



GARFIELD COUNTY REGION

Electric Vehicle Readiness and Action Plan Executive Summary

About this Plan

The purpose of this plan is to identify our baseline for vehicle electrification in our community, examine both challenges and opportunities for the transition to vehicle electrification, and identify strategies to address those challenges and opportunities. This plan is intended to guide EV Action for GCE and CLEER, and to inspire EV action in Garfield County and its member communities. This Electric Vehicle (EV) Readiness and Action Plan combines detailed work plans of short-term strategies with suggestions for longer-term progress and resources for collective action across the County.

Garfield Clean Energy Vision

GCE will be an innovative leader in advancing energy efficiency, renewable energy and clean transportation to protect the environment and build a strong, resilient and diverse economy.

Since 2009, Garfield Clean Energy (GCE) has been an innovative leader in advancing energy efficiency, renewable energy, and clean transportation to protect the environment and build a strong, resilient, and diverse economy. This plan was developed through a partnership between GCE, Clean Energy Economy for the Region, Holy Cross Energy and Xcel Energy Partners in Energy, with input from over 40 community stakeholders across two workshops, four focus groups, and an online survey. The stakeholder team included representatives from the Garfield County region including local municipalities, transportation authorities, electric utilities, Colorado Mountain College staff, equity advocates, the general public, and the State of Colorado.

EV Infrastructure and Vehicle Baseline

In December 2023, Garfield County had a total 626 Battery Electric Vehicles (BEVs) on the road, making up around 1% of the 65,228 light-duty vehicles on the road (Atlas Public Policy, 2023). Another 261, or 0.4% of vehicles on the road in 2023 were Plug-in Hybrid Electric Vehicles (PHEVs) (Atlas Public Policy, 2023). Statewide, there are 75,745 BEVs and 29,418 PHEVs on the road, making up 1.6% and 0.6% of light-duty vehicles on the road respectively. BEVs and PHEVs together account for approximately 8% of registrations for new vehicles in the Garfield County region, and 11.6% statewide, indicating that adoption is increasing (Atlas Public Policy, 2023). There has been a sharp growth in EV adoption since 2010. As of July 2023, there are 81 Level 2 Charging Ports, and 44 DC Fast Charging ports within Garfield County.

A Vision for the Garfield County Region's Electric Vehicle Future

The Garfield County region will be a community where equitable access to EVs and EV charging infrastructure is valued across all sectors. All community members and visitors will have convenient, reliable, and affordable access to EVs and EV charging.

Our Metrics of Success

This EV readiness and action plan seeks to accomplish the following targets:



Transition at least 15% of all registered vehicles to zero-emissions electric by 2030



Contribute to meeting the state EV target of 940,000 EVs on the road by 2030



Contribute to Colorado’s reduction of GHG emissions targets as described in the Greenhouse Gas Pollution Reduction Roadmap

Our Strategic Priorities









To achieve this vision and metrics of success, the Electric Vehicle Readiness and Action Plan for the Garfield County Region is divided into four focus areas. Each focus area includes one or more short-term strategies with action plans to be implemented over the next 18 months. Some focus areas also include long-term and/or toolkit strategies. These strategies do not include action plans and are described in more detail below.



Toolkit strategies provide concise recommendations, best practices, or resources to support Garfield County communities advance implementation beyond the action plans identified in each focus area. Municipalities, non-profits, and other community organizations can leverage toolkit strategies to advance their own priorities. Toolkit strategies are identified with the “tools” icon.



Long-term strategies were identified as important components to fulfilling this plan’s vision, but are recommended for implementation beyond the 18-month implementation period associated with short-term strategies. Long-term strategies are identified with the “diverging road” icon.

FOCUS AREA	DESCRIPTION	SHORT-TERM STRATEGIES
CODES AND POLICY SUPPORT (C) 	Identify opportunities to advance EV infrastructure through county and municipal codes and policies	<ul style="list-style-type: none"> • Strategy C-1: Provide Energy and EV Code Education Opportunities to Communities • Strategy C-2: Connect Developers to Incentives •  Establish a process for in-house electrical permit inspection.
EQUITABLE EV ACCESS (A) 	Perform outreach and engagement to all members of the community about EV benefits and resources	<ul style="list-style-type: none"> • Strategy A-1: Public Outreach Campaign • Strategy A-2: Work with Local Dealerships •  Considerations for improving charging access for renters
EV CHARGING INFRASTRUCTURE (I) 	Identify and pursue strategic opportunities to advance the network of public charging available throughout the county	<ul style="list-style-type: none"> • Strategy I-1: Increase Workplace Charging • Strategy I-2: Assist Multifamily Property Owners and Managers with Charging Infrastructure • Strategy I-3: Support EV Charging Along Regional Travel Corridors •  Provide guidance on charging ownership and maintenance •  Provide guidance on how to approach Level 2 charger siting
FLEET AND TRANSIT (F) 	Support fleets along their transportation electrification journeys	<ul style="list-style-type: none"> • Strategy F-1: General Fleet Electrification • Strategy F-2: Micro-mobility Electrification • Strategy F-3: Transit Electrification