To access the Agenda and Backup Materials electronically, go to www.gjcity.org

CITY OF Grand Junction COLORADO

GRAND JUNCTION CITY COUNCIL
MONDAY, JULY 17, 2023
SPECIAL WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM AND VIRTUAL
625 UTE AVENUE

1. Discussion Topics

a. City Election

b. I-70 Interchange at 29 Road Update

c. EV Readiness Draft Plan

d. Update on Building Services Contract

e. Grand Junction Fire Department and Clifton Fire Protection District Cooperative Services Feasibility Assessment

2. City Council Communication

An unstructured time for Councilmembers to discuss current matters, share ideas for possible future consideration by Council, and provide information from board & commission participation.

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

The purpose of the Workshop is to facilitate City Council discussion through analyzing information, studying issues, and clarifying problems. The less formal setting of the Workshop promotes conversation regarding items and topics that may be considered at a future City Council meeting.

How can I provide my input about a topic on tonight's Workshop agenda?
Individuals wishing to provide input about Workshop topics can:

1. Send an email (addresses found here https://www.gjcity.org/313/City-Council) or call one or more members of City Council (970-244-1504);

2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.

3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 6 p.m. at City Hall) and provide comments during "Citizen Comments."

Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date:	July 17, 2023
Presented By:	Amy Phillips, City Clerk
Department:	City Clerk
Submitted By:	Amy Phillips, City Clerk

Information

SUBJECT:

City Election

EXECUTIVE SUMMARY:

For years, the City of Grand Junction had contracted with Mesa County Elections (MCE) to run its April elections. In 2021, after conducting the City's 2021 April Election, MCE informed the City of Grand Junction that it will no longer be able to perform this service for April elections. In 2023, the City of Grand Junction conducted its own election.

City Clerk staff met with Mesa County Clerk Bobbie Gross and her Deputy Clerk on June 23, 2023 and after a very productive meeting, Clerk Gross agreed to conduct the City of Grand Junction's April 2025 Regular Election under C.R.S. Title 1. Clerk Gross has asked that, in return for MEC services, she would like the Council to continue conversations regarding a Charter Amendment to move future elections to November.

This time is also intended for City Council to discuss and provide direction on any potential city ballot questions that have previously been discussed for the upcoming November 2023 election.

BACKGROUND OR DETAILED INFORMATION:

The City ran its own April 2023 election. The cost was $168,923.71, which included renting equipment, equipping the processing space with cameras; hiring election judges; contracting with vendors to design, print, and mail the ballots; consultant fees for election services; tabulating equipment; and the software for pollbooks. Months of staff time was devoted to training, writing procedures, and coordinating services with vendors.

The last election conducted by Mesa County Elections in 2021 cost the City $66,187.59. The

County election office has hundreds of thousands of dollars invested in equipment that can scan incoming ballot envelopes and perform signature verification, open envelopes and automatically remove ballots, and utilize the same tabulator for multiple styles of ballots. Another benefit of Mesa County Elections running our election is the consistency for voters to always follow the same voting process. The City Clerk's office met with the County Clerk and Recorder Bobbie Gross and per the attached letter she is amenable to conducting the spring 2025 election.

FISCAL IMPACT:

A city-conducted election can cost as much as 2.5 times more than a county-conducted election.

SUGGESTED ACTION:

This item is for Council discussion and direction.

Attachments

1. City of GJ elections

MESA COUNTY
CLERK & RECORDER

July 7,2023

Contact: Bobbie Gross,
Clerk and Recorder
970-244-1714 (Office)
970-250-0464 (Cell)
Bobbie.Gross@mesacounty.us

We are pleased to announce Mesa County Clerk and Recorder will conduct the City of Grand Junction's election for April 2025. We have had a historical relationship with the City of Grand Junction and look forward to partnering with them once again. We are excited to continue conversations to streamline the process and save taxpayer dollars by coordinating with the city to potentially change their charter to move future elections to November. This will ensure the Clerk and Recorder's office can continue to support the City of Grand Junction in all future elections.

Respectfully,
Bobbie Gross
Mesa County Clerk and Recorder

Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date:	July 17, 2023
Presented By:	Trenton Prall, Public Works Director
Department:	Public Works - Engineering
Submitted By:	Trent Prall, Public Works Director

Information

SUBJECT:

I-70 Interchange at 29 Road Update

EXECUTIVE SUMMARY:

City Council Update on project as followup to May 18, 2023 Joint City/County Workshop

BACKGROUND OR DETAILED INFORMATION:

This item is intended for brief update following up on the May 18, 2023 Joint City/County Workshop.

FISCAL IMPACT:

This item is for discussion purposes only.

SUGGESTED ACTION:

This item is for discussion purposes only.

Attachments

None

Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date:	July 17, 2023
Presented By:	Jennifer Nitzky, Sustainability Coordinator
Department:	Community Development
Submitted By:	Jennifer Nitzky

Information

SUBJECT:

EV Readiness Draft Plan

EXECUTIVE SUMMARY:

In the Resource Stewardship principle of the 2020 Comprehensive Plan, proposed action items to improve public and environmental health include improving EV charging infrastructure, implementing policies to reduce air pollution, and educating the public about community-wide actions that can be taken to limit environmental impacts. Additionally, in the previous council's strategic plan implementation matrix, one of the actions under the Quality of Life priority stated: "Create an EV Readiness Plan". Due to these components, staff saw the need to work with utility providers in the area to create a comprehensive community-wide EV Readiness Plan. In January 2023, the City began working with Xcel Energy's Partners in Energy to create and implement this EV Readiness Plan over the coming years. City staff and consultants from Partners in Energy will present the draft Electric Vehicle (EV) Readiness Plan.

BACKGROUND OR DETAILED INFORMATION:

Located at the crossroads of two major regional travel corridors, Grand Junction is uniquely situated to benefit from the ongoing transition to electric vehicles (EVs). Nearly 10 percent of newly-registered vehicles in Colorado in 2022 were EVs, making the state a top-five national leader in EV adoption, and almost a million Colorado-registered EVs are expected to be on the road by 2030. By implementing infrastructure and policies that attract EV-driving travelers and local and regional commuters, the City sees an opportunity to become a vital regional charging hub. For this reason, and due to the outcomes of the 2020 Comprehensive Plan Principle 8: Resource Stewardship, the City is now preparing an EV Readiness Plan that will ensure the City seizes this opportunity for the benefit of the entire community. Over the past seven months, the City has been working with consultants from Partners in Energy, a free Xcel Energy consulting service, to create a plan that is inclusive, robust, and pragmatic for Grand Junction's

unique community. Focus areas of the plan include incentivizing public adoption, increasing public infrastructure, and transitioning institutional fleets. With the guidance of City staff and consultants, a council-approved steering committee referred to as the EV Action Team has helped develop the goals, vision, and short and long-term strategies of the plan. In addition to the steering committee, community input has been gathered through numerous avenues to provide the plan with more direction. These include an EV and ebike event hosted by Western Colorado Alliance, an EV Ride and Drive event co-hosted by the City and Clean Energy Economy for the Region (CLEER), staff-led targeted focus groups, an EV plan Open House, and engagement activities hosted on the City's EngageGJ.org platform.

Staff and consultants will present the draft plan to council. Presenters are seeking feedback on the specific goals and strategies outlined in the plan before moving forward with the adoption process. The public comment period will be open from July 21 through August 7, 2023. Feedback from the EV Action Team, members of council, and the general public will be included in the final draft of the August 11 packet.

FISCAL IMPACT:

There is no fiscal impact related to this discussion item.

SUGGESTED ACTION:

Staff is seeking final feedback on the elements of the plan.

Attachments

1. DRAFT Partners in Energy Grand Junction EV Readiness Plan

CITY OF Grand Junction COLORADO

REV READY FOR EVs

An Electric Vehicle Readiness Plan for GRAND JUNCTION

DRAFT – July 2023

Xcel Energy®

PARTNERS IN ENERGY
An Xcel Energy Community Collaboration

ACKNOWLEDGEMENTS

Thank you to the following individuals who contributed many hours of service to developing this Electric Vehicle (EV) Readiness Plan.

The content of this plan is derived from a series of planning workshops hosted by Xcel Energy's Partners in Energy. Xcel Energy is the main electric utility serving Grand Junction. Partners in Energy is a two-year collaboration to develop and implement a community's energy goals.

EV ACTION TEAM

Andy Gingerich	Grand Valley Transit/RTPO
Brigitte Sundermann	Western Colorado Community College
Darin Graber	City of Grand Junction Sustainability Fellow
David Miller	Alpine Bank
David Thornton	City of Grand Junction Planner
Deb Kennard	Colorado Mesa University
Destry Smith	Grand Valley Power
Di Herald	Community Member/Electric Vehicle Driver
Emilee Powell	Housing Resources of Western Colorado/ Housing Authority
Eric Anderson	School District 51 (former)
Eric Mocko	City of Grand Junction Transportation Engineer
Greg Moberg	Mesa County Community Development
Hannah Ellis	City of Grand Junction Communications Project Coordinator
Jay Valentine	City of Grand Junction General Services Director
Jenny Nitzky	City of Grand Junction Sustainability Coordinator
Johnny McFarland	City of Grand Junction Assistant to the City Manager
Jonathan Purdy	Horizon Drive Business Improvement District
Kevin Sperle	Housing Resources of Western Colorado/ Housing Authority
Kim Petek	City of Grand Junction, Parking Administrator
Kyle Coltrinari	City of Grand Junction General Services Manager
Kyra Seppie	Downtown Grand Junction
Lou Villaire	Alasta Solar/SunRabbit
Mark Rogers	Colorado Department of Transportation

Rachel Peterson	Grand Valley Transit/RTPO
Rita Sanders	Grand Valley Power
Sandra Weckerly	Planning Commission/ Business Owner
Shana Wade	Mesa County Libraries
Tim Barker	City of Grand Junction Fleet Services
Tom Hess	Citizens Climate Lobby
Trent Prall	City of Grand Junction Public Works Director
Tyler McDermott	Western Colorado Alliance

Partners in Energy Team

Imogen Ainsworth	Xcel Energy Partners in Energy Facilitator
Van Wallace	Xcel Energy Partners in Energy Facilitator
Zak Siegel	Xcel Energy Partners in Energy Facilitator
Andrea McCarthy	Xcel Energy Partners in Energy Facilitator
Tami Gunderzik	Xcel Energy Partners in Energy Program Manager
Brad McCloud	Xcel Energy Area Manager
Gene Palumbo	Xcel Energy Account Manager
Jason Randall	Xcel Energy Senior Strategic Energy Solutions Manager, Clean Transportation
Makaela Turner	Xcel Energy Marketing Coordinator

This EV Readiness Plan was funded by and developed in collaboration with Xcel Energy's Partners in Energy. Partners in Energy shall not be responsible for any content, analysis, or results if the City of Grand Junction has made modifications to the plan.

TABLE OF CONTENTS

Executive Summary 5
Introduction 7
What is an EV Readiness Plan? 7
Why an EV Readiness Plan 9
Contribute to Comprehensive Plan priorities 9
Prepare for increased EV adoption and leverage funding opportunities 9
Support equitable access to EV charging 10
Lower fuel and maintenance costs 10
Provide charging for in-commuters and visitors to Grand Junction 10
Create local environmental benefits 11
Where We Are Now 13
Grand Junction's geography 13
Current level of EV adoption 14
Existing EV charging network 15
Current municipal fleet electrification efforts 16
Alignment with other planning efforts and programs 16
Where We Are Going 18
Our Vision Statement 18
Future EV Adoption in Grand Junction 18
Future EV Charging Needs 20
Focus Areas and Strategies 21
How We Are Going To Get There 22
Community Adoption (CA) Focus Area 22
Public Charging (PC) Focus Area 30
Fleet Electrification (FE) Focus Area 39
How we stay on course 46
Tracking Progress 47
Adapting to a Changing Landscape 49
Appendix A: Community Engagement Summary 50
Appendix B: Electric Vehicles 101 63
Appendix C: Funding Resource Details 67

Appendix D: Glossary of Terms 71
Appendix F: Works Cited..... 74

EXECUTIVE SUMMARY

About this Plan

Located at the crossroads of two major regional travel corridors, Grand Junction is uniquely situated to benefit from the transition to electric vehicles (EVs). Over the course of eight months in 2023, the City of Grand Junction brought together key stakeholders and residents to develop this EV Readiness Plan as an actionable roadmap to prepare the community for EVs. The plan, which was developed through Xcel Energy's Partners in Energy program, will help Grand Junction maximize the local benefits of increased EV adoption, while supporting fair access and realistic opportunities across the community.

Grand Junction's EV Baseline

In June 2023, there were:

- 621 EVs on the road in Grand Junction
- 60 Level 2 charging ports
- 21 DC fast charging ports

Grand Junction's EV Future

By 2030, the community could expect to see between 9,000 and 13,000 EVs on the road according to state projections.

Increased EV adoption will be supported by and drive demand for EV charging infrastructure. By 2030, the community could need as many as 270 Level 2 and 75 DC fast charging ports to serve the increased number of EVs.

Our Electric Mobility Vision

Vision:

"The City of Grand Junction will prepare for and maximize the benefits of widespread EV adoption.

Access to electrified transportation and charging infrastructure will be affordable and inclusive so that community members, businesses, and visitors have the freedom to choose electric mobility options."

Our Strategic Priorities

To achieve this vision, the Grand Junction EV Readiness Plan is divided into three strategic focus areas:

1. Community Adoption
2. Public Charging
3. Fleet Electrification

Grand Junction's EV Readiness Roadmap

To achieve Grand Junction's electric mobility vision, the EV Readiness Plan identifies key strategies within each focus area for implementation in 2023-2025 and beyond.

Community Adoption (CA)

Supporting the equitable adoption of electric mobility throughout Grand Junction.

- **Q3 2023 - Q1 2025 Strategies**
  - CA-1: Launch an EV Education Campaign
  - CA-2: Engage Dealerships and Auto Shops
  - CA-3: Encourage E-Bike Adoption
- **Longer-Term Strategies**
  - EV Tourism Marketing, EV Connections for Commuters, EV Group Buy, Equitable EV CarShare

Public Charging (PC)

Increasing community charging access and preparing to leverage existing and upcoming funding opportunities.

- **Q3 2023 - Q1 2025 Strategies**
  - PC-1: Engage Potential Private Charging Site Hosts
  - PC-2: Install Public Charging at Public Facilities
  - PC-3: Implement EV Parking Enforcement and Pricing Best Practices
  - PC-4: Clarify and Streamline Permitting Process for EV Charging
- **Longer-Term Strategies**
  - Regional Coordination for EV Infrastructure, Innovative Charging Solutions, EV Charging Accessibility, Mobility Connections, Multifamily Charging Outreach and Resources

Fleet Electrification (FE)

Identifying and implementing opportunities that support the electrification of municipal and other local fleets.

- **Q3 2023 - Q1 2025 Strategies**
  - FE-1: Evaluate Opportunities for Municipal Fleet Electrification
  - FE-2: Provide Electric Mobility Training for City Leadership and Staff
  - FE-3: Conduct EV Fleet Assessments
- **Longer-Term Strategies**
  - Explore Options for Transit Electrification, EV First Vehicle Replacement Policy, Regional Coordination for Fleet Electrification and Charging

INTRODUCTION

Grand Junction has a long history of innovation and leadership. From establishing one of the nation's first fleet biogas projects in 2011 to initiating a Community Sustainability and Resiliency Plan in 2023, the City of Grand Junction ("the City") continues to address environmental challenges facing the community, to transition to clean energy, and to reinforce community resilience to change.

Located at the crossroads of two major regional travel corridors, Grand Junction is uniquely situated to benefit from the transition to electric vehicles (EVs). This Plan, developed through Xcel Energy's Partners in Energy program, builds on the community's progress to-date to develop actionable strategies that will prepare Grand Junction for increased EV adoption while supporting fair access and realistic EV opportunities across the community.

What is an EV Readiness Plan?

This EV Readiness Plan is a roadmap to strategically guide Grand Junction's action in a manner that supports equitable transportation electrification and ensures that Grand Junction is "Ready for EVs".

Since preparing for increased EV adoption will require close collaboration between Xcel Energy and the City, the development of this plan was led by a core Project Management Team formed of representatives from both organizations. The City team included staff from Public Works, Communications and Engagement, and Community Development Departments, along with the City Manager's Office. The Xcel Energy team included the City's Account Manager, the community's Area Service Manager, clean transportation specialists, communications experts, and Partners in Energy community facilitators.

The goals and strategies outlined in this plan were developed collaboratively over a 9-month timeframe by the Project Management Team and an EV Action Team formed of key local stakeholders. Over the course of three planning workshops conducted from

February to June 2023, the team worked together to share information and identify opportunities specific to Grand Junction's unique characteristics. Additionally, the plan reflects input from the wider Grand Junction community, received via a series of events and engagement opportunities throughout the plan process (See **Appendix A: Community Engagement Summary** for details).

In developing this plan, Grand Junction joins more than 35 other Colorado communities that have developed EV and Energy Action Plans through Xcel Energy's Partners in Energy, an offering that provides resources for community energy and electric vehicle planning. Partners in Energy also supports 18 months of plan implementation in the form of marketing and communications, data tracking and analysis, mapping, program expertise, and project management.

The components of Grand Junction's EV Plan are detailed below:

Why an EV Readiness Plan Details the reasons why Grand Junction is developing an EV Readiness Plan.

Where We Are Now Outlines current levels of EV adoption and public charging, along with other existing efforts.

Where We Are Going Describes Grand Junction's EV vision, projections, focus areas, and strategies.

How We Are Going To Get There Provides a work plan for each priority EV readiness strategy, detailing key steps, metrics, roles, and available resources.

How We Stay On Course Outlines how the City will track progress toward Grand Junction's EV vision, and how it will adapt to a changing landscape during implementation.

Appendices Provide additional information about the planning process, engagement results, EV basics, and current Xcel Energy Programs.

WHY AN EV READINESS PLAN

Contribute to Comprehensive Plan priorities

This EV Readiness Plan directly contributes to the City of Grand Junction's vision for "Efficient and Varied Mobility" and implementation of the 2020 Comprehensive Plan, through "anticipat[ing] and plan[ning] for the implications and opportunities associated with… electric vehicles" (City of Grand Junction, 2020). This effort is one of several initiatives underway to support community transportation and resource stewardship priorities identified in the 2020 Comprehensive Plan. The focus of this EV Readiness Plan is intentionally broader than personal EVs alone and also considers other forms of electric mobility such as shared transportation options and micromobility that have the potential to expand the equitable benefits of electrification.

In addition to EV planning, the City is moving forward other sustainable transportation initiatives, including ongoing management of the its biogas fleet, implementation of a Pedestrian and Bicycle Master Plan and launching a Shared Micromobility Pilot Program in 2023.

Prepare for increased EV adoption and leverage funding opportunities

EV adoption is increasing in Colorado and in Grand Junction. More information can be found on current and projected future adoption in the **Where We Are Now** and **Where We Are Going** sections of this plan document.

Significant funding is currently available to support transportation electrification in support of federal, state, and utility GHG and EV goals. This plan identifies potentially applicable funding programs and will ensure that Grand Junction is poised to leverage opportunities and prepare the community to maximize the local benefits of increased EV adoption.

Support equitable access to EV charging

There are two major housing factors that facilitate a resident's ability to convert their personal vehicle to an EV: home ownership and single-family residence. Homeowners are more able to install EV charging because they do not need to seek permission of a separate property owner to do so and the investment in infrastructure will likely increase the value of their property. Conversely, renters may not have permission from the homeowner to install charging infrastructure and may be reluctant to invest in improving property they do not own. Single-family residences are more likely to have personal garage space or carports to facilitate installation of charging stations rather than relying on street parking or shared parking facilities. In Grand Junction 62% of housing units are owner-occupied and 69% of homes are single-family detached homes, presenting a significant opportunity for home charging today while highlighting the need for charging solutions to serve renters and multifamily residents and ensure that EVs are accessible for all community members (US Census Bureau, 2022).

Lower fuel and maintenance costs

While the average US household spends about 13% of their annual income on transportation costs that percentage is approximately 22% for the average Grand Junction resident (Institute for Transportation And Development Policy, 2019) (Center for Neighborhood Technology, 2023). Low-income households make up 34% of Grand Junction's population[1] and are disproportionately burdened by transportation costs (EPA, 2023).

Although cost savings vary based on vehicle type, driving patterns, and geographic region, the average driver spends about half as much on fuel and maintenance costs by driving an EV compared to a traditional gas-powered vehicle (Office of Energy Efficiency and Renewable Energy, 2019). The transition to EVs would result in significant savings for the individual consumer and for fleet operators. Over its lifetime, an EV tends to cost 50% less to own and operate as compared to a gas-powered vehicle (US DOE, 2019). Though upfront costs of EVs are still greater, this gap is expected to decrease as batteries become more efficient and the used EV market develops.

Provide charging for in-commuters and visitors to Grand Junction

In addition to supporting EV access and charging for Grand Junction residents, the strategies in this plan will support charging for those commuting into the city for work

[1] The EPA EJScreen Mapper Tool defines low-income as individuals whose ratio of household income to poverty level in the past 12 months was less than 2.

and play. 65% of those employed in Grand Junction commute in from outside city limits (US Census Bureau, 2020). Although most EV charging occurs at home, employees of workplaces with EV charging are six times more likely to own an electric vehicle than those at workplaces without EV charging (US DOE, 2016). Supporting the adoption of EV charging to serve employees based outside of Grand Junction will therefore be important to bolstering overall EV adoption.

In addition to those commuting in for work, Grand Junction sees over 1.5 million visitors each year, 52% of whom are traveling in from elsewhere in the Colorado (Visit Grand Junction, 2016). EV charging will be important to serve visitors and locals alike in Grand Junction's drive-centric tourism market.

Create local environmental benefits

In accordance with the 2020 Comprehensive Plan, the City of Grand Junction is developing the community's first Sustainability and Resiliency Plan. This EV Readiness Plan will prepare Grand Junction to maximize the following local environmental and resource conservation benefits of a transition to electrified transportation.

Improve air quality

The transportation sector produces pollutants such as particulate matter (PM), NOx, CO, and VOCs which are harmful to respiratory health. All-electric vehicles produce zero tailpipe emissions and plug-in hybrid (PHEVs) produce no tailpipe emissions when operating in all-electric mode (U.S. Department of Energy, 2021). The Grand Junction Comprehensive Plan identifies the implementation of policies and efforts to "reduce air pollution from point sources as well as non-point sources, especially those related to transportation" as a priority, and transportation electrification will be a critical strategy in reducing local air pollution (City of Grand Junction, 2020).

Reduce community greenhouse gas emissions

In 2023, the City of Grand Junction created a comprehensive greenhouse gas (GHG) emissions inventory providing a snapshot of community-wide GHG emissions in 2018 and 2021.

Transportation is the largest source of GHG emissions in Colorado (State of Colorado, 2021). Additionally, as shown in **Figure 1**, on-road fossil fuels account for 32% of Grand Junction's total community emissions (Lotus Engineering and Sustainability, 2023). 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" (IPCC, 2022). As the City moves toward community-wide GHG management, transportation electrification; paired with carbon-free electricity supply; will be critical to reducing future emissions.

GHG emissions associated with electricity use in Xcel Energy service territory will decrease in the future, further increasing the emissions gap between EVs and gas-powered vehicles. Today, Xcel Energy serves its Colorado customers with electricity that is 42% carbon-free with a goal of enabling all vehicles to run on 100% carbon-free electricity by 2050 (Xcel Energy, 2022).

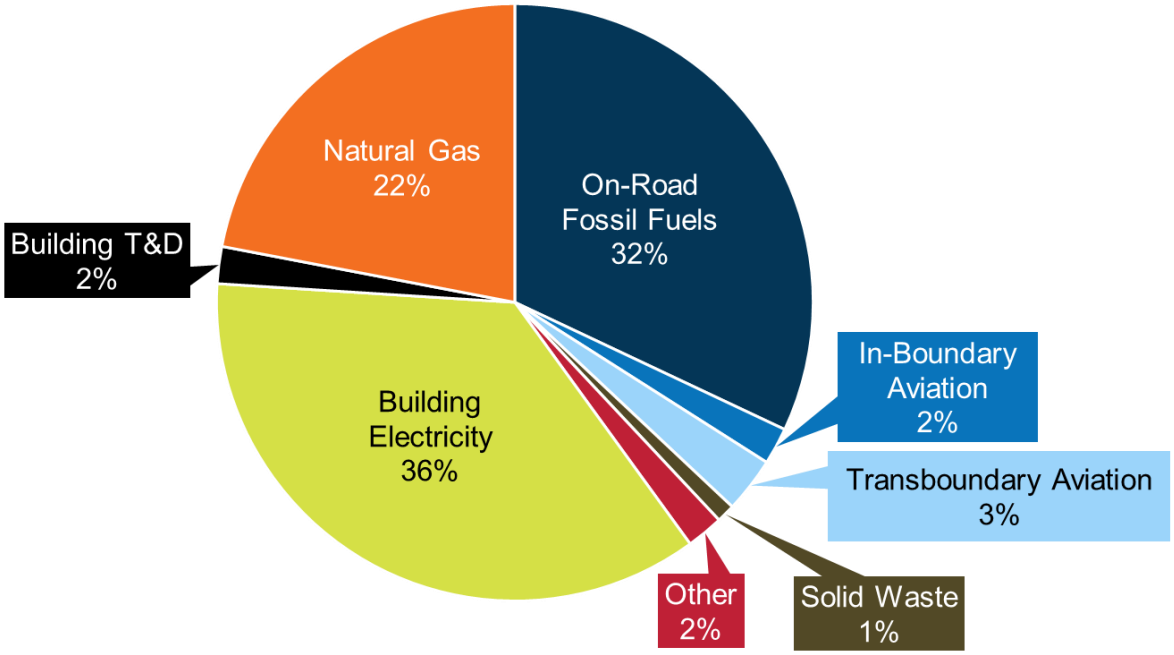


Figure 1. Grand Junction community GHG emissions by source (Lotus Engineering and Sustainability, 2023).

