



CLEAN TRANSIT ENTERPRISE BOARD MEETING - MARCH 25, 2025

SCHEDULE & AGENDA

- I. **Welcome, Roll Call, Agenda Review, (3 minutes) 2:00-2:03 pm**
Cris Jones (CTE Board Chair)
- II. **Action Agenda (2 minutes) 2:03-2:05 pm**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 02/25/2025 CTE Board Meeting**
- III. **Public Comments (5 minutes) 2:05-2:10 pm**
Cris Jones (CTE Board Chair)
- IV. **Program Administrator Update (5 minutes) 2:10-2:15 pm**
Craig Secrest (CDOT)
- V. **Director Comments (5 minutes) 2:15 - 2:20 pm**
Cris Jones (CTE Board Chair)
- VI. **Enterprise Financial Update (5 minutes) 2:20-2:25 pm**
Kay Hruska, Cassie Rutter & Sam Foster (CDOT)
- VII. **Second Round Zero Emission Transit Vehicle Planning Grants (20 min) 2:20 - 2:40 pm**
Craig Secrest (CDOT)
 - **DECISION ITEM: Approval of Recommended Grant Awards**
- VIII. **SB230 Formula Grant Program: Eligibility Policy (20 minutes) 2:40 - 3:00 pm**
Craig Secrest (CDOT)
- IX. **SB230 Discretionary Grant Program Discussion (10 minutes) 3:00 - 3:10 pm**
- X. **SB230 Formula Grant Program: Formula Discussion (15 minutes) 3:10 - 3:25 pm**
Craig Secrest (CDOT)
- XI. **Next Steps (5 minutes) 3:25-3:30 pm**
Craig Secrest (CDOT)
- XII. **Adjournment 3:30 pm**

Clean Transit Enterprise Board Meeting Minutes

02/25/2025

Regular Board Meeting - Tuesday, February, 25, 2025. 2pm - 3:30pm
Virtual via Zoom Meeting

Video Recording: <https://www.youtube.com/watch?v=kC1p1bLMz3I>

1. Call to Order, Roll Call (Administrator Craig Secrest - 2:02pm)

- a. Present: Shoshana Lew, Cris Jones, Craig Secrest, Kathleen Bracke, David Averill, Richard Coffin, Dawn Block, Kay Kelly, Kelly Blynn, Matt Frommer
Excused: None

Others in Attendance: Andrew Gingrich, Brendan Cicione, Cassie Rutter, Joseph Josleyn, Deseri Scott, Kale Popp, Kathryn Young, Kay Hruska, Kyle Arnold, Michael King, Shilpa Kulkarni, Sam Foster, Toni Wines, Jeffrey Sudmeier, Reinaldo Maristany

2. Member Update (Administrator Craig Secrest - 2:02pm)

- a. In response to a January meeting request, Craig presented the tenures for current Board Members.

3. Action Agenda (Chair Cris Jones - 2:03pm)

- a. DECISION ITEM: Approval of Minutes - 01/28/2025 CTE Board Meeting
 - i. Motion by Rick Coffin, Seconded by David Averill
 - ii. Motion approved unanimously.
 - iii. No oppositions or abstentions.

4. Public Comment (Administrator Craig Secrest - 2:04pm)

- a. Sonja Macys, Routt County Commissioner:
 - i. Growth in the county has placed strain on the county's transportation network.
 - ii. Working on establishing transit network in light of growth.
 - iii. Highway 40 - traffic and strain on the system (3200-3600 commuters everyday); safety challenges, 6 fatalities last year (2024).
 - iv. Please consider Routt County and rural Colorado when deciding how to allocate this funding.
 - v. Working on establishing RTA - will use as resource to raise local funding.
 - vi. Excited about mountain rail and commuter aspect of it.

5. Program Administrator Update (Administrator Craig Secrest - 2:08pm)

- a. Round 2 ZEV Planning Grant NOFA Results
 - i. Received 4 applications: City & County of Denver, City of Durango, Mesa County RTPO, Town of Mountain Village.
 - ii. Will present recommended awards at March CTE Board Meeting.
 - iii. Round 1 ZEV Planning Grants are fully executed.
 - iv. Round 1 Capital Grants status - 11 projects total, budgeting process completed; now awaiting approval of SOW template.

