Readiness for **E**lectric **V**ehicles (REV) Plan

Mt. Crested Butte/Crested Butte

Adopted April 2025

ACKNOWLEDGEMENTS

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COLORADO
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TABLE OF CONTENTS

EXECUTIVE SUMMARY

About This Plan

The Towns of Mt. Crested Butte and Crested Butte are preparing for increased electric vehicle (EV) adoption and charging demand in the North Gunnison Valley.

The Towns are home to approximately 2,500 residents, and Crested Butte alone welcomes over 260,000 visitors each year. In addition to visitors from across the state, the U.S. and the world, 96% of Mt. Crested Butte's workforce and 88% of Crested Butte's live outside the towns and commute in for work (U.S. Census Bureau, 2024). While there are high rates of biking, walking and transit use among residents within the towns, most people travel by car to enter and leave Crested Butte (Town of Crested Butte, 2024). Preparing for and supporting the transition to EVs while maintaining a focus on low-carbon, multimodal transportation will be critical to meeting greenhouse gas emissions (GHG) and transportation goals established by the two towns.

In 2024, the Towns of Mt. Crested Butte and Crested Butte collaborated with key stakeholders to develop this joint plan as a roadmap for EV readiness for their jurisdictions. This plan was funded from the Colorado Energy Office and will help the Towns of Mt. Crested Butte and Crested Butte (the Towns) lead the region in EV readiness.

Purpose

This plan was created to complement regional low-carbon transportation strategies and align with a "park once, then walk, roll, bus, or bike" mentality that is supported by robust public transit services and bicycle infrastructure. However, the reality of living in or visiting mountain communities is that, sometimes, a vehicle is necessary. The purpose of this plan is to ensure that when driving a vehicle is unavoidable, our communities will have the infrastructure, policy, and knowledge to allow that vehicle to be all-electric.

Goal

The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado's ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

This plan does not explicitly recommend investment in public charging in the near term. Instead, the Towns will monitor EV charger utilization, coordinate with Gunnison Valley Electric Vehicle Association (GCEA), and use industry standards to build infrastructure as demand grows.

EV Baseline and Forecast

November 2024	November 2024	November 2024
		
162 registered EVs in Mt. CB and CB ZIP codes	**24** public charging plugs in Mt. CB and CB ZIP codes serving residents and visitors	**161,948** registered EVs in Colorado

2030 Forecast	2030 Forecast	2030 Forecast
		
400 – 600 registered EVs in Mt. CB and CB	**35** public charging plugs to meet anticipated demand in Gunnison County for residents*	**580,000 – 940,000** registered EVs Colorado

*Note this does not include charging for visitors or down-valley commuters

Plan Development and Engagement Process

This REV plan was driven by stakeholder input and designed to identify strategies that address both shared and individual priorities of Mt. Crested Butte and Crested Butte. Stakeholders were engaged throughout the development of this plan through facilitated workshops, town staff meetings, an EV survey, and community events.

EV Readiness Strategies and Actions

The following strategies and actions were identified for Mt. Crested Butte and Crested Butte. The Towns will collaborate on implementation while prioritizing the actions and approaches best suited to their individual communities.

Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Actions:

Action C1. Educate homeowners about EV charging

Action C2. Energize multifamily property owners/managers to install EV chargers

Action C3. Engage lodging and rental property owners

Action C4. Increase short-term rental EV charging infrastructure

Lower Priority Actions:

Action C5. Encourage employers to install workplace charging

Action C6. Support EV charging at regional park and ride locations.

Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Actions:

Action O1. Partner on EV informational campaigns and events

Action O2. Collaborate on EV tourism marketing

Lower Priority Actions:

Action O3. Engage dealerships and auto shops

Action O4. Engage private fleets to explore fleet electrification

Electrified Mobility (M)

Encourage regional electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Actions:

Action M1. Explore the opportunity for regional electric carshare

Action M2. Continue support for Towns' micromobility strategies

Lower Priority Actions:

Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit

Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Actions:

Action P1. Keep current on EV ready requirements to provide regional leadership

Action P2. Clarify permitting process for EV charging

Lower Priority Actions:

Action P3. Examine pricing structure best practices for public charging

Action P4. Evaluate EV parking enforcement need

Leading by Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Actions:

Action L1. Crested Butte continues to provide leadership with electrifying Town fleet

Action L2. Mt. Crested Butte fleet EV pilot

Action L3. Mt. Crested Butte fleet electrification plan

Action L4. Mt. Crested Butte provides EV training for staff

Action L5. Install public charging at Mt. Crested Butte public facilities

INTRODUCTION

Electric vehicle (EV) adoption is increasing in Colorado and across the U.S., and this transition will play an important role in reducing the greenhouse gas (GHG) emissions and air quality impacts of vehicle transportation. This plan identifies strategies to ensure that Mt. Crested Butte and Crested Butte are prepared for the transition to EVs and ready to demonstrate leadership and support for vehicle electrification in a way that aligns with existing transportation priorities and is informed by EV charging utilization in Mt. Crested Butte and Crested Butte.

EV Readiness Plan

This plan develops an understanding of the current and potential future EV market, aligns regional priorities, and identifies strategies that will prepare the Towns of Mt. Crested Butte and Crested Butte for increased EV adoption among residents and visitors. To be “EV ready” the Towns of Mt. Crested Butte and Crested Butte, will need to develop infrastructure, programs, and policies that meet the current and future needs of EV drivers within the context of existing low-carbon transportation priorities. This plan is intended to guide collaborative EV action for the Towns of Mt. Crested Butte and Crested Butte and to inspire EV adoption within the region.

Preparing for increased EV drivers will require close collaboration between the Towns of Mt. Crested Butte and Crested Butte, Gunnison County Electric Association (GCEA), and other regional transportation partners. The development of this plan was led by a core Project Management Team formed of representatives from both towns.

The overarching goal and the prioritized strategies outlined in this plan were developed collaboratively over several months by the Project Management Team and a group of key stakeholders in the region (see the Acknowledgements for a full list of those involved). Over the course of two workshops and two fleet specific meetings, the team worked together to share information and identify opportunities specific to each Town’s unique characteristics. The process also gained insights from the community through a Frunk-or-Treat EV event and EV survey (See **Appendix C. Community and Stakeholder Engagement** for details).

Why Plan for Electric Vehicles

The Towns of Mt. Crested Butte and Crested Butte recognize the contribution of EVs to reducing air pollutants and greenhouse gas emissions within the broader low-carbon transportation landscape and are committed to preparing and planning for the increasing number of EV drivers in Colorado and the region.

Shift in Vehicle Market

The EV market is shifting, especially in the light-duty (sedan and SUV) sectors. Many car makers are committing to transitioning to EVs from internal combustion engines (ICEs) in the next 10 to 15 years. Some of the major automakers that have made these commitments include General Motors (Wayland, 2021), Ford (Ford, 2021), Volkswagen (Huff, 2023), Volvo (Volvo, 2021), and Honda (Capparella, 2021). More available models and manufacturing at scale will likely make EVs more accessible and affordable.

The transition to zero-emission vehicles (ZEV) is a significant shift for the automotive industry. This market change will impact consumers and influence purchasing behaviors. Communities must respond and adapt to meet an electrified future and identify opportunities to support the associated infrastructure needs.

State and Federal EV Policies and Incentives

The State of Colorado is supporting the accelerated electrification of cars, buses, and trucks and has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030. The Colorado EV Plan includes targets to reach nearly 100% of a light-duty market share by 2050, transition 100% of medium- and heavy-duty vehicles to zero emission vehicles and expand the usage of electric micromobility and shared transportation options (State of Colorado, 2023).

Colorado has funding, policies, and programs in place to support its overarching EV goals and targets and recent data indicates that these goals are having an impact. During the third quarter of 2024, 28% of all new light-duty vehicles sold in Colorado were EVs (Colorado Auto Dealers Association, October 2024).

At the time of this plan's development, federal efforts also encouraged zero-emission transportation options. Through the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), funding is available for building out a robust public charging network and tax credits are available for clean vehicles of all sizes. See **Appendix B. Existing Policies, Programs, Incentives, and Funding** for more details about State and Federal programs available at time of plan development.

~28%

Percent of all new light-duty vehicles sold in Colorado in Q3 2024 were EVs

Local Environmental Benefits

Mt. Crested Butte and Crested Butte have developed policies and programs to deemphasize personal vehicle use and prioritize low-carbon alternative transportation. While there are high rates of biking, e-biking, walking, and transit use among residents, most people travel by car to enter or leave Crested Butte, (Town of Crested Butte, 2024). In addition to over 260,000 visitors each year entering the valley, 96% of Mt. Crested Butte's workforce and 88% of Crested Butte's live outside the towns and travel in for work (U.S. Census Bureau, 2024).

This REV Plan will prepare the region to maximize the benefits of electrified transportation in the context of broader transportation priorities and encourage drivers to choose electric when a vehicle is required.

Improve Air Quality

The transportation sector produces pollutants such as particulate matter, nitrogen oxides, carbon monoxide, and volatile organic compounds which are harmful to respiratory health. All-electric vehicles and plug-in hybrids (PHEVs) produce zero tailpipe emissions when operating in all-electric mode (U.S. Department of Energy, 2021). The reduction of emissions improves public health and air quality and is especially impactful for those who are walking or rolling near streets, for example, along the 6th street corridor in Crested Butte or along the recreation path in Mt. Crested Butte.

Reduce Community Greenhouse Gas Emissions

The International Panel on Climate Change (IPCC) states that "electric vehicles powered by low-emissions electricity offer the largest decarbonization potential for land-based transport, on a life cycle basis" (IPPC, 2022).

Transportation is one of the largest sources of greenhouse gas (GHG) emissions in Colorado (Colorado Department of Public Health and Environment, 2023). While transportation sector only accounts for 13% of community GHG emissions for Mt. Crested Butte (**Figure 1**) and 7% for Crested Butte (**Figure 2**), people who work and visit the region may be driving long distances to reach the area, creating emissions that are not accounted for in local inventories. In Gunnison County, where commuter emissions are captured in their GHG inventory, transportation accounts for almost 30% of emissions (One Valley Leadership Council, 2020). **Table 1** compares the vehicle emissions for Mt. Crested Butte, Crested Butte, and Gunnison County.

Table 1. Percent of Vehicle Transportation GHG Emissions for Mt. Crested Butte, Crested Butte, and Gunnison County

Type of Emissions	Mt. Crested Butte	Crested Butte	Gunnison County
Vehicle Transportation	13%	7%	29%

The electric utility service in the North Valley, Gunnison County Electric Association (GCEA), continues to diversify its energy portfolio by adding renewable resources. GCEA's 2024 Strategic Plan has a commitment to 80% renewable energy by 2030 and a carbon intensity reduction of 90% compared to a 2015 baseline (Gunnison County Electric Association, 2023), (Tri-State Generation and Transmission Association, Inc., 2020). In September 2024, GCEA and the Uncompahgre Valley Water Users Association completed construction of the Taylor River

Hydro project (Crested Butte News, 2024). As electric generation emissions continue to decline with changes in generation sources, the resulting EV emissions will also decrease.

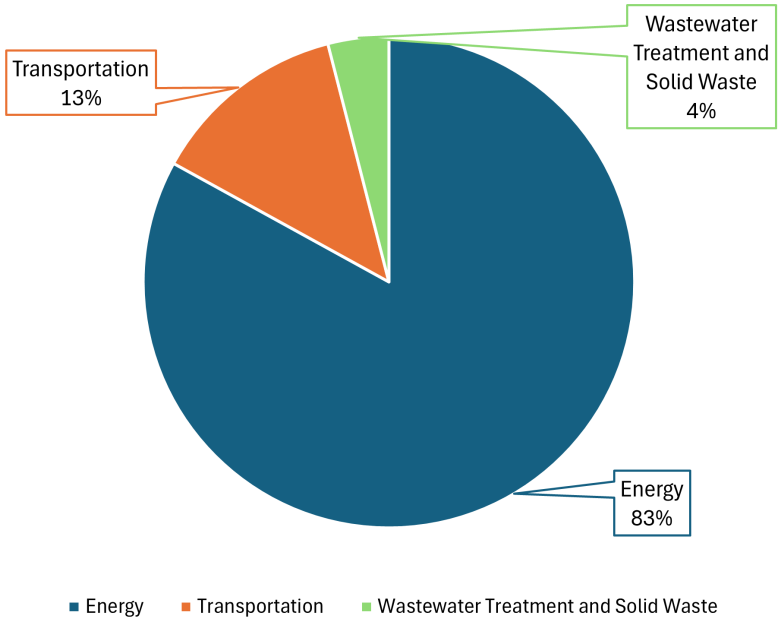


Figure 1. Town of Mt. Crested Butte 2022 Greenhouse Gas Emissions

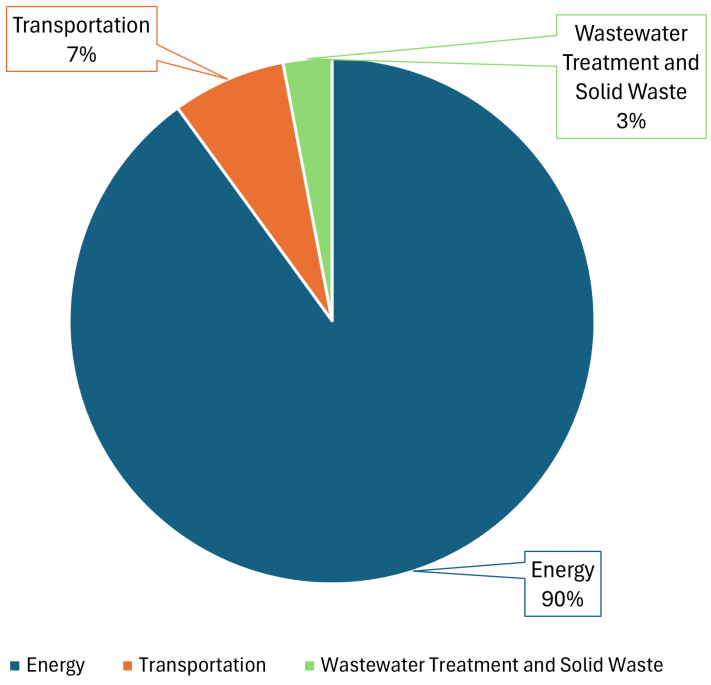


Figure 2. Town of Crested Butte 2022 Greenhouse Gas Emissions

REGIONAL TRANSPORTATION AND/OR DECARBONIZATION GOALS

Planning and preparing for electric vehicles in the North Gunnison Valley will support established transportation and climate change goals at the local and regional level. This plan is designed to complement and reinforce many existing plans and efforts already in place throughout Mt. Crested Butte, Crested Butte, and the broader Gunnison Valley.

Town of Mt. Crested Butte

The Town of Mt. Crested Butte has a history of prioritizing environmental stewardship and transportation through several connected planning efforts:

2021 Strategic Plan

Mt. Crested Butte's Strategic Plan includes environmental stewardship as a guiding principle and community goal. The plan also identifies regional transit collaboration and infrastructure as strategic goals and identifies the following actions:

- Begin installing EV charging stations and work with partners to apply for grants
- Assess electric and alternative energy vehicles for Town use

2023 Master Plan

In 2023, the Town of Mt. Crested Butte developed a Master Plan to complement the Strategic Plan and act as an advisory document to guide decision making for the community to achieve its vision and goals. The action-oriented plan includes goals and strategies related to sustainability and climate planning and includes a policy to expand electric vehicle charging infrastructure throughout town to support EVs through several actions such as policy, charging at Mt. Crested Butte facilities, and a fleet transition. The Master Plan also includes robust transit and transportation analyses to aid in comprehensive transportation planning for the future.

2030 Climate Action Plan

In 2024, the Town of Mt. Crested Butte began developing a 2030 Climate Action Plan to identify strategic and community-specific goals and actions. The transportation section of the plan has a goal to reduce vehicle miles traveled (VMT) in the town limits by continuing to expand access to transit, electrify transportation, and increase and maintain walking and biking infrastructure.

Town of Crested Butte

The Town of Crested Butte Community Compass was created in 2022 to serve as the community's North Star, designed to help decision makers negotiate the community's most pressing challenges in a strategic and coordinated way. The Compass established Crested Butte's core values and laid the foundation for a series of interconnected plan updates, including the Crested Butte Community Compass, Transportation Mobility Plan, and Climate Action Plan.

Community Compass

The Community Compass ("Compass") is the Town of Crested Butte's comprehensive plan, which guides, integrates, and aligns the Town's regulations, investments, and services with the values of the Crested Butte Community. The Compass sets seven strategic goals, three of which mainly address environmental, climate, and transportation impacts:

- Goal #5: Deemphasize cars and focus on walking, biking, rolling, and transit
- Goal #6: Continue to passionately care for our natural surroundings and forever protect Red Lady
- Goal #7: Act on the urgency of climate change and prepare for the changes we expect from it

Transportation Mobility Plan (TMP)

The TMP is a roadmap that identifies actions to help the Town of Crested Butte meet its goal of deemphasizing cars and focusing on walking, biking, rolling, and transit over the next 20 years. The plan describes Crested Butte's existing mobility conditions, identifies key transportation challenges, and outlines an implementation plan. The TMP includes actions to integrate land use and transportation planning, increase alternative modes of travel, and reduce parking supply to set up the town's future in a way that de-emphasizes cars and creates a more walkable, safer community.

2030 Climate Action Plan (CAP)

The 2030 CAP was developed in 2024 to identify goals and actions the Town of Crested Butte will take to reduce its greenhouse gas emissions contributing to climate change. While the CAP determined that transportation only accounts for 7% of Crested Butte's community GHG emissions, the plan identifies Low Carbon Transportation as a key area of opportunity for reducing emissions both within and beyond town limits. The CAP draws on the TMP to identify three key strategies for advancing Low Carbon Transportation:

1. Improve transportation choices
2. Manage parking supply
3. Integrate land use and transit

Gunnison County

In July 2021, the County adopted the Gunnison Valley Climate Action Plan which provides a pathway to 50% emissions reduction by 2030 from the 2015 baseline. A 2015 GHG inventory revealed that 29% of countywide emissions were due to surface travel, with 22% associated with gasoline vehicles and 7% with diesel vehicles. The inventory report also included a forecast of emissions changes to 2030 and identified that surface travel is projected to increase by over 22% from 2015 to 2030. By 2030, surface travel could account for as much as 32% of county-wide GHG emissions without changes.

