



CLEAN TRANSIT ENTERPRISE BOARD MEETING - OCTOBER 29, 2024

SCHEDULE & AGENDA

- I. **Welcome, Roll Call, Agenda Review (5 minutes) 10:30-10:35 am**
Matt Frommer, Chair
- II. **Public Comments (5 minutes) 10:35-10:40 am**
Matt Frommer, Chair
- III. **Action Agenda (5 minutes) 10:40-10:45 am**
Matt Frommer, Chair
 - **DECISION ITEM: Approval of Minutes - 9/24/2024 CTE Board Meeting**
- IV. **Program Administrator Update (10 minutes) 10:45-10:55 am**
Kay Kelly, (CDOT)
- V. **Enterprise Financial Update (15 minutes) 10:55-11:10 am**
Kay Hruska, Cassie Rutter & Sam Foster (CDOT)
- VI. **CTE FY26 Proposed Budget (15 minutes) 11:10-11:25 am**
Kay Kelly, (CDOT)
 - **DECISION ITEM: Approval of FY26 CTE Proposed Budget**
- VII. **Town of Breckenridge ZEV Transition Planning (15 minutes) 11:25-11:40 am**
Andy Cotton, Town of Breckenridge
- VIII. **CTE Planning Call for Projects (15 minutes) 11:40-11:55 am**
Michael King, CDOT
- IX. **Adjournment (5 minutes) 11:55-12:00 pm**

Clean Transit Enterprise Board Meeting Minutes

9/24/2024

Regular Board Meeting - Wednesday, September 24, 2024. 1:00 - 1:45 pm

Virtual via Zoom Meeting

Video Recording: <https://www.youtube.com/live/LmvXiPPCNh8>

1. Call to Order, Roll Call (Matt Frommer) - Time 1:10

Present: Chair Frommer. Director Block. Director Jones. Director Averill. Director Coffin. Director Blynn. Excused: Executive Director Lew. Director Garcia. Director Trowbridge.

2. Public Comment - Time 1:13

No requests for public comment this month

3. Action Agenda - Time 1:13

- **DECISION ITEM - Approval of minutes from August 21, 2024 CTE Board Meeting**
- Motion by Chair Frommer. Seconded by Director Averill.
- Motion approved unanimously.
- No opposition or abstentions.

4. Program Administrator Update (Kay Kelly) - Time 1:14

- The CTE is hiring a Director. Job announcement closed on 9/12. Program staff are currently reviewing applications. We will report back in October.
- This and future Program Administrator Updates will clearly delineate which funding source we are referring to - Retail Delivery Fee or Oil and Gas Production Fee
- Oil and Gas Production Fee:
 - Once the oil and gas production fee startup loan is approved today, we can start making preparations for the new cash funds established in SB24-230, including planning for the new grant programs.
- Retail Delivery Fee
 - We submitted a decision item to the Office of State Planning and Budget (OSPB) to change the Clean Transit Retail Delivery Fee to a continuously appropriated revenue stream as opposed to an annually appropriated one. OSPB has accepted the decision item and it will be sent with the Governor's budget request on November 1, 2024. The joint budget committee will decide if they want to create legislation for this item. We will continue to keep the board posted as we move through this process.

- Last month during the approval of the CTE Capital awards, the Board set aside two awards pending an eligibility review by legal counsel. Our legal counsel determined that the awards were eligible and communicated that decision to the board the next day via email. The Board had no further questions. Unfortunately, we later discovered a typo in the dollar amount of the amended motion from the August 24th meeting so I conferred with legal counsel on how to proceed. It was clearly the intention of the board to proceed with funding all eligible projects and it's not the board's fault that staff had a typo in the motion. We did proceed with the award announcements, but we'd like the Board to approve an amended approval motion just to be 100% accurate in the dollar amounts approved for the capital awards.
- No discussion or questions
- **DECISION ITEM - Approval of Final Motion for CTE Capital Awards - Time: 1:19**
 - Motion by Chair Frommer for the Clean Transit Enterprise Board to approve the 2024 Capital Awards as detailed in the award recommendations memo and based on the recommendations of the scoring committee and Enterprise staff:
 - \$1,500,000 in programmed funds for 1 facility project
 - \$384,000 in programmed funds for 1 infrastructure project
 - \$13,116,000 in programmed funds for 9 vehicle projects that will result in 28 vehicle purchases
 - Seconded by Director Jones
 - Motion approved unanimously.
 - No opposition or abstentions

5. Enterprise Financial Update - Time: 1:21

- Kay Huska: CTE has collected just over \$1.7 million dollars in revenue for the quarter through August. The majority of the expenses are for staff time.
- Sam Foster:
 - We are forecasting FY 25-26 revenue at \$12.6 million. Oil and Gas Production Fees revenue forecast remains the same as what was described in last month's meeting.
 - FY 23-24 year end cash balance is approximately \$19.5 million. Cash fund balance as of 9/17/24 is approximately \$21 million. Total FY 25 spending authority by Joint Budget Committee is approximately \$18.1 million
 - Staff developed a cost estimate for the SB24-230 Oil and Gas Production Fee start-up costs loan, which was presented to the CDOT Transportation

Commission (TC) at their August workshop. The Commission approved setting aside \$600,000 from the TC reserve for the loan. The CTE Board approved that loan amount at the August 24th meeting. At the September TC meeting, the loan agreement was approved. The next step is for the CTE Board to approve the loan agreement, which was included in this meeting packet.

- **DECISION ITEM - Approval of TC Loan for SB24-230 Start-up Costs - Time: 1:24**
 - Motion by Chair Frommer for the Clean Transit Enterprise to accept the Transportation Commission loan of \$600,000 for start-up costs relating to SB24-230.
 - Seconded by Director Jones.
 - Motion approved unanimously.
 - No opposition or abstentions.

6. Upcoming CTE Planning Grants (Kay Kelly) - Time: 1:25

- Agencies with transition plans tend to be more successful in their transition to ZEV fleets. CTE capital award evaluation criteria includes a consideration for how much agencies have planned and assessed their own readiness because we think it's really important for the deployment of these buses. The FTA also requires a fleet transition plan for similar reasons.
- At the request of transit agencies, CTE rules state that we will coordinate our calls for projects with standing calls for transit projects issued by CDOT's Division of Transit and Rail (DTR). DTR typically issues two calls for projects a year - one for admin/operating/planning/mobility management funding, which includes the CTE planning grant opportunity and one for capital projects which includes CTE's infrastructure, facilities, and vehicle grant opportunities.
- Timing of the FY 25 transit funding NOFAs are as follows;
 - Admin/Operating/Planning/Mobility Management - late 2024
 - Capital - winter/spring 2025
- In addition to our CTE planning grants, there are some other opportunities for transit agencies to consider:
 - The U.S. Joint Office of Energy & Transportation offers free technical assistance and resources for agencies transitioning to low and zero emission vehicles
 - The Clean bus planning awards program is designed to provide school and transit bus fleets with free technical assistance to develop customized fleet electrification plans
- Next steps for the CTE planning grants:

- CDOT staff are currently doing a due diligence review of the grant requirements and scoring criteria that the Board approved for the first round. If they have any suggestions or clarifications to improve the next round of grant applications, they will bring those to the Board for input and approval at the next meeting.
- Staff is promoting our planning grants with transit agencies along with the other Federal opportunities mentioned
- Staff are developing a tracking sheet of which agencies in Colorado have or are in the process of developing ZEV transition plans.
- Questions:
 - Chair Frommer: I like the idea of a tracking sheet. Do these fleet electrification plans have projected ZEV procurements for each year? Can we collect that data to inform the CTE portfolio and whether it will be adequate to support fleet transition and incremental costs over time?
 - Kay Kelly: Great question. Yes, plans do look at what routes are most suitable to a ZEV transition on given time horizons and can help us with forecasting. The first step would be to understand which agencies have plans and then start mining them for this data and doing some analysis. We are also interested in an update to our Transit Zero Emission Roadmap which helped to inform our initial estimates for the enterprise.
 - Chair Frommer: It would be helpful to see some examples of fleet electrification plans. Could examples be emailed to Directors?
 - Kay Kelly: Yes, or alternatively, we could bring in an agency with a recently completed transition plan and have them walk you through the process and plan.

7. Closing Remarks and Adjournment - Time 1:45

- Kay Kelly: CTE will be returning to more of a monthly meeting cadence as we start to dive into the Oil and Gas Production Fee start up work. Our next meeting is likely to occur in mid to late October.
- **Chair Frommer: Meeting is adjourned at 1:45.**



COLORADO

Department of Transportation

Clean Transit Enterprise Board

October 29, 2024



AGENDA

- Welcome and Roll Call (Chair Frommer)
- Public Comments
- Action Agenda (Chair Frommer)
 - DECISION ITEM: Approval of Minutes - 9/24/24 CTE Board Meeting
- Program Administrator Update (Kay Kelly, CDOT)
- Enterprise Financial Update (Kay Hruska, Cassie Rutter and Sam Foster, CDOT)
- CTE FY26 Proposed Budget (Kay Kelly, CDOT)
 - DECISION ITEM: Approval of FY26 CTE Proposed Budget
- Town of Breckenridge ZEV Transition Planning (Andy Cotton, Town of Breckenridge)
- CTE Planning Call for Projects (Mike King, CDOT)
- Adjournment

Program Administrator Update

Kay Kelly, CDOT



Program Administrator Update

- **General Enterprise Updates:**

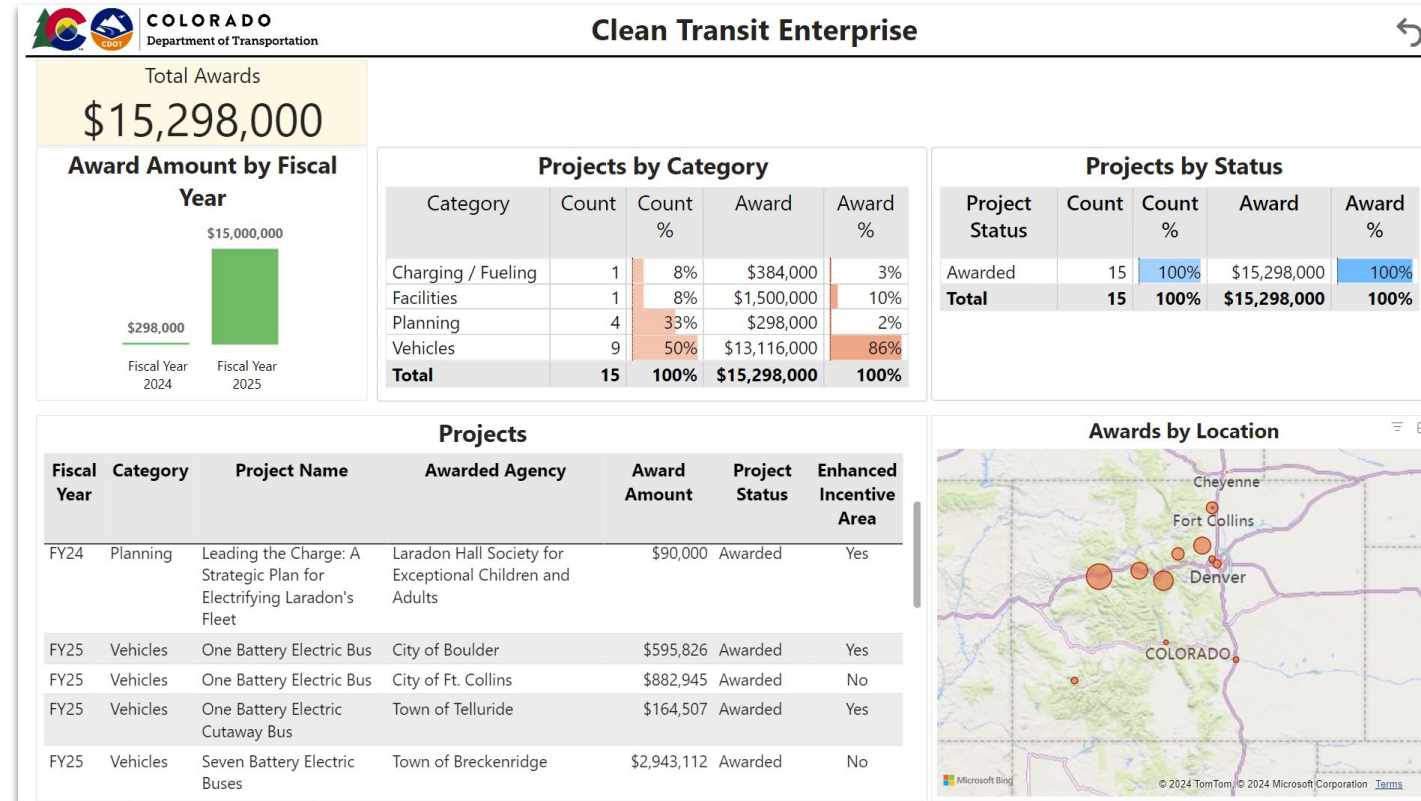
- CTE Manager Hiring Process Update
- CTE Annual Report to the Legislature
- Public Accountability Dashboard
- Board Appointments
- Future Board Meeting Scheduling

