<table>
<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome, Agenda Review, Announcements (5 min)</td>
<td>Matt Frommer, Chair</td>
</tr>
<tr>
<td>Action Agenda (5 min)</td>
<td>Matt Frommer, Chair</td>
</tr>
<tr>
<td>● Approval of Minutes - 2/22/22 CTE Board Meeting</td>
<td></td>
</tr>
<tr>
<td>Rulemaking Update (5 min)</td>
<td>Herman Stockinger, CDOT</td>
</tr>
<tr>
<td>Other SB260 Enterprise Updates (15 min)</td>
<td>Fahad Khan, CDOT</td>
</tr>
<tr>
<td>● CDOT Non-Attainment Area Pollution Mitigation Enterprise</td>
<td>Steve McCannon, CDPHE</td>
</tr>
<tr>
<td>● CDPHE Clean Fleet Enterprise</td>
<td>Carrie Atiyeh, CEO</td>
</tr>
<tr>
<td>● CEO Community Access Enterprise</td>
<td></td>
</tr>
<tr>
<td>RFTA Case Study (20 min)</td>
<td>Jason White, RFTA</td>
</tr>
<tr>
<td>10 Year Planning Process (1 hour)</td>
<td>Mike King and Kay Kelly, CDOT</td>
</tr>
<tr>
<td>Wrap Up and Next Steps (10 min)</td>
<td>Kay Kelly, CDOT</td>
</tr>
</tbody>
</table>
Members of the Clean Transit Enterprise Board

For terms expiring 9/28/2024

Matt Frommer CHAIR (Denver): Member with an expertise in zero-emissions transportation, motor vehicle fleets or utilities

Bonnie Trowbridge (Berthoud): 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

For terms expiring 9/28/2025

Mark Garcia (Pagosa Springs): Member of the Transportation Commission and have statewide transportation expertise

Cris Jones (Boulder): Member representing an urban area, having transit expertise

David Averill CO-CHAIR (Telluride): Member representing a rural area having transit expertise

Agency Appointments

Theresa Takushi: Colorado Department of Transportation designee

Kelly Blynn: Colorado Energy Office designee

Richard Coffin: Colorado Department of Public Health & Environment designee
<table>
<thead>
<tr>
<th>Expense Description</th>
<th>Quantity</th>
<th>FY22 Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Director</td>
<td>5.0% of 1.0 FTE</td>
<td>$6,500</td>
</tr>
<tr>
<td>Office of Innovative Mobility (OIM) Chief</td>
<td>2.5% of 1.0 FTE</td>
<td>$3,500</td>
</tr>
<tr>
<td>OIM Staff</td>
<td>50.0% of 1.0 FTE</td>
<td>$37,500</td>
</tr>
<tr>
<td>Program Assistant</td>
<td>5.0% of 1.0 FTE</td>
<td>$2,750</td>
</tr>
<tr>
<td>Division of Accounting and Finance (DAF) Staff</td>
<td>15.0% of 1.0 FTE</td>
<td>$15,000</td>
</tr>
<tr>
<td>Policy Staff</td>
<td>2.5% of 1.0 FTE</td>
<td>$2,500</td>
</tr>
<tr>
<td>Board Travel/Reimbursement</td>
<td>$1,000 per meeting for 6 meetings</td>
<td>$6,000</td>
</tr>
<tr>
<td>Meeting Expenses</td>
<td>$100 per meeting for 6 meetings</td>
<td>$600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$74,350</strong></td>
</tr>
</tbody>
</table>
Motions to Approve:

1. Minutes of the February 22, 2022 CTE Board Meeting
   a. correction of CTE loan amount in the minutes to $74,350
Process and Timeline

