



CLEAN TRANSIT ENTERPRISE BOARD MEETING - October 28, 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 - 09/23/2025 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. FY 27 Draft Budget Approval (5 minutes) 1:50-1:55 pm**
Julia Spike & Cheryl Knibbe (CDOT)
 - **DECISION ITEM: Approval of the FY27 Budget**
- VII. CTE Oil & Gas Production Fee Setting (10 minutes) 1:55-2:05 pm**
Craig Secrest and Ryan Long (CDOT)
 - **DECISION ITEM: Approval of the FY26 Q1 Oil & Gas Production Fee Rates**
- VIII. SB 230 NOFA Application Reviews (20 minutes) 2:05-2:25 pm**
Craig Secrest (CDOT)
 - **DECISION ITEM: Consideration/Approval of Grant Award Recommendations**
 - **DECISION ITEM: Consideration/Approval of FY27 Award Advancement Strategy**
- IX. Next Steps & Adjournment (5 minutes) 2:25-2:30 pm**
Craig Secrest (CDOT) & Cris Jones (CTE Board Chair)

Clean Transit Enterprise Board Meeting Minutes

09/23/2025

Regular Board Meeting – Tuesday, September 23, 2025. 1:30pm - 3:00pm

Virtual Meeting: Virtual via Zoom

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

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

- a. Present: Cris Jones, Kathleen Bracke, Kelly Blynn, Julia Spiker, David Averill, Dawn Block, Rick Coffin
- b. Excused: Matt Frommer
- c. Others in Attendance: Craig Secrest, Kay Kelly, Justin Curry, Kay Hruska, Brendan Cicione, Ryan Long, Shilpa Kulkarni, Sally Chaffee, Matt Inzeo, Deseri Scott, Lisa Shi

2. Action Agenda Item (Chair Cris Jones - 1:32pm)

- a. DECISION ITEM: Approval of Minutes - 08/26/2025 CTE Board Meeting
 - i. Richard Coffin motioned to approve. David Averill seconded.
 - ii. Motion approved unanimously
 - iii. No oppositions or abstentions

3. Public Comment (Chair Cris Jones - 1:33pm)

- a. No comments

4. Program Administrator Update (Administrator Craig Secrest - 1:33pm)

- a. SB 230 Formula Program Updates
 - i. NOFA closed on the 19th, there were a great number of submissions.
 - ii. Oil & Gas Production Fee's budget is still being figured out. The average spot price setting is more technical.
- b. Northwest Passenger Rail Update
 - i. CTE signed the IGA agreement in June and since then, a subset committee of the JSEOC group has been working on the negotiations.
 - ii. Craig will provide updates to the board as they come. If any questions arise during the process, reach out to him to let him know.
- c. Grant Contract Status
 - i. Capital awards - 9 executed, 1 close, 1 in limbo
 - ii. Planning grants - all 4 are still in progress
 - iii. CTE Dashboard - the Team is working on updating it
- d. RTD Reporting Requirements - Table
 - i. Some requirements are on their way to being met, but others still require work to align with the legislation requirements.
 - ii. RTD may come into future board meetings to present and provide updates.

5. Board Member Comments (Chair Cris Jones - 1:43pm)

- a. No comments

6. Enterprise Financial Update (Kay Hruska, Ryan Long, Julia Spiker, Cheryl Knibbe, and Administrator Craig Secrest - 1:44pm)

- a. Upcoming CTE budget activities
 - i. Fund 540 = retail delivery fee budget is housed
 - ii. 541 = load budget for sb230, to start oil and gas fee
 - 1. Gets paid off in FY26, once we pay it off, fund 541 will go away
 - iii. Within oil and gas fee funds (3 funds)
 - 1. 515 = sb230

