



**COLORADO**

**Department of Transportation**

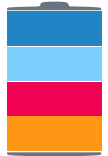
# Clean Transit Enterprise Board Update

CDOT Statewide Transportation Advisory Committee (STAC)

May 13, 2022



# Total SB 260 Electrification Investments



\$733 million of new fee revenue supports 3 new electrification and charging infrastructure Enterprises:

## Charging Infrastructure & Electric Vehicle Equity

- ◆ New '**Community Access**' Enterprise in Colorado Energy Office (CEO).
- ◆ Build charging infrastructure in communities across the State, and support electric vehicle and eBike adoption in low and moderate income communities.
- ◆ **\$310 million** investment
- ◆ Paired with existing CO EV Infrastructure Fund - \$115 million and potential federal funding

## Fleet Electrification Incentives

- ◆ New '**Clean Fleet**' Enterprise in CO Department of Public Health and Environment (CDPHE)
- ◆ Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals
- ◆ Support CDPHE's Mobile Source Program to complement vehicle investment.
- ◆ **\$289 million** investment

## Public Transit Electrification

- ◆ New "**Clean Transit**" Enterprise in Colorado Department of Transportation (CDOT).
- ◆ Support electrification of public transit through electrification planning efforts, facility upgrades, fleet vehicle replacements and associated charging infrastructure.
- ◆ **\$134 million** investment



# Clean Transit Enterprise Expected Revenue

- Department of Revenue begins collecting fees on July 1, 2022
- Clean Transit Retail Delivery Fee is an ongoing revenue stream for Clean Transit Enterprise activities
- Expected revenues reflect first 10 years of revenue projections

## Clean Transit Retail Delivery Order Fee FY 2022-23 to FY 2031-32

<b>Fiscal Year</b>	<b>Clean Transit Retail Delivery Order Fee - Rate Per Trip</b>	<b>Total</b>
FY 2021-22	\$0.0000	\$0
FY 2022-23	\$0.0300	\$8,280,329
FY 2023-24	\$0.0308	\$9,132,872
FY 2024-25	\$0.0308	\$9,834,347
FY 2025-26	\$0.0323	\$11,134,125
FY 2026-27	\$0.0331	\$12,308,104
FY 2027-28	\$0.0339	\$13,617,560
FY 2028-29	\$0.0339	\$14,712,367
FY 2029-30	\$0.0357	\$16,716,268
FY 2030-31	\$0.0366	\$18,549,225
FY 2031-32	\$0.0375	\$20,606,029
<b>10-Year Total</b>		<b>\$134,891,225</b>



# Members of the Clean Transit Enterprise Board

## For terms expiring 9/28/2024

**Matt Frommer** (Denver): **CHAIR** 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** (Telluride): **VICE-CHAIR** 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





# Clean Transit Enterprise Business Purpose

The Clean Transit Enterprise is created to serve the primary business purpose of reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by retail deliveries by:

- Supporting the replacement of existing gasoline and diesel public transit vehicles with electric motor vehicles,
- Providing the associated recharging infrastructure for electric transit fleet motor vehicles,
- Supporting facility modifications that allow for the safe operation and maintenance of electric transit motor vehicles,
- Funding planning studies that enable transit agencies to plan for transit vehicle electrification



# Powers and Duties/Reporting

- Promulgate rules to impose a “Clean Transit Retail Delivery Fee” and govern the process for awarding and overseeing grants. **COMPLETED 4/12/22**
  - ◆ Notify the Department of Revenue by March 15 each year of the amount of the fee that would begin July 1.
- 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.
- Issue Grants, Loans and Rebates; Issue Revenue Bonds.
- 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.



# Clean Transit Enterprise 10-Year Plan Development (Now Through 6/1/22)

## 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**

***Focus of Clean Transit Enterprise Board & Stakeholder Conversations***



# Upcoming Opportunities to Engage with CTE

## Stakeholder Engagement

- ~~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 11, 2022 - Clean Transit Enterprise 10 Year Plan Work Session~~
- 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





# Clean Transit Enterprise Information



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

## Programs

Home | Programs | Innovative Mobility | Clean Transit Enterprise

### 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](mailto: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](#)

## Subscribe for CTE Updates

\* indicates required

Email Address \*

First Name

Last Name

Organization/Affiliation

Subscribe



Thank You!







# Statewide Bridge and Tunnel Enterprise Program Overview Workshop



**COLORADO**  
Department of Transportation  
Statewide Bridge and Tunnel Enterprise

May 13, 2022





# Workshop Objectives

- Provide program background
- Review changes to the Enterprise resulting from the passage of SB21-260
- Provide an overview of the new bridge and tunnel fees
- Discuss ongoing BTE planning efforts and upcoming STAC involvement





# Program Background

- Legacy BE was formed in 2009 as part of the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation
- Operates as a government-owned business within the Colorado Department of Transportation
- The business purpose of legacy BE was to finance, repair, reconstruct, and replace “designated bridges”, as defined by SB09-108







# Program Background



In order to accomplish this goal,

- A bridge safety surcharge ranging from \$13 to \$32 is imposed on vehicle registration based upon vehicle weight, which generates approx. \$110M in yearly revenues;
- The Enterprise may issue revenue bonds; and
- Contract with any other governmental or non-governmental source of funding for loans or grants