- Open Rule: Enterprise Opened Rule February 22
- File Rule: Filed rule with the Secretary of State and DORA February 25
- Outreach: CDOT staff sent outreach emails February 25, March 7
- Updated Hearing Date: CDOT staff filed notice March 4
- Public Notice in Colorado Register: Published March 10
- Comment Deadline: April 7
- Public Hearing: April 12 (more than 20 days after Colorado Register date)
- Adopt Rule: Enterprise Board adopts Rule on April 12
- Effective Date: As early as May 31
Updates from Other SB260 Enterprises
The Nonattainment Area Air Pollution Mitigation Enterprise is created to serve the primary business purpose of mitigating the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by:

- Providing funding for eligible projects that reduce traffic
- Including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers
- Planting trees along medians
- Statute:C.R.S. § 43-4-1303
<table>
<thead>
<tr>
<th>Appointment</th>
<th>Appointment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kristin Stephens, <em>Fort Collins</em> (Chair)</td>
<td>Serves as an elected official of a local government that is a member of the North Front Range Metropolitan Planning Organization</td>
</tr>
<tr>
<td>Lynn Baca, <em>Brighton</em> (Vice Chair)</td>
<td>Serves as an elected official of a disproportionately impacted community that is a member of the Denver Regional Council of Governments</td>
</tr>
<tr>
<td>Yessica Holguin, <em>Denver</em></td>
<td>Serves as a representative of disproportionately impacted communities</td>
</tr>
<tr>
<td>Leanne Wheeler (Aurora, Colorado)</td>
<td>Serves as a representative of disproportionately impacted communities</td>
</tr>
<tr>
<td>Danielle “Stacy” Suniga (Greeley, Colorado)</td>
<td>Serves as an individual with expertise on environmental, environmental justice, or public health issues</td>
</tr>
<tr>
<td>Shoshana Lew</td>
<td>Executive Director, CDOT</td>
</tr>
<tr>
<td>Dena Wojtach</td>
<td>Executive Director Designee, CDPHE</td>
</tr>
</tbody>
</table>
Promulgate rules to impose an “Air Pollution Mitigation Per Ride Fee” and an “Air Pollution Mitigation Retail Delivery Fee.”

Notify the Department of Revenue by March 15 each year of the amount of the fee that would begin July 1.

Issue Grants (and Loans and Rebates); Issue Revenue Bonds.

Accept Loans from CDOT and reimburse the Department of any loans received.

By June 1, 2022 publish a 10-Year Plan that “details how the enterprise will execute its business purpose and estimate the funding available for ten years.

Create, maintain and regularly update on its website a “public accountability dashboard” that includes the funding status and progress toward completion of each project.”

Prepare an annual report that details activities of the enterprise and present the report to the Transportation Commission and House and Senate Transportation Committees.
Single Statutory Purpose for Rule: Set the Fees

- Retail delivery fee of seven-tenths of one cent per retail delivery
- Per ride fee of 22 ½ cents for prearranged ride that is a carshare ride or for which the transportation network company driver transports the rider (11 ¼ cents in ZEV)

Process and Timeline

- Open Rule: Enterprise Opens Rule February 24, authorizes CDOT Hearing Officer to conduct Public Hearing
- File Rule: CDOT staff “files the rule” with the Secretary of State
- Public Hearing: CDOT staff conducts public hearing per the Administrative Procedures Act in late March or early April
- Adopt Rule: Enterprise Board adopts Rule on April 14
- Effective Date: As early as May 31.
### Nonattainment Area Air Pollution Mitigation Enterprise - Summary

