



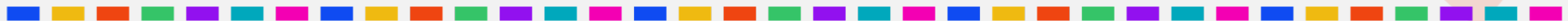
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# Working Group

August 2, 2022



COLORADO  
Department of Transportation



# Quick Notes about the Meeting

- **Please add your agency affiliation to your name.**  
(Right click on your name and “Rename” to include agency)
- Everyone has the ability to unmute and/or show video, if we’re hearing feedback, you may be muted.
- Feel free to use the chat box.

....and now quick introductions!

# Agenda Snapshot

## Informational Briefings

*Colorado NEVI Plan*

*CDOT Pegasus Service*

## Funding Opportunity Coordination

*USDOT SMART Grants Program*

## Partner Agency Updates and Other Matters

## Next Meeting



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# **Colorado National Electric Vehicle Infrastructure (NEVI) Plan**

Mike King, Assistant Director of Electrification and Energy, CDOT



**COLORADO**  
Department of Transportation

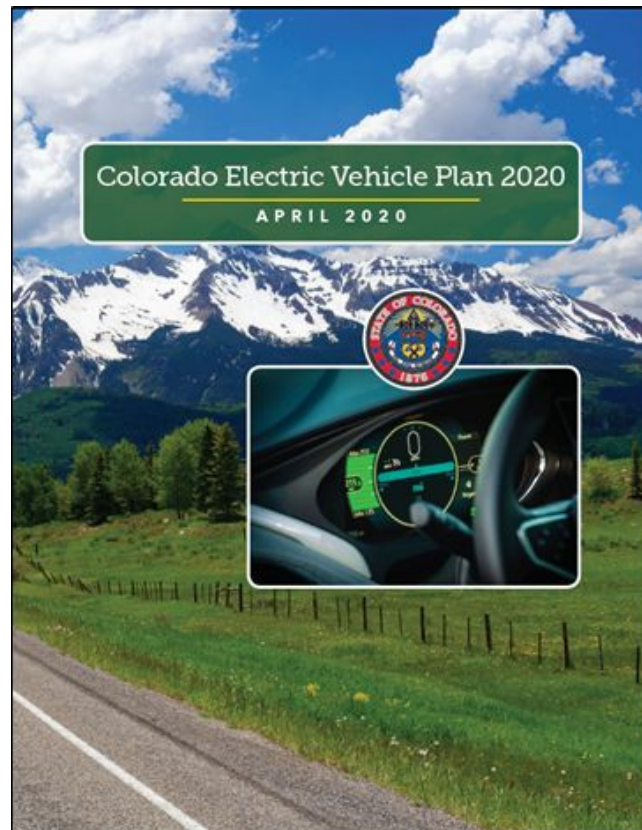
# Colorado Transportation Electrification Update