- **Oil and Gas Production Fee Topics:**

- Administrative Preparations Continue

- **Retail Delivery Fee Topics:**

- Planning for next round of Transit ZEV Transition Planning Grants



Enterprise Financial Update

Kay Hruska and Ryan Long, CDOT



CTE Accounting Update - Year-To Date Figures Through September 2024

Fiscal Year 2024-25 Budget to Actual for Fund 540							
Clean Transit Enterprise							
Line Item		Approved Budget	July 2024	August 2024	September 2024	Total Quarter 1	Remaining Funds
1	Fiscal Year Revenues						
2	Clean Transit Retail Delivery Fee	\$ 9,902,388	\$ 555,814	\$ 918,486	\$ 901,927	\$ 2,376,228	
3	Interest Revenue	-	-	60,352	64,785	125,137	
4	Total FY 2024-25- Revenue	\$ 9,902,388	\$ 555,814	\$ 978,838	\$ 966,712	\$ 2,501,365	
5	Fiscal Year Allocations						
6	Administration & Agency Operations						
7	Administration and Agency Operations						
8	Staff Salaries	\$ 450,250	\$ -	\$ 3,851	\$ 5,848	\$ 9,699	\$ 440,551
9	Attorney General Fees	5,000	-	1,066	-	1,066	3,934
10	Office of the State Audit-Annual Financial Audit	2,000	-	-	-	-	2,000
11	Professional Services	100,000	-	-	-	-	100,000
12	Board/Staff Travel	2,000	-	-	-	-	2,000
13	Board Meeting Expenses	200	-	-	-	-	200
14	Miscellaneous	1,000	-	-	-	-	1,000
15	Total Administration and Agency Operations	\$ 560,450	\$ -	\$ 4,916	\$ 5,848	\$ 10,765	\$ 549,685
16	Contingency Reserve						
17	Board Reserve Fund (10%)	\$ 990,239	\$ -	\$ -	\$ -	\$ -	990,239
18	Total Reserve Funds	\$ 990,239	\$ -	\$ -	\$ -	\$ -	\$ 990,239
19	Programmed Funds						
20	Programmed Funds	\$ 8,231,933	\$ -	\$ -	\$ -	\$ -	8,231,933
21	Total Programmed Funds	\$ 8,231,933	\$ -	\$ -	\$ -	\$ -	\$ 8,231,933
22	Total FY 2024-25 Budget	\$ 9,902,388					
23	Total FY 2024-25 Allocations	\$ 9,782,622					



Revenue Forecasts

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

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

FY 2025-26 Revenue:

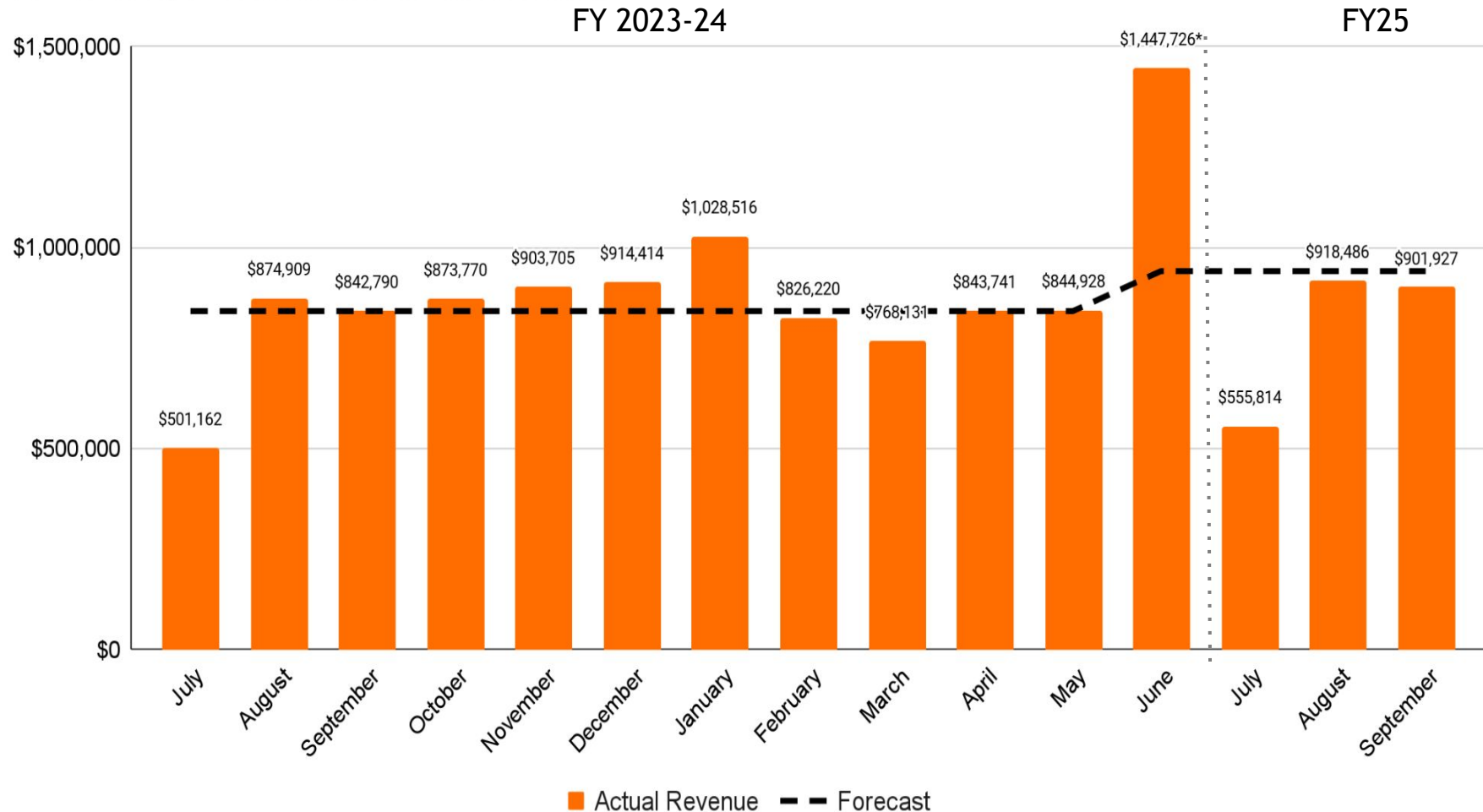
- Forecast in FY25 Q1: \$12,900,000

FY 2025-26 Oil and Gas Production Fee:

Total of \$56,777,910

- Local Transit Operations: \$39,744,537
- Local Transit Grant Program: \$5,677,791
- Rail Funding Program: \$11,355,582