**FY 2022-23 to FY 2031-32**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Mitigation Per Ride Fee</th>
<th>Mitigation Retail Delivery Fee</th>
<th>Total Fee Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2021-22</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>FY 2022-23</td>
<td>$5,193,149</td>
<td>$1,932,077</td>
<td>$7,125,226</td>
</tr>
<tr>
<td>FY 2023-24</td>
<td>$6,350,348</td>
<td>$2,131,003</td>
<td>$8,481,351</td>
</tr>
<tr>
<td>FY 2024-25</td>
<td>$7,799,651</td>
<td>$2,294,681</td>
<td>$10,094,332</td>
</tr>
<tr>
<td>FY 2025-26</td>
<td>$9,325,133</td>
<td>$2,597,962</td>
<td>$11,923,096</td>
</tr>
<tr>
<td>FY 2026-27</td>
<td>$11,713,055</td>
<td>$2,871,891</td>
<td>$14,584,946</td>
</tr>
<tr>
<td>FY 2027-28</td>
<td>$14,330,228</td>
<td>$3,177,431</td>
<td>$17,507,658</td>
</tr>
<tr>
<td>FY 2028-29</td>
<td>$17,528,868</td>
<td>$3,432,886</td>
<td>$20,961,753</td>
</tr>
<tr>
<td>FY 2029-30</td>
<td>$21,626,892</td>
<td>$3,900,463</td>
<td>$25,527,354</td>
</tr>
<tr>
<td>FY 2030-31</td>
<td>$26,448,435</td>
<td>$4,328,152</td>
<td>$30,776,588</td>
</tr>
<tr>
<td>FY 2031-32</td>
<td>$31,857,744</td>
<td>$4,808,073</td>
<td>$36,665,817</td>
</tr>
<tr>
<td><strong>10-Year Total</strong></td>
<td><strong>$152,173,502</strong></td>
<td><strong>$31,474,619</strong></td>
<td><strong>$183,648,121</strong></td>
</tr>
</tbody>
</table>
Choosing Projects and Seeking Public Input

- Projects must be in nonattainment areas (DRCOG & NFRMPO areas).
- Seek input from communities, including but not limited to disproportionately affected communities and local governments, to:
  - Mitigate the environmental and health impacts of highway projects
  - Reduce traffic congestion
  - Improve neighborhood connectivity for communities adjacent to highways
- The Enterprise shall include mitigation strategies that take into account the input as well as issues and impacts of particular importance to the state such as reduction of greenhouse gas emissions and fine particulate matter.
Future Meetings and Agenda

Upcoming Dates:

- April 14, 3:00 PM - 4:30 PM - Board Meeting & Proposed Permanent Rulemaking Hearing
- May 26, 3:00 PM - 4:30 PM - Nonattainment Board Meeting
- June 26, 2022, 3:00 PM - 4:30 PM - Nonattainment Board Meeting
- Wednesday, June 1st - Deadline to Publish/Post 10-year Plan

Upcoming Meeting Topics:

- 10 Year Plan Development
Nonattainment Area Air Pollution Mitigation Enterprise

The Enterprise mitigates the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas.

Contact Us

Multimodal Planning Branch
Division of Transportation Development
2829 W. Howard Place, 4th Floor
Denver, CO 80204

dot_dtd_multimodalplanning@state.co.us

Resources

Board Appointments
Enterprise Funds
Board Powers & Duties

Upcoming Meetings

February 24, 2022 3:00 pm

Link to YouTube Live

Link to Meeting Materials - will be posted 24 hours prior to meeting
Clean Fleet Enterprise Update

Steve McCannon, CFE Acting Board Administrator
March 29, 2022
Clean Fleet Enterprise

- SB21-260 created four new enterprises with the Clean Fleet Enterprise within CDPHE

- CFE Business Purpose:
  - Incentivize and support the use of electric motor vehicles and compressed natural gas motor vehicles that are fueled by recovered methane.
  - For businesses and governmental entities that own or operate fleets of motor vehicles, including fleets composed of personal motor vehicles owned or leased by individual contractors who provide prearranged rides for transportation network companies or deliver goods for a third-party delivery service.