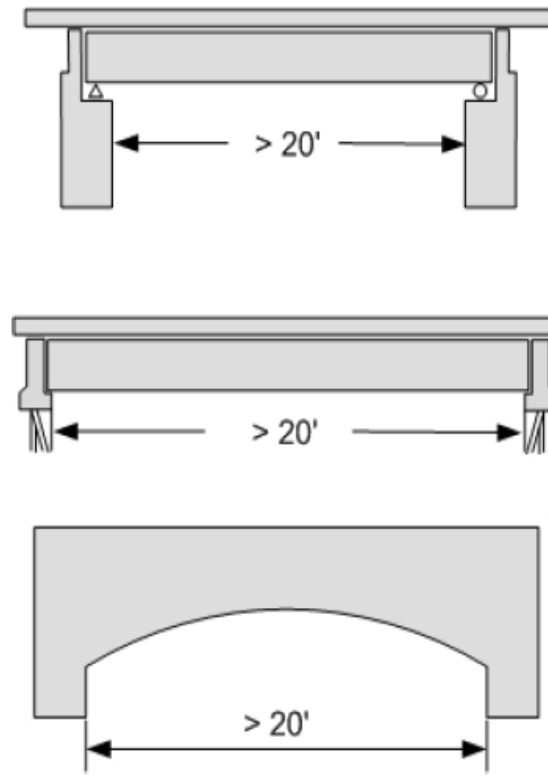


# BTE Program Bridge Eligibility

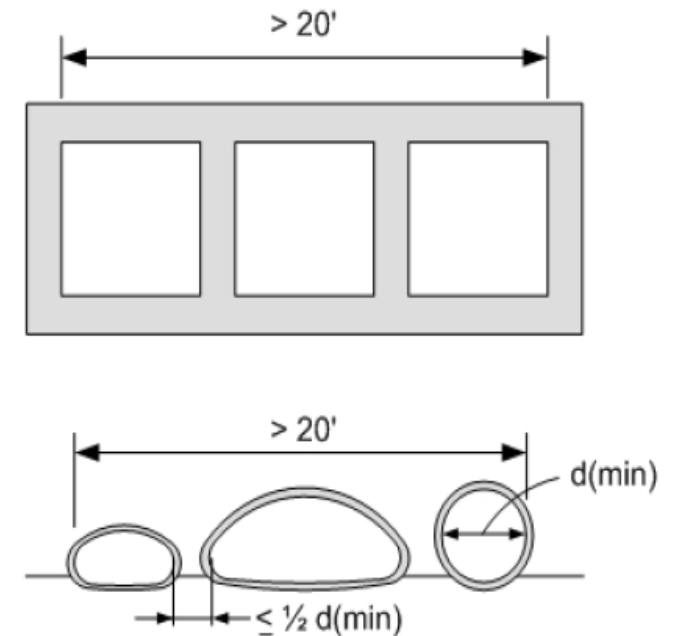
## Minimum Criteria for Eligibility per Statute:

- Classified as a major structure (span > 20'-0")
- Located on-system (CDOT-owned)
- Rated in poor condition

Bridges



Culverts





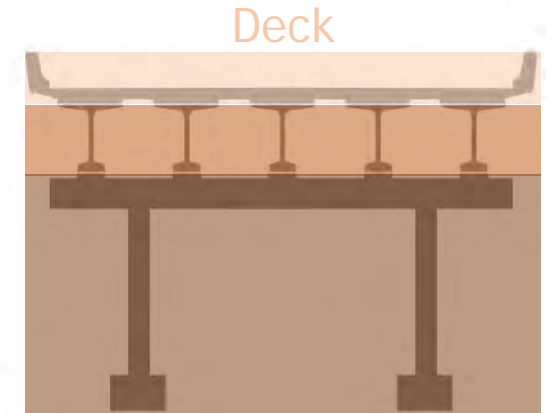
# BTE Program Bridge Eligibility



Deck  
Superstructure  
Substructure

Superstructure  
Substructure

## Anatomy of a Bridge



Culvert

Note: The lowest applicable rating of the elements shown above determines the rating of the structure

## National Bridge Inventory (NBI) Rating Scale







# Creation of the Statewide BTE

- In June 2021, Governor Polis signed SB21-260 - “Sustainability of the Transportation System” into law
- “Sections 45, 46, and 48 change the name of the statewide bridge enterprise to the Statewide Bridge and Tunnel Enterprise, authorize the enterprise to complete tunnel projects, and authorize the enterprise to impose a bridge and tunnel impact fee on diesel fuel and a bridge and tunnel retail delivery fee to fund its business purpose”.

(SB21-260 Bill Summary - <https://leg.colorado.gov/sb21-260-bill-summary>)





# BTE's Business Purpose



Per the statute,

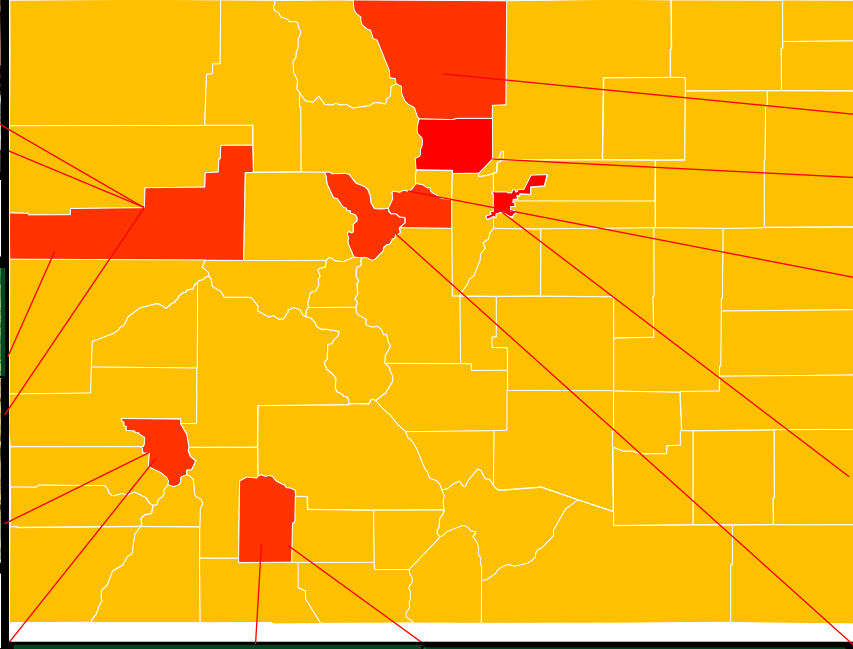
- The business purpose of the Enterprise is “to finance, repair, reconstruct , and replace any designated bridge in the state and complete tunnel projects”.
- A “tunnel project” is defined as “a project to repair, maintain, or enhance the operation of any tunnel that is part of the state highway system”.