Retail Delivery Fee Actual and Forecasted Revenue



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



Clean Transit Enterprise Cash Fund Status

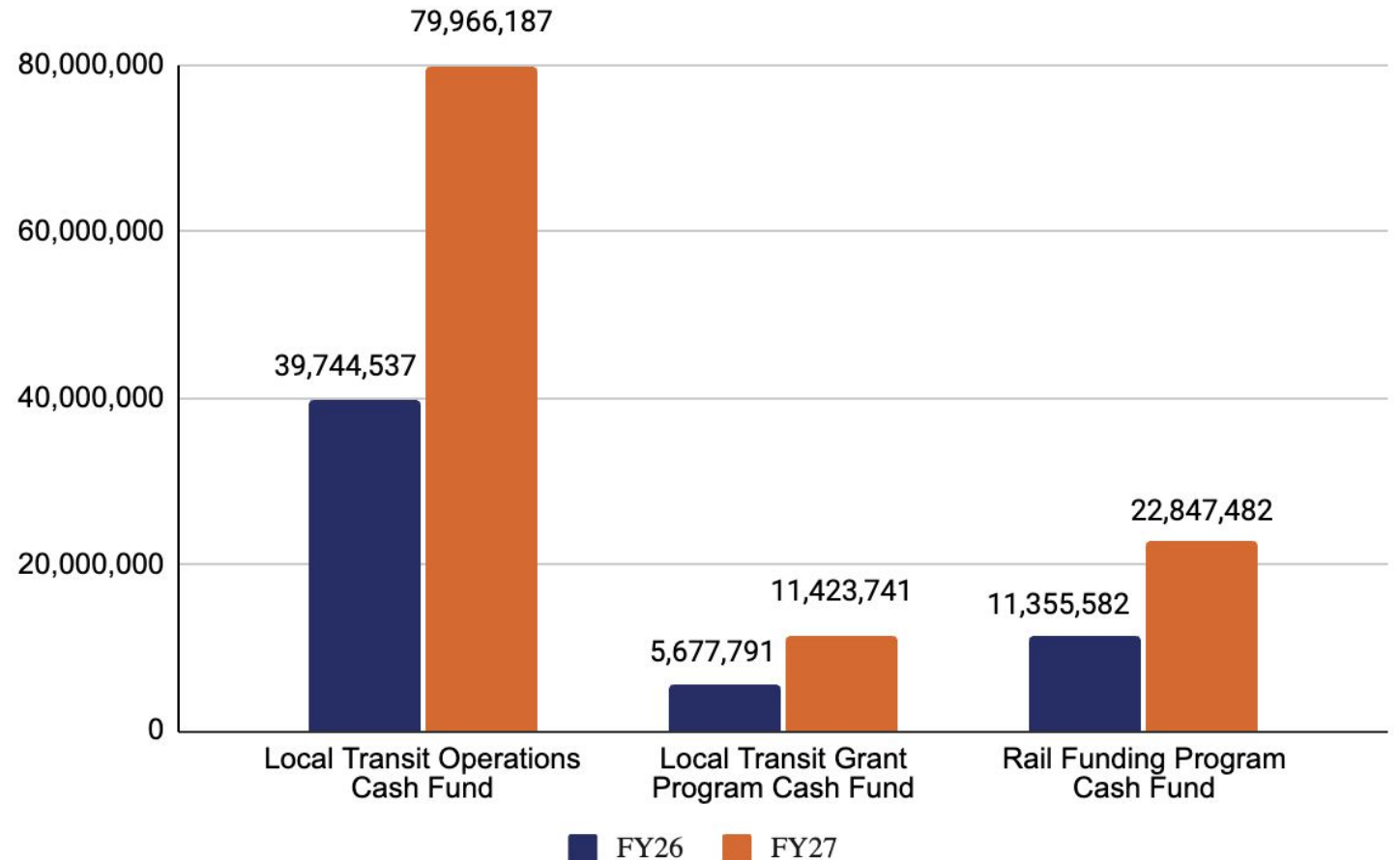
Actual FY 2023-24 Year Ending Cash Balance	\$19,486,965
Cash Fund Balance as of October 17, 2024	\$21,990,316
Total FY25 Spending Authority Adopted by Joint Budget Committee 2/8/24	\$18,134,321



Oil and Gas Fee Forecast Assumptions

- CDOT's Office of Financial management and Budget (OFMB) primarily uses data from the U.S. Energy Information Administration's Annual Energy Outlook to estimate oil and gas production and prices in Colorado.
- OFMB's forecast will be updated on a quarterly basis to account for fee changes and market conditions.
- The chart to the right outlines OFMB's forecast for FY 2025-26 and FY 2026-27.

Oil and Gas Fee Forecast - OFMB FY 25 Q1 Forecast

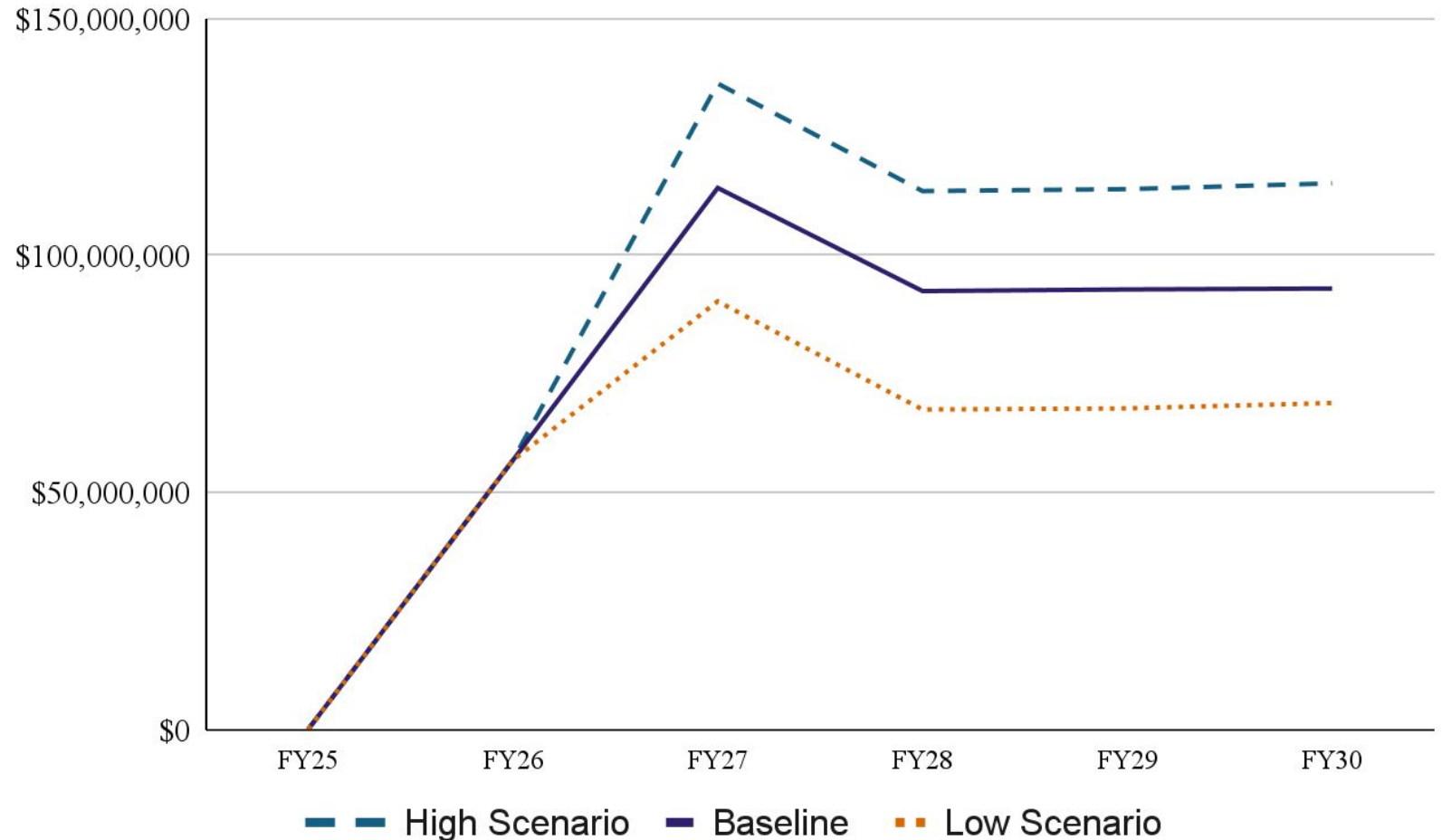




Oil and Gas Fee Variability

- The oil and gas production fees will experience significant variability over time.
- Small variations in the price of oil and gas could have significant impacts on the amount of revenue collected.
- The chart to the right compares OFMB's baseline forecast to the revenue generated in the fee tiers above and below the baseline forecast.