Reducing vehicle emissions in Gunnison County will therefore be critical to achieving the Gunnison Valley Climate Action Plan's goals.

Transit Service

The Gunnison Valley RTA provides year-round transportation services to and from the Gunnison-Crested Butte Regional Airport, provides transit services between the north and south ends of the Highway 135 corridor, and provides senior transportation services in Gunnison County. In July of 2024, the Colorado Department of Transportation (CDOT) was awarded about $1.5 million in funding from the Federal Transit Administration (FTA) for new buses to expand Gunnison Valley RTA's fleet. These buses will improve access and mobility for riders by increasing service frequency and eliminating gaps in the route network. While the new buses will not be electric, the RTA is considering studying the feasibility of adding zero-emission buses to the fleet.

Mountain Express provides ground transportation between Crested Butte and Mt. Crested Butte, including ski buses and micro-transit, ensuring easy access to the ski area and transit center for residents and visitors. Mountain Express is also assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study underway at the time of the writing of this plan.

Vail Resorts

Vail Resorts currently manages 16 private EV chargers for guests staying in the Lodge at Mountaineer Square and the Grand Lodge in Mt. Crested Butte. Vail Resorts and Crested Butte Mountain Resort (CBMR) will continue to be partners with the Towns in the installation of EV charging infrastructure in the base area of CBMR, in collaboration with the Town of Mt. Crested Butte, when there is a need for additional skier parking EV charging infrastructure.

EV MARKET: CURRENT DEPLOYMENT AND FORECASTED GROWTH

Overview of National and State EV Market

EV adoption is accelerating nationwide and in Colorado. In the second quarter of 2024, EVs represented almost 10% of new light-duty sales in the nation. EV registrations are above 10% in ten U.S. states including Colorado (Alliance for Automotive Innovation, 2024).

Analysts at the National Renewable Energy Laboratory (NREL) have made EV projections across the country. EVs could account for 30-42 million light-duty vehicles on the road by 2030 (National Renewable Laboratory, 2023). Colorado recently overtook California as the top state adopting EVs. In the third quarter of 2024, EVs accounted for 25.3% of new cars sold or leased in Colorado (Northeast States for Coordinated Air Use Management, 2024). From January to September 2024, 23% of new cars registered were EVs (Colorado Automobile Dealers Association, 2024). **Figure 3** shows the increase in yearly EV registrations in Colorado since 2010, with a rapid acceleration in adoption since 2021.

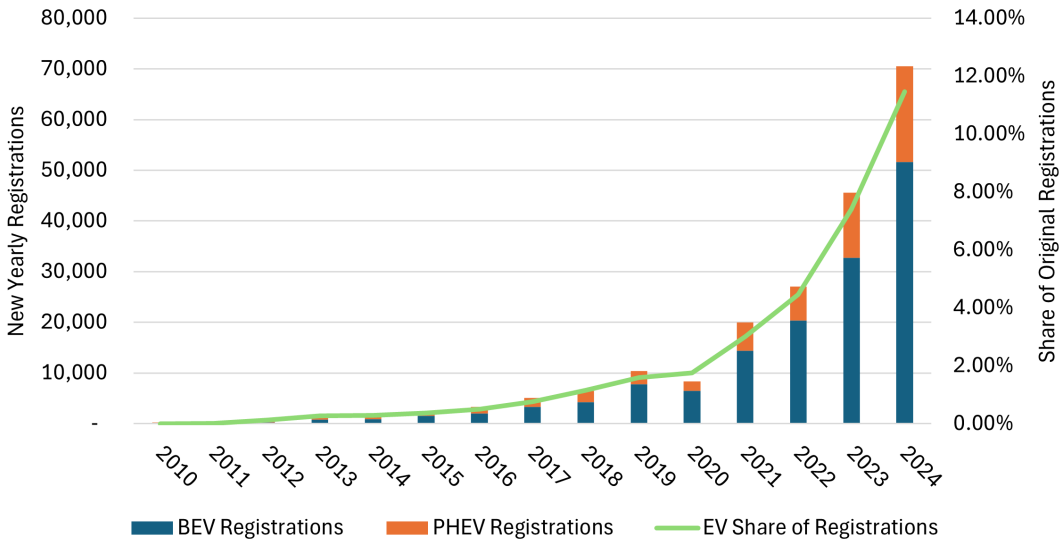


Figure 3. BEV (Battery Electric Vehicle) and Plug in Hybrid Vehicle (PHEV) registrations and share of vehicle registrations in Colorado as of December 2024 (Atlas Public Policy, 2024).

EV adoption in the U.S. has followed a predictable adoption curve. The State of Colorado used E Source market research to estimate adoption curve phases and align with Colorado EV plan targets (E Source and Colorado Energy Office, 2020).

Colorado is no exception to this trend. EVs now make up about 25% of new cars sold or leased in Colorado. The state is currently in the "mainstream market" phase, with the early majority segment actively adopting EVs (**Figure 4**). State market research shows this segment seeks simple, convenient solutions, diverse EV models, and widespread charging infrastructure. In 2024, there were over 70 EV models to choose from in Colorado (State of Colorado, 2024) and charging has become more familiar and available with over 5,500 charging plugs in Colorado (State of Colorado, 2024).

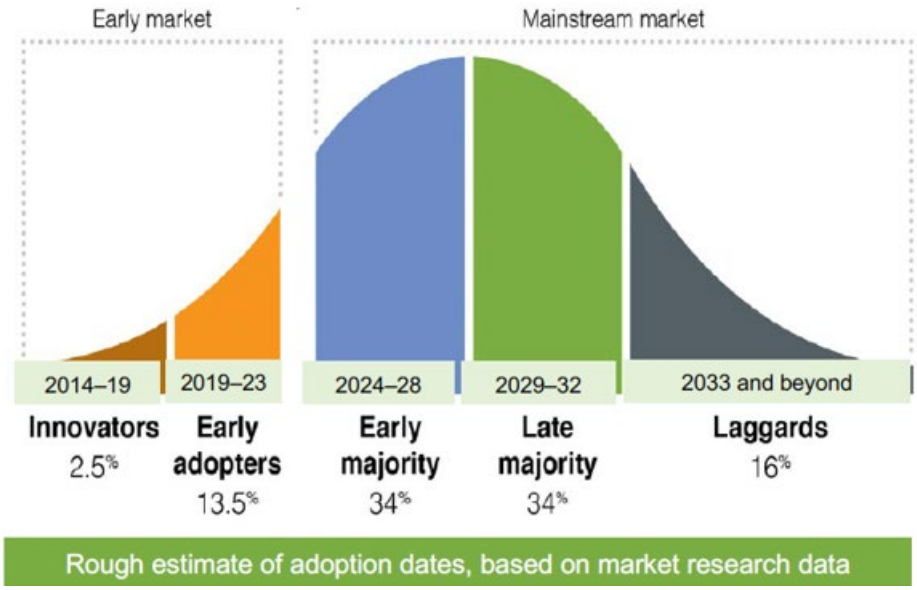


Figure 4. EV Adoption Timeframes for Colorado (E Source and Colorado Energy Office, 2020)

Understanding Existing and Potential EV Drivers In the Region

Regional EV Market

This Plan includes the Towns of Mt. Crested Butte and Crested Butte which over 2,500 year-round residents call home. Gunnison County received 705,900 visitors in 2023 coming from Denver, Colorado Springs/Pueblo, Grand Junction/Montrose, and Dallas/Fort Worth (Gunnison Crested Butte Tourism and Prosperity Partnership, 2024). With most visitors entering the region by car, communities in the valley are preparing to support an increasing number of EVs.

EV Adoption

More residents in Mt. Crested Butte and Crested Butte are purchasing and registering EVs. In 2016 there were 5 EVs registered in ZIP codes 81224 and 81225 in both towns. Through November 2024, there were 162 registered EVs or about 2.5% of all light-duty vehicle registrations (**Figure 5**).

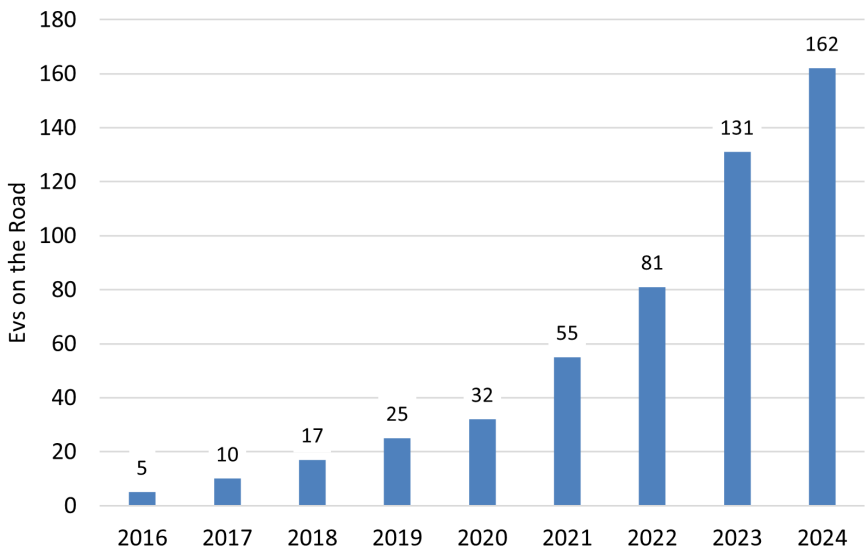


Figure 5. EVs on the Road in Mt. Crested Butte and Crested Butte ZIP Codes 81224 and 81225 through November 2024 (Atlas Public Policy, 2024)

The Towns solicited feedback from the community through an EV survey to inform this plan (n=51). Responses varied across interest in EVs. Thirty-one percent of respondents indicated they would either plan to get an EV or consider an EV as their next vehicle. Twenty-two percent of respondents already owned an EV (**Figure 6**). These responses show possible interest and potentially increased EV adoption from local drivers. Respondents also indicated that range anxiety, availability of all-electric options to meet driving needs, and cold weather performance of EVs as reasons not to purchase an EV, which could explain why the EV adoption rate in the North Gunnison Valley is slightly lower than the state average (**Figure 7**). See **Appendix D. EV Fact Sheets** for information that address some of these concerns.

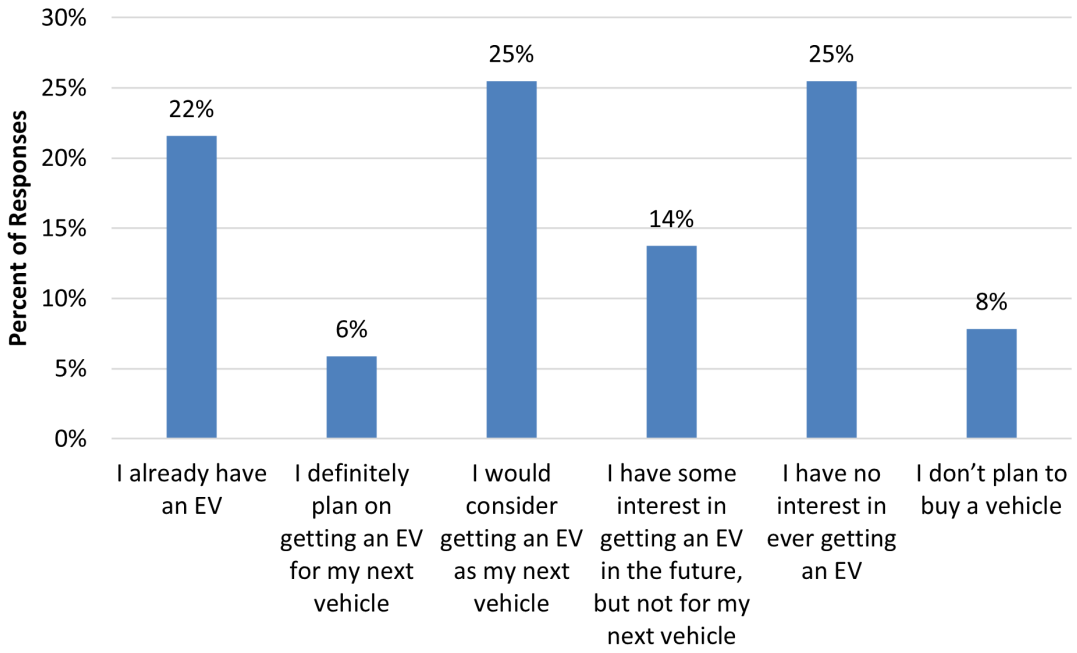


Figure 6. Likelihood Respondent's Next Car Will Be an EV

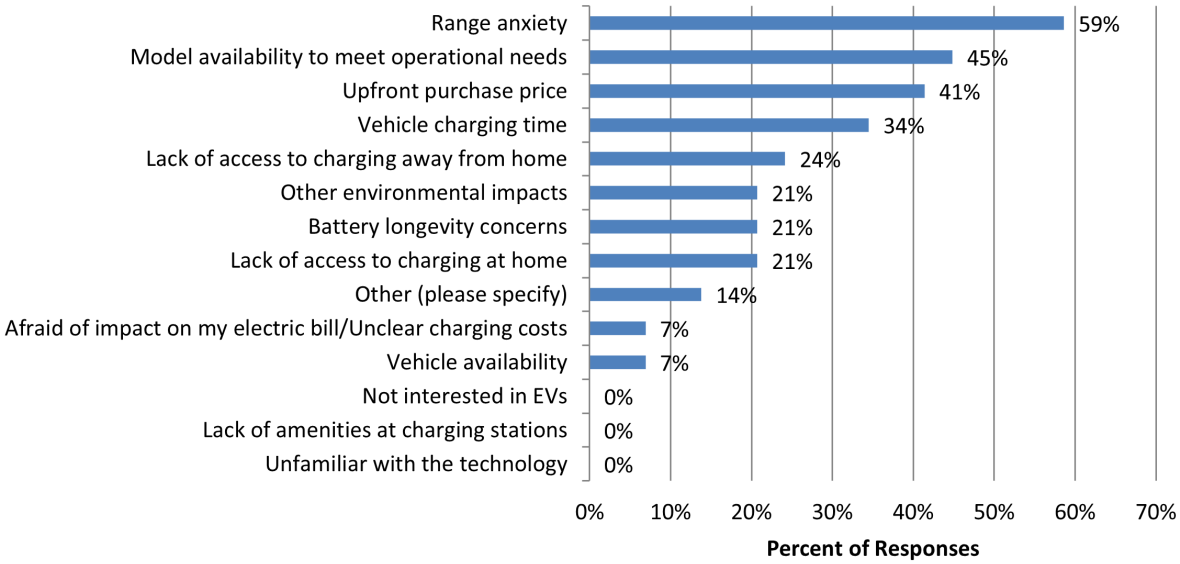


Figure 7. Key Factors that Prevent Getting an EV

Using the State's EV goal and scaling down based on population and number of registered vehicles in the Towns, by 2030 the State forecasts that approximately 10% of registered vehicles in the Towns could be EVs, or approximately 400 and 600 EVs (Navigant, 2019).

Additionally, EV adoption is rising statewide, and the region can expect to see an increase in the number of visitors driving EVs. EV drivers visiting the valley will need access to charging during their stay.

EV Charging Infrastructure

As of November 2024, there were 24 publicly available EV charging plugs (22 Level 2 plugs and 2 direct current fast charging (DCFC) plugs) within ZIP codes 81224 and 81225 and 16 stations available for visitors at lodging and hotels in Mt. Crested Butte (Atlas Public Policy, 2024). **Figure 8** and **Figure 9** show existing public EV chargers in Mt. Crested Butte and Crested Butte. The region's electric utility, Gunnison County Electric Association (GCEA), has installed and operates several charging locations across the region (GCEA, 2024).

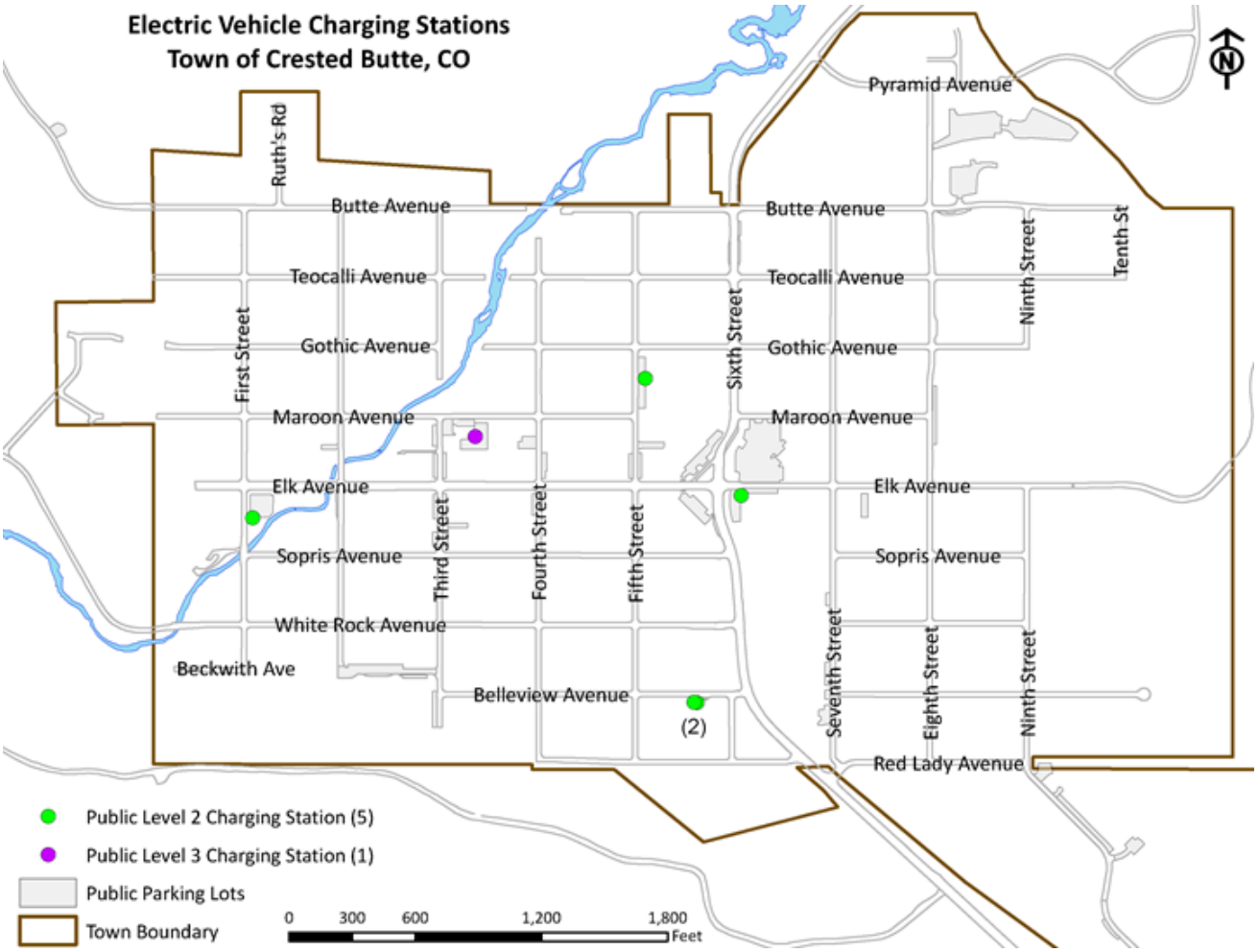


Figure 8. Map of EV chargers in Crested Butte as of November 2024 (Town of Crested Butte)

"Recognizing that EV charging infrastructure is the first step to increasing EV adoption by reducing range anxiety, GCEA has actively been involved in citing viable locations and installing EV charging equipment in the Crested Butte/Mt. Crested Butte area for almost ten years. Our goal was to locate parking lots with sufficient electric infrastructure and plentiful parking spots to accommodate multiple drivers charging at a time while spacing out charger locations throughout the area to fill in charging gaps. With continued low station utilization, GCEA is satisfied with the current number of public EV charging stations we have installed but will continue to monitor use and partner with Town jurisdictions to discuss further growth opportunities."