# 2020 Colorado EV Plan

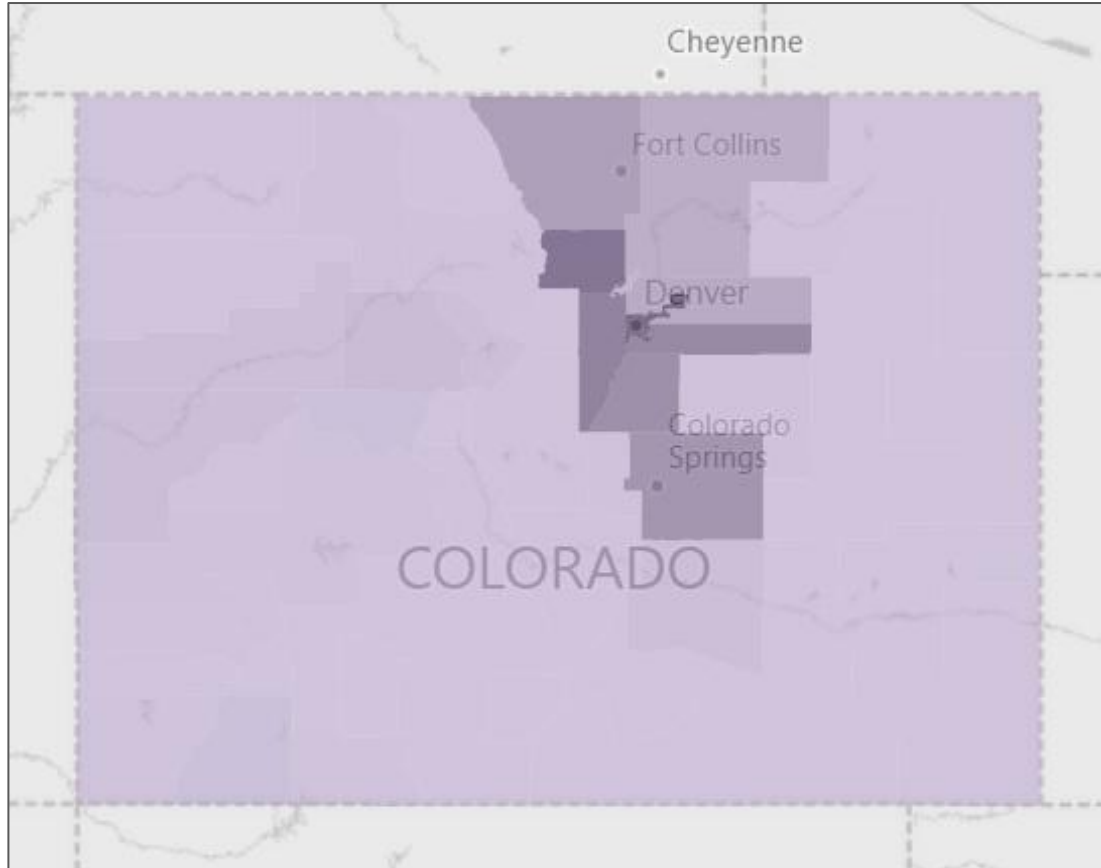
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- Colorado's 2020 Electric Vehicle Plan established a state target of 940,000 registered ZEVs by 2030
- Colorado also has a goal of converting 100% of transit vehicles in-state to ZEVs by 2050, with an interim target of 1,000 transit ZEVs by 2030
- Most recently, the Colorado Clean Truck Strategy identified a target of 35,000 medium- and heavy-duty ZEVs by 2030
- Additional goals of electrifying all 26 Scenic & Historic Byways and ensuring that 100% of the state is within 30 miles of a DC fast-charging station





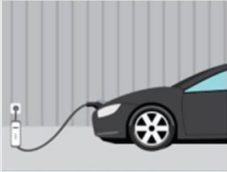


# EV Registrations in Colorado



**58,905 EVs in Colorado**

- 41,730 BEVs
- 17,175 PHEVs

# Types of EV Charging Infrastructure

LEVELS OF EV CHARGERS		CHARGING SPEED	LOCATION
LEVEL 1		2-5 miles of range per hour of charging	Level 1 is the slowest way to charge an EV. Most commonly located in homes
LEVEL 2		10 – 30 miles of range per hour of charging	Most commonly located in homes, workplaces, and other public charging locations where a vehicle would be parked for a few hours
<b>LEVEL 3 or DIRECT CURRENT FAST CHARGER (DCFC)</b>		150 – 350+ miles of range per hour of charging	Fastest form of charging currently available, offering the greatest traveling distance in the shortest amount of charging time, and as a result, is a popular choice to place public locations

**\*\*\*The purpose of this funding is to support the construction and operation of Level 3 or direct current fast charging (DCFC) stations along nominated highway corridors**





# Infrastructure Investment & Jobs Act (IIJA)

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## IIJA provides \$7.5 billion for new electric vehicle charging programs

- \$5 billion in the [National Electric Vehicle Infrastructure \(NEVI\) formula program](#)
  - Colorado expected to receive \$57 million over 5 years (*EV charging only*)
  - FY23 apportionment will be **\$8,368,277**
- \$2.5 billion in the Discretionary Grant Program (competitive)
  - \$1.25 billion in Corridor Grant Program (*all fuels, tied to corridor designations*)
  - \$1.25 billion in Community Grant Program (*all fuels, geographically open*)
- States must develop and submit EV Infrastructure Deployment Plans to the [Joint Office of Energy & Transportation](#) by **August 1, 2022**.
  - The Joint Office will approve or provide feedback by **September 30, 2022**.