Oil and Gas Fee Scenarios

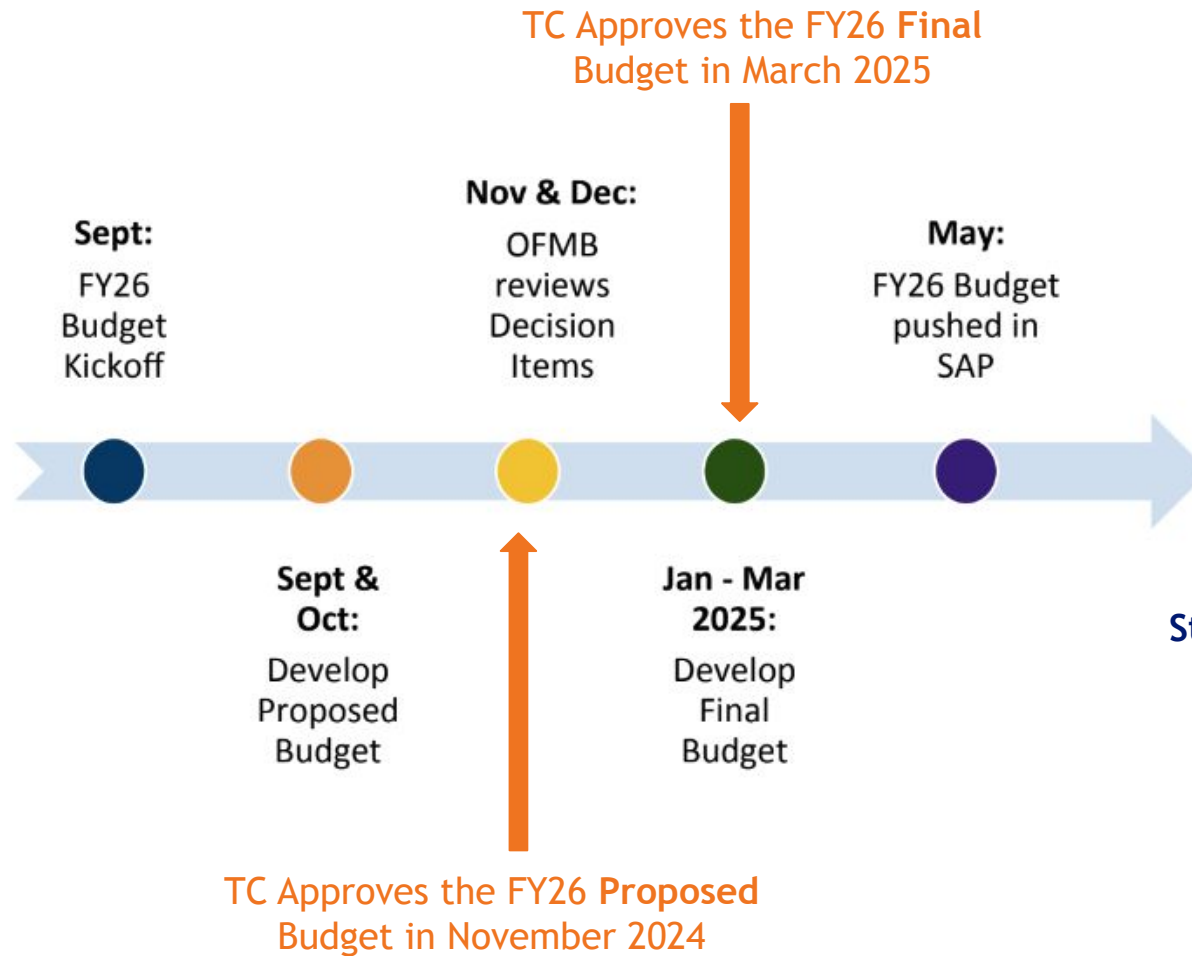


FY26 CTE Proposed Budget

Kay Kelly, CDOT



CDOT's Annual Budget Setting Process



The deadline to submit FY26 budget requests to the CDOT Office of Financial Management and Budget (OFMB) is **November 1**

Statutory Deadlines for the Budget:

- **November 1** - legislative budget submitted to the Joint Budget Committee
- **December 15** - Proposed Annual Budget submitted to the Governor's Office and legislature
- **April 15** - Final Annual Budget submitted to the Governor's Office and legislature
- **by June 30** - Governor signs Final Budget



Elements of the CTE Annual Budget

Revenue:

- Clean Transit Retail Delivery Fee (existing)
- Oil and Gas Production Fee (takes effect 7/1/25)

Expenses:

- Administration and Agency Operations - staff salaries, attorney fees, administrative expenses for meetings/travel, etc.
 - To be charged 70% to O/G Fee and 30% to Retail Delivery Fee
- Contingency Reserve - Set at 10% of the Retail Delivery Fee to account for project cost escalations or other unforeseen expenses
- Programmed Funds - funds CTE distributes in the form of grants to transit agencies
 - Zero Emission Transit Grants funded by the Clean Transit Retail Delivery Fee (existing)
 - Oil and Gas Production Fee programs (new in FY26)



CTE Proposed FY26 Budget (FY starts 7/1/25)

LINE ITEM	FY2025-26
TOTAL REVENUES	\$ 70,276,038
Clean Transit Retail Delivery Fee	\$ 12,898,128
Oil & Gas Production Fee	\$ 56,777,910
TC Start Up Loan for Oil and Gas Production Fee Portfolio	\$ 600,000
ADMINISTRATION & AGENCY OPERATIONS	\$ 1,680,847
Staff Salaries	\$ 774,912
Attorney General's Office Fees	\$ 5,000
Office of State Audit - Annual Financial Audit	\$ 2,000
Professional Services	\$ 250,000
Administrative Expenses	\$ 6,200
Board/Staff Travel	\$ 3,600
Board Meeting Expenses	\$ 600
Supplies/Registration Fees/Etc.	\$ 2,000
Loan Payments	\$ 642,735
CONTINGENCY RESERVE	\$ 1,289,813
Board Reserve Fund (10.00%)	\$ 1,289,813
PROGRAMMED FUNDS	\$ 67,305,378
Programmed Funds	\$ 67,305,378
Clean Transit Retail Delivery Fee	\$ 11,296,882
Total Oil and Gas Production Fee	\$ 56,008,496
TOTAL - CTE	\$ 70,276,038

Projected Revenue - existing RDF, plus new Oil/Gas Production Fee and start-up loan

Anticipate higher Salary costs going forward as additional grant programs are added and existing grant programs continue execution

Increase in Professional Services costs due to anticipated need for consultant support on O/G start-up efforts

Travel and Meeting Expenses line items adjusted to allow for 3 in-person meetings per year

98% of total revenue (\$68,595,191) remaining for the CTE Program Portfolio and Contingency Funds



Decision Item - FY26 Proposed Budget

Proposed Motion for Board Consideration:

Move for the Clean Transit Enterprise to adopt the fiscal year 2026 PROPOSED budget as presented by Enterprise staff.

