



CLEAN TRANSIT ENTERPRISE BOARD MEETING - April 28, 2026

SCHEDULE & AGENDA

- I. **Welcome, Roll Call, Agenda Review, (3 minutes)**
Cris Jones (CTE Board Chair)
- II. **Action Agenda (5 minutes)**
Cris Jones (CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 2/24/26 CTE Board Meeting and 3/25/26 Special CTE Board Meeting**
 - **DECISION ITEM: Approval of Jamie Grim for CTE Board Secretary**
- III. **Public Comments (5 minutes)**
Cris Jones (CTE Board Chair)
- IV. **Program Administrator Update (5 minutes)**
Craig Secrest (CDOT)
- V. **Director Comments (5 minutes)**
Cris Jones (CTE Board Chair)
- VI. **Front Range Rail Joint Service Financial Framework Resolution (5 minutes)**
Craig Secrest (CDOT)
 - **DECISION ITEM: Support Resolution**
- VII. **CTE Oil & Gas Production Fee Setting (2 minutes)**
Craig Secrest (CDOT)
 - **DECISION ITEM: Approval of the FY26 Q3 Oil & Gas Production Fee Rates**
- VIII. **SB 230 Formula Awards (5 minutes)**
Craig Secrest (CDOT)
 - **DECISION ITEM: Approve the FY26 SB 230 Formula Grant Awards**
- IX. **FY27 Formula Workshop (45 minutes)**
Craig Secrest (CDOT)
- X. **Regional Transit Authority (RTA) Notice of Funding Availability (10 minutes)**

Craig Secrest (CDOT)

- **DECISION ITEM:** Approve Budget for RTA Discretionary Program NOFA

XI. Next Steps & Adjournment (5 minutes)

Craig Secrest (CDOT) & Cris Jones (CTE Board Chair)

Clean Transit Enterprise

February 24, 2026

Regular Board Meeting - Tuesday, February 24 , 2026. 2:00 - 3:30pm, Virtual via Zoom Meeting
Video Recording: [Clean Transit Enterprise - February 2026 Regular Meeting](#)

1. **Call to Order, Roll Call (Cris Jones/Craig Secret) - Time 17:00 (The meeting began late due to the JSEOC Executive Board Meeting)**
 - a. Present: Chair Cris Jones, Director Dawn Block, Director Kelly Blynn, Director Richard Coffin, Director Matt Frommer, Director Shoshana Lew.
2. **Action Agenda - Time 17:14**
 - a. **DECISION ITEM: Approval of the meeting minutes**
 - i. A motion by Director Dawn Block to approve the meeting minutes from the last board meeting on January 27, 2026.
 - ii. Seconded by Director Richard Coffin.
 - iii. Motion passes unanimously.
 - iv. No oppositions or abstentions.
3. **Public Comments- Time: 18:04**
 - a. No public comments
4. **Program Administrator Update (Craig Secret) - Time: 18:12**
 - a. Budget to Actual Information are at the end of the packet for informational purposes
 - b. CTE In-Person Board Retreat on March 25, 2026
 - i. Administrator Secret will work with the AG's office to make sure "Sunshine Laws" are being followed
 - ii. Administrator Secret has been with the program for a year and this seems like a good time to take a step back and discuss the future of the organization
 - c. Grant Contract Status
 - i. Working on a redesign of the grant dashboard and hoping to have something to roll out next month
 - ii. We're making great progress on contracting. All of the formula awards that have been made to date are now in COTRAMS, CDOT's transit grant tracking program.
 - iii. Award letters are out and CDOT is in the process of putting them into a "shopping cart," which will send them to the contracting group.
 - iv. Last year, CTE was very focused on setting up the program and making the awards, now we're focused on getting actual contracts in the next 2-3 months.
 - v. Thank you to all of the staff working on the pre-awards. We're making progress.
 - d. CTE Website Redesign: <https://www.codot.gov/programs/innovativemobility/cte>
 - i. Please take a look and let Administrator Secret know if you have any feedback
 - ii. The next step is to add a more robust performance dashboard element
 - e. Relevant Legislative Activities
 - i. To date there haven't been many legislative activities relevant to CTE
 - ii. CTE might pursue a slight statutory adjustment to give the board the ability to extend the two-year window for the formula grants, particularly capital awards. There is some concern that two years is not enough time to buy a bus. ,
5. **Director Comments - Time 22:20**
 - a. No Director Comments
6. **CTE Budget Update and Actions (Julia Spiker and Craig Secret) - Time: 22:40**
 - a. Administrator Secret: Recently, there has been a significant amount of work done on the budgets now that the Oil & Gas Fee is set and revenues are being received it means CTE can

repay the loan the CDOT Transportation Commission issued the organization so changes have needed to be made to various budgets.

