

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, March 27, 2023 1:30 p.m.**  
**\*Virtual Meeting (via Zoom)**

1. Call to Order
2. Public Comment
3. February 27, 2023 TAC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. FY 2022-FY2023 Unified Planning Work Program (UPWP) Amendment  
(Attachment B) Jacob Riger, Multimodal Transportation Planning Manager

**INFORMATIONAL BRIEFINGS**

5. Colorado Statewide Transportation Electrification Briefing  
(Attachment C) Emily Lindsey, Active and Emerging Mobility Program Manager
6. RTD Systemwide Fare Study and Equity Analysis  
(Attachment D) Jacob Riger, Multimodal Transportation Planning Manager

**ADMINISTRATIVE ITEMS**

7. Member Comment/Other Matters
  - AMP Working Group Update
8. Next Meeting – April 24, 2023
9. Adjournment

Attendees can request additional aids or services, such as interpretation or assistive listening devices, by calling 303-480-6701 or emailing [ckennedy@drcog.org](mailto:ckennedy@drcog.org). Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

**ATTACH A**

**ATTACHMENT A**  
**MEETING SUMMARY**  
**TRANSPORTATION ADVISORY COMMITTEE WORK SESSION**  
**Monday, February 27, 2023**  
**Virtual Meeting Only (via Zoom)**

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**MEMBERS (OR VOTING ALTERNATES) PRESENT:**

Kent Moorman	Adams County – City of Thornton
Long Nguyen	Adams County
Ron Papsdorf	Denver Regional Council of Governments
David Gaspers	Denver, City & County
Art Griffith	Douglas County
Justin Schmitz	Douglas County – City of Lone Tree
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Alex Hyde-Wright	Boulder County
Phil Greenwald (Vice Chair)	Boulder County – City of Longmont
Sarah Grant (Chair)	Broomfield, City & County
Debra Baskett	Jefferson County – City of Westminster
Christina Lane	Jefferson County
Kevin Ash	Weld County – Town of Frederick
Bill Sirois	Regional Transportation District
Mike Silverstein (Alternate)	Regional Air Quality Council
Rachel Hultin (Alternate)	TDM/Non-Motorized Special Interest Seat
Lisa Nguyen (Alternate)	Aviation Special Interest Seat
Rick Pilgrim	Environment Special Interest Seat
Frank Bruno	Non-RTD Transit
Hilary Simmons	Senior Special Interest Seat
Jessica Myklebust	CDOT R1
Jim Eussen (Alternate)	CDOT R4
Marissa Gaughan (Alternate)	CDOT DTD

**OTHERS (NON-VOTING OR VIRTUAL) PRESENT:**

Wally Weart	Freight Special Interest Seat
Bill Haas	FHWA (ex-officio)
Aaron Bustow (Alternate)	FHWA (ex-officio)
Jennifer Bartlett (Alternate)	Denver, City & County
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Chris Hudson (Alternate)	Douglas County – Town of Parker
Kristin Kenyon (Alternate)	FTA (ex-officio)
Maria D’Andrea (Alternate)	Jefferson County – City of Wheat Ridge

**Public:** Zeke Lynch, Lauren Pulver, Deanna McIntosh, Josie Thomas, Huiliang Liu, Bridget Hart, Jordan Rudel, Brian Metzger, Lisa Femmenino, Jen L., Carlos Hernandez, JoAnn Mattson, Allison Cutting, Myron Hora, Rob Gutierrez, Chris Chovan, Matt Williams

**DRCOG staff:** Andy Taylor, Cam Kennedy, Steve Cook, Brad Williams, Zach Feldman, Nora Kern, Emily Lindsey, Greg MacKinnon, Travis Noon, Josh Schwenk, Erika Dubray, Emily Kleinfelter, Kalie Fallon, Ala Alnawaiseh, Robert Spotts, Alvan-Bidal Sanchez, Todd Cottrell, Matthew Helfant, Jacob Riger, Sang Gu Lee

Call to Order

Chair Sarah Grant called the meeting to order at 1:30 p.m.

Public Comment

There was no public comment.

February 27, 2023 TAC Meeting Summary

The summary was accepted.

**ACTION ITEMS**

Polices for FY 2024-2027 TIP Set-Aside Programs

Josh Schwenk, Planner, reported that the TIP Policy outlines the Board-approved Transportation Improvement Program (TIP) set-aside programs through which a portion of available transportation funding is targeted to certain project types of regional importance. The new *Polices for FY 2024-2027 TIP Set-Aside Programs* document will serve as an addendum to the TIP Policy and outline the policies associated with each program, including program goals, eligibility, application process, evaluation criteria, and scoring. This will improve the efficiency of the calls for projects, provide potential applicants with a single reference for all set-aside programs, and ensure that set-aside programs are operating under consistent formats and processes.

Ms. Rachel Hultin asked how the scoring for equity and disadvantaged communities was created. Mr. Schwenk explained that each set-aside program was developed with its own scoring criteria tailored to each specific program. Staff worked with set-aside program managers to ensure the criteria reflected Metro Vision objectives and Regional Transportation Plan priorities.

Ms. Hultin requested that when equity scoring is revisited, that set-aside programs have more uniform approaches. Mr. Schwenk said that can be raised with the set-aside managers.

Mr. Bryan Weimer asked if the timeline could be more granular to enable more precise resource allocation at the local level. Mr. Schwenk explained that when looking at the entire four years, it is harder to provide more granular information, but as each set-aside starts to define a more detailed schedule, staff will make sure that more detailed schedule information is provided.

Ms. Debra Baskett MOVED to recommend to the Regional Transportation Committee adoption of the Polices for FY 2024-2027 TIP Set-Aside Programs. The motion was seconded.

Mr. Alex Hyde-Wright proposed a friendly amendment to include priority control systems and infrastructure for transit vehicles at signalize intersections to the list of illustrative projects in the Regional Transportation Operations and Technology Set-Aside Program. Mr. Schwenk stated that staff had no concerns with the proposal.

Ms. Baskett and seconder accepted the amendment to the motion. The amended motion passed unanimously.

#### Transit "Supercall" Project Funding for July 2023 – June 2024

Travis Noon, Program Manager, AAA Grant Compliance, informed the committee that as part of the FY 2024-2027 TIP Policy DRCOG has set-aside \$2 million per year for Human Services Transportation. This program provides approximately \$2.8 million annually. DRCOG's Area Agency on Aging receives Older American's Act/Older Coloradans Act funding for services in 8 counties in the Denver metro area. These funding sources can be used to provide transit services and fund transit capital projects for older adults, individuals with disabilities, and other vulnerable populations. Since the Older Americans Act funding is under the purview of the Area Agency on Aging, approval from the DRCOG Advisory Committee on Aging is conducted separately from the HST and 5310 recommendations presented to TAC.

Mr. Bryan Weimer MOVED to recommend to the Regional Transportation Committee approval of HST and FTA 5310 projects for July 2023 through June 2024 as recommended by Peer Review Panel including staff recommended carryover projects. The motion was seconded and passed with abstentions from Mr. Frank Bruno and Ms. Hilary Simmons.

### **INFORMATIONAL BRIEFINGS**

#### 2023 RAISE Grant Requests

Ron Papsdorf, Director, Transportation Planning & Operations, stated that the U.S. Department of Transportation (DOT) has published a Notice of Funding Opportunity (NOFO) for at least \$2.275 billion (but no more than \$2.299 billion) discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants.

Staff requested that any project sponsor anticipating applying for a RAISE grant in the Denver region provide information to DRCOG for information and discussion, not approval, at the February 27 meeting. An informational form was distributed to all local governments and partner agencies on December 21, 2022, with a request to return information by 5:00 pm, February 16. Mr. Papsdorf reviewed the six informational forms that were submitted to DRCOG.

#### Taking Action on Regional Vision Zero Action Plan 2023 Update

Emily Kleinfelter, Safety/Regional Vision Zero Planner, discussed that in 2020, DRCOG adopted Taking Action on Regional Vision Zero which committed to a target of zero

fatalities and serious injuries. Three years later, DRCOG staff believe it is an appropriate time for a strategic update to Taking Action on Regional Vision Zero, to be more in line with best practices in transportation safety. The objectives for this strategic update are:

- Consider focused changes to the adopted Taking Action on Regional Vision Zero, including updates to key chapters and a commitment from the Board to Vision Zero
- Take a holistic approach to updating the Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders, and the public.

Mr. Rick Pilgrim asked if the RVZ Working Group uses guidelines similar to federal performance measures. Ms. Kleinfelter stated that federal guidelines will be considered but regional goals will be a greater emphasis with the working group.

Ms. Jessica Myklebust asked about crash behaviors and profiles shown on the story map in the presentation and was curious if this is used to assess potential future crashes or something to review after the fact. Ms. Kleinfelter said that it will be used to look at previous crashes, but staff hopes to also use it to strategize for the future. Mr. Jacob Riger added that staff will be looking at the big picture to analyze trends and patterns and the story map will focus on that.

