



# Grant Opportunities Workshop



**COLORADO**  
Green Business Network  
Department of Public Health & Environment

# Agenda

## Colorado Energy Office:

- Clean Air Program
- Building Electrification
- Fleet ZERO
- Charge Ahead
- Community Accelerated Mobility Project



## CDPHE's Waste Diversion Team:

- Front Range Waste Diversion Program
- Recycling Resources Economic Opportunity Program



## Q&A Session



# The Colorado Green Business Network

## Recognition Levels

Point-Based Application  
Annual Reporting  
Awards Opportunities  
Technical Assistance



## Support Level

No Application  
Baseline Tracking  
Technical Assistance



## Technical Assistance & Support

- Opportunity & Performance Assessments
- Off-Site Coaching and Guidance
- Connections to rebates, grants, additional technical assistance
- Workshops & Skill Building
- Mentoring



# Colorado's Clean Air Program

*CAP Informational Presentation*

*Colorado Energy Office's Strategic Initiatives & Finance unit*

*November 15<sup>th</sup>, 2023*



**COLORADO**  
Energy Office

# Clean Air Program (CAP)

Provides financial assistance for turn-key services that help organizations identify and implement voluntary industrial and manufacturing air pollutant emission reduction projects in Colorado.

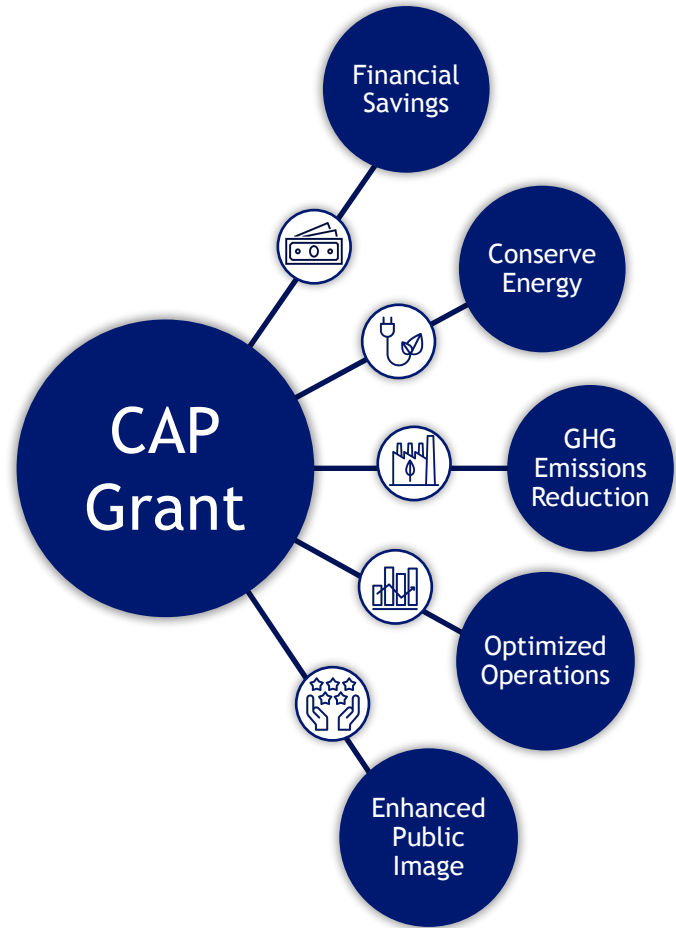


# CAP's Two-Pronged Approach



# How can applicants benefit?

- Receive heavily subsidized facility assessments to identify energy inefficiencies and GHG reduction opportunities.
- Benefit from State funds to implement your projects.
- Save energy costs and improve margins.
- Be a part of the State's transition to a carbon neutral future.
- Work towards your sustainability goals.



# Eligible Applicants 2022 NAICS Codes beginning with:



**21**

Mining, Quarrying, and Oil and  
Gas Extraction



**31-33**

Manufacturing

- Private Entities
- Local Government
- Public & Private Partnerships



# Technical Assistance Offering (TAO)

# TAO Overview

- Funding for subsidized Scope 1 Emissions Assessment:
  - Examines all process-related energy efficiency and GHG emission reduction opportunities
  - Identifies available funding sources, such as utility rebates and State/Federal grant programs
  - Meets technical requirements to receive funds through a variety of funding streams



# What is a TAO emissions assessment?

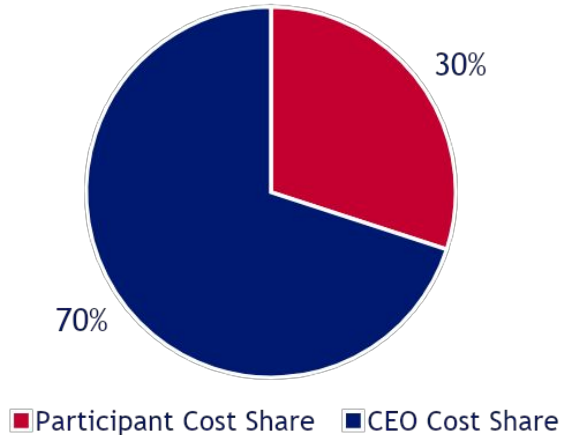
- First step in identifying measures to reduce energy consumption and GHG emissions by determining where, when, why, and how energy is used and emissions are released.
- Outcomes of a TAO Emissions Assessment (based on ASHRAE standards):
  - Summary of utility data
  - Detailed end-use breakdown
  - Estimated savings from utility rate change
  - Estimated savings from low-cost/no-cost measures
  - Estimated costs & savings from capital improvement projects
  - Complete building description & equipment inventory
  - Identification of greenhouse gas emissions
  - Financial analysis of recommended measures & projects
  - Identification of available project funding opportunities



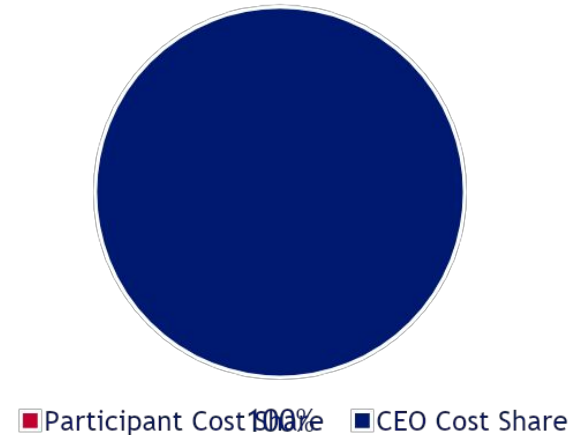
# CEO Cost Coverage

Participants in the TAO can receive cost coverage for an onsite (Scope 1) emissions assessment, which will examine all process-related energy efficiency & greenhouse gas emission reduction opportunities.

## Without Net-Zero Goal



## With Net-Zero Goal



# Participant Requirements



Participate in an introductory call and follow-up phone interview



Meet with and accompany the assigned Energy Advisor during the onsite visit



Provide all necessary utility cost and energy use information or a release\*



Participate in a follow-up call after completion of the assessment

\* Label any confidential information as such. Documents pertaining to your participation in this program may be subject to the Colorado Open Records Act (C.R.S. § 24-72-201 to 206).