- b. Administrator Secret: The original budgets were more of a forecast and as more programs have been stood up CTE has needed to bring in more professional services support, we've tapped into more support internally and from the Attorney General's office, and as a result costs are moving around because we have a better understanding of what and where they are and how to best allocate them across the funds we have.
- c. Administrator Secret: The CTE budget "cheat sheet" that explains the different funds is included at the end of the packet in case anyone needs to reference it as we move through this budget update.
- d. Julia Spiker
 - i. FY 26 Budget Amendment Context
 - 1. Costs from Fund 541 need to be reallocated to the other Oil & Gas cost centers so the loan can be paid off.
 - 2. The budget templates need to be revised to better align with the other CDOT enterprises.
 - 3. Professional services support is being expanded now that CTE has identified the needs
 - 4. Building in a buffer which will allow CTE to address emerging needs without requiring constant budget amendments
 - ii. FY26 Amended Budget- Fund 540 (Retail Delivery Fee)
 - 1. Some changes that have been made are a slight increase to staff salaries, an increase to the Attorney Generals (COAG) fees, increasing the professional services fees to account for an increased use of consultants, and consolidating the administrative line which encompasses things like in-state travel, board meetings, and supplies.
 - 2. There is a decrease to the reserve for future grants to account for the new buffer
 - 3. The total change front the last meeting is an increase of \$206,937
 - 4. Craig Secret: To clarify a few things:
 - a. When we discuss staff salaries that increase is for other people in DTR and at CDOT who are charging their time to CTE. As we process more grants it is taking more staff time.
 - b. When it comes to the COAG's fees, we had a lawsuit against the retail delivery fee which was completed but those charges are starting to come through. And in terms of professional services, we're doing more work to understand these programs and part of that is offering technical support to the transit agencies.
 - iii. FY26 Loan Pay Off - Fund 541
 - 1. We discussed this at the last meeting but you'll see that loan payoff is distributed across the three oil and gas funds, 515, 516, and 517.
 - iv. FY26 Amended Budget- Fund 515 - Formula Funds
 - 1. Since the last meeting, we have changed the description of the grant awards to create a "Reserve for Excess Grant Awards."
 - 2. Staff salaries are increasing. These funds aren't just for Craig, they are for all of the staff who work on the CTE grants. We are also increasing consulting services.
 - 3. Total increase of \$590,861 (this includes the loan payoff)
 - 4. Craig Secret: Just to remind everyone, Fund 515 is the Formula Program.
 - a. One of the reasons we have the line for excess is because we weren't sure at the beginning of the year how many organizations would come into the program as we got the program stood up. That money was for agencies who changed their mind about joining the program but the good news is that we can roll these funds over to next year. We took a conservative approach to make sure we weren't over extended.
 - b. The increase in consulting fees is due to the increase in the amount of

support we are giving to the agencies who went the deferred COA route to help them respond to the NOFA.

- v. FY26 Amended Budget- Fund 516 - Discretionary Funds
 - 1. We removed consulting services from this fund and added the loan payoff so this fund had a smaller increase of \$45,060 for the loan payoff.
 - 2. Craig Secret: This is the discretionary fund either to support RTA initiatives or multimodal funds. We haven't utilized this fund much but we needed to amend it to account for the loan payoff.
- vi. FY26 Amended Budget - Fund 517 - Rail Funds
 - 1. A significant increase in salaries for the rail team. We are in discussions with the AG's office about how this will move forward and how the rail team fits in with CTE.
 - 2. We did decrease the Improvement Projects
 - 3. Overall a budget increase of \$536,630 which includes the loan payoff.
 - 4. Craig Secret: We are ramping up activity around rail and this is centered around the Joint Service discussions not Mountain Rail service.
- vii. FY 27 Final Budget Highlights
 - 1. Roll forward for 540, 515, 516, and 517. The loan is paid off so we don't have Fund 541 anymore.
 - 2. Total spending authority remains from previous years in 540 because that fund functions slightly differently than the oil and gas funds. We net out all expenditures to show what remaining spending authority we have including any unallocated FY26 projects.
 - 3. This includes a new "Central Services Cost Allocation." This is being implemented across all CDOT Enterprises.
 - 4. There are increased costs for the passenger rail program.
 - 5. Creates "Out of State Travel" as a separate line item
 - 6. Professional Service needs decreased in FY27
 - 7. Craig Secret: The Central Services Allocation is a significant piece of the FY27 budget but is an important part of being an enterprise. We can't conduct CDOT business on behalf of CDOT because it would be a violation of TABOR. These funds could also be referred to as "overhead."
- viii. FY27 Fund 540
 - 1. Overall increase of \$73,105 due to the discussed staff salary increases, the addition of the Central Service Allocation line item, and the addition of the "Out of State" travel line item.
 - 2. Craig Secret: To remind everyone of our process, back in October we had to draft an FY27 budget, which the board approved, and now we're finalizing those budgets, which you will need to approve, and then they will then be rolled up into CDOT's overall budget which the TC will approve in March.
- ix. FY27 Fund 515
 - 1. The changes from the proposed budget in October is a decrease in staff salaries, the addition of the Central Services Cost Allocation, an increase in AG's fees and the audit line. There was a decrease to the Administrative line and the addition of an Out of State Travel line.
 - 2. Any excess funds will be put into the "Excess Grant Awards Reserve."
 - 3. For a total increase in \$42,688
- x. FY27 Fund 516
 - 1. Changes from October are a decrease in staff salaries, an increase to the AG's fees, the addition of the Central Services Cost Allocation Plan, an increase to Audit, decrease to Administrative.
 - 2. A total increase of \$19,614
- xi. FY27 Fund 517
 - 1. Changes from October are a decrease in staff salaries, in AG's fees, audit, and administrative but an increase in Out of State travel.
 - 2. This fund had a decrease in \$414,409.