WHERE WE ARE NOW

Grand Junction's geography

Home to around 68,000 residents, Grand Junction is located on the Western Slope of Colorado at the crossroads of US 50 and I-70, two major regional travel corridors (**Figure 2**). The community is uniquely situated to benefit from the transition to EVs[2].

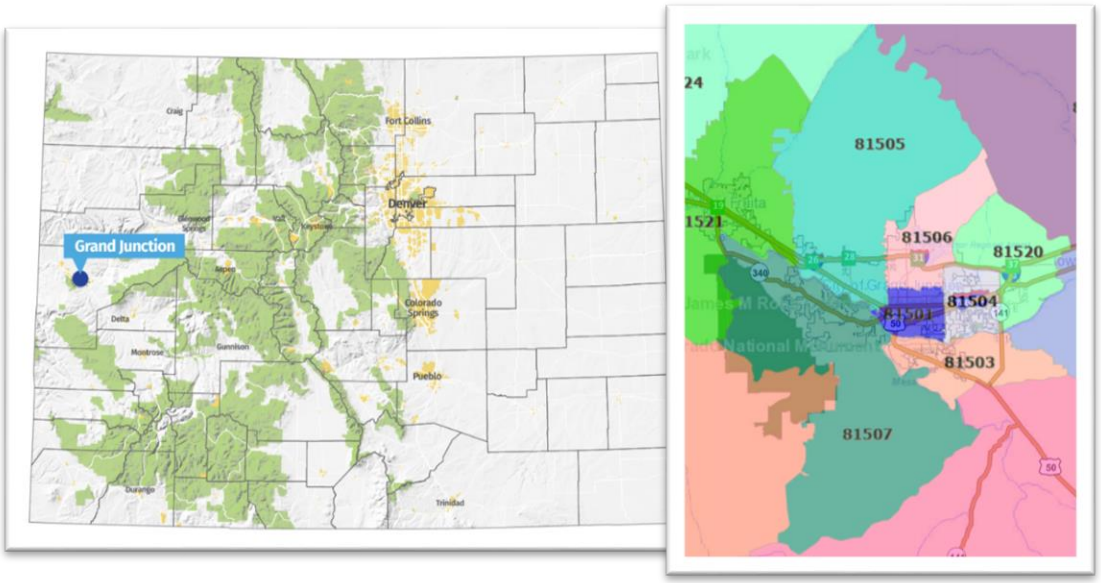


Figure 2. Grand Junction location and zip codes (City of Grand Junction, 2020) (City of Grand Junction GIS, 2023).

[2] The analysis presented in this plan document is based on Grand Junction zip codes, rather than city limits due to the availability of EV data at that scale. If EV data becomes available through the county DMV or another source, the City could consider transitioning to city limits for future analysis.

Current level of EV adoption

EV adoption is accelerating nationwide and in Colorado, as shown in **Figure 3** below. In 2022, EV sales surpassed 10% of all new car sales in the state, up from just 6.5% in 2021 (State of Colorado, 2023).

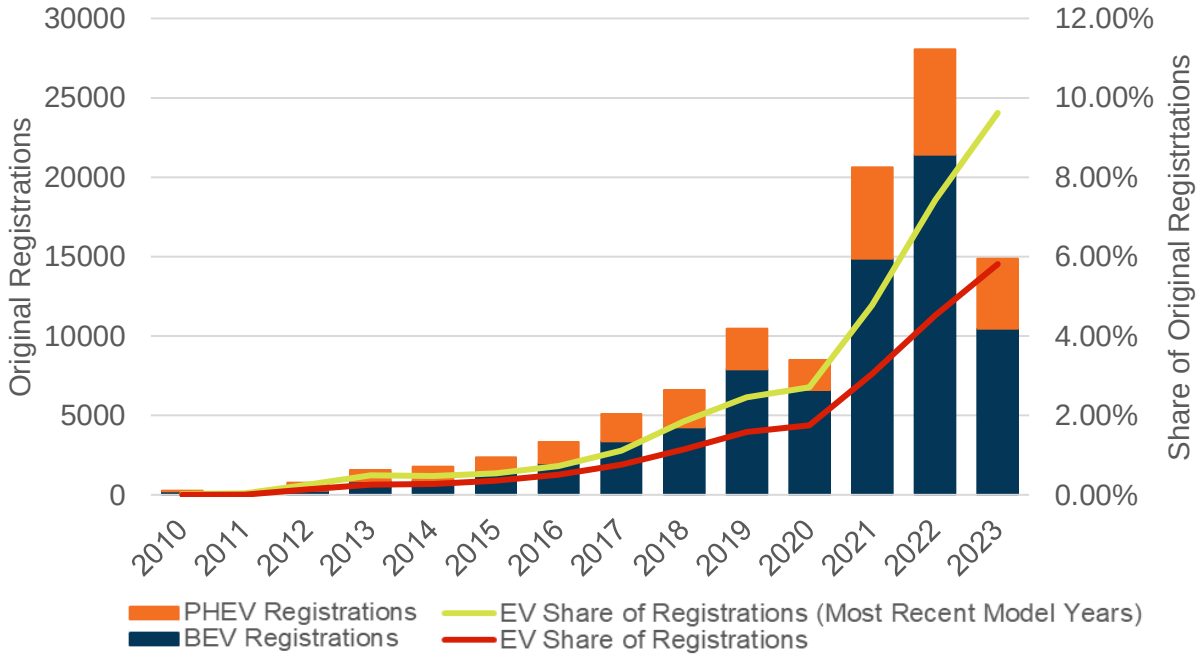


Figure 3. BEV (Battery Electric Vehicle) and Plug in Hybrid Electric Vehicle (PHEV) registrations and share of vehicle registrations in Colorado to June 2023 (Atlas Public Policy, 2023).

While EVs account for approximately 1% of EVs on the road in Grand Junction, local adoption is also increasing, as shown in **Figure 3,** from just 81 vehicles in 2017 to 621 in June of 2023 (Atlas Public Policy, 2023).

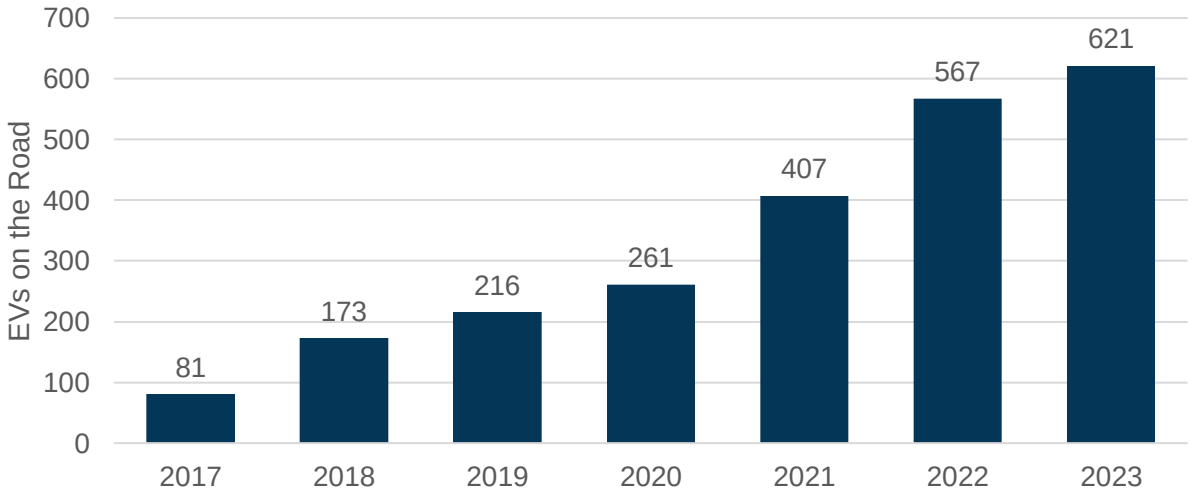


Figure 4. EVs on the road in Grand Junction Zip Codes 81501 – 81507 (Atlas Public Policy, 2023).

Existing EV charging network

Convenient and accessible public charging can support EV adoption by helping people feel more comfortable driving an EV, knowing that they will have access to charging on the go. Grand Junction has a head start on providing public charging opportunities, and the number of charging stations has increased in recent years, to 60 Level 2 ports and 21 DC fast charging ports as shown in **Figure 5**.

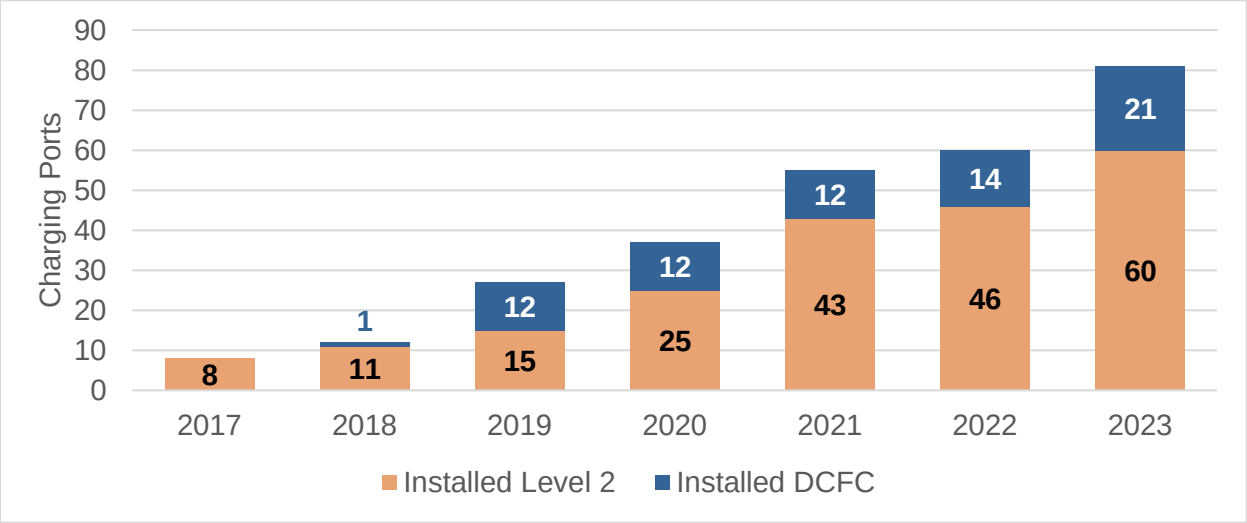


Figure 5. Number of level 2 and DC fast charging ports installed in Grand Junction to June 2023 (Atlas Public Policy, 2023)

As shown in **Figure 6**, the majority of Grand Junction's existing public charging ports are located in the downtown area or in close proximity to major highways.

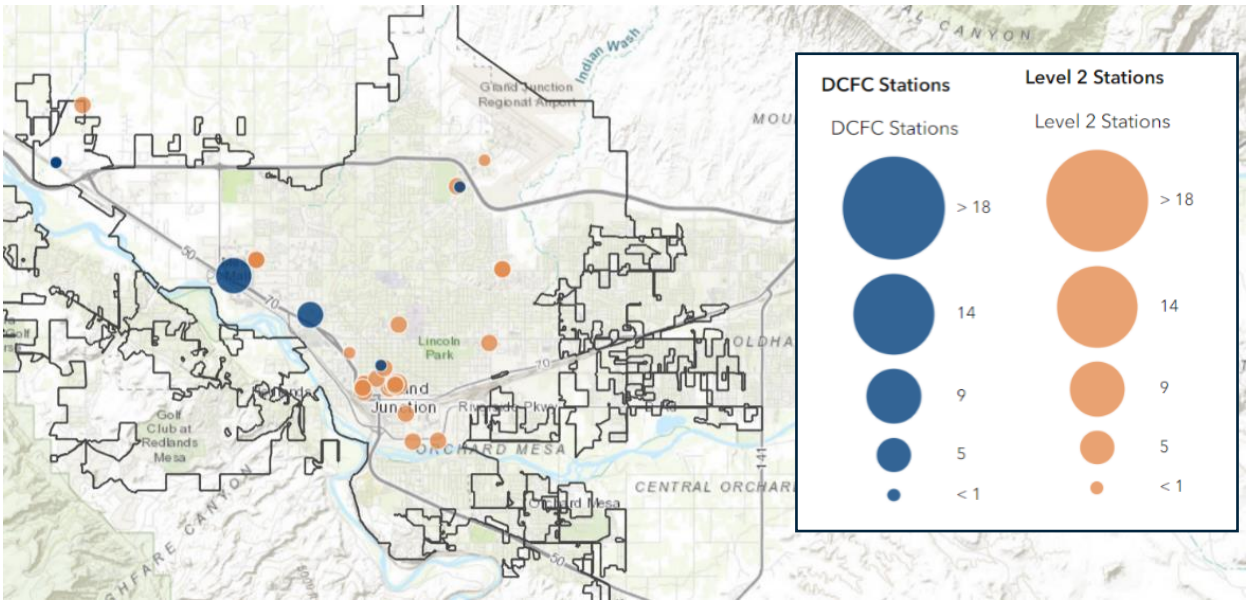


Figure 6. June 2023 distribution of existing level 2 and DC fast charging ports in Grand Junction (data adapted from (U.S. Department of Energy, 2023))

While these stations provide charging access for those traveling through Grand Junction, commuting to downtown, or using centralized amenities; there may be potential for increased charging access to serve residents to the north, south and east of the downtown core.

Current municipal fleet electrification efforts

At the time of plan development, the City of Grand Junction has already begun to integrate EVs into the municipal fleet. As of June 2023, the City had the following vehicles:

- 1 Ford Focus Electric passenger vehicle
- 2 electric forklifts
- 96 electric golf carts
- 4 Class 2 Ford E-Transit Cargo Vans (on order)
- 2 lawnmowers (on order)
- 1 recycling truck (on order)

Additionally, in 2023, the City is participating in Xcel Energy Fleet Electrification Advisory Program which provides analysis to help fleet operators determine the best course of action for electrification. The program uses real-world data to evaluate current fleet operations and will inform the evaluation and implementation of municipal fleet electrification going forward.

Alignment with other planning efforts and programs

City of Grand Junction Greenhouse Gas Emission Inventory

In 2023, the City developed GHG inventories for 2018 and 2021. The inventory indicated that gasoline vehicles were the largest single source of emissions in Grand Junction and the report identifies vehicle electrification and multimodal transportation as key actions to reduce emissions going forward.

Grand Junction Resiliency and Sustainability Plan

In support of principles and priorities identified in the 2020 Comprehensive Plan, the City of Grand Junction began developing the community's first Resiliency and Sustainability Plan. The Plan, which is anticipated to be complete in Spring 2024, will build on the GHG inventory and support sustainable development and conservation efforts to achieve improved public and environmental health.

Micromobility

2023 also saw the launch of a Shared Micromobility e-scooter pilot program within Grand Junction. The program is intended to:

- Diversify transportation options for residents.
- Encourage modal-shifts for short-distance trips.
- Inform infrastructure priorities with access to travel data.
- Provide first- and last-mile connectivity for transit users.

- Inform future policies.
- Understand micromobility and inform a permanent licensing permit for shared mobility businesses.

Colorado EV Plan 2023

The Colorado EV Plan 2023 is an update to the state's 2018 and 2020 plans and continues to accelerate adoption of EVs of all types in Colorado. The plan reinforces the state's existing goal of 940,000 light-duty EVs on the road by 2030 and establishes a new one of 2.1 million on the road by 2035. These interim goals support a vision for 100% electric light-duty vehicles and 100% zero emissions medium-duty vehicles. The plan identifies policies and programs by which to achieve these goals and also includes a focus on personal and shared electric mobility along with cross-cutting initiatives that affect multiple parts of the transportation system.

WHERE WE ARE GOING

Our Vision Statement

During the planning process, the EV Action Team developed a vision statement to guide this EV Readiness Plan and Grand Junction's transportation electrification work:

The City of Grand Junction will prepare for and maximize the benefits of widespread EV adoption.

Access to electrified transportation and charging infrastructure will be affordable and inclusive so that community members, businesses, and visitors have the freedom to choose electric mobility options.

Future EV Adoption in Grand Junction

In identifying strategies to prepare for and maximize the benefits of transportation electrification, it is helpful to understand what the local and statewide EV landscape could look like.

In support of Colorado's EV goals, and in light of emerging policies; programs; and technologies, the Colorado Energy Office developed scenarios projecting the number of electric vehicles anticipated on Colorado's roads by 2025 and 2030 (Colorado Energy Office, 2019). Based on the scenarios in this EV growth analysis, scaled for population and vehicle ownership rates, Grand Junction could expect to see increased EV adoption, as shown in Error! Reference source not found.. The City will monitor EV a doption throughout implementation of this EV Readiness Plan to understand the impact of plan strategies and inform any course adjustments needed.

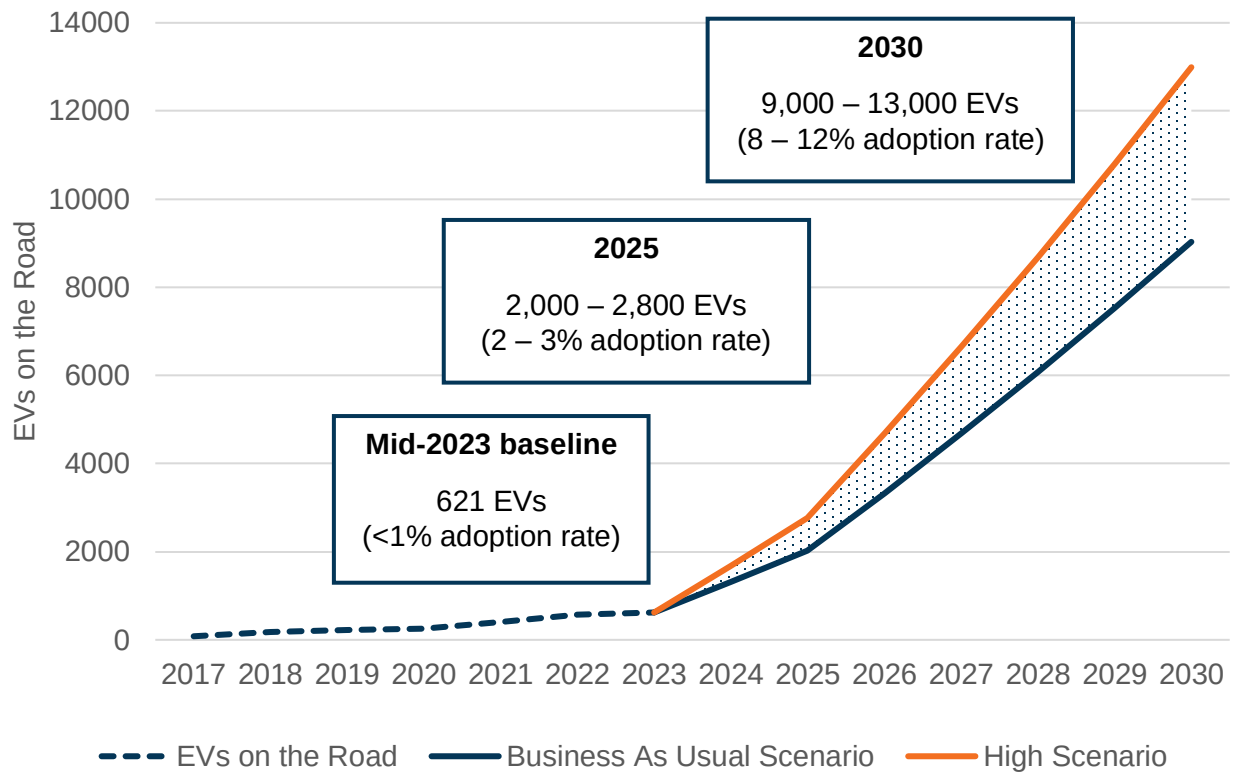


Figure 7. Projected EVs on the road in Grand Junction based on Colorado Energy Office Business as Usual (BAU) and High scenarios scaled to Grand Junction zip codes (Colorado Energy Office, 2019).

Future EV Charging Needs

As the number of EVs in Grand Junction, Colorado and the U.S. increases, so will the demand for public charging. The number of charging ports needed to serve a community can vary based not only on the number of EVs but also access to home charging, and other factors such as demand created by highway through-traffic, in-commuters, and visitors. Additionally, installing public charging in anticipation of future demand can also facilitate an equitable transition to EVs by making charging more convenient and reliable for all residents.

A working paper prepared by the International Council on Clean Transportation estimated the charging infrastructure need to meet Colorado's EV goals. Anticipated charging needs in Grand Junction are shown in **Figure 8**.

The City will monitor the number of charging stations installed in Grand Junction throughout implementation of this EV Readiness Plan to understand the impact of plan strategies and inform any course adjustments needed.

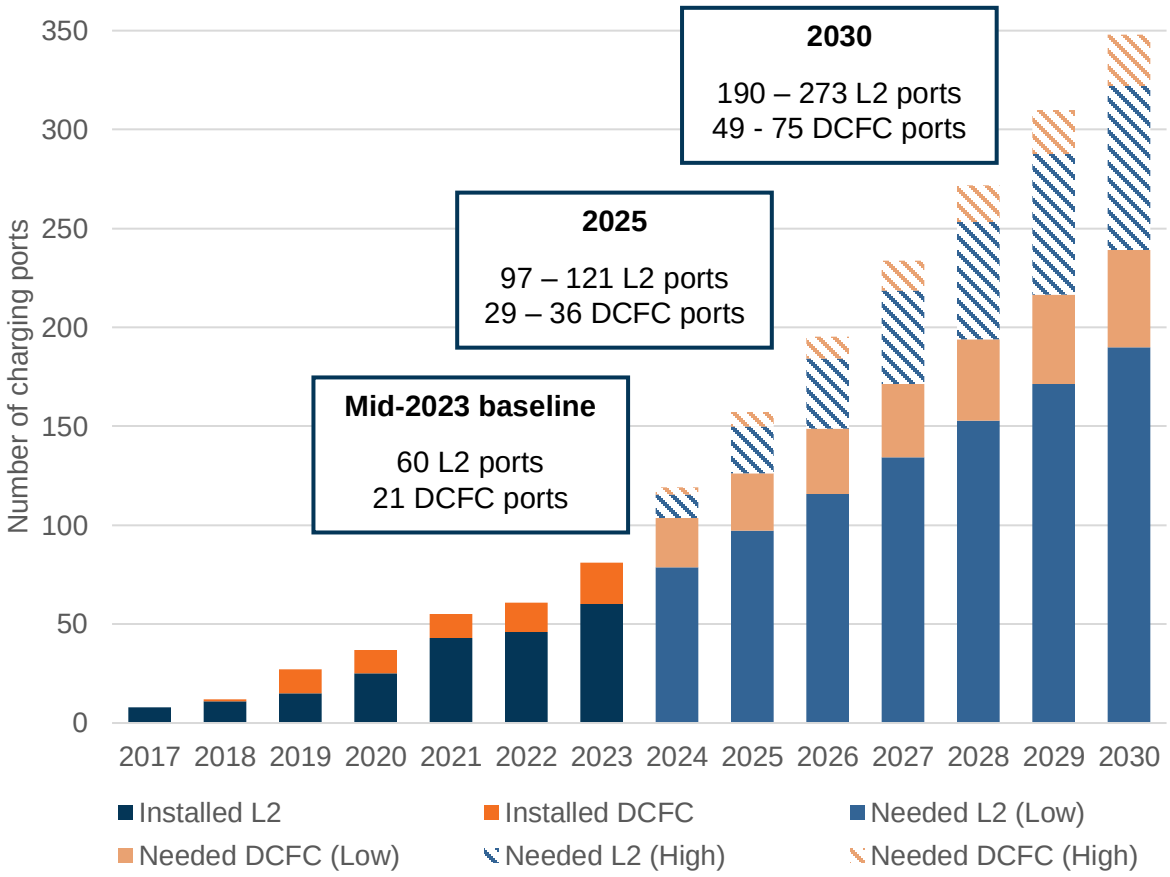


Figure 8. Projected need for charging ports based on Grand Junction's anticipated future EV adoption (linear extrapolation to meet anticipated 2030 need) (Hsu, Slowik, & Lutsey, 2021).

