

Grant Application Staff Report

Date: August 26, 2025

To: Douglas County Board of County Commissioners

Through: Douglas J. DeBord, County Manager

From: Jennifer L. Eby, AICP, Director of Community Services

CC: Ryan J. Arthur, Community Programs Coordinator
Allison E. Cutting, Community Services Supervisor
Rand M. Clark, CCAP, NCRT, Assistant Director of Community Services

Subject: **2026 Colorado Department of Transportation Clean Transit Enterprise SB230 Formula Program grant application in the amount of \$150,000 with a local contribution of \$30,000 for a project total of \$180,000.**

Board of County Commissioners' Business Meeting

September 9, 2025 @ 1:30 p.m.

I. EXECUTIVE SUMMARY

The request is for approval of the 2026 Colorado Department of Transportation (CDOT) Clean Transit Enterprise (CTE) SB230 Formula Program grant application in the amount of \$150,000 to fund the expansion of Link on Demand services in Douglas County. A local contribution of \$30,000 is required for a project total of \$180,000.

II. REQUEST

Staff requests approval of the 2026 CDOT CTE SB230 Formula Program application in the amount of \$150,000 with a local contribution of \$30,000 for a project total of \$180,000.

III. BACKGROUND

Senate Bill 24-230 established a new oil and gas production fee to fund public transit through the Local Transit Operations Program (LTOP), known as the SB230 Formula Program. Douglas County submitted a Letter of Intent (LOI) on June 30, 2025, indicating intention to apply for FY26 funds.

On July 18, 2025, CDOT issued a Notice of Funding Availability for the SB230 Formula Program, to support investment in public transit operations. Eligible projects include operating assistance that improve the span of service and frequency of existing transit, expand service zones for greater coverage, and other activities that are shown to directly increase transit service or increase transit ridership. The application is due September 19, 2025.

IV. DISCUSSION

CDOT CTE SB230 Formula Program grant funds will be used for the expansion of the County's Link on Demand, microtransit service. Participation requires a Comprehensive Operational Analysis (COA) or a plan to complete one. The COA must include a five-year program vision, a two-year transit service improvement plan, and detail SB230 Formula Program benefits including increased vehicle revenue miles, vehicle revenue hours, and number of passenger trips. Douglas County

staff will work with CDOT CTE and Via Transportation, Inc. to provide this forecast and create the COA.

The grant would provide funding, in part, to extend microtransit services in northern Douglas County an additional 29 square miles east of Lone Tree, to include the neighborhoods of Stonegate, Grand View Estates, Meridian Village, Sierra Ridge and the Town of Parker. This expansion will serve an additional 75,000 residents.

	CTE SB230	Local Match	Total Cost
Operating	\$ 150,000	\$ 30,000	\$ 180,000

Local match will come from Douglas County’s Capital Improvement Project funding.

V. RECOMMENDED ACTION

Staff recommends approval of the 2026 CDOT CTE SB230 Formula Program grant application in the amount of \$180,000 as it complies with all federal, state, and county approval standards and policies.

ATTACHMENTS	PAGE
CDOT CTE SB230 Application	3

www.douglas.co.us

Date: September 19, 2025
To: Craig Secrest, Director of CDOT Clean Transit Enterprise (CTE)
From: Jennifer L. Eby, AICP, Director of Community Services
CC: Ryan J. Arthur, Community Programs Coordinator
Allison E. Cutting, Community Services Supervisor
Rand M. Clark, CCAP, NCRT, Assistant Director of Community Services
Subject: **Douglas County response to FY26 SB230 Formula Program NOFA**

Dear Mr. Secrest,

On behalf of Douglas County, I am pleased to submit a response to the FY26 SB230 Formula Program Notice of Funding Availability. Our Board of County Commissioners has approved of our submission, and we are fully committed to working with the Department of Transportation, Clean Transit Enterprise to receive approval for a grant award. We have elected to submit under the Deferred Comprehensive Operational Analysis approach and have included all applicable response materials in our submission packet.

The contact information for our submission is as follows:

Entity Contact Person:

Name: Ryan Arthur
Title: Community Programs Coordinator
Phone: (303) 814-4326
Email: rarthur@douglas.co.us

Backup Contact Person:

Name: Allison E. Cutting
Title: Community Services Supervisor
Phone: (303) 814-4374
Email: acutting@douglas.co.us

Sincerely,

Jennifer L. Eby, AICP
Director of Community Services

ATTACHMENTS	PAGE
Douglas County Comprehensive Operational Analysis.....	4
Douglas County Baseline Data	5
Douglas County Local Planning and Zoning Questionnaire	6

CTE SB230 Formula Grant Program FY26 NOFA Comprehensive Operational Analysis (COA) Template