Mr. Justin Schmitz inquired if there could be a lead agency identified for the individual actions in the Implementation Plan to ensure stakeholder responsibilities are being met for each action to achieve the goal of Regional Vision Zero. Ms. Kleinfelter replied that that suggestion will be considered.

Ms. Hultin expressed her excitement about seeing this program move forward and encouraged coordination with state agencies since the goals and strategies are forward-thinking, and cooperation could help the jurisdictions that are involved.

2050 Regional Transportation Plan 2023 Mitigation Action Plan Annual Report Overview  
Jacob Riger, Manager, Multimodal Transportation Planning, reported that as part of its review of the 2050 Regional Transportation Plan (2050 RTP) under the state's Greenhouse Gas Transportation Planning Standard (known as the GHG rule), DRCOG adopted GHG Transportation Report that included a Mitigation Action Plan (MAP).

Because this first MAP report is due just a few months after the updated 2050 RTP was adopted, staff is focusing on the broader framework of how to define the data, methodologies, processes, resources, and other elements of tracking the implementation of the mitigation measures over time. The ultimate objective is to continue to advance good planning in the region in addition to meeting the specific

requirements of the GHG rule. Finally, DRCOG staff has also been coordinating with CDOT staff on MAP reporting, as CDOT also has a GHG MAP associated with its 10-Year Plan.

Mr. Weimer inquired how upcoming legislation with Senate Bill 16 could change the current GHG rule and asked how that is being factored into the work being done. Mr. Riger replied that legislation won't affect what was presented today, nor the requirement to do a mitigation action plan for 2023. Mr. Papsdorf added that the Board did take an amend position on SB-16 and the principal issues raised were regarding challenges with introducing new interim target years for GHG reduction and changing the 2050 GHG reduction target from 90% to 100%.

#### TAC Agenda Topics Survey

Jacob Riger, Manager, Multimodal Transportation Planning, mentioned that staff is interested in TAC members' input on potential educational and information topics or items to bring to TAC in the coming year. These agenda items could be informational updates on a specific topic by DRCOG staff or guest speakers, or they could be updates from TAC members on important plans, projects, or initiatives in their jurisdiction. Ms. Nora Kern, Senior Mobility Planner, conducted a Mentimeter poll, and survey questions addressed topics including:

- What types of educational or informational session would be most useful?
- What topics or themes would you like to learn more about at TAC meetings?
- Is your jurisdiction working on any major corridor plans, transportation master plans, or other efforts in the coming year that you would like to present to TAC?

### **ADMINISTRATIVE ITEMS**

#### Member Comment/Other Matters

- AMP Working Group update

Ms. Hultin reported that earlier this month, the AMP heard an informational briefing on curb management from the City of Oakland and listened to Michael King discuss CDOT's electrification efforts. AMP also held an election for meeting officers for the year and discussed the meeting format for this year.

Mr. Riger reported to the committee that this is Senior Transit Planner Matthew Helfant's last week at DRCOG. Mr. Helfant has worked at DRCOG for almost ten years and Jacob wished him well and thanked him for his service on behalf of DRCOG staff.

#### Next Meeting – March 27, 2023

#### Adjournment

There were no additional comments from members. The meeting was adjourned at 2:47 p.m.

**ATTACH B**



## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Multimodal Transportation Planning Manager, 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
March 27, 2023	Action	4

### SUBJECT

FY 2022-FY2023 Unified Planning Work Program (UPWP) Amendment

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment to the FY 2022-FY 2023 Unified Planning Work Program.

### ACTION BY OTHERS

N/A

### SUMMARY

The Unified Planning Work Program is the two-year work program for the Denver Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the metropolitan planning activities of participating entities. The *FY 2022-FY 2023 Unified Planning Work Program* was adopted in July 2021, and most recently amended in August 2022.

Amendments to the UPWP are periodically necessary to adjust work to be performed or to comply with changes in federal law. This amendment includes the addition of a task (page 26) related to DRCOG applying for federal grant funding opportunities related to DRCOG's planning activities. The proposed amendment to the document is shown in the track changes version of the FY 2022-FY 2023 UPWP.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the amendment to the *FY 2022-FY 2023 Unified Planning Work Program*.

### ATTACHMENT

1. [Amended FY 2022-FY 2023 Unified Planning Work Program \(in track-changes\)](#)

### ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Multimodal Transportation Planning Manager at (303) 480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).

**ATTACH C**

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee  
From: Emily Lindsey, Program Manager, Transportation Planning and Operations  
303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
March 27, 2023	Informational Briefing	5

### SUBJECT

Colorado Statewide Transportation Electrification Briefing

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The Colorado Department of Transportation Electrification & Energy program works with partners across the public and private sectors to facilitate the expansion of both electric vehicles and electric vehicle infrastructure across Colorado.

Mike King, CDOT's Assistant Director of Electrification and Energy<sup>1</sup> will provide an overview of transportation electrification efforts and programs in Colorado, including federal and state electrification-related funding programs and planning efforts.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

1. Staff Presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Emily Lindsey, Active and Emerging Mobility Program Manager, Transportation Planning and Operations at 303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org).

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<sup>1</sup> <https://www.codot.gov/programs/innovativemobility/electrification>



**COLORADO**

Department of Transportation

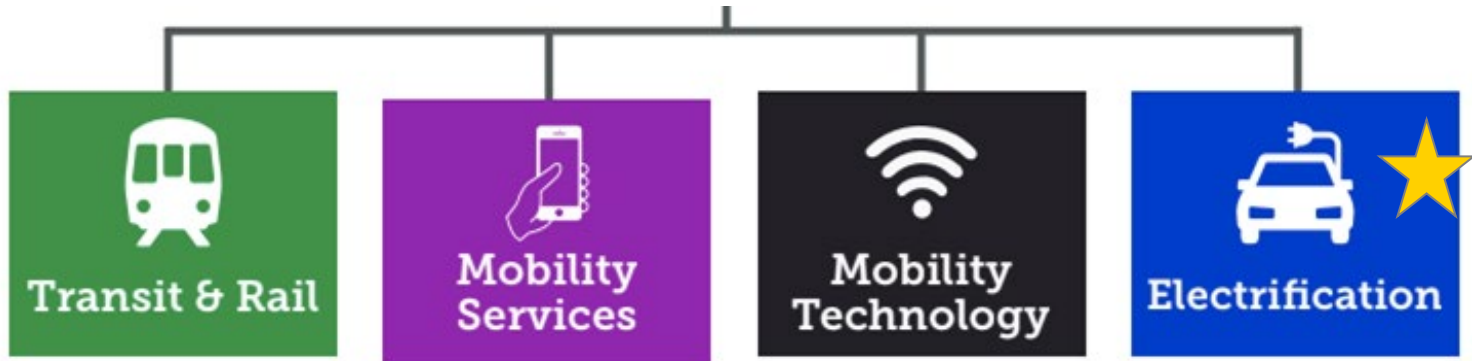
# Overview of CDOT Electric Vehicle Programs

DRCOG Transportation Advisory Committee  
March 27, 2023



# Office of Innovative Mobility

*Reduce pollution in our air and congestion on our roads by expanding multimodal transportation options, utilizing traditional and emerging mobility technologies.*



## Electrification & Energy Focus Areas:

1. Charging Infrastructure
  2. Transit Electrification
  3. Medium- and Heavy-Duty Electrification
  4. Education & Awareness
  5. ZEV Workforce Development
- .....