# Key Requirements for NEVI Formula Program

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**Purpose:** To create a national network of charging infrastructure across the United States

- Projects within 1-mile of federally-designated EV corridors
- Prioritization of rural areas and disproportionately impacted communities; additional focus on support for freight and goods movement
- Charging locations no more than 50 miles apart along a corridor
- Focus on DC fast-charging locations with a minimum 150 kW charging for 4 vehicles simultaneously (beyond most current locations in Colorado)
- Eligibility for battery storage, renewable generation, and other elements to manage demand charges and increase resiliency
- Ability to reimburse operational and maintenance expenses for up to 5 years



# Federally-Designated EV Corridors

## Federally Designated Electric Vehicle Corridors in Colorado Existing Designated Corridors



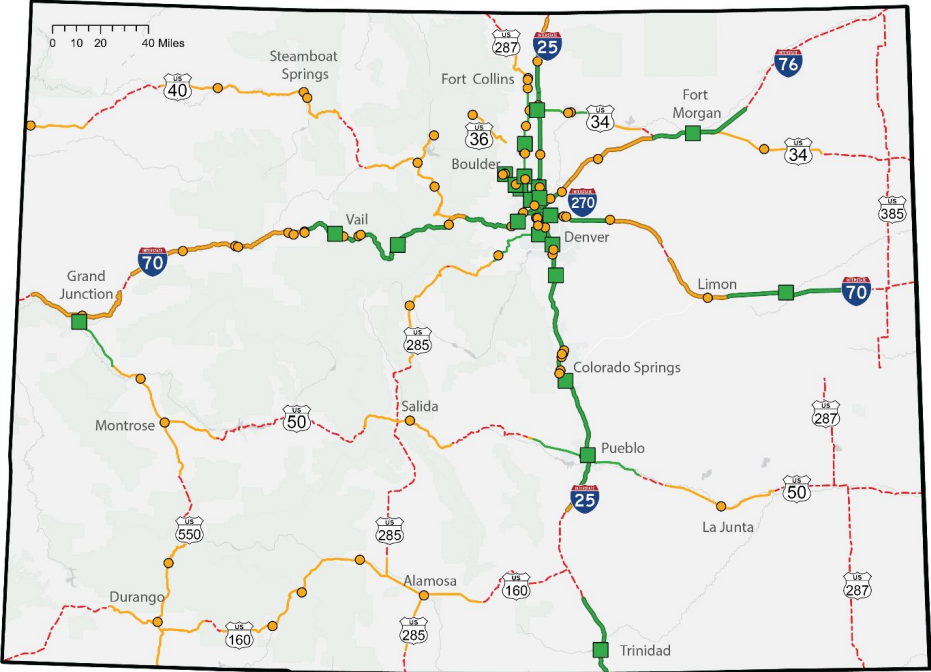
- Legend**
- Designated Interstate
  - Designated Highway



# NEVI Corridor Gap Analysis

## Publicly Accessible Electric Vehicle Fast-Charging Network

Within 1 mile of Alternative Fuel Corridor (AFC) - Gap Analysis



### Legend

- AFC - NEVI Compliant
- AFC - Upgrades Necessary
- AFC - Current Charging Gap
- DCFC - NEVI Compliant
- DCFC - Upgrade Opportunity



# Colorado NEVI Plan Focus Areas

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- Construction of new charging locations within identified charging gaps along Colorado's federally designated corridors.
- Expansion of existing charging stations along Colorado's federally designated corridors by adding additional chargers and increasing power as required by NEVI standards.
- Construction of additional charging locations in areas where charging infrastructure already exists but is insufficient to meet the growing EV market demand.
- Construction of charging infrastructure to support the electrification of the medium- and heavy-duty vehicle market.

In all of the above cases, projects located in and benefitting disproportionately impacted communities will be prioritized.



