



# COLORADO

## Department of Transportation

Clean Transit Enterprise

Criteria and Explanation	Emissions Reduction (25%)	Service to DI Communities (25%)	Agency and Project Readiness (25%)	Match Level (15%)	Geographic Distribution (10%)
	<p>Is the project located within an ozone nonattainment area? How did the project compare to others in terms of the vehicle emissions calculator outputs?</p> <p><i>*For CTE Vehicles applications: average the two scores (the ozone score and the calculator score)</i></p>	<p>To what extent does the project consider and address underserved populations? (i.e. <a href="#">disproportionately impacted communities</a> or those who are underserved by traditional transit electrification funding sources)</p>	<p>What is the project's likelihood of success, given the readiness demonstrated by the applicant's expertise, fleet transition plan, project implementation plan, operational and maintenance plan, and level of existing utility coordination?</p>	<p>Vehicle applications: 20% local match required</p> <p>Infrastructure applications: 20% local match required</p> <p>Facilities applications: 50% local match required</p>	
0	<ul style="list-style-type: none"> <li>- Not located in a Colorado ozone nonattainment area.</li> <li>- <a href="#">CTE Vehicle applications only</a>: Applicant did not provide enough information to obtain emissions calculations.</li> </ul>	<ul style="list-style-type: none"> <li>- The project does not benefit, include, or target DI communities.</li> </ul>	<ul style="list-style-type: none"> <li>- Application documents are missing significant amounts of information.</li> <li>- Applicant has no experience in the field.</li> <li>- Applicant is not in good standing with the State.</li> <li>- Applicant did not provide any details relating to a Fleet Transition Plan, a project implementation plan, or an operational and maintenance plan.</li> <li>- Applicant has not reached out to their local utility provider.</li> </ul>	<ul style="list-style-type: none"> <li>- No match identified and/or there was no request for local match relief or waiver.</li> </ul> <p>OR</p>	<ul style="list-style-type: none"> <li>- Agency/Organization does not operate in Colorado.</li> </ul>



# COLORADO

## Department of Transportation

Clean Transit Enterprise

1	<ul style="list-style-type: none"> <li>- <u>CTE Vehicle applications only:</u> Among bottom 10% of emissions calculator scores</li> </ul>	<ul style="list-style-type: none"> <li>- Less than 10% of the benefits promote equity or occur in DI areas or DI community members.</li> </ul>	<ul style="list-style-type: none"> <li>- Applicant is in good standing with the State.</li> <li>- Applicant did not include details of a Fleet Transition Plan.</li> <li>- Applicant has a limited project implementation plan.</li> <li>- Applicant did not provide any details relating to an operational and maintenance plan.</li> <li>- Applicant has not reached out to their local utility provider.</li> </ul>	N/A	N/A
2	<ul style="list-style-type: none"> <li>- Not located in an ozone nonattainment area.</li> <li>OR</li> <li>- <u>CTE Vehicle applications only:</u> Among bottom 11-25% of emissions calculator scores</li> </ul>	<ul style="list-style-type: none"> <li>- Benefits are for the general public, but do not specifically impact DI communities or community members.</li> </ul>	<ul style="list-style-type: none"> <li>- Applicant is in good standing with the State.</li> <li>- Applicant has a Fleet Transition Plan, but there are limited details.</li> <li>- Applicant has a limited project implementation plan.</li> <li>- Applicant did not provide any details relating to an operational and maintenance plan.</li> <li>- Applicant has not reached out to their local utility provider.</li> </ul>	<ul style="list-style-type: none"> <li>- Match not clearly identified.</li> <li>OR</li> <li>- Applicant requested local match relief or waiver but did not explain why.</li> </ul>	N/A



3	<ul style="list-style-type: none"><li>- Part of the project is located in an ozone nonattainment area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld counties as well as a portion of Larimer county which includes Fort Collins), but not all of it is located in an ozone nonattainment area.</li><li>OR</li><li>- <u>CTE Vehicle applications only:</u> Among middle 50% of emissions calculator scores</li></ul>	<ul style="list-style-type: none"><li>- Some of the benefits (less than 50%) are targeted for DI communities.</li></ul>	<ul style="list-style-type: none"><li>- Applicant is in good standing with the State.</li><li>- Applicant has a Fleet Transition Plan, including defined agency wide fleet transition target.</li><li>- Applicant has a limited project implementation plan.</li><li>- Applicant provided little detail regarding an operational and maintenance plan.</li><li>- Applicant has not reached out to their local utility provider.</li></ul>	<ul style="list-style-type: none"><li>- Applicant provides the minimum required match, but does not clearly document that the amount they are pledging is confirmed (not hypothetical).</li></ul> OR <ul style="list-style-type: none"><li>- Applicant provided some explanation as to why they need local match waiver or relief. Some questions remain unanswered or there is insufficient documentation.</li></ul>	<ul style="list-style-type: none"><li>- A majority (or all) of the Agency/Organization operates in the Seven County Denver Metro Area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties).</li></ul>
---	---	---	---	---	--