# State of Colorado GHG Reduction Targets

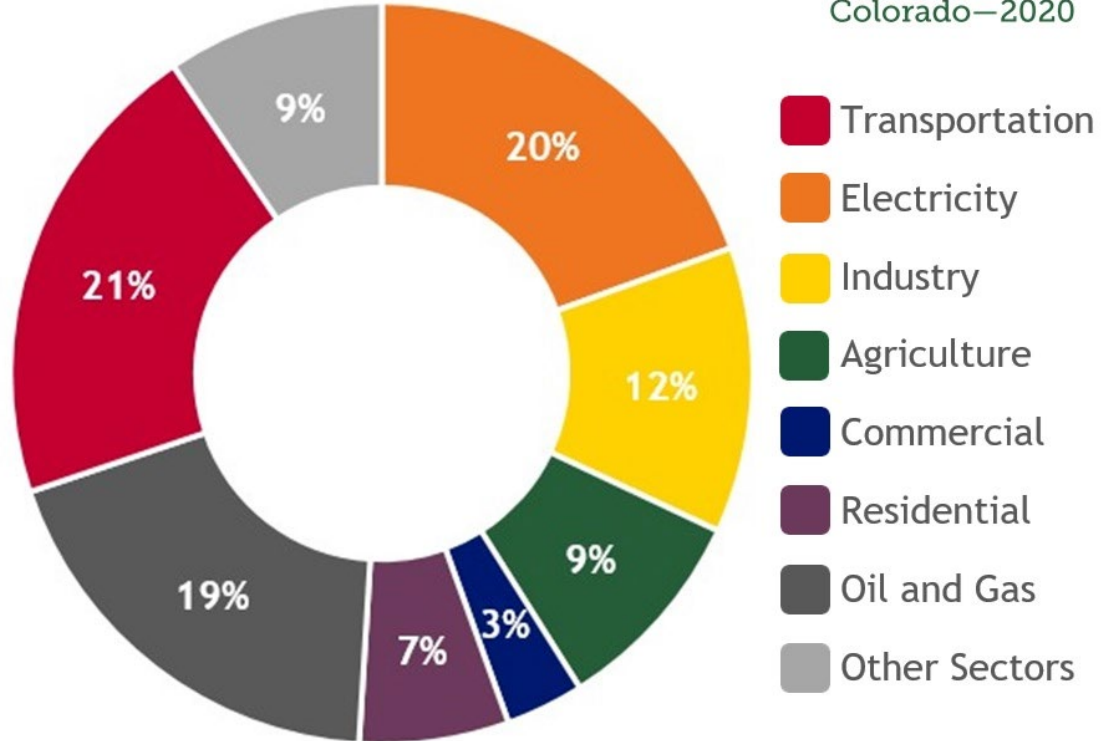
## HB19-1261

Sets statewide greenhouse gas (GHG) reduction targets of:

- 26% by 2025
- 50% by 2030
- 90% by 2050

\*from a 2005 baseline

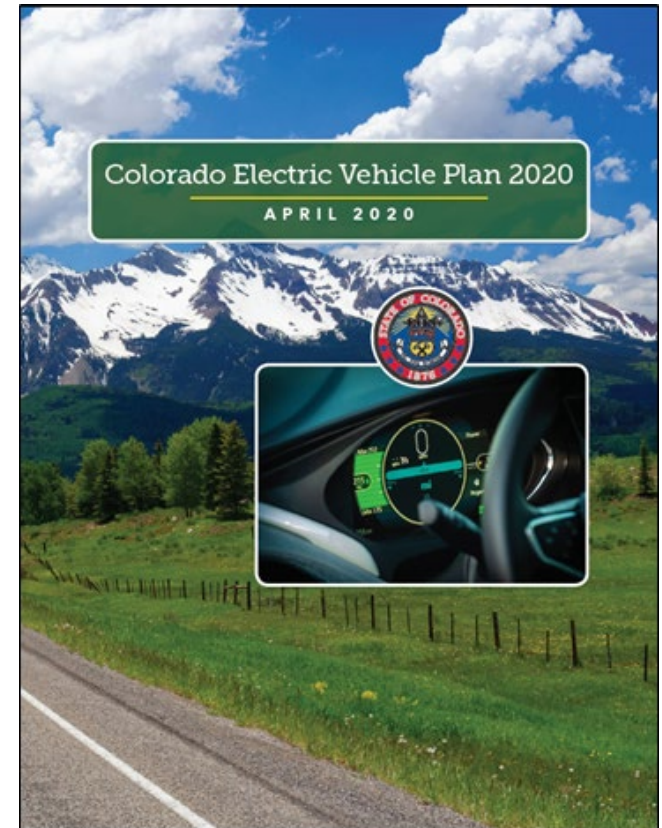
Greenhouse Gas Emissions by Sector  
Colorado—2020





# Colorado EV Plan

- Colorado's 2020 Electric Vehicle Plan established a state target of 940,000 registered ZEVs by 2030
- Colorado also has a goal of converting all transit vehicles in-state to ZEVs, with an interim target of 1,000 transit ZEVs by 2030
- The recent Clean Truck Strategy identified a new 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





# Automaker Commitments

Ford: F-150 Lightning sales began in 2022

Toyota: 60 new hybrid, electric, or hydrogen models by 2025

Volvo: 50% of global sales electric by 2025

Kia: 14 new EV models by 2027

General Motors: 100% electric by 2035

BMW: 50% of sales to be electric by 2030

Subaru: Hybrid or electric versions of every model by 2035







# Vehicle Incentives & Grants

**FORT COLLINS-LOVELAND  
ELECTRIC VEHICLE  
GROUP BUY**  
SEPTEMBER 2020

PRESENTED BY:  
Clean Cities  
electric

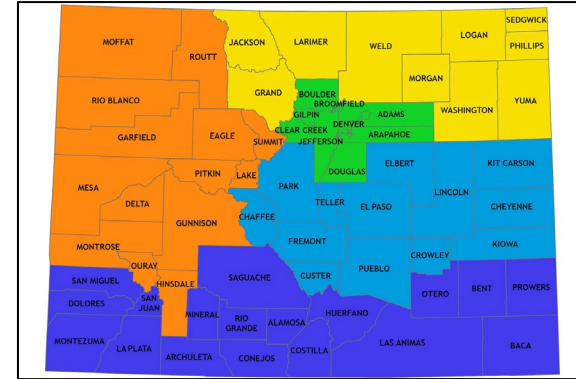
SAVE ON  
2020 BMW X3 30E  
& 2021 X5 45E  
&  
SAVE ON  
2020 NISSAN  
LEAF S, SV & SL

Co's BMW Center  
cdot.com

FORT COLLINS

Xcel Energy

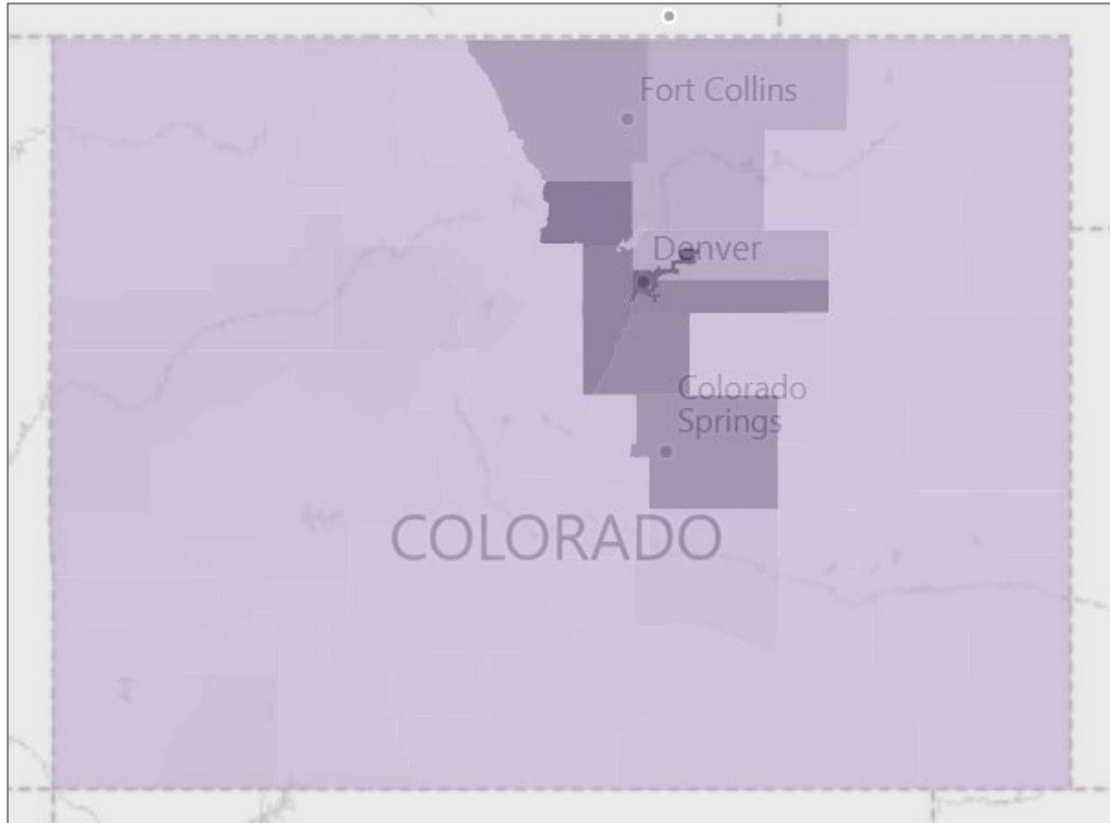
**TRANSPORTATION  
ELECTRIFICATION  
PLAN**  
Public Service Company  
of Colorado  
2021-2023



- Colorado has a \$2,000 tax incentive available for BEVs and PHEVs
- Can be combined with the \$7,500 federal tax incentive (specifics vary)
- Some electric utilities also offer additional incentives or programs
- Group Buy opportunities can bring down the up-front cost even further
- ReCharge Colorado coaches can help navigate available incentives:  
<https://energyoffice.colorado.gov/zero-emission-vehicles/recharge-colorado>