- b. SB 230 Implementation Updates
 - i. Presentations to TRAC, Transit Monthly Call, and other bodies.
 - ii. Conducting agency outreach to receive feedback on the program and introduce himself to agencies.
 - iii. Consultant support contracts – engagement consultant contract approved and underway; formula development consultant contract awaiting approval.
- c. SB230 Engagement Approach
 - i. Preparing to launch Town Halls with agencies and the public soon.
 - ii. Regionally focused; virtual; hoping to do 2-3/week for 2-3 weeks
 - iii. **How can the board participate in the Town Halls? (Director Bracke)?**
Answer: Board Members welcome to attend; If any members are interested in working on the engagement strategy, please reach out to Craig to get involved.

6. Board Member Comments (Chair Cris Jones - 2:16pm)

- a. No comments

7. Clean Transit Retail Delivery Fee Inflationary Adjustments (Administrator Craig Secret - 2:17pm)

- a. DECISION ITEM: Approval of New Retail Delivery Fee Level (\$0.0333)
 - i. Motion by Kathleen Bracke, Seconded by David Averill
 - ii. Motion approved unanimously.
 - iii. No oppositions or abstentions.

8. Enterprise Financial Update and Legislative Budget Request Update (Kay Hruska, Cassie Rutter, and Sam Foster - 2:22pm)

- a. Cash Balance: approx \$26.2 as of Feb 13, 2025, well over the spending Authority Adopted by the JBC.
- b. The Joint Budget Committee (JBC) denied the request for continuous spending authority but approved a budget of approx \$13M from the CTE cash fund for FY26, with three years of roll forward authority beginning in FY26 appropriation.
- c. Spending authority for FY26 may be insufficient to cover the prior grant year awards and FY26 awards. We need JBC to increase spending authority to ensure we can make good on the funding already encumbered based on past awards.
- d. OFMB recommends returning to JBC with a request to approve spending authority that aligns with the CTE Cash Fund balance in FY26.
- e. If we make this request and JBC denies it, the budget would remain approx \$13M and that would be the cap for what CTE could encumber and commit.
- f. FY26 will remain subject to the \$100M cap.
- g. Budgets
 - i. Cash Fund 515 - \$39M estimate (O&G formula program).
 - ii. Cash Fund 516 - \$5.5M estimate (O&G grant program).
 - iii. Cash Fund 540 - \$11M estimate (O&G rail program).
 - iv. Cash Fund 540 - \$12.9M estimate (RDF).

- v. Cash Fund 541 FY25 - \$222k Start Up Loan.
- vi. Cash Fund 541 FY26 - \$377k Start Up Loan.

- h. **How does DOR collect taxes/apply fees on the disbursement of these funds?**
 - i. DOR takes off the top admin costs and remits the remainder.
- i. **DECISION ITEM: Approval of FY26 Final Budget**
 - i. David Averill motions to approve FY26 budget.
 - ii. Richard Coffin seconds.
 - iii. Full Board approves the motion.

9. Local Transit Operations Formula Grant Program Eligibility & Qualification Discussion (Administrator Craig Secret - 2:38pm)

- a. Dawn Block: does not think closed door providers meet the definition of public transit; would rather see them as another category; wants CTE to keep demand response providers in mind and included in the formula.
- b. Kathleen Bracke: supports demand response and open door providers but not supportive of including closed door providers as eligible.
- c. Richard Coffin: If closed-door does not meet the definition of public transit, are they eligible for this funding under the statutory guidance? Seems so given the ambiguity of the bill language. It is unclear according to the bill.
- d. Matt Frommer: Open door providers who provide fixed route and demand response make the greatest impact on VMT and thus would like to prioritize these providers.
- e. Richard Coffin: perhaps the third category (fixed and demand response providers) can receive a larger share or % of the funding.
- f. Kelly Blynn: supports the third category - either wholly focusing there or shifting our focus to lean towards that category instead of the other two.
- g. Kathleen Bracke: Do we mean eligibility of service type or entities? How do we handle entities that do multiple types of service provision?
- h. Craig: agencies who receive FTA funding to do fixed route service are also required to do on-demand; so we pulled out those who do on-demand only. We think it's questionable policy to fund on-demand services to those fixed route providers who provide both. So, if we remove demand response only providers from eligibility, this will be something we have to consider in the administration of the funds.
- i. Kathleen Bracke: How can we look to those regions outside of the front range to grow transit as a real option for people around the State, not just in the front range? How do we shape eligibility to meet the diverse needs around the state?
- j. Rick Coffin: How is it that demand response only and closed door services increase VMT? Craig: Induced demand seems to explain this outcome.
- k. David Averill: Does not want to include closed door providers. On-demand only providers often provide other unique transportation services that are essential

to communities without other options, and they may even reduce VMT by allowing people to travel together to places like doctors' apps.