- GCEA Statement on Public Charging Infrastructure for the Region

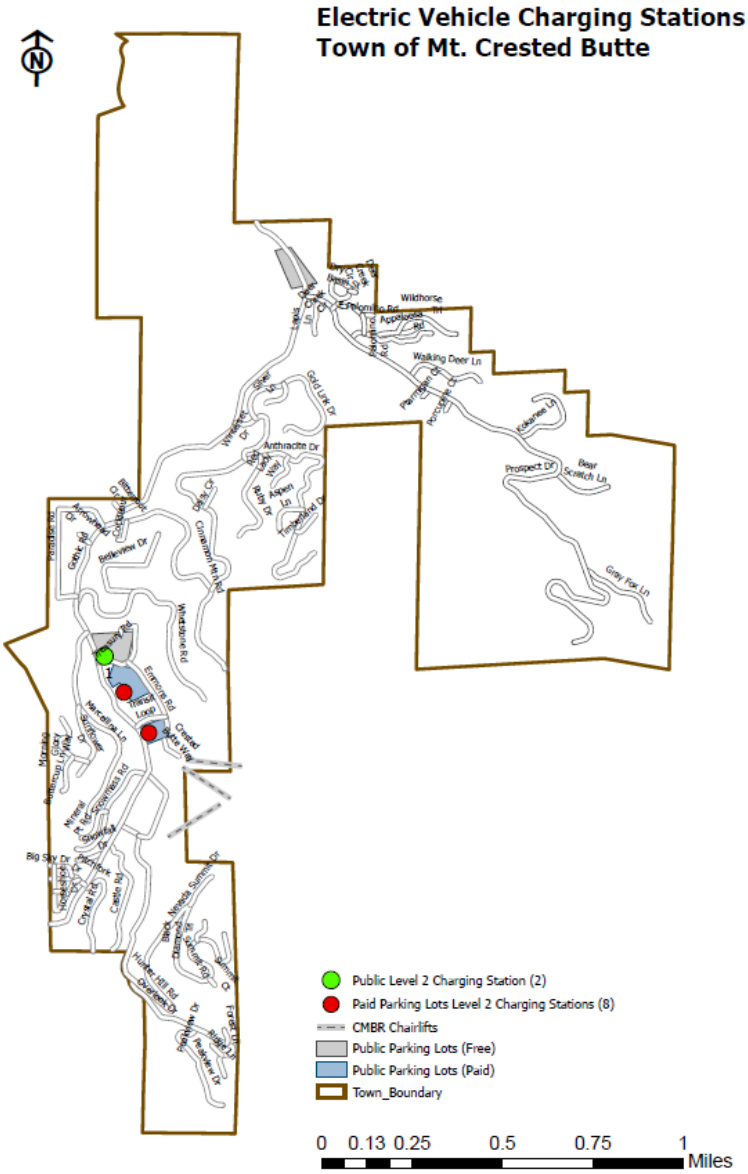


Figure 9. Map of EV chargers in Mt. Crested Butte as of November 2024 (Town of Mt. Crested Butte)

Public charging utilization has been low to date with an average annual utilization of about 1.5%. The top three highest utilized chargers have been the chargers in Crested Butte at 1st Street and Elk Avenue, and 6th Street and Elk Avenue. GCEA would like to see utilization increase before building more public infrastructure. They indicated they would monitor the following metrics to assess when more charging infrastructure might be needed:

- Peak Demand: the percentage of plugs that are in use during the one hour of highest usage in a year's time
- Growth rate: the growth of EV adoption and/or charger utilization
- EV Driver feedback: increases in comments about lower charger availability and long wait times via popular EV driver applications

A 20% charging utilization rate would likely indicate that the community or visitors could experience significant wait times for chargers, and more charging could be necessary (PwC, 2021). Preparing for some redundancies in infrastructure is important. The Town's should also prepare for chargers being out of service which could impact charging wait times. Charging operators can monitor charger utilization and this can inform when more charging may need to be installed. More details are in the **Charging Infrastructure** strategy section.

GCEA would like to see utilization increase before building more public infrastructure.

While public charging is the most visible type of charging, it is not the bulk of charging infrastructure. At a regional scale, origin charging, including at rental homes, visitor lodging, and short-term rental (STR) units will be a critical component to meeting charging needs. Workplace charging can also support EV charging access for those who commute into Mt. Crested Butte or Crested Butte from Gunnison or other areas. Other potential charging locations could include destinations that support residents, employees, and visitors such as retail, recreation, or community gathering locations.

Gunnison County is projected to need about 202 home, workplace, and public EV charging plugs by 2025 and 792 plugs by 2030. These numbers are drawn from an infrastructure study by the State of Colorado that supports the goal of reaching 940,000 EVs on the road by 2030 and scaled to Gunnison County based on population and vehicle registration data (International Council on Clean Transportation, 2021). A significant portion of EV charging is expected to happen while an EV driver is parked at home, so most plugs will be needed in homes (714 plugs, referenced in **Table 2**), compared to an anticipated 35 public plugs in Gunnison County (**Table 2**). The estimated charging plugs for Gunnison County indicate the need for charging along travel corridors such as along US 50, SH 135, SH 149. The study did not indicate any DCFC in areas not along corridors.

As of 2024, the State of Colorado is currently on track to meet its 2030 EV goal. While Gunnison County falls behind the rest of Colorado in EV adoption rates, in registrations on a percentage basis, many Gunnison County visitors come from other Colorado towns where EV adoption is higher. Therefore, in addition to origin charging, it is possible that the Towns could need additional charging infrastructure that outpaces Gunnison County's adoption because of increasing visitors driving EVs.

Table 2. Estimated charging plugs needed in Gunnison County to support the state's goal of reaching 940,000 EVs by 2030 (International Council on Clean Transportation, 2021)

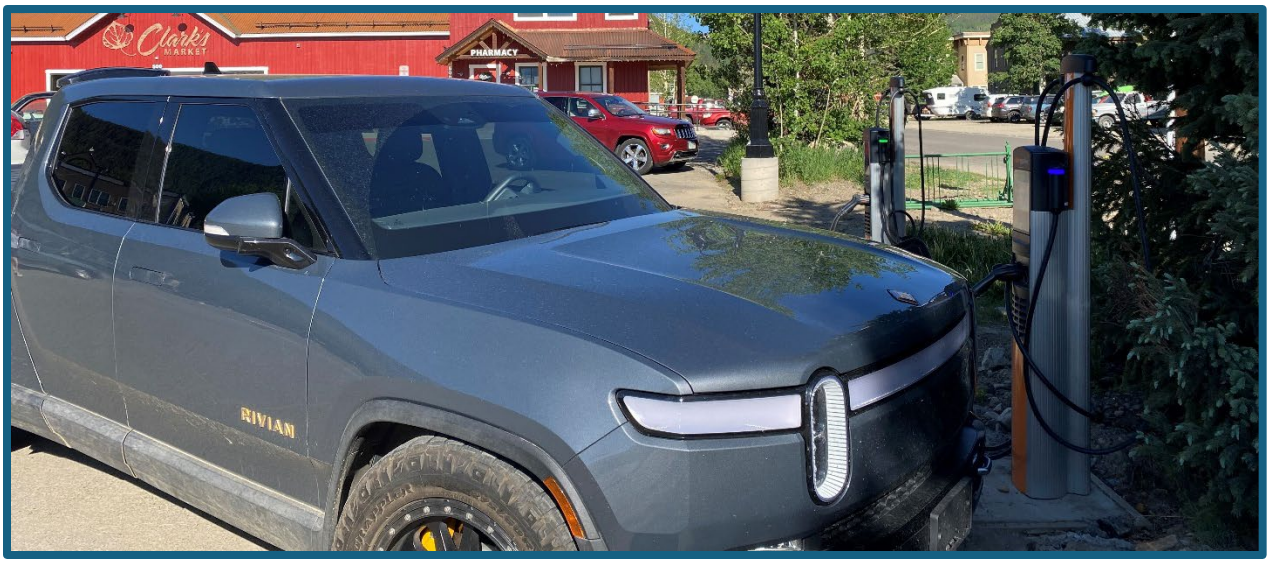
Year	Home	Workplace	Public level 2	DCFC non-corridor	DCFC corridor	Total number of plugs
2025	179	11	8	0	4	**202**
2030	714	43	25	0	10	**792**

EV READINESS GOAL

The Towns of Mt. Crested Butte and Crested Butte have set the following goal for this plan:

The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado's ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

This plan does not explicitly recommend investment in public charging in the near term. Instead, the Towns will monitor EV charger utilization, coordinate with Gunnison County Electric Association (GCEA), and use industry standards to build infrastructure as demand grows.



ACTIONS FOR SUPPORTING EV ADOPTION

The subsequent sections outline twenty-three EV readiness actions prioritized for implementation, grouped into five core strategies. These actions were developed through analysis of current and projected EV adoption, charging needs, and stakeholder input. High-priority actions lay the foundation for growing EV adoption and infrastructure, while lower-priority actions may require more resources, collaboration, or have less immediate need. As the EV landscape evolves, the Towns can adjust priorities to seize new opportunities, resources, or adapt to changing adoption and infrastructure demands.

Core Strategies and EV Readiness Actions

Charging Infrastructure (C)
Improve access to convenient and affordable EV charging infrastructure

High Priority Actions:
Action C1. Educate homeowners about EV charging
Action C2. Energize multifamily property owners/managers to install EV chargers
Action C3. Engage lodging and rental property owners
Action C4. Increase short-term rental EV charging infrastructure

Lower Priority Actions:
Action C5. Encourage employers to install workplace charging
Action C6. Support EV charging at regional park and ride locations.

Outreach and Education (O)
Educate about EVs and promotion of tools paired with outreach about programs

High Priority Actions:
Action O1. Partner on EV informational campaigns and events
Action O2. Collaborate on EV tourism marketing

Lower Priority Actions:
Action O3. Engage dealerships and auto shops
Action O4. Engage private fleets to explore fleet electrification

Electrified Mobility (M)
Encourage regional electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Actions:
Action M1. Explore the opportunity for regional electric carshare
Action M2. Continue support for Towns' micromobility strategies

Lower Priority Actions:
Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit

Policy (P)
Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Actions:
Action P1. Keep current on EV ready requirements to provide regional leadership
Action P2. Clarify permitting process for EV charging

Lower Priority Actions:
Action P3. Examine pricing structure best practices for public charging
Action P4. Evaluate EV parking enforcement need

Leading by Example (L)
Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Actions:
Action L1. Crested Butte continues to provide leadership with electrifying Town fleet
Action L2. Mt. Crested Butte fleet EV pilot
Action L3. Mt. Crested Butte fleet electrification plan
Action L4. Mt. Crested Butte provides EV training for staff
Action L5. Install public charging at Mt. Crested Butte public facilities

Charging Infrastructure (C)

Access to convenient and affordable EV charging infrastructure is critical to supporting EV adoption across the region. The most convenient and cost-effective charging is at home including multifamily residences or other overnight destinations, such as short-term rentals or hotels. Therefore, origin charging, which includes charging at homes, visitor lodging, and short-term rental units is an important priority. Workplace charging supports employees charging at their workplace, supports longer-distance commuters, or those who may not have access to home charging.

In the Towns' EV survey, six out of 10 respondents who were decision-makers for businesses, organizations, or multifamily buildings or lodging in Mt. Crested Butte or Crested Butte said financial incentives would encourage them to install EV charging. Costs, including installation and maintenance, were also key reasons against potentially installing EV chargers.

See **Appendix C. Community and Stakeholder Engagement** for more details.

Public charging stations are critical to ensuring charging access for several community groups: commuters, visitors, and those without access to home charging, such as multifamily residents, renters, or those without access to parking that accomodates an EV charger. EV charging stations provide convenient spaces for those who need to charge their vehicle while they are away from home or are visiting. They are also a visible indicator of a community's EV commitment and can help to reduce "range anxiety" by assuring those considering an EV that charging is easily available.

The Towns currently have ample public charging for the number of local or visiting EV drivers, and any additional public charging will be informed by the utilization rate of the existing public charging. GCEA will support the Towns in looking at peak demand, or (the percentage of plugs in use during the peak hour of the year). Additionally, GCEA can monitor the growth rate of EV registrations and/or charger utilization to project the time when more charging is needed. GCEA can also monitor increases in comments about lower charger availability and long wait times via popular EV driver applications, which could also indicate a need for additional charging infrastructure.

In coordination with GCEA, charging infrastrucure operators, such as ChargePoint, can follow the industry standard noted in the EV Charging Infrastrucure section following GCEA's. When a charging location reaches 20% utilization, this can initiate a process to consider where additional charging can be added. At 25% utilization, this can initiate applying for available funding to install additional charging.

Listed are the Charging Infrastructure actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action C1. Educate homeowners about EV charging**
  - Compile and develop resources to educate and inform homeowners and residents about installing EV chargers, the resources available and include a resource that describes the Town requirements for installing an EV charger. This can support an increase in home EV charging access to renters.
- **Action C2. Energize multifamily property owners/managers to install EV chargers**

    - Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging including affordable housing developments.
- **Action C3. Engage lodging and rental property owners**
    - Provide targeted outreach and resources to lodging and rental property owners and managers to support the installation of charging for visitors.
- **Action C4. Increase short-term rental EV charging infrastructure**
    - Increase awareness and target outreach to STR owners about the benefits of installing EV charging at their properties and the resources and incentives available to them such as Crested Butte's cash back program for installing EV charging.
- **Action C5. Encourage employers to install workplace charging**
    - Compile or develop resources through targeted outreach to large employers about installing EV chargers.
- **Action C6**. Support EV charging at regional park and ride locations.
    - Assess whether EVSE may be or is required by building code to be installed at regional park and ride locations within the Valley to increase access to charging stations along Highway 135.

Outreach and Education (O)

Despite Colorado's progress in vehicle electrification, barriers to EV adoption still exist. Some of the most common barriers include a lack of familiarity with products and technology, lack of knowledge of available incentives, higher up-front cost of electric vehicles, and range anxiety (National Renewable Energy Laboratory, 2017). In a 2020 Colorado study, 66% of respondents who drive EVs indicated they have a fear of running out of EV charge before reaching their destinations, even though the typical daily commute for most (80%) is 30 miles or less per day – well within the typical EV charge range (E-Source, 2020). EV education to identify EV charging locations, paired with outreach about state and federal programs, can support increased electrified transportation adoption.

As part of this plan, the Towns made available an EV website and fact sheets on EV ownership. These resources provide a snapshot about EVs in the Towns and provide information about EV charging, available incentives, EVs in cold weather.

Listed are the Electrified Outreach and Education actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action O1. Partner on EV informational campaigns and events**
  - Educate the community, businesses, lodging managers, and visitors about EVs through materials and a dedicated website with resources on incentives, charging locations, and cold-weather driving tips.
- **Action O2. Collaborate on EV tourism marketing**
  - Collaborate with Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) to support the development of materials incorporating EV charging and educational resources into regional tourism marketing efforts, such as information on regional EVSE charging locations or electrified scenic byways.
- **Action O3. Engage dealerships and auto shops**
  - Share information about EV and EV charging incentives with regional auto dealerships so dealers can educate customers from Mt. Crested Butte and Crested Butte about what financial benefits are available locally for cost savings opportunities such as GCEA's EV rebate and the State's financial incentives.
- **Action O4. Engage private fleets to explore fleet electrification**
  - Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. Gunnison Valley RTA and Mountain Express participated in this planning process. As technology advances and funding is available, fleets such as Alpine Express and Gunnison Watershed School District can be engaged.

Electrified Mobility (M)

Electrified transportation is about more than just transitioning gas-powered vehicles to EVs. Electrified transportation solutions also include electrifying transit and micromobility such as e-bikes. Partnerships with regional transportation and planning entities will be foundational for successful progress in mobility options.

Listed are the Electrified Mobility actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action M1. Explore the opportunity for regional electric carshare**
  - Explore the feasibility of an EV carshare pilot program, potentially serving low-income and/or multifamily households. Mt. Crested Butte, Crested Butte, and Gunnison County's building codes require new construction and major renovations of larger commercial/multifamily units to include the installation of EV chargers. Designating a parking space or two for carshare at multifamily housing would accommodate a shift towards fractional car ownership.
- **Action M2. Continue support for Towns' micromobility strategies**
  - Continue to support strategies identified in existing Mt. Crested Butte and Crested Butte Transportation and Mobility plans that call to deemphasize vehicle driving and encourage more walking, rolling, and biking.
- **Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit**
  - Explore the feasibility, timing, cost, and potential actions to encourage fleet electrification with regional transit partners, such as the Gunnison RTA, Mountain Express, and the school district,. At the time of writing, Mountain Express is assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study.