3. Craig Secret: This isn't a decrease relative to FY26, it is a decrease in what was in the FY27 draft budget. The reason for that is because we have a better understanding of what those costs are and we are reallocating funds.
 4. Julia Spiker: Just a note- we forgot to include a bullet that we did add a Central Services Allocation line to this fund as well.
- xii. Motions
1. Craig Secret: We have three motions to consider: Approve Amended Budgets for Funds 540, 515, 516, 517 as proposed by CTE and CDOT staff, Approve Loan Payoff of Fund 541 for FY26, and Approve Final FY27 Budgets for Funds 540, 515, 516, and 517 as proposed by CTE and CDOT staff.
 2. Chairman Jones: Thank you Craig and Julia, I appreciate the overview and the clarification before we began looking at the numbers because it explained that the buckets weren't getting bigger and smaller but that the allocations were changing so that we're consistent with state protocols. We're not increasing or decreasing staff, it's just more accurate accounting.
 3. **DECISION ITEM: Approve Amended Budgets for Funds 540, 515, 516, 517 as proposed by CTE and CDOT staff**
 - a. Motion to approve made by Director Lew.
 - b. Seconded by Director Coffin.
 - c. Motion passes unanimously.
 - d. No oppositions or abstentions.
 4. **DECISION ITEM: Approve Loan Payoff of Fund 541 for FY26**
 - a. Motion to approve made by Director Coffin.
 - b. Seconded by Director Lew.
 - c. Motion passes unanimously.
 - d. No oppositions or abstentions.
 5. **DECISION ITEM: Approve Final FY27 Budgets for Funds 540, 515, 516, and 517 as proposed by CTE and CDOT staff.**
 - a. Motion to approve made by Director Averill
 - b. Seconded by Director Coffin
 - c. Motion passes unanimously
 - d. No oppositions or abstentions.

7. Transit ZEV Capital Grant Proposed Awards (Mike King and Lisa Shi)- Time: 47:09

- a. FY26 CTE Capital Grant Overview (Mike King)
 - i. Applications closed on December 5, 2025. We have \$30 million to award and we had 14 applications.
 - ii. All of the applications were high quality and while we don't have enough funding to give each application their full request we are proposing funding everyone at some level.
 - iii. The applications were reviewed by a committee of CDPHE, CEO, National Lab of the Rockies (formerly NREL), and CDOT staff across multiple departments including DTR, OIM, and Civil Rights.
 - iv. Thank you to Lisa Shi for her work on coordinating the process for CDOT and Shilpa Kulkarni did quite a bit of coordination on the non-CTE applications that were submitted.
- b. Funding Types for CTE Capital Grants:
 - i. CTE Facilities, supports the modification or upgrade of existing facilities for ZEV deployment, \$2,189,400 available, 1 application received.
 - ii. CTE Infrastructure, supports the purchase and installation of charging equipment, \$9,365,386 available, 4 applications received.
 - iii. CTE Vehicles, helps fund the purchase of ZEV transit vehicles, \$28,735,573 available, 9 applications received.
- c. Recommended Awards:
 - i. Facilities
 1. CU Boulder, Buff Bus Maintenance Garage Retrofit, \$2,189,400 request, staff

recommend a full award

- a. This is a great example of what we imagined when we created this program
 - b. This facility was built in 1957 and is not currently suitable for storing and fixing ZEV buses and those challenges are limiting CU's ability to deploy zero-emission transit. This small investment will allow them to expand their ZEV fleet in the future.
- ii. Infrastructure which relates to the charging or fueling of vehicles
1. Town of Winter Park, Electric Bus Charging Infrastructure Project, \$383,586 request, staff recommend full award
 - a. Project: two Chargepoint Power Blocks and two Charge Point PowerLink 2000 Dispensers
 2. Roaring Fork Transit Authority (RFTA), RFTA BEB Charging Support Equipment, \$4,700,800, Staff recommend a full award
 - a. Adding up to 10 chargers in Glenwood Springs and Aspen
 3. Via Mobility Services, three charger replacements, \$361,000, staff recommend a partial award
 - a. The manufacturer of their current charging equipment has gone out of business so they can not repair their current chargers and need to install new ones.
 - b. Staff are recommending funding two of the chargers as opposed to the three requested due to the limitations of available funds
 4. RTD, Platte Division Electrical Infrastructure Modernization, \$3,920,000, staff recommend a full award
 - a. Upgrade of the electrical utility interface at the Platte Bus Maintenance Facility so they can add capacity to the MallRide fleet
 - b. This will be the first CTE grant award to RTD
- iii. Vehicles
1. Town of Avon, one BEV, \$1,200,000, staff recommend full award
 2. Laradon Hall, two BEV, \$280,406, staff recommend full award
 3. Town of Vail, one BEV, \$1,254,076, staff recommend full award
 4. Town of Winter Park, two bus replacements, \$2,500,746, staff recommend full award.
 5. Developmental Disabilities Resource Center (DDRC), one BEV, \$89,100, staff recommend full award.
 6. City of Fort Collins, five BEB replacements, \$9,291,089 requested, staff recommend awarding \$4,979,250.
 7. City of Boulder, two BEB expansions, \$2,479,146 requested, staff recommend awarding \$1,239,573.
 8. RFTA, 10 BEBs to replace 10 buses, \$10,850,610 requested, staff recommend awarding \$6,510,366.
 9. Via Mobility Services, two BOC replacements, \$790,400 requested, staff recommend awarding \$395,200