# Statewide Tunnel Population

Built	Age	AADT	Needs Cost
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**Reverse Curve I-70**

1989	33Yr	14K	\$1M
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**Hanging Lake I-70 Complex**

1992	30Yr	14K	\$9M
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**Mishawaka SH 114**

1929	93Yr	1K	0
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**Boulder Canyon SH 119**

1953	69Yr	4K	\$400k
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**De Beque Canyon I-70**

1986	36Yr	16K	\$4M
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**No Name I-70**

1969	52Yr	15K	\$2M
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**Veterans Mem. I-70**

2015	7Yr	45K	\$5M
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**Clear Creek US 6 Tunnels**

1939-1957	82Yr	11K	\$1M
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**Bear Creek US 550**

1942	80Yr	4K	\$400k
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**East Riverside US 550 Snow Shed**

1985	58Yr	3K	UNK
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**Wolf Creek US 160 Snow Shed**

1965	55Yr	4K	\$1M
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**Wolf Creek Tunnel US 160**

2004	16Yr	4K	\$880k
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**I-70 EJMT Tunnel Complex**

1973	46Yr	29K	\$150M
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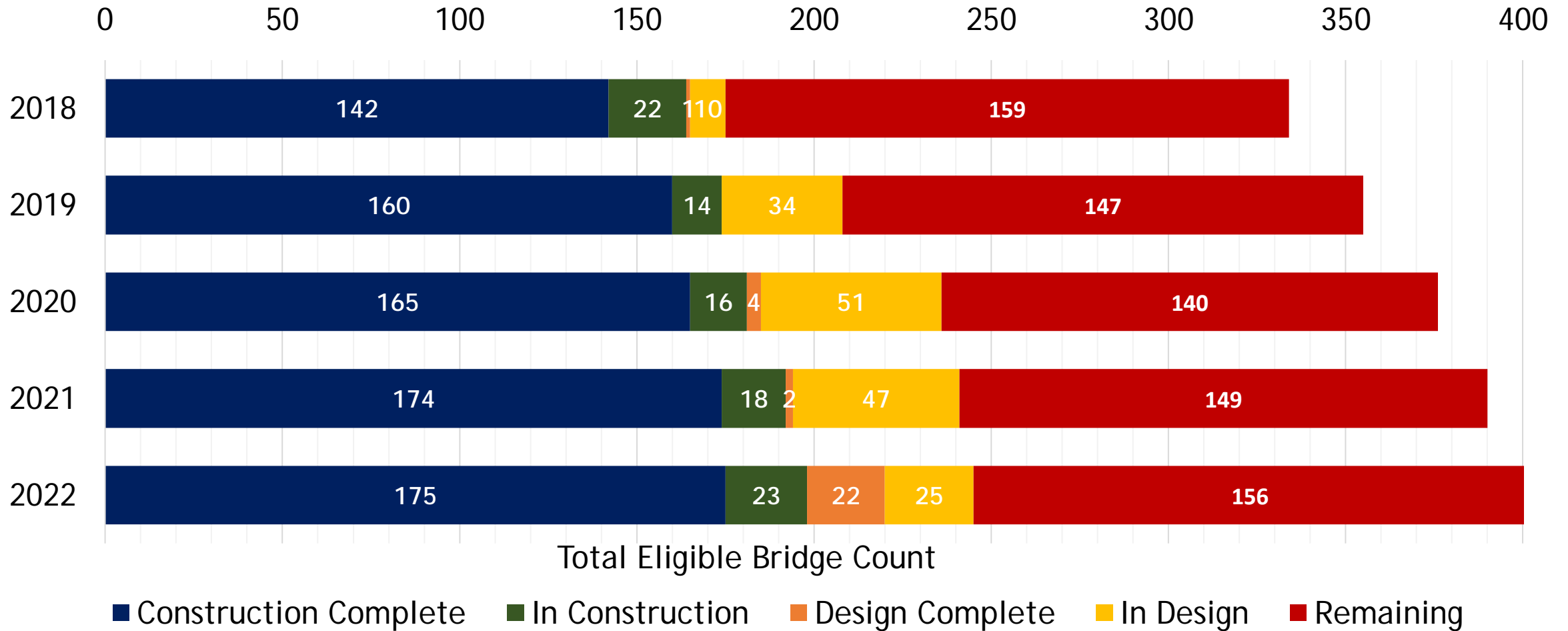
**I-70 Central Cut & Cover**

2021	1Yr	50K	0
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# Why are the new fees necessary?

