



COLORADO

Department of Transportation

Clean Transit Enterprise Board

March 29, 2022



AGENDA

Topic	Presenter
Welcome, Agenda Review, Announcements (5 min)	Matt Frommer, Chair
Action Agenda (5 min) <ul style="list-style-type: none"> • Approval of Minutes - 2/22/22 CTE Board Meeting 	Matt Frommer, Chair
Rulemaking Update (5 min)	Herman Stockinger, CDOT
Other SB260 Enterprise Updates (15 min) <ul style="list-style-type: none"> • CDOT Non-Attainment Area Pollution Mitigation Enterprise • CDPHE Clean Fleet Enterprise • CEO Community Access Enterprise 	Fahad Khan, CDOT Steve McCannon, CDPHE Carrie Atiyeh, CEO
RFTA Case Study (20 min)	Jason White, RFTA
10 Year Planning Process (1 hour)	Mike King and Kay Kelly, CDOT
Wrap Up and Next Steps (10 min)	Kay Kelly, CDOT



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



CTE Loan Agreement

Clean Transit Enterprise		
Expense Description	Quantity	FY22 Funding
Director	5.0% of 1.0 FTE	\$6,500
Office of Innovative Mobility (OIM) Chief	2.5% of 1.0 FTE	\$3,500
OIM Staff	50.0% of 1.0 FTE	\$37,500
Program Assistant	5.0% of 1.0 FTE	\$2,750
Division of Accounting and Finance (DAF) Staff	15.0% of 1.0 FTE	\$15,000
Policy Staff	2.5% of 1.0 FTE	\$2,500
Board Travel/Reimbursement	\$1,000 per meeting for 6 meetings	\$6,000
Meeting Expenses	\$100 per meeting for 6 meetings	\$600
Total		\$74,350



Action Agenda

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



COLORADO
Department of Transportation

Nonattainment Area Air Pollution Mitigation Enterprise Update March 29, 2022



Enterprise Overview

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





NAAPME Governing Board

Appointment	Appointment Criteria
Kristin Stephens, <i>Fort Collins</i> (Chair)	Serves as an elected official of a local government that is a member of the North Front Range Metropolitan Planning Organization
Lynn Baca, <i>Brighton</i> (Vice Chair)	Serves as an elected official of a disproportionately impacted community that is a member of the Denver Regional Council of Governments
Yessica Holguin, <i>Denver</i>	Serves as a representative of disproportionately impacted communities
Leanne Wheeler (Aurora, Colorado)	Serves as a representative of disproportionately impacted communities
Danielle “Stacy” Suniga (Greeley, Colorado)	Serves as an individual with expertise on environmental, environmental justice, or public health issues
Shoshana Lew	Executive Director, CDOT
Dena Wojtach	Executive Director Designee, CDPHE



Powers and Duties/Reporting

- 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.



Rulemaking for Enterprise Fee Setting

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.



Expected Revenue and Loans for Board Expenditures

Nonattainment Area Air Pollution Mitigation Enterprise - Summary FY 2022-23 to FY 2031-32

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



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



NAAPME Information & Resources

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



COLORADO

Clean Fleet Enterprise

Department of Public Health & Environment

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

		Term End
Steve McCannon	CDPHE Mobile Sources Program Director, and Acting Board Administrator	--
Michael Ogletree	CDPHE Air Pollution Control Division Director	--
Kay Kelly	Colorado Department of Transportation	--
Maria Eisemann	Colorado Energy Office	--
Carlos Gonzalez	Community representative	09-28-2024
Greg Fulton	Transportation expert	09-28-2024
Tim Reeser	Motor vehicle fleet electrification expert	09-28-2024
Huma Seth	A business that operates a motor vehicle fleet representative	09-28-2024
Will Allison	Air quality expert	09-28-2025
John Tayer	Business or supply chain management expert	09-28-2025



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



COLORADO

Clean Fleet Enterprise

Department of Public Health & Environment

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 2nd 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