Focus Areas and Strategies

To achieve Grand Junction's EV Readiness Vision and prepare the community for to maximize the local benefits of increased EV adoption, the EV Action Team, with input from key local stakeholders and the broader community, identified the following priority focus and strategies for implementation from Q3 2023 – Q1 2025. The EV Action Team also identified strategies for longer-term consideration and potential implementation.

Community Adoption (CA)

Supporting the equitable adoption of electric mobility throughout Grand Junction.

- **Q3 2023 - Q1 2025 Strategies**
  - CA-1: Launch an EV Education Campaign
  - CA-2: Engage Dealerships and Auto Shops
  - CA-3: Encourage E-Bike Adoption
- **Longer-Term Strategies**
  - EV Tourism Marketing, EV Connections for Commuters, EV Group Buy, Equitable EV CarShare

Public Charging (PC)

Increasing community charging access and preparing to leverage existing and upcoming funding opportunities.

- **Q3 2023 - Q1 2025 Strategies**
  - PC-1: Engage Potential Private Charging Site Hosts
  - PC-2: Install Public Charging at Public Facilities
  - PC-3: Implement EV Parking Enforcement and Pricing Best Practices
  - PC-4: Clarify and Streamline Permitting Process for EV Charging
- **Longer-Term Strategies**
  - Regional Coordination for EV Infrastructure, Innovative Charging Solutions, EV Charging Accessibility, Mobility Connections, Multifamily Charging Outreach and Resources

Fleet Electrification (FE)

Identifying and implementing opportunities that support the electrification of municipal and other local fleets.

- **Q3 2023 - Q1 2025 Strategies**
  - FE-1: Evaluate Opportunities for Municipal Fleet Electrification
  - FE-2: Provide Electric Mobility Training for City Leadership and Staff
  - FE-3: Conduct EV Fleet Assessments
- **Longer-Term Strategies**
  - Explore Options for Transit Electrification, EV First Vehicle Replacement Policy, Regional Coordination for Fleet Electrification and Charging

HOW WE ARE GOING TO GET THERE

In order to prepare Grand Junction for implementation of priority strategies, the EV Action Team developed a work plan for each, identifying the audience, key action steps, roles, metrics, and available resources. The following sections provide these strategy work plans organized by the plan's three focus areas.

Community Adoption (CA) Focus Area

Based on projections described in the Where We Are Going section of this plan, Grand Junction could expect to see between 7,000 and 10,000 EVs on the road by 2030. Taking steps to prepare for and support this transition will enable the community to maximize the benefits of transportation electrification in an equitable manner. The priority strategies in this focus area include foundational education and engagement around electric mobility options to raise awareness of the benefits along with programs and incentives available to support EV access.

Strategy CA-1: Launch an EV Education Campaign

This strategy was identified by the EV Action Team as foundational to many others included in this plan. This sentiment was also echoed throughout much of the stakeholder and community engagement conducted by the City to inform plan development, reflecting a need for outreach and education to residents and businesses alike to raise awareness of EV benefits and opportunities including available rebates and tax credits.

At the time of writing, there are unprecedented amounts of funding available to support the adoption of EVs. This includes incentives for the lease or purchase of an EV and support for the installation of charging infrastructure. However, many residents and businesses may not be aware of available incentives, or how they can be stacked together to bring down the upfront cost of ownership. This strategy therefore focuses on

connecting residents and businesses with information and resources to support decision making and realize the benefits of EV adoption.

75% of Grand Junction residents drive alone to work (U.S. Census Bureau, 2021). With an average commute time of 16.2 minutes, well within the range of all EVs available on the market today, and a majority of households having two or more vehicles available, there are many opportunities for residential EV adoption (U.S. Census Bureau, 2021). However, 34% of Grand Junction households have an income less than twice the federal poverty level and 22% of households have access to only one or no vehicle, meaning that a focus on lower-cost electric mobility options such as e-bikes will also be important (EPA, 2023).

Target Audience

- Residents
- Businesses
- Housing authorities
- Visitors

Metrics

- **Number of social media posts**
  - Track number of social media posts and engagement with posts over time.
- **Engagement with EV website pages and EngageGJ**
  - Establish a baseline and monitor traffic to, and engagement with, existing and new City of Grand Junction EV pages, along with the EngageGJ platform EV project site. Include number of views/downloads for key online resources.
- **Number of Xcel Energy EV purchase rebates issued**
  - Establish a baseline and monitor change over time.
- **Number of people engaged at in-person events**

Scope and Timeline

- **Q3 – Q4 2023**
  - Inventory existing information sources related to EV benefits and incentives to identify resources that could be leveraged and any potential gaps in local distribution.
  - Identify existing communications channels, for example:
    - City channels such as websites, newsletters, social media.
    - Grand Valley Power magazine.
    - Mesa County Libraries.
  - Develop residential and business outreach plans to narrow target audience and outline key messages that will fill information gaps and outline local distribution channels.

- **Q1 – Q2 2024**

    - Based on outreach plan, develop outreach materials to reach residents and businesses using a variety of approaches, for example:
        - Downloadable fact sheet outlining EV basics, benefits and available incentives.
        - Resources specifically aimed at businesses.
        - PowerPoint presentation that can be used at in-person community events or workshops.
        - Resources to promote existing charging stations.
        - Targeted social media posts, for example highlighting municipal fleet electrification and linking to additional resources.
    - Distribute outreach materials using identified communication channels, in line with outreach plans.
    - Explore new communications channels to reach additional residents and businesses, for example multifamily residents.

- **Q3 – Q4 2024**
    - Continue implementation of outreach plan.
    - Evaluate impact of outreach using identified metrics to establish a baseline and track impact going forward.

- **Q1 2025**
    - Continued implementation of outreach plan.
    - Adjust outreach and engagement materials to reflect new opportunities and incorporate any feedback received.

Roles and Responsibilities

- **City of Grand Junction**
    - Lead identification of existing local communication channels.
    - Support development of outreach plans.
    - Co-lead development of outreach materials.
    - Lead distribution of materials through identified City channels and monitoring of impact.

- **Xcel Energy Partners in Energy**
    - Lead inventory of existing information sources.
    - Lead development of outreach plans.
    - Co-lead development of outreach materials.
    - Support distribution of outreach materials, including attendance at up to 3 events.

- **Partner Organizations**
    - **Mesa County Libraries** to support distribution of outreach materials and/or hosting of events.

    - **CLEER** to support distribution of outreach materials through ReCharge coaching and other existing channels.
    - **Horizon Drive BID**, **Downtown Grand Junction**, **Chamber of Commerce**, and other **local business development organizations** to support business outreach.

Related Resources

- **Informational and Capacity Resources**
    - Drive Clean Colorado resources.
    - CLEER resources.
    - EV CO statewide educational campaign.

- **Funding**
    - Xcel Energy home charging programs and EV purchase/lease rebate.
    - Xcel Energy Higher Emissions Community enhanced charger rebates.
    - Colorado Department of Transportation E-Mobility Education and Awareness grants.
    - Federal and State EV and EV charging tax credits.
    - (Anticipated) Colorado Energy Office (CEO)
        - Service Panel Upgrade + Residential Resources (SPURR).
        - Vehicle Investment for Sustainable Transportation Access (VISTA).
        - Vehicle Exchange Colorado Program (VXC).

Strategy CA-2: Engage Dealerships and Auto Shops

This strategy emerged as a priority throughout the planning process and was brought forward by EV Action Team members as well as by dealership representatives during a focus group conducted by the City.

Dealerships play a unique and critical role in the transition to EVs as a key touchpoint with residents considering a new vehicle. We heard from dealerships that they understand that the automotive industry is moving toward electrification and recognize the need for education of both their staff and customers. There is currently one Grand Junction dealership participating in Xcel Energy's EV Dealer Network and encouraging additional dealers to join could help build local capacity and inform residents about where to go if they are considering an EV.

Finally, this strategy also involves engaging with auto shops to provide information about EV resources and connect them with opportunities for EV-specific maintenance training. This will help increase local EV knowledge and make residents feel more comfortable purchasing an EV, knowing that there are trained local professionals to work on it.

Target Audience

- Vehicle dealerships
- Auto shops
- Residents and business considering vehicle purchase

Metrics

- **Number of dealerships participating in Xcel Energy's EV Dealer Network**
  - Target 2 additional dealerships participating in the network by 2025.
- **Number of outreach events for dealerships**
  - Target 2 events for dealership staff to learn about EV benefits and incentives by 2025.
- **Number of EV maintenance trainings**
  - Target 2 auto shops trained in EV maintenance by 2025.
- **EV share of most recent model year vehicle registrations**
  - Monitor change in the percentage of new model year vehicle registrations in Grand Junction that are EVs using Atlas Public Policy EValuateCO dashboard as a proxy for new EV sales.

Scope and Timeline

- **Q1 – Q2 2024**
  - Use initial outreach conducted during plan development to identify specific gaps and opportunities for dealership outreach.
  - Research best practices and existing resources for engaging auto shops and dealerships.
  - Develop a dealership and auto shop outreach plan to fill identified gaps and distribute materials.
  - Identify any organizations currently providing dealer training materials, certification programs, or other resources.
  - Engage with training providers to determine feasibility of in-person training for dealers and auto shops.

- **Q3 2024 – Q4 2024**
  - In line with outreach plan, develop dealership-facing education materials including:
    - Information on Xcel Energy's EV Dealership Network benefits and how to join.
    - Connection to other resources or training opportunities.
  - In line with outreach plan, develop customer-facing education materials, for example:
    - Summary of vehicle rebates, incentives, and where to go for additional information that dealerships could use to create vehicle window stickers.
    - Fact sheet hand out or flyer describing the benefits of EVs and available incentives.
  - Engage local dealerships to distribute education and outreach materials.
  - Schedule, coordinate, and host in-person training for dealership staff, including support to join Xcel Energy EV Dealer Network.
  - Identify any organizations currently providing auto shop training materials, certification programs, or other resources.

- **Q1 2025**
  - Schedule, coordinate, and host in-person trainings for auto shops.

Roles and Responsibilities

- **City of Grand Junction**
  - Support development of outreach materials.
  - Support research into best practices and existing resources for engaging auto shops and dealerships.
  - Lead engagement with auto shops and EV dealers, including distribution of education materials.

- **Xcel Energy Partners in Energy**
  - Lead development of outreach plan.
  - Lead research into best practices and existing resources for engaging auto shops and dealerships.
  - Lead development of outreach materials.
  - Provide connection to Xcel Energy EV Dealer Network resources.
  - Support coordination of training events for dealers and auto shops.

- **Partner Organizations (TBD)**
  - **Drive Clean Colorado** to provide dealership education resources.
  - **Third party organization(s)** to lead dealer and auto shop trainings (TBD).
  - **Local colleges** (Colorado Mesa University / Western Colorado Community College) to host in-person dealer and auto shop trainings (TBD).

Related Resources

- **Informational and Capacity Resources**
  - Xcel Energy EV Dealership Network.
  - Drive Clean Colorado and other industry organization dealership resources.
  - EV CO statewide educational campaign.

- **Funding**
  - Xcel Energy EV Supply Equipment and EV Supply Infrastructure programs.
  - Colorado Department of Transportation Zero Emission Vehicle Workforce Development Grant.

Strategy CA-3: Encourage E-Bike Adoption

Acknowledging that there are still cost and other barriers to EV adoption for many Grand Junction households, this strategy focuses on exploring opportunities to encourage other electric mobility options. Specifically, this strategy will build on the City's existing shared e-scooter pilot and e-bike ownership program to leverage

emerging opportunities at the state level and explore the potential for a local e-bike incentive program.

Target Audience

- Residents
- Bike shops
- Visitors

Metrics

- **Number of e-bikes and/or e-bike rebates provided**
  - Build on baseline established during 2023 e-bike ownership program.
- **Engagement with e-bike website pages**
  - Establish a baseline and monitor traffic to, and engagement with, existing and new City of Grand Junction EV pages, including number of views/downloads for key online resources.
- **Number of people engaged at in-person events**

Scope and Timeline

- **Q3 – Q4 2023**
  - Inventory existing rebates and resources available to support e-bike adoption.
  - Develop educational materials to communicate the benefits of e-bikes as an affordable and accessible mode of transportation, along with current e-bike programs and upcoming statewide e-bike program.
  - Evaluate the need for, and feasibility of, a local e-bike rebate program.

- **Q1 – Q2 2024**
  - Distribute educational materials in alignment with the outreach plan developed in Strategy CA-1.
  - Evaluate uptake and impact of local e-bike ownership program and statewide e-bike rebate to identify gaps and opportunities for additional incentives.
  - If determined to be beneficial, develop program design, budget request, and proposal for a local e-bike rebate program.

- **Q3 – Q4 2024**
  - If relevant, submit budget request and proposal for City-funded e-bike rebate program in 2024 and prepare to launch.

- **Q1 2025**
  - If developed, launch City-funded e-bike rebate program.

Roles and Responsibilities

- **City of Grand Junction**
  - Co-lead development of educational materials.

    - Lead evaluation of need and feasibility of a local e-bike rebate program.
    - Lead development and distribution of e-bike educational materials.
    - Lead evaluation of program impact.
    - Lead program design, budget request, and implementation of a local e-bike rebate program.

- **Xcel Energy Partners in Energy**
    - Support inventory of existing rebates and resources.

- **Partner Organizations**
    - **Local bike shops** to support outreach and education.
    - **Mesa County Bicycle Alliance** to support outreach and education.

Related Resources

- **Funding**
    - Colorado Energy Office Community Access to Electric Bicycles Grant Program
        - Funding for the development and implementation of e-bike deployment projects in communities across the state.
    - Colorado Energy Office Community Access to Electric Bicycles Rebate Program
        - Statewide rebate for low- and moderate-income Coloradans anticipated to be available August 2023.

Longer-Term Strategies

These Community Adoption strategies were identified as important by the EV Action Team and the community but are not currently slated for implementation in 2023 – 2024. Strategies may be brought forward earlier depending on funding and capacity.

- **EV Tourism Marketing.** Incorporate EV opportunities into Grand Junction's tourism marketing efforts in coordination with regional partners.
- **EV Connections for Commuters.** Explore the potential to support EV adoption and access for in-commuters, for example through incentives for EV drivers using Park and Rides or EV vanpool options.
- **EV Group Buy.** Organize a passenger vehicle group buy for community members to bring down costs and ease barriers to purchase.
- **Equitable EV CarShare.** Explore the feasibility of an equitable EV CarShare pilot program serving low-income and/or multifamily households.

Public Charging (PC) Focus Area

Based on projections described in the Where We Are Going section of this plan, Grand Junction could need between 187 and 266 public EV charging ports to serve vehicles on the road by 2030. While most charging can be done at home or work, where vehicles are typically parked for long periods of time, public charging plays a critical role in making EV adoption feasible for those without access to charging at home or work, such as multifamily residents, homes without garages or renters. Additionally, public charging is a visible indicator of a community's commitment to EVs, assuring residents and visitors that they will be able to recharge their vehicle when needed. This visibility and access can help to ease "range anxiety", a common barrier cited by community members engaged in development of this plan.

While Grand Junction's existing network provides convenient access to those working and visiting downtown, traveling into and through Grand Junction, or living in a central location, there will be a need for more equitably distributed charging as EVs become more affordable and accessible for all residents. Additionally, many currently available state and federal funding opportunities include a focus on equity, with priority or enhanced incentives available for designated Disproportionately Impacted Communities[3]. Error! Reference source not found. shows the location of D isproportionately Impacted Communities designated at the state and federal level within Grand Junction.

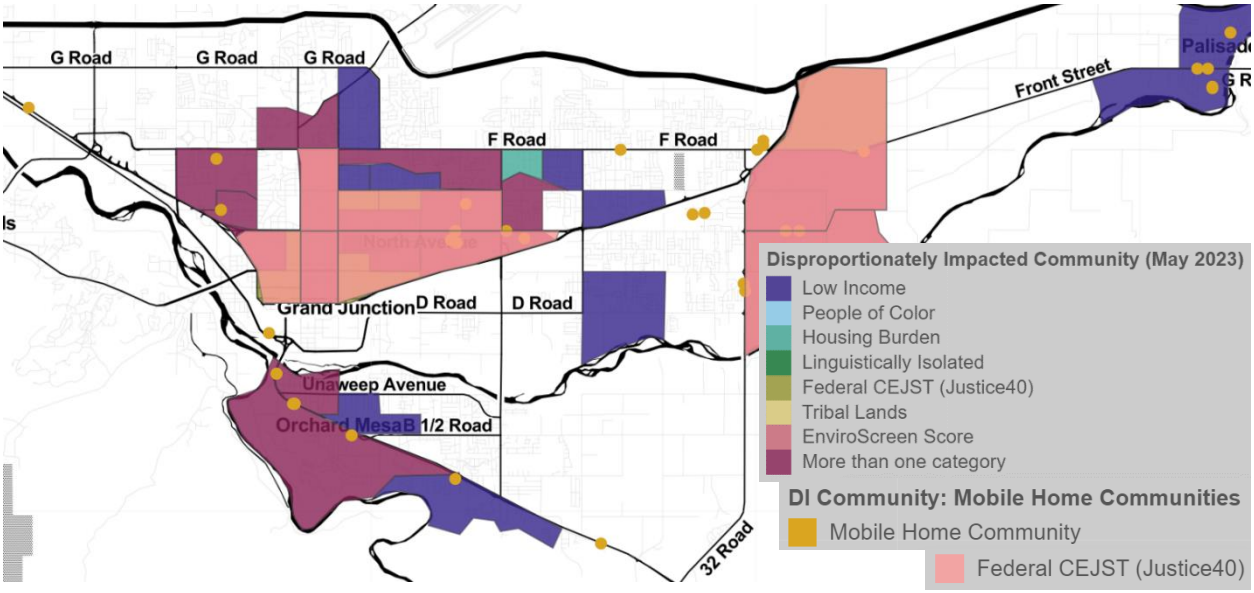


Figure 9. Disproportionately Impacted Communities and Federal Justice40 communities in Grand Junction that may be eligible for enhanced funding to support EV charging (Colorado Department of Health and Environment, 2023).

[3] The term Disproportionately Impacted Community refers to areas that meet the definition of "Disproportionately Impacted Community" under Colorado law, as defined by House Bill 23-1233. Details about what this definition includes can be found on the Colorado EnviroScreen Tool.

Many of these communities have limited access to EV charging currently and include locations identified by community members as potential sites for future charging, as shown in **Figure 10**Error! Reference source not found.. The strategies in this focus area a im to continue the build out of convenient and accessible charging across Grand Junction, including in areas currently underserved by EV infrastructure.

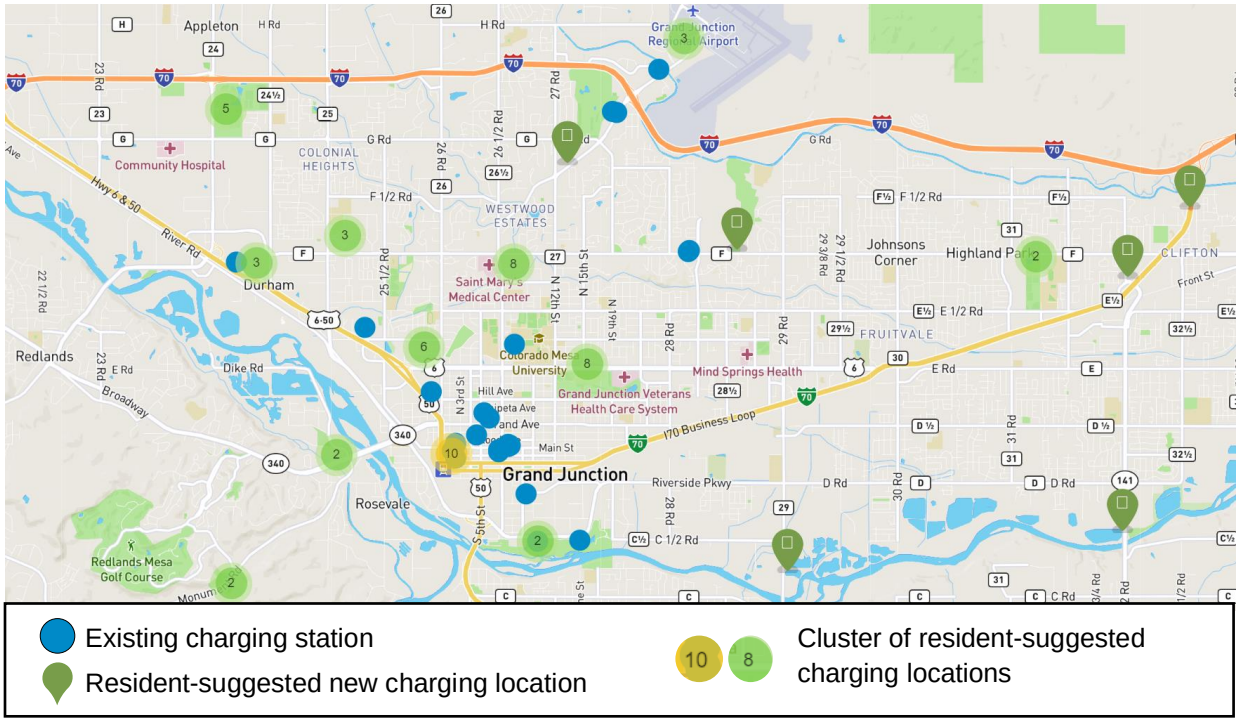


Figure 10. Potential charging locations suggested by residents through the city's interactive EngageGJ platform.

Strategy PC-1: Engage Potential Private Charging Site Hosts

This strategy involves using mapping and engagement completed during the development of this EV Readiness Plan to identify priority areas for future EV charging infrastructure and begin engaging potential site hosts within those areas to raise awareness of the benefits and opportunities related to EV charging. There are a number of factors that could inform the identification of priority areas for charging, including equity considerations, funding, and public demand.

Target Audience

- Businesses
- Property owners
- Property management companies
- Developers
- Hotels
- Hospitals
- Education institutions

- Tourism industry
- Mesa County
- Truck stops
- Visitor's Center
- Shopping destinations and convenience stores
- Restaurants
- Grand Junction Economic Partnership (GJEP)
- Gas stations
- Movie theaters
- Micromobility partners (E.g., Lime, Bird)
- Horizon Drive Business Improvement District
- Chamber of Commerce

Metrics

- **Number of charging stations installed**
  - Keep pace with projected demand.
  - Track number of locations exploring station installation and total number installed.
- **Use of installed charging stations**
  - Establish baseline and monitor going forward.

Scope and Timeline

- **Q3 – Q4 2023**
  - Develop criteria to inform identification of locations best suited for public Level 2 and DC fast charging, for example:
    - Equity considerations such as location within a designated Disproportionately Impacted Community, income, access to home charging.
    - Applicable funding opportunities.
    - Proximity to existing charging infrastructure.
    - Identification by community members through EngageGJ.
  - Use mapping to identify priority locations for Level 2 and DC fast charging in Grand Junction.
  - Identify property owners, developers, and/or businesses in priority locations, for example hotels and motels for Level 2 charging.
  - Develop outreach and messaging to engage property owners, developers, and businesses. Based on stakeholder input, include an emphasis on competitive advantage, destination charging, and communication of existing incentives to support charging.

- **Q1 – Q2 2024**
  - Distribute outreach and messaging related to Level 2 and DC fast charging to identified property owners and developers identified property owners for Level 2 and DCFC charging.

- Connect interested site hosts with Xcel Energy EV Advisors and/or CLEER ReCharge coaches to support site assessment and installation of EV charging.

- **Q3 – Q4 2024**
  - Continued engagement with private site hosts to recruit and provide support to additional site hosts.

Roles and Responsibilities

- **City of Grand Junction**
  - Co-lead mapping and development of criteria for prioritization of potential charging locations.
  - Lead identification of potential site hosts, including property owners, businesses and developers for targeted outreach.
  - Support development of outreach materials.
  - Lead engagement of potential charging site hosts and distribution of outreach materials.

- **Xcel Energy Partners in Energy**
  - Co-lead mapping and development of criteria for prioritization of potential charging locations.
  - Lead development of outreach materials, for example:
    - Resources to support in-person engagement.
    - Print resources.
    - Social media posts.

- **Xcel Energy**
  - EV Advisors to support site assessment and installation process at potential charging locations with Xcel Energy electricity service.

- **Partner Organizations**
  - **CLEER** to provide coaching to potential site hosts through ReCharge Colorado program.

Related Resources

- **Funding**
  - Xcel Energy Programs
    - Income qualified and Higher Emissions Community charging rebates.
    - Multifamily EV Solutions programs.
    - EV Supply Infrastructure (EVSI) program.
    - EV Supply Equipment (EVSE) program.
    - Critical Peak Pricing program.
  - Colorado Energy Office Charge Ahead Colorado grants.
  - Federal EV Charging tax credits.

- IIJA competitive Discretionary Grant Program for Charging and Fueling Infrastructure (CFI).