The statute (Section 43-4-1204, C.R.S.) that enables the Clean Transit Enterprise's (CTE) Local Transit Operations Program (a.k.a., SB230 Formula Program) requires that eligible transit entities submit an acceptable Comprehensive Operational Analysis (COA) to meet program eligibility requirements. The purpose of the COA is for eligible entities to describe how they will use the program's funding to expand transit service, increase transit frequency, improve system-wide transit connectivity, and make other investments to grow transit ridership, foster mode shift and support reduction of air pollution and GHG emissions. The CTE recognizes that eligible transit agencies throughout the state have a range of existing plan types with different names, horizons, etc. that can provide inputs for the COA. The CTE is striving to balance minimizing the burden on eligible transit entities while obtaining the information needed to make grant awards, facilitate accountability, and monitor program impacts. To this end, we have created this COA template and ask eligible transit entities to complete and submit it either with their NOFA response (Full COA Approach) or at a later date (Deferred COA Approach). The CTE has contracted with a transit planning consultant that is available upon request (at CTE's cost) to support COA development.

This COA template includes the following three elements:

1. **Entity Information** - Name of the entity and contact information for the NOFA response.
2. **5-Year Vision Plan** - A description of what an eligible entity plans to accomplish with funding from the SB230 Formula Program over the next five years. This should include overall program goals, specific types of programs, a high-level budget, and implementation phasing/timing.
3. **2-Year Implementation Plan** - A project implementation plan describing the project start and end dates and major milestones, broken out by capital, operating, and administration costs, for the expenditures your agency plans to use SB230 Formula Program funding for in each of FY26 and FY27. (Note: if an entity can only provide information for FY26, that is fine, but this may require additional contracting effort to get approval for using FY27 SB230 Formula Program funding).

In addition to the information requested in the above three elements, the eligible entity's COA can include any additional information to describe how the money would be used to expand transit service, increase transit frequency, improve system-wide transit connectivity, and meet the other purposes described in Section 43-2-1204(b), C.R.S.

Entity Information

Entity Name: Douglas County Department of Community Services

Entity Contact Person:

Name: Ryan Arthur
Title: Community Programs Coordinator
Phone: (303) 814-4326
Email: rarthur@douglas.co.us

Backup Contact Person:

Name: Allison Cutting
Title: Community Services Supervisor
Phone: (303) 660-7460
Email: acutting@douglas.co.us

5-Year Vision

Complete the following sections regarding your entity's 5-year plan for using SB230 Formula Program funding to expand transit services, increase ridership, and reduce GHG emissions.

Section 1: Briefly describe what your entity plans to accomplish with funding from the SB230 Formula Grant Program over the next five years. This should include span of service improvements (e.g., increase in services hours from X am - XX pm to X am - XX pm, frequency improvements (e.g. reductions in headways from XX minutes to XX minutes), and new geographic coverage (X new routes and/or X new miles served). **(300 words)**

Douglas County plans to expand its transit framework over the next five years, enhancing geographic coverage along the I-25 and C-470 corridors. This initiative aims to enhance regional connectivity, reduce single occupancy vehicles, and provide improved access to employment, retail, and community services for residents throughout Douglas County.

Section 2: Briefly describe the planning efforts your entity took to develop the 5-year vision, to include assessment of existing conditions/services and need/demand for service, the use of service optimization plans and corridor plans, consideration of projects identified through participation in the CDOT Regional Transit Planning process, and analysis of year-over-year service data, ridership and other relevant data. **(300 words)**

Douglas County completed an Integrated Transit and Multimodal Study to address and identify public transit needs for those who live, work and play in the county. The study engaged in multiple efforts to collect data on the current state of public transit in Douglas County, evaluate available multimodal options, determine solutions through expansion opportunities, new technologies, and trends in the data, and held multiple public and stakeholder engagement sessions. The results of the study determined a phased approach to expansion of public transit in Douglas County, starting from 2025 to 2033 and beyond. Phase 1 included microtransit expansion into Highlands Ranch, which was initiated in May 2025, as well as microtransit to the areas east of Lone Tree into Parker, to be completed by 2027. Future phases include expansion to the south in Castle Pines and Castle Rock.

Section 3: Provide estimated benefits from SB230 Formula Program spending for Vehicle Revenue Miles (VRM), Unlinked Passenger Trips (UPT), and Vehicle Revenue Hours (VRH).

Calendar Year	Increased	Increased	Increased	Other Benefits
	VRM	UPT	VRH	
2026				
2027				
2028				
2029				
2030				

Section 4: Provide a projected 5-year budget for achieving your entity’s vision for SB230 Formula Program funding use and describe what funds will be spent on in the following table. Provide costs related to the calendar year in which the SB230 funds will be spent.

Fiscal Year	Type of		Local	Total	Use of funds
	Cost	CTE (\$)	Match	Costs	
2026	Cap	-	-	-	
	Ops	150,000	30,000	180,000	Expansion of microtransit services in Douglas County
2027	Cap	-	-	-	
	Ops	150,000	30,000	180,000	Expansion of microtransit services in Douglas County
2028	Cap	-	-	-	
	Ops				
2029	Cap	-	-	-	
	Ops				
2030	Cap	-	-	-	
	Ops				

2-Year Investment Plan

For each of FY26 and FY27, provide an implementation plan description of the project to be funded, to include vehicle purchases and operating expenditures.