Policy (P)

As EV technology evolves and becomes more widespread, policy updates can help reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent. Future policies can include integration of EV considerations into community and regional plans as well as updates to development codes and standards. EV-friendly development codes prepare communities for the EV future and save on costs. The cost to install EV-capable infrastructure during new construction is four to six times less expensive compared to retrofitting the building (Southwest Energy Efficiency Project, Accessed October 2024). As more communities across the state explore EV-related policies, regional collaboration can help ensure that policies are consistent and avoid duplication of efforts.

The Town of Crested Butte has led by example and adopted EV charging readiness requirements as part of their 2021 building code update. Additionally, the whole North Valley has either adopted building codes recently, which state law required enforcing the 2021 International Energy Conservation Code (IECC) and the Colorado Model Electric Ready and Solar Ready Code or adopted the EV-ready provision.

Listed are the Policy actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action P1. Keep current on EV ready requirements to provide regional leadership**
  - Ensures that EV charging is integrated into commercial and residential development by assessing EV ready requirement increases in International Code Council (ICC) code.
- **Action P2. Clarify permitting process for EV charging**
  - Clarify the permitting process and requirements for new and existing residential and commercial EV charging through the development of a “how to” guide.
- **Action P3. Examine pricing structure best practices for public charging**
  - There are a variety of pricing mechanisms for EV charging. By exploring best practices, current local practices, federal standards, and opportunities to provide EV charging to the public, Mt. Crested Butte can develop right-sized pricing for Town-owned EV chargers.
- **Action P4. Evaluate EV parking enforcement need**
  - Explore parking enforcement best practices to best meet goals of public charging by establishing desired charging station behavior.

Leading By Example (L)

The Towns can demonstrate their commitment to EV adoption by expanding charging networks, installing public chargers in visible areas, and exploring fleet electrification. Both Towns require EV chargers in new multifamily and commercial buildings with over ten parking spaces.

Crested Butte leads in low-carbon transportation, encouraging walking, biking, and transit while promoting EVs for driving. The Town of Crested Butte offers cash incentives for short-term rental owners to install chargers and provides several parking spaces with GCEA-managed public chargers. Crested Butte is transitioning its 70-vehicle fleet to EVs, focusing on light-duty vehicles like the Ford F-150 Lightning and Chevrolet Silverado, and exploring medium- and heavy-duty options as technology advances and financing becomes available.

Mt. Crested Butte plans to add more public chargers at Town facilities and is developing a fleet electrification plan, with some hybrid vehicles already in use. These actions highlight the Towns' leadership in electrification.

Listed are the Lead By Example actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action L1. Crested Butte continues to provide leadership in adoption of EVs**
  - The Town of Crested Butte will continue to lead the way in fleet electrification as it makes sense operationally and financially.
- **Action L2. Mt. Crested Butte fleet EV pilot**
  - Mt. Crested Butte's fleet pilots one EV and installs an EV charger in the garage to gain a better understanding of EV operations.
- **Action L3. Mt. Crested Butte fleet electrification plan**
  - Mt. Crested Butte will implement a vehicle replacement plan for the light-duty town fleet vehicles as feasible (meets operational needs and cost-effective) and install fleet charging to match the need.
- **Action L4. Mt. Crested Butte provides EV training for staff**
  - As the Town of Mt. Crested Butte begins to implement actions identified in this REV Plan and prepare for fleet adoption, they will need to train fleet staff and first responders to be familiar with electric vehicles and how to work with them.
- **Action L5. Install public charging at Mt. Crested Butte public facilities**
  - Mt. Crested Butte can execute the strategic implementation plan for the prioritized public EV charger installations.

IMPLEMENTATION

Implementation of the REV Plan will require coordination and collaboration between the Towns of Mt. Crested Butte and Crested Butte and key stakeholders who were involved in the planning process. Success will also require involving and engaging residents, workers, and organizations from across the Towns and region. Below is a proposed approach for implementation.

The Towns can review progress regularly toward strategies and adjust for any material changes or updates in technology, policies and the marketplace. The strategies outline a high-level scope. A strategy implementation plan and timeline will need to be developed by the Town's staff, or the responsible EV action team members, to ensure progress toward objectives.

Tracking Progress

To ensure that this plan continues to be implemented, it is recommended that staff track key elements of the plan broken out into larger overall electric vehicle and infrastructure growth and action progress both with quantifiable metrics if appropriate or qualitative information demonstrating contributions. An example of proposed tracking data might include metrics listed below.

Top-Level Metrics

Tracking the high-level metrics in **Table 3** will provide an understanding of the overall action impact. These metrics track against the State's light-duty EV goals. Additionally, these metrics will provide insight into the development of the Towns' EV landscape and can be used to inform course adjustments, if needed.

Table 3. EV adoption and charging metrics

Metric	Data Source
Light-Duty EVs on the road in Mt. Crested Butte and Crested Butte ZIP codes and rate of adoption	Atlas Public Policy EValuateCO dashboard
Public charging need based on peak demand, Growth rate of EV adoption and/or charger utilization, and EV driver feedback	GCEA, Atlas Public Policy EValuateCO dashboard, and PlugShare
Level 2 and DC fast charging plugs in Mt. Crested Butte and Crested Butte ZIP codes	Atlas Public Policy EValuateCO dashboard

Action Level Metrics

The action level metrics in **Tables 4-8** will support tracking plan progress among the Towns, and stakeholders or partners engaged in actions.

Table 44: Actions and corresponding metrics per action for Strategy Charging Infrastructure

Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Action	Metric
Action C1. Educate homeowners about EV charging	Number of GCEA EV charger rebates at town addresses. Number of electrical permits.
Action C2. Energize multifamily property owners/managers to install EV chargers	Number of multifamily property owners engaged about EV charging. Number of EV charging stations installed at multifamily properties.
Action C3. Engage lodging and rental property owners	Number of lodging and rental property owners engaged about EV charging. Number of EV charging stations installed at lodging and rental properties.
Action C4. Increase short-term rental EV charging infrastructure	Number of STR property owners engaged about EV charging. Number of EV charging stations installed at STR properties.
Lower Priority Action	**Metric**
Action C5. Encourage employers to install workplace charging	Number of workplaces engaged about EV charging. Number of workplace locations that install EV charging.
Action C6. Support EV charging at regional park and ride locations.	.Number of park and ride locations with EV charging stations installed.

Table 55: Actions and corresponding metrics per action for Strategy Outreach and Education

Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Action	**Metric**
Action O1. Partner on EV informational campaigns and events	Number of social media post interactions. Number of newsletter subscribers. Number of handouts distributed at events attended. Number of website visits. Number of events. Number of test-drives.
Action O2. Collaborate on EV tourism marketing	Number of visitor-focused resources/materials distributed through visitor-specific channels. Social media post impressions from tourism specific accounts.
Lower Priority Action	**Metric**
Action O3. Engage dealerships and auto shops	Number of dealerships informed about local incentives. Number of outreach events held for dealerships. Number of EV maintenance trainings.
Action O4. Engage private fleets to explore fleet electrification	Number of fleet operators engaged.

Table 66: Actions and corresponding metrics per action for Strategy Electrified Mobility

Electrified Mobility (M)

Encourage electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Action	Metric
Action M1. Explore the opportunity for regional electric carshare	Feasibility study completed and regional electric carshare planned by Mountain Express. Carshare program incorporated by Mountain Express as part of the capital improvement program.
Action M2. Continue support for Towns' micromobility strategies	Increase in number of micromobility trips. Increase in miles of travel ways for micromobility options. Micromobility plan incorporated by Mountain Express as part of the capital improvement program.
Lower Priority Action	**Metric**
Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit	Town discussion held with transit providers. Participation of towns in Mountain Express transit feasibility study.

Table 77: Actions and corresponding metrics per action for Strategy Policy

Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Action	Metric
Action P-1. Keep current on EV ready requirements providing leadership in region	Number of EV ready parking spaces and EV charging stations installed in new construction, tracked through building permits.
Action P-2. Clarify permitting process for EV charging	Average turnaround time for EV charging permit applications. Number of EV charging stations installed via building permits.
High Priority Action	**Metric**
Action P-3. Examine pricing structure best practices for public charging	Number of charging station sessions and utilization.
Action P-4. Evaluate EV parking enforcement need	Number of complaints about vehicles parking and not charging or staying after the vehicle is charged. Charging station use and utilization data indicating how long vehicles stay after they finish charging.

Table 88: Actions and corresponding metrics per action for Strategy Leading by Example

Leading By Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Action	Metric
Action L1. Crested Butte continues to provide leadership with electrifying Town fleet	Percent of fleet electric. Number of kWh used. Number of GHG emissions reduced.
Action L2. Mt. Crested Butte fleet EV pilot	Operations performance for 1 EV and 1 Level 2 charger. Number of kWh used. Number of GHG emissions reduced. Cost of maintenance for vehicle and charger.
Action L3. Mt. Crested Butte fleet electrification plan	Percent of fleet electric by a determined date. Number of kWh used. Number of GHG emissions reduced.
Action L4. Mt. Crested Butte provides EV training for staff	Number of staff trained in each department.
Action L5. Install public charging at Mt. Crested Butte public facilities	Number of EV chargers installed for public use to meet needs.

Plan Updates

The REV Plan is intended to function as a living, dynamic document that evolves with technology and changing community needs and priorities. The Towns of Mt. Crested Butte and Crested Butte will regularly evaluate outcomes and will plan to complete a full review and update of the plan as needed so it remains relevant and impactful. Future updates to the REV Plan might include focusing on using renewable energy for EV charging stations, vehicle-to-grid solutions, and increasing EV access to all residents in the region.

APPENDIX A. GLOSSARY OF TERMS

Battery Electric Vehicle (BEV): An all-electric vehicle, fueled by plugging into an external charger, which has no tailpipe emissions. Requires low maintenance costs.

E-Bike: A bicycle with an integrated electric motor used to assist or replace pedaling.

Electric vehicle (EV): A vehicle that uses an electric engine for all or part of its propulsion (including both Battery Electric Vehicles and Plug-In Hybrid Vehicles).

Electric vehicle supply equipment (EVSE): Infrastructure required to support EVs such as chargers, electrical supplies, etc.

Fleet: All the vehicles that are owned or leased by a company, government agency or other business to conduct the operational needs of that entity.

Greenhouse Gases (GHG): Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change by trapping heat. The primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Heavy-Duty vehicles: Commercial vehicles over a minimum gross vehicle weight rating (GVRW) of 8,500 lbs.

Hybrid Electric Vehicle (HEV): Vehicles containing both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor, and no external battery charger is used.

Internal combustion engine (ICE): Traditional vehicle engine that uses the direct combustion of gasoline, diesel, or other fuels.

Level 1 Charging Station: Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery. Typically used in residential settings.

Level 2 Charging Station: Uses a 220-volt or 240-volt AC outlet and can fully charge a depleted battery in four to six hours. Can be used in both residential and commercial settings.

DC Fast Charging Station: Sometimes referred to as **Level 3** charging stations that can charge a battery to 80% in 20 to 30 minutes using an industrial 480-volt direct current (DC) outlet. Frequently used in settings where the anticipated charge time is limited (e.g., supermarket, gas station).

Light-Duty Vehicles: Passenger cars with a maximum gross vehicle weight rating (GVRW) of 8,500 lbs.

Micromobility: Any small, low-speed transportation device that is non-electrified or electrified including pedal and electric-assist bicycles, scooters, and other small, lightweight, wheeled conveyances.

Origin Charging: EV charging access at homes, visitor lodging, and short-term rental units.

Plug-in Hybrid Electric Vehicle (PHEV): Vehicle containing both an electric motor and a gasoline engine. An external plug is used to fuel the electric motor which is used until the battery is depleted, at which point the gasoline engine takes over.

Utilization Rate: For a single EV charger, a measure of the percentage of time within a specified period that a vehicle is connected to a charging unit and the maximum time should not include periods where the unit is not in service.

APPENDIX B. EXISTING POLICIES, PROGRAMS, INCENTIVES, AND FUNDING

There is a wide range of funding opportunities and incentives to support EVs and their infrastructure. The following sections summarize some key programs, grants, tax credits, and other financial incentives available as of **November 2024** through GCEA, the State of Colorado, and the Federal government. The resources and funding available are subject to change. Visit Drive Clean Colorado's website for up-to-date information on available federal and state incentives and grant programs.

Federal Programs

The Biden-Harris Administration set a target that 50% of new cars sales in the U.S. will be electric by 2030 (The White House, 2021). To meet this target funding and programs were established in the Bipartisan Infrastructure Law and the Inflation Reduction Act.

Alternative Fuel Vehicle Refueling Property Credit

The tax credit is available to businesses and individuals that place qualified refueling equipment into service between December 31, 2022, and January 1, 2033. As of January 1, 2023, the available credit for each single item on the property is $100,000 for businesses and $1,000 for consumers who purchase items for their home. Additional guidelines are outlined by the Internal Revenue Service.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

The Federal Highway Administration offers a competitive grant program from fiscal year 2022 through fiscal year 2026 distributing $2.5 billion over five years to strategically deploy EV charging infrastructure and other alternative fueling infrastructure projects in urban and rural

communities in publicly accessible locations. This includes downtown areas and local neighborhoods, focusing on underserved and disadvantaged communities.

Clean Heavy-Duty Vehicles Grants and Rebates

The Environmental Protection Agency via the Inflation Reduction Act offers funding to eligible recipients to replace existing non-zero-emission heavy-duty vehicles with zero-emission vehicles, support zero-emission vehicle infrastructure, and to train and develop workers.

Clean School Bus Program

The Environmental Protection Agency offers rebates to eligible school districts to replace older school buses with new, cleaner models.

Diesel Emissions Reduction

The Environmental Protection Agency offers grants and rebates to eligible entities to help them replace or retrofit older diesel-powered vehicles and equipment with cleaner alternatives.

Elective Pay

Tax-exempt and governmental entities can benefit from certain clean energy investment and production credits including, but not limited to, the Alternative Fuel Vehicle Refueling Property Credit, the Clean Vehicle Tax Credit, and the Commercial Clean Vehicle Credit.

EV, Commercial Clean Vehicle, and EV Infrastructure Tax Credits

Up to a $7,500 credit for new vehicles under 14,000 pounds, and for commercial vehicles above 14,000 pounds (up to $40,000). EV chargers are eligible for a tax credit of up to 30% of the cost, or 6% in the case of property subject to depreciation (not to exceed $100,000). Individuals who purchase qualified residential fueling equipment may receive a tax credit of up to $1,000.

Low or No Emission Grant Program

The Federal Transit Authority offers the low or no emission competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of required supporting facilities.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

To build and repair critical pieces of our freight and passenger road, rail, transit, and port transportation networks. Criteria for innovation include electric vehicles.

State Programs

The State of Colorado has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030 and 2.1 million by 2035. The State also aims to increase the adoption of medium- and heavy-duty (M/HD) zero emission vehicles (ZEVs) to at least 30% of new sales by 2030, and 100% of new sales by 2050 (State of Colorado, 2022). Expanding adoption of electric micromobility and shared options are also included in the State's transportation electrification plan.

Charge Ahead Colorado

The Colorado Energy Office offers a competitive grant program that provides grant funding for community-based Level 2 (L2) and Direct Current Fast-Charging (DCFC) electric vehicle (EV) charging stations. Maximum amounts vary by the power level. Enhanced incentives increase funding support for income qualified multifamily housing and for qualifying entities located in a disproportionately impacted community.

Clean Fleet Vehicle and Technology Grant Program

The Colorado Department of Public Health and Environment offers funding to incentivize and support the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. Includes a portfolio to provide training and development of a clean transportation workforce to support the adoption of clean fleet vehicles for use in motor vehicle fleets.

Colorado EV Tax Credit

Up to a $5,000 credit for purchase or lease (minimum two-years initial term) of new vehicles with a manufacturer's suggested retail price (MSRP) up to $80,000. The tax credit amount will begin to decrease on January 1, 2025. Beginning January 1, 2024, Coloradans purchasing an EV with an MSRP up to $35,000 will be eligible for an additional $2,500 tax credit.

Community Accelerated Mobility Project (CAMP)

Colorado Energy Office offers funding to develop community-led mobility solutions that meet needs specific to local communities, including flexible funding that includes electric carshare, electric vanpool, community e-bike share, community charging infrastructure, and others.

Direct Current Fast Charging (DCFC) Plazas Program

Colorado Energy Office offers a competitive grant program designed to increase access to high-speed charging in communities and along highway corridors across Colorado. The program offers enhanced incentives for projects located in disproportionately impacted communities, sites incorporating battery storage and for applicants proposing three or more stations along Federal Highway Administration designated EV corridors.

EV Home Charge

The Colorado Energy Office offers a grant to electric cooperative and municipal utilities to develop utility rebates to upgrade electric panels and wiring in residential homes.

E-Mobility Education and Awareness

This Colorado Department of Transportation (CDOT) grant is designed to expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability.

Fleet Zero-Emission Resource Opportunity (Fleet-ZERO)

The Colorado Energy Office offers Colorado's Fleet-ZERO, a competitive grant that supports charging for fleet owners and operators seeking to electrify their vehicles, as well as public and semi-public fleet charging sites and providers offering EV charging as a service to fleets. The

program prioritizes investments in disproportionately impacted communities and enhanced incentives for qualifying entities.

Vehicle Exchange Colorado (VXC) Program

A state rebate program administered by the Colorado Energy Office encourages income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options. $6,000 for eligible Colorado residents for purchase or lease of a new electric or plug-in hybrid vehicle, $4,000 for purchase or lease of a used electric or plug-in hybrid vehicle.

ZEV Workforce Development Grant

This CDOT grant addresses multiple challenges that Colorado and the wider mobility and electrification industry are facing including talent shortages, gaps in new skillsets, and the growing need for training due to technological advances.

Local Incentives

Municipalities, local electric cooperative, or other entities may also offer incentives.

