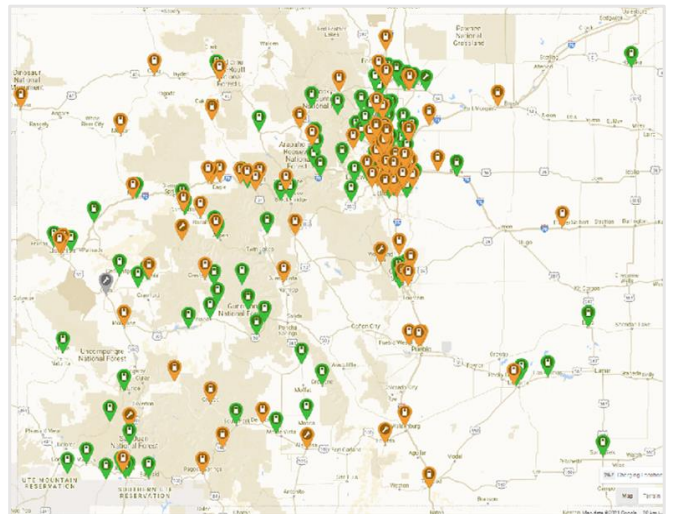




1

Charge Ahead Colorado

- Historically, a partnership between CEO and Regional Air Quality Council
 - Solely administered by CEO since March 2022
- Competitive grants for community based Level 2 and DC Fast-Charging (DCFC) stations across the State
- Grants for more than 2,000 EV charging stations awarded to date



2

Charge Ahead Colorado

CEO is prioritizing investments for Disproportionately Impacted (DI) and Income Qualified (IQ) communities through our grant programs.

These programmatic developments have been informed by the Equity Study and stakeholder engagement.

Strategies include:

- Increased funding
- Reduced match requirements
- Simplified application process for lower cost and high priority projects
 - Rolling application for multifamily housing (MFH) & workplaces installing 3 or fewer stations
- Preferential scoring during evaluation
 - Highly competitive program (3-4x funding requests to funding resources) = material benefit
- Additional education and outreach – currently soliciting for an EV Equity Advisor
 - Similar in structure to our ReCharge Colorado program



3

Charge Ahead Colorado - Incentives

Station	Match	Incentive		Station	Match	Incentive	
L2 – Fleet	80%	\$6,000		Level 2 – Fleet	80%	\$6,000	
Level 2 – Dual Port	80%	\$9,000		Level 2 – Dual Port	80%	\$9,000	
DCFC – Under 100kW	80%	\$35,000	→	Level 2 – Dual Port (IQ)	90%	\$11,500	IQ Eligible
DCFC – Over 100kW	80%	\$50,000	→	Level 2 – 19 - 25kW	80%	\$12,500	
				DCFC – Under 100kW	80%	\$35,000	
				DCFC – 100kW+	80%	\$50,000	
			→	*Adder	90%	\$1,000	DI Eligible



4

Eligibility

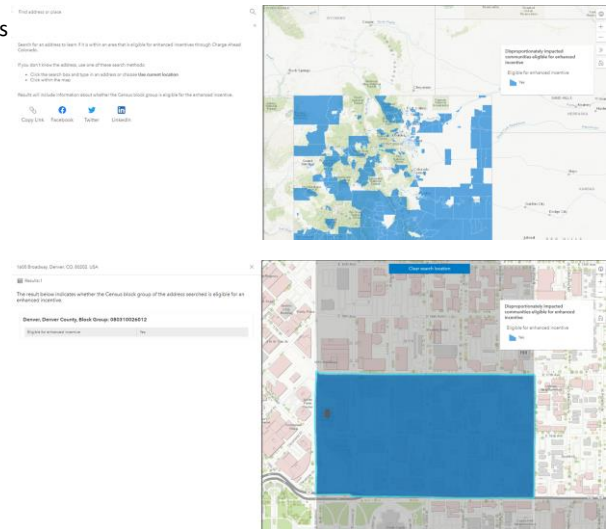
- DI Adder – Disproportionately Impacted (DI) communities are identified in Colorado's [Enviroscreen Tool](#) when measured at the Census Block Group level. Identified communities meet the following criteria:
 - SB21-260 DI Community Definition
 - NEVI DAC Definition
 - Enviroscreen DI Community (90th percentile +)
 - Transportation Equity Community (75th percentile +)
 - Tribal Lands
- The DI Adder is restricted to entities serving the community; including libraries, community centers, rec centers, non-profits, schools, public entities for the specific use of the public, places of worship, & multifamily IQ eligible organizations.
- IQ Adder – 66% of the tenants at 80% AMI or less:
 - Qualify through established programs such as: Housing Choice (Section 8) Vouchers, Low Income Public Housing, HUD Subsidized Project Based Section 8, Low Income Housing Tax Credit, operated by a Housing Authority, etc. Documentation including land use restriction agreement for verification.
- Alignment with other programs i.e. utility offerings
- Stacking of incentives