d. DECISION ITEM: Consideration/Approval of Grant Award Recommendations

- i. Craig Secret: We wish we could fund everything fully but that isn't possible. While we don't have a strict geographic distribution rule, we did consider it during the evaluation. The Boulder region submitted multiple applications and we decided to par back RFTA because that region was receiving such a large award.
- ii. Director Coffin: I have a question regarding the facilities and infrastructure grants, do you have a sense of the timeline for the completion of these projects?
 1. Mike King: Each project did include a timeline in their application but I don't have a general overview of that prepared right now but we typically fund projects that are close to implementation so the funds aren't sitting around.
 2. I'm pretty confident that CU Boulder is ready to move forward as soon as funding is awarded
 3. RTD is in similar position

4. The Winter Park and the Via projects are both interesting because both facilities are already “EV ready,” so they just need to buy equipment and install it.
5. Procurement of buses may take longer but these facility upgrades are a necessary step
- iii. Director Matt Frommer: This is amazing to see. I think RFTA is up to 18 electric buses which is like 10%-12% of their fleet?
 1. Mike King: They have eight now, we funded ten last year, and this recommendation is for six buses so they’ll be at 24.
- iv. Director Frommer: My question is about RTD and that upgrade. Is RTD tapping into the Xcel Energy Transportation Electrification Plan to pay for some of this?
 1. Mike King: I believe they are using the Xcel rebate as part of the funding stack to make this upgrade possible
- v. Move for the CTE Board to approve the 2025 Capital Awards based on the recommendations of the scoring committee and CTE, which includes: \$2,189,400 for one facility project, \$9,365,386 for four infrastructure projects, and \$18,448,717 for nine vehicle projects that will result in 18 vehicle purchases.
 1. Motion to approve made by Director Frommer
 2. Seconded by Director Coffin
 3. Motion passes unanimously
 4. No oppositions or abstentions.

8. SB230 Formula Program Grant Awards (Craig Secrest) Time: 1:04:00

- a. Deferred COAs and Pending Full COAs
 - i. Awarded to Date: 23 agencies, \$26M
 - ii. February Recommended Awards: \$3.6M
 1. Summit County
 2. Transfort
 3. Archuleta County (Mountain Express)
 - iii. Deferred COAs: \$4M set aside
 1. Boulder County, City of La Junta, Mountain Valley Transit, Mountain Village (Telluride), NECALG (Prairie Express), Prowers County Transit, Ride Glenwood Springs, SECED, Snowmass Village, SoCoCAA (Roadrunner Transit), Teller Senior Coalition, All Points Transit
- b. Recommended Awards:
 - i. Summit County, \$917,823
 1. This will fund the Blue River Route and the Swan Meadow Route
 2. This will add approximately 8.1K vehicle revenue miles and 32K VRM
 - ii. Transfort, \$2,666,024
 1. Support recent rationalization of their service
 2. This will enable full service and reinstate service on multiple routes as well as maintaining 10-minute MAX BRT frequency
 3. Will add nearly 443K additional passenger trips and approximately 18K vehicle revenue hours
 - iii. Archuleta County (Mountain Express), \$68,686
 1. The funds will be used to expand their microtransit and extend their operating hours
 2. Additional annual trips expected to grow to approximately 4K trips in 2026 and then to 14.6K in 2030
 3. Expected to initially add 800 vehicle revenue hours and 2.3K VRM
- c. **DECISION ITEM: Motion to approve the three FY26 SB230 Formula Program Grant awards recommended by CTE staff**
 - i. Chair Jones: One question about the Transfort application, I was a little confused about the numbers, are they passenger trips that are currently happening but wouldn’t be happening without CTE funds because of service cuts?
 1. Craig Secrest: That is correct, it’s a challenge to quantify trips when an agency

is in the middle of a major rationalization. The full intent of the law is to increase transit service but we need to be taking into account some of the financial challenges going on around the state right now.

2. Chair Jones: That why I brought it up because it is what we wanted to try to avoid but it is productive service and we want to try to preserve service and there is a formula involved so we don't want to withhold money while they try to keep it going but we need some clarity on what their justification is for preserving the service. We want to make sure we're preserving productive service and not propping up service no one wants to have the hard conversations about. We want continuous improvement.
 3. Craig Secret: We're not replacing funding. If a local cuts funding with the assumption that SB 230 will pay for it, we're not going to accept that. But in this case, they're maintaining their level of funding but they're trying to rationalize their service due to their cost issues.
- ii. Motion to approve the three FY26 SB230 Formula Program grant awards recommended by CTE staff
 1. Motion to approve made by Director Averill
 2. Seconded by Director Coffin
 3. Motion passes unanimously
 4. No oppositions or abstentions.

