERPRISE BOARD MEETING - December 11, 2025

SCHEDULE & AGENDA

- I. **Welcome, Roll Call, Agenda Review, (3 minutes) 1:30-1:33 pm**
Cris Jones (CTE Board Chair)
- II. **Action Agenda (2 minutes) 1:33-1:35 pm**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 10/28/2025 CTE Board Meeting**
- III. **Public Comments (5 minutes) 1:35-1:40 pm**
Cris Jones (CTE Board Chair)
- IV. **Program Administrator Update (5 minutes) 1:40-1:45 pm**
Craig Secrest (CDOT)
- V. **Director Comments (5 minutes) 1:45-1:50 pm**
Cris Jones (CTE Board Chair)
- VI. **RTD SB230 Reporting Compliance: Presentation & Discussion (30 minutes) 1:50-2:20 pm**
Debra Johnson and Ben Celius (RTD)
- VII. **CTE Capital NOFA Overview (10 minutes) 2:20-2:30 pm**
Michael King (CDOT)
- VIII. **SB 230 NOFA Application Reviews (25 minutes) 2:30-2:55 pm**
Craig Secrest (CDOT)
 - **DECISION ITEM: Consideration/Approval of Grant Award Recommendations**
- IX. **Next Steps & Adjournment (5 minutes) 2:55-3:00 pm**
Craig Secrest (CDOT) & Cris Jones (CTE Board Chair)

Clean Transit Enterprise Board Meeting Minutes

10/28/2025

Regular Board Meeting – Tuesday, October 28, 2025. 1:30pm - 2:30pm

Virtual Meeting: Virtual via Zoom

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

1. Call to Order, Roll Call (Chair Cris Jones - 1:30pm)

- a. Present: Cris Jones, Kathleen Bracke, Kelly Blynn, David Averill, Dawn Block, Rick Coffin, Matt Frommer
- b. Excused:
- c. Others in Attendance: Craig Secrest, Justin Curry, Matt Inzeo, Jeff Sudmeier, Shoshana Lew, Julia Spiker, Deseri Scott, Lisa Shi

2. Action Agenda Item (Chair Cris Jones - 1:34pm)

- a. DECISION ITEM: Approval of Minutes - 09/23/2025 CTE Board Meeting
 - i. Kathleen Bracke motioned to approve. Rick Coffin seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

3. Public Comment (Chair Cris Jones - 1:35pm)

- a. Commissioner Macy shared the news about a new RTA formation in the Steamboat Springs area that will be on the ballot. They hope to be part of SB230 funding in the future.

4. Program Administrator Update (Administrator Craig Secrest - 1:39pm)

- a. The SB230 formula program continues to do well. CTE closed the NOFA and received a good number of applicants. CDOT's team is trying to get through the award process and into the grants contract now for approved applicants.
 - i. Rough estimates of SB230 formula program benefits from 2026-2029 is about \$12 million additional passenger rides a year, which is a 13-14% state increase. Moving forward, Craig will come up with more robust projections for the Board.
- b. Northwest Rail Update: JSEOC is continuing to work on the negotiations with NSFS. The next meeting will be on the 18th of November.
- c. Transit ZEV Survey Results: Conducted a survey of transit agencies around the state and received 67 respondents. 38% of respondents are currently operating ZEVs, 20% of respondents are interested in potentially operating in the future, a majority of respondents have a ZEV transition plan or are in the process of creating it, and 33% of the respondents said they're not interested in pursuing a plan.
 - i. Barriers for respondents transitioning to ZEV: concern about vehicle range, cost and concerns with battery, and cold climate operation.
- d. CTE Dashboard Plan: CTE team is in the process of developing a more robust dashboard, but it will take a couple months. It will include features such as the greenhouse gas emission impacts for each project.
- e. Grant Contract Status: 1 capital grant is under contract, 1 is in progress, and 4 planning grants were awarded in early spring and in the budgeting process
- f. Annual CTE Report to the Legislature: Currently completing the final draft
- g. SB230 RTD Reporting Requirements: RTD will be attending the Board Meeting in December