# CAP Grant Offering



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# CAP Grant Overview

- Funding for voluntary industrial and manufacturing air pollutant emission reduction projects in Colorado.
- Grant awards can range between \$100K - \$1.5M (depending on project type).
- Program will run for a total of 6 years, sunseting June 30, 2028
- Next funding cycle to launch in January 2024.



# Eligible Projects (Voluntary & Additional)

Industrial Process  
Changes



Fuel Efficiency and  
Fuel Switching



Renewable Energy  
Projects



Electrify  
Equipment



Carbon  
Management



Methane  
Destruction



Other project types being considered by CEO for this and/or future rounds (TBD)



# How to Stay Updated

Subscribe to the CAP Email List



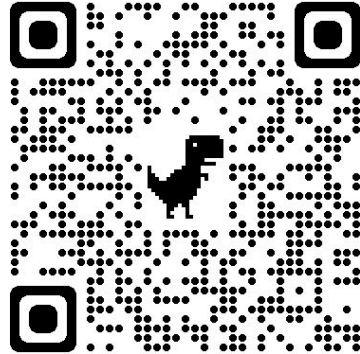
Any Questions?  
Email the Program Team



[capassessments@clearresult.com](mailto:capassessments@clearresult.com)

# Coming Soon - Colorado's Industrial Tax Credit Offering

- Who - Industrial Facilities
- What - Are eligible for a total of \$168 million in refundable tax credits to partially cover industrial study &/or GHG reduction project costs
- When - Spring of 2024 - 2032
- How - Through submitting applications to CEO during dedicated semi-annual funding rounds (June 30 & Dec. 31 of each year), competitively awarded



# Scope 1 Emissions

Greenhouse gas (GHG) emissions from sources directly owned or controlled by an organization:



## Stationary Combustion

- Boilers
- Turbines
- Furnaces
- Burners



## Process Emissions

- Asphalt and Cement Production
- Process Heating
- Industrial Chemical Reactions



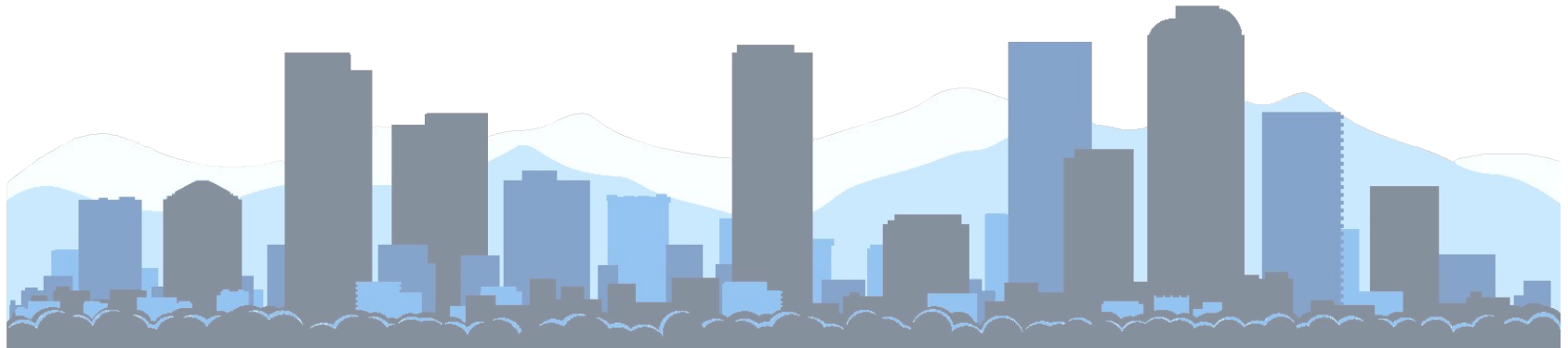
## Fugitive Emissions

- Natural Gas Leaks
- Landfill Activities
- Wastewater Treatment Activities
- Refrigerant Leaks

Excluded from this classification are greenhouse gas emissions originating from indirect sources, such as those arising from purchased electricity or an organization's value chain. These emissions stem from sources managed or owned by external entities and are categorized separately.

# High Efficiency Electric Heating & Appliances

HEEHA Grant Program



# Purpose

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Fossil gas-powered appliances and equipment produce greenhouse gasses (GHG) and harmful indoor air pollution which can cause health problems. As a result, buildings rank in the top five biggest sources of GHG pollution in the State. In addition, over one million Coloradans are identified as energy-burdened.

***High efficiency electric appliance upgrades can reduce indoor air pollutants, reduce energy costs, and improve comfort, but present a significant cost to implement. The HEEHA Grant Program intends to reduce this cost barrier at a large scale.***



## Driving change at a community scale

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The HEEHA grant program was created to support strategic electrification efforts at a **community and neighborhood scale**.

To be considered community scale a project must include:

5+

Homes, residences, or dwelling units

OR

3+

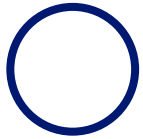
Business tenant units or buildings



# HEEHA Overview

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## Program Goals



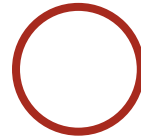
### Scale & Support

Scale up and support strategic electrification in projects across Colorado, specifically in DI / LI / JT communities.



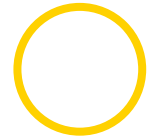
### GHG Reduction

Reduce harmful indoor air pollution and GHGs associated with burning natural gas and other fossil fuels, which disproportionately harm DI / LI / JT communities.



### Reduce Cost

Reduce energy burden and energy use, with the intent to save money spent on energy bills.



### Increase Demand

Increase demand and publicity for innovative, climate-smart building technology, and understand the current market for electrification.



# Costs Eligible for Funding

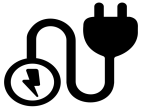
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Energy audit(s) to help an applicant determine electrification equipment type and sizing.



The purchase and installation of high efficiency electric equipment for space heating, water heating, or cooking.



Utility and electric infrastructure upgrades necessary to install high efficiency electric equipment



DI/LI/JT Communities are eligible for a reduced match and funding to cover community organizing and administrative costs.





# HEEHA Overview

## Who can apply?



Higher Education  
Institutions



State & Local Governments



Non-profit Organizations



Businesses\*



Housing Developers



HOAs & Apartment  
Complexes\*

## Community Scale

3+ Business tenants or buildings  
OR 5+ residences

# 12/1/23

Application closes

# 30%

Of funds are earmarked  
for projects in DI/LI/JT  
communities.

# \$7M

In remaining  
funding



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# How to Apply

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Currently accepting application through 12/01/2023:

- ✓ Contact Brittney VanCuran ([brittney.vancuran@state.co.us](mailto:brittney.vancuran@state.co.us)) to have application folder created for your project.
- ✓ Decide if you'll be applying for funding for the Planning phase or Planning and Implementation phases.
- ✓ Provide written notice when all application materials, budget form, and additional documents are complete and in their proper folder.