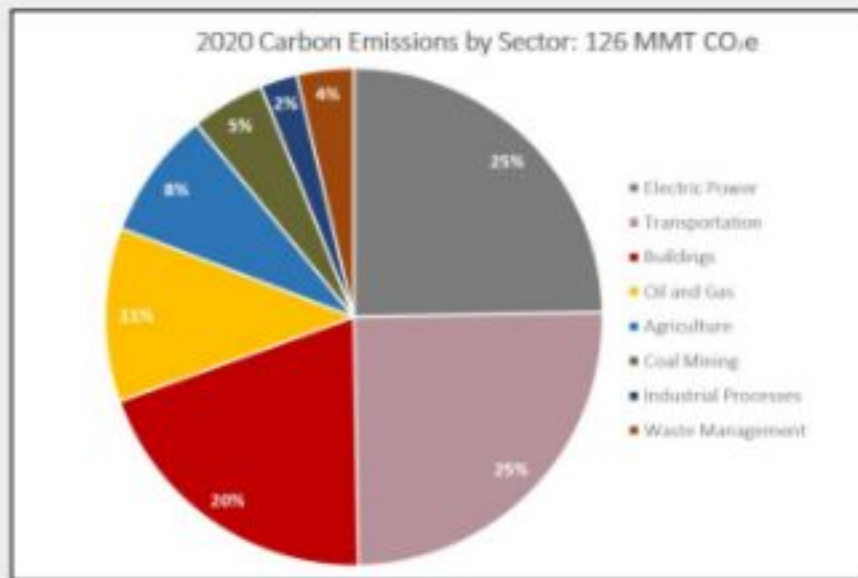


WHO IS RFTA?

- 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?



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?



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

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

(IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION COMMISSION CREATED IN SECTION 42-1-106 (1) AND TO THE TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE COMMITTEES CONTINUES INDEFINITELY.



Clean Transit Enterprise 10-Year Plan

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

Legislation and 2020 Colorado EV Plan

CDOT Division of Accounting & Finance (CDOT DAF) and Colorado Department of Revenue (DOR)

Colorado Transit Zero Emission Vehicle Roadmap

Potential Focus of Clean Transit Enterprise Board & Stakeholder Conversations



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?



Funding Categories

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



Funding Categories

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 be 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?



Project Prioritization

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



Project Prioritization

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?



Applicant Planning Requirements

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**



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



Wrap-Up / Next Steps

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



Clean Transit Enterprise Information

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

Programs

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Resources

- Mobility Technology
- Mobility Services
- Electrification
- Transit and Rail
- Electric Vehicle Ride & Drive Event
- Clean Transit Enterprise

Clean Transit Enterprise

To support Colorado's transit electrification through planning efforts, transit site upgrades, procurement of electric transit buses, and deployment of associated charging infrastructure.



About the Clean Transit Enterprise

This enterprise is created within the Colorado Department of Transportation (CDOT) 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. The bill 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.

Clean Transit Enterprise Governing Board

The Clean Transit Enterprise Board includes six members appointed by the governor, and executive directors or their designees from CDOT, Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office. Appointed board members will serve terms of three or four years.

Contact Us

cdot_cleantransitenterprise@state.co.us

Resources

- Board Appointments
- Enterprise Funds
- Board Powers & Duties
- [2021 Transit Zero Emission Vehicle \(ZEV\) Roadmap](#)

Upcoming Meetings

- Board Meeting
March 29, 2022 at 2:00 p.m. MT
- Proposed Permanent Rulemaking Hearing
April 12, 2022 at 1:30 p.m. MT
[Meeting Registration](#)
[Proposed Permanent Rule](#)

Prior Meetings

- January 31st, 2022
[Video Recording](#)
[Meeting Minutes](#)
[Slide Presentation](#)
[Agenda Packet](#)

- February 22, 2022
[Video Recording](#)
[Meeting Minutes](#)
[Slide Presentation](#)
[Agenda Packet](#)

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Thank You!