5. Board Member Comments (Chair Cris Jones - 1:56pm)

- a. No comments

6. FY 27 Draft Budget Approval (Julia Spiker, Cheryl Knibble - 1:46pm)

- a. CTE Budget Primer: approval of the budget will go to the commission. They will finalize the budget in February.
- b. For the FY27 draft budget:
 - i. CTE Fund 540, the spending authority is around \$13 million. In terms of expenses, there are no major increases, only incremental increases from last year.
 - ii. CTE Fund 515, the Formula Fund, there is an expected significant increase to \$75 million. The Enterprise will be able to collect the full amount, however, oil prices are estimated to drop in the summer.
- c. Cris Jones: Regarding 540, what is in the Board packet online is significantly different.
 - i. Craig Secrest response: The team had some issues with the budget that went out and we had to make some revisions. We have been struggling to figure out how the budget works. The new packet will be reposted on the website.
- d. Fund 516 is the Discretionary Fund. Fund 517 is the Passenger Rail Fund and will expect to receive \$11 to \$21.5 million in FY27.
- e. The administrative and operating funds will see a significant increase in order to support the joint service. This amount represents 4 new positions and other costs needed to support the effort.
 - i. Julia Spiker: The team will be back in December to amend FY27, specifically the rail staff salaries
 - ii. Cris Jones: This is significantly different from what is in the packet.
 1. Craig Secrest response: the new packet will be reposted on the website.
- f. **DECISION ITEM:** Approval of the FY27 Budget
 - i. David Averill approved. Matt Frommer seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

7. Oil & Gas Production Fee Setting (Craig Secrest, Ryan Long - 2:07pm)

- a. This is the first time the Oil and Gas Production Fee is set. The rate setting schedule went into effect on July 1st, 2025, but no fees have been set yet.
- b. Prop 117 Calculation: through FY25, the actual Retail Delivery Fee Revenue collected was \$31 million and the forecasted maximum Oil and Gas Fee Collection for FY26 is about \$55 million, which is under the \$100 million dollar limit from Proposition 117.
 - i. There is \$27.2 million in the first quarter
 1. The breakdown: \$19 million for local transit operation, \$2.7 million for grant program cash fund, and \$5.4 million for the rail cash fund.
 - ii. The forecast will have fluctuations
- c. Based on the average spot prices set by the Energy & Carbon Management Commission (ECMC) for Q1 FY26, Oil Production Fee is set at 0.36 per barrel of oil and 0.0256 per mcf of gas. CDOT recommends setting at full rate.
- d. **DECISION ITEM:** Approval of the FY26 Q1 Oil & Gas Production Fee Rates
 - i. Dawn Block approved. Kathleen Bracke seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

8. SB 230 NOFA Application Reviews (Administrator Craig Secrest - 2:16pm)

- a. Recommended Awardees Overview:

- i. 8 agencies recommended for award: Mountain Metro Transit, Grand Valley Transit, Via, Envida, DOTI, The Lift, Durango Transit, and The Mountain Express
 - ii. The total recommended grant awards is \$8.4 million and 22 new bus purchases
- b. All eligible agencies's grant award amount were shared along with their COA submission highlights.
- c. **DECISION ITEM:** Consideration/Approval of Grant Award Recommendations
 - i. Kathleen Bracke approved. Matt Frommer seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions
- d. Proposal: Advance Selected FY27 Awards
 - i. Advance a portion of the selected FY27 awards in FY26 to facilitate accelerated bus purchases. There is a little over \$3.5 million from the Formula Program that has not been allocated to agencies. Benefits include:
 - 1. Agencies can provide services and achieve greenhouse gas reductions sooner
 - 2. It saves the State an estimated \$320,000 in inflation costs and allows for more administrative efficiency
 - 3. There is no negative impact on agencies that are not participating in the program.
 - ii. 6 agencies for advancement: Mountain Metro Transit, Durango Transit, GVRTA, Mountain Express, Loveland, and Steamboat Springs Transit, for a total of \$3.5 million.
- e. **DECISION ITEM:** Approval of FY27 Award Advancement Strategy
 - i. David Averill approved. Matt Frommer seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

9. Next Steps (Administrator Craig Secrest - 2:49 pm)

- a. The next meeting will be in December and virtual
- b. RTD will present and report on progress
- c. CTE will update on SB230 Formula Program Grant awards, the development of SB230 Discretionary Grant Program, and the initial results of the ZEV Capital NOFA
- d. Discuss strategic planning for CY26



COLORADO

Department of Transportation

Clean Transit Enterprise Board

December 11, 2025



Members of the Clean Transit Enterprise Board

For terms expiring 9/28/2025

- 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
- Vacant: 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 designee
- Kelly Blynn: Colorado Energy Office designee
- Richard Coffin: Colorado Department of Public Health & Environment designee



AGENDA

- Welcome and Roll Call (Cris Jones, CTE Board Chair)
- Action Agenda (Cris Jones, CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 10/28/25 CTE Board Meeting**
- Public Comments (Cris Jones, CTE Board Chair)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- RTD SB230 Reporting Compliance Presentation (Debra Johnson and Ben Celius, RTD)
- CTE Capital NOFA Overview (Craig Secrest, CDOT)
- SB 230 NOFA Application Reviews (Craig Secrest, CDOT)
 - **DECISION ITEM: Consideration/Approval of Grant Award Recommendations**
- Next Steps & Adjournment (Craig Secrest, CDOT & Cris Jones, CTE Board Chair)

Action Item: Approval of Minutes - 10/28/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT



Program Administrator Update

- Grant Contract Status
- Retail Delivery Program Achievements
- RTA Best Practices Study update
- SB230 Formula Program - FY27 Model Update
- Joint Service/Northwest Rail Update
- CTE Website/Dashboard Revisions
- Legal Considerations
- Annual CTE Report to Legislature

Director Comments

Cris Jones, CTE Board Chair

RTD SB230 Reporting Compliance: Presentation & Discussion

Debra Johnson & Ben Celius, RTD



SB 230 RTD Reporting Requirements

1. Post Overall Budget & a “one-pager” to RTD’s website
2. Create and Maintain an Annual/Quarterly Dashboard on RTD’s Website Regarding the Status of Capital Projects > \$10M
3. Create and Maintain an Annual/Quarterly Dashboard on RTD’s Website that Shows Ridership and Service Reliability, by Route
4. Create and Maintain an Annual/Quarterly Dashboard on RTD’s Website that Shows Workforce Statistics
5. Create and Maintain Information on RTD’s Website on Services Changes and Their Cause/Impact

December 11, 2025

SB25-230 Data Dashboard

Ben Celius

Senior Performance Analyst



Dashboard Elements



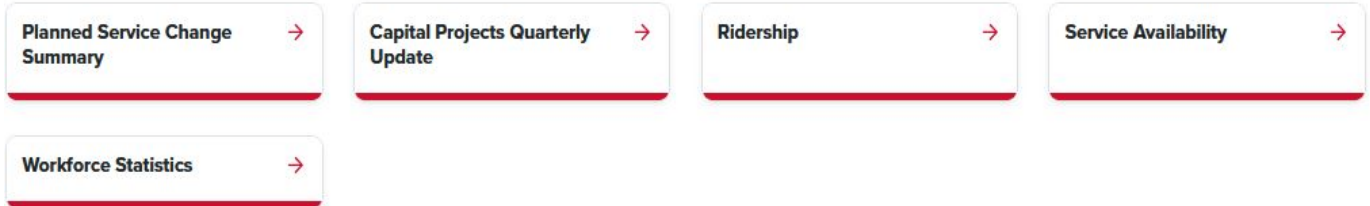
Location on RTD Website

- Linked from RTD main page under Open Records menu as well as on the Performance Dashboard page
- Consolidated page with SB-230 and SB-161 requirements
- Buttons link to each required element



RTD is committed to data transparency. On this page, you will find dashboards referenced in Colorado statute as enacted in Senate Bills [24-230](#) and [25-161](#). Data visuals and documentation will be updated on a quarterly basis or sooner if data become available. Please note: some elements can only be calculated on an annual basis and, therefore, will only be updated when data change.

SB24-230



SB25-161





Elements Required by SB25-230, Section 4

Element	Bill Language	RTD Calculation / Methodology
Capital Projects	In-progress capital projects indicating funding, expenditures, and progress toward completion	Table of projects with >10M in funding showing, original funding amount, total expended, and current phase (<i>Updated quarterly</i>)
Ridership	Ridership by route	Monthly boardings by route calculated by count of boardings (<i>Updated quarterly</i>)
Reliability of Service	Reliability of service by route	Monthly service availability percentage by route calculated as a percentage of hours or trips operated versus scheduled (<i>Updated quarterly</i>)
Workforce Statistics	Employee retention, recruitment, and vacancies	Monthly vacancy rates in operations divisions with referenced Board Reports containing details on vacancy types (<i>Updated quarterly</i>)
Planned Service Changes	Timing changes, effects on local transfers, reasons	Webpage detailing future changes by route, reason, and timing impacts (<i>Updated as planned changes announced</i>)



Feedback



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CTE Capital NOFA Overview

Michael King, CDOT



CTE Capital Grant NOFA Overview

- The CTE Capital call for projects closed on Friday, December 5th
- Based on initial review, it appears that the CTE received a total of 13 applications seeking more than \$37 million in grant funding
 - 8 Vehicles applications (for 25 total vehicles)
 - 3 Infrastructure applications
 - 2 Facilities applications
- Staff will now begin the application review and scoring process, with plans to bring award recommendations to the CTE Board in March



First CTE Capital Grant Completed

- In October, CDOT DTR completed the reimbursement of its first CTE Capital grant after Laradon Hall accepted delivery of 2 new battery-electric vans into their fleet
- This brings the total number of ZEVs in Laradon's fleet to 7, with the others funded through Xcel and DRCOG grants
- Laradon provides transit services that allow individuals with intellectual and developmental disabilities to access their campuses and community programs