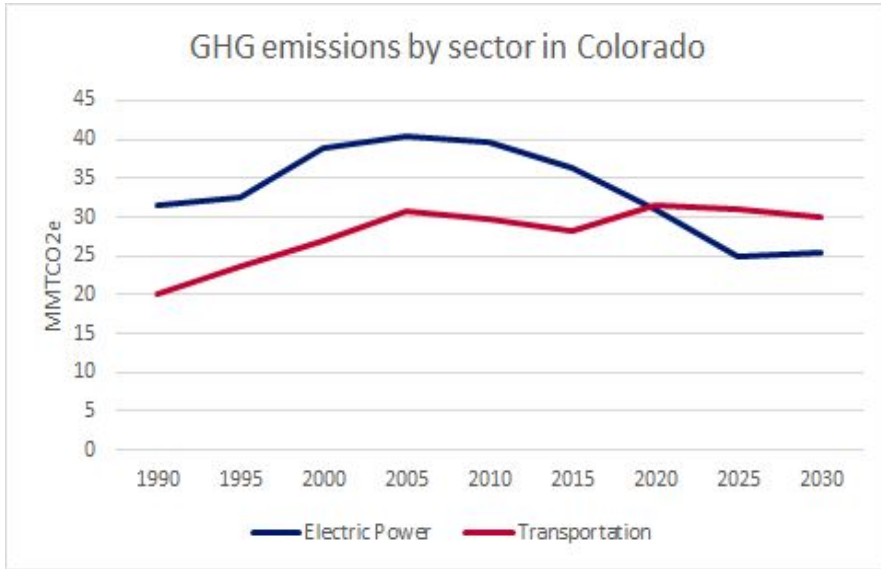


# Charge Ahead Colorado

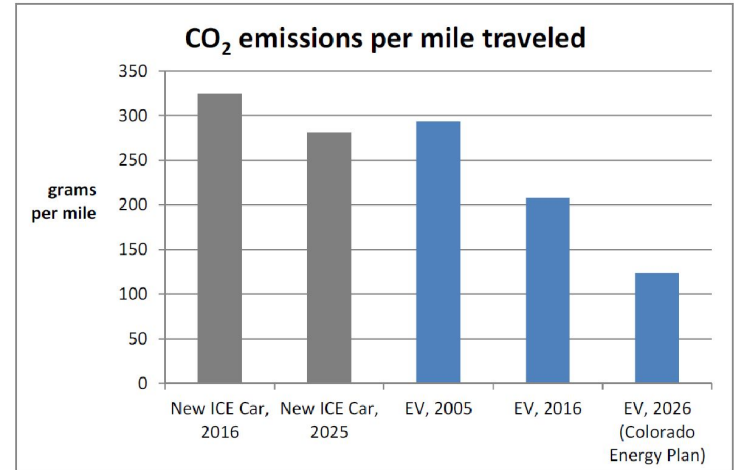


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# Colorado Emissions by Sector



Source: CDPHE



<sup>8</sup> Figure JW1-D-3 compares typical new vehicle emissions from a new internal combustion engine (ICE) vehicle in 2016 and 2025 to the expected emissions from a new EV in 2005, 2016 and 2025. The ICE emissions data are from analysis on page 64 of *Opportunities for Vehicle Electrification in the Denver Metro Area and Across Colorado*, a 2017 report by the Denver Department of Environmental Health, the Regional Air Quality Council, and the Southwest Energy Efficiency Project. The EV data are based on Public Service's historical and projected annual average CO<sub>2</sub> intensity under our clean energy plans, and assume EV electrical consumption of 0.35 kWh per mile.

Source: Xcel Energy

# Roadmaps & Studies

- Various studies completed over the years to guide our programmatic developments.
- Recent studies include: EV Equity, Battery Storage + DCFC, 100% Light Duty Roadmap, M/HD Charging Infrastructure Study



## Electric Vehicles in Colorado: Anticipating Consumer Demand for Direct Current Fast Charging

Eric Wood and Clément Rames  
National Renewable Energy Laboratory (NREL)  
Produced under direction of the Regional Air Quality Council  
(RAQC) and the Colorado Department of Transportation  
(CDOT) by the National Renewable Energy Laboratory (NREL)

NREL is a national laboratory of the U.S. Department of Energy  
Office of Energy Efficiency & Renewable Energy  
Operated by the Alliance for Sustainable Energy, LLC  
This report is available at no cost from the National Renewable Energy  
Laboratory (NREL), a new non-profit organization.  
Technical Report  
NREL/TP-682-68447  
July 2017

Contract No. DE-AC36-09-OR22038

Opportunities for Vehicle Electrification in the Denver Metro area and Across Colorado

Overcoming Charging Challenges to Maximize Air Quality Benefits

DENVER ENVIRONMENTAL HEALTH SWEET NATIONAL AIR QUALITY COUNCIL

Colorado Electric Vehicle Plan  
IN SUPPORT OF THE EXECUTIVE ORDER, SUPPORTING COLORADO'S CLEAN ENERGY TRANSITION | JANUARY 2018

WORKING PAPER 2021-08  
FEBRUARY 2021

Colorado charging infrastructure needs to reach electric vehicle goals

Authors: Chris Wei-Hua, Peter Stovak, and Mic Lubyay  
Keywords: Electric vehicles, charging infrastructure, Colorado

**Introduction**

The global shift to zero-emission vehicles (ZEVs) is underway, and governments are setting goals to accelerate electric vehicle market growth and planning accordingly with supporting infrastructure and policy. In the United States, twelve states have adopted ZEV standards, which require that automobiles sell greater shares of ZEVs over time, and several have announced their vision to shift entirely to 100% ZEVs over the 2020s to 2030s timeframe.<sup>1</sup>

Colorado is one such state that has set long-term goals to eliminate vehicle emissions to mitigate the health, climate, and economic consequences of transportation pollution. In its 2020 Electric Vehicle (EV) Plan, Colorado announced its long-term goal of having 100% electric light-duty vehicles and its additional goal to increase the number of EVs to meet 1 million by 2030.<sup>2</sup> Recognizing that EVs and charging infrastructure should grow in unison, Colorado's 2020 EV Plan identifies the need for a charging infrastructure gap analysis to identify the number, type, and distribution of chargers needed across the state to meet its EV goals.

**Footnotes:**

<sup>1</sup> "Zero emission vehicles," Vermont Department of Environmental Conservation, accessed October 2020, <https://www.vermont.gov/news/2020/10/20/zero-emission-vehicles>.

<sup>2</sup> "Colorado Electric Vehicle Plan," Colorado Department of Transportation, accessed Feb. 16, 2021, <https://www.colorado.gov/p3/sites/default/files/2020-12/2020%20EV%20Plan%20Final.pdf>.

<sup>3</sup> Colorado Energy Office, "Colorado EV Plan 2020," <https://www.coloradoenergyoffice.com/wordpress/wp-content/uploads/2020/12/2020-EV-Plan-Final.pdf>.

**Acknowledgments:** The authors thank Michael Robinson and Steve Wolf for input on understanding data and methods; the authors thank the Colorado Department of Transportation (CDOT) for providing data on charging stations; the authors thank the Colorado Department of Transportation (CDOT) for providing data on charging stations; the authors thank the Colorado Department of Transportation (CDOT) for providing data on charging stations; the authors thank the Colorado Department of Transportation (CDOT) for providing data on charging stations.