Town of Crested Butte Electric Vehicle (EV) Charger Cash-Back Program for Short Term Rental (STR) Properties

The Town of Crested Butte offers a rebate to property owners with an active Short-Term Rental (STR) business license to support the installation of a Level 2 EV charger.

Town of Mt. Crested Butte E-Bike Rebate Programs

The Mt. Crested Butte E-bike Rebate Program is a sustainability initiative that aims to promote the use of e-bikes as a means of transportation. If you make 100% or less of Area Median Income (AMI) then you may be eligible for rebates between $1,000 and $1500.

Gunnison County Electric Association (GCEA)

Gunnison County Electric Association offers their members rebates on electric vehicles, motorcycles, bikes, and utility task vehicles (UTV). They also have an EV charger rebate for residential and commercial customers.

APPENDIX C. COMMUNITY AND STAKEHOLDER ENGAGEMENT

The development of the REV Plan included opportunities for input from key town staff and external stakeholders. This appendix summarizes the results of the following:

- Town staff and external stakeholder workshops
- Mt. Crested Butte fleet staff meetings
- A Halloween-themed Frunk or Treat community EV showcase event
- EV survey

To gain an understanding of the priorities, strategies, barriers, and opportunities related to EV adoption and charging infrastructure in the towns, the Towns of Mt. Crested Butte and Crested Butte identified key stakeholders throughout the process.

Town staff and external stakeholder workshops

Two 90-minute workshops were held with representatives from the Towns of Mt. Crested Butte and Crested Butte and key external stakeholders from Gunnison County Electric Association (GCEA), Crested Butte Mountain Resort, Crested Butte/Mt. Crested Butte Chamber of Commerce, Gunnison Crested Butte Tourism and Prosperity Partnership, Mountain Express, and Gunnison Valley RTA. Attendees are listed in the Acknowledgements.

The objectives of the first virtual workshop were to provide stakeholders:

- A firm understanding of the REV plan process
- A common understanding about the EV baseline for the North Gunnison Valley Region
- Discuss key EV Strategies

The workshop included a presentation which communicated the plan's context, state and federal EV drivers, community characteristics, and the current EV market and existing EV infrastructure. During the presentation there were opportunities to discuss participants' impressions of EVs, to take poll questions about their knowledge, provide time for participants to ask questions and discuss the strategies for the plan.

The objectives of the second virtual workshop were to:

- Review strategies and actions
- Prioritize actions within strategies
- Develop actions plans for prioritized actions

The workshop included a presentation that showed the priorities of strategies and presented actions for each of the strategies. Participants answered polling questions to help prioritize the actions by strategies, first on overall priority and then regarding what might be shorter or longer term. The outcome of that was that the plan strategies should be flexible and able to be implemented as resources and priorities align. The second half of the workshop focused on gathering input for action planning each of the strategies.

Mt. Crested Butte fleet staff meetings

Two discussions with Mt. Crested Butte staff focused on fleet electrification and how the Town can begin to plan a transition to EVs. Engaged staff included representatives from Maintenance, Finance, and capital projects. Discussions helped to gain understanding about the fleet make up and operations as well as potential opportunities and challenges with electrifying the fleet. At the second discussion, Crested Butte Public Works staff attended to share their experience and perspective about what has been successful, and lessons learned in their process. This offered a great peer learning exchange. A pilot EV and charging station became a clear outcome from the discussions in order to better understand and prepare for the needs and operational changes that would be necessary. There was also a strong desire to incorporate training for vehicle and facilities maintenance staff, staff who drive the vehicles, and first responders.

EV ride and drive event

The Towns of Mt. Crested Butte and Crested Butte along with GCEA held a Halloween themed Trunk or Treat EV experience ride and drive event on October 23rd from 2 to 4 p.m. at the Crested Butte Tennis Court parking lot. It was a family-friendly event where attendees dressed in costumes could enjoy test drives, learn about available rebates and tax incentives and learn about the Towns' REV plan. Attendees could also take the community EV survey. Event attendance was high and there were seven survey respondents.

Towns' EV survey

The Towns conducted an EV survey between October 23 and November 29, 2024, to gather insight into perceptions and interest in EVs and charging infrastructure from the perspectives of residents, commuters, visitors and business decision-makers. There were 51 respondents, and the survey results are detailed below.

Forty-three percent of respondents were residents of Mt Crested Butte or Crested Butte and 2% also commuted to work outside of Mt Crested Butte or Crested Butte. About 33% of respondents were visitors, and 22% commute to work in Mt Crested Butte or Crested Butte (**Figure 10**).

When asked about their top two primary modes of transportation, 90% of respondents indicated they drive a personal vehicle and the next top modes were taking the bus (27.5%), cycling (25.5%), and walking (25.5%). Riding an e-bike or e-scooter, a motorcycle, or using a company fleet vehicle were each about 2%, while carpooling was not chosen (**Figure 11**).

Transportation costs per month for most respondents ranged between $0-$100 or $101-300. About 18% spend more than $300 per month on transportation (**Figure 12**).

Over half of respondents (53%) either own an EV already or are planning or considering getting an EV as their next vehicle, and about 14% were interested in an EV, but not as their next vehicle. While 33% of respondents indicated they didn't want an EV or don't plan to buy a vehicle (**Figure 13**). When asked why not an EV, some indicated their driving habits weren't conducive to an EV, or many gave reasons that are not factually true such as the "production and energy use is extremely harmful to the environment", "the carbon footprint is the same", and "the cost and the environmental impacts of an EV are way higher than using a paid off truck that gets good gas mileage". The production of batteries and EVs and environmental impact are areas for further education for the public.

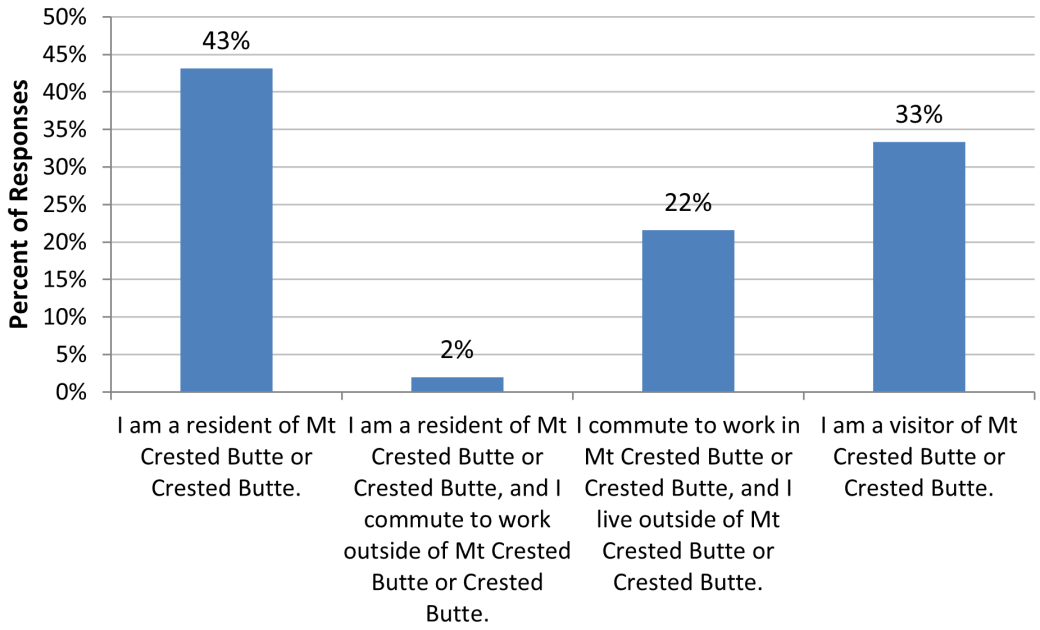


Figure 10. How Respondents Primarily Identified

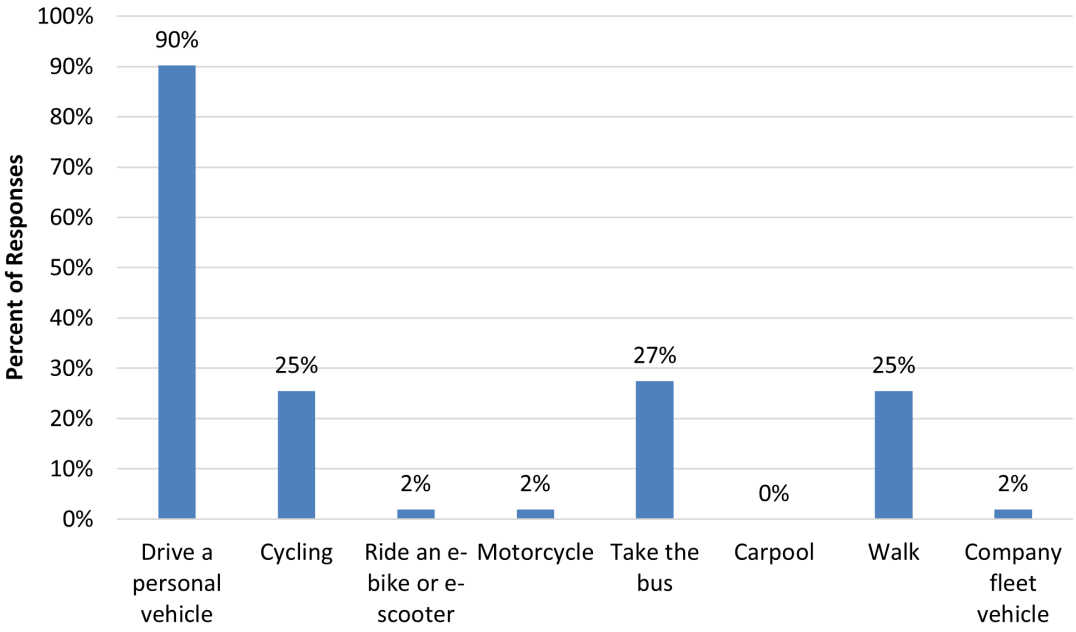


Figure 11. Primary Modes of Transportation

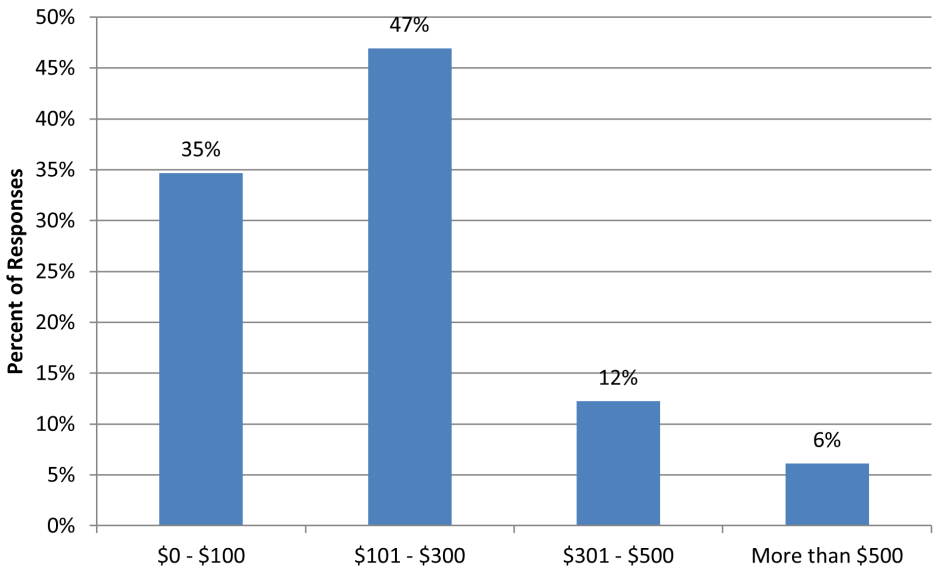


Figure 12. Monthly Budget Spent on Transportation

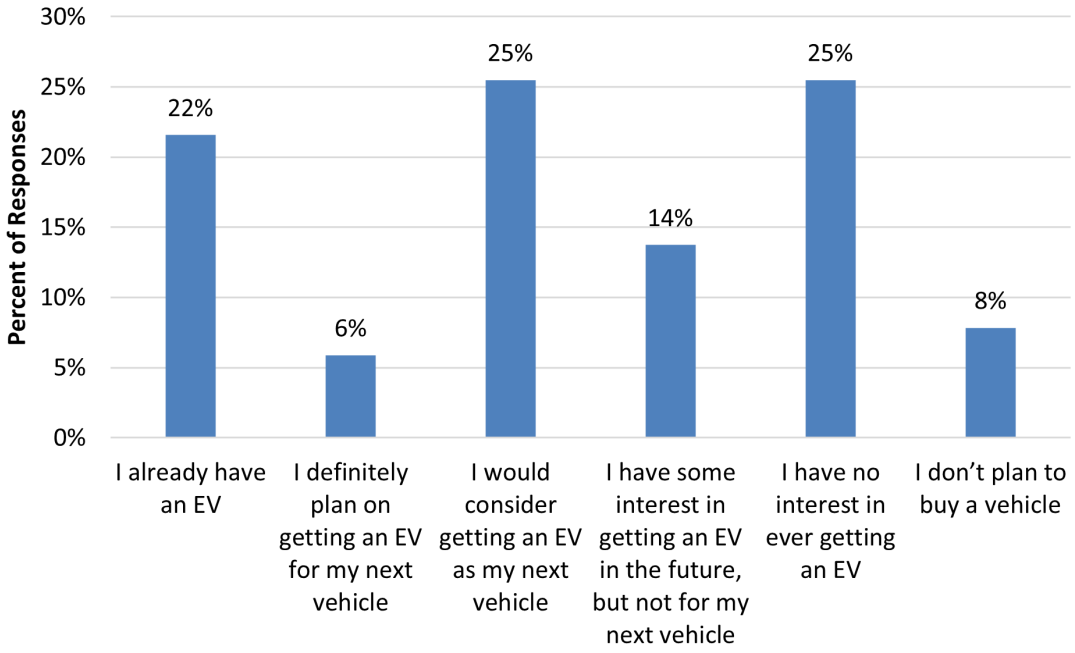


Figure 13. Likelihood Respondent's Next Car Will Be an EV

The top factors that encourage respondents to get an EV are cleaner air and the ability to charge at home. After those, vehicle performance and cost savings from fuel and operations are the next key factors. Other factors include the ability to charge at work or in the community, price parity with a gasoline-powered vehicle, and incentives to lower upfront costs (**Figure 14**). Range anxiety, vehicle model options, and the upfront purchase price of EVs are the top reasons for not considering an EV purchase (**Figure 15**).

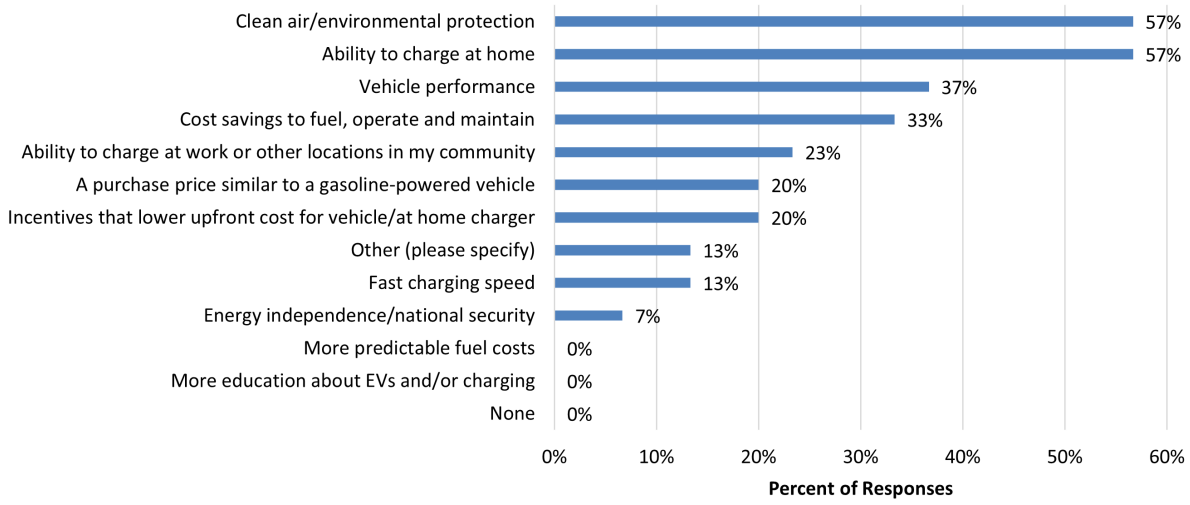


Figure 14. Key Factors that Encourage Getting an EV

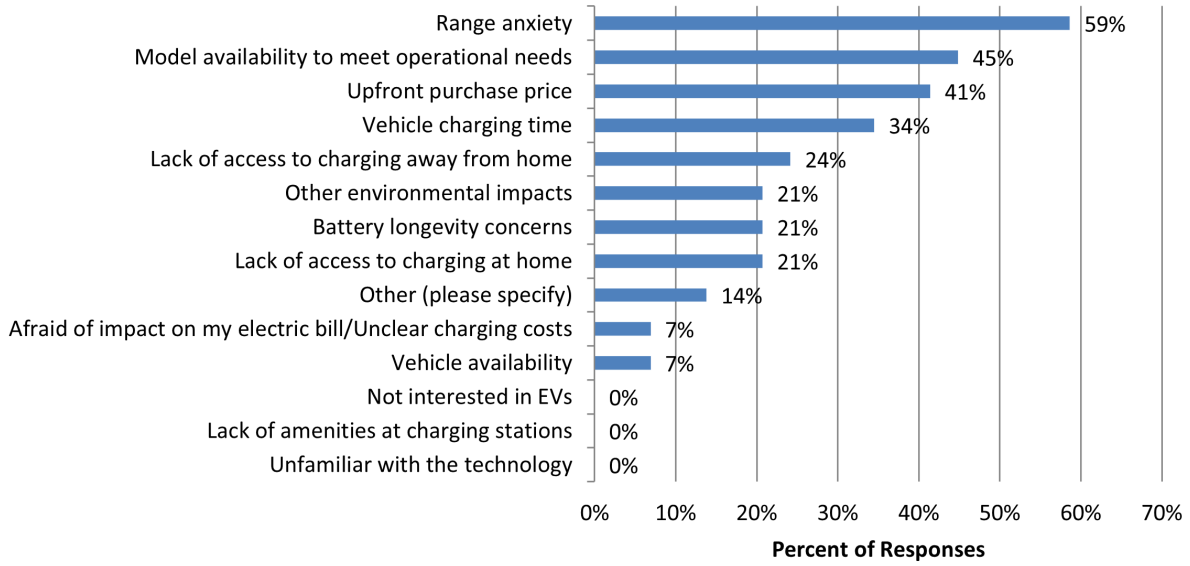


Figure 15. Key Factors that Prevent Getting an EV

When asked what information would help them to decide about getting an EV, responses around cold-weather performance and incentives were the top options (**Figure 16**).