SB 230 NOFA Status & Application Reviews

Craig Secrest, CDOT



SB230 Formula Program: Awards to Date

Transit Agency	CTE Board Approval	FY 26 Award	FY27 Advance	Total Award
Pueblo Transit	09/23/2025	\$1,099,282	\$0	\$1,099,282
Loveland	09/23/2025	\$656,763	\$187,077	\$843,840
RFTA	09/23/2025	\$2,185,210	\$0	\$2,185,210
Vail Transit	09/23/2025	\$938,499	\$0	\$938,499
Breck Free Ride	09/23/2025	\$560,000	\$0	\$560,000
Steamboat Springs	09/23/2025	\$896,117	\$745,000	\$1,641,117
Gunnison Valley RTA	08/26/2025	\$456,327	\$284,000	\$740,327
Mountain Metropolitan Transit	10/28/2025	\$4,431,599	\$1,584,000	\$6,015,599
Grand Valley Transit	10/28/2025	\$1,073,396	\$0	\$1,073,396
Via Mobility Services	10/28/2025	\$888,136	\$0	\$888,136
Envida	10/28/2025	\$388,947	\$0	\$388,947
Denver DOTI	10/28/2025	\$280,000	\$0	\$280,000
Winter Park The Lift	10/28/2025	\$443,157	\$0	\$443,157
Mountain Express (CB)	10/28/2025	\$244,204	\$231,750	\$475,954
Durango Transit	10/28/2025	\$617,676	\$489,666	\$1,107,342
Total		\$15,159,313	\$3,521,493	\$18,680,806



SB 230 Formula Program: Deferred COAs & Pending Full COAs

Pending Full COAs

- All Points Transit
- Avon
- Estes Park
- SMART
- Summit County

Deferred COAs

- Archuleta County (Mountain Express)
- Boulder County
- City of Boulder (Hop)
- City of La Junta
- Douglas County

Deferred COAs (continue)

- Lake County
- Mountain Valley Transit
- Mountain Village (Telluride)
- NECALG (Prairie Express)
- PATS (Parachute)
- Prowers County Transit
- Ride Glenwood Springs
- SECED
- Snowmass Village
- SoCoCAA (Roadrunner Transit)
- Teller Senior Coalition
- Transfort (Fort Collins)



SB 230 Formula Program: Recommended Award

Grant Amount: \$1.01M

Submission Highlights:

Proposal Highlights

- Builds from CORE Transit's recently adopted 10-Year Transit Plan
- All funding used for operations
- Proposed improvements and expansions
 - Highway 6 route service improvements and increase to reduce headways by half
 - Extend Valley Route deeper into the Town of Eagle to better meet transit demand



Anticipate Impacts

- Nearly 100K additional passenger trips RTD's; equates to about \$9/trip
- Add \approx 5.6K vehicle revenue hours and almost 105K VRM



SB 230 Formula Program: Recommended Award

Grant Amount: \$9.25M

Proposal Highlights

- Builds from RTD's current System Optimization Plan (SOP)
- All funding used for operations
- FY26 focus on bus operating improvements
 - Frequency enhancements
 - Route extension to establish new connections
 - Reinstatement of two suspended routes
- FY27 -Use increased funding to address other needs Identified in SOP
- FY28 and Beyond - TBD based on SOP update



Anticipate Impacts

- Expect over 600K additional passenger trips; equates to about \$15/trip
- Add \approx 50K vehicle revenue hours and almost 600K VRM

Next Steps

Craig Secrest (CDOT)



Upcoming Activities

- Tentatively scheduled for Tuesday, January 27, 2026
- Hope to have additional SB230 Formula Program Grant awards
- Results of Transit ZEV Capital NOFA
- FY26 Budget revisions
- Strategic planning for CY 2026
- COAG brief executive Session)



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Clean Transit Enterprise

The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the clean transit retail delivery fee; and invests in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing through the oil and gas production fee.



About the Clean Transit Enterprise

The Clean Transit Enterprise (CTE) was initially created within the Colorado Department of Transportation (CDOT) under SB21-260 to support public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. SB21-260 allows the enterprise to impose a clean transit retail delivery fee to fund its operations, and to issue grants, loans or rebates to support electrification of public transit.

The business purpose of CTE was expanded with the passage of SB24-230 to include reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by oil and gas development by investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership by replacing car trips with bus and rail trips and forms of transit known to support denser land use patterns that further reduce pollution due to shorter trip lengths and greater walking and cycling mode share. SB24-230 requires the CTE to impose a production fee for clean transit to be paid quarterly by every producer of oil and gas in the state effective July 1, 2025.

CTE Capital Grant Program Awards

[Selected Projects](#)

[Projects Not Selected](#)

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 Meetings Documents](#)
- [2022 CTE Annual Report](#)
- [2023 CTE Annual Report](#)

Upcoming Meetings

Board Meeting
Tuesday October 29, 2024 10:30-12:00
[YouTube Link](#)
Board Packet

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Thank You/Motion to Adjourn