- l. We could leverage 5310 eligibility as an option for criteria.
- m. Kathleen Bracke: Ride Longmont is an on-demand service that is the only transit service that connects folks to the Bustang station on CO119. In this case, an on-demand service has a kind of multiplier effect on increasing transit use/ridership.
- n. David Averill: We don't want to preclude microtransit providers, who may fall into the on-demand response category.
- o. Dawn Block: perhaps we adjust the language to define a distinction between on-demand and microtransit providers.
- p. Shoshana Lew: concerned that broadening the scope of the bill may challenge or lose the intent and focus of the bill, and recommends we connect with the AG to settle on the definitions and intentions of the language of the bill; concerned also about spreading the money too thin and increasing the administrative load because of the volume of contracts.
- q. Cris Jones: Microtransit could certainly be a resource and great way to induce transit ridership and usage as it connects folks to mainline transit service; seems like supporting fixed route and microtransit services makes sense
- r. **Local Match Requirement (3:00pm)**
 - i. Typically CDOT requires 20% for capital and 50% for operating.
 - ii. David Averill: MMOF had a sliding match requirement; GBTPR has a no-match requirement, as well; overall supports local match requirement but likes the idea of a sliding scale for match requirements for those agencies who may struggle to raise these funds. Richard Coffin supports this idea.
 - iii. Kathleen Bracke: also supports the idea of a sliding scale; also, could the match requirement change over time? Maybe it's smaller at the start and then increases over time, as the local agency takes on more and more responsibility; David Averill and Dawn Block support this idea.
 - iv. Presenting the match as flat and then allow for a waiver request and remaining flexible/being open to a sliding scale but not offering it upfront to avoid everyone asking for it.
- s. **System Optimization Plan (3:15pm)**
 - i. David Averill: 5-year horizon; let's request performance metrics that are not duplicative of what agencies are already reporting to CDOT/NTD; forecasting; maintenance facilities/capital facilities plans - all of these would be important to include in the optimization plans; Dawn Block supports.
 - ii. Kathleen Bracke: let's define what is acceptable or what we mean by SOP; within that time horizon, are there milestones that we can hold agencies to in order to accelerate the execution of projects?

- iii. It will be important to identify what services will be directly receiving SB230 money, instead of seeing their overall transit plan.
- iv. Richard Coffin: will be important to learn from agencies explicitly what their plans are to reduce GHG, VMT, and other air pollutants; let's make sure we include info about their fleet and their capacity to support electric buses; would be interested to see infrastructure needs and ridership trends.
- v. Matt Frommer: RTD now calls its SOP a "Comprehensive Operational Analysis", a term that's also included in SB25-161, the RTD bill. RTD has its proposed service changes with a list of improvements by route. Here's an example for May 2025:
<https://www.rtd-denver.com/service-alerts/service-changes/proposed-may-2025-changes>
- vi. Cris Jones: would like to engage agencies in such a way that isn't redundant or cumbersome, but also encourage agencies to communicate with their ridership and constituents to inform service planning instead of making plans without input from the public.

t. Other Eligibility Considerations

- i. Past agency performance implementing CDOT grants.
- ii. History of consistent/increasing funding for transit operations - do we want to see that agencies are maintaining funding for transit?
- iii. Projected service/performance metric improvement thresholds - are there KPIs we are most interested in?
- iv. Participation in key planning activities (e.g., TAM, EV Plans, etc.) - something to develop or expect of agencies going forward.
- v. Progress returning to pre-COVID ridership
- vi. Other?
 - 1. Reach out to Administrator Secret directly for more thoughts or comments on these topics

10. SB24-230 Next Steps (Administrator Craig Secret - 3:30pm)

- a. Round 2 EV Planning Grant recommendations.
- b. Preliminary engagement results.
- c. SB 230 eligibility policy recommendation.
- d. Begin discussing apportionment formula.
- e. Overall SB 230 implementation schedule.