2. 516 = discretionary program budget
3. 517 = passenger rail
- iv. Overview on the Budget
 1. October = approve the FY27 draft budgets and set the FY26 Q1 Oil & Gas Production Fee for the first time
 2. November = discuss the Fund 541 loan payoff approach
 3. December = revise 515, 516, 517 budgets to address the loan payoff
 4. February = approve the final FY27 budget and set the new fee for the Retail Delivery Fee
- v. CTE Accounting Update
 1. This is the fund that works off the retail delivery fee. It pays for the staff salary and attorney general fees
 2. 541 fund is the transportation commission loan. This is strictly off the 600K and the month of august is mostly for services with contractors.
- vi. Oil and Gas Prices
 1. EIA's forecast for spot prices for oil and gas expects the oil prices to decrease substantially over the next year because of increasing production and decreasing demand overall.
 2. Natural gas prices are expected to increase because of increased exports to Europe and Asia but production is expected to keep pretty steady.
 3. What this means:
 - a. Max amount of revenue to be brought in without taking requirements of Prop 117.
 - b. \$27 million in the first quarter, \$24.3 million in the next quarter
 4. Proposition 117 Calculation
 - a. CTE can only collect up to \$100 million in the first 5 fiscal years. The Retail Delivery Fee also is accounted for in this amount too.
 - b. FY26 = CTE could collect a max of 55 million in oil and gas fees within the prop 117 cap. Therefore, there is a need to limit how much we bring in through the oil and gas fee and CTE is watching it very closely. If there is a spike in the retail delivery fee, the target will come down for the oil and gas fee.
 - c. Cris Jones: Given this dynamic between the retail delivery fee and max allowable funding, is there a thought around making adjustments around the fee to reduce revenue in this area to take advantage of revenue from oil and gas fee?
 - i. Not immediately. One thing to consider is that we only get one chance to change the retail delivery fee (february/march) and it goes into effect the next fiscal year. The problem is that if we make a change in the RDF and we get unexpected impacts, there's not a way to go back and adjust it. Maximizing the retail delivery fee for now and allowing us to ease into the oil and gas fee.
- vii. FY26 Fund 540 Budget Revision
 1. The original budget significantly underestimated how much money is available for capital grants so the team will go back and revisit this.
 2. The pool increased by 12.5M so because of that, we can significantly increase grants. We can increase it by a little over 19M dollars, not necessarily that it must be awarded, CTE will examine how to handle this.

3. Make a formal revision for FY26
4. **DECISION ITEM:** Approval for the FY26 CTE Budget revision.
 - a. Sally Chafee makes a motion to approve. Rick Coffin seconds.
 - b. Motion approved unanimously
 - c. No oppositions or abstentions
- viii. FY27 Draft Budgets: Fund 540 (Retail Delivery Fee)
 1. 63.3m spending authority
 2. Capital grant awards = 14.2 million
 3. Administrative costs = stayed the same as this fiscal year
 4. Not adding funds to the contingency reserve. CTE will come back with this budget in February FY26.
- ix. FY27 Draft Budget: Fund 515, 516, 517
 1. 515 = formula program
 - a. Revenue: current forecast q1 = 70% of the oil and gas revenue, forecast went down by \$12M. Oil and gas fee is continuously appropriated and does not have the same problem as the retail delivery fee.
 - b. Expenses: both revenues are down, but more than double from FY26. Increased consultant support needs and these administrative costs are migrating off the old loan. Will be allocating across 3 programs.
 2. 516 = discretionary program = 10.7M
 - a. Went down approximately 615K, 10% of the oil and gas production fee
 - b. 10.5M to allocate towards grants, etc.
 3. 517 = passenger rail = 21.5M
 - a. 20% of the oil and gas production fee, 1.3M reduction from the previous forecast

7. 2025 Zero Emission Capital Projects NOFA Finalization (Michael King - 2:17pm)

- a. Overview:
 - i. Capital NOFA release on 9/29, the application is due 12/5, scoring will happen in February, and aiming to approve applications by 2026.
 - ii. Funding that may be available is between \$15-20 million.
- b. Remaining Issue: Federal Grant Backfill
 - i. The timing of the CTE Capital NOFA coincides with uncertainty about federal grant programs.
 - ii. Michael is flagging for the board because of unusual circumstances this year. Some projects are at risk of losing funding, or may be used as backup applications.
- c. Match Relief Policy
 - i. Michael is seeking the same local match waiver option to turnaround local match waivers similar to SB230 Formula Program. Supported by the Board.