# EV Registrations in Colorado



## 78,242 EVs in Colorado

- 57,153 BEVs
- 21,089 PHEVs

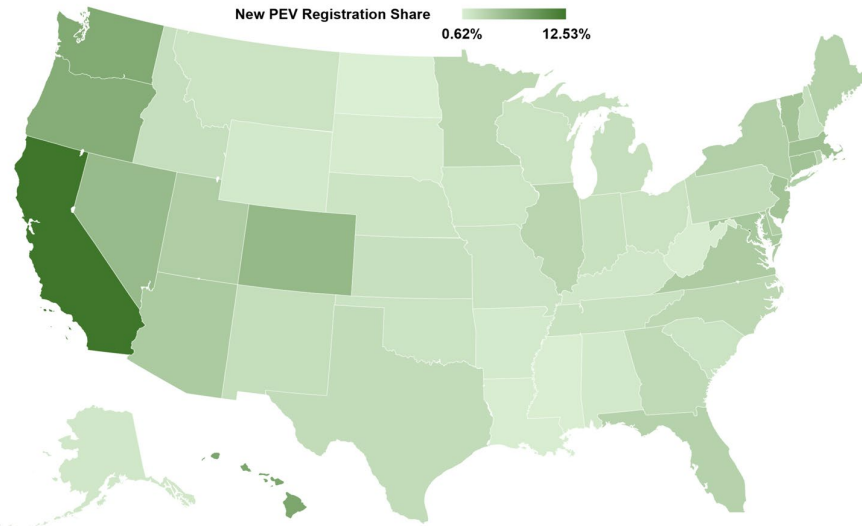
Colorado target is 940,000 by 2030.



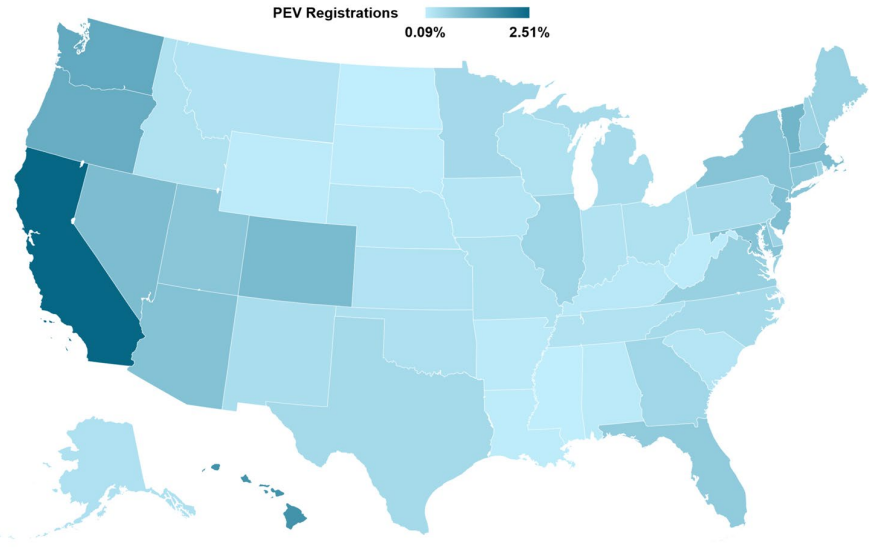
# National EV Landscape

For 2021, CO was #6 for New PEV Registration Share and #7 for Overall PEV Registrations

New Plug-in Electric Vehicle Share of New Light-Duty Vehicle Registrations, 2021



Plug-in Electric Vehicle Share of All Light-Duty Vehicle Registrations, 2021



Registrations as of December 31, 2021, sourced from Experian Automotive and analyzed by Argonne National Laboratory

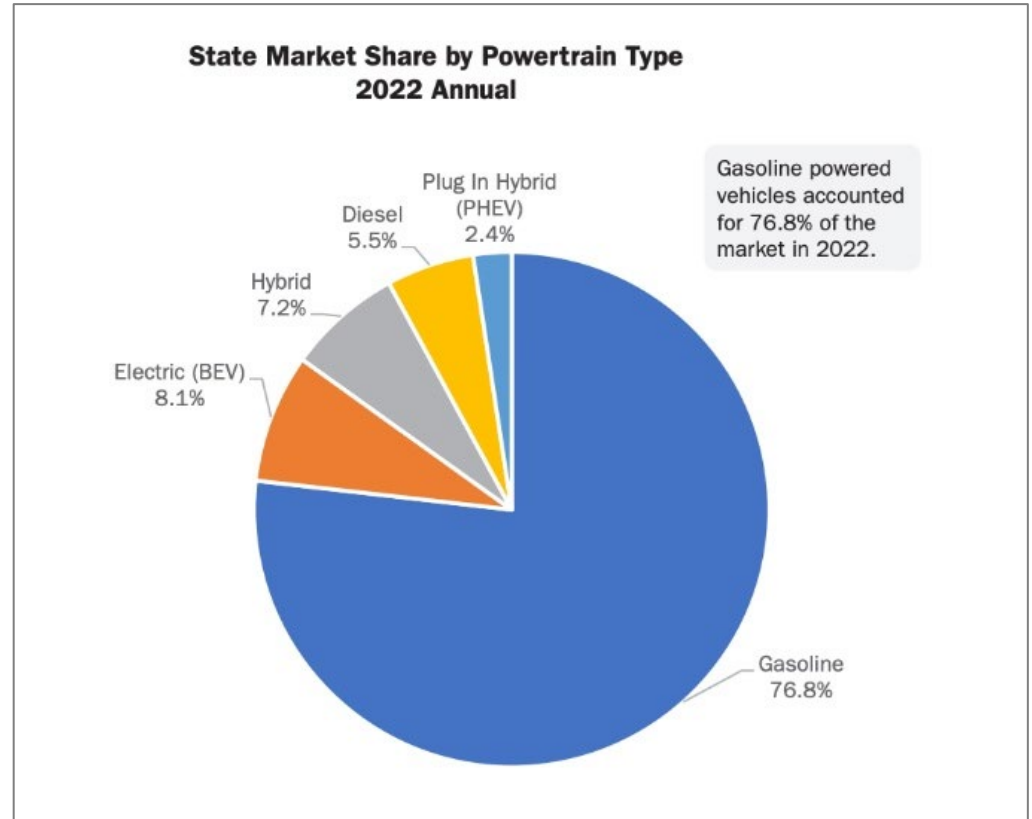
Complete state-by-state data is not yet available for 2022, but EVs accounted for 5.8% of all vehicles sold nationally in 2022, up from 3.2% in 2021 - this despite a total vehicle sales decline of 8% (Motor Intelligence)





# 2022 EV Sales - Colorado

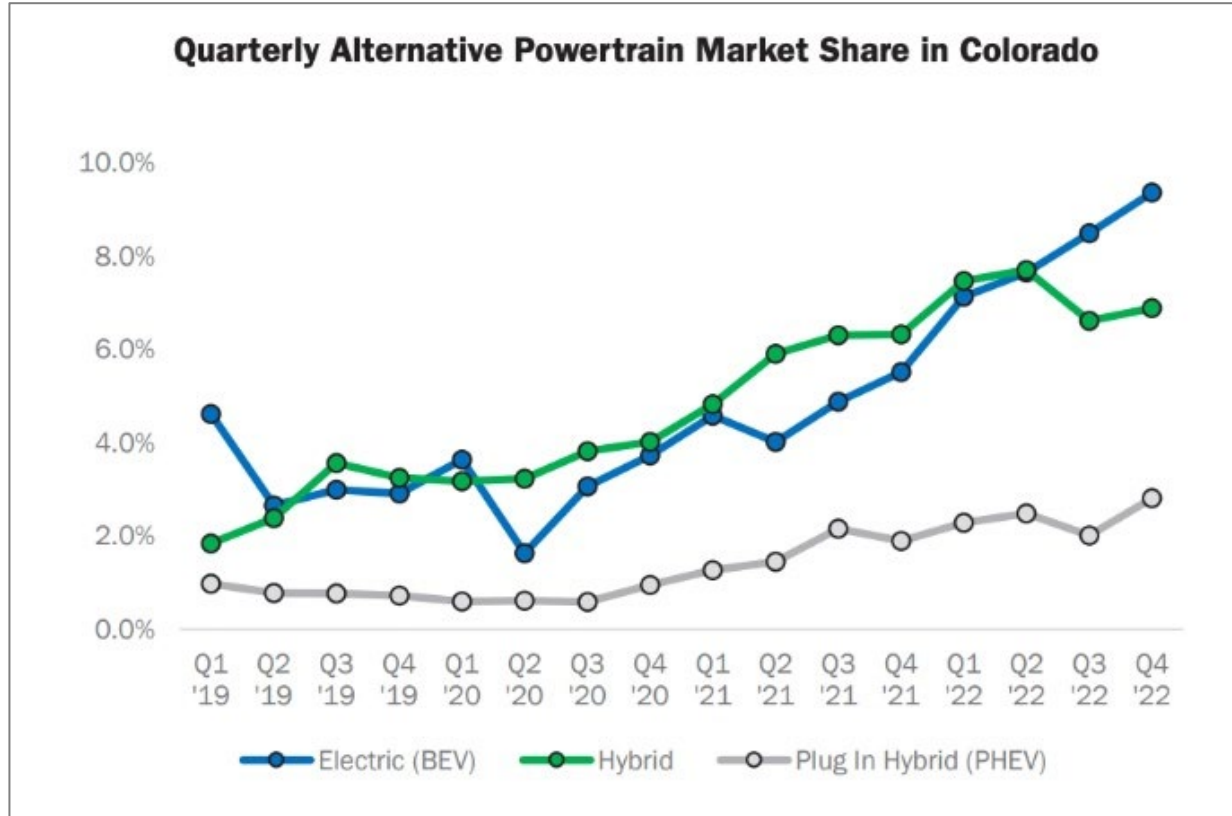
- EVs accounted for 10.5% of all new vehicle sales in Colorado in 2022.
  - Compares to 6.5% in 2021
- Overall car sales were down by 13.3% from 2021