Type of Project(s) (Check all that apply):

- ☐ Span of Service Improvements (e.g., longer service hours)
- ☐ Frequency Improvements (e.g., shorter headways)
- ☒ New Geographic Coverage (e.g., new routes or service zones)
- ☐ Other
-

New Vehicle Expenditures

Vehicle Type/Length	# of Vehicles	Estimated Cost	Total	Description (ambulatory seating capacity, wheelchair spaces, and fuel type)
1: _____				N/A
2: _____				N/A
3. _____				N/A
4. _____				N/A
5. _____				N/A
Total				

Operating Expenditures

Identify anticipated operations costs that will be funded through SB230 Formula Grant proceeds (these costs must be directly tied to provision of net new transit services and/or ridership).

Cost Item	FY 2026			FY 2027		
	CTE \$s	Local Match	Total Costs	CTE \$s	Local Match	Total Costs
Operating	150,000	30,000	180,000	150,000	30,000	180,000

Appendix C: Baseline Data Template

All respondents must complete and submit this template with their NOFA response to qualify for the program (regardless of whether you are submitting under the full or deferred COA approaches). Please supply all information requested in this template for calendar years 2022, 2023 and 2024. Most of the information requested is consistent with what transit entities are already required to submit to the Federal Transit Administration's National Transit Database. Transit entities that did not have operations in one or more of these years should contact the CTE Director at cdot_cleantransitenterprise@state.co.us to determine an approach for satisfying the baseline data requirement.

Transit Entity Spending/Funding Data				
Category	2022	2023	2024	2025 (est)
Operations (by Mode)				
Fixed Route(s)	-	-	-	-
Demand Response	791,570	768,071	678,690	2,935,395
Operations (by Source)				
Local	143,283	101,175	114,789	2,348,488
State	422,472	396,257	409,946	404,061
Federal	225,815	270,639	153,955	182,846
Capital (by Source)				
Local	-	-	-	137,590
State	-	-	-	137,590
Federal	-	-	-	-

Transit Entity Service Data (annual)				
Category	2022	2023	2024	2025 (est)
Fixed Route(s)				
UPT	-	-	-	-
VRM	-	-	-	-
VRH	-	-	-	-
Demand Response				
UPT	20,462	17,511	16,093	57,916
VRM	-	-	-	211,120
VRH	-	-	-	22,782

Appendix D: Local Planning & Zoning Questionnaire

The guidance provided in statute for development of the SB230 Formula Program requires that “Local Zoning” be considered as a factor in the program’s apportionment formula. The CTE interpreted this guidance to mean the factor should assess the degree to which different transit agency service areas have transit-friendly zoning and planning policies and practices. Accordingly, the CTE established a 5-point scale for the local zoning factor and will convene a panel to score each agency based on responses to this questionnaire:

1. Have one or more jurisdictions in your agency’s service area complied (or begun efforts to comply) with the requirements of HB24-1313 **Y/N or Not applicable** If, yes, identify which jurisdictions and what they have done to date:

Douglas County has begun efforts to comply.

2. Describe any existing or planned areas that have a mix of residential and commercial uses, multiple housing types, walkable neighborhoods, and transit-connected neighborhoods in jurisdictions in your service area. These may particularly include any areas that are defined as "transit centers" or "neighborhood centers" as identified in HB24-1313 or SB24-174.

Transit connected neighborhoods are planned in the near future. The location of the current Grace Chapel on 8505 S Valley Hwy, Centennial, CO 80112 has plans to be converted into high-density housing units with direct connection to County Line RTD station. There is a future senior living community planned for Stonegate, to the west of S Chambers Rd and north of Lincoln Ave, bordering Grand View Estates. Residents at this future location will have direct access to RTD’s PD and 483 bus route and to future expansion of the County’s microtransit service.

3. Does your agency participate in CDOT’s Transit Asset Management Program? **Y/N/NA**

N/A

4. Describe any agency medium-term or long-term transit expansion plans:

Douglas County’s Integrated Transit and Multimodal Study created a phased approach for transit expansion. By the end of 2027, microtransit is scheduled to be extended to Parker. By 2033, local transit in Castle Rock is planned. Beyond 2033, there are plans for local transit in Sterling Ranch.

5. Does your agency have or is it developing a zero-emission transit vehicle transition plan? **Y/N** If, yes, description:

There is currently no zero-emission transit vehicle transition plan. Douglas County is engaging in a fleet electrification study with Denver South and a plan will be created as a result. Douglas County’s current fleet for the Link On Demand microtransit

service in Highlands Ranch has five hybrid vehicles and future plans for microtransit expansion will also include hybrid vehicles.

6. Describe any other local zoning or planning activities going on in your service area that support transit use and/or system expansion?

Mobility hubs are planned for a Lone Tree location and a current study is being conducted for mobility hub site selection in Castle Rock along the I-25 corridor.