# NEVI Plan Next Steps

- While we await review and approval by the Joint Office, CDOT and CEO will develop a new interagency agreement to manage NEVI funds through existing and new grant programs (DCFC Plazas, Charge Ahead Colorado, etc.)
- Staff will continue engaging with stakeholders and communities on program design elements, how to define and track benefits, and potential project sites.
- Pending Joint Office approval, CDOT and CEO anticipate the first request for applications for NEVI funds to be released in late 2022 or early 2023.
- The Colorado NEVI Plan will be updated on an annual basis to account for changing markets, technologies, policies, and stakeholder priorities.
- More information on the NEVI Program and future updates will be found at:

<https://www.codot.gov/programs/innovativemobility/electrification/nevi-plan>





# SB21-260 Electrification Investments



**\$733 million** of new fee revenue supports 3 new electrification enterprises:

## Community Access Enterprise (CEO)

- ◆ Build charging infrastructure in communities across the State and support electric vehicle and eBike adoption in low- and moderate-income communities
- ◆ Paired with existing state and federal charging funds
- ◆ **\$310 million** investment

## Clean Fleet Enterprise (CDPHE)

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

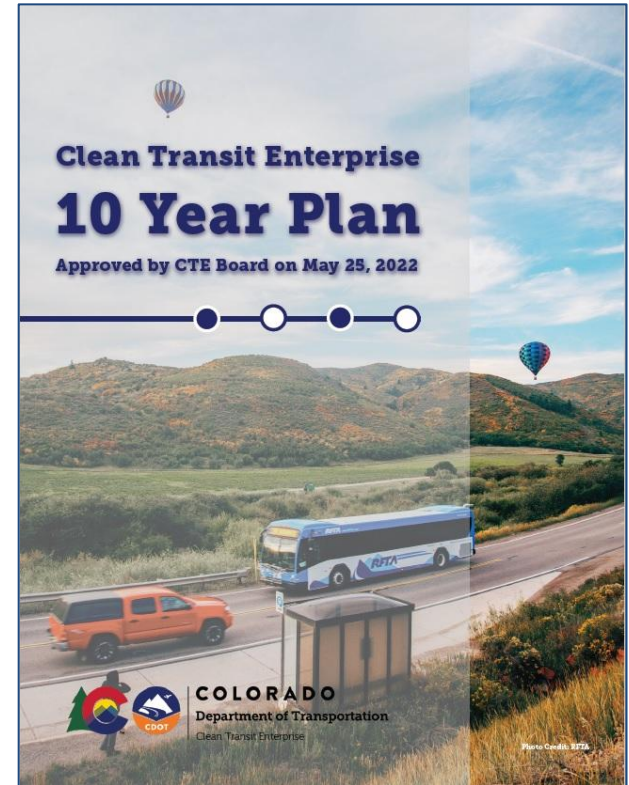
## Clean Transit Enterprise (CDOT)

- ◆ Support electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure
- ◆ Complements existing state and federal transit grants
- ◆ **\$134 million** investment

# Clean Transit Enterprise 10 Year Plan

The Clean Transit Enterprise Board reviewed and approved the 10 Year Plan during its meeting on May 25th, 2022. This plan identifies how the CTE will apply its financial resources to accomplish its business purpose of:

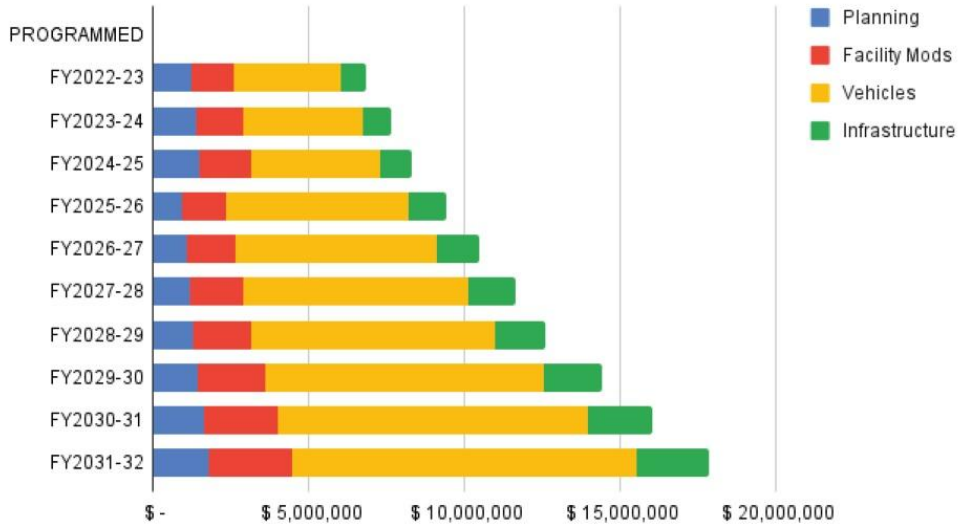
- Supporting the replacement of existing gasoline and diesel public transit vehicles with electric motor vehicles,
- Providing the associated recharging infrastructure for electric transit fleet motor vehicles,
- Supporting facility modifications that allow for the safe operation and maintenance of electric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