11. Adjournment - 3:31 pm



COLORADO

Department of Transportation

Clean Transit Enterprise Board

March 25, 2025



Members of the Clean Transit Enterprise Board

For terms expiring 9/28/2025

- Mark Garcia (Pagosa Springs): Transportation Commission Member with statewide transportation expertise
- 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

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 - 2/25/25 CTE Board Meeting**
- Public Comments (Craig Secrest, CDOT)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- Enterprise Financial Update (Kay Hruska, Sam Foster, and Cassie Rutter CDOT)
- Second Round Zero Emission Transit Vehicle Planning Grants (Mike King, CDOT)
 - **DECISION ITEM: Approve Grant Awards**
- SB 230 Formula Grant Program: Eligibility (Craig Secrest, CDOT)
- SB 230 Formula Grant Program: Formula and Discretionary Consideration Program (Craig Secrest, CDOT)
- Next Steps & Adjournment (Craig Secrest, CDOT)

Action Item: Approval of Minutes - 2/25/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT



Program Administrator Update

- CTE-related Legislative Update
- SB 230 Outreach Planning
- CDOT-CTE MOU Development
- Joint Service (passenger rail) Activities
- Capital Grant Implementation Status

CTE Board Member Comments

Cris Jones, CTE Board Chair

Enterprise Financial Update & FY26 Budget Approval

Kay Hruska, Sam Foster, and Cassie Rutter, CDOT



CTE Accounting Update: Budget to Actual Through February 2025

Fiscal Year 2024-25 Budget to Actual for Fund 540									
Clean Transit Enterprise									
Line Item		Approved Budget	Total Quarter 1	Total Quarter 2	January 2025	February 2025	Total Quarter 3	Total	Remaining Funds
1	Fiscal Year Revenues								
2	Clean Transit Retail Delivery Fee	\$ 9,902,388	\$ 2,376,228	\$ 2,814,633	\$ 1,197,244	\$ 901,969	\$ 2,099,213	\$ 7,290,073	
3	Interest Revenue	-	125,137	202,293	69,773	73,544	143,317	470,747	
4	Total FY 2024-25- Revenue	\$ 9,902,388	\$ 2,501,365	\$ 3,016,926	\$ 1,267,017	\$ 975,513	\$ 2,242,530	\$ 7,760,820	
5	Fiscal Year Allocations								
6	Administration & Agency Operations								
7	Staff Salaries	\$ 450,250	\$ 9,699	\$ 16,101	\$ 24,889	\$ 23,534	\$ 48,423	\$ 74,223	\$ 376,027
8	Attorney General Fees	5,000	1,066	355	469	384	853	2,273	2,727
9	Office of the State Audit-Annual Financial Audit	2,000	-	-	-	-	-	-	2,000
10	Professional Services	100,000	-	-	-	-	-	-	100,000
11	Board/Staff Travel	2,000	-	-	-	-	-	-	2,000
12	Board Meeting Expenses	200	-	-	-	-	-	-	200
13	Miscellaneous	1,000	-	-	-	-	-	-	1,000
14	Total Administration and Agency Operations	\$ 560,450	\$ 10,765	\$ 16,456	\$ 25,358	\$ 23,917	\$ 49,275	\$ 76,496	\$ 483,954
15	Contingency Reserve								
16	Board Reserve Fund (10%)	\$ 990,239	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	990,239
17	Total Reserve Funds	\$ 990,239	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 990,239
18	Programmed Funds								
19	Programmed Funds	\$ 8,231,933	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	8,231,933
20	Total Programmed Funds	\$ 8,231,933	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,231,933
21	Total FY 2024-25 Budget	\$ 9,902,388							
22	Total FY 2024-25 Allocations	\$ 9,782,622							



CTE Accounting Update: Budget to Actual, Transportation Loan

Fiscal Year 2024-25 Budget to Actual for Fund 541 Clean Transit Enterprise							
Line Item		Approved Loan Proceeds	Budgeted FY2024-25 Expenses	January 2025	February 2025	Total Spending	Remaining Funds
1	Fiscal Year Revenues						
2	Oil and Gas Funds Start Up Loan	\$ 600,000		\$ 600,000	\$ -	\$ 600,000	
3	Total FY 2024-25 TC Loan Proceeds	\$ 600,000		\$ -	\$ -	\$ 600,000	
4	Fiscal Year Allocations						
5	Administrative and Operating Activities (CTEIN-541)						
6	Staff Salaries		\$ 129,325	\$ 721	\$ 66	\$ 787	\$ 128,538
7	Attorney General Fees		3,750	-	-	-	3,750
	Professional Services		76,250	-	-	-	76,250
	Board/Staff Travel		1,250	-	-	-	1,250
	Board Meeting Expenses		250	-	-	-	250
8	Interest on Loan Proceeds		11,335	-	-	-	11,335
9	Total TC Loan Spending: FY2024-25 Expenses		\$ 222,160	\$ 721	\$ 66	\$ 787	
15	Remaining TC Loan Funds		\$ 377,840				