- $289M projected over 10 years for these efforts
# Board Membership

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Term End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steve McCannon</td>
<td>CDPHE Mobile Sources Program Director, and Acting Board Administrator</td>
<td>--</td>
</tr>
<tr>
<td>Michael Ogletree</td>
<td>CDPHE Air Pollution Control Division Director</td>
<td>--</td>
</tr>
<tr>
<td>Kay Kelly</td>
<td>Colorado Department of Transportation</td>
<td>--</td>
</tr>
<tr>
<td>Maria Elsemann</td>
<td>Colorado Energy Office</td>
<td>--</td>
</tr>
<tr>
<td>Carlos Gonzalez</td>
<td>Community representative</td>
<td>09-28-2024</td>
</tr>
<tr>
<td>Greg Fulton</td>
<td>Transportation expert</td>
<td>09-28-2024</td>
</tr>
<tr>
<td>Tim Reeser</td>
<td>Motor vehicle fleet electrification expert</td>
<td>09-28-2024</td>
</tr>
<tr>
<td>Huma Seth</td>
<td>A business that operates a motor vehicle fleet representative</td>
<td>09-28-2024</td>
</tr>
<tr>
<td>Will Allison</td>
<td>Air quality expert</td>
<td>09-28-2025</td>
</tr>
<tr>
<td>John Tayer</td>
<td>Business or supply chain management expert</td>
<td>09-28-2025</td>
</tr>
</tbody>
</table>
CFE Work To-Date

- We have held five board meetings
  - Meetings will be held on the 4th Thursday of the month
- Ten Year Plan was awarded to Fellsburg, Holt & Ullevig
- Performing outreach to communities and stakeholders
- Monitoring Bipartisan Infrastructure Law (BIL)
CFE Statutory Goals

- Reduce health disparities in disproportionately impacted communities
- Mitigate environmental and health impacts of air pollution and greenhouse gas emissions from fleet motor vehicles used in TNCs and retail deliveries
- Help fleets finance electric, hydrogen and RNG vehicle acquisitions.
- Set fee to finance efforts
CFE Potential Offerings

- Electrification of transportation network companies
- Electric and RNG vehicles for city, county, nonprofit, higher education, private companies
- Bus, delivery, shuttle vehicles.
- Electric transportation refrigeration units (eTRU)
- Clean workforce development efforts
Fee Setting Process

- Codified the fees set in statute 2/24/22

- Clean fleet retail delivery fee: five and three-tenths cents for retail deliveries

- Clean fleet per ride fee: three and three-quarters cents in a zero emissions vehicle and seven and one-half cents in a gasoline/diesel powered vehicle
Thank you! ¡Gracias!

Clean Fleet Enterprise

cdphe.colorado.gov/clean-fleet-enterprise

CDPHE_CleanFleets@state.co.us
Community Access Enterprise

Clean Transit Enterprise
Board of Directors Meeting
March 29, 2022

Carrie Atiyeh, CAE Board Administrator and Senior Program Manager
Community Access Enterprise Creation

• Created by Colorado Legislature through Senate Bill (SB) 21-260 and housed within the Colorado Energy Office (CEO)

• Business purpose: support the widespread adoption of electric vehicles, including vehicles that originally were powered exclusively by internal combustion engines but have been converted into electric vehicles, in an equitable manner by:
  • Funding the construction of charging infrastructure throughout the state
  • Incentivizing the acquisition and use of electric motor vehicles and electric alternatives to motor vehicles in communities, including but not limited to disproportionately impacted communities, and by owners of older, less fuel efficient, and higher polluting vehicles
Community Access Enterprise Board of Directors

• Reverend Eugene Downing - New Hope Baptist Church (3 year term) – Chair

• Sarah Meirose - Ford Motor Company (3 year term) - Vice Chair

• Ryan Hurst - Motiv Power Systems, Inc. (4 year term)

• Alice Laird - Clean Energy Economy for the Region (CLEER) (4 year term)

• Rebecca White - Colorado Department of Transportation

• Michael Ogletree - Colorado Department of Public Health and Environment

• Will Toor - Colorado Energy Office
Work to Date and Looking Ahead

• First board meeting in November 2021
  • Board meets the 2\textsuperscript{nd} Thursday of each month, 10am-12noon
  • Meetings are open to the public and all agendas, presentations, and meeting recordings are on the enterprise website