## Historic Status of BTE Eligible Bridges by Year

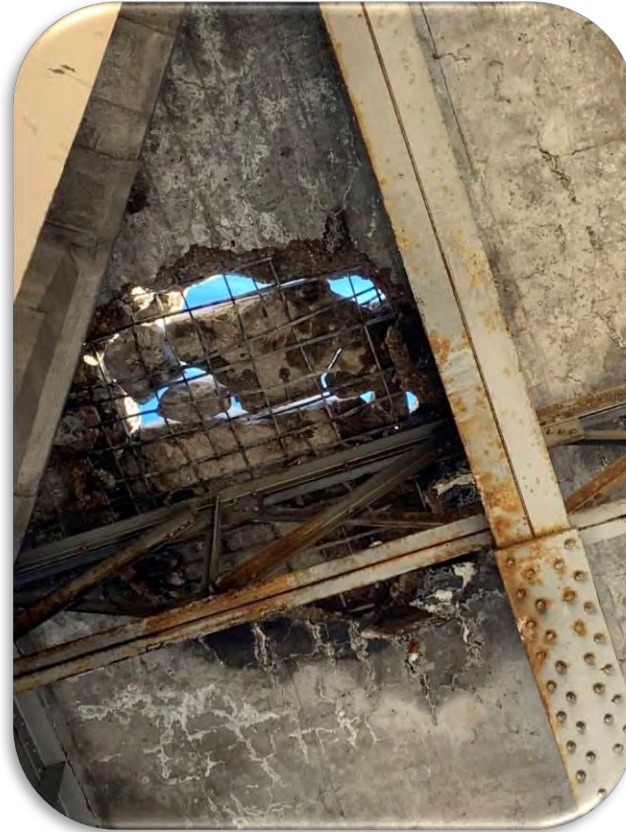






# Why are the new fees necessary?

Emergency Repair to I-70 WBND  
over US6, Clear Creek (Floyd Hill)  
March 2022

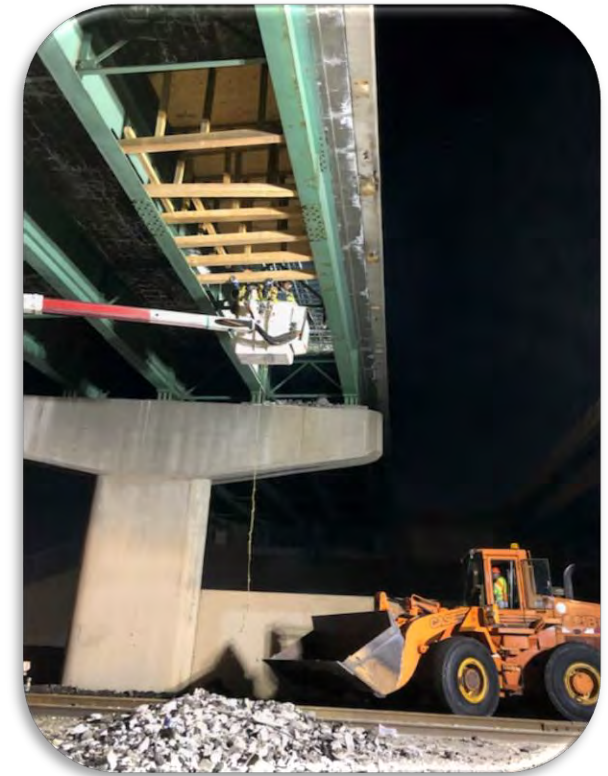
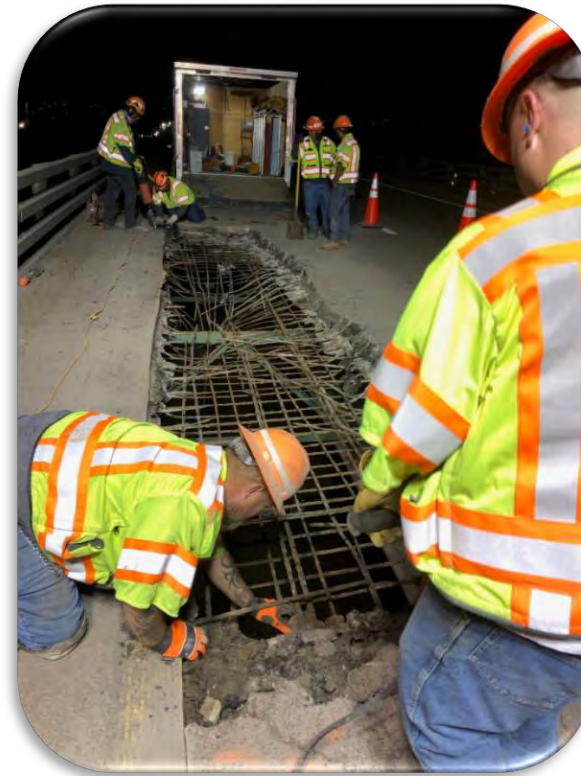
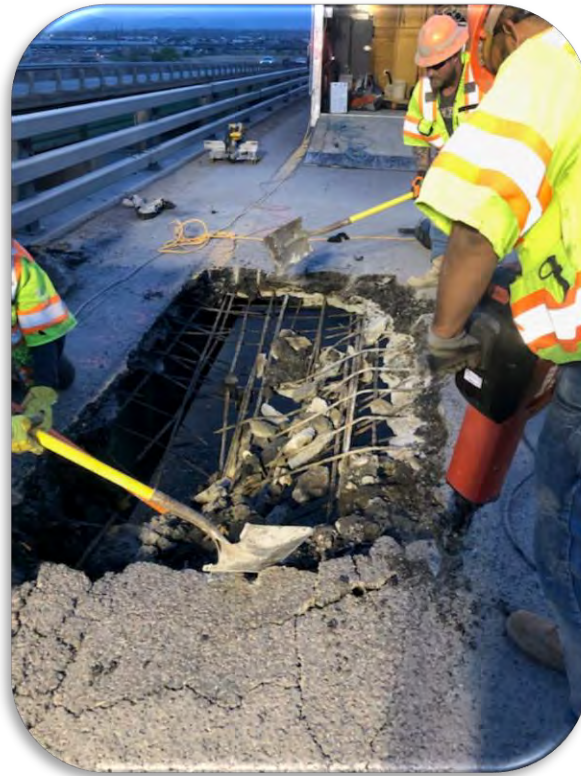