Revenue Forecasts and Actuals

FY 2024-25 Revenue (\$0.0322 fee):

- Forecast in FY24 Q1: \$9,902,388
(based on estimated fee of \$0.0317)
- Forecast in FY25 Q2: \$11,500,000
(based on final approved fee of \$0.0322)

FY 2025-26 Revenue:

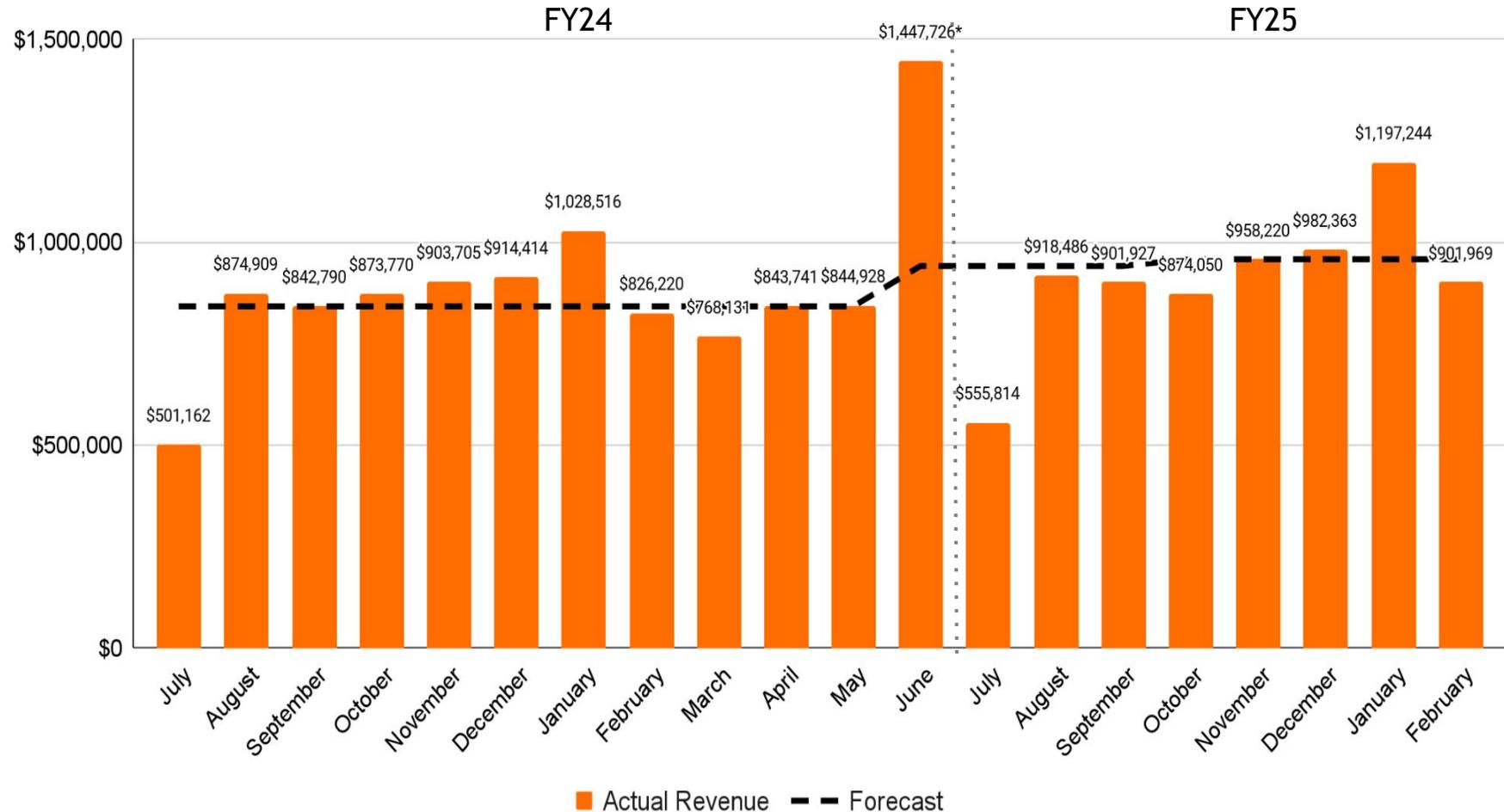
- Forecast in FY25 Q2: \$12,898,128

FY 2025-26 Oil and Gas Production Fee:

Total of \$55,551,966

- Local Transit Operations: \$38,886,376
- Local Transit Grant Program: \$5,555,197
- Rail Funding Program: \$11,110,393

Retail Delivery Fee Actual and Forecasted Revenue



*June 2024 includes \$611,012.13 in Period 13 accruals



Clean Transit Enterprise Cash Fund Status

Actual FY 2023-24 Year Ending Cash Balance	\$19,486,965
Cash Fund Balance as of March 14, 2025	\$27,236,780
Total FY25 Spending Authority Adopted by Joint Budget Committee 2/8/24	\$18,134,321



Update on Legislative Budget Request

- On November 1, 2024, CDOT submitted a [decision item](#) on behalf of the CTE Board requesting that the JBC sponsor legislation to continuously appropriate the Clean Transit Enterprise Cash Fund.
- On February 6, 2025, the JBC denied the request for continuous spending authority, but approved a budget of \$12.9 million from the CTE Cash Fund for FY26, with three years of roll forward authority.

FY26 Spending Authority	Amount
Clean Transit Enterprise Cash Fund	\$12,898,128
Local Transit Operations Cash Fund	\$38,886,376
Local Transit Grant Program Cash Fund	\$5,555,197
Rail Funding Program Cash Fund	\$11,110,393
CTE Total Spending Authority	\$68,450,094

- CDOT submitted a formal “comeback” request to ask the JBC to reconsider their action and approve an additional \$36.2 million in spending authority to align with the forecasted fund balance in the CTE Cash Fund for FY26 of \$49.1 million.

FY 2025-26 Comeback Request for CTE Cash Fund	Amount
Forecasted FY 2024-25 Year Ending Fund Balance	\$36,190,920
Forecasted FY 2025-26 Spending Authority (New Revenue)	\$12,898,128
FY 2025-26 Total Requested Spending Authority	\$49,089,048

Round 2 CTE Planning Grant Recommendations

Michael King (CDOT)



CTE Planning Grant Process

- Staff released the FY25 NOFA for CTE Planning Grant funding on December 9th, 2024 with a total of \$750,000 allocated for potential award.
- The application window closed on February 7th, 2025 with a total of 4 application submitted.
- Staff convened a scoring committee including representatives of CDOT (DTR & OIM), CASTA, the Colorado Energy Office, the Colorado Dept. of Public Health & Environment, and the National Renewable Energy Laboratory (NREL).

Agency	Grant Request
City & County of Denver	\$40,000
Town of Mountain Village	\$35,847
Mesa County RTPO	\$90,000
City of Durango	\$40,859
Total	\$206,706



Planning Grant Applications

Agency Name	Grant Request	Project Focus	Pros	Cons	Committee Recommendation
City and County of Denver	\$40,000	<ul style="list-style-type: none"> • ZEV transition for microtransit • Address barriers encountered with previous ZEV transition efforts 	<ul style="list-style-type: none"> • Thorough and highly detailed proposal • Potentially significant benefits for DI communities given the service 	<ul style="list-style-type: none"> • Proposed project timeline may be unrealistic 	Award
Town of Mountain Village	\$35,847	<ul style="list-style-type: none"> • ZEV transition plan for rolling fleet (not including gondola) • Setting foundation for broader municipal transition plan 	<ul style="list-style-type: none"> • Comprehensive ZEV planning effort that addresses fleet transition, infrastructure needs, workforce training, fire safety, and broad institutional support • Strong community engagement plan 	<ul style="list-style-type: none"> • Potential scope overlap with broader municipal planning efforts 	Award