Source: Colorado Auto Dealers Association annual report



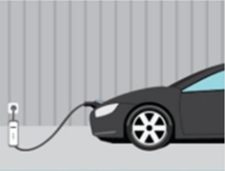


# Colorado EV Sales Trends



Source: Colorado Auto Dealers Association



# 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
LEVEL 3 or DIRECT CURRENT FAST CHARGER (DCFC)	 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

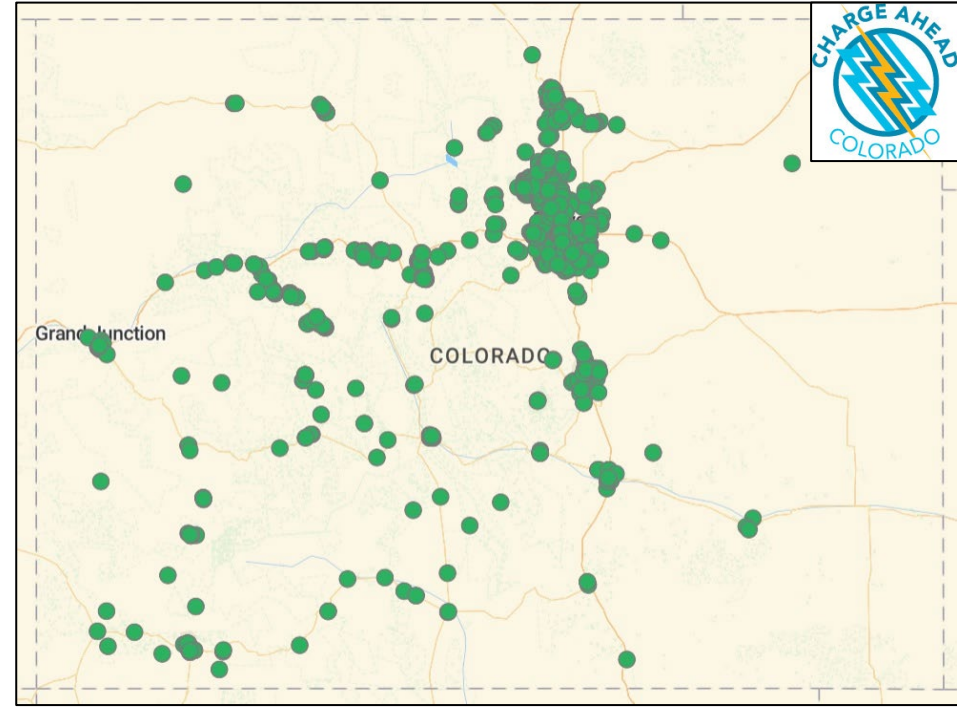
**\*\*\*The purpose of this funding is to support the construction and operation of Level 3 or direct current fast charging (DCFC) stations along nominated highway corridors**





# Charge Ahead Colorado Grants

- Grant program managed by the Colorado Energy Office (CEO).
- Grants for community-based Level II and DC fast-charging stations across the state.
- Grants options include:
  - \$9,000 per Level 2
  - \$35,000 per 25 kW - 100 kW DCFC
  - \$50,000 per 100 kW+ DCFC
  - Enhanced incentives for income qualified and disproportionately impacted community grants
- Over 1,500 charger grant awards to date.



Source: Alternative Fuels Data Center <https://afdc.energy.gov/>



# DC Fast Charging Corridor Grants

- \$10.33 million award made to ChargePoint to build 34 DCFC across six corridors.
- 2-4 chargers at each site, capable of providing at least 50 kW and up to 150 kW charging.
- Statewide network ensures a consistent driver experience at every station.
- Committed site hosts: retail, grocery, c-store, and local governments.
- State-of-the-art modular technology allows for expansion.
- 30 of 34 sites have opened to the public; anticipated opening of 4 remaining sites in 2022



*DC fast-chargers in Fairplay, CO*

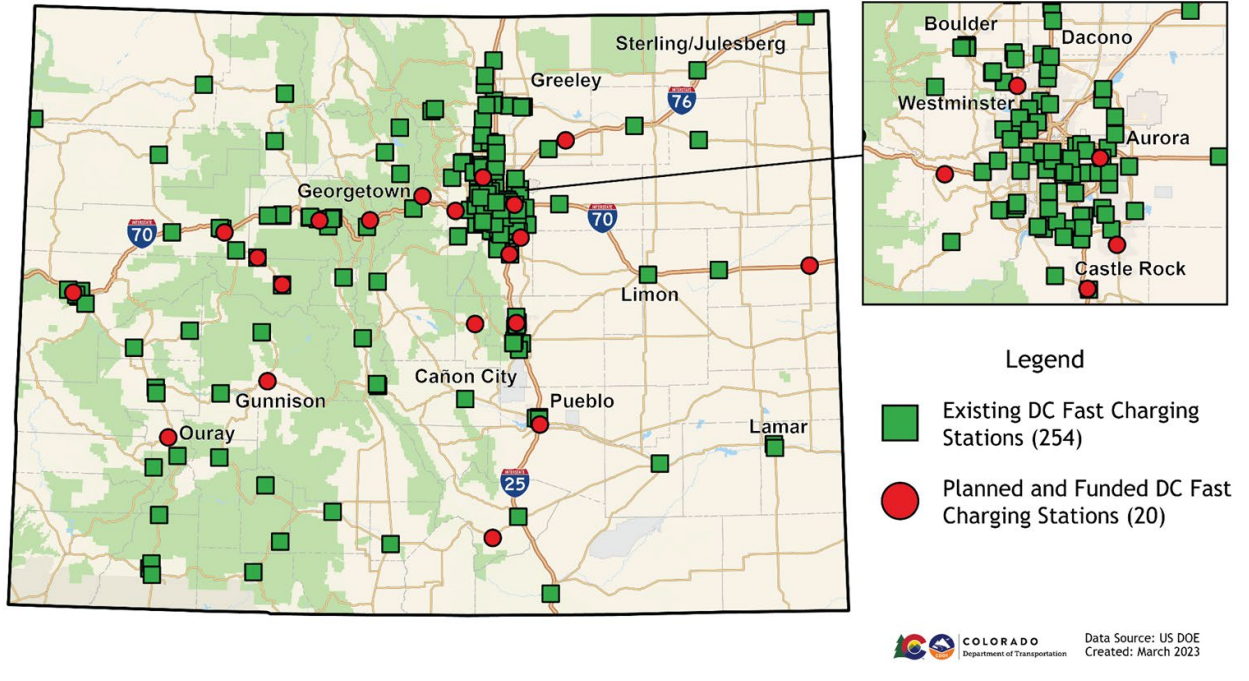




# DCFC Highway Coverage

## Publicly Accessible Electric Vehicle Fast-Charging Network

March 2023



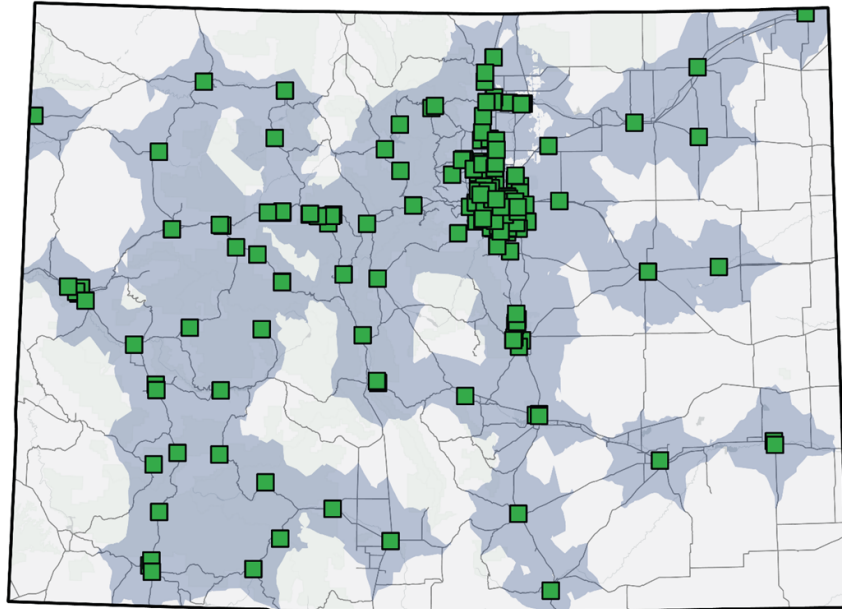
Source: US DOE Alternative Fuels Data Center (as of 3/09/23)