8. SB 230 NOFA Application Reviews (Administrator Craig Secrest - 2:25pm)

- a. Overview:
 - i. NOFA closed last Friday (9/19)
 - ii. 9/12 application deadline for board approval
 - iii. 13 more full COA responses received
 - iv. Total of 30 responses (both full/deferred). Of all the agencies we put into the model to develop the formula, there were about 25 that didn't respond. 16 didn't respond to the letter of intent. 9 no shows and the NOFA open till the end of this week.
- b. Recommendations

- i. Kathleen Bracke: Would it be possible going forward to see a summary list? A spreadsheet that shows all the agencies that are eligible, applied, or those that did not apply?
 - 1. Craig: Yes, however, we do not have a spreadsheet for external consumption yet, but may provide that for the next board meeting.
- ii. David Averill: I would also like the dashboard and to ensure it happens. Excited Pueblo is in there!
- iii. Cris Jones: I appreciate seeing Pueblo in there, while there is some diversity, it seems like the folks who are ready are leaning towards the resort towns, which makes total sense. Keep a good eye on other agencies who might have barriers, there is so much more than providing transit service that we need to be thinking about.
- c. **DECISION ITEM:** Consideration/Approval of Grant Award Recommendations
 - i. David Averill approved. Kathleen Bracke 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 on October 28th and it will be virtual
- b. For next meeting: Set the first Oil and Gas Production Fee
- c. RTD may be there to present on reporting progress
- d. SB230 Formula Grant awards
- e. Development of SB230 Discretionary Grant Program
- f. Approval of draft FY27 budget
- g. COAG brief for Board members



COLORADO

Department of Transportation

Clean Transit Enterprise Board

October 28, 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 - 08/26/25 CTE Board Meeting**
- Public Comments (Cris Jones, CTE Board Chair)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- FY 27 Draft Budget Approval (Julia Spiker & Cheryl Knibbe, CDOT)
 - **DECISION ITEM: Approve Draft FY27 CTE Budgets**
- CTE Oil & Gas Production Fee Setting (craig Secrest and Ryan Long, CDOT)
 - **DECISION ITEM: Approve FY 26 Q1 Oil & Gas Production Fee Rate**
- SB 230 NOFA Application Reviews (Craig Secrest, CDOT)
 - **DECISION ITEM: Consideration/Approval of Grant Award Recommendations**
 - **DECISION ITEM: Consideration/Approval of FY27 Award Advancement Strategy**
- Next Steps & Adjournment (Craig Secrest, CDOT & Cris Jones, CTE Board Chair)