Regarding where respondents primarily park, most respondents indicated they had an off-street parking option with most having a garage at a single-family home. About 17% either shared a driveway, had no assigned spot, or parking along the street curb **(Figure 17**). These parking arrangements likely mean the vehicles may need to use public charging options. About 70% of respondents indicated they have an outlet within 20 feet of where they park indicating that charging may be feasible for these people (**Figure 18**). About 30% said they did not park near an outlet indicating that charging may be harder to access near where they primarily park and may need public charging options. Respondents expect they would do most of their charging at

home either with a standard outlet or a Level 2 charger. Two other locations they expect to charge is at public fast charging and at their workplace with a Level 2 charger (**Figure 19**).

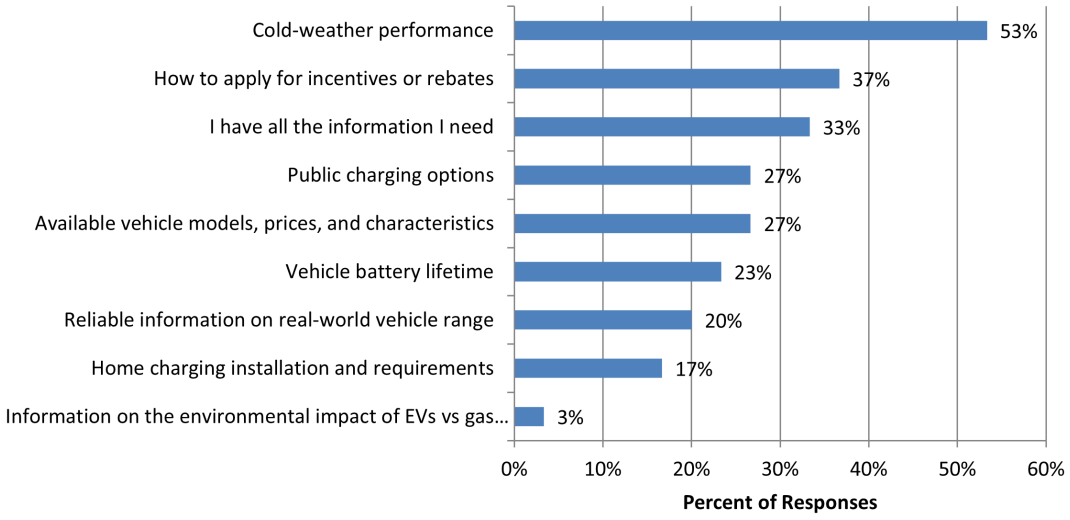


Figure 16. Topics Where More Information is Needed

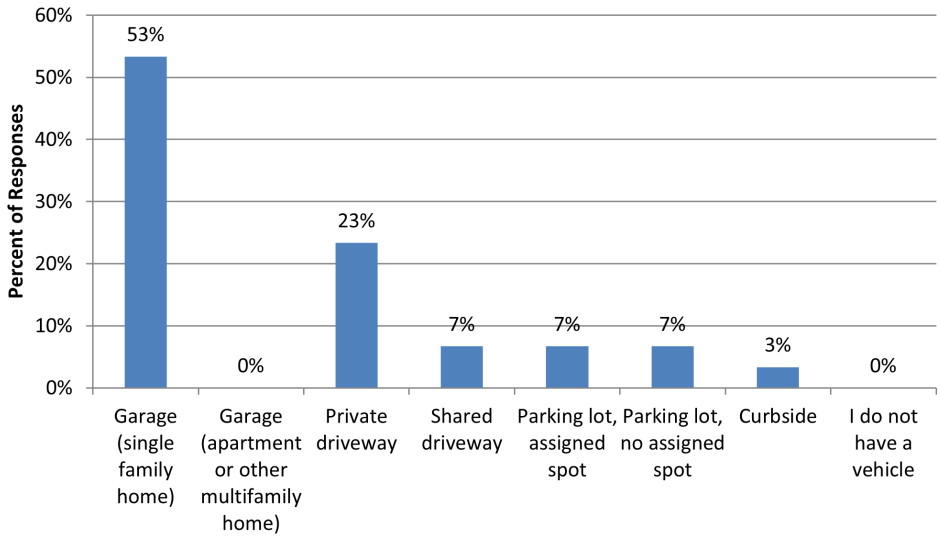


Figure 17. Where Respondent's Primarily Park Their Vehicle

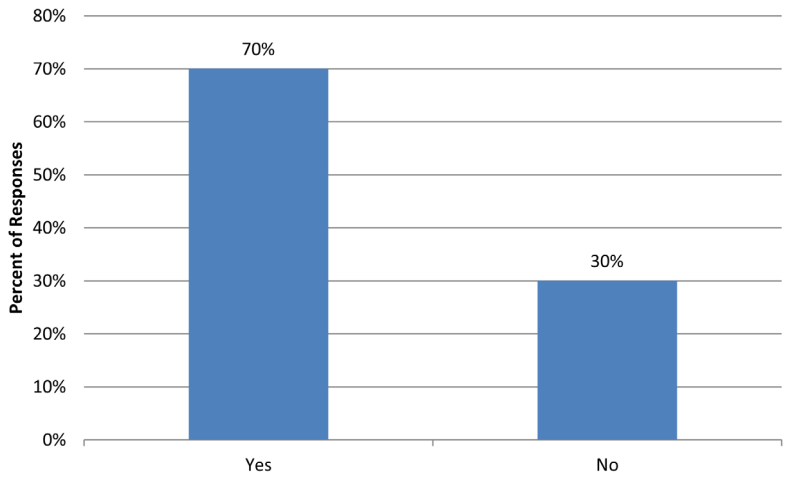


Figure 18. Is an Outlet Within About 20 feet of Where They Park

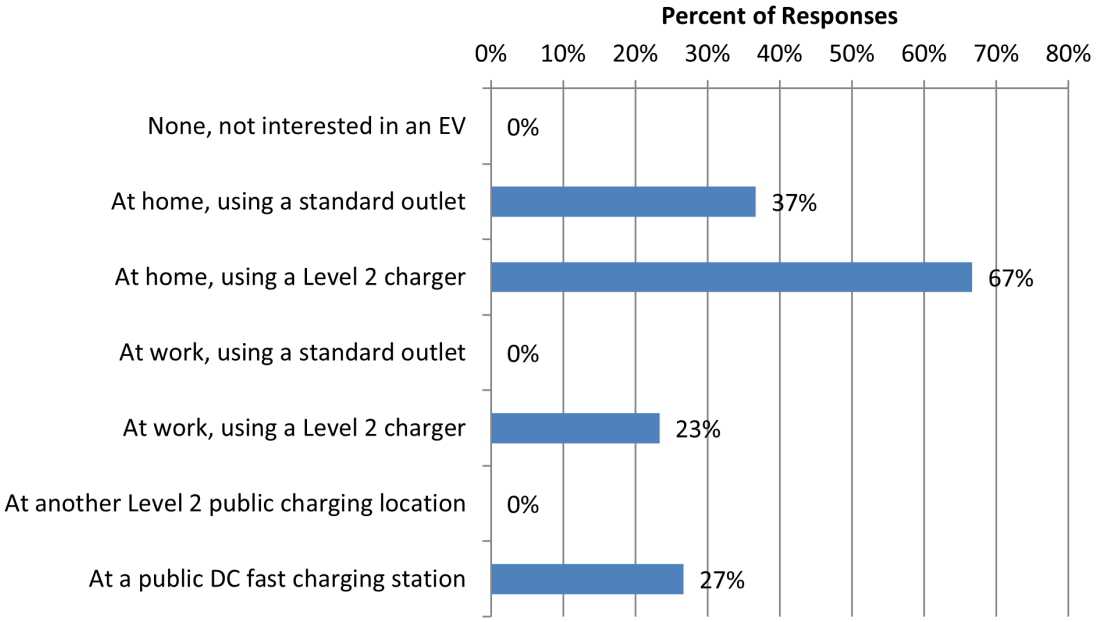


Figure 19. Where Respondent's Expect to Do Most of Their Charging

Survey respondents were asked how familiar they were with certain EV topics. While most respondents indicated they were in some way familiar with most topics, results indicated that participants were least familiar with tax credits or rebates for EVs and charging infrastructure and charging options in the community or workplace (**Figure 20**).

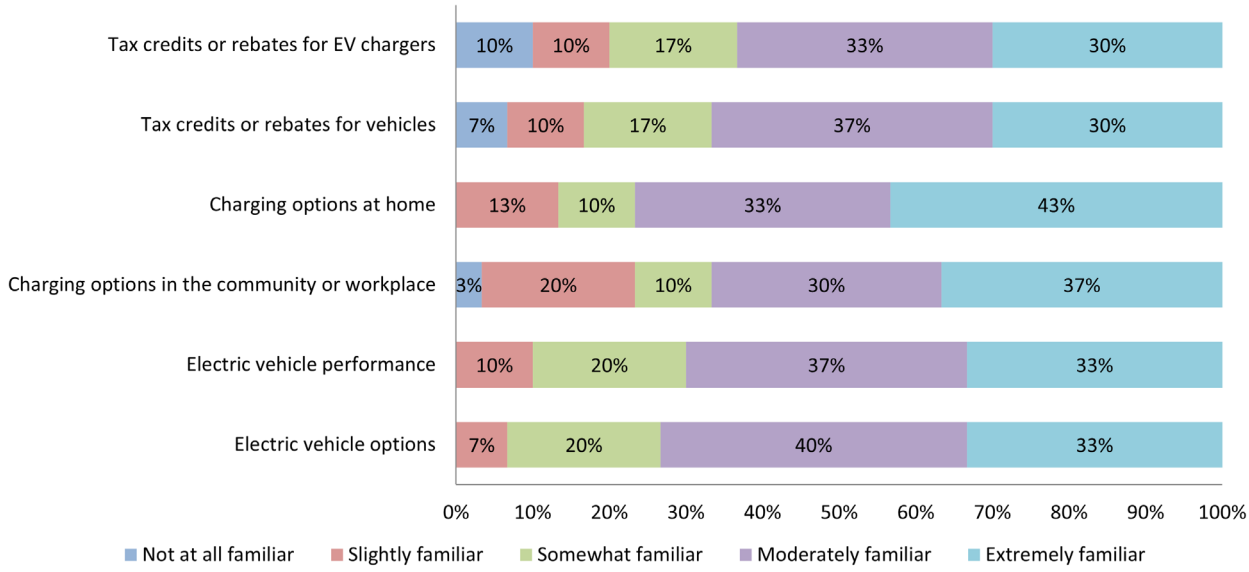


Figure 20. How Familiar Respondents Were with Certain EV Topics

EV website and fact sheets

A shared EV website and two separate fact sheets available in English and Spanish were developed as part of the planning process. The website introduces the REV Plan and why Mt. Crested Butte and Crested Butte developed the plan. It gives a snapshot about EVs in the Towns and provides information about EV charging and available incentives and the benefits and considerations of EVs in cold weather. The fact sheets provide similar information in a downloaded format.

Business Interest in EV Charging and EV Fleets

The survey also asked questions specific to decision-makers for fleets, businesses, organizations, or multifamily building or lodging in Mt Crested Butte or Crested Butte. Over 20% of respondents said they own, manage, or make decisions for a business, organization, or multifamily building or lodging in Mt Crested Butte or Crested Butte. And from those respondents, over 60% said financial incentives would encourage them to install EV charging (**Figure 21**). Another key factor for 40% of respondents was to promote sustainability and corporate social responsibility. Finances also were top reasons that would prevent the installation of EV chargers naming the cost of installation and the maintenance or servicing of the EV charger (**Figure 22**).

About 11% of respondents said they own, manage, or make decisions for a business or organization's fleet in Mt Crested Butte or Crested Butte. **Figure 23** depicts the three top factors that would encourage to switch a fleet to electric including:

1. A reduction in carbon footprint
2. Fuel cost savings
3. Improved employee retention and satisfaction

Factors preventing fleets from switching to EVs include vehicle purchase price include battery capacity being too small for operational needs, charge time is too long, and for some there are no factors preventing them from switching to EVs (**Figure 24**).

