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Office of Governor Jared Polis

Josh Chetwynd | josh.chetwynd@state.co.us | 720.926.2755

Community Access Enterprise Unveils its Ten-Year Plan

Key roadmap identifies nine programs for funding as part of the enterprise's mandate to support the widespread use of EVs and other alternatives to motorized vehicles

The [Community Access Enterprise](#), which was created to support the widespread adoption of electric vehicles (EVs), invest equitably in transportation infrastructure, and incentivize the acquisition and use of electric alternatives to motor vehicles, announced its [Ten-Year Plan](#) today.

In June 2021, Governor Polis signed [SB21-260](#) creating new sources of dedicated transportation funding and new state enterprises, including the Community Access Enterprise, to enable a sustainable transportation system. With this announcement, the enterprise, which is based in the Colorado Energy Office, met its statutory requirement to complete a 10-year plan by June 1, 2022.

“While this plan will be refined and updated over time to keep pace with rapid advancements of EVs and electric and hydrogen charging infrastructure, developing this roadmap gets the Community Access Enterprise on the right path in its important role to support the equitable adoption of EVs and electric alternatives at the community level,” said Carrie Atiyeh, board administrator and senior program manager. “The transportation sector is the biggest emitter of greenhouse gasses (GHG) in Colorado. The enterprise intends to do its part to support programs to help achieve state GHG and EV goals, and advance the adoption of EVs and electric alternatives such as eBikes so that all Coloradans can benefit from the electrification of the transportation sector.”

Following a literature review, stakeholder engagement and gap analysis, the enterprise outlined nine existing and new programs recommended for investment in the plan:

Existing programs

- **The Can Do Colorado eBike Program:** Launched as a pilot program in the fall of 2020 and expanded in spring of 2021, this program aims to increase access to eBikes, including for low and moderate income Coloradans.
- **Charge Ahead Colorado:** A successful and high-demand grant program that provides support for the widespread distribution of key EV charging stations – Level 2 and Direct Current Fast

Chargers (DCFC) – since 2013.

- **DCFC plazas and corridors:** These programs are designed to support the strategic deployment of DCFC charging infrastructure. They differ from Charge Ahead Colorado in regards to eligible technology and requirements associated with planning, design, operations and technical/minimum specifications.
- **Research, technical support and stakeholder engagement:** This funding will primarily focus on specific needs with respect to transportation electrification. With one of the goals of the enterprise to assist disproportionately impacted communities, this investment will also aim to strengthen stakeholder engagement processes as new programs are designed and launched.

New programs

- **The Community Accelerated Mobility Project (CAMP):** A program designed to support communities in meeting a variety of community-defined mobility needs. Community-driven projects with an electric mobility component, including electric carshare, electric vanpool, community ebike share and community charging infrastructure may all be eligible for funding. In addition, technical support is available through this program.
- **Vehicle Investment for Sustainable Transportation Access (VISTA):** This vehicle replacement program targets high emissions vehicles to be replaced by zero-emission vehicles, including battery electric vehicles, and other potential offerings.
- **Service Panel Upgrade + Residential Resources (SPURR):** This program aims to provide support to residential housing that lack basic EV charging infrastructure. This problem is particularly common in houses built prior to 1960 and SPURR will assist in upgrading service panels, wiring, trenching and other infrastructure needs.
- **Fleet Infrastructure Resources (FIR):** This program will support charging infrastructure to medium- and heavy-duty vehicles, including electrified refrigerated trailers. In contrast to Charge Ahead Colorado, which can provide funding for light duty fleets, FIR would be accessible to large medium- and heavy-duty fleets seeking to electrify.
- **Sustainable Hydrogen Investments for a New Economy (SHINE):** A program that looks to provide support for hydrogen fuel cell electric vehicles by funding hydrogen fueling infrastructure.

The plan is a high-level set of recommendations of approximate spending for new and existing programs for fiscal years 2022-2023 through 2031-2032, with more detailed proposals planned for Years 1-3. Over the first decade, the Community Access Enterprise is expected to receive approximately \$310 million to support programming.

The Polis administration is committed to taking bold action on climate and improving air quality. Through the passage of HB19-1261, the state adopted science-based greenhouse gas (GHG) reduction targets of 50% below 2005 levels by 2030 and 90% by 2050. The state's GHG Pollution Reduction Roadmap identified transportation as the largest single source of GHG pollution in Colorado.

If you would like to be included in updates about the Community Access Enterprise, please provide your contact information [here](#).

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About the Colorado Energy Office

To deliver on the vision of a prosperous, clean energy future for Colorado, the Colorado Energy Office works to reduce greenhouse gas emissions and consumer energy costs by advancing clean energy, energy efficiency and zero emission vehicles to benefit all Coloradans. Go to energyoffice.colorado.gov to learn more.