Strategy PC-2: Install Public Charging at Public Facilities

This strategy involves using mapping and community input to prioritize public facilities for charging, apply for available grant funding, and install charging stations.

Target Audience

- City departments
- Airport
- Bureau of Land Management
- Other governmental agencies

Metrics

- **Number of charging stations installed at public facilities**

Scope and Timeline

- **Q1 – Q2 2024**
  - Use existing mapping and location prioritization from Strategy PC-1 to identify public facilities well situated for public charging.
  - Conduct site assessments at each potential location to evaluate feasibility and identify any electrical upgrades required.
  - Request quotes for charging station installation, if necessary and appropriate.
  - Identify applicable funding programs for charging at each location and evaluate the availability of agency match funds, if required.

- **Q3 – Q4 2024**
  - Apply for grant funding to install charging at priority locations.
  - Issue a request for proposals for the installation of charging stations, if necessary.

- **Q1 2025**
  - Install charging stations at priority public facilities.
  - Promote the opening and availability of new charging stations.

Roles and Responsibilities

- **City of Grand Junction**
  - Lead identification of public facilities well suited for public charging.
  - Lead request for quotes, coordination of site assessments, application for grants and project management of station installation.
  - Lead promotion of charging stations once installed.

- **Xcel Energy Partners in Energy**
  - Support use of existing mapping and prioritization framework to identify public facilities in priority charging areas.

    - Support promotion of new charging stations, once installed, for example through creation of flyers or other materials.

- **Xcel Energy**
    - EV advisors to support site assessment and charging station installation process.

Related Resources

- **Funding**
    - Xcel Energy Programs
        - Income qualified and Higher Emissions Community charging rebates.
        - EV Supply Infrastructure (EVSI) program.
        - Critical Peak Pricing program.
    - Colorado Energy Office Charge Ahead Colorado grants.
    - Federal EV Charging tax credits.
    - IIJA competitive Discretionary Grant Program for Charging and Fueling Infrastructure (CFI).
    - (Anticipated) Colorado Energy Office Community Access Enterprise programs.

Strategy PC-3: Implement EV Parking Enforcement and Pricing Structure Best Practices

EV parking policy, pricing, and enforcement can be critical to making sure that charging is affordable and accessible and to ensuring that stations are reliably available for use by EV drivers. This strategy involves the development and implementation of EV parking enforcement best practices, including consideration of beneficial pricing structures for charging.

Target Audience

- City parking enforcement
- Businesses
- Residents

Metrics

- **Charging station use and availability metrics**

Scope and Timeline

- **Q1 – Q2 2024**
    - Inventory existing parking requirements and opportunities, including:
        - Evaluate existing code requirements and restrictions related to enforcement of EV charging spaces and the ability of the City to write tickets for violation.
        - Engage businesses with charging to understand existing pricing structures and how they were developed.
    - Research EV parking best practices, including consideration of:

        - Existing code requirements and restrictions related to enforcement of EV charging spaces and the ability of the City to write tickets for violation.
        - Affordable charging rates, while deterring drivers from remaining in a parking space after they have completed charging.
        - EV charging space signage.

- **Q3 – Q4 2024**
    - Based on research, develop best-practice guidelines for EV parking enforcement and pricing.
    - Implement best practice guidelines for EV charging at City-owned facilities.

- **Q1 2025**
    - Evaluate opportunities for implementation and enforcement of updated EV parking policy based on best practice guidelines.

Roles and Responsibilities

- **City of Grand Junction**
    - Lead inventory of existing parking requirements and opportunities.
    - Lead engagement with businesses to understand existing parking and pricing structures.
    - Co-lead development of best-practice guidelines for EV parking enforcement and pricing.
    - Lead implementation of best-practice guidelines at City-owned charging.
    - Lead evaluation of opportunities for EV parking policy.

- **Xcel Energy Partners in Energy**
    - Lead research into EV parking best practices.
    - Co-lead development of best-practice guidelines for EV parking enforcement and pricing.

- **Partner Organizations**
    - **CLEER** to support development of parking and pricing best practices.
    - **Local colleges** (Colorado Mesa University / Western Colorado Community College) to support research into best practices (TBD).

Related Resources

- **Informational and Capacity Resources**
    - Existing City of Grand Junction charging stations and resources.

Strategy PC-4: Clarify and Streamline Permitting Process for EV Charging

For some homeowners and businesses, knowing where to start and what is required from a permitting perspective could be a barrier to EV charging installation. This

strategy focuses on clarifying the permitting process for residential and commercial EV charging through development of a “how to” guide and exploring opportunities to simplify site review.

Target Audience

- Residents
- Developers
- Electricians

Metrics

- **Average turnaround time for EV charging permit applications**
  - Establish baseline and monitor going forward.

Scope and Timeline

- **Q1 – Q2 2024**
  - Evaluate current permitting processes to document current EV charging review processes and identify opportunities for simplification and/or streamlining.

- **Q3 – Q4 2024**
  - Develop a public-facing “how to” guide documenting when a permit is required for EV charging and the steps involved.
    - Include connection to other outreach materials developed through implementation of Strategy CA-1.
    - Incorporate learnings from implementation of Strategy PC-1 to inform identification of current gaps or pain points in the charging installation process.
  - Engage electricians, businesses and charging installers to review the guide and support distribution.

Roles and Responsibilities

- **City of Grand Junction**
  - Lead evaluation of existing permitting processes and identification of opportunities for clarification.
  - Lead development of “how to” guide for EV permitting.

- **Xcel Energy Partners in Energy**
  - Support development of “how to” guide and connection to resources developed through implementation of Strategy CA-1.

- **Partner Organizations**
  - **CLEER** to support evaluation of permitting processes in conjunction with GoEV City resources.

Related Resources

- **Informational and Capacity Resources**

- Example streamlined EV charging station permits and guidelines:
  - City of Contra Costa, CA Streamlined Permit Application
  - Montgomery County, MD Residential EV Charging Permitting Guidelines
  - New York State EV Charging Station Permitting Resources
  - Commerce City, CO Minimum Submission Documents
- GoEV City resources.

Longer-Term Strategies

These Public Charging strategies were identified as important by the EV Action Team and the community but are not currently slated for implementation in 2023 – 2024. Strategies may be brought forward earlier depending on funding and capacity.

- **Regional Coordination for EV Infrastructure.** Work with partners to promote regional charging stations, identify charging gaps, and explore opportunities to enhance the regional charging network.
- **Innovative Charging Solutions.** Explore opportunities to pilot innovative charging solutions such as vehicle-to-building technology.
- **EV Charging Accessibility Standards.** Develop and implement accessibility standards for all charging stations, above and beyond ADA requirements.
- **Mobility Connections.** Connect EV charging with other mobility options, for example through co-location of shared micromobility hubs and charging infrastructure.
- **Multifamily Charging Outreach and Resources.** Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging.

Fleet Electrification (FE) Focus Area

In addition to personal vehicles and e-mobility options, transportation electrification also has potential benefits for fleet operators, including lower and more reliable fuel costs and reduced maintenance needs. Fleet electrification by local public agencies can also serve as an example to the rest of the community of the potential application and benefits of EVs.

Strategy FE-1: Evaluate Opportunities for Municipal Fleet Electrification

As detailed in the Where We Are Now section of this plan, the City has made a start toward electrification with one passenger EV, two electric forklifts and 4 electric golf carts already in its fleet. The City also has two electric lawn mowers and an electric recycling truck on order. Additionally, the City was an early adopter of Compressed Natural Gas (CNG) fleet vehicles, fueled using methane gas produced at the Persigo Wastewater Treatment Facility. In 2021, the City's CNG station underwent an upgrade to increase capacity and take advantage of a growing supply of digester biogas. Since it is anticipated that CNG will continue to play an important role in fueling heavy-duty fleet vehicles, the City's electrification efforts may initially focus on light-duty fleet while taking advantage of medium- and heavy-duty opportunities as they arise.

At the time of writing, the City is participating in Xcel Energy's Fleet Electrification Assistance Program (FEAP) which will provide recommendations to inform municipal fleet electrification going forward. This strategy involves completing FEAP and creating a plan for implementation of the recommendations provided.

Target Audience

- City departments
- Airport
- Mesa County

Metrics

- **Percentage light-duty EVs in City, Mesa County, and Airport fleet**
  - 12% light-duty fleet electrification by 2025 (TBC based on FEAP report and recommendation).
- **Percentage zero-emissions vehicles in City, Mesa County, and Airport heavy-duty fleets**
  - Target for each entity to be developed based on FEAP recommendations and CNG fueling capacity/plans.
- **Impact of fleet electrification**
  - Establish baseline for fuel use, cost, GHG emissions and monitor going forward.

Scope and Timeline

- **Q3 – Q4 2023**
  - City of Grand Junction to complete participation in Xcel Energy FEAP.

- **Q1 – Q2 2024**
  - Evaluate the feasibility of recommendations provided through FEAP participation.
  - Use FEAP results to inform the development of an implementation plan to guide municipal fleet electrification including:
    - Current vehicle type and age.
    - Recommended replacement models.
    - Replacement timelines.
    - Infrastructure needs associated with fleet electrification.
    - Available financial incentives.
    - Budget request timelines.

- **Q3 – Q4 2024**
  - Explore development of EV purchasing guidelines to support fleet electrification implementation plan.
  - Begin implementing FEAP recommendations, for example through:
    - Preparation of budget requests to purchase light-, medium- and/or heavy-duty electric fleet vehicles and install fleet charging at municipal facilities in 2025.

- **Q1 2025**
  - Purchase of electric fleet vehicles and installation of infrastructure to support fleet charging.

Roles and Responsibilities

- **City of Grand Junction**
  - Lead participation in FEAP.
  - Lead development of a fleet electrification plan based on FEAP recommendations.
  - Lead evaluation and implementation of FEAP recommendations.

- **Xcel Energy Partners in Energy**
  - Support development of FEAP implementation plan.

- **Xcel Energy**
  - Lead coordination and completion of FEAP analysis.
  - Support development of FEAP implementation plan.

Related Resources

- **Funding**
  - Xcel Energy FEAP program.
  - Resources available to support implementation of FEAP recommendations.
    - Higher Emission Community support and supplemental rebates.
    - Xcel Energy EVSI program.

        - Xcel Energy EVSE program.
        - Xcel Energy Critical Peak Pricing Program.
        - CEO Fleet Zero-Emission Infrastructure Program.
        - Colorado Department of Public Health and Environment (CDPHE) Clean Fleet Vehicle & Technology Grant Program.
        - Federal EV and EV charging tax credit direct payments.
        - Climate Mayors' EV Purchasing Collaborative discounts.
        - IIJA competitive Discretionary Grant Program for Charging and Fueling Infrastructure.
        - U.S. Department of Transportation Carbon Reduction Program administered through the Metropolitan Planning Organization.
        - U.S. Department of Energy Energy Efficiency and Conservation Block Grant Program.
        - (Anticipated early 2023) U.S. EPA Diesel Emission Reduction grants.

Strategy FE-2: Provide Electric Mobility Training for City Leadership and Staff

As the City begins to implement strategies identified in this Readiness Plan and prepare for both community-wide and fleet adoption, it will be important for City staff and leadership to be familiar with electric mobility technologies and processes. This strategy focuses on developing and implementing a training program for City staff to build awareness and support informed decision-making practices.

Target Audience

- Planning staff
- Mechanics
- Vehicle operators
- Department Directors
- Finance staff
- Parking officers
- Elected officials
- Metropolitan Planning Organization (MPO)

Metrics

- **Number of staff trained in each department**

Scope and Timeline

- **Q1 – Q2 2024**
    - In coordination with implementation of Strategy CA-2, develop Electric Mobility 101 and targeted training materials for staff in different roles (e.g., planner, vehicle operator, leadership). 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.

- **Q3 – Q4 2024**
    - Develop assessment or survey to evaluate completion and effectiveness of training.
    - Deliver training program for City leadership and staff.
    - Administer assessment or survey to evaluate completion and effectiveness of training.

- **Q1 2025**
    - Adjust training as needed based on year one evaluation.
    - Ongoing annual training for City leadership and staff.

Roles and Responsibilities

- **City of Grand Junction**
    - Co-lead development of training materials.
    - Lead delivery of training program.

- **Xcel Energy Partners in Energy**
    - Co-lead development of training materials.
    - Support delivery of training program.
    - Connect the City with emerging Xcel Energy Transportation Electrification Plan (TEP) opportunities.

- **Partner Organizations**
    - **Third party organizations** to lead electric mobility training (TBD).

Related Resources

- **Funding**
    - Colorado Department of Transportation ZEV Workforce Development Grant.
    - Colorado Department of Transportation E-Mobility Education and Awareness Grant.
    - Xcel Energy Commercial Workforce Training (Anticipated in 2024 – 2026 Xcel Energy Transportation Electrification Plan).
- **Informational and Capacity Resources**
    - CLEER resources.
    - Colorado Electric Vehicle Coalition (CEVC).
    - Colorado Municipal League (CML).
    - FleetPros FleetCon conference taking place in Loveland in August 2023 includes numerous sessions on alternative fuel vehicles and EVs.

Strategy FE-3: Conduct EV Fleet Assessments

Similar to municipal fleet, there are potential benefits of fleet electrification for any fleet operator in Grand Junction. Any fleet based in Xcel Energy service territory with five or more vehicles is eligible to participate in the FEAP program. This strategy therefore focuses on recruitment and support of Grant Junction business and organizations to participate in FEAP.

Target Audience

- Businesses with fleets
- Colorado Mesa University (CMU)
- Hospitals
- Chamber of Commerce
- Delivery-focused businesses (e.g., materials/parts suppliers)
- Local public agencies

Metrics

- **Number of entities participating in FEAP**
  - Five additional participants by 2025

Scope and Timeline

- **Q3 – Q4 2023**
  - Identify entities already participating in FEAP and other local fleet operators eligible to participate.

- **Q1 – Q2 2024**
  - Develop targeted outreach to encourage local fleet operators to participate in FEAP, for example:
    - Toolkit or one-page overview to share with eligible entities.
  - Work with existing channels to distribute outreach to local businesses, for example:
    - Present at Chamber of Commerce meeting.

- **Q3 – Q4 2024**
  - Support interested entities to apply for and participate in FEAP.

Roles and Responsibilities

- **City of Grand Junction**
  - Lead identification of local fleet operators.
  - Lead distribution of outreach materials.

- **Xcel Energy Partners in Energy**
  - Support identification of existing and potential FEAP participants.
  - Lead development of targeted outreach materials.
  - Support local entities application for and participation in FEAP.
  - Monitor participation in FEAP, in coordination with Xcel Energy team.

- **Xcel Energy**
  - Lead implementation of FEAP in coordination with local fleet operators.

- **Partner Organizations**
  - **Downtown Grand Junction**, **Horizon Drive Business Improvement District**, **Chamber of Commerce** and other local business development organizations to support identification of, and outreach to, fleet operators.
  - **CLEER** to support fleet outreach through ReCharge program.

Related Resources

- **Funding**
  - Xcel Energy FEAP program.
  - Resources available to support implementation of FEAP recommendations:
    - Higher Emission Community support and supplemental rebates.
    - Xcel Energy EVSI program.
    - Xcel Energy EVSE program.
    - Xcel Energy Critical Peak Pricing Program.
    - CEO Fleet Zero-Emission Infrastructure Program.
    - Colorado Department of Public Health and Environment (CDPHE) Clean Fleet Vehicle & Technology Grant Program.
    - Climate Mayors' EV Purchasing Collaborative discounts.
    - Federal EV and EV charging tax credit direct payments.
    - IIJA competitive Discretionary Grant Program for Charging and Fueling Infrastructure.
    - U.S. Department of Transportation Carbon Reduction Program administered through the Metropolitan Planning Organization.
    - (Anticipated early 2023) U.S. EPA Diesel Emission Reduction grants.

- **Informational and Capacity Resources**
  - CLEER ReCharge coaching.
  - Drive Clean Colorado informational resources.

Longer-Term Strategies

These Fleet Electrification strategies were identified as important by the EV Action Team and the community but are not currently slated for implementation in 2023 – 2024. Strategies may be brought forward earlier depending on funding and capacity.

- **Explore Options for Transit Electrification.** Monitor new EV technology for buses and coordinate with local and regional partners to identify electric buses that are suitable for Grand Junction's transit fleet.
- **EV First Vehicle Replacement Policy.** Adopt a vehicle replacement policy that prioritizes electric or zero emissions vehicles.

- **Regional Coordination for Fleet Electrification and Charging.** Coordinate with regional fleet operators to learn and share best practices and experiences with light-, medium-, and heavy-duty fleet electrification.

HOW WE STAY ON COURSE

Successfully implementing the strategies identified in this EV Readiness Plan will require close coordination and collaboration between the City and its partners, along with regular tracking and reporting to ensure we stay on course.

The structure for implementation of this plan over the next 18-months will mirror that used in plan development, with a core Project Management Team meeting regularly to oversee day-to-day activities, regular coordination with a broader EV Action Team, and input from the wider community as necessary and appropriate, as shown in **Figure 11**.

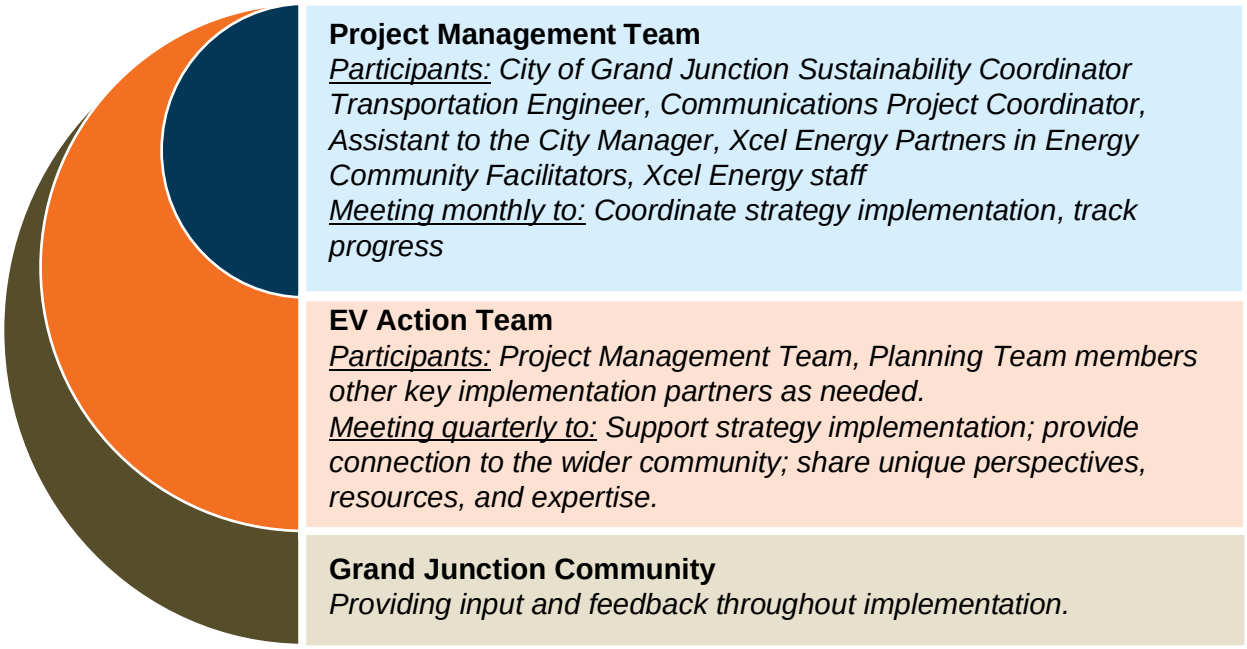


Figure 11. Grand Junction EV Readiness Plan implementation structure.

Implementation of EV Readiness Plan strategies will be phased over the implementation period from Q3 2023 through Q1 2025 as shown in **Table 1**.

Table 1. Initial phasing of Grand Junction EV Readiness Plan strategies during the Q3 2023 - Q1 2025 implementation period.

Strategy	Q3 – Q4 2023	Q1 – Q2 2024	Q3 – Q4 2024	Q1 2025
Strategy CA-1: Launch an EV Education Campaign				
Strategy CA-2: Engage Dealerships and Auto Shops				
Strategy CA-3: Encourage E-Bike Adoption				
Strategy PC-1: Engage Potential Private Charging Site Hosts				
Strategy PC-2: Install Public Charging at Public Facilities				
Strategy PC-3: Implement EV Parking Enforcement and Pricing Structure Best Practices				
Strategy PC-4: Clarify and Streamline Permitting Process for EV Charging				
Strategy FE-1: Municipal Fleet Electrification				
Strategy FE-2: EV Training for City Leadership and Staff				
Strategy FE-3: Conduct EV Fleet Assessments				

Tracking Progress

To ensure that this plan remains on track, the Project Management Team will track and report key metrics identified in this plan on an annual basis.

Overarching Metrics

Tracking the overarching metrics in **Table 2** will provide an understanding of strategy impact. Additionally, these metrics will provide insight into the development of Grand Junction's EV landscape and be used to inform course adjustments, if needed. The

results may also be shared with Grand Junction City Council and the wider community to provide transparency around the implementation process and recognize the collaborative efforts of those involved.

Table 2. Overarching EV adoption and charging metrics.

Metric	Data Source
Light-Duty EVs on the road in Grand Junction zip codes and rate of adoption	Atlas Public Policy EValuateCO dashboard U.S. Census Bureau Zip Code Tabulation Area Population Data
Level 2 and DC fast charging ports in Grand Junction zip codes	Atlas Public Policy EValuateCO dashboard

Strategy Level Metrics

The Project Management Team will also track the strategy-specific metrics in **Table 3** to monitor plan implementation progress.

Table 3. Grand Junction EV Readiness Plan strategy metrics.

Strategy	Metrics
Strategy CA-1: Launch an EV Education Campaign	• Number of social media posts. • Engagement with EV website pages and EngageGJ. • Number of Xcel Energy EV purchase rebates issued. • Number of people engaged at in-person events
Strategy CA-2: Engage Dealerships and Auto Shops	• Number of dealerships participating in Xcel Energy's EV Dealer Network. • Number of outreach events for dealerships. • Number of EV maintenance trainings. • EV share of most recent model year vehicle registrations
Strategy CA-3: Encourage E-Bike Adoption	• Number of e-bikes and/or e-bike rebates provided. • Engagement with e-bike website pages • Number of people engaged at in-person events
Strategy PC-1: Engage Potential Private Charging Site Hosts	• Number of charging stations installed. • Use of installed charging stations.
Strategy PC-2: Install Public Charging at Public Facilities	• Number of charging stations installed at public facilities.
Strategy PC-3: Implement EV Parking Enforcement and Pricing Structure Best Practices	• Charging station use and availability metrics.

Strategy PC-4: Clarify and Streamline Permitting Process for EV Charging	• Average turnaround time for EV charging permit applications.
Strategy FE-1: Municipal Fleet Electrification	• Percentage light-duty EVs in City, Mesa County, and Airport fleet. • Percentage zero-emissions vehicles in City, Mesa County, and Airport fleet. • Impact of fleet electrification.
Strategy FE-2: EV Training for City Leadership and Staff	• Number of staff trained in each department.
Strategy FE-3: Conduct EV Fleet Assessments	• Number of entities participating in FEAP.

Adapting to a Changing Landscape

The strategy work plans included in this EV Readiness Plan were developed within the context of rapidly changing technologies, industry standards, and funding opportunities. It will be important to evaluate and update strategies throughout implementation, to reflect advancements and new offerings from the transportation industry, Xcel Energy, and state and federal resources. The Xcel Energy Partners in Energy EV Toolkit may be a good resource for solutions to address unexpected barriers that may arise and any adjustments will be documented and shared with the broader group and community.

APPENDIX A: COMMUNITY ENGAGEMENT SUMMARY

This EV Readiness Plan was developed through a nested engagement approach. In addition to regular project management meetings and three planning meetings with the EV Action Team, the City of Grand Junction also led broader engagement with the community throughout plan development. This Appendix provides a summary of EV Readiness Plan engagement.

In-Person Community Engagement

City staff attended a number events (**Table 4**) throughout the Spring and Summer of 2023 to gather input on electric vehicle readiness and draft plan concepts. In total, over 160 community members were engaged at these events.

Table 4. In-person community engagement events related to the development of this EV Readiness Plan.

Event/Meeting	Date/Time	Location
Beers, Bikes, and Electric Vehicles	Mar 14 6 - 7:30 pm	Kannah Creek Edgewater Brewery
Hispanic Information Fair	April 13 5:30-7:30 pm	Mesa County Library Central Branch
Southwest Arbor Fest	April 22 9 am – 5 pm	Lincoln Park
EV Ride and Drive	April 30 1 – 5 pm	Lincoln Park Barn
CMU Presentation	May 10	
EV Readiness Plan Open House	May 24 5:30 – 7:30 pm	Bookcliff Activity Center

EngageGJ

In addition to in-person engagement, the City used a newly launched online engagement platform – EngageGJ – to gather additional feedback from community members.