**icct**  
International Council on Clean Transportation

## Colorado Medium- and Heavy-Duty (M/HD) Vehicle Study

Colorado Energy Office



MJB & A  
an ERM Group company

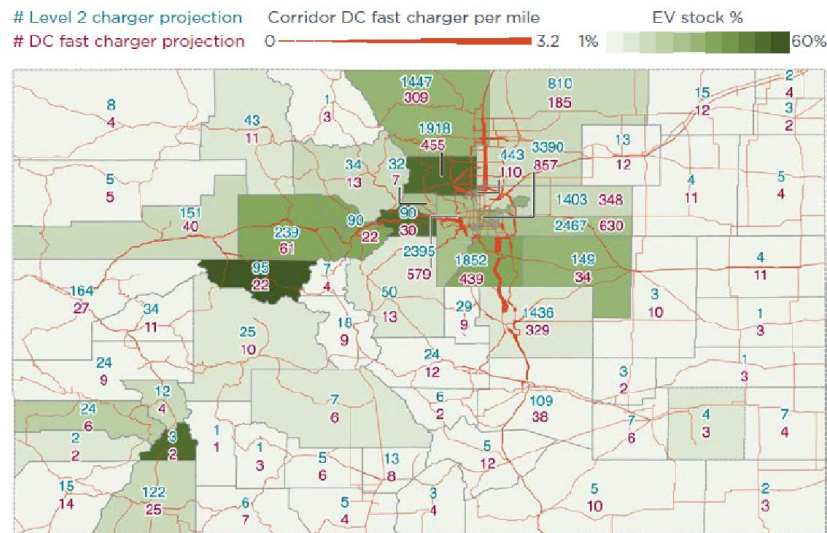
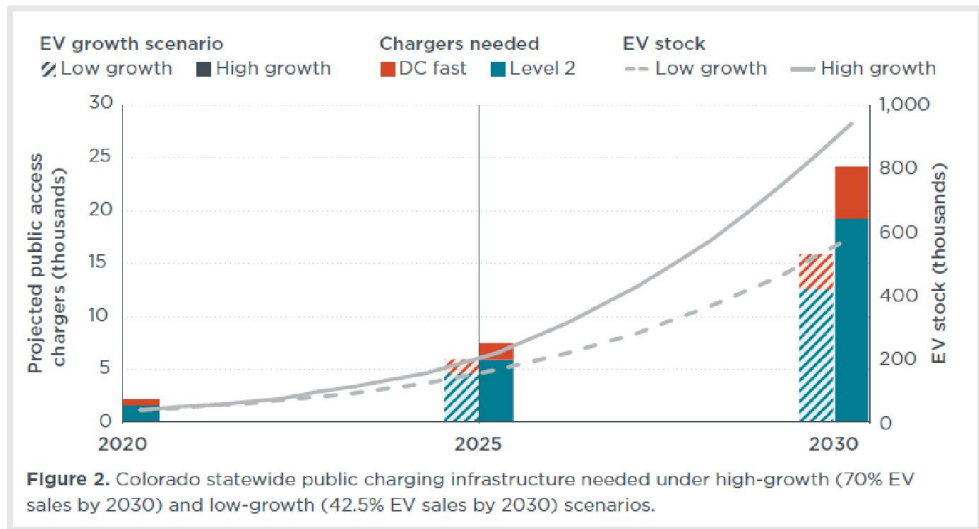


SEPTEMBER 2021



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# ICCT Charging Infrastructure Needs



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# Programs



# Colorado Infrastructure Grant Programs

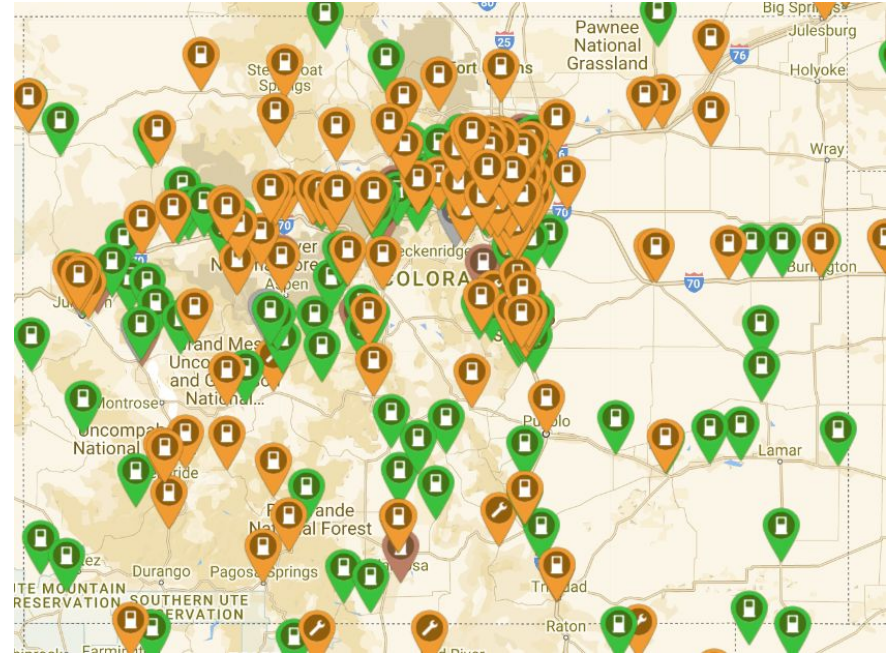
- ***Charge Ahead Colorado: Community-based Level 2 and DC Fast-Charging stations***
- DCFC Plazas: High-speed charging stations for public users and high-mileage fleets
- DCFC Corridors: High-speed charging stations along Colorado's major transportation corridors
- Fleet ZERO: Charging infrastructure for fleets – Matt L presenting today as well





# Charge Ahead Colorado

- Longstanding program of the Colorado Energy Office
- Only 50 stations statewide when the program began.
- Grants for community-based Level 2 and DC fast-charging stations across the state
- Grants for more than 3,000 stations awarded to date



# Charge Ahead Colorado

- Three funding rounds per year – January, May & October
  - Rolling application available as well for certain entities and smaller scale projects
  - Available for numerous entities – MFH, workplaces, retail settings, government, non-profits etc.
- CAC will fund 80% of the cost of a charging station up to the following set maximums:

EV Charging Station Power Level	CEO Maximum Funding	Maximum Incentive
Level 2 (Under 19kW), Per Port	80%	\$4,500
19 - 49 kW, Per Port	80%	\$6,250
DCFC, Single-Port (50 - 99kW)	80%	\$35,000
DCFC, Dual-Port (50 - 99kW capable of simultaneous charging at this power level)	80%	\$50,000
DCFC, Single-Port (100kW+)	80%	\$50,000
DCFC, Dual-Port (100kW+ capable of simultaneous charging at this power level)	80%	\$70,000



# Charge Ahead Colorado

- Qualified Entities are also eligible for the below enhanced incentives:

Enhanced Incentives	CEO Maximum Funding	Maximum Additional Incentive
Level 2 Income Qualified Enhanced Incentive (Per Port)*	90%	+\$1,250
Enhanced Incentive for Qualified Entities in Disproportionately Impacted Communities (Per Port)**	90%	+\$500

For the Income Qualified (IQ) enhanced incentive, applicants can qualify through established programs, including: Housing Choice (Section 8) Vouchers, Low Income Public Housing, HUD Subsidized Project Based Section 8, Low Income Housing Tax Credit, Multifamily Housing (MFH) operated by a Housing Authority, etc.