Action Item: Approval of Minutes - 9/23/25

Cris Jones, CTE Board Chair

Public Comments

Craig Secrest, CDOT

Program Administrator Update

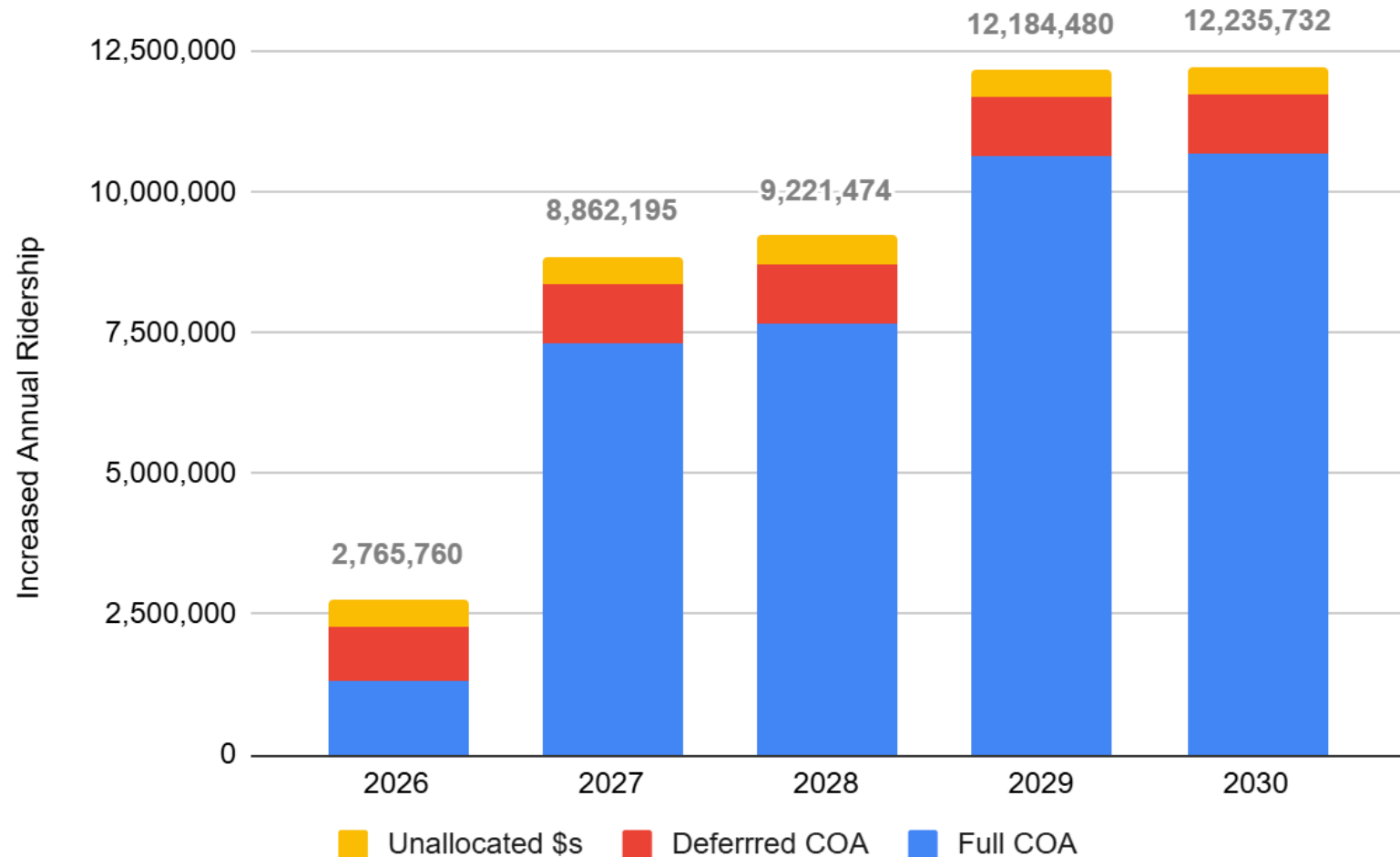
Craig Secrest, CDOT



Program Administrator Update

- SB 230 Formula Program Update
- Northwest Rail Update
- Transit ZEV Survey Results
- CTE Public Accountability Dashboard Plans
- Grant Contract Status
- Annual CTE Report to Legislature
- SB230 RTD Reporting Requirements

Rough Estimate of SB 230 Formula Program Benefits



CTE Board Member Comments

Cris Jones, CTE Board Chair

Draft FY27 Fund Budgets

Craig Secrest, Julia Spiker & Cheryl Knibbe, CDOT



CTE Budget Primer

Currently Active Funds

- Fund 540 - Retail Delivery Fee Budget
- Fund 541 - Loan Budget for SB230 Program; will be paid off in FY26

Oil & Gas Production Fee Funds

- Fund 515 - SB230 Formula Program Budget (70% of fees)
- Fund 516 - SB230 Discretionary Program Budget (10% of fees)
- Fund 517 - SB230 Passenger Rail Program Budget (20% of fees)

Key Budget Terms

- **Fiscal Year 2027 (FY27)** - Covers the period from July 1, 2026 to June 30, 2027
- **Cost Center** - Mechanism for budgeting and managing Admin & Ops costs
- **Pool** - Funds for capital projects or grants
- **Fund** - Overarching descriptor for funding with a specific purpose or source
- **Spending Authority** - Funds available for spending (may include prior year authority)
- **Unallocated Balance** - Funds not awarded/budgeted
- **Contingency Reserve** - Funding set aside to address unanticipated costs
- **Programming & Projects** - Anticipated funding for grant awards