# Why are the new fees necessary?

Emergency Repair to I-270 WBND over BNSF, UPRR, SH265A and 60<sup>th</sup> Ave.  
May 2021





# Why are the new fees necessary?

## Unfunded EJMT Repair and Maintenance Backlog

Project Description	Planning-Level Cost
EJMT Control Room	\$5,000,000
South Tunnel Motor Upgrades	\$25,000,000
LED Lighting Upgrade	\$35,000,000
East Berm Culvert Repair	\$10,000,000
EJMT Wastewater Treatment Plant	\$4,000,000
Public Address System	\$1,000,000
Foaming System Added to Fixed Fire Suppression System	\$20,000,000
Ceiling Fireproofing and Repairs	
Various Electrical, Mechanical, and Plumbing Repairs	
<b>Total</b>	<b>\$100,000,000</b>



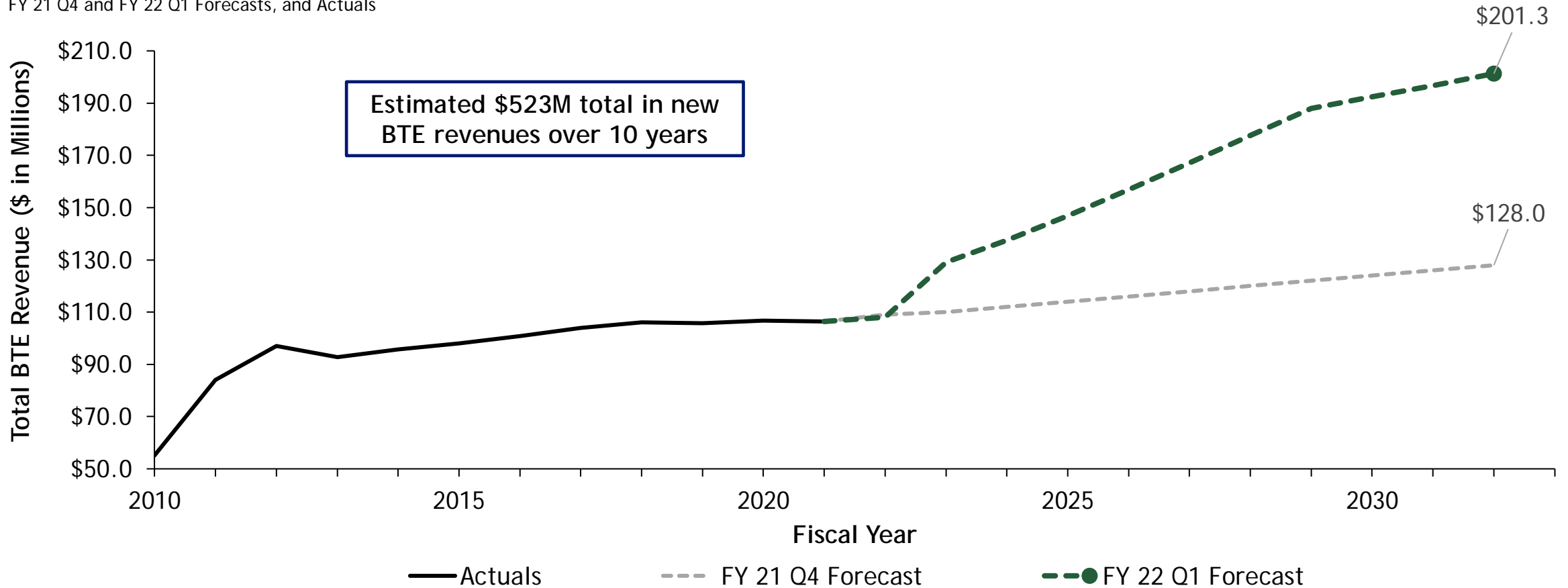




# How much new revenue will be collected?

## Bridge & Tunnel Enterprise Total Revenue

FY 21 Q4 and FY 22 Q1 Forecasts, and Actuals



Source: OFMB



# How will the new fees be used?

- A priority placed on will projects that are designated as ten-year vision plan projects on the department's ten-year vision project list in accordance with § 43-4-217(1)(g), C.R.S.
- \$1.17B<sup>1</sup> total estimated BTE eligible 10-year plan project scope
  - Includes approx. \$135M in previously allocated BTE funds (via Board resolution)
- Includes 64 BTE eligible bridges
  - Removes approx. 675,000 square feet of BTE eligible (poor-rated) deck area
  - Addresses nearly 50% of statewide poor deck area (1,355,878 square feet total<sup>2</sup>)
- Includes the deferred EJMT maintenance and repair backlog - \$150M total
  - \$50M available through one time allocation via SB21-260
  - \$100M funding gap expected to be addressed by BTE

<sup>1</sup> Subject to change based on changes in market conditions, inflationary pressure, refinements to project cost estimates and schedules, and BTE eligibility reviews

<sup>2</sup> Subject to change due to the dynamic nature of bridge condition - value shown current as of 1/7/2022