Throughout development of the EV Readiness Plan, the City used the EngageGJ platform to provide information about EVs along with updates related to plan development and opportunities to provide input. The EV program site included polls, a community forum, a survey, and an interactive map to which community members could add potential charging station locations. Figure 12 summarizes interaction with the EngageGJ platform as of June 11, 2023.

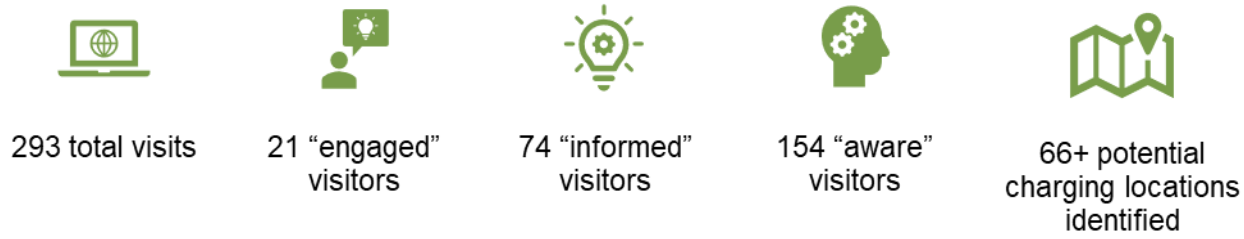


Figure 12. EngageGJ engagement statistics as of June 11, 2023.

Focus Groups and Interviews

City of Grand Junction staff engaged stakeholders and community partners through three focus groups and six interviews with key personnel to gain input on EV readiness to inform strategy development. The results of these focus groups and interviews are summarized on the following pages.

Focus Group: Auto Dealers & Servicers (May 10, 2023)

Participants:

- Kevin Lemarr, Western Slope Auto (Ford, Lincoln, Toyota)
- Mike Nixon, GJ Chrysler, Dodge, Jeep, Ram
- Chris Haugen, Discovery Auto Group
- Trish Bobbitt and Jose Hernandez, Modern Classic Motors

Key Takeaways:

- Significant dealer skepticism about adoption in Grand Junction, about performance of EVs, and about the pre-owned EV market.
- Interest in Xcel Qualified Dealer Network; manufacturer/new dealers following direction of manufacturers into EVs, the perceived direction the entire market is going.
- Education needed for dealers and their customers.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• A lot for dealer and servicer to learn, especially an independent dealer who needs to deal with multiple manufacturers' different technologies. Need to retrain service staff, add service infrastructure. Risks in working on electrical systems in EVs. • Battery concerns—environmental impact and performance in our climate & given the interest in off-road/recreational driving in the area. No effective charging or performance in cold. • Customer range anxiety. • Not enough charging infrastructure. • Hard to service Teslas; no service available in our area for brands like BMW, Mercedes. • Higher consumer costs; maintenance costs 3-4 times higher with EVs.* • $2 million lot upgrade to add chargers, with utility difficulties. • For pre-owned dealer, it's still unclear how much resources should be devoted to EVs (interest in charging station, but cost is high for current EV volume). • Pre-owned market is hard due to new-buying incentives, supply, battery concerns (end of warranty), and worry that newer technology will devalue current models. • Need to replace gas tax revenue and build out more resilient infrastructure because of EV weight and battery fires.	• Already having success transitioning ICE drivers into PHEVs (Jeep PHEVs). • Increasing number of customers seeking EVs at independent dealers. • Tesla owners specifically demonstrate less range anxiety and more comfort that they're the safest bet in EVs (pre-owned). • EVs are the future and manufacturers are pushing them. • Seeing EV buyers looking to use EVs as a secondary/in-town vehicle. • Intentional new EV buyers are knowledgeable about vehicle models but benefit from education on owning and operating conveniently (noted lack of interest in EVs in local Hispanic/Latino customers). • Independent dealerships interested in hosting charging equipment that would also benefit nearby restaurants, businesses. They would like help in this from City, especially in coordinating with utility.

Focus Group: Grand Junction Tourism Sector (May 11, 2023)

Participants:

- Kyra Seppie, Event Coordinator, Downtown Development Authority
- Jonathan Purdy, Executive Director, Horizon Business Improvement District

- Brian Oliver, General Manager, Rockslide Brew Pub
- James Stover, Business Development Manager, GJ Adventures

Key Takeaways:

- Strategic placement of EV charging equipment and information for visitors about to find it, along with connections provided by infrastructure or micromobility between attractions and hotel areas, will make the City even more appealing to visitors and maintain a profitable positive reputation for travelers using these modes.
- Excitement, with some safety concerns, about more incorporation of electric mobility (ebikes and e-scooters) with visitors' trips to City, and in coordination with EV charging.
- The plan should strive for fairness and equity/equitable access to EVs and electric mobility.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Hoteliers mostly don't think they need EV charging equipment yet, and those that do don't advertise it and hold it only for guests. • Ample EV charging infrastructure would need to be well located at parks, destinations, and hotels for ease and flow of visitor travel (not all within city limits). • Need EV charging spot enforcement in DDA area (parking a persistent issue here). • Perceived lack of coherent mapping for visitors to locate charging sites and possible EV servicers. A need to create a digital tool or landing page for this purpose (and hard copy, for DDA, Horizon, and Visit GJ offices). • Concern about safety of putting tourists on ebikes, although in general the idea is appealing. Also concerned about how unreceptive much of our community is to bikes and ebikes on the roads (would love to see canal roads used for this). • Currently no signage from interstate to indicate charging capacity. • Tension between local and tourist traffic (involving the "free" parking of the Avalon EV charging station).	• Grand Junction becoming a destination, not just a stop-through, so there is opportunity in at least keeping up with the EV transition to keep visitors coming and returning (noted that 60% of activity guests are now from outside Grand Junction area). • Outdoor activity visitors (hiking, rafting, biking, etc.) already lean environmental and, thus, will tend to skew toward EV driving. • EV readiness will be part of reputation management and our status as a destination, even at the level of which charging speeds are available in which locations (logical, strategic placement). • Co-locating charging equipment for through-travelers with local businesses, or at locations of their intended activities (river, trailheads, e.g.) can help generate revenue and that positive reputation. • Adding information on chargers into descriptions of hikes, etc.,

- Hoteliers don't have time and ability to find, apply for, and report on technical grants for EV charging equipment. Up-front costs are also often prohibitive without grants.
- Businesses without own parking require public/private partnerships if City-owned parking is nearby, would still need to benefit.

that we already put in our marketing materials.
- Huge interest in ebike movement, including e-mountain biking, as well as in other micromobility in the area. Also glad to see this plan includes other electric mobility.
- Opportunity to connect area tourism businesses and area contractors who install EV charging equipment.

Focus Group: Multifamily Housing Developers (May 12, 2023)

Participants:

- Kyle Oberkoetter, Four Points Funding
- Krista Ubersox, Grand Junction Housing Authority
- Brian Shiu, Anthony Properties
- MacKenzie Thorn, Sweeney/Aspen Starwood
- Ashley Chambers, City of Grand Junction Housing Division

Key Takeaways:

- Agreement that EV ownership rate will continue to increase and affect property development; desire to prepare but without overspending or investing in equipment that becomes obsolete
- Parking at properties generally is designed to meet code of municipality; concern about code requirements for EV charging equipment
- Backend infrastructure costs, complications of working with utility, and the time required to find, apply, and report on grants are barriers to doing more than making EV-capable parking at developments

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Anticipated difficulties in operating charging equipment and lack of assistance/direction from grantor and CLEER coach on how to operate led to refusal of grant award (property w/ dedicated parking) • Anticipate that staff will be necessary to comply with grants that fund installation of charging equipment • Large expenses incurred between charger site and source of	• Preparing properties for the future • Subcontracting EV equipment work is simple • Awareness of an experience with state-level charging equipment incentives • Environmental benefits • Charging equipment could be a community amenity • Interest in encouraging modes of non-vehicle travel, reducing VMT; choice of where to develop

electricity, not covered by grant amount for charger equipment
- While aiming for particular AMI markets, price of charging equipment may raise rents too much
- Concern about equipment becoming obsolete in 5 or 10 years
- Low apparent utilization at two present sites (unsure if data available at one of these)
- Concerns about indoor charging of eBikes (fire risk if left plugged in too long), damage from hauling eBikes in and out
- Existing chargers needing consistent maintenance

properties made in relation to non-vehicle forms of travel
- Bike path access/proximity, bike storage, and other forms of mobility welcomed by group; two have GJ properties with bike storage on site

Interview: Alternative Electric Mobility (June 5, 2023)

Participants:

- Henry Brown, Mobility Planner, City of Grand Junction

Key Takeaways:

- Huge potential to expand mobility and micromobility—and their accessibility—through electrification.
- Would like to see the EV readiness plan demonstrate consideration and due diligence on implementing range of electrified transportation and mobility throughout City, especially given the common concern from businesses and developers for “underparking” properties.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Weight of EVs much greater by size, so more momentum would be delivered into pedestrians and cyclists than ICE vehicles in the event of a collision, making them even more deadly for pedestrians and cyclists. • Unlike with EVs, where there have already been steps toward unifying charging infrastructure, this is not the case at all with ebikes (batteries not interchangeable, chargers look	• Air quality improvement for pedestrians and others traveling outside of a vehicle—reduced tailpipe emissions. • There are increasingly available “neighborhood EVs” that could be appealing for in-town trips and are lower-weight, lower-speed vehicles. These would be a good in-town option for households who retain one ICE 4WD vehicle for trips into the mountains, etc., but

very different--> This makes municipal/public charging much harder.
- Security issues come with ebikes (it's easy to walk off with a stolen bike).
- Currently lacking in secure bike storage for first- and last-mile connections (with transit or otherwise). Considering locations with parking demand challenges like Powderhorn Ski Resort or the Mt. Garfield trailhead, secure bike storage paired with shuttle/transit travel could be highly effective.
- Significant public comment requesting bikeshare since launch of micromobility pilot, but operators have concern about profitability based on their experience with the costs and management, so this might require more active funding (RTPO, City, some company or organization like a hospital system, e.g.).

there might need to be incentives for their purchase and/or infrastructure that works well for them as well.
- Neighborhood EVs need more intential thinking, and likely public outreach and education.
- As long as "electric vehicle" includes micromobility modes, then this plan is a huge opportunity. There is an untapped market in vehicles that can offer what many drivers only associate with vehicles as of now (cargo ebikes, e.g.). A lot of potential for mobility and micromobility is unlocked by going electric. In some places, accessibility vehicles specifically allowed on bike paths (roll-in wheelchair vehicles).
- Opportunity for fleet ebike sharing program, similar to WeCycle in the Roaring Fork Valley or other examples, with unified charging, battery, and management platforms.
- Opportunity for fleet-oriented thinking in the plan (models like Denver and Colorado Carshare program). Developers have mentioned this here to offset parking requirements, and City guidelines would help.

Interview: City of Grand Junction Vehicle Fleet (June 9, 2023)

Participants:

- Tim Barker, Fleet Manager, City of Grand Junction

Key Takeaways:

- EVs in the fleet will likely offer some key maintenance and replacement advantages over ICE vehicles.
- There may be an initial phase in which actual real-world performance has to be proven out with new vehicles, and training will be necessary for staff and operators.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Buy-in from users/operators. Some will embrace while others will refuse to use or try to make sure they don't work (same happened with the CNG fleet vehicles at first). With reassurance that they will succeed, should be able to overcome this. • Adequate charging stations, which we're working on currently. • Determining which parts of fleet should remain CNG, which should go hybrid, and which fully BEV. • Some remaining unknowns about performance under real-world use conditions (example of bike path sweeper, in which case the advertised life on a charge is 9 hours but an engineer from the company couldn't verify was true under normal use conditions). • Training could be a challenge, depending on vehicles we choose, as we typically prefer factory (brand-specific) training and stick with that brand—as opposed to generic and more widely available courses. As long as training is available, this should be no big challenge, and we plan to send a couple people to Mack for training on the incoming electric recycling truck. • Since we have to go through our bidding process, we don't have the same opportunity as a private business to quickly react to one or two vehicles becoming available for sale on a shorter timeline than is currently available through factory supply chains—though supply chain for EVs is not any worse than for ICE vehicles at this point.	• Fuel savings. • Hybrids/electrics more effective in idling, which is a huge help to workers. • Less maintenance costs and time. Others with more electrified fleets state that much of the electrical diagnosis is simple. No engine oil, filters, and some other frequently-serviced components that ICE vehicles have. • EVs in fleet could result in a simpler replacement policy and schedule (after the first phase, at least), as we will need to be more aggressive on replacement based on battery life and not based in the same lifecycle cost analysis we currently do. Because batteries have very clear warranty lives and the battery is half of the price of the vehicle, the need to replace will be clearer than with other vehicles. • This is where vehicles are headed in general, and we will figure out a plan to make it work for us.

Interview: Community Development & City Planning (June 5, 2023)

Participants:

- Nicole Galehouse, Interim Planning Supervisor, City of Grand Junction

Key Takeaways:

- City planning staff will need to review and ensure compliance with new state EV-ready code, so there will be a need to communicate regulations clearly, simply, and to create a staff process that is also simple and places the burden on the applicant's plan.
- Education will be needed to help bring compliance and cooperation on the development side, and it will also be needed to ensure homeowners are not surprised by impacts to their construction and/or renovation timelines and expenses.
- City codes must reflect our determined threshold for "major renovations," relative to the new state EV-ready code.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Cost is the main barrier, despite grants, etc., especially when it comes to locating EV charging equipment in housing developments. • Another educational need regarding the new state code will be in explaining clearly to the development community of what is required, when, and where. This will also be needed for homeowners, if purchasing a new-construction home (awareness that this is included in their construction documents, or their timeframe will be altered). This is also true for buyers of older homes who are planning renovations or homeowners planning to renovate their current homes. • We will need to consolidate and adopt a standardized interpretation of what constitutes a "major renovation" under the new state EV-ready code, perhaps based on current nonconforming site threshold for consistency. • The electrical permit that is impacted by the new state code	• Education on costs and how doing it earlier will be beneficial (developers, homebuilders). Having infrastructure located initially—even just lines in ground—is a big opportunity and keeps costs low. Retrofitting is astronomically higher in cost, and those conversions will be challenging. • Another education component comes with the new state EV code, which will be the biggest issue now. In our development code update process, there was a lot of pushback on lesser requirements. State regulations will help but there will be resistance, so if we can coordinate to maybe push cost-reduction grant/incentive programs to try to encourage it (and maybe help people see the costs on the front end are not completely burdensome), that could help. Previously, even when seeing actual financial numbers from a development project involving EV equipment, most of the zoning

comes after our internal processes, so if we want to get ahead of it, we need to check for these compliance issues while projects are under review (need to start catching these in October and November for March 1, 2024 deadline).

code committee initially resisted (and didn't trust the numbers).

Interview: Local Business (June 9, 2023)

Participants:

- Jorge Pantoja, Western Colorado Latino Chamber of Commerce, President
- Curtis Engelhart, Grand Junction Economic Partnership, Executive Director

Key Takeaways:

- City should overcommunicate with local businesses about the EV plan, from decisions made in its development through its implementation, also about financial benefits to EV adoption (fleet) and financial incentives available to purchase and operate EVs.
- EV education in business community a must.
- Business owners' lack of history with and knowledge about EVs is a barrier, while long-term savings, budgeting, and customer service/customer experience would be benefits.
- Electric mobility (ebikes and e-scooters) is great for businesses and community, both for employees and for visitors/customers.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Unknown, lack of experience with EVs, lack of awareness of benefits of EV ownership/operation, & lack of clarity on regulations involved. • Incentives are difficult, cumbersome, confusing: there are many different types and they're time-consuming to find, apply for, and obtain—especially if a small business doesn't have a devoted accountant or finance person who can spend significant time on this. Can City provide technical assistance on this? • Up-front costs initially dissuade business owners from considering EVs—especially	• Education to businesses could help them see benefits in catering to EV-driving customers, as well as in owning and operating EVs. • Many financial incentives available. • Catering to EV-driving customers and/or operating EVs could be effective PR and marketing. • EVs bring consistency in freight & transportation costs; independence from ebb and flow of gas prices, simplifying and clarifying budgeting processes. • Early adopter businesses could show proof of concept for other area businesses, lead by example. Could City partner with them on education to others?

given how many small businesses operate here.
- If business community doesn't feel that it has been kept informed of the planning process, more resistance and less acceptance can be expected.

- Ebikes and electric micromobility a huge benefit to businesses; employees happier and perhaps remain more rooted in community & customers/visitors patronize wider variety of businesses in town via these modes; state ebike incentive also a plus. Intrigued by carshare, potentially for employees in some businesses.
- Xcel Energy FEAP program could be a benefit to those in Xcel territory (though now mostly unknown to businesses).

Interview: Streets, Infrastructure, and Parking (June 5, 2023)

Participants:

- Trent Prall, Director, Public Works Department, City of Grand Junction
- Kim Petek, Parking Coordinator, City of Grand Junction

Key Takeaways:

- We benefit from having significant infrastructural advantages and obviously desirable charging locations around the City that allow for other engagement while charging.
- Perceived parking shortage could be seen by some as worsened through sites being devoted to EV charging, and incentives and/or enforcement will be needed to create charging site turnover, based on behavior seen at the current sites.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Public parking is always a challenge. Some say we have too much and others say we have too little. • Challenge in getting Xcel and other utilities coordinated to get the right kind of power exactly where we need it, where certain types of charging makes the most sense (at Las Colonias, several hundred feet of boring had to be performed). • Need to incentivize and/or enforce parking component of EV charging so vehicles don't sit on charging spaces indefinitely. Would language in code need to be adapted/adopted to enforce this?	• We have a lot of good infrastructure, a lot of good, well-dispersed access to Xcel's energy around downtown core with ample power (for Level 3 charging), and we have a lot of locations where someone could park and charge while shopping, recreating, or otherwise engaging in activities they choose (multipurpose locations). • Hope that having this EV plan in place will create a cohesive "master plan" for EV charging infrastructure and assisting with funding opportunities going forward. • There are a lot of downtown parking lots, streets, and rights of

New signage needed for this as well.
- Parking revenue loss through EV charging is a concern (could be addressed through charging fees?).
- Questions about why the private sector isn't filling the EV charging gap, and why a consolidated—rather than geographically dispersed—model for charging equipment might make sense in some ways.

way in the community that would lend themselves to EV charging.
- Locations like Rockslide parking lot (115 S. 5th Street) are highly visible and popular, so they would get used frequently and would also encourage adoption by other drivers (addressing range anxiety).

Interview: Alternative Electric Mobility (June 5, 2023)

Participants:

- Elizabeth Fogarty, Director, Visit Grand Junction

Key Takeaways:

- Collaboration between the EV Readiness Plan team and Visit GJ will be key in reaching both locals and visitors and communicating vital EV-related information. Mapping and/or a digital brochure that could be printed for Visit GJ offices should be consistent and might be most effective if developed collaboratively.
- The nature of driving-based tourism in Grand Junction and the marketing approach used by Visit GJ (spoke-and-wheel concept) mean that increasing adoption in the state and regionally will require City to be ready for a high rate of EV-driving visitors—or that it will only attract such visitors if equipped to accommodate their vehicles.

Summary of Input:

Barriers to EV Adoption	Opportunities in EV Adoption
• Don't currently have research on characteristics of EV drivers, but would be interested in incorporating that into future market research. Clear that EV ownership skews to higher-earning households at this point. • No charging station at Visit GJ offices yet, but would love to have that to promote. • No current questions coming in about EV charging locations, and imagine drivers simply go to their usual apps to locate them, though visitors who enter Visit GJ offices	• See electrification as a positive direction, especially to align with state initiatives along the byways and their increased investment in EV charging, which should continue to enhance tourism around the state. • Visit GJ encourages the "stay in GJ" spoke-and-wheel concept (stay here, drive there). Increased charging infrastructure makes this more affordable and convenient. Would like to see rental fleet move this way.

love hard copy materials that could include EV-related information.
- Sometimes there are complaints by locals that we've attracted too many tourists to trailheads and the parking lots are full (and potentially trails too busy), though they usually report trails are fine. Seen by this office as a parking problem, not a trail traffic problem. But there might be pushback on chargers at these locations for this reason.

- We already tend to attract higher-earning household visitors, so there is a match to assumed earnings demographics of EV-driving tourists.
- Driving travelers are main component of GJ visitors (63-75% of summer visitors), and they tend to visit three destinations in the state during their trip (Colorado Springs, Denver, and Grand Junction, often).
- A lot of potential to collaborate on outreach materials and to weave in EV charging information into marketing, so we should continue to communicate and collaborate on this plan and implementation. Also important to push out to our own residents consistently (about half of Visit GJ website visits are GJ residents). An EV charger map to display would be key.
- Would love to have visitors experience a holistic, "full circle" of travel while here—like, "I can park my car here, plug it in, hop on a scooter, and go see other things I have in mind."

APPENDIX B: ELECTRIC VEHICLES 101

Since electric vehicles (EVs) are an emerging technology that is rapidly changing, it is important to ensure that everyone has a common understanding of the technology and terminology involved. This section explains the basics of currently available types of vehicles and charging stations and the associated uses, barriers, and benefits. Note, while electric options are available for medium- and heavy-duty vehicles, the descriptions provided in this section apply primarily to light-duty vehicles, which make up most of the electric vehicle market today.

Electric Vehicle Basics

EVs refer to any vehicle that uses an electric motor. An EV can have a fully electric motor or can contain an internal combustion engine (ICE) that supports the electric motor. The travel range of each type are outlined in **Table 5** and are described in more detail in the following sections.

Table 5. Comparison of Types of Electric Vehicles

Electric Vehicle Type	Power Source	Travel Range
Battery Electric Vehicle (BEV)	Electric Motor	80 – 345 miles
Plug-in Hybrid Electric Vehicle (PHEV)	Electric Motor + Gasoline Engine	350 – 600 miles
Hybrid Electric Vehicle (HEV)	Electric Motor + Gasoline Engine	350 – 600 miles

Battery Electric Vehicle (BEV)

A BEV is an all-electric vehicle that does not require gasoline and, thus, has no tailpipe emissions. BEVs are fueled by plugging into charging stations. Energy is stored in the battery to be used when the car is running. Distances that a BEV can travel on a single charge range from 80 to 345 miles with longer distances promised in the future through

continual advancements in battery technology. Recharging can take anywhere between 30 minutes to 12 hours depending on the type of charger, size of the battery, and level of depletion in the battery (Drive Change. Drive Electric., 2019).

Plug-In Hybrid Electric Vehicle (PHEV)

A PHEV provides a combination of both an electric motor and a gasoline engine and produces less tailpipe emissions than a traditional gas-powered vehicle. PHEVs use energy from the electric motor until the battery charge is fully depleted, which can occur between 15 to 50 miles, at which point, the gasoline engine takes over. The distance that a PHEV can travel on a single charge and full tank of gasoline ranges between 350 and 600 miles. The battery is charged similarly to the BEV through a plug, and the fuel tank is filled by traditional gas station (Drive Change. Drive Electric., 2019).

Hybrid Electric Vehicle (HEV)

Similar to the PHEV, an HEV has both an electric motor and a gasoline engine. In an HEV, the gasoline engine is used to power a generator, which powers the electric motor. The benefit of this set up is designed to switch from one power source to another to maximize both fuel efficiency and energy efficiency. However, the battery cannot be charged by an external electricity source, which means that the vehicle always relies on the gasoline engine.

Charging Stations

EV charging stations are separated into three categories based on the speed at which the vehicle is charged: Levels 1, 2, and 3. Level 3 chargers are also known as DC fast chargers. The sections below detail the appropriate application for each charger type.

Residential Charging Stations

Residents have two options for charging at home. Level 1 chargers use standard 120-volt AC outlets and can take 8 to 12 hours to fully charge a depleted battery. Level 2 chargers require a 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours. Residents can charge during off-peak hours to reduce the impact on the grid. **Table 6** provides a brief explanation along with the pros and cons of both types. All currently available EVs can use either charger type.

Table 6. Residential Electric Vehicle Charging Types

LEVEL 1	LEVEL 2

	 	
Electric Current (AC)	120 volts; 20 amps	208/240 volt; 30 amps
Charging Rate (miles range per hour of charging)	2 to 5	10 to 20
Benefits	• Uses standard residential wall outlet • Little to no investment in infrastructure required	• Quicker charging • Some models have available Wi-Fi controls to allow residents to take advantage of time of day electric rates • In the case of multifamily housing, the controls could be managed by a property manager.
Drawbacks	• Slower charging rate, but usually sufficient for residents who charge overnight	• Requires 240 Volt outlet or hardwired charger • Electrician likely required to install • Higher infrastructure cost investment
Estimated Costs	Low to no cost	$500 to $2,000 (US DOE, 2019)

Commercial Charging Stations

Commercial Level 2 and Level 3 chargers are most appropriate for commercial applications since the EVs are generally parked for shorter periods of time than residential applications. Level 2 chargers are the same as the residential chargers and often have the option to include two charging ports at one station. Level 3, or DC fast, chargers require an industrial DC outlet of 480 volts and can charge batteries in 20 to 30 minutes. Many commercial chargers also come equipped with software that allows the user to control when vehicles are charging and may facilitate payment in public applications. **Table 7** shows the advantages and disadvantages of Level 2 and Level 3 chargers.