9. Next Steps and Upcoming Activities (Craig Secret) Time: 1:15:16

- a. Our next meeting is scheduled for March 31, 2026 but I'm going to explore if we can combine the meeting with our board retreat so that may be adjusted
- b. We will have additional SB 230 Formula Program Grant awards
- c. We will have a larger discussion about the SB 230 Passenger Rail program, not just for Front Range Passenger Rail but also about the N Line expansion
- d. As you know, the CTE has been leading a study about RTA Best Practices. That is due to the legislature on March 31, 2026, and we'll bring that to the board to discuss what we would like to do with the findings.
- e. FY27 SB230 Formula Program Formula Development

10. Meeting Adjourned - Time 1:17:47

Clean Transit Enterprise Special Board Meeting Minutes

3/25/2026

Special Board Meeting – Thursday, March 2026. 9:00am - 9:05am

In-person Meeting

Video Recording: [Clean Transit Enterprise - March 2026 Special Board Meeting](#)

1. **Call to Order, Roll Call (Chair Cris Jones - 9:00am)**
 - a. Present: Cris Jones, Kelly Blynn, David Averill, Rick Coffin, Matt Frommer, Dawn Blocke, Kathleen Bracke
 - b. Excused: Shoshana Lew
 - c. Others in Attendance: Craig Secrest, Deseri Scott, Lisa Shi, Kay Kelly, Paul Desrocher, Michael King, Berrick Abramson, Jamie Grim
2. **Public Comment (Chair Cris Jones - 9:01am)**
 - a. No public comments
3. **Clean Transit Retail Delivery Fee FY27 Rate Inflationary Adjustment (Administrator Craig Secrest - (9:02am)**
 - a. CRS 43-4-1203 (7)(b) Sets the Clean Transit Retail Delivery Fee set the original fee at \$0.03 per retail delivery
 - b. CRS 43-4-1203 (7)(c)(I) & (II) describes yearly fee level adjustments and allows for the adjustment of the Clean Transit Retail Delivery Fee on an annual basis based on inflation
 - c. New Fee levels must be approved by the Enterprise Board (no new rulemaking) and communicated to the Department of Revenue by March 25th
 - d. The fee has been increased each year since its inception and was set at \$.0333 for FY26; based on data provided by the Colorado Department of Revenue, a fee increase of \$0.0011 is allowed
 - i. **DECISION ITEM:** Approval of New Retail Delivery Fee Level (\$0.0344)
 - ii. Motion by David Averill approved. Matt Frommer seconded.
 1. Motion approved unanimously
 2. No oppositions or abstentions
4. **Adjournment 9:04 pm**



COLORADO

Department of Transportation

Clean Transit Enterprise Board

February 24, 2026



Members of the Clean Transit Enterprise Board

Terms Pending Legislative Confirmation

- **Cris Jones** **CHAIR** (Boulder): Member representing an urban area, having transit expertise
- **David Averill** **CO-CHAIR** (Telluride): Member representing a rural area having transit expertise
- **Diane Barrett**: Transportation Commission Member with statewide transportation expertise

For terms expiring 9/28/2028

- **Matt Frommer** (Denver): Member with expertise in zero-emissions transportation, vehicle fleets or utilities
- **Kathleen Bracke** (Fort Collins): Member representing a public advocacy group that has transit or comprehensive transit expertise
- **Dawn Block** (La Junta): Member representing a transportation-focused organization that services an environmental justice community

Agency Appointments

- **Shoshana Lew**: Colorado Department of Transportation
- **Kelly Blynn**: Colorado Energy Office designee
- **Richard Coffin**: Colorado Department of Public Health & Environment designee



Agenda

- Welcome and Roll Call (Cris Jones, CTE Board Chair)
- Action Agenda (Cris Jones, CTE Board Chair)
 - **DECISION ITEM: Approval of Minutes - 02/24/26 and 03/25/26 Meetings**
 - **DECISION ITEM: Approval of Jamie Grim as Board Secretary**
- Public Comments (Cris Jones, CTE Board Chair)
- Program Administrator Update (Craig Secrest, CDOT)
- Directors Comments (Cris Jones, CTE Board Chair)
- Front Range Rail Joint Service Financial Framework Resolution (Craig Secrest, CDOT)
 - **DECISION ITEM: Approve Support Resolution**



Agenda

- CTE Oil & Gas Production Fee Setting (Craig Secrest, CDOT)
 - **DECISION ITEM: Approval of the FY26 Q3 Oil & Gas Production Fee Rates**
- SB230 Formula Program Grant Awards (Craig Secrest, CDOT)
 - **DECISION ITEM: Approve Formula Grant Award Recommendations**
- FY27 Formula Development
- Regional Transit Authority (RTA) Notice of Funding Availability (*Craig Secrest (CDOT)*)
 - **DECISION ITEM: Approve Budget for RTA Discretionary Program NOFA**
- Next Steps & Adjournment (Craig Secrest, CDOT & Cris Jones, CTE Board Chair)