Town of Breckenridge ZEV Transition Planning

Andy Cotton, Town of Breckenridge

Zero Emission Bus Transition Strategy

Town of Breckenridge Free Ride Transit System

Andy Cotton - Assistant Transit Manager

As presented for the Clean Transit Enterprise (CTE)

Breckenridge Free Ride Transit

1.3+ million passenger trips
annually

4-8 bus routes depending on
season

35-50 FT employees

9600' elevation

350" average annual snowfall



Current State

The Free Ride operates up to 7 bus routes in peak winter season

16 Transit buses

- 12 Diesel

- 2 Diesel Hybrids

- 5 Battery BEB's

Infrastructure

- 2 60 KW depot chargers

- 3 120 KW depot chargers

Why do we want ZEV's in Breckenridge?

- ▶ Reduce emissions
- ▶ Provide cleaner and quieter transit option for residents
- ▶ Federal Low-No requirement
- ▶ Cost savings
- ▶ The goal of 2030 fully electric is aggressive, but potentially obtainable



Why does Breck need a fleet transition plan? Some background

- ▶ Limited time from in house staff
- ▶ Limited knowledge in certain areas
- ▶ Difficulty in getting the utility involved
- ▶ Fleet needs
- ▶ Facility needs

Study Details:

- ▶ Study took approximately 5 months to complete
- ▶ \$45,000 total cost
- ▶ \$40,500 funded through 2023 ZEV Transition Planning Award from CDOT
 - ▶ Pre-CTE program, funded with CDOT OIM budget
- ▶ Total agency cost = \$4,500
- ▶ Went to RFP
- ▶ Top proposal was Hatch Consulting
- ▶ Expertise with multiple ZEV studies
 - ▶ Massachusetts Bay Transit
 - ▶ Maine DOT
 - ▶ Redwood Coast Transit
- ▶ Local contact in Denver area

Study details continued....

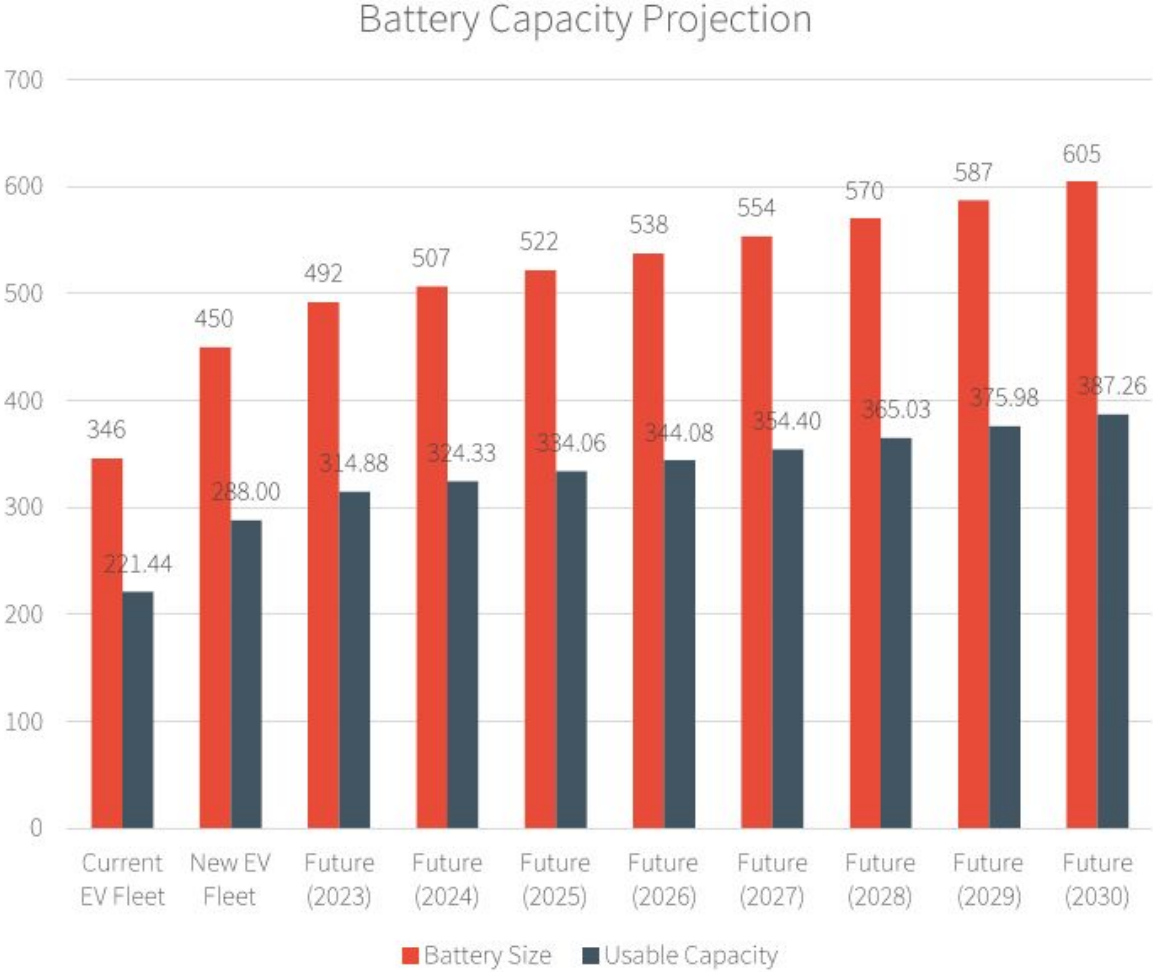


- ▶ Be ready to produce lots of data!
- ▶ Weekly meetings with Hatch
- ▶ Site visits
- ▶ Ridership data
- ▶ Cold weather data
- ▶ Hot weather data
- ▶ Photos
- ▶ Lots of usage details required from current EV fleet