\*\*For the Disproportionately Impacted Community (DI) enhanced incentive, eligible applicants must be located within a disproportionately impacted community **and** be a Qualifying Entity type, which includes: Libraries, community centers, rec centers, nonprofit organizations, schools, public entities installing charging for the specific use of the public, places of worship, and multifamily housing (MFH) IQ eligible organizations. For Qualifying Entities, applicants can determine if their address is eligible for the DI enhanced incentive using the [Transportation Equity Screening Tool](#).



# Results

- Historically, the program has received 3 – 4 X in funding requests to funding resources.
- Thousands of chargers installed since inception – Aiming for an additional 750 ports or more this year.
- Enabling statewide travel in an EV – throughout communities, along corridors and everywhere in between.
- Electrifying our scenic byways – 14 of 26 have been electrified
- 45,000+ sessions last month



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# Thanks!

**Matt Mines**  
**Senior Program Manager**  
**Transportation Fuels and Technology**  
**[matt.mines@state.co.us](mailto:matt.mines@state.co.us)**

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# Fleet-ZERO

November 15, 2023

## EV Charging Grant Program



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Source: New York Metropolitan Transportation Council Regional Freight Land Use Study

# Program Overview

## Transportation is the largest source of GHG emissions in the U.S. & Colorado

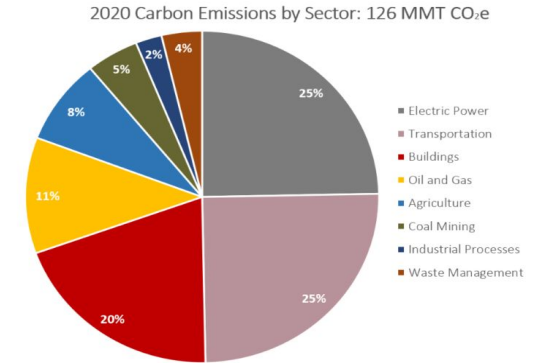
### Fleet Vehicles & Equipment:

- Disproportionate amount of GHG emissions & local air pollution
- Substantial detriment to public health, equity, & environmental justice
- Represents a significant opportunity for business & organizational impact
- Diverse use-cases, routes, mileage, & dwell times
- Most suitable near-term electrification opportunities:
  - Return-to-base, multi-hour dwell times (7-10 hrs), ≤ 150-200 miles

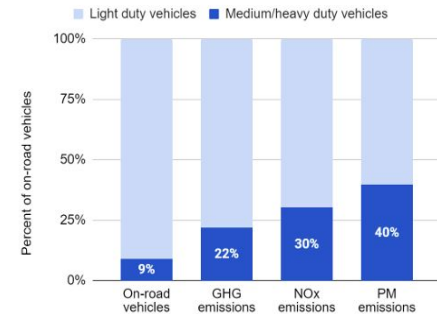
### Fleet Zero-Emission Resource Opportunity (Fleet-ZERO):

- Competitive grants for EV charging to support “fleet” electrification
- Vehicles or equipment utilized for business or organizational purposes
- Objectives: Reduce GHG emissions, improve local air quality, support environmental justice, & facilitate state zero-emission vehicle goals
- Designed for fleets, owner-operators, as-a-service providers, & site hosts

**Issued first-ever round of Fleet-ZERO grant awards in September!**



Source: Colorado Department of Public Health and Environment



# Program Design

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Available *statewide* with enhanced incentives for [qualifying entities](#) & [disproportionately impacted communities](#)

## Application Types:

### 1. Standard (*2x per year in Spring & Fall*) - *Application round currently open!*

- Depot Charging (Single or Shared Fleet)
- Charging-as-a-Service
- Public / Semi-Public Fleet Charging

### 2. Rolling (*Available year-round for Qualifying Entities requesting ≤ \$50K*)

- Up to \$50,000 maximum funding requests
- Reviewed on a monthly basis

### 3. Medium- & Heavy-Duty (M/HD) Charging Corridors (*More information forthcoming in 2024*)

- Public or reservation-based fleet charging configured for electric truck access (*e.g. pull-through charging*)
- Request For Information (RFI) currently open to inform program design & development



Fleet-ZERO can be combined with fleet [vehicle](#) & [equipment](#) funding, [utility incentives](#), & [federal](#) / [state](#) tax credits





# Program Incentives

<b>Fleet-ZERO Incentive Table</b> <i>(Funding up to per charger maximums, not to exceed 80%* of eligible project costs)</i>					
Power Level	Incentive Per Single Port Charger	Incentive Per Dual Port Charger**	Vehicle Class Eligibility	Likely Max Funding <i>(Per applicant, per round)***</i>	<b>Enhanced Incentives</b> <i>(Per charging port for Qualifying Entities)</i>
< 19 kW	\$3,000	\$6,000	–	\$250,000	+\$500
19-49 kW	\$5,000	\$10,000	<i>Confirm max onboard EV charging capability</i>	\$250,000	+\$500
50-99 kW	\$35,000	\$50,000	Class 4-8***	\$500,000	+\$2,000
100 kW+	\$50,000	\$70,000	Class 4-8***	\$500,000	+\$2,000

\*Qualifying Entities (QEs) are eligible for funding up to 90% of eligible project costs, not to exceed the per charger maximums

\*\*Dual port charger is defined as a charging station that can charge two (2) electric vehicles simultaneously at the listed power level

\*\*\*At the discretion of the Evaluation Committee (For Vehicle Class Eligibility, 50 kW+ DCFC can be shared amongst multiple lighter Class vehicles)



# Enhanced Incentives

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- **Enhanced Incentives**

- Adders Per Charging Port (*for all QEs*)
- Reduced Minimum Match Requirements (*for all QEs*)
- Rolling Application Eligibility (*for all QEs - up to \$50,000 max funding requests*)
- Prioritized Scoring (*for all QEs & all projects located or significantly operating in disproportionately impacted communities*)

- **Qualifying Entities (QEs) - One or more of the following:**

- Certifications:
  - Disadvantaged Business Enterprise (DBE)
  - Small Business Enterprise (SBE)
  - Women Business Enterprise (WBE)
  - Minority Business Enterprise (MBE)
  - Veteran-Owned Small Business (VOSB)
- Government Agencies
- Non-Profit Organizations
- School Districts (*apply for school bus charging through [CO Electric School Bus Grant Program](#)*)
- Tribal Entities