5

Eligibility and Mapping Tool

- The [Enhanced Incentive Screening Tool](#) is a map that screens for locations that meet any of the following definitions:
 - SB21-260 Disproportionately Impacted Community (DIC) Definition
 - National Electric Vehicle Infrastructure (NEVI) DAC Definition
 - Enviroscreen DI Community (90th Percentile +)
 - Transportation Equity Community (75th Percentile +)
 - Tribal Lands
- Applicants will enter their address or choose “Use Current Location” in the search bar to see if it is within an area that is eligible for the Charge Ahead Colorado enhanced incentives



6

How to Apply

- Charge Ahead Colorado is now open!
- New Application Portal
 - Account required
 - CAC Standard Application: October 19th to November 16th
 - CAC Short Application: Rolling - reviewed biweekly
 - No more than 3 L2 stations at a workplace or multifamily housing community
 - No save and continue - use Word formatted application for preparation purposes
- Q&A Period: October 19th-25th
 - Responses available on the [CEO website](#) by October 28th
- Application Guide
 - Program objectives and funding amounts
 - Requirements (accessible design features required for all projects)
 - Reimbursement process



7

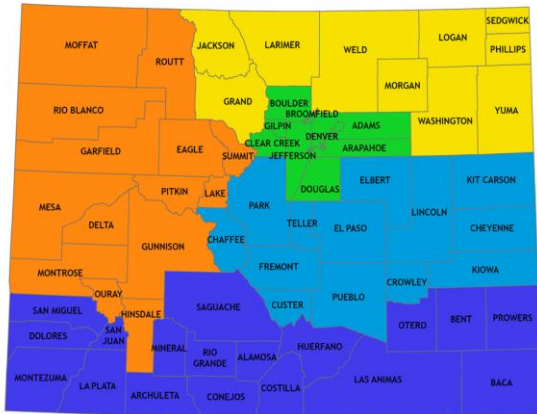
Office Hours and Coaching Support

- Office Hours – calendly.com/ceoofficehours
 - For Charge Ahead Colorado questions, register for Office Hours at the above link
 - Prioritization: DI / IQ projects, charging gaps, DCFCs, and large scale installations (\$50K+)
 - Scheduling: 12-2pm MST – 2nd Thursday of every month (*except during funding rounds*)
 - First sessions begin on Thursday, November 10th
 - 15-minute time slots available via Google Meet
 - CEO will not offer direct feedback on grant applications
- ReCharge Coaches – energyoffice.colorado.gov/zero-emission-vehicles/recharge-colorado
 - For introductory information on the Charge Ahead Colorado grant, more detailed conversations, or direct application review, contact your local ReCharge Colorado Coach at the link above
 - Your ReCharge Coach can also assist you with:
 - General EV / EV charging questions
 - EVents (Ride & Drives / Showcases)
 - Additional funding opportunities
 - Technical support, and more!



8

Your Local ReCharge Coach



Four Corners Office for Resource Efficiency (4CORE)

ReCharge Coach: Laurie Dickson

laurie@fourcore.org

970-259-1916 x 110

Archuleta, Dolores, La Plata, Montezuma, San Juan, San Miguel, Mineral, Saguache, Rio Grande, Alamosa, Conejos, Costilla, Huerfano, Las Animas, Otero, Bent, Prowers, Baca

Northern Colorado Clean Cities (NCCC)

ReCharge Coach: Diego Lopez

adlopez@gmail.com

970-439-2926

Grand, Jackson, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma

Clean Energy Economy for the Region (CLEER)

ReCharge Coach: Martin Bonzi

mbonzi@cleanenergyeconomy.net

970-710-0416

Delta, Eagle, Garfield, Gunnison, Hinsdale, Moffat, Lake, Mesa, Montrose, Ouray, Pitkin, Rio Blanco, Routt, Summit

Drive Clean Colorado (DCC) - Denver Metro

ReCharge Coach: Bonnie Trowbridge

bonnie@drivecleanco.org

303-519-4144

Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson

Drive Clean Colorado (DCC) - South Central

ReCharge Coach: Sonja Meintsma

sonja@drivecleanco.org

952-451-9296

Park, Chaffee, Fremont, Custer, El Paso, Pueblo Elbert, Lincoln, Crowley, Kit Carson, Cheyenne, Kiowa



COLORADO
Energy Office

9

Medium- & Heavy-Duty (M/HD) Incentives

- M/HD Infrastructure Incentives
 - Upcoming in 2023
 - To be administered by CEO
 - Currently conducting a Colorado M/HD vehicle study to inform program design
 - Focus will be on depot and public charging
 - Fleets interested in discussing / providing feedback, please email matt.lerman@state.co.us
- M/HD Vehicle Incentives
 - Upcoming in 2023
 - Administered by the Colorado Department of Public Health & Environment via the [Clean Fleet Enterprise](#)
- Details on funding amounts and eligibility still in development