• Fee rulemaking

• Development of Ten-Year Plan

• Online dashboard and annual reports to ensure transparency, accountability
Community Access Enterprise Funding

• Retail delivery fee as established by SB21-260
  • CAE retail delivery fee as allowed by legislation six and nine-tenths cent
  • Stakeholder engagement meetings February 15 and 22
  • Fee rulemaking public hearing March 10 - board voted unanimously to approve at six and nine-tenths cent

• Anticipated funding $310M over 10 years

• Fee collection begins July 1, 2022 by Dept. of Revenue
Ten-Year Plan Development

• Cambridge Systematics selected as vendor to develop CAE Ten-Year Plan

• Five stakeholder meetings held in March

• Plan required to be complete and posted no later than June 1, 2022

• The plan will outline how the enterprise will execute its business purpose during fiscal years 2022-2023 through 2031-2032 and estimate the amount of funding needed to implement the plan

• Flexibility vs recommended direction
Community Access Enterprise Benefits

• Equitably reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by vehicles used to make retail deliveries to consumers in local communities

• Support adoption of electric vehicles and electric alternatives to motor vehicles at the community level including rural, urban and disproportionately impacted communities throughout the state

• Support charging infrastructure to reduce range anxiety and ensure electric vehicles are viable in all communities

• Incentivize and assist owners of older, less fuel efficient and higher polluting vehicles to replace with electric vehicles, encourage use of electric alternatives and public transit
Community Access Enterprise Opportunities

- Grant, loan or rebate programs to support:
  - Charging infrastructure in public, workplace, transportation network company, multifamily and other locations
  - Chargers for communities including but not limited to disproportionately impacted communities
  - Chargers for medium- and heavy-duty vehicles including refrigerated trailers
  - Infrastructure to support hydrogen fuel cell motor vehicles
  - Networks and plazas that offer fast charging
  - Inexpensive and accessible electric alternatives to motor vehicles (e-bikes and scooters)
  - Incentivize adoption of electric motor vehicles in communities including replacement of high-emitting vehicles
  - Incentives for Transportation Network Companies to increase access to overnight charging for drivers
Questions?

Thank you!

https://energyoffice.colorado.gov/community-access-enterprise
RFTA & City of Aspen
Battery Electric Bus (BEB) Pilot Project
WHO IS RFTA?

- Regional transit authority, 8 members
- 2nd largest transit agency in Colorado
- Largest rural transit agency in the nation
- First rural BRT System, opened in 2013
- Spanning four rural utility regions
- 5.5 million passengers (2019)
- 5.15 million miles of service (2019)
- 350 employees during peak winter season
- 34-mile Rio Grande Rail Corridor and Trail
- $78 million total budget (2022)
- 100 revenue service vehicles
  - 36 compressed natural gas (CNG)
  - 8 battery electric buses (BEBs)
  - 12 older diesel-electric hybrids
WHY ELECTRIC?

2020 Carbon Emissions by Sector: 126 MMT CO\text{e}

- Electric Power: 20%
- Transportation: 15%
- Buildings: 15%
- Oil and Gas: 15%
- Agriculture: 10%
- Coal Mining: 5%
- Industrial Processes: 5%
- Waste Management: 5%

Colorado Electric Vehicle Plan 2020
April 2020

DRAFT
Transit Zero Emission Vehicle Roadmap
August 23, 2021

Achieving Colorado’s ZEV Transit Goals

Transit ZEV Roadmap Goal: Full transition of Colorado’s transit fleet to Zero Emission Vehicles.

The Transit ZEV Roadmap is an outcome of the 2020 Colorado EV Plan and supports the following transit goals:

- Transitioning 1,000 transit vehicles to ZEVs by 2030.
- Operating a 100 percent ZEV transit fleet by 2050.
WHY RFTA?