Current Vehicle List and Replacement Year

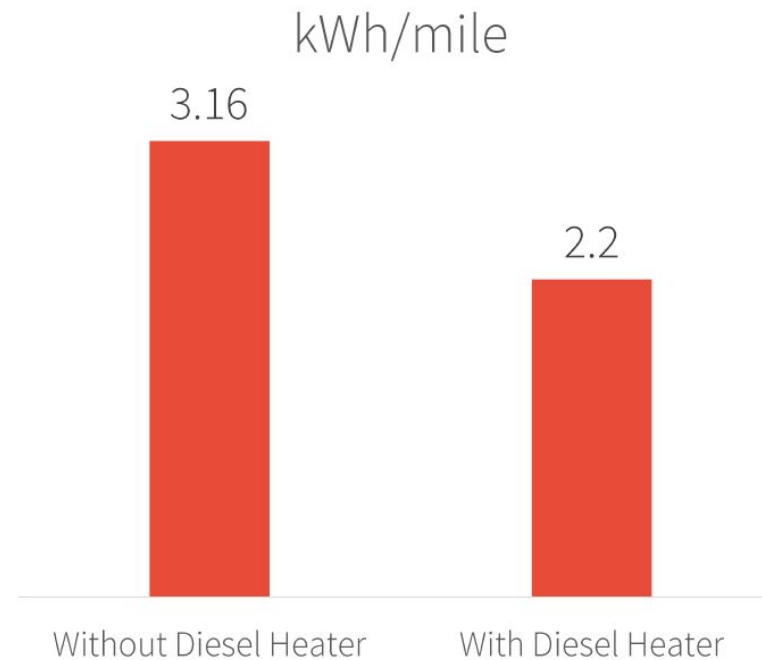
Bus ID	Make	Vehicle Type	Fuel	In Service Year	Replacement Year
9214	GILLIG	35' Transit Bus	Diesel/Hybrid	2009	(contingency fleet)
9215	GILLIG	35' Transit Bus	Diesel/Hybrid	2009	
9221	Ford	Cutaway	Gasoline	Unknown	Unknown
9222	Ford	Cutaway	Gasoline	Unknown	Unknown
9224	GILLIG	29' Transit Bus	Diesel	2014	2025
9225	GILLIG	29' Transit Bus	Diesel	2017	2028
9226	GILLIG	29' Trolley	Diesel	2017	2028
9227	ELDORADO	35' Transit Bus	Diesel	2017	2028
9228	ELDORADO	32' Transit Bus	Diesel	2018	2029
9229	ELDORADO	32' Transit Bus	Diesel	2018	2029
9230	ELDORADO	32' Transit Bus	Diesel	2018	2029
9231	GILLIG	29' Trolley	Diesel	2019	2030
9232	ELDORADO	32' Transit Bus	Diesel	2019	2030
9233	ELDORADO	32' Transit Bus	Diesel	2019	2030
9234	Proterra	35' Transit Bus	Electric	2020	2031
9235	Proterra	35' Transit Bus	Electric	2020	2031

Understanding future bus capabilities (projected at 3% above current buses)

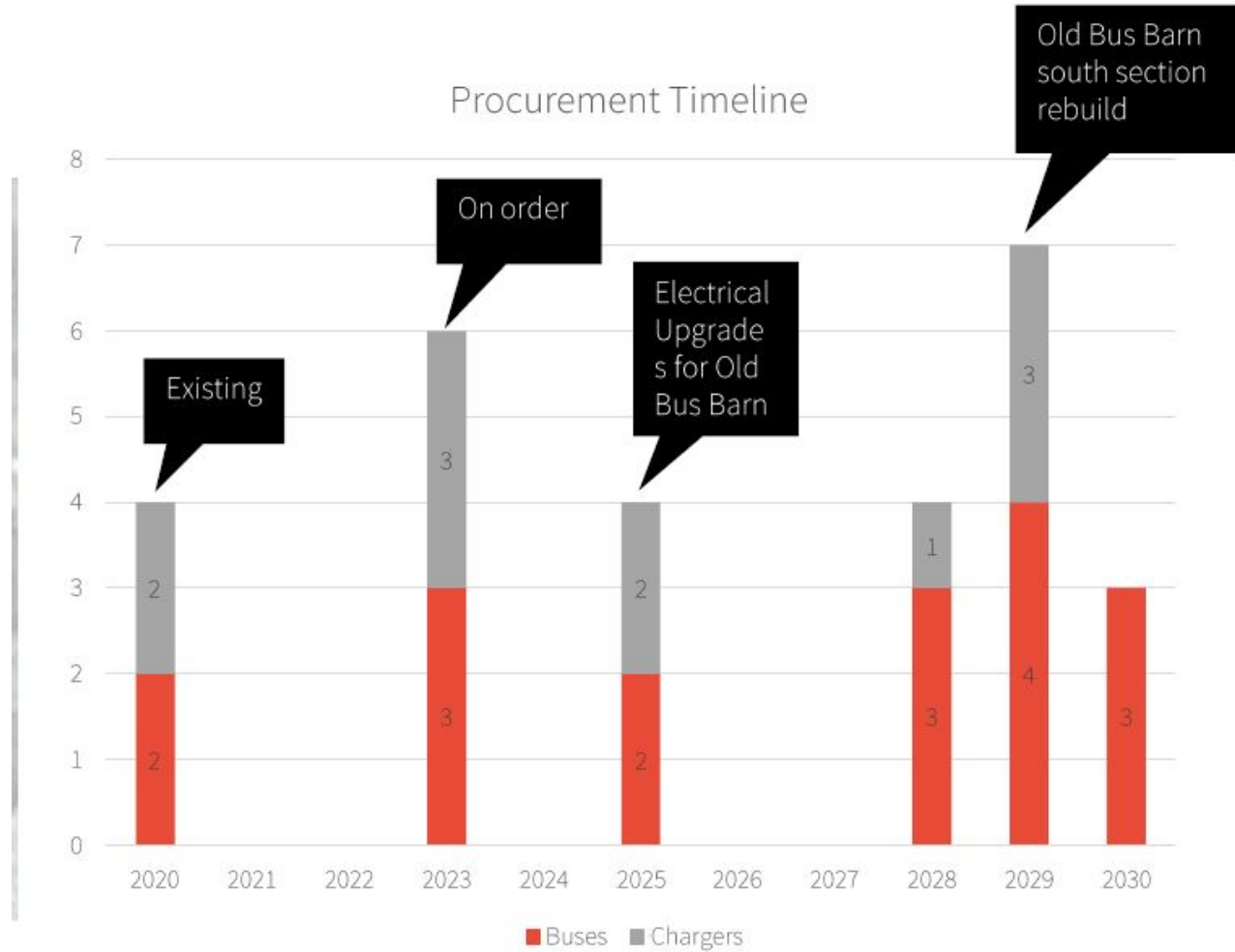


Electric Bus Performance Assumptions

- ▶ The performance data analyzed was from our current BEB's on our Yellow Route in the coldest winter conditions over a period of several months
- ▶ 20% safety margin
- ▶ 20% margin for battery aging
- ▶ Reality is that it can be much worse