Planning Grant Applications

Agency Name	Grant Request	Project Focus	Pros	Cons	Committee Recommendation
Mesa County	\$90,000	<ul style="list-style-type: none"> Determine whether existing RNG usage qualifies the agency for CTE capital grants Explore methods of increasing RNG use within the transit fleet Conduct a high level analysis of the viability of other ZEV options 	<ul style="list-style-type: none"> Ambitious approach that could serve as a case study for other agencies interested in pursuing an RNG transition Will put Mesa County on a path towards greater fleet sustainability regardless of outcome 	<ul style="list-style-type: none"> Potential challenge in implementing a broad scope with branching pathways May be better to narrow the focus of the scope to ensure that available time and budget can sufficiently address the key questions 	Award
City of Durango	\$40,859	<ul style="list-style-type: none"> Support implementation of the existing ZEV transition plan Provide technical support for budget planning, RFQ development, and procurement 	<ul style="list-style-type: none"> Eases the challenging transition from ZEV plan development to initial implementation Helps to build agency technical capacity more efficiently than internal training or hiring can address 	<ul style="list-style-type: none"> Potential issues with the eligibility of proposed project scope (planning v. implementation) 	Award



Seeking Board Approval to Award

- Based on the information shared, staff are requesting CTE Board approval to fully fund the 4 CTE Planning Grant applications for a total of **\$206,706**
 - Each project will help the applicant agency make meaningful progress towards their fleet transition
 - The committee also feels that each project will add to the general body of knowledge in this emerging space, producing benefits for the state and industry as a whole
- Upon approval, awardees will be notified and staff will begin the process of scoping and contracting grant agreements
- Staff will then begin preparations for the next CTE Capital Grant funding round anticipated for Fall 2025
 - Capital Grants include the Vehicles, Charging/Fueling Infrastructure, and Facilities categories

SB230 Eligibility

Craig Secrest, CDOT



SB 230 Formula Grant Eligibility

- Objectives

- Focus funding to maximize GHG reduction
- Ensure receiving agencies are ready and able to use funds
- Help address rural mobility and accessibility needs

- Proposed Policy

- Must provide “open door” transit services
- Need to submit an acceptable System Optimization Plan
- Must have annual ridership (i.e., passenger trips) over ??K
- Must meet same administrative requirements as for FTA 5311 Program
- Exploring creating discretionary grant subprogram to support “selected” agencies not meeting the formula ridership threshold



Anticipated Formula Program Eligibility Results

Annual Ridership Level	# of Agencies	Estimated Annual Funding Range
Over 5 million	1	TBD
1 million – 5 million	6	\$1.0M - \$4.0M
500K – 1 million	7	\$800K - \$1.5M
100K - 500K	8	\$200K - \$800K
50K – 100K	9	\$70K - \$150K
Under 50K	?	\$2K - \$35K

- Funding range assumes \approx \$85M in total program funding
- Apportionment ranges are rough estimates based on ridership data only



SB 230 Discretionary Grant Program

- Considerations

- \$5.5M in FY 26; \$10M-12M per year afterwards
- Statutory guidance on use and award approach is broad
- Legislative intent is to support/incentivize Regional Transit Authorities and Transit Innovations

- Key Questions

- How do we address legislative intent?
- Are there other areas/needs we want to support?
- What information/analytical needs does the board have?



SB 230 Apportionment Formula Factors

Statutory Factors	Considerations
Population	<ul style="list-style-type: none"> Counting overlapping populations
Population Density	<ul style="list-style-type: none"> Agencies with large services areas
Ridership (passenger trips)	<ul style="list-style-type: none"> Data for non-reporting agencies
Vehicle Revenue Miles	<ul style="list-style-type: none"> Poor incentives for efficacy Data for non-reporting agencies
Local Zoning (and Planning?)	<ul style="list-style-type: none"> Hard to quantify urban vs rural differences
Transit Reliant Communities	<ul style="list-style-type: none"> Double counting issues Data development challenges
Other Potential Factors	<ul style="list-style-type: none"> System optimization plan benefits Progress returning to post-COVID ridership? Percent of current/future fleet Evs Other?

Next Steps

Craig Secrest (CDOT)



Next Meeting (April 27, 2025)

- General Updates
- SB 230 Formula Development Workshop
- Upcoming EV Capital Grant Planning



Clean Transit Enterprise Information



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

Programs

Resources

- [Clean Transit Enterprise](#)
- [Electrification](#)
- [Mobility Services](#)
- [Mobility Technology](#)
- [Transit and Rail](#)
- [OIA 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 Meetings Documents](#)
- [2022 CTE Annual Report](#)
- [2023 CTE Annual Report](#)

Upcoming Meetings

Board Meeting
Tuesday October 29, 2024 10:30-12:00
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