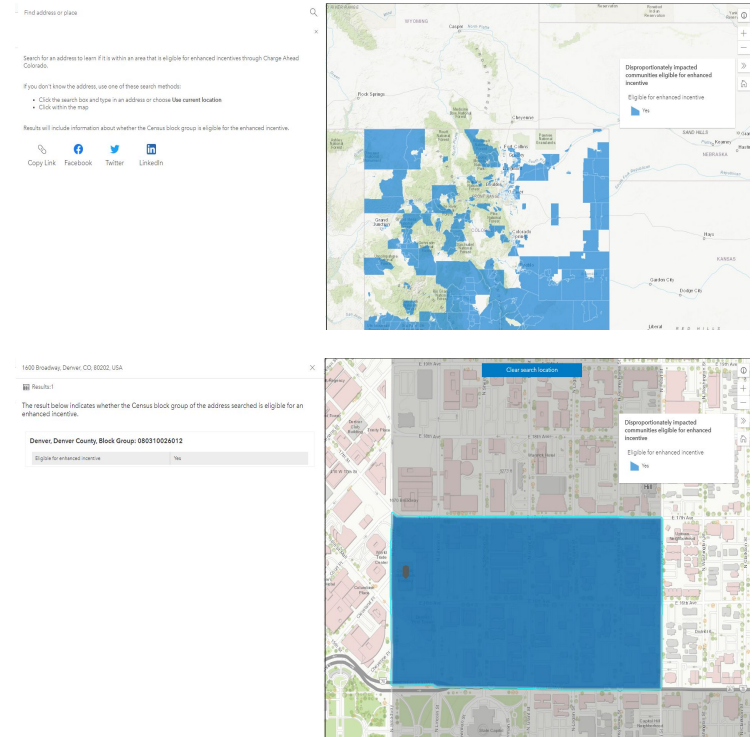
# Disproportionately Impacted Communities

- Identified by CEO's [Transportation Equity Screening Tool](#)

- Locations meeting any of the following definitions:
  - SB21-260 Disproportionately Impacted Community
  - National Electric Vehicle Infrastructure (NEVI) DAC
  - EnviroScreen DI Community (80th Percentile +)
  - Transportation Equity Community (75th Percentile +)
  - Tribal Lands

- **Prioritized Scoring**

- All projects located or vehicles significantly operating in disproportionately impacted communities will be allocated prioritized scoring during the competitive evaluation
- Enter address in the search bar to confirm if a site is located within a designated disproportionately impacted community



# Cost Eligibility

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## Eligible Costs:

- Fleet EV charging stations & associated equipment
- Construction materials (*including signage, paint, & bollards*)
- Permits, construction, & labor costs associated with EV charging equipment (*including site design & engineering*)
- Utility / electric upgrades (*e.g. transformers, line extensions, switchgear, panels, meters, wiring, conduit*)\*
- Future-proofing (*e.g. additional wiring, conduit, stub-outs*)
- Networking subscription & activation fees (*at least 5 years of data access required*)
- Warranty costs for charging equipment (*at least 5 years of warranty required*)
- Shipping (*for associated equipment*)

\*CEO strongly encourages applicants to research & utilize utility programs for electric upgrade costs where available

## Ineligible Costs:

- Rent, operating, &/or maintenance costs
- Distributed energy resources (*e.g. solar, battery storage*)
- Technical assistance (*e.g. charger utilization studies, third-party consultants, etc.*)

Reimbursements based on **final invoicing** of eligible costs incurred **not** covered by other programs



# Application & Award Process

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## Application Information:

- CEO strongly encourages substantial due diligence & project planning **prior to** submitting an application
- Funding applied for is **competitive & not** guaranteed
- Awards are **reimbursable** & grant funding will be provided **after** project completion
- Vehicle & equipment funding is **not** available through Fleet-ZERO (*but is available through other state programs*)
- Utilization of or participation in any other programs or incentives will **not** impact your Fleet-ZERO application
- Proof of site ownership or property owner / landlord written project approval is **required with application submissions**
- Proof of vehicle ownership, purchase order(s), or lease(s) is required **after installation** for grant reimbursement

## Award Process:

- Level 2 installations should plan to be completed within 8-12 months of award
- DCFC installations should plan to be completed within 18-24 months of award
- Projects planning not to be completed within the above timelines should apply during a later application round
- Notice of award ~60 days after close of standard application rounds & ~30 days after rolling application submissions
- Following notice of award, a mandatory orientation will be provided to all grantees



# First Round of Grant Awards

## \$2.38M awarded to 13 organizations, including:

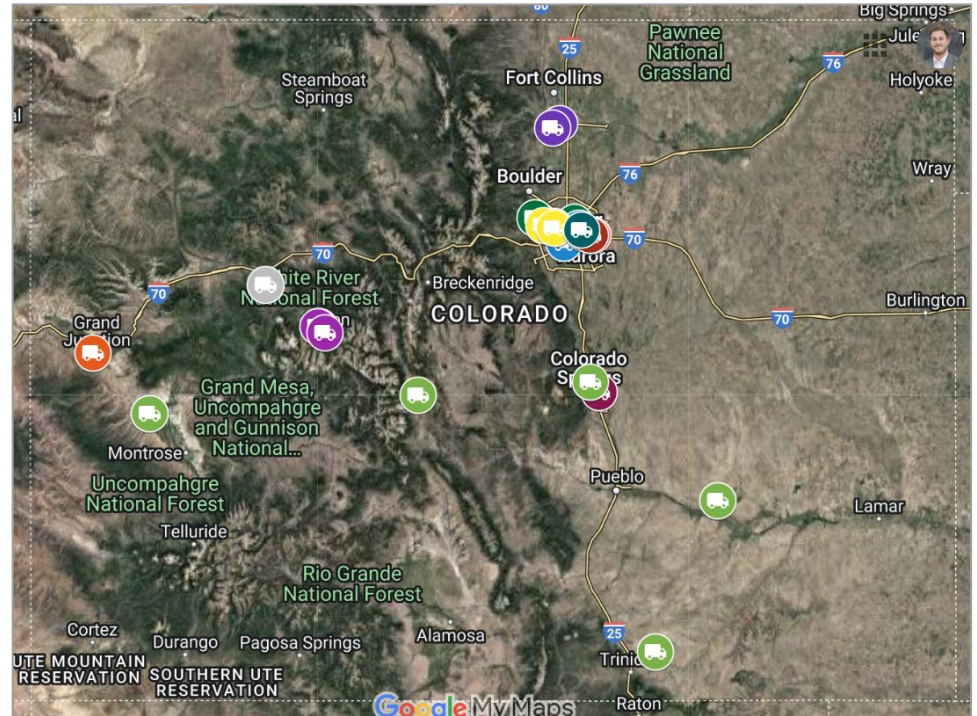
- Private businesses
- Local governments
- Public university
- School district
- State agency
- \*Over 50% of awards to qualifying entities

## Grant funding will enable:

- 130 fleet charging ports
- At 24 locations throughout the state
- At least 150 fleet EV deployments

## Awarded locations:

- Arvada, Aspen, Aurora, Buena Vista, Colorado Springs, Commerce City, Denver, Delta, Glenwood Springs, Golden, Grand Junction, Loveland, Model, & Ordway
- \*Over 65% of awards in disproportionately impacted communities



# Additional Information

## Program Timelines:

- 2nd standard application round **currently open through 12/1/23 at 5pm MT**
  - Formal Q&A period closed 10/27: [Q&A responses linked here](#)
- Following standard application round expected in **Spring 2024**
- Rolling application available year-round **only for QEs requesting ≤ \$50K**

## Additional Information:

- [Please fill out this form to receive Fleet-ZERO program updates](#)
- Draft applications are available for download here: [Standard](#) / [Rolling](#)
  - Using the draft applications is strongly encouraged for preparation purposes
- M/HD EV Charging Corridors RFI (**open until 12/1 at 5pm MT**)
  - Will inform Fleet-ZERO's forthcoming funding lane to support the buildout of a Colorado electric freight corridor charging network
  - Select "Public Access" on [Colorado VSS](#) & use RFI #: 2024000025
- [Please fill out this form to sign up for the teaming partner list](#)
  - Opportunity for stakeholders to connect on future corridor charging sites



Welcome to the CEO Charging Infrastructure Grant Management System!