Action Items

Cris Jones, CTE Board Chair



Proposed Action Item Motions

1. Make a motion to approve the minutes for the CTE board meeting on February 24, 2026 and March 25, 2026
1. Make a motion to appoint Jamie Grim to the role of CTE Board Secretary, effective immediately

Public Comments

Craig Secrest, CDOT

Program Administrator Update

Craig Secrest, CDOT



Program Administrator Update

- Thank you to Deseri Scott for service as Board Secretary
- Introduction of new CTE Board Member Diane Barrett
- CTE retreat follow-up
- RTD leadership meeting
- CTE communications efforts
- Federal Build America/Buy America (BABA) rulemaking
- SB230 Formula Program Update



FY26 Formula Grant Execution Status

Number of Grants by Stage



Award Amount by Stage



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

Number of Grants by Status



Award Amount by Status



● On Hold ● Tight Timeline ● On Time



CTE Grant Status

	On Hold	Pre Award Steps	TIP/STIP & Budgeting	Contracts Review	Signatures	Executed
Total Grants	1	30 Completed -- <i>In Progress</i>	12 Completed 18 <i>In Progress</i>	4 Completed 8 <i>In Progress</i>	1 Completed 3 <i>In Progress</i>	1 Completed -- <i>In Progress</i>
Total Funds Awarded	\$1.1M	\$30.8M Completed -- <i>In Progress</i>	\$21.9M Completed \$8.9 <i>In Progress</i>	\$16.4M Completed \$5.5 <i>In Progress</i>	\$9.3M Completed \$7.1 <i>In Progress</i>	\$9.3M Completed -- <i>In Progress</i>

Director Comments

Cris Jones, CTE Board Chair

Front Range Rail-Joint Service Financial Framework Resolution

Craig Secrest (CDOT)



Joint Service Resolution

Anticipated Start-Up Cost Responsibilities:

	Estimated One-Time Costs	Design Costs	Estimated Operating Costs
RTD Costs	\$156 M	\$5.58M	\$10M-\$12M Annually
CTIO Costs	\$176M (Financed with SB 184 Revenue)	\$3.83M	\$10M-\$12M Annually
CTE	-	-	\$10M-\$12M Annually

- The resolution affirms CTE’s commitment to the Joint Service and support for the Term Sheet that was negotiated
- CTE does not have any financial commitments to the start-up costs associated with the project
- CTE will provide operating costs in the future out of its SB230 funds
- A redacted Term Sheet is included in the packet

CTE Oil & Gas Fee Setting

Craig Secrest, CDOT



FY 26 Q3 O&GPF Rate Setting

Forecast	Amount
Revenue Limit	\$100,000,000
Oil and Gas Production Fee Revenue to Date (4/15)	\$50,063,912
Retail Delivery Revenue to Date (4/15)	\$40,554,540
Forecasted Additional Retail Delivery Fee Revenue for FY 26	\$3,558,597
Total	\$94,177,050
Max Additional Revenue	\$5,822,950

- Staff Recommended Motion: Set the Q3 FY26 Oil & Gas Production Fees at \$0.00 per barrel of oil and \$0.00 per MCF of gas

SB230 Formula Program Grant Awards

Craig Secrest, CDOT



SB 230 Formula Program: Awards and Deferred COAs & Pending Full COAs

Awarded to Date

- 25 agencies; 31 Grant Contracts
- Total = \$32M; \$1.2M in FY27 advances

Recommended Awards Today (Total = \$1.7M)

- City of Boulder
- Teller Senior Coalition
- All Points Transit
- Town of Snowmass

Deferred COAs (Total = \$2.7M)

- Boulder County
- City of La Junta
- Mountain Valley Transit
- Mountain Village (Telluride)
- NECALG (Prairie Express)
- Prowers County Transit
- Ride Glenwood Springs
- SECED
- SoCoCAA (Roadrunner Transit)
- SMART



SB 230 Formula Program: Recommended Award

Grant Amount: \$880,000

Proposal Highlights:

- COA based on City of Boulder Transportation Master Plan, ongoing community dialogue, and coordinated with RTD service plans
- Service span improvements to HOP service:
 - Weekdays: From 15-hours to 18-hours
 - Saturdays: From 15-hours to 17-hours
 - Sundays/Holidays: From 15-hours to 16-hours
- Service Frequency Improvements:
 - Weekdays (CU in session) - 12 min to 10 min
 - Year-round: 23 mi to 15 min (7PM - 10 PM)



City of Boulder Transportation & Mobility

Anticipated Impacts:

- 40K+ additional passenger trips; equates to about \$22/trip
- Add \cong 10K vehicle revenue hours and almost 56K VRM



SB 230 Formula Program: Recommended Award

Grant Amount: \$103,931

Proposal Highlights:

- COA based on Central Front Range Coordinated Public Transit and Human Services Plan and stakeholder outreach; worked with CTE Consultant to develop
- Add weekly demand response routes (16 trips/day)
 - Teller County to Colorado Springs
 - Cripple Creek/Victor to Woodland Park
 - North Florissant to Woodland Park