FY 27 Draft Budget: CTE Fund 540

Clean Transit Enterprise Fund 540 C.R.S §25-7.5-103 (5)(a) Fiscal Year 2027 (CY26-27) Proposed Allocation Plan 10/1/25			
FY27 Spending Authority (SA)			
Line	Source	FY26 Final SA	FY27 SA Request
1	New Spending Authority	\$12,898,128	\$14,292,131
2	Spending Authority from Previous Appropriations	\$36,190,920	\$49,089,048
3	Total Spending Authority	\$49,089,048	\$63,381,179
FY27 Budget			
	Budget Item	FY26 Final Allocation	FY27 Proposed Allocation
4	Programming & Projects (Pool PST-CTE)	\$47,483,572	\$61,758,328
5	Previous Planning and Capital Grant Awards	\$15,503,336	\$47,483,572
6	FY26 Capital Grant Awards	\$31,980,236	\$ -
7	FY27 Anticipated Capital Grant Awards	\$ -	\$14,274,756
8	Unallocated Balance	\$ -	\$ -
9	Administrative & Operating Activities	\$315,663	\$333,038
10	Staff Salaries	(\$236,703)	(\$248,538)
11	Attorney General's Office Fees	(\$1,500)	(\$2,500)
12	Office of State Audit	(\$600)	(\$800)
13	Professional Services	(\$75,000)	(\$75,000)
14	Board/Staff Travel	(\$1,080)	(\$4,000)
15	Board Meeting Expenses	(\$180)	(\$200)
16	Supplies/Registration Fees/Etc.	(\$600)	(\$2,000)
17	Unallocated Balance	(\$315,663)	(\$333,038)
21	Contingency Reserve	\$1,289,813	\$1,289,813
23	Contingency Reserve Unallocated Balance	\$ -	\$ -
24	Total Fund 540 Approved/Requested SA	\$49,089,048	\$63,381,179
25	Total Fund 540 Itemized Allocations	\$49,089,048	\$63,381,179
26	Total Fund 540 Unallocated SA	\$ -	\$ -



FY 27 Draft Budget: CTE Fund 515

Clean Transit Enterprise Oil and Gas Production Fee Funds			
Fiscal Year 2027 (CY26-27) Proposed Allocation Plan 10/1/25			
Local Transit Operations Cash Fund <u>515</u> C.R.S. §43-4-1204 (3)(a)			
FY27 Estimated Revenues			
Line	Source	FY26 Est. Revenue	FY27 Est. Revenue
1	Oil and Gas Production Fee	\$39,120,804	\$75,387,760
2	Total Estimated Yearly Revenue	\$39,120,804	\$75,387,760
Fiscal Year 2026-27 Allocations			
	Budget Item	FY26 Final Plan	FY27 Proposed Plan
3	Programming & Projects (Pool PST-CTF)	\$38,168,420	\$74,722,713
4	Previous Planning and Capital Grant Awards	(\$38,168,420)	(\$74,722,713)
5	Programming & Projects Unallocated Balance	\$ -	\$ -
6	Administrative & Operating Activities	\$952,384	\$665,047
7	Staff Salaries	(\$386,616)	(\$405,947)
8	Attorney General's Office Fees	(\$2,450)	(\$2,500)
9	Office of State Audit	(\$980)	(\$1,500)
10	Administrative (Travel, Supplies, etc.)	(\$3,038)	(\$5,100)
11	Consultant Services	(\$122,500)	(\$250,000)
12	Fund 541 Loan Payoff (Prin + Interest)	(\$436,800)	\$ -
13	Admin & Ops Activities Unallocated Balance	(\$952,384)	(\$665,047)
14	Total Fund 515 Estimated Revenue	\$39,120,804	\$75,387,760
15	Total Fund 515 Itemized Allocations	(\$39,120,804)	(\$75,387,760)
16	Total Fund 515 Unallocated Balance	\$ -	\$ -