This online system is used to submit grant applications, check status, and manage funds. Please sign-in or register and follow the instructions below regarding how to apply for an EV Grant Program.

[REGISTER](#) | [LOGIN](#)


### How to apply for a grant from a CEO Charging Infrastructure Program

1. Sign-in or create an account with us by clicking on the Register or Sign-Up button.  
2. Select the EV Grant Program you're interested in and click the "Apply" button.  
3. Complete the application form.

Charge Ahead Colorado Program	EV Fast Charging Places Program	Fleet-ZERO
<small>Charge Ahead Colorado provides grant funding to businesses, municipalities, housing, and public entities to construct shared and public fast-charging (DCFC) electric vehicle charging stations. The objective of Charge Ahead Colorado is to increase the quality, vehicle transportation experience and increase adoption of electric vehicles across Colorado.</small>	<small>The EV Fast Charging Places program is designed to increase access to high-speed charging across the State of Colorado through funding opportunities for large-scale fast-charging, increased vehicle fleet size and increased proximity of charging across the State and the geographic region.</small>	<small>The Fleet-Zero program is designed to provide funding to support the purchase of electric vehicles for fleets, medium- and heavy-duty fleets, and those in the public sector. The program is designed to support the transition of fleets to zero-emission vehicles to reduce pollution from fleets across the State.</small>

Click here to learn more about the Charge Ahead Colorado Program.

Click here to learn more about the EV Fast Charging Places Program.



## Sign-up for updates on the Fleet-ZERO Grant Program

When you sign up, you will receive updates about the Fleet Zero-Emission Resource Opportunity (Fleet-ZERO) electric vehicle charging grant program. Fleet-ZERO is designed to accelerate the transition of light-, medium-, and heavy-duty fleets to zero-emission vehicles to reduce pollution from fleets across the State.





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*Source: New York Metropolitan Transportation Council Regional Freight Land Use Study*

**Matt Lerman**

Infrastructure Program Manager  
Transportation Fuels & Technology

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**Thank you!**



# Community Accelerated Mobility Project (CAMP)

CGBN Grant Opportunities Workshop  
November 15, 2023



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# CAMP Overview

- [Community Accelerated Mobility Project \(CAMP\)](#) is a new program offering recommended in the Community Access Enterprise (CAE) Ten-Year Plan
- The business purpose of CAE is to support the widespread adoption of electric motor vehicles, equitably invest in transportation infrastructure, and incentivize the acquisition and use of electric motor vehicles and electric alternatives to motor vehicles
- Funding is provided by the retail delivery fee



## TEN-YEAR PLAN

COMMUNITY ACCESS ENTERPRISE

MAY 2022

# CAMP Outcomes and Phases

- **CAMP Targeted Outcomes:** Develop mobility solutions that meet needs specific to local communities with an electric mobility component, including electric carshare, electric vanpool, eBikes, community charging infrastructure, and other options
- **Phase 1 - Technical Readiness:** grants for project planning, providing support for successful CAMP Phase 2 grant applications and awards
  - **Outcome:** Report that details community mobility project concept based on technical feasibility, funding, community engagement, and other factors
- **Phase 2 - Implementation:** grants for community mobility projects
  - **Outcome:** Capital procurement and operations (2-3 years)



# CAMP Funding FY 2024 (July 1, 2023-June 30, 2024)

- CAMP Phase 1, Technical Readiness: \$600,000 (two rounds, approximately \$300,000 per round)
  - Round 1 opened for applications on August 28, 2023
  - Anticipated Round 2 in early 2024
- CAMP Phase 2, Implementation: \$2,000,000
  - Anticipated open for applications in early 2024
  - Phase 1 award is not required to apply to Phase 2
- Ongoing, annual funding for both CAMP program phases

# Eligible Applicants

- Local governments  
(municipalities, counties, etc.)
  - Nonprofits and  
Community-Based  
Organizations (CBOs)
  - Tribal governments
- Partnerships will be critical to successful  
CAMP applications, partners may  
include:
    - Mobility partners
    - Site hosts
    - Academia/campuses
    - Workplaces/employers
    - Transit agencies
    - Utilities
    - Chambers/Economic Development  
Corporations/Urban Renewal  
Authority
    - For-profit entities
    - Others

# Phase 1, Technical Readiness Funding Amount and Uses

- Funding amount: \$75,000 max grant
- Eligible uses of funds:
  - Hire third-party vendor to manage and develop the Technical Readiness Plan
  - Community engagement and outreach (e.g., events, meetings, surveys, etc.)
  - Administrative costs and existing staff time

# Phase 2: Implementation Funding Amount and Potential Uses

- Up to \$500,000-\$1,000,000 max award
- Eligible use of funds:
  - Capital costs:
    - EVs (carshare)
    - eBikes including eCargo and accessible bikes (library, loan to own/lease, longer-term loan, storage, charging)
    - Electric car/shuttle/van service - fixed route, on demand
    - Space/siting for EVs, ebikes
  - Operational costs:
    - Maintenance and repair
    - Insurance
    - Operations (labor, admin)
    - Engagement/comms/marketing
    - Education & training - for operators as well as users
    - Data collection
    - General ‘other’ category for applicants to propose additional ideas



# Questions?

**Website:**

<https://energyoffice.colorado.gov/community-accelerated-mobility-project>

**Email:**

[edward.piersa@state.co.us](mailto:edward.piersa@state.co.us)





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# Waste Diversion Grant Opportunities

Presented by:

Erin Girard, Waste Diversion Outreach & Technical Specialist

# What waste diversion practices have been funded?

- Waste reduction and reuse
- Recycling
- Composting
- Anaerobic Digestion
- End-market development for recycled content
- Waste studies and education initiatives
- And more!