# 70% of State Highways within 30 miles of DCFC

## Publicly Accessible Electric Vehicle Fast-Charging Network

254 stations as of March 2023 (73% coverage)



### State Highway Network

Total Road Miles

9,073


Road Miles Within a 30 Mile Drive of a Fast Charger


6,657

% Coverage

73%

### Legend

 DC Fast Charging Stations

 30 Mile Driving Buffer

 State Highway Network

CDOT target is 80% by June 30, 2023.



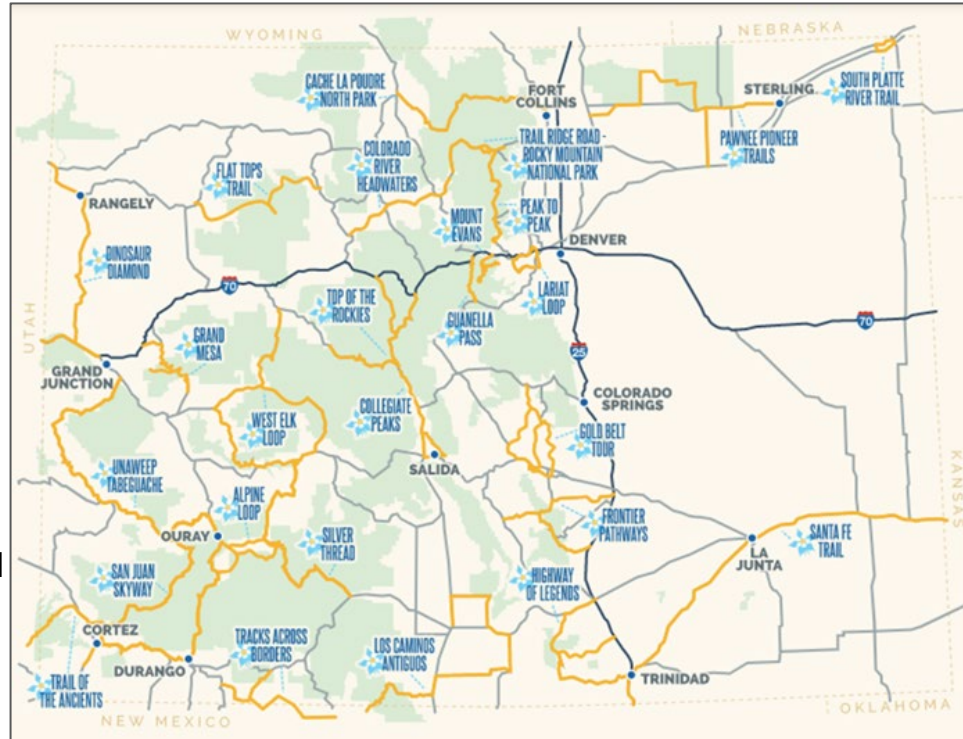
Colorado Department of Transportation  
Data Source: US DOE  
Created: March 2023



# 50% of CO Scenic Byways are EV-Ready

## Completed (13)

- Lariat Loop
- Grand Mesa
- Silver Thread
- Collegiate Peaks
- Flat Tops Trail
- Trail Ridge Road
- Top of the Rockies
- Colorado River Headwaters
- Alpine Loop
- Guanella Pass
- South Platte River Trail
- West Elk Loop
- Santa Fe Trail



CDOT target is 18 by June 30, 2023.



# Charging Infrastructure

OIM continues to work with partners at the Colorado Energy Office (CEO), Colorado Department of Public Health & Environment (CDPHE), and other stakeholders to expand EV charging infrastructure across Colorado.

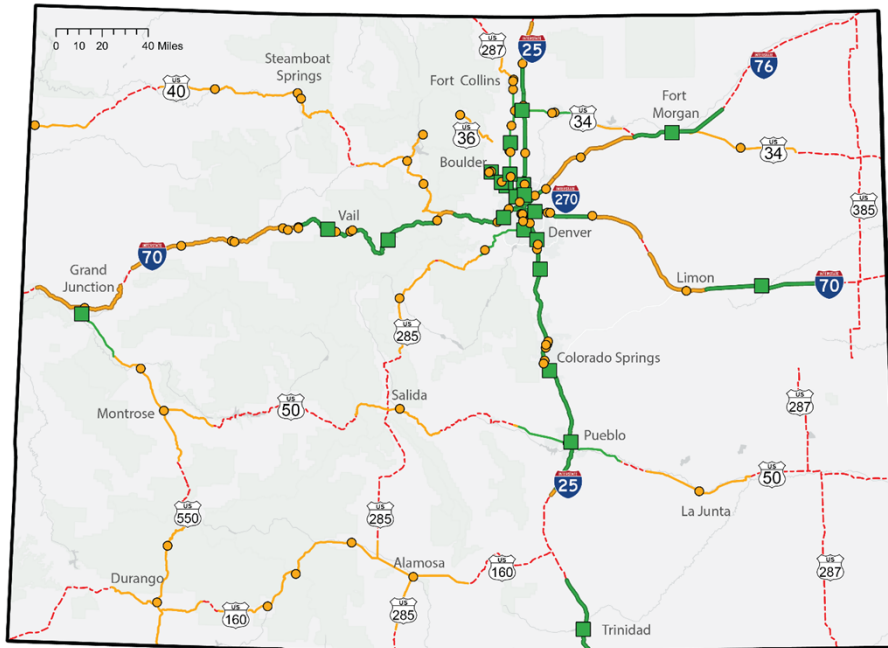
- The [DC Fast-Charging Plazas Program](#) now includes funding from the federal [NEVI Program](#) and the state [Community Access Enterprise](#)
  - [First RFA released](#) on 3/8/23 and [due 5/5/23](#)
- The [Charge Ahead Colorado Program](#) continues to host 3 application rounds per year for Level 2 and smaller DCFC projects statewide
  - Includes set-aside funding for the EV Byways & Tourism program
- CDOT and partner agencies (state, local, tribal, MPO) will pursue additional funds through the \$700 million competitive [Charging & Fueling Infrastructure RFA](#) released on 3/14/23 and [due 5/30/23](#)



# Charging Infrastructure

## 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



# Transit Electrification

OIM staff collaborate with the CDOT Division of Transit & Rail (DTR), Colorado Association of Transit Agencies (CASTA), and local agencies statewide to support fleet transition planning, grants for vehicles and infrastructure, and sharing of data and best practices.

- The latest round of the DTR Super Call included awards for two zero-emission vehicle grants and three ZEV Transition Planning grants
- The [Clean Transit Enterprise \(CTE\)](#) board is finalizing program details and preparing for its first call for applications in the spring of 2023
- CDOT and CASTA are supporting local transit agencies in developing their applications for the [\\$1.6 billion round of federal 5339\(b\) and 5339\(c\) grants](#) that will be [due 4/13/23](#)
  - In 2022, [6 Colorado agencies received a total of \\$51.2 million](#) via this call



# Transit Electrification

## Zero-Emission Transit Buses in Colorado

- 71 operational
- 43 awarded





# Medium- & Heavy-Duty Electrification

CDOT works with CDPHE, CEO, and industry stakeholders on the implementation of the [Colorado Clean Truck Strategy](#) that was adopted in May 2022

- Collaborating with DTD to integrate zero-emission vehicle considerations into the next update of the Statewide Freight Plan, which is kicking off soon
- Supporting the Division of Maintenance & Operations in future planning and grant application prep for the CDOT medium- and heavy-duty fleet
- Working with CEO staff on the development of a new M/HD Charging grant program to open in the spring of 2023 and supporting CDPHE in implementation of the new [Clean Fleet Enterprise](#) grant programs
- Partnered with the Harvard Kennedy School of Government to convene rural electric cooperatives, municipal utilities, and major fleets in an “EV Scrum” event focused on rural M/HD charging challenges





# Education & Awareness

OIM staff collaborate with partner state agencies, local governments, and industry stakeholders to develop and disseminate accurate, consistent educational materials and provide technical support to those pursuing grants and developing projects

- Providing technical support and serving on the advisory committee for the CEO's statewide [EV CO](#) campaign that launched in November 2022
- Collaborating with DTD staff to develop and diffuse internal CDOT resources and FAQs on transportation electrification and GHG topics
- Supporting the Colorado Automobile Dealers Association (CADA) in planning and implementing the 2023 Denver Auto Show
- Working with ReCharge and Clean Cities organizations around the state to extend educational and grant support opportunities to local governments, private fleets, and the general public across Colorado



# Education & Awareness



## ARE YOU ELIGIBLE FOR AN EV TAX CREDIT?

**All Colorado taxpayers are eligible for:**

- \$2,000** New EV purchases
- \$1,500** New EV 2-year leases
- \$3,000** Used EV purchases
- \$5,500** New EV purchases & leases
- \$500** New & Used EV purchases

**Check with your utility too!**

- Xcel Energy:** Rebate for income qualified Colorado customers. Varies by tier of rate plan tax credit.
- San Isabel Electric:** One rebate per residential or commercial member.