VISION, MISSION & VALUES

OUR VALUES
- Safe, Accessible, Affordable, Convenient
- Dependable, Efficient, Sustainable

OUR MISSION
- Connecting our region with transit and trails

OUR VISION
- Technology: Reducing emissions and improving accessibility
- Community: Empowering smarter, greener choices
- Business: Supporting a resilient and prosperous economy

SAFE CUSTOMERS, WORKFORCE AND GENERAL PUBLIC
- ACCESSIBILITY AND MOBILITY
- SUSTAINABLE WORKFORCE
- FINANCIAL SUSTAINABILITY

SATISFIED CUSTOMERS
- ENVIRONMENTAL SUSTAINABILITY
- HIGH PERFORMING ORGANIZATION
TIMELINE

• Jan. 2017 scoping workshop with bus vendors
• Combined FTA LoNo and other grants
• $8.5 m project (50% local funding)
• (8) New Flyer XE40 CHARGE Excelsior buses
• (4) dual ABB 150 kW depot chargers
• Holy Cross Energy (HCE) time of use tariff
• Revenue operation in December 2019
• Fleet Diversity: 1/3 diesel, 1/3 CNG, 1/3 ZEV
• 2 years: 400,000 miles, 155 mile range, 1.6 kWh/mile
• Microgrid planning study, resiliency
• RFP for first on-route charger in Aspen
LESSONS LEARNED
Quiet, Comfortable, Innovative & Clean

- Coordinate early with utility companies
- Climate Action Plan, Zero Emission Bus (ZEB) Transition Plan
- Seamless vendor contracts
- Striving for 1:1 operational environment
- Charging infrastructure: depot/on-route, shared
- Data integration
- Total cost of ownership, O&M by fuel type
- Regenerative braking on icy roads
- Share with peers
- Driver champions
- Maximize public support

Minimal bumps encountered in RFTA's electric bus roll-out in Aspen, valley

New Case Study: Roaring Fork Transportation Authority Is Charged Up on Electric Buses and Their Data

RFTA Case Study: Fleet by Fuel Type

Glenwood Springs and Aspen in Colorado ramp up plans for EV charging stations
10-Year Plan Discussion
Clean Transit Enterprise 10-Year Plan

Requirements

(10)(a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE ENTERPRISE SHALL:

(I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

(II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM, ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND EXPENDITURES;

(III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES; AND

Draft Outline

1. Introduction
   a. SB21-260 Language
   b. State of Colorado ZEV Goals
2. Anticipated Fee Revenues for FY23-FY32
   a. Fee Levels
   b. Anticipated Revenues by Year
   c. Potential Matching Funds
3. Transit Electrification Barriers & Opportunities
   a. Current State Transit Fleet Inventory
   b. Technology Availability
   c. Barriers to Implementation
   d. Anticipated Costs & Timelines
   e. Supporting Policies & Actions
4. Clean Transit Enterprise Funding Strategy
   a. Funding Mechanisms
   b. Funding Category Prioritization
   c. Project Prioritization
   d. Match Levels
   e. Scrapping Requirements
   f. Replacement Ratios
   g. Other Policy Decisions
5. Implementation & Tracking
6. Conclusions
Funding Mechanisms

The Enterprise is authorized to make “grants, loans, and rebates” in support of its business purpose

- Grants have historically been the primary means of CDOT and the FTA supporting transit agencies in their activities, including the transition to zero-emission vehicles
  - It is anticipated that the Board and agency stakeholders would like this to continue

- Loans have not been commonly used by CDOT in the past, but could be a beneficial tool for transit agencies in some cases.

- Rebates are more typically employed for high-volume, lower dollar, and generally standardized equipment purchases that can be vetted in advance rather than through a more labor intensive application review process
Funding Mechanisms

Key Questions

● Should the 10-Year Plan exclude any of these 3 mechanisms, prioritize them, or leave this question to future guidance documents and/or 10-Year Plan updates?