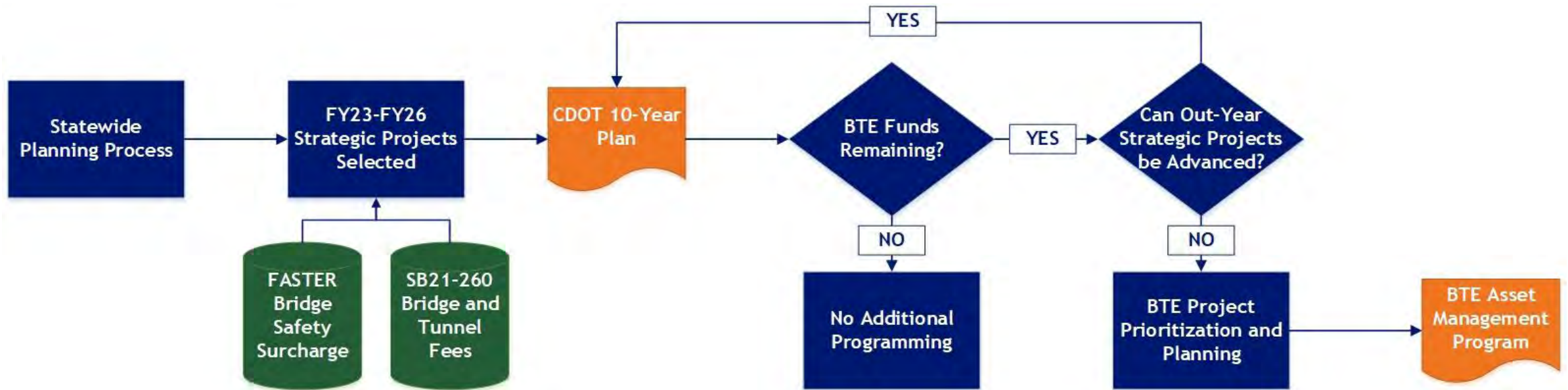
# How will the new fees be used?

- Near-term funding requests will be for remaining FY19-FY22 and upcoming FY23-FY26 10-year plan projects:
  - EJMT repairs (remaining \$100M funding need)
  - Floyd Hill
  - I-270
  - Vail Pass
  - Speer and 23<sup>rd</sup>
  - I-25/US 50
  - US6/Wadsworth
  - US160 Safety and Mobility
  - I-76 Phase IV
  - Other statewide strategic projects (out-year projects being advanced in FY23-FY26)





# BTE Planning Workflow





# BTE FY23-FY26 Funding Plan Development

- Determination of BTE funding priorities for FY23 through FY26 based on the statewide planning process
- Ongoing design development of 10-year plan projects (cost estimates, schedules, delivery method, packaging/phasing, innovations, etc.)
- Consideration of financing to facilitate timely completion of 10-year plan and asset management projects and to manage program cash flow
- Determination of a “right-sized” the annual asset management project budget
- Determination of appropriate programmatic funding reserve/contingency level





# Funding Reserve

Is it necessary to plan for a funding reserve?

- Providing limited flexibility creates added risk for project schedules
- Matching funds for bridge discretionary grant programs
- Flexibility to fund additional BTE eligible items (i.e. newly “poor” I-270 bridges)
- Flexibility to advance additional out-year projects or additional asset management projects based on urgency and need



# Next Steps

- Staff will request BTE Board authorization to impose the new bridge and tunnel fees
- Staff will return to the STAC with a FY23-FY26 funding plan for comment following:
  - Completion of the statewide planning process
  - Further refinements to key 10-year plan project cost estimates, schedules, and drawdowns



Thank you for your time!  
Questions or comments?

# Clean Fleet Enterprise Overview for CDOT's Statewide Transportation Advisory Committee

Sean Hackett  
Board Administrator  
Clean Fleet Enterprise and Air Quality Enterprise  
May 13, 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 (TNC) or deliver goods for a third-party delivery service.
- \$289M projected over 10 years for these efforts



# Board Membership

		Term End
<b>Sean Hackett</b>	CFE Board Administrator	--
<b>Michael Ogletree</b>	CDPHE Air Pollution Control Division Director	--
<b>Kay Kelly</b>	Colorado Department of Transportation	--
<b>Maria Eisemann</b>	Colorado Energy Office	--
<b>Carlos Gonzalez</b>	Disproportionately Impacted Community representative	09-28-2024
<b>Greg Fulton</b>	Transportation expert	09-28-2024
<b>Tim Reeser</b>	Motor vehicle fleet electrification expert	09-28-2024
<b>Huma Seth</b>	A business that operates a motor vehicle fleet representative	09-28-2024
<b>Will Allison</b>	Air quality expert	09-28-2025
<b>John Tayer</b>	Business or supply chain management expert	09-28-2025



# CFE Work To-Date

- We have held six board meetings
  - Meetings will be held on the 4<sup>th</sup> 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



# 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 (ZEV) and seven and one-half cents in a gasoline/diesel powered vehicle



# Total Fees

**Table 4**  
**Maximum Retail Delivery Fees and TNC Ride Fees Under SB 21-260**  
 FY 2022-23

<b>Retail Delivery Fees</b>	
State (Highway Users Tax Fund)	5.97¢ / delivery
State (Multimodal Options Fund)	2.43¢ / delivery
Bridge and Tunnel Enterprise	2.70¢ / delivery
Community Access Enterprise	6.90¢ / delivery
Clean Fleet Enterprise	5.30¢ / delivery
Clean Transit Enterprise	3.00¢ / delivery
Air Pollution Mitigation Enterprise	0.70¢ / delivery
<b>Total of Retail Delivery Fees</b>	<b>27.00¢ / delivery</b>
<b>Ride Fees (Full Price)</b>	
Clean Fleet Enterprise	7.50¢ / ride
Air Pollution Mitigation Enterprise	22.50¢ / ride
<b>Total of Ride Fees (Full Price)</b>	<b>30.00¢ / ride</b>
<b>Ride Fees (Discounted)</b>	
Clean Fleet Enterprise	3.75¢ / ride
Air Pollution Mitigation Enterprise	11.50¢ / ride
<b>Total of Ride Fees (Discounted)</b>	<b>15.00¢ / ride</b>



# CFE Potential Portfolios

- Clean Fleet Vehicle and Technology
- Clean Fleet TNC
- Remote Sensing Prioritization
- Clean workforce development efforts
- Clean Fleet Planning, Research and Evaluation





Thank you! ¡Gracias!