# Clean Transit Enterprise 10 Year Plan

FIGURE 7: CTE PROGRAMMED FUNDS ESTIMATE BY PROJECT CATEGORY



- In terms of project funding, the 10 Year Plan places a greater emphasis on the Planning and Facility Modification project categories in the first three years and then shifts to a greater emphasis on Vehicles and Infrastructure.
- The intent is to lay the groundwork for successful deployment by agencies that currently lack transition plans, allowing them to ramp up quickly and effectively as more vehicles come to market in the future.





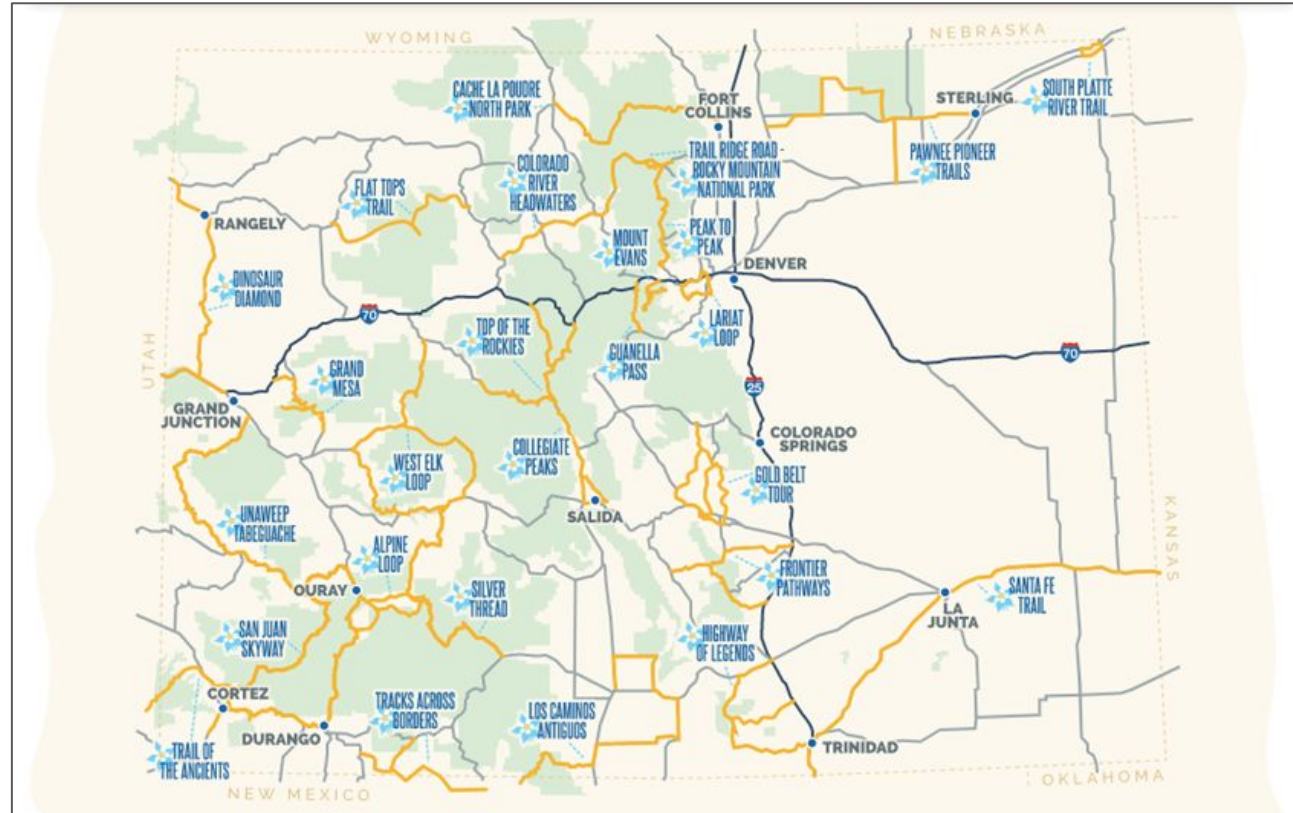
# Scenic & Historic Byways Electrification