Table 7. Levels 2 and 3 Charging Infrastructure

	LEVEL 2	LEVEL 3 (DC Fast Charger)
		
Electric Current	208/240 volt; 30 amps (AC)	480 volts DC
Charging Rate (miles range per hour of charging)	10 to 25	Up to 180
Benefits	• More economical than Level 3 • Safe for long-term use	• Fastest charging option available
Drawbacks	• Slower charging	• Very expensive to purchase and install • Can cause degradation to EV batteries with frequent use
Estimated Costs	$500 to $5,000 (US DOE, 2019)	As high as $50,000

APPENDIX C: FUNDING RESOURCE DETAILS

There is a wide range of existing and anticipated funding opportunities and incentives to support beneficial electrification. The following sections summarize key programs, grants, tax credits, and other financial incentives available as of June 2023 through Xcel Energy, the State of Colorado, and the Federal government.

Visit Drive Clean Colorado's website for up-to-date information on available incentives and grant programs.

Xcel Energy Rebates and Programs

- **Critical Peak Pricing Program** offers discounted rates for electricity used in charging electric vehicles, data insights, and monitoring.
- **EV Supply Infrastructure (EVSI) Program** offers low or no-cost installation of EV supply infrastructure, choice of pricing plan for charging, upfront consulting, and technical assistance. The program is open to fleets, workplaces, public charging stations, community charging hubs, and multifamily buildings.
- **Charger Service** is an option to pay a monthly fee for an Xcel Energy owned level 2 charger for multifamily, fleet, and workplace customers.
- **Small Business Rebate** offers a $2,500 rebate for wiring costs for small businesses.
- **New Construction Rebate** offers an allowance of $2,000 per charging port to support new multifamily construction for EV ready parking spots.
- **Income-Qualified Rebates** are available for eligible organizations. Qualifications vary depending on organization type. Rebate amounts are determined by the organization type as well as the level and number of chargers installed.
- **Residential Programs**

- **Charger and Wiring Rebate** offers $500 or for income-qualified customers, a $1,300 - 2,500 rebate for home wiring or a level 2 charger.
- **EV Accelerate at Home (EVAAH)** Xcel Energy installs and maintains a level 2 charger for a monthly fee on bill, with no upfront cost.
- **Optimize Your Charge (OYC) Program** rewards customers for charging at times that benefit the grid.
- **EV Purchase/Lease Rebate** offers income-qualified customers $5,500 for a new EV or $3,000 for a pre-owned EV.
- **EV Network Dealers** have information on Xcel Energy programs and can provide the EV rebate at the point of sale.

Federal Incentives

Clean Heavy-Duty Vehicles Grants and Rebates

$1 billion in funding, including replacing heavy duty vehicles with EVs and associated charging infrastructure.

Diesel Emissions Reduction

Funds grants and rebates that protect human health and improve air quality by reducing harmful emissions from diesel engines.

Low or No Emission Vehicle Program

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as 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.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

A competitive grant program 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, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

EV, Commercial Clean Vehicle, and EV Infrastructure Tax Credits

Up to $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). Consumers who purchase qualified residential fueling equipment through December 31, 2023 may receive a tax credit of up to $1,000.

State Incentives and Programs

Colorado EV Tax Credit

Up to $2,000 Credit for new vehicles

Charge Ahead Colorado
A competitive grant program offers an 80% match for charging station costs up to $9,000 for level 2 chargers and between $35,000 and $50,000 for DCFC chargers (depending on charger power output).

Direct Current Fast Charging (DCFC) Plazas
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 3 or more stations along corridor a given Federal Highway Administration designated EV corridor.

Fleet ZERO
Colorado's Fleet-ZERO is 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.

ZEV Workforce Development Grant
This Colorado Department of Transportation (CDOT) grant addresses multiple challenges that Colorado and the wider mobility and electrification industry are facing: talent shortages, gaps in new skillsets, and the growing need for training due to technological advances.

E-Mobility Education and Awareness
This CDOT grant is designed to expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability.

I-Codes Technical Assistance
The Colorado Energy Office (CEO) offers free technical assistance for jurisdictions adopting 2021 I-Codes. Questions about building I-codes, how to review or inspect for a measure, how I-codes interact, or how to comply, can be submitted to CEO's free Code Helpline.

Clean Fleet Enterprise Clean Fleet Vehicle and Technology Grant Program
Created 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.

Community Access Enterprise
Programs to equitably reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by motor vehicles. It includes several programs.

(Anticipated) eCargo Bike Commercial Delivery Pilot Program

A pilot grant program available to community-based organizations, local governments, bike shops, delivery fleets, and others for replacing traditional delivery fleet vehicles with eCargo bikes. Grant program anticipated to open for applications spring 2023.

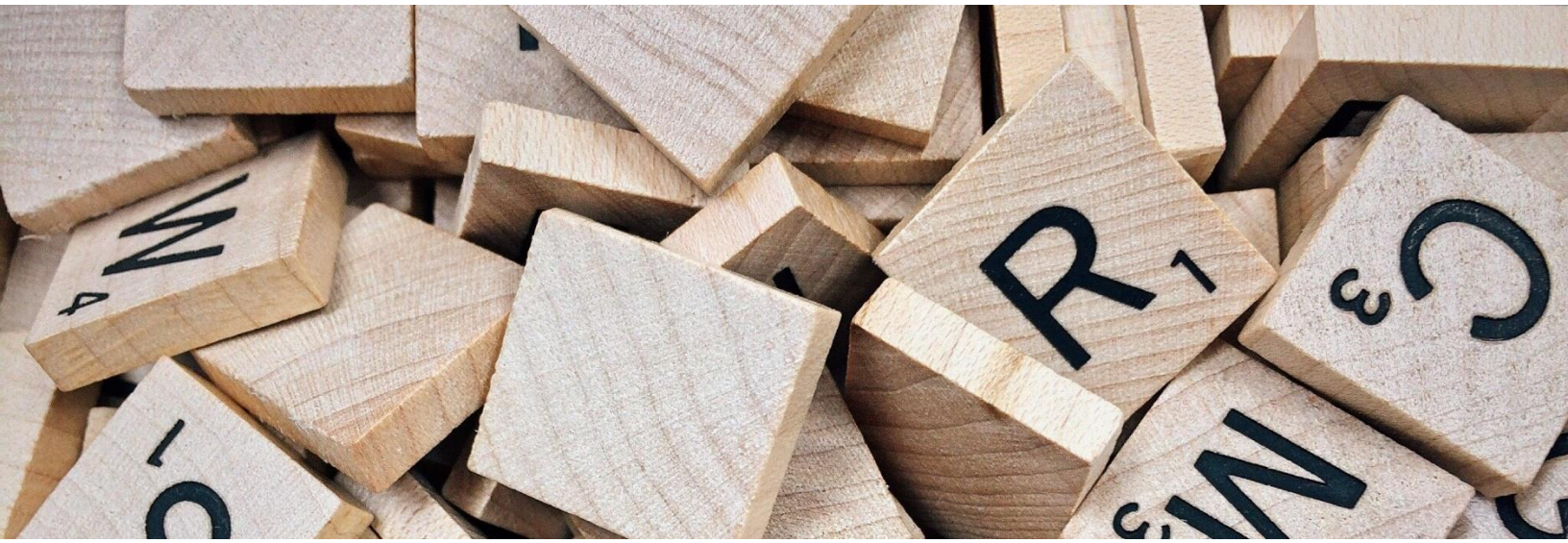
(Anticipated) Vehicle Exchange Colorado

State rebate program to encourage income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options. Program anticipated to start August 2023.

(Anticipated) Community-Accelerated Mobility Project

Develop mobility solutions that meet needs specific to local communities, including flexible funding that includes electric carshare, electric vanpool, community eBike share, community charging infrastructure, and others.

APPENDIX D: GLOSSARY OF TERMS



Alternating current (AC): The most common form of electricity used in homes and businesses uses alternating current where the current periodically changes direction. Batteries require DC electricity to charge, so EV chargers must convert the supplied AC electricity to DC power.

Amps: The measurement of the amount of electrical energy “flowing” through a charger. This is determined by the electrical load required by the equipment and can vary over time.

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

Direct Current (DC): The form of electricity where the current only flows in one direction. This is the type of electricity that batteries supply and require to charge. EV chargers must convert the supplied AC electricity to DC power.

Electric vehicle (EV): A vehicle that uses an electric engine for all or part of its propulsion.

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

Fleet Electrification: Replacing gas-powered vehicles with equivalent electric vehicles in a public or business fleet.

Greenhouse Gases (GHG): Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change. 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): Contains both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor. No external battery charger is used. Runs at a constant speed, which increases fuel efficiency.

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

Kilowatt-hour (kWh): The amount of electricity being sent to the EV battery from the charger in one hour. This is calculated by volts times amps divided by 1,000.

Level 1 Charging Station: Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery; intended for residential use only.

Level 2 Charging Station: Uses a 220-volt or 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours; can be used in both residential and commercial settings.

Level 3/DC Fast Charging Station: Uses an industrial 480-volt DC outlet and can charge a battery to 80% in 20 to 30 minutes; used in commercial settings where the anticipated charge time is limited (e.g., supermarket, gas station, etc.); will be used on Alternative Fuel Corridors – a national network of major thoroughfares supporting EVs and other alternative fuels.

Light-Duty Vehicles: Passenger cars with a maximum Gross Vehicle Weight Rating (GVRW) of 8,500 lbs.

Micromobility: Transportation using lightweight vehicles such as bicycles or scooters, including electric bicycles and scooters, often used to travel short distances.

Metric Tons of Carbon Dioxide Equivalent (MTCO2e): A unit of measure for greenhouse gas emissions. The unit "CO2e" represents an amount of a greenhouse gas whose atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO2), based on the global warming potential (GWP) of the gas.

Plug-in Hybrid Electric Vehicle (PHEV/PEV): Contains both an electric motor and a gasoline engine. An external plug is used to fuel the electric motor. The electric motor is used until the battery is depleted, at this point the gasoline engine takes over. Lower tailpipe emissions than traditional ICE and longer ranges than most BEVs.

Range Anxiety: Fear of running out of power in an EV before reaching a charging station or desired destination.

Range per hour (RPH): A measurement of the miles an EV can travel on one hour of charge. This is generally applied to EV charging stations and expressed in terms of typical EV efficiency.

Resilience: The ability to prepare for and adapt to changing conditions and withstand and recover rapidly from disruptions. Resilience includes the ability to withstand and recover from deliberate attacks, accidents, or naturally occurring threats or incidents.

Vehicle miles traveled (VMT): A way of measuring integration of EVs and associated reduction in GHG emissions by considering electric miles that replace traditional vehicle miles.

Volts: A measurement of the force pushing the flow of energy through a charger. This measurement is determined by electricity supply. Standard household outlets provide 120 volts; outlets for dryers or other high-powered household equipment supply 240 volts.

APPENDIX F: WORKS CITED

Atlas Public Policy. (2023). *EValuateCO Dashboard*. Retrieved from https://atlaspolicy.com/evaluateco/

Center for Neighborhood Technology. (2023). *Housing and Transportation Index*. Retrieved from https://htaindex.cnt.org/map/

City of Grand Junction. (2021). *One Grand Junction Comprehensive Plan.* Retrieved from https://www.gjcity.org/DocumentCenter/View/2527/Grand-Junction-Comprehensive-Plan-PDF?bidId=

City of Grand Junction GIS. (2023). *City Map*. Retrieved from https://external-gis.gjcity.org/City%20Map%20External/

Colorado Department of Health and Environment. (2023). *Colorado EnviroScreen Environmental Justice Mapping Tool*. Retrieved from https://teeo-cdphe.shinyapps.io/COEnviroScreen_English/

Colorado Energy Office. (2019). *Electric Vehicle Growth Analysis Results.* Retrieved from https://drive.google.com/file/d/1ulRw0Yfjz53nbvBjWQO14z_4jLsqzK4z/view

Drive Change. Drive Electric. (2019). *Learn the Facts*. Retrieved August 8, 2019, from Drive Change. Drive Electric. Web site: https://driveelectricus.com/learn-the-facts/

Environmental Protection Agency. (2019, August 23). *Greenhouse Gas Inventory Data Explorer*. Retrieved from Greenhouse Gas Emissions: https://cfpub.epa.gov/ghgdata/inventoryexplorer/

EPA. (2019, December 16). *EPA reclassifies Denver area to "Serious" nonattainment for ozone*. Retrieved from News Releases: https://www.epa.gov/newsreleases/epa-reclassifies-denver-area-serious-nonattainment-ozone

EPA. (2020, April 30). *Carbon Monoxide (1971) Maintenance Areas (Redesignated from Nonattainment) by State/County/Area*. Retrieved from Green Book: https://www3.epa.gov/airquality/greenbook/anayo_co.html

EPA. (2023). *EJScreen v.2.12*. Retrieved from https://ejscreen.epa.gov/mapper/

Hsu, C.-W., Slowik, P., & Lutsey, N. (2021). *Colorado charging infrastructure needs to reach electric vehicle goals.* Retrieved from https://theicct.org/wp-content/uploads/2021/06/colorado-charging-infra-feb2021.pdf

Institute for Transportation And Development Policy. (2019, May 23). *TheHigh Cost of Transportation in the United States*. Retrieved from Institute for Transportation And Development Policy Web site: https://www.itdp.org/2019/05/23/high-cost-transportation-united-states/

International Energy Agency. (2021). *Comparative life-cycle greenhouse gas emissions of a mid-size BEV and ICE vehicle.* Retrieved from https://www.iea.org/data-and-statistics/charts/comparative-life-cycle-greenhouse-gas-emissions-of-a-mid-size-bev-and-ice-vehicle

IPCC. (2022). *Climate Change 2022: Mitigation of Climate Change.* Retrieved from https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC_AR6_WGIII_SummaryForPolicymakers.pdf

IPCC. (2023). *AR6 Synthesis Report: Climate Change 2023.* https://www.ipcc.ch/reports/: Intergovenmental Panel on Climate Change.

Lotus Engineering and Sustainability. (2023). *City of Grand Junction Community Greenhouse Gas Inventory Results and Recommendations Report.*

Office of Energy Efficiency & Renewable Energy. (2020). *Reducing Pollution with Electric Vehicles*. Retrieved from Electric Vehicles: https://www.energy.gov/eere/electricvehicles/reducing-pollution-electric-vehicles

Office of Energy Efficiency and Renewable Energy. (2018, August 23). *Electric Vehicle Benefits*. Retrieved from Electric Vehicles: https://www.energy.gov/eere/electricvehicles/electric-vehicle-benefits

Office of Energy Efficiency and Renewable Energy. (2019, September 27). *Alternative Fuels Data Center*. Retrieved from United Stated Department of Energy Web site: https://afdc.energy.gov/fuels/prices.html

Office of Energy Efficiency and Renewable Energy. (2019, August 23). *Saving on Fuel and Vehicle Costs*. Retrieved from Electric Vehicles: https://www.energy.gov/eere/electricvehicles/saving-fuel-and-vehicle-costs

Pan, S., Roy, A., Choi, Y., Eslami, E., Thomas, S., Jiang, X., & Gao, O. (2019, June 15). Potential impacts of electric vehicles on air quality and health endpoints in the Greater Houston Area in 2040. *Atmoshperic Enviroment, 207*, 38-51. Retrieved from https://www.sciencedirect.com/science/article/pii/S1352231019301840?via%3Dihub

State of Colorado. (2021). *Colorado Greenhouse Gas Pollution Reduction Roadmap.* Retrieved from https://drive.google.com/file/d/1jzLvFcrDryhhs9ZkT_UXkQM_0LiiYZfq/view

State of Colorado. (2023). *2023 Colorado EV Plan.* Retrieved from https://drive.google.com/file/d/1R2WEarx6n2_pXXtd68tGV8ou6yrYoPMV/view

U.S. Census Bureau. (2021). *American Community Survey (ACS) 5-Year Estimates.*

U.S. Department of Energy. (2021). *At a Glance: Electric Vehicles.* Retrieved from https://afdc.energy.gov/files/u/publication/electric-drive_vehicles.pdf?42343390c9

U.S. Department of Energy. (2023). *Alternative Fuels Data Center.*

UNFCCC. (2019). *What is the Paris Agreement?* Retrieved from United Nations Framework Convention on Climate Change Web site: https://unfccc.int/process-and-meetings/the-paris-agreement/what-is-the-paris-agreement

US Census Bureau. (2020). *On The Map*. Retrieved from https://onthemap.ces.census.gov/

US Census Bureau. (2022). *Quick Facts*. Retrieved from QuickFacts: Grand Junction, Colorado: https://www.census.gov/quickfacts/fact/table/CO,grandjunctioncitycolorado,US/PST045222

US DOE. (2016). *Workplace Charging Challenge: Progress Update 2016: A New Sustianable Commute.*

US DOE. (2019, September 20). *Charging at Home*. Retrieved from US Office of Energy Effiency & Renewable Energy Web site: https://www.energy.gov/eere/electricvehicles/charging-home

Visit Grand Junction. (2016). *GJ Tourism Matters*. Retrieved from https://www.visitgrandjunction.com/gj-tourism-matters

Woody, M., Vaishnav, P., Keoleian, G. A., De Kleine, R., Chul Kim, H., Anderson, J. E., & Wallington, T. J. (2022). The role of pickup truck electrification in the decarbonization of light-duty vehicles. *Environmental Research Letters*. doi:10.1088/1748-9326/ac5142

Xcel Energy. (2019). *Carbon Free 2050*. Retrieved from Xcel Energy Web site: https://www.xcelenergy.com/carbon_free_2050

Xcel Energy. (2022). *Clean Energy Plan*. Retrieved from https://co.my.xcelenergy.com/s/environment/clean-energy-plan

Grand Junction City Council

Regular Session

Item #1.d.

Meeting Date: July 17, 2023

Presented By: Tamra Allen, Community Development Director, Darrell Bay

Department: City Manager's Office

Submitted By: Tamra Allen, Community Development Director

Information

SUBJECT:

Update on Building Services Contract

RECOMMENDATION:

Staff recommends approval to authorize the City Manager to execute a contract for professional services with Mesa County for building permitting, inspection, and contractor licensing.

EXECUTIVE SUMMARY:

The City of Grand Junction contracts building services with Mesa County. This contract arrangement has been in place for over twenty years. Mesa County provides these services to all other jurisdictions in Mesa County except for the City of Fruita, which ended its contract with Mesa County in 2023. Under the current contract, Mesa County retains 100 percent of all fees as compensation for services rendered. County Staff will provide an update on the agreement and services the Building Department provides the City. The contract expires on September 9, 2023.

BACKGROUND OR DETAILED INFORMATION:

The City contracts for building services with Mesa County. Under that contract, Mesa County enforces adopted building, electrical and plumbing codes and contractor licensing on behalf of the City. Under this contract, Mesa County is also entitled to retain 100 percent of all fees as compensation for services rendered.

The Building Department also contracts with Palisade, Debeque, and Collbran for building permits and inspection services. The City of Fruita concluded its contract with Mesa County in 2023.

In 2022, 53.11 percent of the value of all permits in Mesa County were attributable to

permits issued in incorporated Grand Junction, 37.34 percent were attributable to permits issued in unincorporated Mesa County, and the remaining 9.55 percent of the value was attributable to other jurisdictions.

Mesa County, as the contractor, is provided the ability to set the current standard fee schedule and may amend the fee schedule at their sole discretion. Mesa County adopted a revised fee schedule for its building permits that became effective July 1, 2017, and the City subsequently adopted this new fee schedule to align with the county's fee schedule pursuant to Resolution 47-17. In 2022, the fee structure and activity generated $2,614,416 in revenue with expenses of $2,320,096 for the building department. The county has implemented a tracking system that enables them to deliver information regarding the percentage of staff time assigned to City projects.

The County Building Department is comprised of 22 full-time staff, including one Chief Building official, one operations manager, four plan examiners, six building inspectors, four electrical inspectors and four permit technicians, one inspection manager, one support services manager. Together they currently support 180 average daily inspections and conducted over 43,000 inspections and issued 7,193 permits in 2022. Inspectors also work with the City to inspect short-term rental for life and safety issues and will also conduct inspections of graywater systems, should these systems begin to be utilized. They have staff available 24/7 for 911 emergency response as may be needed. They maintain 16 trucks as part of their department’s fleet.

The total 2023 budget for the department includes $1,960,792.70 in personnel expenses, $203,360.17 in operating expenses for a total expense budget of $2,164,152.87. The budgeted revenue for the department was $2,142895.

Mesa County currently provides building permits and inspection services to all other jurisdictions within the county, excluding the City of Fruita.

FISCAL IMPACT:

The City’s contract for building services with Mesa County allows for Mesa County to both set the standard fee schedule as well as retain 100% of the fees collected as compensation from the City for services rendered.

SUGGESTED MOTION:

Discussion Only.

Attachments

1. Building Services Contract_Grand Junction_BoCC_Signed 9.13.22
2. 1st Quarter 2023 Building_Septic Dashboard- Inspections Graph (2)
3. 2nd Quarter 2023 Building_Septic Dashboard- Inspections Graph (1)

#MCA _____

CONTRACT FOR PROFESSIONAL SERVICES

THIS CONTRACT (hereinafter referred to as this "Contract") made and entered into as of the 9 day of September 2022 by and between the Mesa County, Colorado, a political subdivision of the State of Colorado (hereinafter referred to as the "Contractor") and the of City of Grand Junction, a Colorado municipal corporation (hereinafter referred to as the "City").

WITNESSETH

WHEREAS, the City desires to engage the services of the Contractor to perform certain work for the benefit of the City; and

WHEREAS, the Contractor desires to perform the work for the City in accordance with the terms and conditions set forth herein;

NOW, THEREFORE, IN CONSIDERATION OF THE PREMISES AND THE PROMISES HEREAFTER SET FORTH, IT IS MUTUALLY AGREED AS FOLLOWS:

1. The services to be provided by the Contractor and the City respectively are stated in Exhibit A attached hereto and made a part hereof by this reference. At its own expense, the City will provide identified services in Exhibit A to assist the Contractor in performing under this Contract.

2. Any other work, materials, equipment or machinery not specifically described or expressly covered herein, but which is required or necessary to perform or complete the work which is contemplated, shall be supplied by the Contractor at its sole cost and expense.

3. The Contractor shall perform work hereunder in accordance with sound and acceptable industry or professional practices and standards and in accordance with all codes, standards, regulations, and laws applicable to the work.

4. The codes to be enforced in the City will be the codes presently adopted by the Contractor and any such code hereinafter adopted or amended by the Contractor. If the City does not adopt by ordinance all of the building related codes as are currently adopted and amended by the Contractor or as currently adopted by the State of Colorado, then the Contractor may terminate this agreement.

5. The Contractor shall proceed with and accomplish the work contracted hereunder upon receipt of a written notice to proceed from the City. Such written notice shall be issued by the City Administrator. The Contract Administrator for the Contractor is the Chief Building Official for Mesa County unless otherwise designated in writing. The Contract Administrator for the City shall be a City appointed Building Official who shall have all of the powers as authorized by Section 104 of the International Building Code. The Contractor shall act as the Building Official's Deputy as described in Section 104 of the International Building Code.

6. For the performance by the Contractor under this Contract, the City shall compensate and reimburse the Contractor in accordance with the provisions set forth in Exhibit B attached hereto and made a part hereof by this reference.

7. In the performance of work under this Contract, the Contractor shall be deemed to be, and is, an independent contractor with the authority to control and direct the performance and detail of its work.

8. Precautions shall be exercised at all times for the protection of all persons and property. The safety provisions of all applicable laws, regulation, and codes shall be observed. Hazards arising from the use of vehicles, machinery, and equipment shall be guarded and eliminated in accordance with the highest accepted standards of safety practice. The Contractor shall comply fully with all pertinent federal, state, or local statutes, rules or regulations.

9. This is a personal services contract on the part of the Contractor. This contract may not be assigned without the prior express written consent of both parties and any attempt to assign this Contract without the prior express written consent of either party shall render the Contract null and void with respect to the attempted assignment.

10. No part of this Contract shall be subcontracted without the prior express written approval of the City. If the Contractor shall subcontract any portion of this Contract, the Contractor shall be fully responsible to the City for acts and omissions of a subcontractor, or persons either directly or indirectly employed and the acts and omissions of persons employed directly or indirectly by the Contractor.

11. Except for any documents or records subject to Colorado's open records laws, the Contractor shall retain in strictest confidence all information furnished to the Contractor by the City and the results of the Contractor's work hereunder. The Contractor shall not disclose such information or results to anyone except the City without the prior written consent of the City.

12. This Contract may be terminated at any time during the term of the Contract by either party upon 90 days advanced written notice of intent to terminate this Contract.