# COLORADO

## Department of Transportation

Clean Transit Enterprise

4	<p>- Located in an ozone nonattainment area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld counties as well as a portion of Larimer county which includes Fort Collins).</p> <p>OR</p> <p>- <u>CTE Vehicle applications only:</u> Among top 25-11% of emissions calculator scores</p>	<p>- A majority of the benefits impact DI communities.</p>	<p>- Applicant is in good standing with the State.</p> <p>- Applicant has a Fleet Transition Plan, including defined agency wide fleet transition target, and some, but not all of the following elements:</p> <ul style="list-style-type: none"> <li>• Route analyses on anticipated initial or future ZEV deployments;</li> <li>• Financial assessments of budgetary impacts and required resources;</li> <li>• Consideration of workforce training and development needed to maximize safety and efficiency;</li> <li>• Consideration of potential facility modifications and electrical supply infrastructure upgrades necessary for the safe operation and maintenance of zero emission vehicles including the consideration of depot and on-route charging needs;</li> <li>• Analysis of potential air quality, health, and economic benefits of ZEVs, including benefits to environmental justice (EJ) and/or disproportionately impacted (DI) populations;</li> <li>• Coordination with utility partners, property managers, local governments, partner agencies, and other key stakeholders to ensure alignment and identify potential points of conflict;</li> <li>• Assessment of current and future vehicle capabilities, including target vehicle specs that may trigger the start of the transition; and</li> <li>• Public engagement elements in support of the above.</li> </ul> <p>- Applicant has a project implementation plan that includes some dates and milestones.</p> <p>- Applicant provided some detail regarding an operational and maintenance plan.</p> <p>- Applicant has consulted with their local utility provider to discuss cost implications and to address grid capacity.</p>	<p>- Applicant provides the minimum required match and clearly documents that the amount they are pledging is confirmed (not hypothetical).</p> <p>OR</p> <p>- Applicant provided a convincing explanation as to why they need local match waiver or relief. They clearly explain and justify how essential and critical the project is to their transit services and describe their financial hardship in their application.</p>	<p>- A majority (or all) of the Agency/Organization operates in the Front Range Urban area (El Paso, Larimer, Pueblo, and Weld counties).</p>
---	--	--	---	---	---



# COLORADO

## Department of Transportation

Clean Transit Enterprise

5	<ul style="list-style-type: none"> <li>- Located in an ozone nonattainment area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld counties as well as a portion of Larimer county which includes Fort Collins).</li> <li>AND</li> <li>- <u>CTE Vehicle applications only</u>: Among top 10% of emissions calculator scores</li> </ul>	<ul style="list-style-type: none"> <li>- All of the benefits target DI communities.</li> </ul>	<ul style="list-style-type: none"> <li>- Applicant is in good standing with the State.</li> <li>- Applicant has a Fleet Transition Plan, including defined agency wide fleet transition target, and a majority of the following elements: <ul style="list-style-type: none"> <li>• Route analyses on anticipated initial or future ZEV deployments;</li> <li>• Financial assessments of budgetary impacts and required resources;</li> <li>• Consideration of workforce training and development needed to maximize safety and efficiency;</li> <li>• Consideration of potential facility modifications and electrical supply infrastructure upgrades necessary for the safe operation and maintenance of zero emission vehicles including the consideration of depot and on-route charging needs;</li> <li>• Analysis of potential air quality, health, and economic benefits of ZEVs, including benefits to environmental justice (EJ) and/or disproportionately impacted (DI) populations;</li> <li>• Coordination with utility partners, property managers, local governments, partner agencies, and other key stakeholders to ensure alignment and identify potential points of conflict;</li> <li>• Assessment of current and future vehicle capabilities, including target vehicle specs that may trigger the start of the transition; and</li> <li>• Public engagement elements in support of the above.</li> </ul> </li> <li>- Applicant has a well developed project implementation plan that includes dates and milestones.</li> <li>- Applicant provided a well developed operational and maintenance plan.</li> <li>- Applicant has consulted with their local utility provider to discuss cost implications and to address grid capacity.</li> </ul>	<ul style="list-style-type: none"> <li>- Applicant exceeds the minimum required match and clearly documents that the amount they are pledging is confirmed (not hypothetical).</li> </ul>	<ul style="list-style-type: none"> <li>- A majority (or all) of the Agency/Organization operates in a rural area (all other Colorado counties not listed above).</li> </ul>
---	---	--	--	---	---