FY 27 Draft Budget: CTE Fund 516

Clean Transit Enterprise Oil and Gas Production Fee Funds			
Fiscal Year 2027 (CY26-27) Proposed Allocation Plan 10/1/25			
Local Transit Grant Program Cash Fund <u>516</u> C.R.S §43-4-1204 (4)(a)			
FY27 Estimated Revenues			
Line	Source	FY26 Est. Revenue	FY27 Est. Revenue
1	Oil and Gas Production Fee	\$5,588,686	\$10,769,680
2	Total Estimated Yearly Revenue	\$5,588,686	\$10,769,680
Fiscal Year 2026-27 Allocations			
	Budget Item	FY26 Final Plan	FY27 Proposed Plan
3	Programming & Projects (Pool PST-CTF)	\$5,452,631	\$10,633,488
4	Previous Planning and Capital Grant Awards	(\$5,452,631)	(\$10,633,488)
5	Programming & Projects Unallocated Balance	\$ -	\$ -
6	Administrative & Operating Activities	\$136,055	\$136,192
7	Staff Salaries	(\$55,231)	(\$57,992)
8	Attorney General's Office Fees	(\$350)	(\$1,000)
9	Office of State Audit	(\$140)	(\$200)
10	Administrative (Travel, Supplies, etc.)	(\$434)	(\$2,000)
11	Consultant Services	(\$17,500)	(\$75,000)
12	Fund 541 Loan Payoff (Prin + Interest)	(\$62,400)	\$ -
13	Admin & Ops Activities Unallocated Balance	(\$136,055)	(\$136,192)
14	Total Fund 516 Estimated Revenue	\$5,588,686	\$10,769,680
15	Total Fund 516 Itemized Allocations	(\$5,588,686)	(\$10,769,680)
16	Total Fund 516 Unallocated Balance	\$ -	\$ -



FY 27 Draft Budget: CTE Fund 517

Clean Transit Enterprise Oil and Gas Production Fee Funds			
Fiscal Year 2027 (CY26-27) Proposed Allocation Plan 10/1/25			
Local Transit Grant Program Cash Fund 516 C.R.S §43-4-1204 (4)(a)			
FY27 Estimated Revenues			
Line	Source	FY26 Est. Revenue	FY27 Est. Revenue
1	Oil and Gas Production Fee	\$5,588,686	\$10,769,680
2	Total Estimated Yearly Revenue	\$5,588,686	\$10,769,680
Fiscal Year 2026-27 Allocations			
	Budget Item	FY26 Final Plan	FY27 Proposed Plan
3	Programming & Projects (Pool PST-CTF)	\$5,452,631	\$10,633,488
4	Previous Planning and Capital Grant Awards	(\$5,452,631)	(\$10,633,488)
5	Programming & Projects Unallocated Balance	\$ -	\$ -
6	Administrative & Operating Activities	\$136,055	\$136,192
7	Staff Salaries	(\$55,231)	(\$57,992)
8	Attorney General's Office Fees	(\$350)	(\$1,000)
9	Office of State Audit	(\$140)	(\$200)
10	Administrative (Travel, Supplies, etc.)	(\$434)	(\$2,000)
11	Consultant Services	(\$17,500)	(\$75,000)
12	Fund 541 Loan Payoff (Prin + Interest)	(\$62,400)	\$ -
13	Admin & Ops Activities Unallocated Balance	(\$136,055)	(\$136,192)
14	Total Fund 517 Estimated Revenue	\$5,588,686	\$10,769,680
15	Total Fund 517 Itemized Allocations	(\$5,588,686)	(\$10,769,680)
16	Total Fund 517 Unallocated Balance	\$ -	\$ -

Oil & Gas Production Fee (O&GPF): Q1 FY 26 Rate Setting

Craig Secrest & Ryan Long (CDOT)

[illegible]



Proposition 117 Calculation

Actual Retail Delivery Fee Revenue through FY25: \$31,306,569 (+)

Forecasted Retail Delivery Fee for FY26: \$12,806,569 (=)