13. Upon termination or expiration of this Contract, the Contractor shall immediately cease field work, prepare a final report on all work accomplished to that time, and deliver to the City the final report and all other documents, papers, calculations, notes, designs, drawings, maps, reports, or other technical papers which have been prepared by the Contractor under the terms of this Contract.

14. This is not an exclusive Contract. The Contractor may, at its sole discretion, contract with other entities for work similar to that work to be performed by the Contractor hereunder.

15. The term of this Contract shall be for one (1) year from the date of the execution of this Contract.

16. Any expenditure under this Contract outside the current fiscal year is subject to future annual appropriation of funds for any such proposed expenditure.

17. This Contract is and shall be deemed to be performable in the County of Mesa, Colorado, and venue for any disputes hereunder shall be in the District Court of the County of Mesa, Colorado.

IN WITNESS WHEREOF, the parties have executed this Contract as of the day and year first above written.

THE BOARD OF COUNTY COMMISSIONERS
COUNTY OF MESA, COLORADO

BY: _____
Chair, Cody Davis

Attest:

_____
Tina Peters, Clerk & Recorder

DocuSigned by:
Darrell Bay
4A143DF5BF3348D...
Chief Building Official
Mesa County

City of Grand Junction, COLORADO

By: _____

Greg Caton, City Manager

Attest:

_____
Amy Phillips, City Clerk

EXHIBIT A

a) Contractor Provided Services:

i. The Contractor shall review building permit applications and all required documents for content and accuracy. The Contractor shall review building plans and specifications for compliance with the building code most currently adopted by the Contractor. The Contractor shall issue the building permit, provide the required inspections, and issue the Certificate of Occupancy after the final inspection is approved, all in compliance with applicable codes, ordinances, and regulations.

ii. The Contractor shall take application, review and issue Contractor's Licensing for all qualified building contractors operating within the City consistent with regulations adopted by the City for such.

iii. The Contractor will appoint, with City ratification, and operate a Building Board of Appeals consistent with §5.16.110 of the City Municipal Code.

iv. The Contractor will provide an annual report to the City regarding building activity, budget and other relevant information, as may be requested.

b) City Provided Services:

i. The City shall provide a development clearance approval for each building permit to be given to each permit applicant. Contractor shall not issue any permit until the permit applicant delivers the development clearance approved to the Contractor. The development clearance shall state that the City has reviewed the project for compliance with all City zoning and setback requirements, utility taps and driveway locations and found the same to be in compliance and shall grant approval to release a building permit. The Contractor shall verify set-backs as required by the City at the time of the first foundation inspection.

ii. Should the City desire for a project site to be inspected prior to issuance of a Certificate of Occupancy to ensure compliance with the development clearance approval with exception of basic compliance issues including but not limited to height, setbacks and driveway location, the City shall be responsible for said inspection.

EXHIBIT B

The Contractor shall be compensated for services provided under this Contract as follows:

a. The Contractor shall charge permit fees for all work that requires the issuance of a building permit. Those fees shall be payable by the permit applicant at the time of permit issuance. Said fees shall be in accordance with the Contractor's then current standard fee schedule as from time to time adopted or amended by the Contractor in its sole discretion. Contractor shall be entitled to retain one hundred percent (100%) of all fees related to building fees including but not limited to plan review, permit, demolition, inspection and re-inspection fees.

b. The Contractor shall charge for Contractor's Licensing based on the City's adopted fee schedule. Contractor shall be entitled to retain one hundred percent (100%) of all licensing fees.

c. At the request or consent of the City Building Official, services may be provided by the Contractor that are not covered by the fees described herein. Such services may be provided by the Contractor at their discretion with no charge to the City

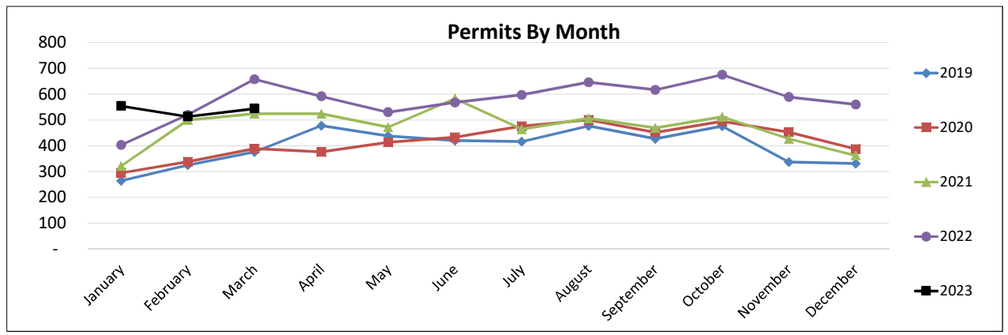
Mesa County Building Department Quarterly Dashboard
For period ending March 30, 2023

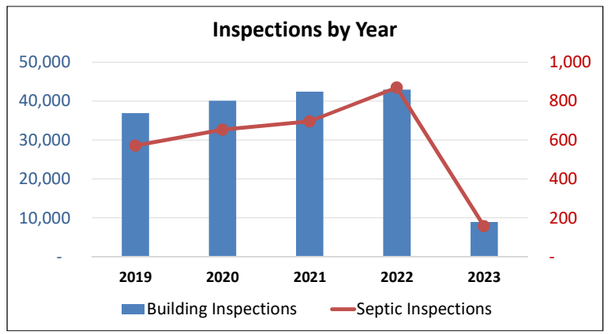
Permit Revenue by Jurisdiction

	2023*			2022*			2021			2020			2019		
	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue
Unincorporated Mesa County	778	35.70%	$ 221,209	3,197	33.32%	$ 903,647	2,490	30.21%	$ 686,975	2,244	28.36%	$ 583,240	1,999	26.44%	$ 509,837
Grand Junction	679	54.84%	$ 339,815	2,959	53.10%	$ 1,439,999	2,517	55.86%	$ 1,270,142	2,256	58.27%	$ 1,198,530	2,269	58.70%	$ 1,132,022
Fruita	100	4.51%	$ 27,977	627	7.30%	$ 197,837	439	7.00%	$ 159,082	372	6.76%	$ 139,019	375	9.18%	$ 177,115
Palisade	28	2.38%	$ 14,749	142	1.93%	$ 52,426	129	1.83%	$ 41,619	110	1.38%	$ 28,454	101	1.40%	$ 26,968
Collbran	3	0.07%	$ 446	11	0.17%	$ 4,652	13	0.12%	$ 2,734	10	0.10%	$ 2,116	14	0.11%	$ 2,194
DeBeque	5	0.09%	$ 569	19	0.14%	$ 3,678	6	0.24%	$ 5,423	15	0.10%	$ 2,052	13	0.19%	$ 3,574
OWTS Permits	18	2.40%	$ 14,900	238	4.04%	$ 109,440	251	4.73%	$ 107,653	229	5%	$ 103,462	163	3.97%	$ 76,645
Total	**1,611**	**100%**	**$ 619,665**	**7,193**	**100%**	**$ 2,711,679**	**5,845**	**100%**	**$ 2,273,628**	**5,236**	**100%**	**$ 2,056,873**	**4,934**	**100%**	**$ 1,928,354**

Expenditures by Jurisdiction **

	2023		2022	
	%	Expenditure	%	Expenditure
Unincorporated Mesa County	33.33%	$ 182,501	34.90%	$ 799,880
Grand Junction	63.56%	$ 348,079	55.96%	$ 1,282,633
Fruita	2.68%	$ 14,670	6.78%	$ 155,378
Palisade	0.35%	$ 1,907	2.00%	$ 45,855
Collbran	0.00%	$ -	0.13%	$ 3,061
DeBeque	0.08%	$ 465	0.23%	$ 5,288
	100.00%	**$ 547,622**	**100.00%**	**$ 2,292,096**





Budget Summary

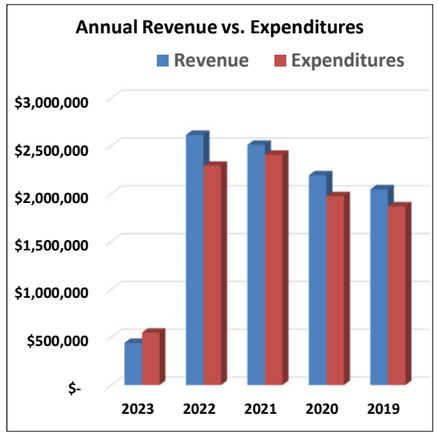
Revenues

	2023	2022	2021	2020	2019
Building- Adopted Budget	**$ 2,030,395**	**$ 2,030,395**	**$ 2,041,730**	**$ 1,921,435**	**$ 1,658,924**
OWTS- Adopted Budget	**$ 112,500**	**$ 112,500**	**$ 118,680**	**$ 67,539**	**$ 86,000**
Building Permits	**$ 353,075**	$ 2,380,927	$ 2,273,628	$ 1,964,623	$ 1,851,709
Building- City Contracts / Payments	**$ -**	$ -	$ -	$ -	$ -
Building- GJ Contractor Licensing	**$ 62,098**	$ 80,514	$ 78,850	$ 75,400	$ 73,570
Building Inspection - Reinspection	**$ 6,550**	$ 28,447	$ 15,538	$ 20,259	$ 18,042
Building- Permit Reactivation	**$ 2,380**	$ 10,955	$ 10,710	$ 11,865	$ 11,200
Building- Training and Instructual Services	**$ -**	$ -	$ 400	$ 1,099	$ 1,420
Building- Miscellaneous Revenue	**$ -**	$ -	$ 270	$ 440	$ 2
Long/ Short	**$ (2)**	$ 8	$ 8	$ (9)	$ -
OWTS Repairs	**$ 200**	$ 2,000	$ 11,700	$ 9,875	$ 13,585
OWTS Permits	**$ 11,200**	$ 98,015	$ 103,363	$ 92,250	$ 66,200
OWTS Clearances	**$ 625**	$ 5,850	$ 5,625	$ 6,475	$ 7,275
OWTS Contractor/ Cleaner Licenses	**$ 4,200**	$ 7,700	$ 10,600	$ 10,600	$ 2,600
Total Revenue	**$ 440,326**	**$ 2,614,416**	**$ 2,510,692**	**$ 2,192,868**	**$ 2,045,603**
Percentage of Adjusted Estimate	**21%**	**122%**	**116%**	**110%**	**117%**

Expenditures

	2023	2022	2021	2020	2019
Building- Adjusted Appropriation	**$ 2,026,538**	**$ 2,160,440**	**$ 1,802,031**	**$ 1,820,060**	**$ 1,585,230**
OWTS- Adjusted Appropriation	**$ 69,796**	**$ 65,227**	**$ 58,176**	**$ 70,506**	**$ 41,477**
Building- Operations	**$ 42,887**	$ 321,532	$ 173,780	$ 217,180	$ 239,500
Building- Labor	**$ 431,245**	$ 1,686,997	$ 1,585,022	$ 1,413,392	$ 1,262,699
Building- Capital	**$ -**	$ -	$ 365,481	$ 88,343	$ 174,422
OWTS Operations	**$ 3,322**	$ 5,936	$ 8,227	$ 4,523	$ -
OWTS Labor	**$ 14,056**	$ 53,854	$ 51,766	$ 57,502	$ -
Administration	**$ 15,157**	$ 59,963	$ 58,808	$ 62,380	$ 59,399
Cost Allocation	**$ 40,954**	$ 163,815	$ 163,815	$ 131,267	$ 131,267
Total Expenditures	**$ 547,622**	**$ 2,292,096**	**$ 2,406,899**	**$ 1,974,586**	**$ 1,867,287**
Percentage of Adopted Budget Used	**26%**	**103%**	**129%**	**104%**	**115%**

Net Loss/ Gain	**$ (107,296)**	**$ 322,320**	**$ 103,793**	**$ 218,282**	**$ 178,315**



*Revenue and Expenditures subject to change based on year end closeout.
Expenditures reflected above do not include Building administration, permit sales, contractor licensing, or plan review.
Cost Allocation subject to change. This number is based on total annual cost of $163,815 or $13,651.25/ month for Y2021.
**GIS vehicle tracking data unavailable May 12-June 10, 2021.

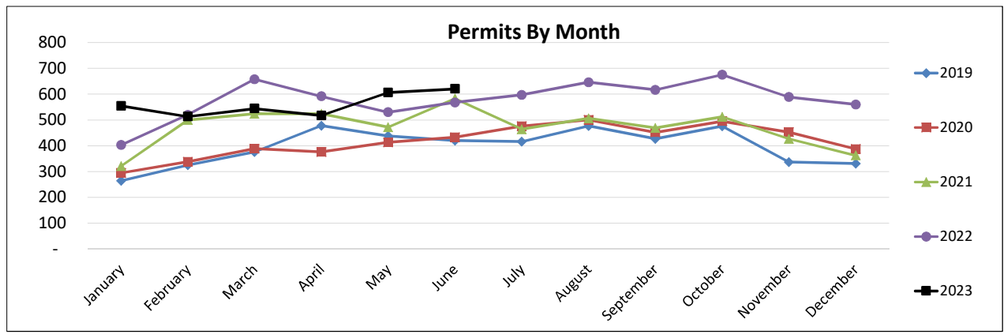
Mesa County Building Department Quarterly Dashboard
For period ending June 30, 2023

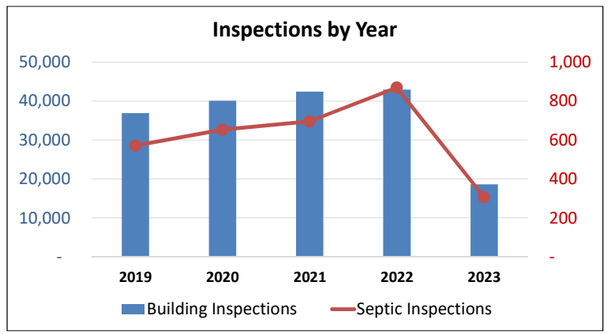
Permit Revenue by Jurisdiction

	2023*			2022*			2021			2020			2019		
	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue
Unincorporated Mesa County	1,702	39.87%	$ 474,786	3,197	33.32%	$ 903,647	2,490	30.21%	$ 686,975	2,244	28.36%	$ 583,240	1,999	26.44%	$ 509,837
Grand Junction	1,420	52.33%	$ 623,117	2,959	53.10%	$ 1,439,999	2,517	55.86%	$ 1,270,142	2,256	58.27%	$ 1,198,530	2,269	58.70%	$ 1,132,022
Fruita	100	2.35%	$ 27,977	627	7.30%	$ 197,837	439	7.00%	$ 159,082	372	6.76%	$ 139,019	375	9.18%	$ 177,115
Palisade	74	2.20%	$ 26,188	142	1.93%	$ 52,426	129	1.83%	$ 41,619	110	1.38%	$ 28,454	101	1.40%	$ 26,968
Collbran	8	0.13%	$ 1,520	11	0.17%	$ 4,652	13	0.12%	$ 2,734	10	0.10%	$ 2,116	14	0.11%	$ 2,194
DeBeque	12	0.19%	$ 2,206	19	0.14%	$ 3,678	6	0.24%	$ 5,423	15	0.10%	$ 2,052	13	0.19%	$ 3,574
OWTS Permits	38	2.94%	$ 35,045	238	4.04%	$ 109,440	251	4.73%	$ 107,653	229	5%	$ 103,462	163	3.97%	$ 76,645
Total	**3,354**	**100%**	**$ 1,190,839**	**7,193**	**100%**	**$ 2,711,679**	**5,845**	**100%**	**$ 2,273,628**	**5,236**	**100%**	**$ 2,056,873**	**4,934**	**100%**	**$ 1,928,354**

Expenditures by Jurisdiction **

	2023		2022	
	%	Expenditure	%	Expenditure
Unincorporated Mesa County	35.31%	$ 385,451	34.90%	$ 809,652
Grand Junction	62.15%	$ 678,528	55.96%	$ 1,298,301
Fruita	1.92%	$ 20,992	6.78%	$ 157,276
Palisade	0.48%	$ 5,240	2.00%	$ 46,415
Collbran	0.01%	$ 130	0.13%	$ 3,099
DeBeque	0.12%	$ 1,336	0.23%	$ 5,353
	100.00%	**$ 1,091,675**	**100.00%**	**$ 2,320,096**





Budget Summary

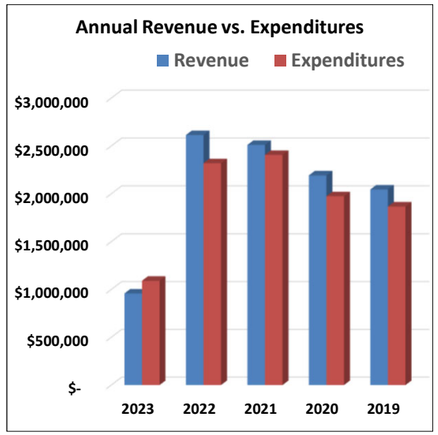
Revenues

	2023	2022	2021	2020	2019
Building- Adopted Budget	**$ 2,030,395**	$ 2,030,395	$ 2,041,730	$ 1,921,435	$ 1,658,924
OWTS- Adopted Budget	**$ 112,500**	$ 112,500	$ 118,680	$ 67,539	$ 86,000
Building Permits	**$ 831,876**	$ 2,380,927	$ 2,273,628	$ 1,964,623	$ 1,851,709
Building- City Contracts / Payments	**$ -**	$ -	$ -	$ -	$ -
Building- GJ Contractor Licensing	**$ 71,828**	$ 80,514	$ 78,850	$ 75,400	$ 73,570
Building Inspection - Reinspection	**$ 17,809**	$ 28,447	$ 15,538	$ 20,259	$ 18,042
Building- Permit Reactivation	**$ 6,335**	$ 10,955	$ 10,710	$ 11,865	$ 11,200
Building- Training and Instructual Services	**$ -**	$ -	$ 400	$ 1,099	$ 1,420
Building- Miscellaneous Revenue	**$ -**	$ -	$ 270	$ 440	$ 2
Long/ Short	**$ (101)**	$ 8	$ 8	$ (9)	$ -
OWTS Repairs	**$ 200**	$ 2,000	$ 11,700	$ 9,875	$ 13,585
OWTS Permits	**$ 23,150**	$ 98,015	$ 103,363	$ 92,250	$ 66,200
OWTS Clearances	**$ 2,275**	$ 5,850	$ 5,625	$ 6,475	$ 7,275
OWTS Contractor/ Cleaner Licenses	**$ 5,600**	$ 7,700	$ 10,600	$ 10,600	$ 2,600
Total Revenue	**$ 958,971**	**$ 2,614,416**	**$ 2,510,692**	**$ 2,192,868**	**$ 2,045,603**
Percentage of Adjusted Estimate	**45%**	**122%**	**116%**	**110%**	**117%**

Expenditures

	2023	2022	2021	2020	2019
Building- Adjusted Appropriation	**$ 2,094,357**	**$ 2,160,440**	**$ 1,802,031**	**$ 1,820,060**	**$ 1,585,230**
OWTS- Adjusted Appropriation	**$ 69,796**	**$ 65,227**	**$ 58,176**	**$ 70,506**	**$ 41,477**
Building- Operations	**$ 72,372**	$ 321,532	$ 173,780	$ 217,180	$ 239,500
Building- Labor	**$ 873,166**	$ 1,686,997	$ 1,585,022	$ 1,413,392	$ 1,262,699
Building- Capital	**$ -**	$ 28,000	$ 365,481	$ 88,343	$ 174,422
OWTS Operations	**$ 5,241**	$ 5,936	$ 8,227	$ 4,523	$ -
OWTS Labor	**$ 28,389**	$ 53,854	$ 51,766	$ 57,502	$ -
Administration	**$ 30,599**	$ 59,963	$ 58,808	$ 62,380	$ 59,399
Cost Allocation	**$ 81,908**	$ 163,815	$ 163,815	$ 131,267	$ 131,267
Total Expenditures	**$ 1,091,675**	**$ 2,320,096**	**$ 2,406,899**	**$ 1,974,586**	**$ 1,867,287**
Percentage of Adopted Budget Used	**50%**	**104%**	**129%**	**104%**	**115%**

Net Loss/ Gain	**$ (132,704)**	**$ 294,320**	**$ 103,793**	**$ 218,282**	**$ 178,315**



*Revenue and Expenditures subject to change based on year end closeout.
Expenditures reflected above do not include Building administration, permit sales, contractor licensing, or plan review.
Cost Allocation subject to change. This number is based on total annual cost of $163,815 or $13,651.25/ month for Y2021.
**GIS vehicle tracking data unavailable May 12-June 10, 2021.

Grand Junction City Council

Workshop Session

Item #1.e.

Meeting Date:	July 17, 2023
Presented By:	Ken Watkins, Fire Chief
Department:	Fire
Submitted By:	Chris Angermuller

Information

SUBJECT:

Grand Junction Fire Department and Clifton Fire Protection District Cooperative Services Feasibility Assessment

EXECUTIVE SUMMARY:

Staff will present a summary and recommendation of the Cooperative Services Feasibility Assessment that was conducted between the Grand Junction Fire Department (GJFD) and the Clifton Fire Protection District (CFPD).

BACKGROUND OR DETAILED INFORMATION:

The GJFD and CFPD have worked together for several years to provide emergency services to overlapping geographical areas and provide mutual aid to each other as needed. The idea of creating a more cooperative arrangement has been discussed throughout the years and third-party studies have suggested that this could be an option for the agencies.

In 2019, voters of the City of Grand Junction passed the First Responder Tax to expand public safety services to the community. For the fire department, expansion would include building, equipping, and staffing three additional fire stations to meet the service demands of the community. As part of this expansion, the fire department contracted with AP Triton, LLC to conduct an organizational analysis of the department's structure and service delivery.

While the GJFD organizational analysis was underway, CFPD experienced vacancies in both their Chief and Deputy Chief Positions. The CFPD Board of Directors approached GJFD, requesting that the two agencies evaluate cooperative services and, since AP Triton was already conducting a study for GJFD, a cooperative services feasibility study was added to their scope of services at a shared cost between the agencies.

The AP Triton Cooperative Services Feasibility Study was completed in September 2022 and included generalized comparisons of both organizations. This study suggested that a cooperative agreement between the agencies may be feasible and recommended an intergovernmental cooperation agreement or a joint operating agreement, both of which would need further exploration.

Based on the information presented by AP Triton on November 14, 2022, at the City Council Workshop, the Grand Junction City Council requested that a more detailed study be conducted. In January 2023, GJFD entered into a management agreement with the CFPD to provide management oversight of their department. Through this agreement, the City provided a Deputy Fire Chief to oversee the department's day-to-day operations and perform a more detailed cooperative service feasibility assessment between the two departments.

During the course of the previous seven months, a study was completed that looked at all aspects of CFPD and assessed the differences between the two agencies and the estimated cost of closing any gaps needed to enter into a cooperative service agreement. This assessment included members from both fire agencies and representatives from multiple City departments. The results of that assessment will be presented at this workshop.

FISCAL IMPACT:

No fiscal impact.

SUGGESTED ACTION:

Staff is requesting discussion and direction from City Council based on the presentation and recommendations of the GJFD / CFPD Cooperative Service Feasibility Assessment.

Attachments

1. GJFD-CFPD Cooperative Services Feasibility Assessment

Grand Junction Fire Department/Clifton Fire Protection District Cooperative Services Feasibility Assessment

Executive Summary

Grand Junction Fire Department (GJFD) and Clifton Fire Protection District (CFPD) have worked together for several years to provide emergency services to overlapping geographical areas and provide mutual aid to each other as needed. The idea of creating a more cooperative arrangement has been discussed throughout the years and third-party studies have suggested that this could be an option for the agencies.

In 2019, voters of the City of Grand Junction passed the First Responder Tax to expand public safety services to the community. For the fire department, this expansion includes building, equipping, and staffing three additional fire stations to meet the service demands of the community. As part of this expansion, the fire department contracted with AP Triton, LLC to conduct an organizational analysis of the department's structure and service delivery.

While the GJFD organizational analysis was underway, CFPD experienced vacancies in both their Chief and Deputy Chief Positions. The CFPD Board of Directors approached GJFD, requesting that the two agencies evaluate cooperative services and since AP Triton was already conducting a study for GJFD, a cooperative services feasibility study was added to their scope of services with a shared cost between the agencies.

Exploring Cooperative Service

The AP Triton Cooperative Services Feasibility Study was completed in September 2022 and included generalized comparisons of both organizations which resulted in a cursory review and conclusion regarding the potential for some type of service partnership. This initial study suggested that a cooperative agreement between the agencies may be feasible and recommended an intergovernmental cooperation agreement or a joint operating agreement, both of which would need further exploration.

Upon presentation from AP Triton and discussion with both the Grand Junction City Council and CFPD Board of Directors it was decided that a more detailed study would be needed to fully evaluate the potential. In January 2023, the City began this study and GJFD entered into two temporary agreements with CFPD; one to provide administrative oversight of CFPD with a GJFD Deputy Chief serving as interim CFPD Chief and the second, for GJFD to provide fire prevention services for new construction and operational permits for a six-month period.