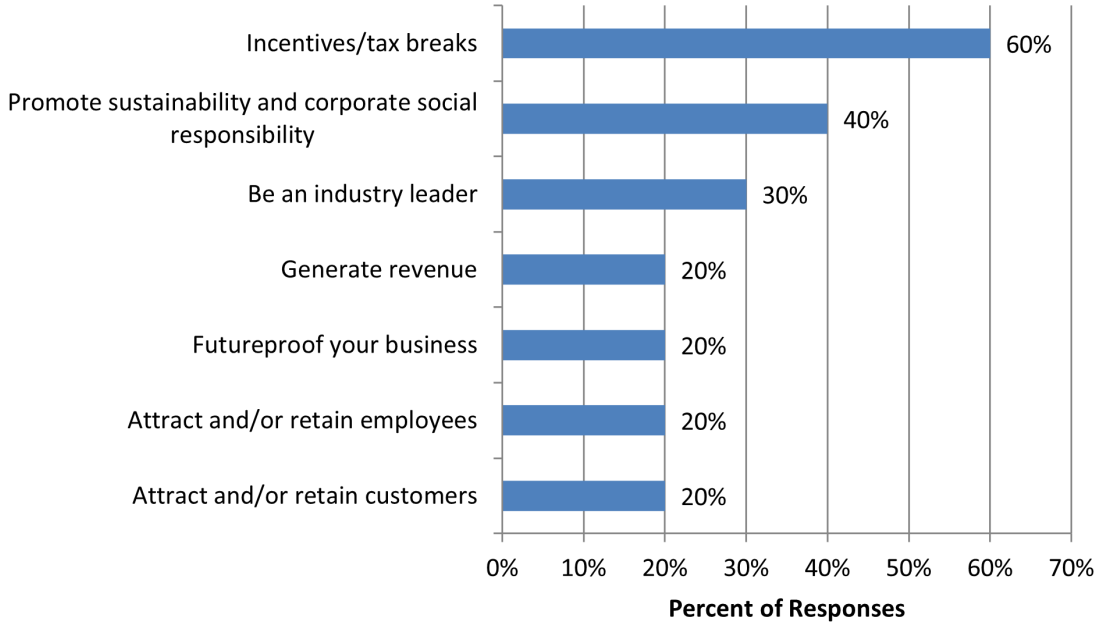


Figure 21. Key Factors Encouraging Businesses to Install EV Chargers

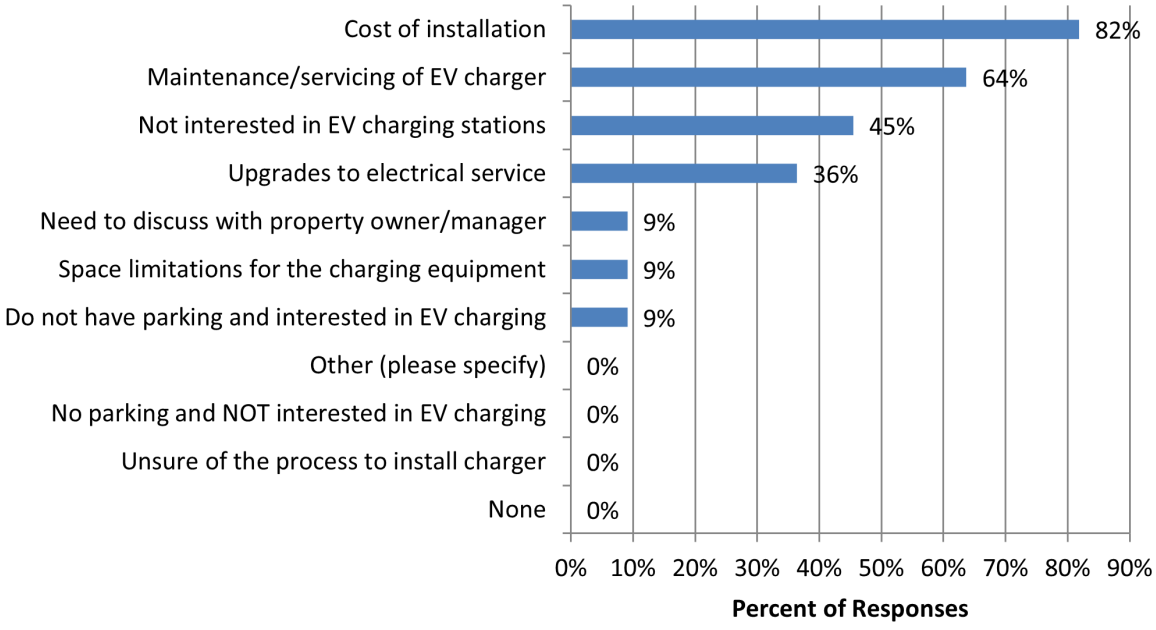


Figure 22. Key Factors Preventing Businesses from Installing EV Chargers

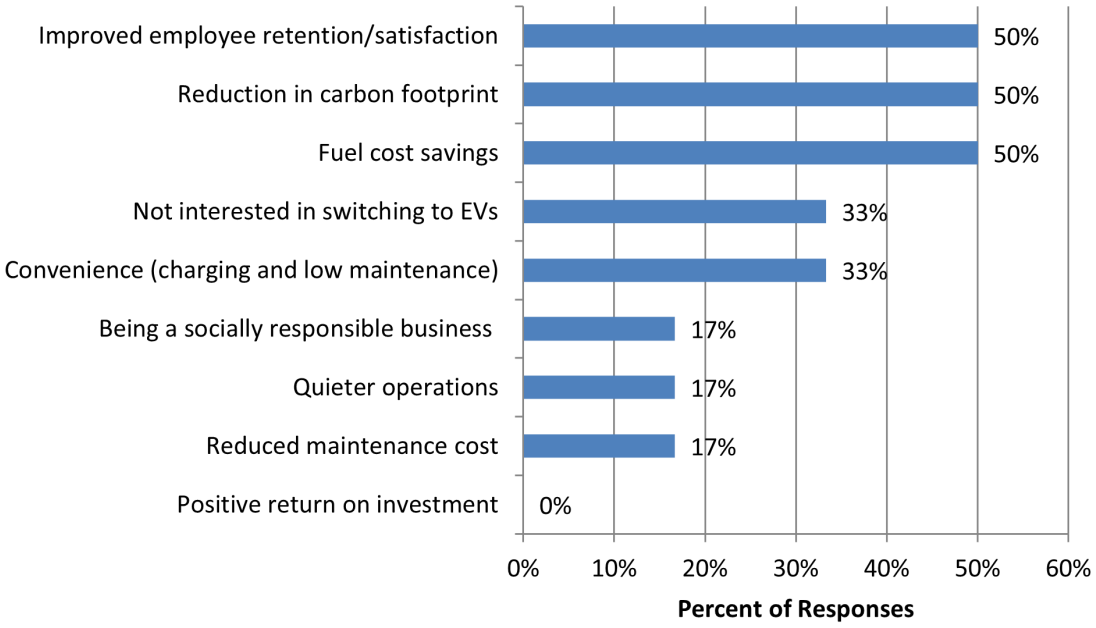


Figure 23. Key Factors Encouraging Fleets to Switch to EVs

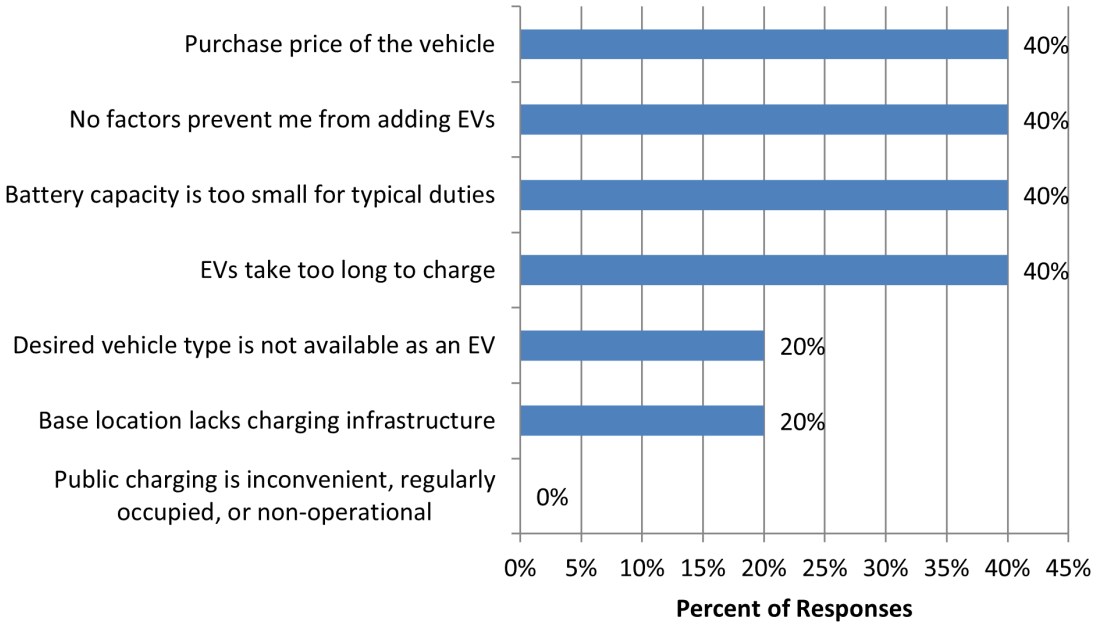


Figure 24. Key Factors Preventing Fleets from Switching to EVs

APPENDIX D. EV FACT SHEETS

APPENDIX E. ACTION DETAILS

This appendix includes the actions and plans for each of the five strategies in the REV Plan: Charging Infrastructure, Outreach and Education, Electrified Mobility, Policy, and Leading by Example.

Each action identifies the following:

- Audience
- Scope of work
- Key metrics
- Partners
- Impacts to electrified transportation access, and;
- Available resources

Electrified transportation access was assessed based on support for those without charging infrastructure, EVs, or vehicles. The available resources listed are subject to change and include potential funding opportunities that are accurate as of November 2024. Program details can be found in **Appendix B. Existing Policies, Programs, Incentives, and Funding**.

Charging Infrastructure (C)

Action C1. *Educate homeowners about EV charging*

Compile and develop resources to educate and inform homeowners and residents about installing EV chargers, the resources available and include a resource that describes the Town requirements for installing an EV charger.

Who is impacted?

- Residents
- Homeowners

How do we measure?

- Number of GCEA EV charger rebates at town addresses
- Number of electrical permits

What are the steps to take?

- Review available resources for home charging from GCEA, Drive Clean Colorado, Rewiring America.
- Develop or compile resources to share with homeowners.
- Develop an outreach plan for distributing materials (i.e. host on website, social media posts, newsletter articles, distribute at events).

How does this increase charging access for the community?

- Educates HOAs and property owners of the benefits of adding EV charging so multifamily residents and renters have access to convenient, reliable, affordable home charging.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Permitting, Sustainability)
- Town of Crested Butte (i.e., Communications, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- GCEA EV Charging Rebate program
- Federal Alternative Fuel Vehicle Refueling Property Credit
- West Central ReCharge coach
- EVCO Colorado statewide EV educational website
- Rewiring America EV resources

Action C2. *Energize multifamily property owners/managers to install EV chargers*

Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging including affordable housing developments.

Who is impacted?

- Multifamily property owners
- Multifamily property managers

How do we measure?

- Number of multifamily property owners engaged about EV charging
- Number of EV charging stations installed at multifamily properties

What are the steps to take?

- Develop a list of multifamily properties and owners that do not have EV charging for outreach.
- Review available resources for multifamily charging from GCEA, Drive Clean Colorado, the Joint Office of Energy and Transportation.
- Develop or compile resources to share with property owners/managers.
- Develop an outreach plan to conduct outreach to property owners and managers and distribute materials (i.e. host on website, add to events focused on this audience, include in mailings, etc.).

How does this increase charging access for the community?

- The outreach will inform multifamily property owners and managers and may lead to increased access to convenient, reliable, affordable home or origin charging.
- Chargers installed at multifamily properties provide residents and visitors that live or stay convenient, reliable, affordable charging access.
- EV chargers can be a service that attracts and retains renters.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- GCEA Level 2 EV Charging Station Rebate program
- Colorado Energy Office Charge Ahead Colorado grant and New Multifamily Housing Portfolio (Pilot Lane)
- Federal Alternative Fuel Vehicle Refueling Property Credit
- West Central ReCharge coach

Action C3. *Engage lodging and rental property owners*

Provide targeted outreach and resources to lodging and rental property owners and managers to support the installation of charging for visitors.

Who is impacted?

- Lodging property owners
- Lodging property owners
- Rental property owners
- Rental property managers

How do we measure?

- Number of lodging and rental property owners engaged about EV charging
- Number of EV charging stations installed at lodging and rental properties

What are the steps to take?

- Develop list of lodging properties and owners that do not have charging for outreach.
- Review available resources for lodging charging from GCEA, Drive Clean Colorado, the Joint Office of Energy and Transportation.
- Develop or compile resources to share with lodging and rental property owners/managers including the benefits, potential funding sources, process for installing EV charging stations, etc.
- Develop an outreach plan to conduct outreach to and distribute materials to the target audience (i.e. host on website, hold workshop or events focused on the target audience, include in mailings, etc.).

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- Crested Butte EV charger cash back program for short-term rental (STR) properties
- GCEA Level 2 EV Charging Station Rebate program
- Colorado Energy Office Charge Ahead Colorado grant and New Multifamily Housing Portfolio (Pilot Lane)
- Federal Alternative Fuel Vehicle Refueling Property Credit
- West Central ReCharge coach
- U.S. DOT Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

Action C4. *Increase short-term rental (STR) EV charging infrastructure*

Increase awareness and target outreach to STR owners about the benefits of installing EV charging at their properties and the resources and incentives available to them such as Crested Butte's cash back program for installing EV charging.

Who is impacted?

- Short-term rental property owners

How do we measure?

- Number of STR property owners engaged about EV charging
- Number of EV charging stations installed at STR properties

What are the steps to take?

- Develop a list for outreach of STR properties and owners who do not have charging.
- Review available resources for lodging charging from GCEA, Drive Clean Colorado, Rewiring America.
- Develop or compile resources to share with lodging and rental property owners/managers including the benefits, process for installing EV chargers, and resources to help offset the cost.
- Develop outreach plan to make connections and distribute materials (i.e. host on website, hold workshops or events focused on the target audience, include in mailings, etc.).

Who could be partners in implementation?

- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado
- Crested Butte/Mt. Crested Butte Chamber of Commerce

What resources are available?

- Crested Butte EV charger cash back program for short-term rental (STR) properties
- GCEA Level 2 EV Charging Station Rebate program
- Colorado Energy Office Charge Ahead Colorado grant and New Multifamily Housing Portfolio (Pilot Lane)
- Federal Alternative Fuel Vehicle Refueling Property Credit
- West Central ReCharge coach

Action C5. *Encourage employers to install workplace charging*

Compile or develop resources through targeted outreach to large employers about installing EV chargers.

Who is impacted?

- Employers with a parking lot
- Large employers
- Employers who own their own building

How do we measure?

- Number of workplaces engaged about EV charging
- Number of workplace locations that install EV charging

What are the steps to take?

- Develop list of workplaces for outreach that do not have EV charging.
- Engage workplaces to understand interest and barriers for installing EV charging.
- Determine what workplaces to target (i.e., have a parking lot, employ a certain number of employees, own building and parking lot, etc.).
- Develop resources based on needs determined and targeted employers about workplace charging benefits and opportunities.
- Develop an outreach plan to educate and distribute resources to identified employers.

How does this increase charging access for the community?

- Support an increase in reliable and convenient charging access for people who commute or who may not have access to home charging (i.e. renters, live in multifamily developments).

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Mount Created Butte Downtown Development Authority
- Crested Butte/Mt. Crested Butte Chamber of Commerce

What resources are available?

- GCEA Level 2 EV Charging Station Rebate program
- Colorado Energy Office Charge Ahead Colorado grant
- Federal Alternative Fuel Vehicle Refueling Property Credit
- West Central ReCharge coach
- Drive Clean Colorado Watts@Work Program
- U.S. DOT Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

Action C6. *Support EV charging at regional park and ride locations*

Adding EV chargers at park-and-rides makes EV ownership easier and encourages transit use. Drivers can charge while commuting, reducing emissions and congestion while promoting sustainable travel. **Who is impacted?**

- Public EV charging site hosts

How do we measure?

Number of park and ride locations with EV charging stations installed. **What are the steps to take?**

- Coordinate with broader climate action efforts on park and ride locations and EV charging installation.
- Research and assess available EV charging options.
- Choose a suitable solution for the pilot based on criteria.
- Choose a site to install the pilot.
- Collaborate with GCEA and regional partners on any requirements for connection to the electrical infrastructure.
- Launch pilot.
- Collect data on reliability, emissions saved, customer experience, etc. Assess the feasibility of expanding the pilot if the pilot has favorable outcomes.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- Gunnison County
- City of Gunnis
- GCEA
- Potential public charging site hosts

What resources are available?

- The City of Pueblo is investing in Sustainable Electric Vehicle Chargers
- World Resources Institute 4 Emerging Ways to Pair Electric Vehicles and Renewable Energy

Outreach and Education (O)

Action O1. *Partner on EV informational campaigns and events*

Educate the community, businesses, lodging managers, and visitors about EVs through materials and a dedicated website with resources on incentives, charging locations, and cold-weather driving tips (see **Appendix D. EV Fact Sheets**). Collaborate on EV ride-and-drive events to boost interest and perceptions, leveraging regional events for engagement. Consider fleet-specific events to inform regional fleets about EV technology.

Who is impacted?

- Residents
- North Gunnison Valley regional residents
- Businesses
- Lodging managers
- Visitors
- Regional fleet managers and staff

How do we measure?

- Number of social media post interactions
- Number of newsletter subscribers
- Number of handouts distributed at events attended
- Number of website visits
- Number of events
- Number of test-drives

What are the steps to take?

- Review existing educational resources related to EVs and EV charging, including EVCO, GCEA, Drive Electric Colorado, Rewiring America.
- Develop or compile resources to share with residents, workers, and visitors.
- Develop an outreach plan to guide the distribution of materials, including for example:
    - Schedule and roles for EV website maintenance and updates
    - Hosting materials on the dedicated EV website
    - Posting materials in highly visited locations
    - Sharing materials with lodging establishments
    - Creating a schedule and content for coordinated sharing of material through both Town's social media accounts
    - Identifying events to attend and share materials.
- Event activities
    - Partner with other community events for education opportunities that coincide with other local activities to draw new audiences
    - Arrange for a variety of vehicle types to showcase and drive at the events
    - Work with local partners such as GCEA to organize the events
    - Develop a short before and/or after survey to understand perceptions of EVs and after seeing the vehicles in-person.

How does this increase EV education for the community?

- Educating those who live, work, and visit the North Gunnison Valley about EVs and EV charging can help make EV access more convenient, reliable, and affordable.
- Information and resources can be targeted to highlight income-qualified incentives, used EVs, and lower priced EV models.
- Bring together a variety of EV drivers at events who can speak about their own experience.

Who could be partners in implementation?

- Mt. Crested Butte (i.e., Communications, Community Development, Sustainability)
- Crested Butte (i.e., Communications, Community Development)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Gunnison Crested Butte Tourism and Prosperity Partnership

What resources are available?

- CDOT E-Mobility Education and Awareness Grant Program
- Crested Butte EV charger cash back program for short-term rental (STR) properties
- GCEA EV programs
- West Central ReCharge coach
- State of Colorado EVCO EV education campaign which has information on state and federal incentives
- Rewiring America EV resources
- Drive Electric Tennessee Electric Vehicle Ride & Drive Event Guide

Action O2. *Collaborate on EV tourism marketing*

Collaborate with Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) to support the development of materials incorporating EV charging and educational resources into regional tourism marketing efforts, such as information on regional EVSE charging locations or electrified scenic byways.

Who is impacted?

- Visitors to the North Gunnison Valley

How do we measure?

- Number of visitor-focused resources/materials distributed through visitor-specific channels
- Social media post impressions from tourism specific accounts

What are the steps to take?

- Meet with TAPP and research the EV tourism market (i.e., where visitors with EVs are coming from, where they stay).
- Determine what information and materials to develop to inform visitors about the availability of EV charging in the Towns.
- Review available EV education resources, for example those available through EVCO, GCEA, Drive Electric Colorado, and Rewiring America.
- Develop or compile resources to share in materials aimed at visitors, for example the location of charging stations within the North Gunnison Valley and on major driving routes or scenic byways to the region.
- Develop an outreach plan for distributing materials through visitor-focused channels, for example, through the Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) website, highly visited locations, lodging establishments, social media posts, and local events.

How does this increase EV education for the community?

- Visitor-focused education can help inform where EV charging opportunities are for those who are visiting the area.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Community Development)
- Town of Crested Butte (i.e., Communications, Community Development, Planning, Sustainability)
- GCEA
- CLEER
- TAPP

What resources are available?

- EVCO Colorado statewide EV education website
- GCEA EV charging station locations
- CLEER Decarbonize Transportation

Action O3. *Engage dealerships and auto shops*

Share information about EV and EV charging incentives with regional auto dealerships so dealers can educate customers from Mt. Crested Butte and Crested Butte about what financial benefits are available locally for cost savings opportunities such as GCEA's EV rebate and the State's financial incentives. This may become more essential with changes to federal programs and incentives. The Town's vehicle technicians could potentially share EV-related training opportunities they become aware of that might be relevant to auto shops.

Who is impacted?

- Regional vehicle dealerships
- Regional auto shops

How do we measure?

- Number of dealerships informed about local incentives
- Number of auto shops EV informed about EV-related trainings

What are the steps to take?

- Research what regional dealerships residents choose to purchase vehicles.
- Develop a list of these dealerships to share local incentives information.
- Develop local incentives information materials and distribute to dealerships identified.
- Develop a list of regional auto shops (i.e., where Town vehicles are serviced).
- As municipal fleet staff become aware of any EV-related trainings, share those opportunities with identified auto shops and dealerships.

How does this increase EV education for the community?

- Informing dealerships of local incentives can support more people to maximize savings when purchasing or leasing an EV.
- Sharing resources and training opportunities with auto shops can support their education and support the development of a trained EV workforce.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Community Development)
- Town of Crested Butte (i.e., Communications, Community Development, Sustainability)
- GCEA
- CLEER
- Local educational institutions (e.g., Colorado Mountain College, Wester Colorado University)

What resources are available?

- Colorado Department of Transportation (CDOT) Zero Emission Vehicle Workforce Development Grant Program
- West Virginia University National Alternative Fuels Training Consortium
- EVCO Colorado statewide EV education website

Action O4. *Engage private fleets to explore fleet electrification*

Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. Gunnison Valley RTA and Mountain Express participated in this planning process. As technology advances and funding is available, fleets such as Alpine Express and Gunnison Watershed School District can be engaged. Engaging with Gunnison Watershed School district connects to **Action M-4. Explore feasibility for electrifying school bus fleet**. Explore feasibility for electrifying school bus fleet.

Who is impacted?

- Businesses and organizations in the North Gunnison Valley with fleet vehicles.

How do we measure?

- Number of fleet operators engaged

What are the steps to take?

- Identify fleet operators in the region.
- Develop targeted outreach to encourage local fleet operators to consider switching to electric vehicle where financially and operationally viable.
- Work with existing communication channels to distribute information to local businesses, for example by presenting at a Chamber of Commerce meeting.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- GCEA
- CLEER
- Chamber of Commerce

What resources are available?