Forecasted Retail Delivery Fee Revenue (Subject to Prop 117 Cap): \$44,113,138

Proposition 117 Cap: \$100,000,000

Forecasted Maximum Oil and Gas Fee Collection for FY26: \$55,886,862

- OFMB estimates CTE can collect up to \$55.9 million in Oil and Gas Fee revenue in FY 2025-26
- Expect fee rates will need to be reduced in Q3 & Q4
- Estimate will be revised each quarter



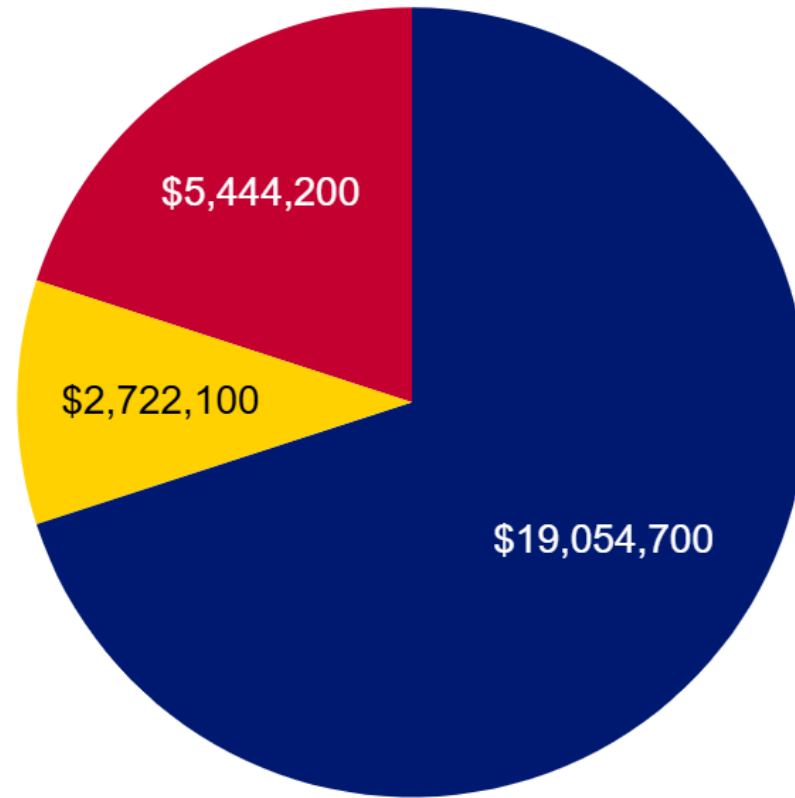
Oil and Gas Fee Calculation

Fiscal Year	Fiscal Year Quarter	Average WTI Price Forecast	Calculated Oil Fee	Average Henry Hub Price Forecast	Calculated Gas Fee	Total Estimated Revenue
2026	Quarter 1	\$65.75	\$0.36	\$3.03	\$0.0256	\$27,221,000

- Based on the average spot prices set by the Energy & Carbon Management Commission (ECMC) for Q1 FY26, Oil Production Fee can be up to \$0.36 per barrel of oil and \$0.0256 per mcf of gas (43-4-1204 C.R.S)
- Recommend Setting at full rate; resulting revenues estimated at about \$27.2 million



Oil and Gas Production Fee: Forecasted Q1 Revenue Allocation by Fund



- Local Transit Operations Cash Fund
- Local Transit Grant Program Cash Fund
- Rail Funding Program Cash Fund

SB 230 Implementation Discussion

Craig Secrest, CDOT



Recommended Awardees Overview

Response Status:

- 8 agencies recommended for award today: Mountain Metro Transit, Grand Valley Transit, Via, Envida, DOTI, The Lift, Durango Transit, The Mountain Express
- 9 agencies have submitted deferred COA responses
- 7 agencies have already been awarded grants

Overall Impact:

- Total recommended new grant awards = **\$8.4M**
- Total projected VRM (2026-2030) = **~5.8M miles**
- Increased ridership (2026-2030) = **~3.4M trips**
- **22** new bus purchases



SB 230 Formula Program: Recommended Award

Applicant: Mountain Metro Transit (Colorado Springs)

Grant Amount: \$4.43M

Submission Highlights:

- Strong candidate for advancing some FY 27 funding for bus purchases
- New routes will improve connection to education, medical, and employment centers
- Plans include adding 13 additional vehicles from 2026 - 2030





SB 230 Formula Program: Recommended Award

Applicant: Grand Valley Transit (Grand Junction/Mesa County)

Grant Amount: \$1.07M

Submission Highlights:

- NOFA response has the Grand Valley Regional Transportation Committee approval
- New/improved routes will serve an enhanced transit corridor



**GRAND VALLEY
TRANSIT**



SB 230 Formula Program: Recommended Award

**Applicant: Via Mobility Services
(Boulder County)**

Grant Amount: \$888K

Submission Highlights:

- Adding on 15 to 20 new routes, providing an additional 30,000+ annual trips
- 15% of new routes will use zero-emission vehicles (ZEVs)





SB 230 Formula Program: Recommended Award

Applicant: Envida (adding services in Pueblo County)

Grant Amount: \$389K

Submission Highlights:

- Strong use of community feedback, data, and planning documents to justify expansion needs in Pueblo County
- CTE funding will connect Pueblo's local expansion efforts to regional and statewide goals





SB 230 Formula Program: Recommended Award

Applicant: Denver DOTI

Grant Amount: \$280K

Submission Highlights:

- COA response presented a comprehensive funding request that addresses mobility needs across multiple Denver communities
- Initiating a new service called Westracks in collaboration with Jefferson County, RTD, and others
- Will provide an important connection to RTD light rail system



DENVER
**TRANSPORTATION &
INFRASTRUCTURE**



SB 230 Formula Program: Recommended Award

Applicant: Winter Park The Lift

Grant Amount: \$443K

Submission Highlights:

- Proposed project will provide important connection with Mountain Rail; addresses Transit Connections Study need
- May be able to leverage CTE ZEV capital funding
- Includes micro transit pilot to generate higher mode shift





SB 230 Formula Program: Recommended Award

Applicant: Durango Transit

Grant Amount: \$618K

Submission Highlights:

- Strong candidate for advancing some FY 27 funding for bus purchases
- Application details significant service enhancements, such as expanding route and service hours to add over 154,000 miles/year





SB 230 Formula Program: Recommended Award

Applicant: Mountain Express (Crested Butte)

Grant Amount: \$244K

Submission Highlights:

- Strong candidate for advancing some FY 27 funding for bus purchases
- NOFA response has the Board of Directors' approval
- Plans include two additional vehicles
- New services tied to park and ride expansion





Proposal: Advance Selected FY27 Awards

Concept: Advance portion of selected FY27 awards in FY26 to facilitate accelerated bus purchases

- Agencies can provide services and achieve GHG reductions sooner
- Saves an estimated \$320K in inflation costs + administrative efficiency
- No negative impact on agencies not participating

Agency	Est. Allocations		Recommended Advance	% of FY 27 Allocation	Accelerated Purchases
	FY 26	FY 27			
Mountain Metro Transit	\$4,431,599	\$6,396,870	\$ 1,584,000	25%	Three 35' Buses
Durango Transit	\$617,676	\$617,676	\$489,666	79%	One 25' Out away vehicle
GVRTA	\$456,327	\$646,321	\$284,000	44%	One 30-Passenger Bus
Mountain Express	\$244,204	\$361,698	\$231,750	64%	One 38' Bus
Loveland	\$656,763	\$716,648	\$187,077	26%	One 22' Light Transit Vehicle
Steamboat Springs Transit	\$896,117	\$1,072,897	\$745,000	69%	One 40' Bus
Total			\$ 3,521,493		

Next Steps

Craig Secrest (CDOT)



Next Meeting (December ?)

- Meeting will be virtual
- Intend to have RTD present on reporting progress
- SB230 Formula Program Grant awards
- Development of SB 230 Discretionary Grant Program
- Initial results of Transit ZEV Capital NOFA
- Strategic planning for CY 2026



Clean Transit Enterprise Information

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**COLORADO**
Department of Transportation

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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](#)

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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

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Thank You/Motion to Adjourn