GJFD/CFPD Cooperative Feasibility Study #2

This second study is intended to:

1. Offer a more detailed analysis of the logistic and financial implications of entering into cooperative service.
2. Provide City Council and the CFPD Board of Directors information to thoughtfully decide if cooperative service is in the best interest of both organizations and the communities.
3. Based on the decision of policymakers, be prepared to create an implementation timeline for cooperative service.

Subject matter experts at the City evaluated all areas of operation of CFPD with additional assistance from members of CFPD. The following areas were evaluated:

- Administration and Community Outreach
- Fire and Emergency Medical Operations
- Fire Prevention and Investigation
- Fleet and Facilities
- Information Technology
- Training and Standards
- Financial Impact and Sustainability

Recommendation

After evaluation and consideration of the information herein, the recommendation is that CFPD and GJFD not pursue cooperative services. This recommendation is based on the following analysis:

- There are significant gaps in all areas evaluated and considerable time and funding will be needed to close those gaps if the GJFD and CFPD are to operate in a cooperative arrangement.
- The agencies operate under different response models and considerable personal and operating resources will be needed to align the response models to operate as one agency.
- The City of Grand Junction and GJFD are in a high growth period with the First Responder expansion projects. The City must prioritize the deliverables of the First Responder Tax; to efficiently and effectively open the additional fire stations to meet the current service demands.
- The assigned workload across GJFD and the City approaches or exceeds current capacities. Taking on the additional CFPD service area and the additional administrative needs are not feasible currently.
- Based on the financial analysis, the cost for CFPD to match the staffing and service level of the GJFD would create a substantial burden on the CFPD annual budget. The costs include both start up/one-time costs and annual ongoing costs. At the required level of service, CFPD current revenues would not support the increased operational expenses and would exhaust all reserves by 2026. Sustainability would require a near term increase in the property tax mill levy, as well as a continued increase in mill levy to keep pace with increase in annual expenses moving forward.

The additional administrative burden that would be required to enter into a cooperative services arrangement would be too great for the current staffing of GJFD and partner departments within the City. The energy and resources required to make a successful transition would detract from the primary objective to fulfill the promises of the First Responder Tax. These challenges include:

- Coordinating testing, transfer, and skills review for the 18 current CFPD employees and adding nine new employees in an academy to meet staffing recommendations at CFPD, while simultaneously coordinating academies for the current and immediate GJFD staffing needs would be extremely challenging.
- Adequately staffing GJFD Administration to provide administrative and logistical support in all areas, training and continuous improvement of existing programs, and fire prevention services to meet current demands, while simultaneously absorbing a significant additional workload with CFPD.
- The impacts of cooperative service extend beyond GJFD within the City of Grand Junction. Finance, General Services, Human Resources, Information Technology, Legal, Parks, and City Administration would all need to contribute time and resources to make this a successful venture.

Agency Overview

Clifton Fire Protection District

Following approval by the Colorado legislature that allowed the formation of Title 32 Special Districts, the Clifton Fire Protection District (CFPD) was formed in 1943. The district was originally formed as an all-volunteer organization.

CFPD is an all-hazards public safety agency of 20 full-time employees and additional part-time personnel that provide traditional fire protection, wildland firefighting, hazardous materials incident response, technical rescue services, and Emergency Medical Services (EMS) to include patient transport (ambulance service) at both the Basic Life Support (BLS) and Advanced Life Support (ALS) levels.

CFPD deploys its personnel and apparatus from a single fire station located in the unincorporated community of Clifton.

Governance, Lines of Authority, and Organizational Structure

CFPD is governed by an elected five-member Board of Directors who oversee the Fire Chief.

As shown in the following figure, the Fire Chief supervises three shift Captains responsible for full and part-time personnel assigned to one of three operational shifts.

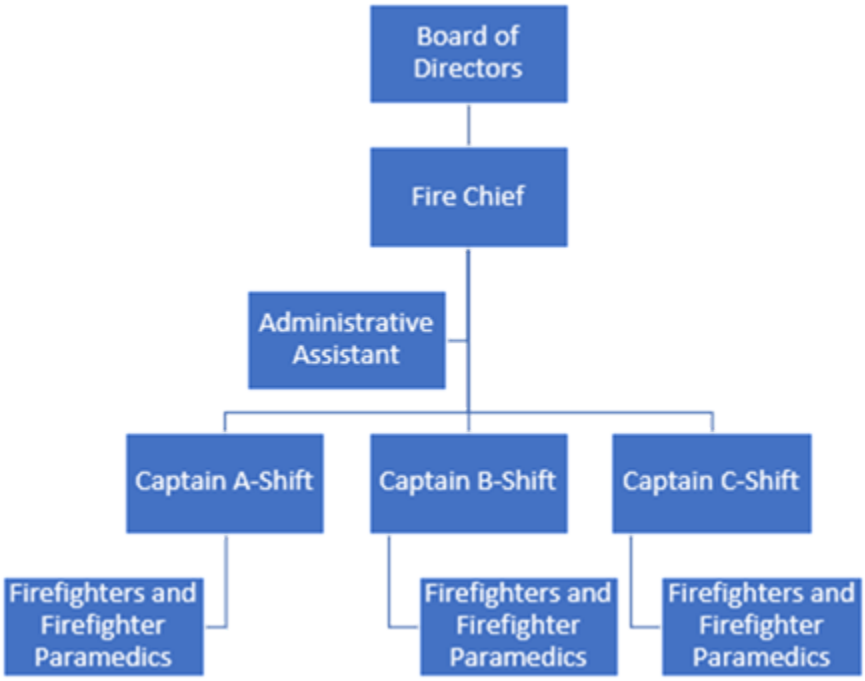


Figure 1 CFPD Organization chart.

Service Area and Population

The CFPD fire and ambulance service area (figure 2) is approximately 15 square miles with an estimated 2022 population of 20,748 persons.

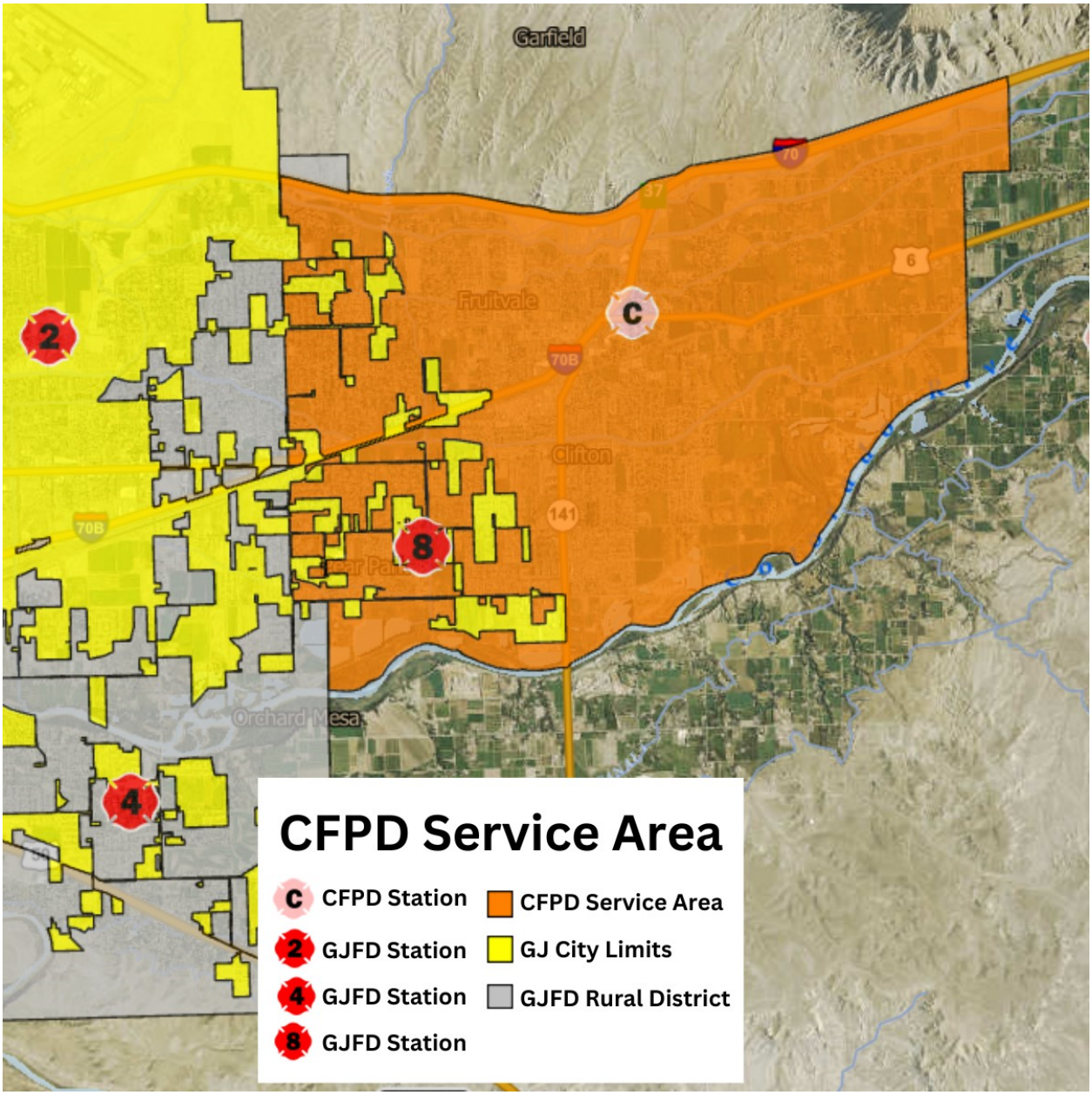


Figure 2 CFPD service area.

Grand Junction Fire Department

The City of Grand Junction was founded in 1883, and the Grand Junction Fire Department was established in 1889 as a volunteer department.

GJFD is an all-hazards department with 181 full-time employees and provides structural fire suppression and wildland firefighting, EMS at the Basic Life Support (BLS) and Advanced Life Support (ALS) levels, and patient transport services. Fire Prevention activities are provided that include fire inspections, code enforcement, plan reviews, fire-cause investigations, and various community outreach activities. GJFD also provides special operations to include hazmat response at the Operations and Technician levels, and technical rescue for swift water, rope, ice, and confined space.

GJFD operates out of seven response stations serving the City of Grand Junction and the Grand Junction Rural Fire Protection District. The Grand Junction Fire Department was accredited in 2022 by the Center for Fire Accreditation International (CFAI).

Governance, Lines of Authority, and Organizational Structure

The City of Grand Junction is governed by an elected seven-member City Council through the Council-Manager form of government. The City Manager is appointed by the Council and manages the City operations including the fire department. The GJFD Fire Chief reports directly to the City Manager as depicted in the department organizational chart below:

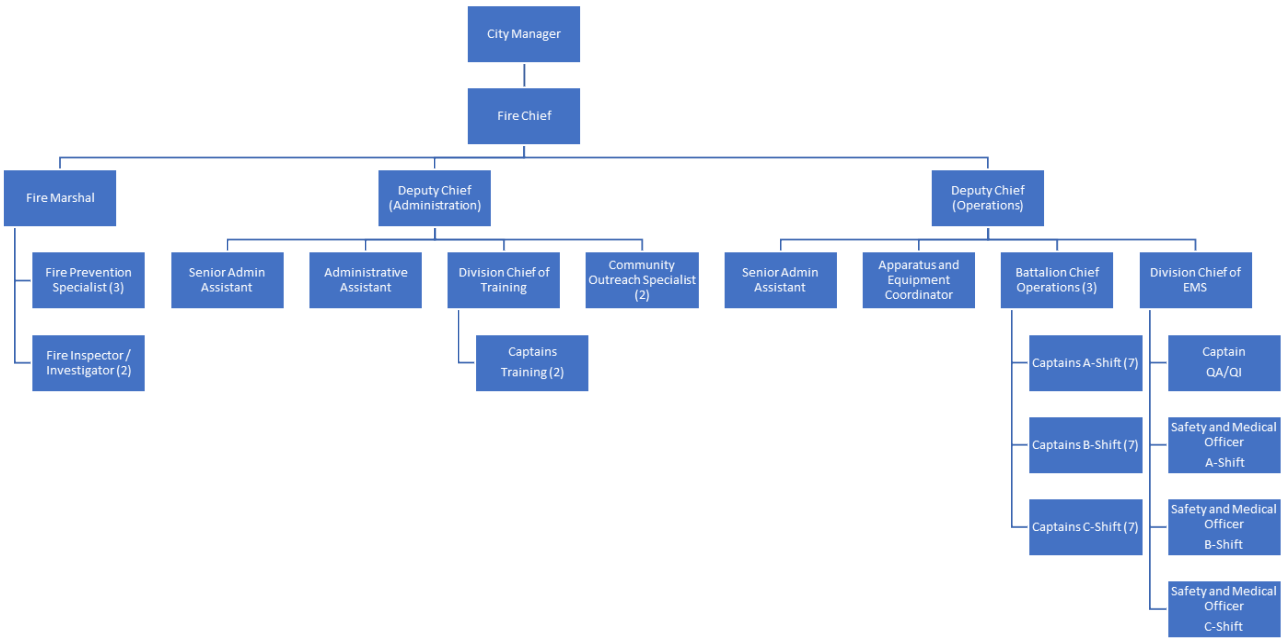


Figure 3 GJFD Organization chart.

Service Area and population

The primary service area of the Grand Junction Fire Department consists of approximately 93.5 square miles, with an additional 649 square miles in the ambulance service area. The population of the service area is estimated to be approximately 93,000 persons.

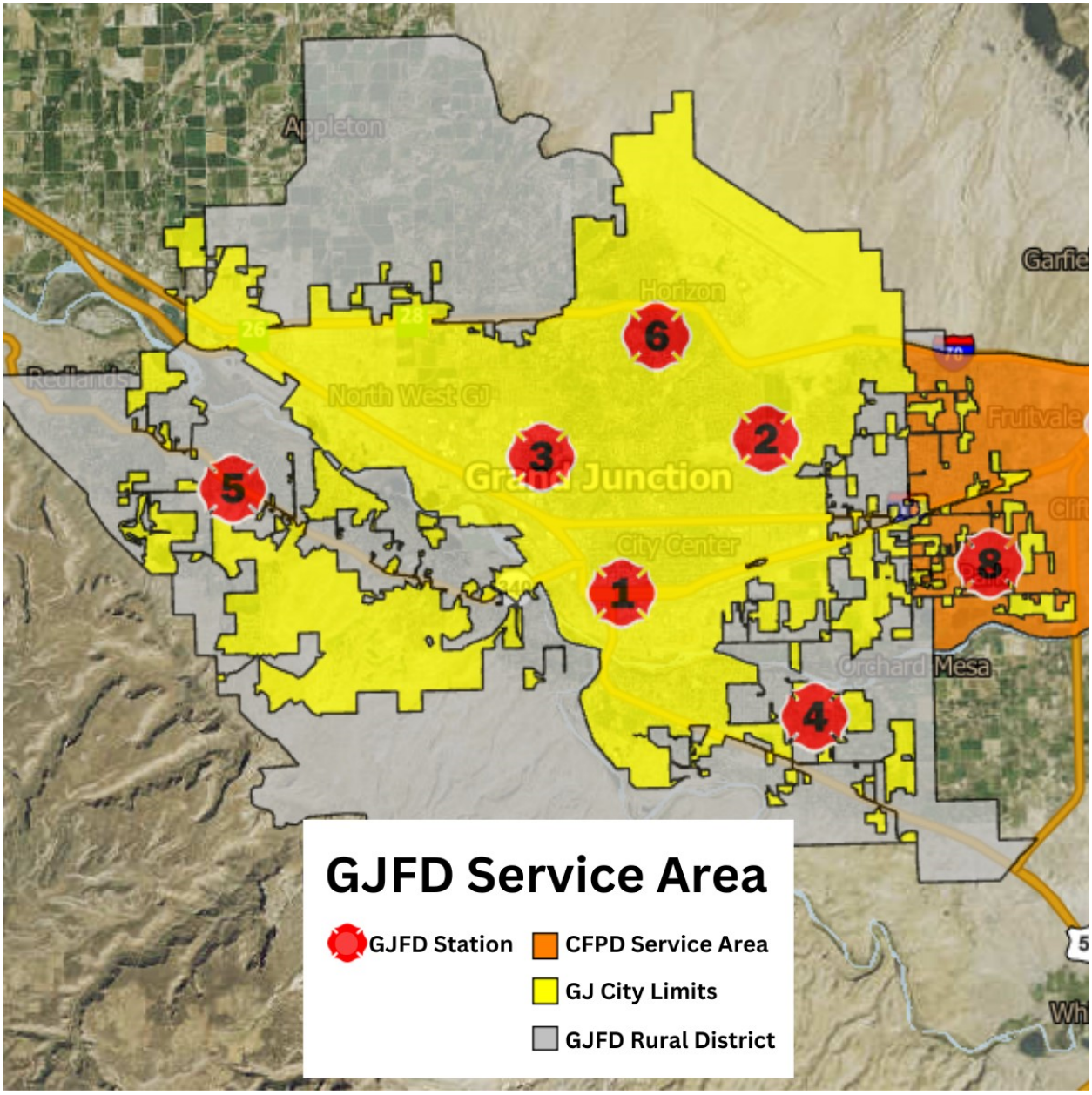


Figure 4 GJFD Service area.

Service and Resource Analysis:

Administration and Community Outreach

Administrative services support the overall leadership, management, and coordination of the organization. Tasks include managing employee files, processing personnel and facility equipment orders, coordinating training certifications, and community outreach events.

Currently, CFPD does not provide Community Outreach Services to the community outside of work that can be accomplished by on-duty crews. The addition of CFPD will bring a need to provide school programs to seven additional schools, multiple community events throughout the year, and coordination of public information and wildfire mitigation programs.

Figure 5 Outreach specialists coordinate a variety of community events, community risk reduction, and public information.

A cooperative service arrangement with CFPD will increase the support needed for operational personnel, facilities, equipment and supplies, and community outreach events. GJFD is at capacity in these areas and the additional CFPD workload would require an additional administrative assistant and additional community outreach specialist positions.

Fire Operations

Fire Operations provides services from station-based personnel whose primary duties include emergency response. This is one of the areas where GJFD and CFPD have a fairly significant difference. GJFD operates under a unit response model where each response unit has dedicated daily staffing and is dispatched based on pre-set response requirements. CFPD operates under a cross-staffing model where personnel select which unit to respond on based staffing and the needs of the incident. These two response models are not compatible and to address this difference CFPD would need to hire additional personnel and increase staffing. To ensure that staffing at the CFPD station is aligned with other GJFD stations, an additional nine personnel will be needed for a total of 27 operational employees at this station to cover the current incident volume.

Besides the additional staffing at the responder level, taking on the additional coverage area and station will require additional fire and EMS supervisory personnel. These personnel additions will require funding to cover the personnel costs for an additional Battalion Chief and an additional Safety and Medical Officer.

Figure 6 Operations includes all station-based employees as well as deployment models for apparatus.

Emergency Medical Services

Emergency medical services (EMS) oversees all ambulance services, EMS administration, training, quality assurance and quality improvement (QA/QI), EMS equipment, medical supplies, logistics, and billing/reimbursement matters related to EMS services.

Both CFPD and GJFD operate as part of the Mesa County EMS System (MCEMS) and are subject to the same equipment requirements. Most equipment and ambulance stock levels will be similar between the organizations.

The current EMS systems for both agencies have a significant call load and have needs for additional personnel. Call volume that would be absorbed through cooperative service with CFPD will result in a need for an additional EMS Training QA/QI Captain to adequately handle EMS training, incident oversight, and quality assurance/quality improvement.

A cooperative service arrangement will also require standardization of patient care equipment and supplies to avoid critical mistakes due to different equipment. The largest cost would be replacement of cardiac monitors, narcotic vaults, and various equipment kits that are carried to the scene.

Fire Prevention

Fire Prevention oversees fire code, life safety inspections, building plan reviews, permitting, and fire investigation. GJFD's Fire Prevention Division is at capacity due to the current workload needed to address the primary service area.

Currently, CFPD fire prevention services are accomplished by on-duty crews or private contracts. Administering general fire inspections of existing buildings would be challenging initially since the Clifton community has not experienced a consistent inspection presence equivalent to the services provided by GJFD. This gap would require a significant amount of upfront community outreach and education to adequately introduce regular fire inspection practices to local businesses and organizations.

Cooperative service with Clifton would require an additional fire inspector/Investigator position to manage the expanded workload associated with the geographic area of Clifton.

Figure 7 GJFD Inspector/Investigators provide a critical service in Fire Prevention, additional staffing is needed.

Fleet and Facilities

All vehicles in the City of Grand Junction are maintained by a central City Shops. Fleet services cares for the regular maintenance needs of all vehicles as well as unplanned repairs. Staff has received specialized training and qualifications to work on fire apparatus. With additional apparatus, accrual and maintenance fees should be accounted for. Funding for ½ of the salary of an additional fleet mechanic position will be needed for the increased workload generated by the additional apparatus. In addition, much of the apparatus at CFPD are approaching the expected life of a vehicle by GJFD standards and will need to be considered for replacement in the next 2-3 years.

Figure 8 Many CFPD vehicles are in good working order and could continue to be used within a cooperative service agreement.

All City of Grand Junction facilities are handled through a centralized service. This includes the regular maintenance needs of buildings as well as providing updates and repairs as needed. CFPD has one building located at 3254 F Road, Clifton, CO 81520. The building serves as a station bay, living quarters, exercise facility, shop space, compressor room, administrative offices, and training room. The original

structure was built sometime in the 1950's and the last major remodel and addition was in 1980. The building is 9,832 square feet and appears to be in good shape both the interior and exterior. The immediate facility needs are capital projects including the evaluation and possible replacement of an electrical panel and updating the exhaust removal system. Annual maintenance and utility fees would also need to be budgeted for.

Figure 9 The CFPD station would need a few updates for uniformity and serviceability under a cooperative service agreement.

Information Technology

Information Technology (IT) is responsible for most non-EMS electronics needed to effectively run a department and a station including radios, tablets, phones, computers, networks, cyber-security, software, and programs used.

To be able to service equipment and bring CFPD up to GJFD technology standards an initial replacement of radios, station alerting, computers (both office and laptops), moving and bolstering the technology environment, and converting applications, programs, and licensing would need to take effect in conjunction with any cooperative service agreement. This would provide the CFPD station and all staff with reliable, safe, efficient, and effective technology with high-quality technical support.

The primary technology room on the second floor is suboptimal and needs to be relocated and bolstered with an equipment rack and a file server workstation. There appears to be existing options in the facility to accommodate this. Relocating the room would provide technology equipment supportability, staff safety, security, compliance, equipment serviceability, and helps prevent equipment warranty issues and potential equipment environmental issues including dust/dirt, heat/cold/moisture.

Training and Standards

The training division is collectively responsible for recruiting, hiring, and training of new and lateral recruits as well as training on-duty crews to maintain qualifications and proficiency in job skills.

CFPD employees have had several questions and concerns related to transferring to GJFD if a cooperative service arrangement was put in place. A cooperative service arrangement would require that CFPD firefighters meet recruitment and training standards that are in place for GJFD. This would require CFPD members to complete a modified hiring process and skills evaluation. Based on results, CFPD personnel would be required to complete either the GJFD lateral or recruit training academy.

The additional academies and personnel needed for cooperative service will require funding for ½ of the salary for an additional Training Captain position to help handle the increased workload generated by the additional personnel and costs to support the initial and ongoing training of the Clifton personnel.

Figure 10 A traditional GJFD academy for new firefighters is 40 hours per week for 20 weeks.

Financial Impact and Sustainability

Finance in collaboration with the City Manager and City Council is responsible for resource management to ensure the delivery of emergency services in the community. GJFD works closely with the City's Finance Department and the City Manager to develop an annual budget and a long-term financial plan to meet those needs.

Finance evaluated several years of financial activity for CFPD to obtain an understanding of the revenue and expense history of the department. Using this history, a future financial projection was developed including the additional costs required to enter into a cooperative services agreement based on the needs analysis described in each of the operational areas above.

The main source of revenue for the CFPD is property tax from an 11.552 mill levy on $214 million assessed valuation and represents 69% of the district's revenue. The district also receives revenues from ambulance transport, specific ownership tax, and a share of Mesa County Public Safety tax. The main operational cost for the CFPD is labor which represents 59% of the budget.

Increased costs with cooperative agreement; the estimated cost for required start-up/one-time expenses is $1.4 million; the required increase in ongoing labor costs to assimilate the CFPD station into the City's service delivery system is estimated at $1.4 million in year one; and the estimate of increase in other ongoing operating costs is $175,000 in year one. Overall, the increase in ongoing expenses would increase the existing CFPD operational budget by 49%.

Although the CFPD reserves would cover the initial start-up costs, the annual revenues are not sufficient to cover even year one of the needed increase in annual operating costs. This would exhaust the total reserve balance by 2026. Without a near term and continued mill levy increase, the revenues will not sustain the operations of the CFPD fire service under the City's service delivery standards.