Transition Plan



Requirements for 100% Electric Operation

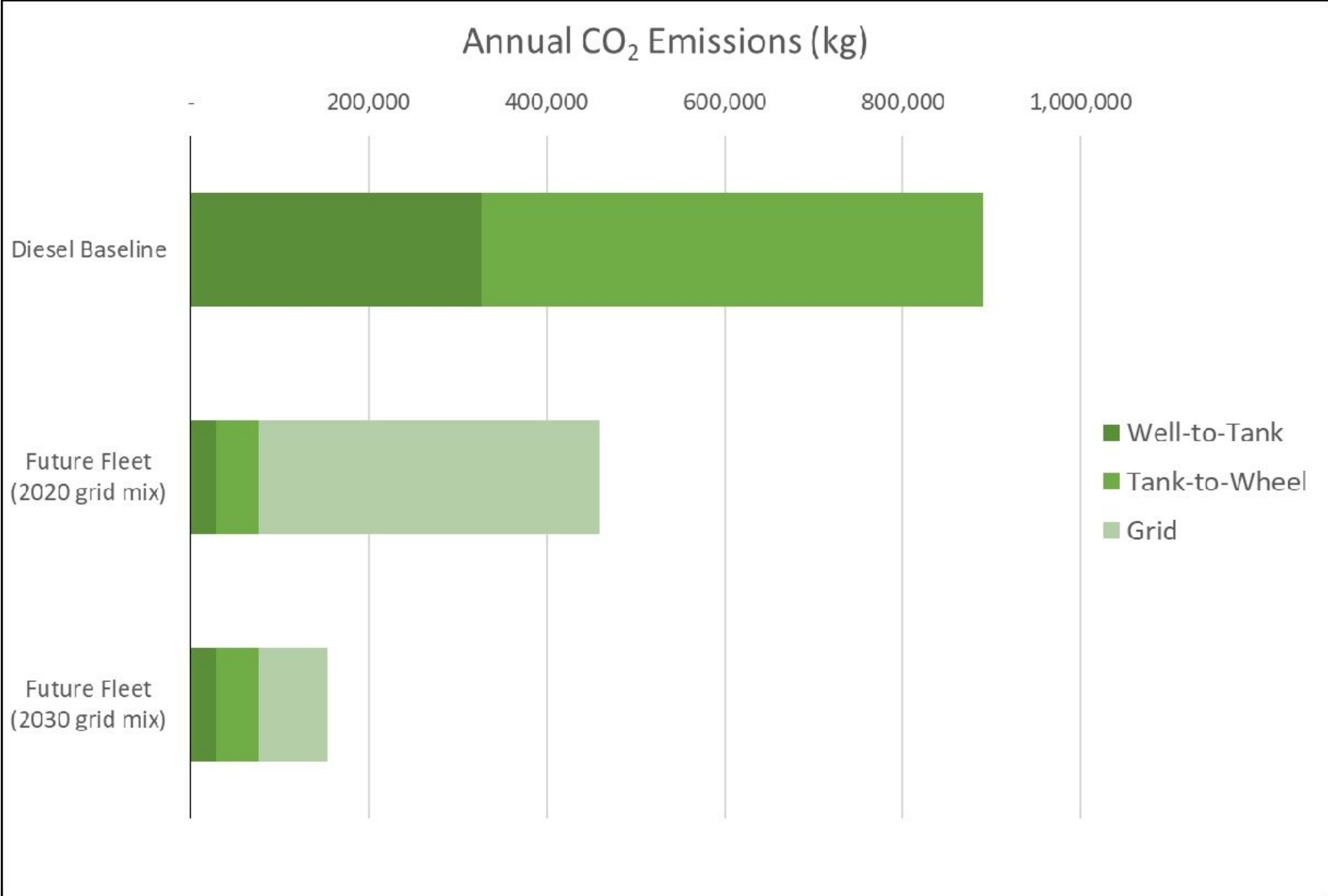
18 BEBs

2 of which are Trolleys (outfitted BEBs)

Currently the 'new bus barn' will require 1 additional charger 60 or 120 kW with one dispenser (6 total chargers)

The 'old bus barn' will require a rebuild and 7 high speed chargers with two dispensers each

Emissions Estimate



Surprises? You bet.

- ▶ Leverage battery purchases using grant funding
- ▶ Complete facility tear down and remodel - big time construction
- ▶ Limitations of vehicle availability
- ▶ Cost savings? Maybe not
- ▶ Routes needing to be optimized
- ▶ Internally drivers and mechanics resistance to change
- ▶ Facility maintenance
- ▶ Charging infrastructure maintenance

Current challenges

3 Proterra / Phoenix BEB's out of service 6+ months



New BEB's 2.5 years out



Current aging fleet



Fleet mechanic training



2030 is aggressive

Take aways

- ▶ Continue the momentum from current deployments
- ▶ Old barn renovation timeline is very important
- ▶ Consider switching from battery leasing to purchase (with extended warranty)
- ▶ Battery charging software necessary
- ▶ Continue monitoring the performance of BEBs
- ▶ Continue monitoring the development in technology
- ▶ Work with energy provider early in the process
 - ▶ It took 2 months to get a site visit due to varying schedules

Why is this plan useful / why do we need it?

- ▶ A solid timeline is necessary
- ▶ Critical data gets a deep dive
- ▶ Full fleet assessment
- ▶ Future route planning can be tailored around EV's
- ▶ Vehicle acquisition strategy
- ▶ Driver and fleet mechanic training requirements
- ▶ And more!

▶ Questions?



CTE Planning Grants

Mike King, CDOT



Current State of ZEV Transition Planning

- There are 80+ entities in Colorado that provide transit services to the general public or a segment of the public defined by age, disability, or low income that are eligible to receive CTE ZEV Planning Grant funding
- To the best of our current knowledge, the current tally of agencies in terms of their fleet transition planning is:
 - Approximately 12 have completed a ZEV Fleet Transition Plan
 - 5 are in the process of developing a plan
 - 4 have been awarded CDOT and/or CTE funding to develop a plan
 - the remaining 60+ have not yet begun a fleet transition planning process
- Our goal is to help move agencies from the last category into the awarded, plan development, and completed plan categories



Plan for Round 2 of CTE Planning Grants

- DTR typically issues two calls for projects per year:
 - One NOFA in the Summer/Fall for the following calendar year of Admin/Operating/Planning/Mobility Management funding, which includes the CTE Planning grant opportunities
 - One NOFA in the Winter/Spring for Capital projects, which includes CTE Infrastructure, Facilities, and Vehicles grant opportunities
- Timing of FY25 Transit Funding NOFAs are as follows:
 - Planning - November 2024
 - Capital - Winter/Spring 2025
- Funding Available in FY25 Planning Grants
 - In Round 2, we plan to make \$750,000 available for award to applicant agencies



Round 1 Planning Grant Requirements

- Target grant amount between \$25,000 and \$50,000
- 10% match requirement, cash or in-kind
- Awardees are required to work with a consultant - no in-house plans
- Implementation timeline 12-24 months from notice to proceed
- Recommended elements:
 - Fleet transition targets and timelines
 - Route analyses
 - Budgetary impacts and required resources
 - Workforce development
 - Coordination with utilities, local govts, private sector partners
 - Public engagement elements in support of the above



Round 1 Planning Grant Scoring Criteria

- Weighting of application scoring criteria:
 - 35% Project Need & Benefit
 - 30% Equity, Inclusivity, & Service to DICs
 - 15% Project Readiness
 - 10% Agency Capacity
 - 10% Application Quality
- In Round 1 (and previous, CDOT-funded grant rounds) there were more funds available than requested, so final award recommendations were more pass/fail than ranking between proposals
- The scoring committee included representatives of CDOT DTR, CDOT OIM, CEO, CDPHE, NREL, and CASTA



Next Steps for Staff

- Based on this review of the Round 1 program details and scoring criteria, CDOT staff are not recommending any fundamental changes to the process or approach
- With the Board's endorsement, CDOT staff will develop and schedule the release of the next Notice of Funding Availability (NOFO) for CTE Planning grants in coordination with the DTR NOFA to be released in approximately November 2024
 - Promotion will be targeted to transit agencies without a current plan established, in-progress, or awarded



Feedback & Discussion





Upcoming Meetings and Topics

Upcoming Meetings:

- Returning to Monthly Meeting Cadence

Topics:

- SB24-230 Implementation
- Other topics at the Board's pleasure



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](#)
- [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
[YouTube Link](#)

[Board Packet](#)

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