Anticipated Impacts:

- 4.4K additional passenger trips (2 yrs); equates to about \$23/trip
- Add \cong 950 vehicle revenue hours and a10.5K VRM



SB 230 Formula Program: Recommended Award

Grant Amount: \$391,130

Proposal Highlights:

- COA based agency's 3-year Strategic Plan and coordinated with the CDOT Regional Planning Process; worked with CTE Consultant to develop
- Purchase 2 new vehicles
- Launching new regional route from Montrose to Gunnison/Crested Butte
- Improves access to jobs, healthcare, and education, and to strengthen connectivity in the region



Anticipated Impacts:

- \cong 11K additional passenger trips; equates to about \$35/trip
- Add \cong 4K vehicle revenue hours and almost 132K VRM



SB 230 Formula Program: Recommended Award

Grant Amount: \$334,778 (requested less)

Proposal Highlights:

- COA based on town's Comprehensive Plan
- Purchasing two transit vans
- Service will expand demand response service to cover the entirety of the paved public roads with the Town of Snowmass Village
- Service expansion will improve response times to areas already served by demand response, reduce parking demand and minimize congestion within the Town core



Anticipated Impacts:

- 8.6K+ additional passenger trips; equates to about \$30/trip
- Add \cong 3.3K vehicle revenue hours and 16.5K VRM



Proposed Motions

- Approve the Four FY26 SB230 Formula Program grant awards recommended by CTE staff

FY27 Formula Workshop

Craig Secrest, CDOT



FY27 SB230 Formula Program Issues & Topics

1. Subprogram allocation approach
2. Total program funding level
3. FY 27 formula parameters
4. Other Considerations



Issue 1: Subprogram Allocation Approach

- Determine approach for allocating \$s across three sub programs: Mega, Large, Small
- Most small agencies didn't submit or are still in Deferred COA status - stick with \$1.5M?
- FY26 – set RTD at 25%, carved out \$1.5M for small agencies, rest went to large agencies
- Simply using all six allocation factors in statute to allocate creates issues
 - More subjective factors don't scale well for “unlike agencies”
 - Leads to 40% or less for RTD – clearly less than expectation
- Consider small increase to small agency subprogram
- Options for RTD vs. large agency allocation:
 1. Stick with full application of formula
 2. Make a policy decision about RTD's share again
 3. Only use population, ridership, and VMT for suballocation - RTD receives \cong 55%



Issue 2: FY27 Program Funding Level

- Total Formula Program FY 27 Budget (Fund 515) assumes \cong \$82M
- Based on pre-Iran War oil prices; potential for \$20M to \$40M in additional revenue
- Recommend \cong \$80M program level (+/-5%)
- Key Considerations
 - Accommodates RTD moving to full funding (375% increase)
 - Other agencies receive an average increase of \cong 14% form FY26
 - Leaves sufficient resources for CTE administration
 - Expect some eligible agencies may still not apply
 - Begins to build small reserve (\cong \$3M) w/o benefits of increased oil prices



Issue 3: FY 27 Formula Parameters

- Final FY 26 Formula
 - Weighted population heavily – slightly favored small urban areas
 - Capped allocations at 20% of agency 2023 operating budgets
- Same approach with updated data:
 - Agencies get average increase of \cong 14%
 - Most large agencies could see a 25% to 50% increase from FY26 allocation levels
 - 55 agencies would receive 5% to 10% more in FY than forecasted last year
- Are there other scenarios the board would like to see?

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



Issue 4: Other Considerations

- A few smaller agencies could see a reduction from FY26 - do want to guarantee maintenance of FY26 funding levels (or a small increase)?
- Small awards may not be worth the effort; should we set a floor (e.g., \$100K) on grant size?
- Incorporating new/young agencies into the formula is a challenge do to data issues; should we treat these agencies differently:
 - Set a fixed grant amount (maybe use minimum grant size)
 - Use projected rather than actual data
- Future program issues to resolve
 - How to accommodate agencies doing system rationalization efforts
 - Allowing agencies to use funding to maintain existing service
 - Use of SB230 funds if/when agency operating costs sky rocket

Regional Transportation Authority Notice of Funding Availability

Craig Secrest, CDOT



Proposed RTA Discretionary Program NOFA

- SB230 created a competitive “Local Transit Grant Program”
Purpose is to fund multimodal projects and incentivize creation/
expansion of Regional Transportation Authorities (RTAs)
- Recent RTA Best Practices Study highlights the importance of
seed funding/grants to RTA success
- Yampa region passed a RTA ballot measure in November 2025;
potential for additional 2026 ballot initiatives
- **Request motion:** Approve the CTE to release a NOFA for
competitive RTA Incentive Grants, funded at up to \$1M



Upcoming Activities

- Next board meeting scheduled for *May 26, 2026*
- Officer elections will be held
- Set FY 27 formula for SB230 Formula Program
- Consider resolution supporting SB230 Passenger Rail Program support for RTD N-Line completion
- Final FY26 SB230 Formula Program grant awards
- New CTE strategic plan discussion