## Clean Fleet Enterprise

[cdphe.colorado.gov/clean-fleet-enterprise](http://cdphe.colorado.gov/clean-fleet-enterprise)

[CDPHE\\_CleanFleets@state.co.us](mailto:CDPHE_CleanFleets@state.co.us)



**COLORADO**

Clean Fleet Enterprise

Department of Public Health & Environment



**COLORADO**

Department of Transportation

# Nonattainment Area Air Pollution Mitigation Enterprise

*Update on the Enterprise*

May 2022



# Enterprise Overview

## Statute: C.R.S. § 43-4-1303

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







# NAAPME Governing Board & Officers

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, <i>Aurora</i>	Serves as a representative of disproportionately impacted communities
Danielle "Stacy" Suniga, <i>Greeley</i>	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

Program Administrator: Darius Pakbaz  
Board Secretary: Jenni Fogel



# 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.
- **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.



## Statutory Authority for Rulemaking

43-4-1303 (6)(h) "... To promulgate rules for the sole purpose of setting the amounts of the air pollution mitigation per ride fee and the air pollution mitigation retail delivery fee at or below the maximum amounts authorized in this section;"

43-4-1303 (7)(b)(I) &(II): Sets the per ride fee:

- Eleven and  $\frac{1}{4}$  cents for each prearranged ride that is a carshare ride or for which the driver transports the rider in a zero emissions motor vehicle;
- Twenty-two and  $\frac{1}{2}$  cents for every other prearranged ride.

43-4-1303 (8)(b): Sets the retail delivery fee:

- Seven-tenths of one cent per retail delivery.





## 1.0 Statement of Basis and Purpose and Statutory Authority

- States the reason for the rule and where the authority lies in statute for the Enterprise to promulgate rules.

## 2.0 Definitions

- Duplicates many statutory definitions, and defines terms that are used in the Rule.

## 3.0 Fees

- Sets the initial fees effective July 1, 2022.
- Assumes the adjustment for inflation and working with DOR to determine the new rate.
- Reiterates statute that the Enterprise must notify DOR of changes in the fee by each March 15.
- **Based on Public Comment, correcting language in 3.3 to clarify that a “carshare ride”- like a ride that is in a zero emissions vehicle, is 11 ¼ cents, not 22 ½ cents.**

## 4.0 Declaratory Orders

- Every rule, by statute, must provide for the entertaining of, and prompt disposition of petitions for declaratory orders to terminate controversies or remove uncertainties surrounding the Rule.

*Adoption of Rules Occurred on April 14, 2022*



## Fees on Retail Deliveries and Prearranged Rides

- Rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides arranged through transportation network companies will continue to increase traffic congestion and air pollution, including but not limited to, disproportionately impacted communities and communities adjacent to highways.
- To offset and mitigate these impacts, the enterprise will fund eligible projects that reduce traffic congestion and directly or indirectly reduce GHG emissions.
- Instead of reducing the impacts of retail deliveries and prearranged rides arranged through transportation network companies by limiting retail delivery and prearranged ride activity through regulation, the legislature opted to impose a small fee on each retail delivery and prearranged ride and use fee revenue to fund necessary mitigation activities.
- Essentially, the fee will apply to that delivery and be paid by the purchaser of the goods. When a TNC is utilized, the user of that service will pay the prearranged ride fee.



# Enterprise Funding

## Anticipated Revenues for Enterprise - FY23-FY32

- **Fee Levels Set by the Board**

- **Air Pollution Mitigation Per Ride Fee**
  - *Eleven and ¼ cents for each prearranged ride that is a carshare ride or for which the driver transports the rider in a zero emissions motor vehicle;*
  - *Twenty-two and ½ cents for every other prearranged ride.*
- **Air Pollution Mitigation Retail Delivery Fee**
  - *Seven-tenths of one cent per retail delivery.*

- **Anticipated 10-Year Revenues:**

- Fiscal Year 2023 - \$7.1 million
- 10-Year Total - \$183.6 million

### 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	\$30,776,587
FY 2031-32	\$31,857,744	\$4,808,073	\$36,665,817
<b>10-Year Total</b>	<b>\$152,173,502</b>	<b>\$31,474,619</b>	<b>\$183,648,121</b>