**PAY TAX IN ANOTHER STATE?** Check with them to see if they offer tax credits or rebates.

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**Buying a New EV?**

**YOU MAY ALSO QUALIFY FOR UP TO \$7,500 IN FEDERAL TAX CREDITS IF:**

- Your household's gross adjusted income is up to:
  - \$150,000** Single or married, filing separately
  - \$225,000** Head of household
  - \$300,000** Married, filing jointly
- The MSRP of your vehicle is up to:
  - \$80,000** Pick-up trucks, SUVs & vans
  - \$55,000** Other vehicles
- Your vehicle is manufactured in:
  - North America**

**Leasing a New EV?**

**CHECK WITH YOUR DEALERSHIP.**

Dealerships many choose to pass along the \$7,500 federal tax credit along to their customers. Income, MSRP and production requirements do not apply to EV leases.

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**Buying a Used EV?**

**YOU MAY QUALIFY FOR UP TO \$4,000 IN FEDERAL TAX CREDITS IF:**

- Your household's gross adjusted income is up to:
  - \$75,000** Single or married, filing separately
  - \$112,500** Head of household
  - \$150,000** Married, filing jointly
- The vehicle is:
  - From a **Dealership**
  - Never** been claimed as a used tax credit before
  - At least **2** years old

**For more information on Colorado EV Tax Credits, visit:**  
<https://evco.colorado.gov/>

**EV CO**





# ZEV Workforce Development

OIM staff have been working since 2021 with Community Colleges, technical schools, the Colorado Department of Labor and Employment (CDLE), the Colorado Workforce Development Council (CWDC), and other workforce development experts to prepare the vehicle maintenance and repair, charger installation, and other related industries for a future shift to ZEVs

- Supported the development and approval of a new CCCS course “[ASE 2210 HEV/BEV Safety & Operation](#)” to be offered in the fall of 2023
- Partnered with General Motors and NREL to provide hands-on “[BEV First Responder Training](#)” to more than 200 CDOT staff and local Traffic Incident Management professionals in February 2023
- Established [new grant opportunities](#) for Community Colleges and other educational institutions to purchase EV safety and training equipment, develop updated curricula, and share knowledge and best practices across the state



# ZEV Workforce Development





# Looking Ahead

## 2023 Colorado Electric Vehicle Plan

- The [CEO is leading an update](#) to the state's Colorado EV Plan with a target release date of April 2023
- The 2023 EV Plan assesses progress made since the 2020 EV Plan and provides an overarching strategy for transportation electrification over the coming years
  - Strategic categories include Light Duty Vehicles and Infrastructure, Electric Mobility (eBikes and other shared modes), Medium- and Heavy-Duty Vehicles & Infrastructure, and Cross-Cutting themes (equity, workforce development, data, etc.)



# 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 CO EV Infrastructure Fund and federal programs
- ◆ **\$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
- ◆ Complemented by federal grants and tax incentives.
- ◆ **\$289 million** investment

## Clean Transit Enterprise (CDOT)

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



# Discussion



## Contact

Michael King  
Asst. Director of Electrification & Energy  
Office of Innovative Mobility (OIM)  
Colorado Department of Transportation  
[michael.king@state.co.us](mailto:michael.king@state.co.us)

**ATTACH D**



## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Multimodal Transportation Planning Manager

Meeting Date	Agenda Category	Agenda Item #
March 27, 2023	Informational Briefing	6

### SUBJECT

RTD Systemwide Fare Study and Equity Analysis

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

Over the past year, RTD has been engaged in a comprehensive [Systemwide Fare Study and Equity Analysis](#). The purpose of this effort is to holistically examine the RTD fare system, taking into consideration equity, affordability, and simplicity, and to respond to customer feedback that existing fares are expensive and difficult to understand.

During the first two phases of the study, RTD engaged with customers and other stakeholders to hear what they think of RTD's fares, identify challenges with the current fare system and receive input on fare structure preferences. As part of the study's third phase, RTD developed two fare structure alternatives that consider customer and community feedback, financial and operational feasibility, and impacts on minority and financially burdened customers. Alternative A lowers fares for customers overall while retaining local, regional, and airport fare levels. Alternative B simplifies the fare structure by combining local and regional fares while maintaining an airport fare.

The study team moved forward with the Alternative B design because customers expressed a strong preference for simplifying the existing fare structure. The design was also modified to include lower local fares in response to customer feedback and to align with equity goals. The RTD Board of Directors will consider the final recommendations later this year.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

1. RTD presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Multimodal Transportation Planning Manager, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org), or Bill Sirois, Senior Manager, Transit Oriented Communities, RTD at 303-588-6404 or [William.Sirois@RTD-Denver.com](mailto:William.Sirois@RTD-Denver.com).



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# **Systemwide Fare Study and Equity Analysis**

**DRCOG Transportation Advisory Committee (TAC)**

March 27, 2023

**RTD FARE STUDY  
& EQUITY ANALYSIS**

# Overview

# Systemwide Fare Study Goals

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## Equity

- Support transit reliant/financially burdened customers
- Provide equitable and fair access to fares, products, and discounts
  - Regardless of race, color, national origin, income status, and for other marginalized communities



## Affordability

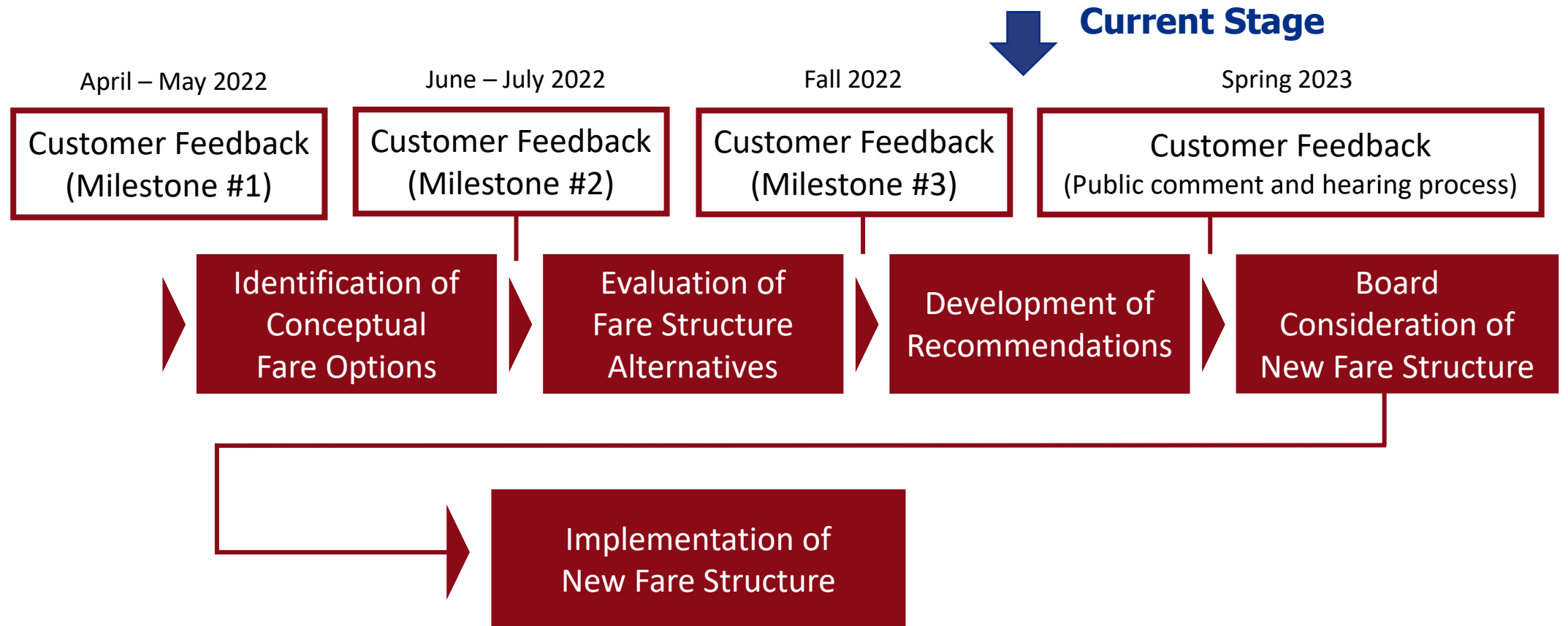
- Align fares with service value



## Simplicity

- Make fares easy to understand
  - Standardized discounts and streamlined fare payment options