COLORADO
Energy Office

10



Zahra Al-Saloom
Associate Program Manager
Transportation Fuels and Technology
zahra.al-saloom@state.co.us

Sign up for CAC updates [here](#)



COLORADO
Energy Office

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

November 10, 2022

Attendees: Annelies van Vonno, Gary Strome, York, Diego Lopez

Staff: Alex Gordon, AnnaRose Cunningham, Jerome Rouser

CDOT Bike and Pedestrian Planning

Annelies van Vonno, CDOT Bicycle and Pedestrian Program Manager, explained how bicycle and pedestrian planning fits into the CDOT planning process. Policy Directive 1602.0 and the Procedural Directive 1602.1 guide CDOT's bicycle and pedestrian work, with the Policy Directive being updated in 2023. York asked about the exemption criteria in the update to the Policy Directive. Van Vonno explained bicycle and pedestrian improvements can be dropped if they amount to more than 20 percent of project cost. York stated he believes that should change with the update. CDOT will be updating their Bicycle and Pedestrian Plan soon. Van Vonno explained the Revitalizing Main Streets, Multimodal Transportation and Mitigation Options Fund (MMOF), Transportation Alternative (TA) Program, and Safe Routes to School programs. CDOT is updating their Roadway Design Guidelines and Colorado Downtown Streets guidance. CDOT is expanding its Bicycle and Pedestrian Counting Program, including working with Streetlight to get big data, designating US Bicycle Routes, and implementing Safe Routes to Parks programming.

Complete Streets

Gordon explained what complete streets are, some local examples, and what the NFRMPO's role is in complete streets planning. York stated the new Lemay Avenue overpass at Vine Street is a good example of complete streets in the region, improving safety and adding bicycle and pedestrian infrastructure.

NFRMPO Active Transportation Planning

Rouser explained bicycle and pedestrian planning in the region, including micromobility on trails, Safe Routes to School, regional bicycle counter program, walk and bicycle audits, and the Shift Your Ride Challenge. Van Vonno stated CDOT is working on updating its bicycle counting program and is looking to reach out to MPOs and local communities to get better and calibrated data. York asked if connectivity was considered in the walk audits. Rouser agreed it is important to integrate trails and other multimodal connections together.

The meeting adjourned at 7:18 p.m.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, November 10, 2021

GoToMeeting Virtual Meeting

Next Generation Trails Discussion

Brandon Gonzalez and Krista Flynt, Alta Planning + Design, discussed Alta's Next Generation Trails White Paper. Gonzalez provided an overview of micromobility on trails with an emphasis on golf carts, explaining how golf carts relate to e-bikes, e-scooters, and e-mopeds in terms of speed and weight. He emphasized that context is very important when considering whether or not to allow golf carts and other larger micromobility options on trails. He outlined the recommended trail infrastructure needed to accommodate for different micromobility options. NoCo members asked a variety of questions, including how to convince elected officials to change their trail regulations and if there are smaller communities in Colorado that have these policies. Flynt recommended reaching out to DRCOG which has a Micromobility Working Group.

Asphalt Art Discussion

Dixon introduced Anna Kelso with FCMoves and provided a brief outline of the Asphalt Art Program and its formation. The program was modeled after the City Repair Project in Portland, Oregon. The goal of the Asphalt Art Program is to increase pedestrian safety by slowing vehicles down. The Program also has a community building aspect because community members complete the painting projects and create the design. Qualifying roads must have an average daily traffic of less than 2,500 vehicles, and the paintings must not have any religious iconography, logos, or words. Each project costs approximately \$5,000. Kelso stated certain murals have needed maintenance within a year, though the City is adapting its process to reduce these needs in the future.

NoCo Shift Your Ride Challenge

Rouser and Gordon outlined the NoCo Shift Your Ride Challenge. The challenge was for September and October and there were 95 participants. Gordon noted next year's challenge will likely be in the summer to coincide with Bike Month in June and free transit month in either June, July, or August to help tie the challenge into existing programming. Rouser noted this challenge will be brought back to NoCo to discuss ways to expand the program to include more participation in communities outside of Fort Collins. Kelso stated Fort Collins had a yard sign campaign that was successful at spreading the word about the program.

Roundtable Updates

Rouser noted the Safe Routes to School Working Group will be meeting November 15th to discuss Safe Routes to School programming. He also stated that there will be a mapping exercise at the next NoCo meeting to help with the development of the 2050 Regional Transportation Plan's (RTP) vision plans for the Regional Active Transportation Corridors (RATCs). He encouraged people to come to that meeting in person if possible, but there will be a virtual option. He also noted the NFRMPO will provide snacks.

Gordon stated the NFRMPO is currently working through the approval process for the Transportation Demand Management (TDM) Action Plan. He also noted the NFRMPO is working to create a Transportation Management Organization (TMO) along the US34 corridor.