



COLORADO
Clean Fleet Enterprise
Department of Public Health & Environment

August 18, 2026

To: Clean Fleet Enterprise Stakeholders
From: Clean Fleet Enterprise Staff
Cc: Clean Fleet Enterprise Board

Re: Clean Fleet Enterprise Program and Funding Outlook: FY 2026-27

Background

The Clean Fleet Enterprise (CFE or Enterprise) advances the deployment of clean transportation technologies and supports the transition to zero-emission and lower-emission fleets across Colorado through strategic investments authorized by state law. The Enterprise's work is guided in part by its [Ten-Year Strategic Plan](#), which identifies five core program portfolios: (1) Clean Fleet Vehicle and Technology, (2) Clean Fleet Transportation Network Companies, (3) Clean Fleet Vehicle Workforce Development, (4) Remote Sensing Prioritization, and (5) Clean Fleet Planning, Research, and Evaluation (Technical Assistance).

In addition, pursuant to Senate Bill 26-021 which becomes effective August 12, 2026, the CFE will begin administering a Heavy-Duty Diesel Vehicle Replacement program, further expanding the Enterprise's portfolios of funding opportunities. SB26-021 also provides the CFE with an exemption from the State Procurement Code.

Purpose

The purpose of this memorandum is to provide CFE stakeholders with an update on current and anticipated programs, expected funding opportunities, and other forthcoming initiatives to assist organizations in planning for future participation in CFE offerings, subject to Board approval and available funding. Information concerning forthcoming opportunities under the Clean Fleet Transportation Network Companies portfolio can be found separately on the Enterprise website under Active Funding at <https://cdphe.colorado.gov/enterprise-boards/clean-fleet-enterprise>

PROGRAM PORTFOLIOS

Clean Fleet Vehicle & Technology:

- Approximately \$16.5 million will be available in fiscal year 2026-2027. Additional information on per vehicle incentive levels will become available later this year.
- Staff are evaluating how the inclusion of used vehicles might expand program participation and improve cost-effectiveness, while ensuring vehicles comply with all registration and safety requirements.
- Staff are coordinating acceptance of additional Volkswagen Settlement funding into the Clean Fleet Vehicle & Technology portfolio and ensuring those funds are administered in accordance with the Colorado Beneficiary Mitigation Plan.

Heavy-Duty Diesel Vehicle Replacement:

- Staff are drafting an initial program scope to align program offerings with requirements outlined in Senate Bill 26-021. Approximately \$4 million will be available in fiscal year 2026-2027, with additional information on per vehicle incentive levels available later this year.

Planning, Research & Evaluation (Technical Assistance):

- Staff continue to meet with fleet colleagues from across Colorado to inform an initial scope for a Technical Assistance offering. A draft is anticipated to be shared with the enterprise board in November 2026.
- Current scope design is focused on identifying long-term support needs, including post-award vehicle and maintenance support, continuity when manufacturers discontinue operations, and creating a stronger connection between fleets and vehicle manufacturers.

Remote Sensing Prioritization:

- The Clean Fleet Remote Sensing Prioritization program continues to operate under its existing contract.
- No additional funding opportunities are expected to be made available during the fiscal year.

Vehicle Workforce Development:

- Staff are finalizing a draft Request for Application (RFA) based on feedback received from stakeholders, partner state agencies and fleets previously awarded through the Clean Fleet Vehicle and Technology program. The draft is anticipated to be shared with the enterprise board in November 2026.

- Approximately \$725,000 will be available for eligible agencies and activities, likely issued through small dollar grant awards or similar mechanisms the board finds effective.
- Initial program structure is likely to prioritize total number of awards made through the program, vs complex and/or high-dollar funding requests. Lessons learned in the initial program deployment will inform future program design.

Conclusion

Staff continue to make substantial progress with updates to the Clean Fleet Vehicle and Technology program, while simultaneously developing new program offerings for Clean Fleet Vehicle Workforce Development, Planning, Research and Evaluation (Technical Assistance) and the Heavy-Duty Diesel Vehicle Replacement programs.

Given the volume of this work, staff currently anticipate launching the new and updated programs during the first quarter of 2027, subject to Board direction, completion of program development, and available funding.

Please direct any additional questions to cdphe_cfe@state.co.us

Thank you,

Matt Goble
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Clean Fleet Enterprise