# Who is eligible for funding?

- Government entities
- Tribes
- Public or private schools
- Colleges and universities
- For-profit businesses
- Nonprofit organizations

# Eligible Expenses\*

- Personnel
- Equipment and infrastructure
- Supplies
- Operating costs
- Travel costs (in state)
- Contractual work
- Other direct costs
- Indirect costs

*\*May vary based on the RFA*

# Ineligible Expenses

- Waste-to-energy projects (except anaerobic digestion)
- Research and development costs
- Leases, lease to own, rent, or real property including land and office space
- Deposits or down payments prior to full payment and taking possession
- Financed purchases funded by a loan where the applicant does not hold the title or rights

# Grant Program Comparison

There are two grant programs for waste diversion in the State of Colorado:

Recycling Resources Economic Opportunity (RREO)	Front Range Waste Diversion (FRWD)
<ul style="list-style-type: none"><li>● Open statewide</li><li>● ~3M available in funding annually</li><li>● One fiscal year to spend funding<ul style="list-style-type: none"><li>○ Cost reimbursement only</li></ul></li><li>● Focus on job creation, and waste diversion (50/50)</li><li>● Waste diversion grant, Mini-grant, and recycling rebates once a year (subject to change)</li></ul>	<ul style="list-style-type: none"><li>● Limited to organizations serving the 13 Front Range counties<ul style="list-style-type: none"><li>○ Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, El Paso, Elbert, Jefferson, Larimer, Pueblo, Teller, Weld</li></ul></li><li>● ~15M available in funding annually</li><li>● Two years to spend funding<ul style="list-style-type: none"><li>○ Cost reimbursement only</li></ul></li><li>● Focus on diversion tonnage</li><li>● Special focus opportunities multiple times each year (subject to change)</li><li>● Coming Soon: Contribution grants!</li></ul>



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# Recycling Resources Economic Opportunity Program (RREO)

# Upcoming RREO Funding Opportunities

## Waste Diversion Grant

- FY25 Application **Available Now!**
- Request amount: \$50,000 - \$2,000,000
- Projects must be completed ~July 1, 2024 - June 30, 2025
- Allowable expenses: Personnel, equipment, supplies, operating costs, travel costs, contractual work, direct and indirect costs

## Mini-Grant

- Tentatively scheduled for Spring 2024
- Request amount: \$10,000 - \$50,000
- Projects must be completed ~July 1, 2024 - November 30, 2024
- Equipment and supply purchases only

## Recycling Rebate

- Application available April 2024
- Rebate amount varies
- For specific materials collected in 2023 at free public drop-off sites
- Intended to offset some of the operation and transportation costs incurred by collecting and shipping recyclables to market

# FY25 Waste Diversion Grant RFA #42258

Applications are due no later than January 5, 2024 @ 3:00 p.m.

## RFA Available Now!

Scan the QR Code or visit [cdphe.colorado.gov/recycling-resources-economic-opportunity](https://cdphe.colorado.gov/recycling-resources-economic-opportunity) to read the full Request for Applications document.



## Have questions regarding the RFA?

We offer two rounds of written Q&A. Submit written inquiries to [cdphe\\_recycling\\_grants@state.co.us](mailto:cdphe_recycling_grants@state.co.us) by **November 17, 2023 @ 3:00 pm** for Round 1 and by **December 8, 2023 @ 3:00 pm** for Round 2. All responses to submitted questions will be posted on the CDPHE website at [cdphe.colorado.gov/recycling-resources-economic-opportunity](https://cdphe.colorado.gov/recycling-resources-economic-opportunity).

## Stay informed:

Sign up for our mailing list and read more about the RREO program by scanning the QR Code or visit [cdphe.colorado.gov/recycling-resources-economic-opportunity](https://cdphe.colorado.gov/recycling-resources-economic-opportunity).







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# Front Range Waste Diversion Enterprise (FRWD)

# Upcoming FRWD Funding Opportunities

## Special Focus Grant RFA #SF011224

- **RFA Available Now!**
- Request amount: No minimum request amount - \$5,000,000 maximum
- Projects must be completed within 2 years of contract execution
- Allowable expenses: Personnel, equipment, supplies, operating costs, travel costs, contractual work, direct and indirect costs
- Projects focused on C&D waste diversion and reduction, organic waste, and recycling infrastructure and collection
- Project must divert 1,000 additional tons of material annually

## Mini Contribution Grant

- Scheduled for release January 2024
- Request amount: \$20,000 - \$50,000
- Projects must be completed within 6 months of contract execution
- Equipment and supply purchases only
- Will be required to attend one of four Live Q&A sessions to apply

# Additional Project Requirements for FRWD RFA #SF011224



- Must show reuse, reduction, or diversion of a minimum of **1,000 additional tons per year** upon project implementation
- **Teller, Pueblo, and Elbert Counties** are not subject to the minimum tonnage requirements
- For lightweight materials where tonnage is not an appropriate metric, the application should include **volume measured using the volume-to-weight conversion factors** prepared by the US Environmental Protection Agency (EPA) as referenced on this
- **Must be shovel-ready** - Project has reached an advanced stage of planning and engineering, and may begin promptly upon contract execution with adequate funding.

# FRWD Special Focus Grant RFA #SF011224

Applications are due no later than January 12, 2024 @ 3:00 p.m.

## RFA Available Now!

Scan the QR Code or visit [coloradofrwd.org/grants](https://coloradofrwd.org/grants) to read the full Request for Applications document.



## Have questions regarding the RFA?

You have one more opportunity to submit written inquiries to [cdphe\\_recycling\\_grants@state.co.us](mailto:cdphe_recycling_grants@state.co.us) by November 22, 2023 @ 3:00 pm. All responses to submitted questions will be posted on the FRWD website at [coloradofrwd.org/grants](https://coloradofrwd.org/grants).

## Stay informed:

Sign up for the FRWD mailing list and read more about the FRWD program by scanning the QR Code or visit [coloradofrwd.org](https://coloradofrwd.org).





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# Helpful Hints & Best Practices

# Helpful hints for your application

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- Read the RFA thoroughly
- Read all published Q&As (even if you didn't ask any questions)
- Ensure your project is shovel ready before applying
- Start your application early, turn it in on time
  - Late submissions are NOT accepted
- Be clear and succinct; don't repeat information
- Set realistic timelines in your work plan, considering permitting, construction, supply chain, etc.
- Simplify your budget and avoid cost splitting
- Secure precise quotes for all budget items before applying



# How to Successfully Manage a Grant Award

## DO:

- ❑ Read all communication from the waste diversion grant program carefully
- ❑ Read and understand your contract or purchase order thoroughly
- ❑ Adhere to project timelines
- ❑ Stay in close contact with your grant monitor
- ❑ Ask questions - your assigned grant monitor and the waste diversion team are here to support you and the success of your project!

## DON'T:

- ❑ Spend funds or take possession of any items to be reimbursed by the grant before your contract or purchase order is fully executed.
- ❑ Spend funds on items not included in your budget without prior approval
- ❑ Fail to spend grant funds within the agreement timeframe
- ❑ Be uncommunicative with your grant monitor
- ❑ Ignore deliverable due dates



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# Contact us:

Erin Girard, [erin.girard@state.co.us](mailto:erin.girard@state.co.us)

CDPHE Waste Diversion Team, [cdphe\\_recycling\\_grants@state.co.us](mailto:cdphe_recycling_grants@state.co.us)

Visit [cdphe.colorado.gov/recycling-grants](http://cdphe.colorado.gov/recycling-grants) for RREO and [coloradofrwd.org](http://coloradofrwd.org) for FRWD.



Join us on linkedin to get the latest information on opportunities and events!



# QUESTIONS?