Clean Transit Enterprise Information



COLORADO
Department of Transportation

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

Programs

Resources

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

Clean Transit Enterprise

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



About the Clean Transit Enterprise

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

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

CTE Capital Grant Program Awards

Selected Projects

Projects Not Selected

Contact Us

Contact Us

Resources

- [Clean Transit Enterprise Dashboard](#)
- [Clean Transit Enterprise 10 Year Plan](#)
- [2021 Transit Zero Emission Vehicle \(ZEV\) Roadmap](#)
- [Previous CTE Board Meeting Documents](#)
- [2022 CTE Annual Report](#)
- [2023 CTE Annual Report](#)

Upcoming Meetings

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

Board Packet

Subscribe for CTE Updates

* indicates required

Email Address *

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* indicates required

Email Address *

First Name

Last Name

Organization/Affiliation

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COLORADO

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Thank You/Motion to Adjourn



Informational Slides



Introducing Diane Barrett

- A lawyer for nearly 25 years, Diane Barrett practiced primarily in the areas of public finance and land use/development. Her practice emphasized financing public infrastructure for local governments and for private development projects.
- She retired from the practice of law in 2005 and was persuaded to try public service by then-Mayor of Denver John Hickenlooper, who appointed her his Special Assistant for Transportation and Development. He directed her to oversee Denver's participation in the \$500M Denver Union Station transportation and redevelopment project, a multi-modal hub for the Regional Transportation District's massive FasTracks project.
- Retained in the Special Assistant position by Mayor Bill Vidal when John Hickenlooper became the state's governor, Diane's portfolio grew to comprise oversight of most of Denver's major construction projects.
- When Michael B. Hancock became Mayor in 2011, he created the position of Chief Projects Officer and appointed Diane to fill it. Altogether, through three mayors, Diane was a mayoral appointee for 14 years in the City and County of Denver.
- She retired in November of 2019, having recruited her successor and, she hopes, assured the continuation of the Chief Projects Officer role in Denver. At that time Mayor Hancock appointed her to the five-member Board of Trustees of the Denver Employee Retirement Plan (DERP) and she has served on that Board ever since.
- In the summer of 2024, Governor Jared Polis recruited Diane and appointed her as his Special Advisor for Joint Rail Service, with the specific remit to begin implementation of Senate Bill 24-184. That legislation instructed CDOT, RTD, the Front Rail Passenger Rail District and two CDOT enterprises to work together with the Governor's Office to establish a jointly operated passenger rail service from Denver Union Station to Fort Collins. A year later, with a Joint Service Executive Oversight Committee established by intergovernmental agreement including all six entities, and negotiations underway with the railroads, Diane once again retired, for the third and potentially final time.

Clean Transit Enterprise Board Proposed Resolution 002

Advancing Joint Service.

Approved by the Clean Transit Enterprise Board on x

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

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

Whereas, the General Assembly of the State of Colorado approved Senate Bill 24-184 (“SB24-184”), which was signed by Governor Jared Polis on May 16, 2024, and which implemented, *inter alia*, § 32-22-103(5), C.R.S., which authorizes RTD, FRPRD, CDOT, and CTIO (the Parties) to develop an implementation plan for using their respective authorities to deliver, construct, and operate passenger rail service from Denver Union Station, located in Denver, Colorado, to Fort Collins, Colorado (the Project), as the first phase of front range passenger rail service; and

Whereas, § 43-1-117.5(3)(a)(II), C.R.S, authorizes CDOT to promote, plan, design, build, finance, operate, maintain, and contract for transit services, including passenger rail, and advanced guideway systems services through its Division of Transit and Rail; and

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

Whereas, the CTE Board recognizes that advancing planning and development for the Project is consistent with statewide multimodal objectives; and

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

Whereas, in June 2025 the CTE Board approved the Agreement to establish a Joint Service Executive Oversight Committee that includes the Parties as well as the CTE and the Governor’s Office for the purpose of investigating the combination of the Parties’ respective powers and resources to build and operate passenger rail service from Denver Union Station to Fort Collins; and

Whereas, representatives of the Parties have successfully negotiated a term sheet outlining the key details of an access agreement that will allow the use of certain freight rail lines owned and operated by BNSF to implement passenger rail service from Denver Union Station to Fort Collins (Term Sheet); and

Whereas, the Term Sheet identifies certain improvements that are necessary to ensure the safety and mobility of both passenger and freight trains on BNSF rail lines; and

Whereas, the Term Sheet estimates a total one-time cost for the Project to be approximately \$329 million, with approximately \$9 million of that total representing the initial design costs for the CTIO-funded portion of the Project and the RTD-funded portion of the Project (Initial Design Costs); and

Now Therefore Be It Resolved, the CTE Board agrees with the intent to fund the Project costs as enumerated in the Term Sheet, and anticipates that the JSEOC parties will return to their respective boards in late 2026 with a comprehensive finance and implementation plan for consideration and adoption by the Parties, including the CTE Board.

Now Therefore Be It Further Resolved, the CTE Board supports proceeding with funding for Initial Design Costs for the Project, utilizing funding from the CTIO and RTD that is to be set forth in either a separate intergovernmental agreement between CTIO and RTD, or an amendment to the Agreement.

Clean Transit Board Secretary