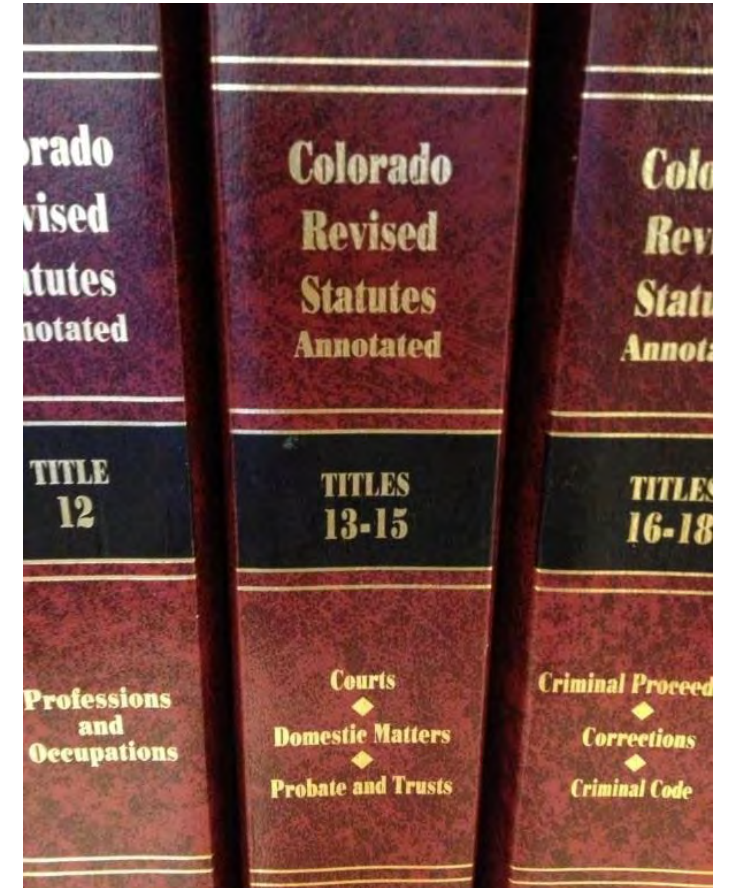


# Accountability and Transparency

## *Statutory Requirements*

### C.R.S. 42-4-1303 - Nonattainment Area Air Pollution Mitigation Enterprise

- **(10)(a)(I) - 10-Year Plan**
  - Details how the Enterprise details its business purpose and estimates the amount of funding needed to implement the plan.
  - Required to be published by June 1, 2022
  - Encompasses fiscal years 2022-23 through 2031-32
  - New 10-Year Plan required in fiscal year 2031-32
- **(10)(a)(II) - Public Accountability Dashboard**
  - Implementation of 10-Year Plan
  - Details regarding funded projects including funding and completion
  - Enterprise funding and expenditures
- **(10)(a)(III) - Public Engagement**
  - Regularly engage the public regarding the purpose of the Enterprise
  - Including Disproportionately Impacted Communities and Interest Groups
- **(10)(a)(IV) - Annual Report**
  - Present to Colorado Transportation Commission
  - Present to State House Transportation and Local Government Committee
  - Present to State House Energy and Environment Committee
  - Present to State Senate Transportation and Energy Committee





# Funding Focus Areas

## *Choosing Projects and Seeking Public Input*

- Projects must be in nonattainment areas (DRCOG, NFRMPO, and UFRTPR 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.



# Public Outreach

## *Proposed Outreach Activities*

- **Rulemaking Public Comment and Hearing**
  - Concluded on April 14, 2022
- **Updated Website and Email Subscription Updates**
  - Updated Monthly
  - Contacting Enterprise Staff
  - Subscription Service for Updates
  - Board Meeting Notices, Board Meeting Minutes/Decisions, Video of Past Meetings
- **Public Outreach Meeting**
  - Engage with Communities through Virtual Meetings
  - Facilitated Discussion Setting for Participants to Provide Feedback on Their Priorities for the 10-Year Plan
- **Public Outreach Survey**
  - Solicit Feedback on Funding Focus Areas
  - Understand opinions for the next 10 years & Priorities for Enterprise Investments
- **Enterprise Informational Video**
  - Education on Enterprise Purpose, Funding Mechanisms, & Funding Focus Areas
  - Provide Options for Audience to Provide Feedback
- **Engagement with Stakeholder Committees**
  - Presentation and Engagement with Statewide Transportation Advisory Committee
  - Presentation and Engagement with Metropolitan Planning Organizations
  - Presentation and Engagement with Transportation Planning Regions





# Future Meetings and Agenda

## Upcoming Dates:

- May 17, 2022, 4:00 PM - 5:30 PM - *Enterprise Public Outreach Listening Session*
- May 26, 2022 3:00 PM - 4:30 PM - *Enterprise Board Meeting*
- *June 1, 2022: Statutory Deadline to Publish NAAPME 10-Year Plan*
- June 26, 2022, 3:00 PM - 4:30 PM - *Enterprise Board Meeting*

## Upcoming Meeting Topics:

- 10 Year Plan Development
- Public Outreach and Results
- FY2023 Revenue and Budget



# NAAPME Information & Resources

Website: <https://www.codot.gov/programs/planning/naapme>

Email: [cdot\\_nonattainmententerprise@state.co.us](mailto:cdot_nonattainmententerprise@state.co.us)

*Email Subscription  
Service for Updates  
from the Enterprise*

*Available on NAAPME  
Website*

## 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.



### About the Nonattainment Area Air Pollution Mitigation Enterprise

This Enterprise was created within the Colorado Department of Transportation (CDOT) to support mitigation of 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.

CDOT is implementing various 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 and planting trees along (CRS 43-4-1303).

- Danielle Stacy - (Brighton, Colorado) - Serves as an elected official of a disproportionately impacted community that is a member of the Denver Regional Council of Governments
- Lynn Baca (Brighton, Colorado) - Serves as an elected official of a disproportionately impacted community that is a member of the Denver Regional Council of Governments
- Kristin Stephens (Fort Collins, Colorado) - Serves as an elected official of a local government that is a member of the North Front Range Metropolitan Planning Organization
- Yessica Holguin (Denver, Colorado) - Serves as a representative of disproportionately impacted communities
- Leanne Wheeler (Aurora, Colorado) - Serves as a representative of disproportionately impacted communities
- Shoshana Lew - Executive Director (CDOT)
- Dena Weitach - Executive Director Desinee (CDPHE)

### Contact Us

[cdot\\_nonattainmententerprise@state.co.us](mailto:cdot_nonattainmententerprise@state.co.us)

### Resources

[Board Appointments](#)

[Enterprise Funds](#)

[Board Powers & Duties](#)

### Upcoming Meetings

May 05, 2022 - NAAPME Board Meeting

[Zoom Link](#)

[YouTube Live Stream Link](#)

### Prior Meetings

Board of Directors Meeting & Proposed Permanent Rulemaking Hearing - April 14, 2022

[Board Meeting Packet](#)

[Board Registry of Actions](#)

[Video Recording](#)

Board of Directors Meeting Feb 24, 2022

[Board Meeting Packet](#)

[Board Registry of Actions](#)

[Video Recording](#)

Board of Directors Meeting - Jan 27, 2022

[Board Meeting Packet](#)

[Video Recording](#)

### Subscribe for NAAPME Updates

\* indicates required

Email Address \*