## Completed

- Lariat Loop
- Grand Mesa
- Silver Thread
- Collegiate Peaks
- Flat Tops Trail
- Trail Ridge Road
- Top of the Rockies
- Colorado River Headwaters
- Guanella Pass
- Alpine Loop (4WD Only)

## In-Progress

- West Elk Loop
- Peak to Peak
- Cache La Poudre



# Inflation Reduction Act of 2022

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Last week, news broke that there may be a deal in the Senate on an updated reconciliation bill that would include \$369 billion in climate-related investments.

The fate of the bill is TBD, but in its current form there are a few notable EV-related elements, including:

- Update to current \$7,500 tax credit for new EVs
  - Extended through 2032
  - Removal of 200,000 vehicle limit per automaker
  - Eligibility limits on MSRP and income level
  - North American materials and components required
  - Point-of-sale rather than tax refund
- Creation of new \$4,000 tax credit for used EVs
- Nearly \$100 billion in renewable energy generation support, which will decrease the lifecycle emissions of current and future EVs





**Contact:**  
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# CDOT Pegasus Service

Ben Gellman, CDOT

Jeff Prillwitz, CDOT



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# Bustang & Pegasus TDM Update

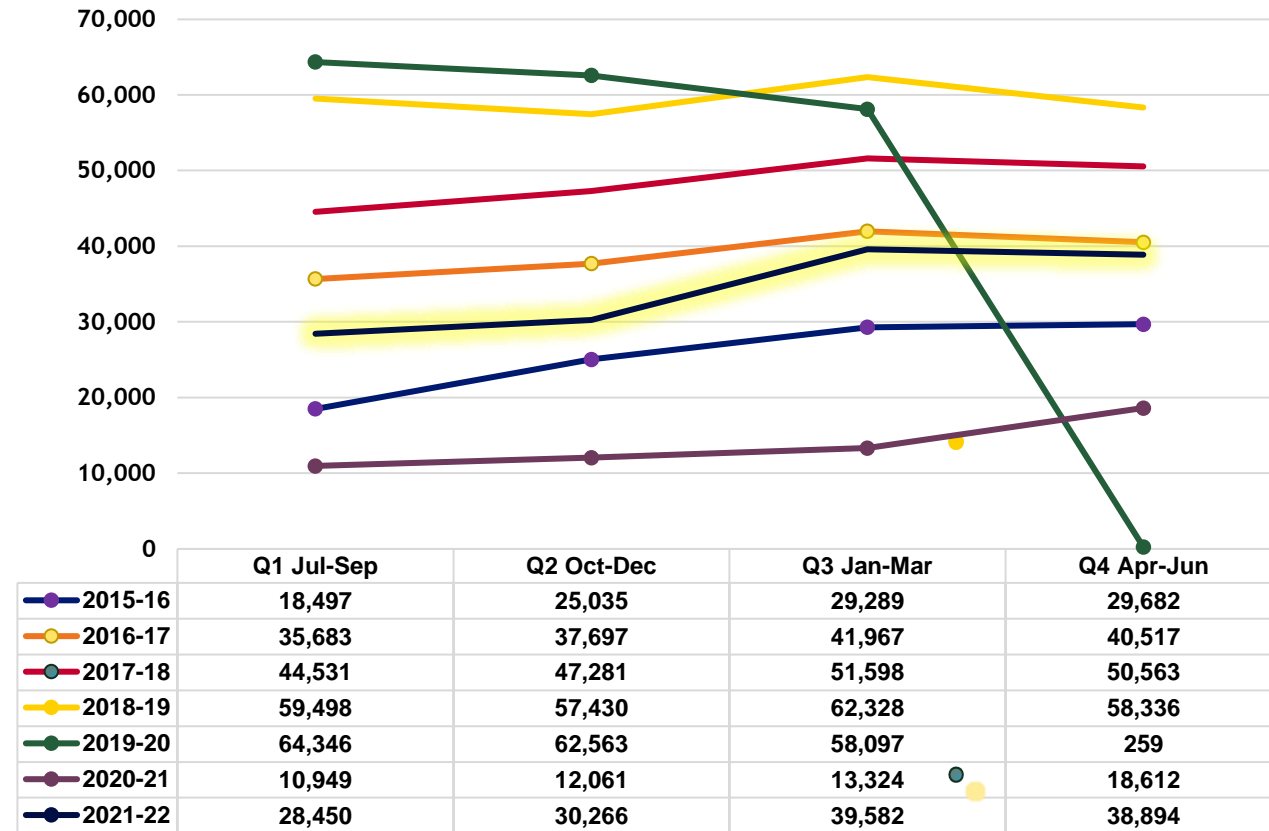
8/2/2022



# Bustang System

- 65% pre-covid levels - growth attributed to summer travels.
- Original fleet approaching 'mid-life' point - will be looking at refurb options come 2024.
- IFB for 45ft OTR coaches closed - purchases to come shortly.
- Bustang Fall Expansion Plans - increased service hours on all lines & hourly weekend headways on I-70.
- All services offering half-off adult fares through Labor Day weekend!

Bustang System Ridership by Quarter (State FY)





# Pegasus

- Pegasus, approved in April 2021 by the TC, planned as an express service between Friday and Monday + Holidays
- Service launched Memorial Day Weekend as a weekend express
- 8 additional vehicles will be delivered in FY 2022-2023
- Ridership increasing roughly 50% week over week since launch - 4<sup>th</sup> of July weekend saw 600+ travelers







# Pegasus



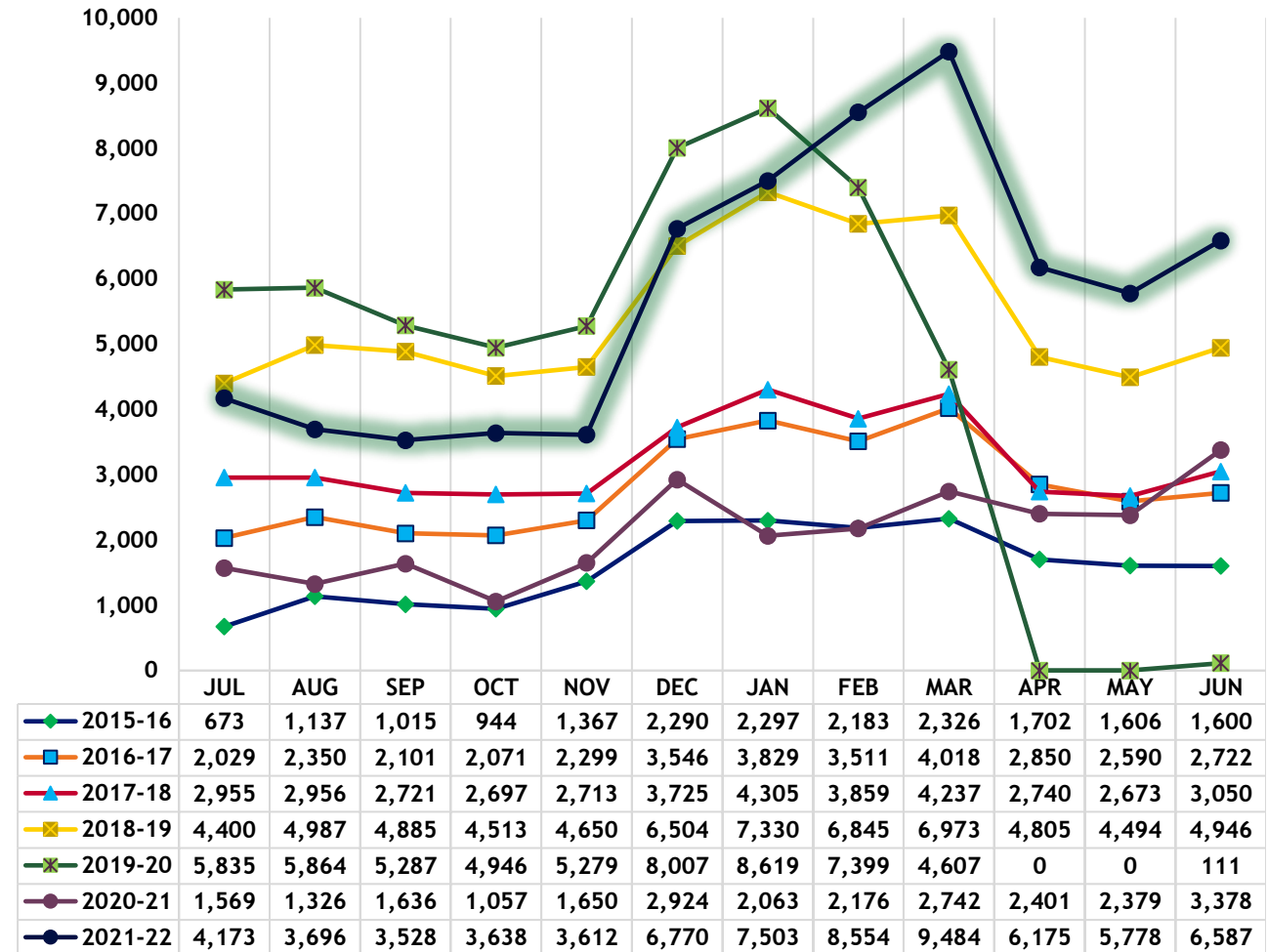
- Service will expand to daily trips in the fall
- Planning for roughly five round trips each weekday and twelve round trips on Friday - Sunday
- Bustang and Pegasus - hourly headways between Denver and Avon on the weekend days, 2-3 hour headways on Weekdays
- Expansion funded through SB180