● Are there specific transit needs (in line with the business purpose of the CTE) that loans are well-suited to address?

● Are there specific transit needs (in line with the business purpose of the CTE) that rebates are well-suited to address?

● Are there other considerations or points of discussion?
The primary business purpose of the Enterprise is “reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by motor vehicles used to make retail deliveries by”:

- Replacing gasoline and diesel transit vehicles with “electric motor vehicles” (including conversions)
- Providing associated charging infrastructure
- Supporting facility modifications that allow for the safe operation and maintenance
- Funding planning studies that enable transit agencies to plan for electrification
Key Questions

- Should there be a prioritization of the 4 eligible funding categories over the course of the 10-Year Plan, or in individual subsections of that time period?

- Should there by funding percentage caps for any or all of the 4 categories over the course of the 10-Year Plan, or in individual subsections of that time period?

- Are there other considerations or points of discussion?
Among the 4 eligible project types, individual applications may need to be prioritized in the context of limited funding. There are multiple factors which might be considered in prioritizing individual projects, including:

- Geographic location (urban, rural, etc.)
- Proximity/service to disproportionately impacted communities
  - How to measure this in the context of transit vehicle routes?
- Anticipated emissions reduction
- Vehicle type (bus, cutaway, van, etc.)
- Vehicle age
- Applicant match level
- Existing services vs. new services
- Other agency characteristics
Key Questions

● Which factors should be considered in project prioritization?

● Should these factors be weighted in a specific manner?

● Would project prioritization be similar across each of the 4 eligible categories, or differ for each?
  ○ For instance, vehicle type vs. charger type

● Are there other considerations or points of discussion?
SB21-260 does not speak directly to any requirement for applicant transit agencies to develop fleet electrification plans, however it is considered a best practice to ensure that grantee agencies are positioned for successful implementation before funding vehicles or infrastructure.

FTA recently expanded its planning requirements for 5339(b) and 5339(c) grants that involve zero-emission transit vehicles. They include:

- A long-term fleet management plan
- Analysis of current and future financial resources
- Relevant policy and regulation impacting adoption
- Existing facility analysis
- Utility and/or fuel provider coordination
- Impacts on agency workforce
Applicant Planning Requirements

Key Questions

- Which level of existing planning should be expected from applicants (of non-planning projects)?
- What is the right balance between planning requirements supporting successful implementation vs. presenting a barrier to entry?
- How closely should potential planning requirements be aligned with those of the FTA?
- Are there other considerations or points of discussion?
10-Year Plan Topics Coming Up in April

- Required Match Levels
- Vehicle Scrapping
- Vehicle Replacement Ratios
- Data Reporting Requirements
- Other Policy Questions
Outreach Plan

Upcoming Stakeholder Engagement Opportunities

- April 7, 2022 - Transit Monthly Meeting
- April 12, 2022 - Clean Transit Enterprise Board Meeting
- April 20, 2022 - CEVC Transit Subgroup Meeting
- May 5, 2022 - Transit Monthly Meeting
- May 13, 2022 - Transit & Rail Advisory Committee (TRAC) Meeting
- May 18, 2022 - CEVC Transit Subgroup Meeting
- May 23-27, 2022 - CASTA Spring Conference
- May 25, 2022 - Clean Transit Enterprise Board Meeting
- June 1, 2022 - 10-Year Plan Completion Deadline
Questions & Discussion
Upcoming Dates:

• Tuesday, April 12th - CTE Board Meeting & Rulemaking Hearing
• Wednesday, May 25th - CTE Board Meeting
• Wednesday, June 1st - Deadline to Publish/Post 10-year Plan

Upcoming Meeting Topics:

• Rulemaking Hearing and Continuation of 10-year Plan Process
Thank You!