- Colorado Energy Office (CEO) Fleet Zero-Emission Infrastructure Program
- Colorado Department of Public Health and Environment (CDPHE) Clean Fleet Vehicle and Technology Grant Program
- Colorado Department of Personnel & Administration State Price Agreement
- Climate Mayors' EV Purchasing Collaborative discounts
- Federal Clean vehicle and EV charging tax credit direct payments
- U.S. Federal Highway Administration (FHWA) Discretionary Grant Program for Charging and Fueling Infrastructure
- U.S. EPA Clean Heavy-Duty Vehicle Program
- U.S. EPA Diesel Emission Reduction Funding
- CEO E-Cargo Bike Grant Program

Electrified Mobility (M)

Action M1. *Explore the opportunity for regional electric carshare*

Explore the feasibility of an EV carshare pilot program, potentially serving low-income and/or multifamily households. Mt. Crested Butte, Crested Butte, and Gunnison County's building codes require new construction and major renovations of larger commercial/multifamily units to include the installation of EV chargers. Designating a parking space or two for carshare at multifamily housing would accommodate a shift towards fractional car ownership.

Who is impacted?

- People who live in multifamily developments
- People who don't have access to a personal EV or home charging
- People who do not own a personal vehicle or need an additional vehicle for trips

How do we measure?

- Feasibility study completed and regional electric carshare planned by Mountain Express
- Carshare program incorporated by Mountain Express as part of the capital improvement program

What are the steps to take?

- Mountain Express conducts feasibility for regional electric carshare, including identification of potential customers and site hosts.
- Mountain Express provides an evaluation of the feasibility of their partnership in a carshare program as part of their five-year plan.
- If feasible, Mountain Express to develop a regional electric carshare.

How does this increase electrified transportation access for the community?

- Electric carshare provides a zero-emissions, lower-cost transportation option for those who don't have a vehicle or need a second vehicle.

Who could be partners in implementation?

- Mountain Express and their funding partners, the Towns of Mt. Crested Butte and Crested Butte
- GCEA
- Gunnison Valley RTA
- Gunnison County staff

What resources are available?

- CEO Community Accelerated Mobility Project (CAMP) funding

Action M2. *Continue support for Towns' micromobility strategies*

Continue to support strategies identified in existing Mt. Crested Butte and Crested Butte Transportation and Mobility plans that call to deemphasize vehicle driving and encourage more walking, rolling, and biking.

Who is impacted?

- Town of Mt. Crested Butte departments
- Town of Crested Butte departments
- Residents
- Visitors

Metrics How do we measure?

- Increase in number of micromobility trips
- Increase in miles of infrastructure (i.e., bike lanes) for micromobility options
- Micromobility plan incorporated by Mountain Express as part of the capital improvement program

What are the steps to take?

- Towns to make progress toward micromobility goals from approved plans.
- Explore expanding on existing Mt. Crested Butte e-bike rebate program.
- Towns discuss with relevant regional partners (i.e., Mountain Express) opportunities for a micromobility feasibility study to address first and last mile travel.
- From the results of the study, discuss opportunities for electric micromobility options.
- Based on discussed opportunities, determine collaboration for any needed charging infrastructure installation, site host locations.
- If feasible, Mountain Express develops micromobility program.
- Coordinate/collaborate with Gunnison County on possible Crested Butte to Crested Butte South trail.

How does this increase electrified transportation access for the community?

- Micromobility options can offer lower-cost options for electrified transportation and encourage fewer single-occupancy vehicle trips.

Who could be partners in implementation?

- Mountain Express
- Gunnison Valley RTA
- Town of Mt. Crested Butte
- Town of Crested Butte

What resources are available?

- Colorado E-bike tax credit
- CEO E-Cargo Bike Grant Program
- GCEA E-Bike Rebate
- Mt. Crested Butte E-Bike Rebate Programs
- CEO Community Accelerated Mobility Project (CAMP) funding

Action M3. *Explore with regional transit partners feasibility of electrifying transit and micro transit*

Explore the feasibility, timing, cost, and potential actions to encourage fleet electrification with regional transit partners, such as the Gunnison RTA, Mountain Express, and the school district. At the time of writing, Mountain Express is assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study.

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Who is impacted?

- Gunnison Valley RTA
- Mountain Express Transit
- Gunnison Watershed School District

How do we measure?

- Town discussion held with transit providers
- Participation of Towns in Mountain Express transit feasibility study

What are the steps to take?

- Towns discuss opportunities for electric transit pilot on shorter or specific routes with transit providers.
- Towns participate in Mountain Express transit feasibility study.
- Mountain Express conducts feasibility study for zero emission buses.
- Discuss collaboration for infrastructure sharing among transit, school, and municipal fleets.

How does this increase electrified transportation access for the community?

- Transit electrification represents a way to expand the benefits of electrification beyond personal EV ownership.

Who could be partners in implementation?

- Mountain Express
- Gunnison Valley RTA
- GCEA
- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison Watershed School District

What resources are available?

- U.S. Federal Transit Administration (U.S. FTA) Low or No Emissions Vehicle Program
- CDOT Clean Transit Enterprise funding (anticipated)
- U.S. DOT Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

Policy (P)

Action P1. *Keep current on EV ready requirements providing leadership in region*

Ensures that EV charging is integrated into commercial and residential development by assessing EV ready requirement increases in International Code Council (ICC) code.

Who is impacted?

- Building Code update team

How do we measure?

- Number of EV ready parking spaces and EV charging stations installed in new construction, tracked through building permits

What are the steps to take?

- Review best practices for EV readiness.
- Based on research, develop best practice policy recommendations.
- Town of Crested Butte: Implement best practice recommendations in 2025 as part of 2024 ICC adoption.
- Regularly evaluate as practices evolve to prepare to meet demand.

How does this encourage electrified transportation access for the community?

- Ensuring EV charging is incorporated in plans and new development can help prepare for increased EV adoption and meet charging demands.
- Incentivizing or requiring EV charging at new residential development can increase charging access, particularly for renters and multifamily housing residents who may face barriers to charging installation.
- Incentivizing or requiring EV charging at affordable housing developments can increase access for lower-income residents.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison County
- Building & Construction Businesses

What resources are available?

- Colorado's Building Energy Codes and Toolkit

Action P2. *Clarify permitting process for EV charging*

Clarify the permitting process and requirements for new and existing residential and commercial EV charging through the development of a “how to” guide.

Who is impacted?

- Residents
- Developers

How do we measure?

- Average turnaround time for EV charging permit applications
- Number of EV charging stations installed via building permits

What are the steps to take?

- Evaluate the current permitting process to document current EV charging review processes and identify opportunities to clarify the process and requirements.
- Develop a public facing “how to” guide documenting when a permit is required for EV charging and the steps involved.
- Engage electricians, businesses, and charging installers to review the guide and support distribution.

How does this encourage electrified transportation access for the community?

- Providing a clear permitting process helps to ensure EV charger installations are done correctly and safely.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison County

What resources are available?

- Report: Colorado Electric Vehicle Charging Permitting Study

Action P3. *Examine pricing structure best practices for public charging*

There are a variety of pricing mechanisms for EV charging. By exploring best practices, current local practices, federal standards, and opportunities to provide EV charging to the public, Mt. Crested Butte can develop right-sized pricing for Town-owned EV chargers. Towns can align on a pricing structure that supports their goals and make EV charging more economically viable for residents by considering funding and/or prioritizing EV station plans that offer low-cost or free charging, particularly when they are in low-income or disadvantaged communities or support underserviced populations.

Who is impacted?

- Town of Mt. Crested Butte (Finance, Sustainability, Community Development)
- GCEA

How do we measure?

- Number of charging station sessions and utilization

What are the steps to take?

- Coordinate discussions with GCEA about rates, demand charges, and trends they are seeing as a leader managing many EV charging stations in the North Valley.
- Inventory existing pricing requirements and opportunities.
- Research EV pricing best practices.
- Based on research, develop best practice policy for EV charging pricing for Town-owned stations.
- Implement best practice policy for EV charging at Town-owned stations.
- Regularly evaluate regional EV charging market to stay current.

How does this encourage electrified transportation access for the community?

- EV drivers feel confident with the pricing expectations for charging with a clear and consistent pricing structure that won't surprise them.
- EV charging operators can provide free or reduced pricing for users that qualify for other forms of low-income assistance.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- GCEA

What resources are available?

- N/A

Action P4. *Evaluate EV parking enforcement need*

Explore parking enforcement best practices to best meet goals of public charging by establishing desired charging station behavior.

Who is impacted?

- Town of Mt. Crested Butte
- Town of Crested Butte

How do we measure?

- Number of complaints about vehicles parking and not charging or staying after the vehicle is charged
- Charging station use and utilization data indicating how long vehicles stay after they finish charging

What are the steps to take?

- Inventory existing parking requirements and opportunities.
- Research EV parking best practices.
- Based on research, develop best practice guidelines for EV parking enforcement.
- Implement best practice guidelines for EV charging at Town-owned facilities.
- Evaluate opportunities for implementation and enforcement of updated EV parking policy based on best practice guidelines.

How does this encourage electrified transportation access for the community?

- Ensures charger is most effectively being used to support EV drivers who may not have charging at origin locations.

Who could be partners in implementation?

- EV charger software providers

What resources are available?

- The State of Colorado provides two signs for the enforcement of HB19-1298, which prohibits drivers from parking in a designated EV space if their vehicle is not electric and from using a charging station for parking if the electric vehicle is not charging.

Leading By Example (L)

Below are the actions and plans for the Lead by Example strategy. Action L1 is targeted for Crested Butte. Actions L2 through L5 are targeted for Mt. Crested Butte.

Action L1. *Crested Butte continues to provide leadership with electrifying Town fleet*

The Town of Crested Butte will continue to lead the way in fleet electrification as it makes sense operationally and financially.

Who is impacted?

- Crested Butte Public Works (maintenance, facilities), Finance, Sustainability

How do we measure?

- Percent of fleet electric
- Number of kWh used
- Number of GHG emissions reduced

What are the steps to take?

- Continue to use an EV-first procurement approach with the fleet replacement schedule.
- Research EV replacements that would be a best fit.
- Assess and install EV charging infrastructure as needed with fleet transition.
- Grow maintenance and service knowledge.
- Train staff who will drive on how to operate and charge electric vehicles.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle

What resources are available?

- CEO Fleet Zero-Emission Infrastructure Program
- CDPHE Clean Fleet Vehicle and Technology Grant Program
- Colorado Department of Personnel & Administration State Price Agreement
- Climate Mayors' EV Purchasing Collaborative discounts
- Federal Clean vehicle and EV charging tax credit direct payments
- U.S. EPA Clean Heavy-Duty Vehicle Program
- U.S. EPA Diesel Emission Reduction Funding

Action L2. *Mt. Crested Butte fleet EV pilot*

Mt. Crested Butte's fleet pilots one EV and installs an EV charger in the garage to gain a better understanding of EV operations.

Who is impacted?

- Mt. Crested Butte Public Works (maintenance, facilities), Finance, Planning

How do we measure?

- Operations performance for 1 EV and 1 Level 2 charger
- Number of kWh used
- Number of GHG emissions reduced
- Cost of maintenance for vehicle and charger

What are the steps to take?

- Research operationally suitable EV options to replace the gas-powered Subaru vehicle (i.e., Subaru Solterra PHEV, Volkswagen ID.4, Chevrolet Equinox EV or Blazer EV, etc.).
- Work with GCEA and an electrician to determine electrical upgrades needed to install a Level 2 charger in the garage for the pilot vehicle.
- Research EV charger provider and if getting one with analytics consider one that does not use proprietary software.
- Determine the vehicle and charging infrastructure and associated cost and timeline for each to align so both will be operational at about the same time.
- Apply for funding to offset the costs of the vehicle and infrastructure and determine requirements and process for eligible tax credits.
- Procure vehicle and equipment.
- Train staff who will be driving on how to use and charge the vehicle. Educate all staff about the pilot.
- Put into operation and collect data on operational performance, adjust as the learnings are gained. Consider weather and seasons will impact the vehicle.
- Evaluate the vehicle's performance and recommend how to handle future replacements.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle
- Town of Crested Butte for peer learning

What resources are available?

- CEO Fleet Zero-Emission Infrastructure Program
- CDPHE Clean Fleet Vehicle and Technology Grant Program
- Colorado Department of Personnel & Administration State Price Agreement
- Climate Mayors' EV Purchasing Collaborative discounts

- Federal Clean vehicle and EV charging tax credit direct payments

Action L3. *Mt. Crested Butte fleet electrification plan*

Mt. Crested Butte will implement a vehicle replacement plan for the light-duty town fleet vehicles as feasible (meets operational needs and cost-effective) and install fleet charging to match the need.

Who is impacted?

- Mt. Crested Butte Public Works (maintenance, facilities), Finance, Sustainability, Police department, Planning

How do we measure?

- Percent of fleet that is electric by a determined date
- Number of kWh used
- Number of GHG emissions reduced

What are the steps to take?

- Vehicles
    - Implement an EV-first procurement policy which prioritizes adoption of vehicles. For example, 1. EV; 2. PHEV; 3. Hybrid; 4. Internal combustion engine vehicle when vehicles are due for replacement. Start with an EV if the options do not meet the operational needs, then it moves to the next level (PHEV, etc.).
    - Using data and information gathered from the pilot EV strategy, implement a fleet electrification plan with identified vehicles.
    - Research EV replacements that would be a best fit.
    - Develop maintenance and service plan.
    - Procure EVs.
    - Train staff who will drive vehicles on how to operate and charge.
- Infrastructure
    - Using data and information gathered from the pilot EV strategy, implement a fleet charging plan with additional identified locations.
    - Coordinate electrical service and need with GCEA.
    - Research EV charger that would be a best fit.
    - Develop maintenance and service plan.
    - Procure EV charging equipment.
    - Install EV charging equipment.
    - Train staff how to operate and maintain.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle

What resources are available?

- Public Sector Fleet EV Procurement Examples

- Albuquerque, NM Zero Emissions First vehicle adoption policy
- Massachusetts EV Acquisition Policy
- CEO Fleet Zero-Emission Infrastructure Program
- CDPHE Clean Fleet Vehicle and Technology Grant Program
- Colorado Department of Personnel & Administration State Price Agreement
- Climate Mayors' EV Purchasing Collaborative discounts
- Federal Commercial Clean Vehicle tax credit direct payments
- U.S. EPA Clean Heavy-Duty Vehicle Program
- U.S. EPA Diesel Emission Reduction Funding
- Federal Clean vehicle and EV charging tax credit direct payments

Action L4. *Mt. Crested Butte provide EV training for staff*

As the Town of Mt. Crested Butte begins to implement actions identified in this REV Plan and prepare for fleet adoption, they will need to train fleet staff and first responders to be familiar with electric vehicles and how to work with them.

Who is impacted?

- Mt. Crested Butte (Public Works, Police, Planning)
- Crested Butte Fire Protection District

How do we measure?

- Number of staff trained in each department

What are the steps to take?

- In coordination with the implementation of Strategy L-2, develop EV 101 and targeted training materials for staff in different roles (e.g., vehicle operator, planner, leadership, etc.) training could include:
    - Financial costs and funding opportunities
    - EV and electric mobility benefits
    - EV operation and maintenance
    - EV charging station operation and maintenance
    - EV charging management software
    - Permitting
    - Parking best practices.
- Fleet staff such as vehicle technicians, operations staff, and first responders will need more technical training to service and respond to incidents involving EVs.
- Develop an assessment or survey to evaluate completion and effectiveness of training.
- Deliver training program for Town staff and leadership.
- Administer assessment or survey to evaluate completion and effectiveness of training.
- Adjust training as needed based on year one evaluation.
- Have ongoing annual training for Town staff and leadership.

Who could be partners in implementation?

- Dealerships and automakers
- EV charging station providers
- Police department

- Crested Butte Fire Protection District
- Tow truck operators

What resources are available?

- The Department of Energy's Alternative Fuels Data Center hosts a webpage, Electric Vehicle Safety Training Resources for First and Second Responders, of known available training and educational resources specific to alternative fuel vehicles, with a particular focus on EV resources.
- The National Alternative Fuels Training Consortium (NAFTC) provides training for vehicle technicians and first responders.
- The National Fire Protection Association (NFPA) has training and information resources available including automakers emergency response guides for their vehicles.
- Automakers also offer some training to first responders. General Motors has resources available at https://gmevfirstrespondertraining.com/.
- Ask your fleet dealer(s) if the automaker offers any training for their vehicles.

Action L5. *Install public charging at Mt. Crested Butte public facilities*

Mt. Crested Butte can execute the strategic implementation plan for the prioritized public EV charger installations.

Who is impacted?

- Mt. Crested Butte (Public Works, Finance, Community Development, Planning)

How do we measure?

- Number of EV chargers installed for public use to meet needs

What are the steps to take?

- Using data and information gathered and recommended from the planning process, implement strategic plan for public EV chargers.
- Use the Mt. CB EV Charging Prioritization Workbook that identified locations and scored them based on criteria
    - The top locations identified included:
        - Matterhorn Lot
        - CBMR Paid Parking Lot (skier lot)
        - Elevation Hotel Parking Garage
        - Town Hall - Ted Schetze Park / Pickleball / Wedding Garden Parking (upper paved lot)
        - Snodgrass Trailhead.
- Identify any planned construction timelines at the targeted site to coincide installing EV charger(s) to be cost effective.
- Determine the best fit charging level for a vehicle based on the typical length of time parked, charging use and the electrical service capacity at the location.
    - The Charging Prioritization Workbook uses dwell time criteria to help identify the level of charger. Typical parking time of less than 30 minutes would be ideal for fast chargers.

- Coordinate identifying electrical service, need, and upgrades with GCEA.
- Coordinate with local partners.
- Research EV charger equipment that would be a best fit.
- Apply for grant funding for identified locations.
- Develop maintenance and service plan.
- Procure EV charging equipment.
- Install EV charging equipment.
- Train staff on how to operate and maintain charging equipment.

How does this increase charging access for the community?

- Public charging increases access to convenient, reliable, affordable charging for those who may not have access to home charging, commute, or visit

Who could be partners in implementation?

- GCEA
- Local partners (businesses, lodging, community-based organizations)
- Crested Butte/Mt. Crested Butte Chamber of Commerce
- Downtown Development Authority
- Gunnison Crested Butte Tourism and Prosperity Partnership

What resources are available?

- CEO Charge Ahead Colorado grant
- GCEA Level 2 EV Charging Station Rebate program
- Colorado Department of Personnel & Administration State Price Agreement
- U.S. FHWA Discretionary Grant Program for Charging and Fueling Infrastructure
- U.S. DOT Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

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