# Study Timeline



Timing TBD

# **Activities and Feedback - Milestone #3**

# Activities and Feedback - Milestone #3



## Website\*, Study Materials, and Social Media

- 4,600+ unique website views
- 63,000+ social media impressions in targeted ad campaign
- New website (English/Spanish) with detailed fare structure alternatives overview
- Fact sheets (English/Spanish)



## Customer and Community Meetings

- Virtual Zoom webinars/meetings
- 87 attendees
- English/Spanish



## Community Partner Focus Groups

- Led by six community partners
- 84 participants
- English/Spanish



## Stakeholder Groups

- Targeted Focus Groups
- Feedback Panels (3): Equity, Pass Programs, and Jurisdiction



## Online Survey\*

- 3,900+ respondents
- In-person surveys conducted by community partners
- English/Spanish



## Community-Based Organization Survey\*

- 53 respondents
- English/Spanish

*\*Language assistance and communications tools were implemented*

# Alternatives

**Current Fare Structure**

	LOCAL	REGIONAL	AIRPORT
3-Hour	\$3	\$5.25	\$10.50
DAY	\$6	\$10.50	
MONTHLY	\$114	\$200	

**Alternative A\***

	LOCAL	REGIONAL	AIRPORT
3-Hour	\$2.75	\$5	\$10
DAY	\$5.50	\$10	
MONTHLY	\$88	\$160	

*\* Preliminary prices and structure subject to change*

**Alternative B\***

	LOCAL	REGIONAL	AIRPORT
3-Hour	\$3	\$10	
DAY	\$6	\$10	
MONTHLY	\$96		\$10

*\* Preliminary prices and structure subject to change*



# Alternative B Modifications

- Lower Local fares/Monthly Pass prices for all
- Incorporate features supported by Alternative A respondents

Alternative B				Modified Alternative B			
Full Fare	LOCAL	REGIONAL	AIRPORT	Full Fare	LOCAL	REGIONAL	AIRPORT
3-Hour		\$3	\$10	3-Hour		\$2.75	\$10
DAY PASS		\$6		DAY PASS		\$5.50	
MONTHLY		\$96		MONTHLY		\$88	

# **Proposed Draft Fare Structure**

# Proposed Draft Fare Structure

Based on Alternative B modifications

	Current			Proposed Draft					
	Full Fare			Full Fare			Discount Fare*		
	Local	Regional	Airport	Local	Regional	Airport	Local	Regional	Airport
3-Hour Pass	\$3	\$5.25	\$10	\$2.75		\$10	\$1.35		
Day Pass	\$6	\$10.50	\$10.50	\$5.50		\$10	\$2.70		
Monthly Pass <i>(Multiple of 3-Hour Pass)</i>	\$114 <i>(38x)</i>	\$200 <i>(38x)</i>	\$200 <i>(19x)</i>	\$88 <i>(32x Local / Regional)</i>			\$27 <i>(20x)</i>		

*\*Discount Fare includes seniors 65+, people with disabilities, Medicare recipients and customers enrolled in LiVE*

# Proposed Draft Airport Fare

	Current	Proposed Draft Full Fare	Current Discount Fare	Proposed Draft Discount Fare*
3-Hour Pass	\$10.50	\$10	\$5.25	\$1.35
Day Pass	\$10.50	\$10	\$5.25	\$2.70
Monthly Pass (Multiple of 3-Hour / Day Pass)	\$200 (~19x)	\$88 (~9x)	\$99 (~19x)	\$27 (~20x 3-Hour Pass; ~10x Day Pass)

*\*Discount Fare includes seniors 65+, people with disabilities, Medicare recipients and customers enrolled in LiVE*

# Proposed Draft Access-A-Ride Fares

	Current			Proposed Draft					
	Full Fare			Full Fare			LiVE Enrolled		
	Local	Regional	Airport	Local	Regional	Airport	Local	Regional	Airport
One-way Fare	\$5	\$9	\$20	\$4.50		\$19	\$2.25		\$9.50
6-Ride Tickets	\$30			\$27			\$13.50		

**Existing Program Changes  
Under Consideration**

# LiVE Program Expansion

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- Increase discount from 40% to 50% to align with other Discount fares
- Increase income threshold from 185 to 250% of the Federal Poverty Level (FPL)
- Conduct comprehensive outreach and engagement action plan
- Explore expanding means testing beyond current system

# Current Pass Programs

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- Proposal for all pass programs (EcoPass, CollegePass, NECO Pass)
  - Contracts will have two-year, utilization-based, fixed pricing
  - Contract minimums reduced to lower participation barriers
  - No bulk customer
  - New pricing for 2024
- EcoPass Proposal
  - Simplify EcoPass pricing matrix

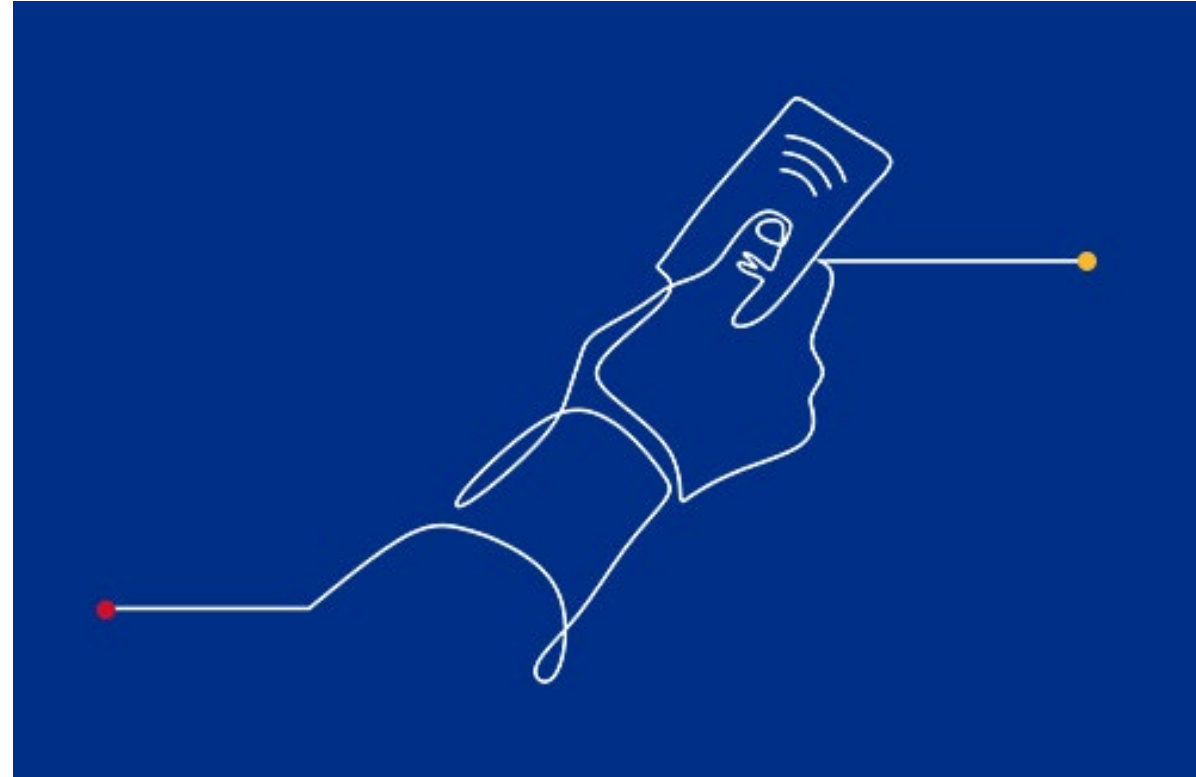




# Draft Programs Under Consideration

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- Zero fare for youth pilot program
- Bulk purchase program
  - Introduce 10% discount for bulk purchases
  - Purchase threshold: \$1,500
- Transit assistance grant
- Semester pass for community colleges



**Next Steps**

# Timeline/Next Steps

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- **April 2023:** Board authorization to release proposed fare structure/draft fare equity analysis
- **May 2023:** Public review and comment on proposed fare structure
- **July 2023:** Board consideration of final recommended fare structure and associated fare equity analysis
- **1<sup>st</sup> Quarter 2024:** Implementation

# **We Make Lives Better Through Connections.**

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