# Bustang West Line

- Ridership making up nearly half of all Bustang count.
- Extra coaches regularly dispatched to assist passenger overloads.
- Fall service change:
  - Will add service to Grand Junction - now four full round trips every day!
  - Glenwood Springs - keeps one round trip every day
  - Daily Pegasus service supplements trips between Denver and Avon

## WEST LINE RIDERSHIP BY MONTH





# Seasonal Services



- Bustang to Estes Park now travels to RMNP directly!
- Snowstang - returning for 2022-2023 season, with potential new partners
- Bustang to Broncos resumes with the Aug 13 preseason game with the Cowboys
- RamsRoute - will return for the 2022-2023 school year, with additional expansion



# Questions?

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Mobility Coordinator  
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[ben.gellman@state.co.us](mailto:ben.gellman@state.co.us)





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# **USDOT SMART Grants Program**

Josh Schwenk, DRCOG

Emily Lindsey, DRCOG



# SMART Grants Program

USDOT's **Strengthening Mobility and Revolutionizing Transportation** grants fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

**SMART**

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<https://www.transportation.gov/grants/SMART>

# Eligibility Requirements

## Eligible Applicants:

- State (*i.e., CDOT*)
- Political subdivision of a state (*i.e., local agency*)
- Tribal government
- Public transit agency (*i.e., RTD*)
- Public toll authority (*i.e., CTIO or E-470 Authority*)
- MPO (*i.e., DRCOG*)
- Partnership of 2 or more of the above

## Eligible Project Types/ Technology Focus Areas:

- Coordinated automation
- Connected vehicles
- Intelligent, sensor-based infrastructure
- Systems integration
- Commerce delivery/logistics
- Innovative aviation tech
- Smart grid
- Smart traffic signals

# Application Details

Application Period: FY22 NOFO opens in September

Funding Available: \$100M available, \$2M project cap over 18 months with **no match required; no limits on number of applications**

- Not more than 40% for large communities over 400,000
- Not more than 30% for mid-sized communities
- Not more than 30% for rural communities or regional partnerships

Stages: Stage 1: Planning and Prototyping **only**

*Stage 2: Implementation will be available through a 2023 NOFO (must have gone through stage 1)*

Ineligible Activities: reimbursement of pre-award work or application preparation costs, traffic/parking enforcement, purchase of license plate readers



# Keep in Mind

- Start with problem identification, then determine how to solve it
- This is a demonstration program; not designed to support fundamental research – technologies demonstrated should be sufficiently mature
- Federal requirements still apply (Buy America, ADA, FMVSS, etc.)
- Applicants must have a UEI (required for all federal grants) – start now if needed!



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# Menti Discussion

Use your phone or navigate to [menti.com](https://www.menti.com)



# SMART Grants Program

More info: <https://www.transportation.gov/grants/SMART>



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# Partner Agency Announcements



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## **Other Matters**

Type in the chat box or chime in (just unmute yourself).



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**Thanks for joining the conversation.**

See you in September.