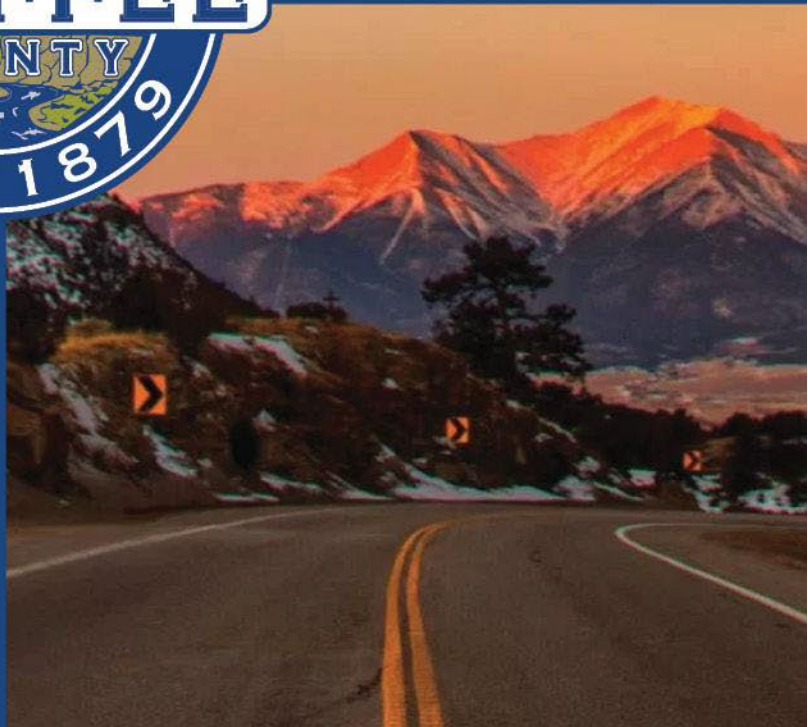
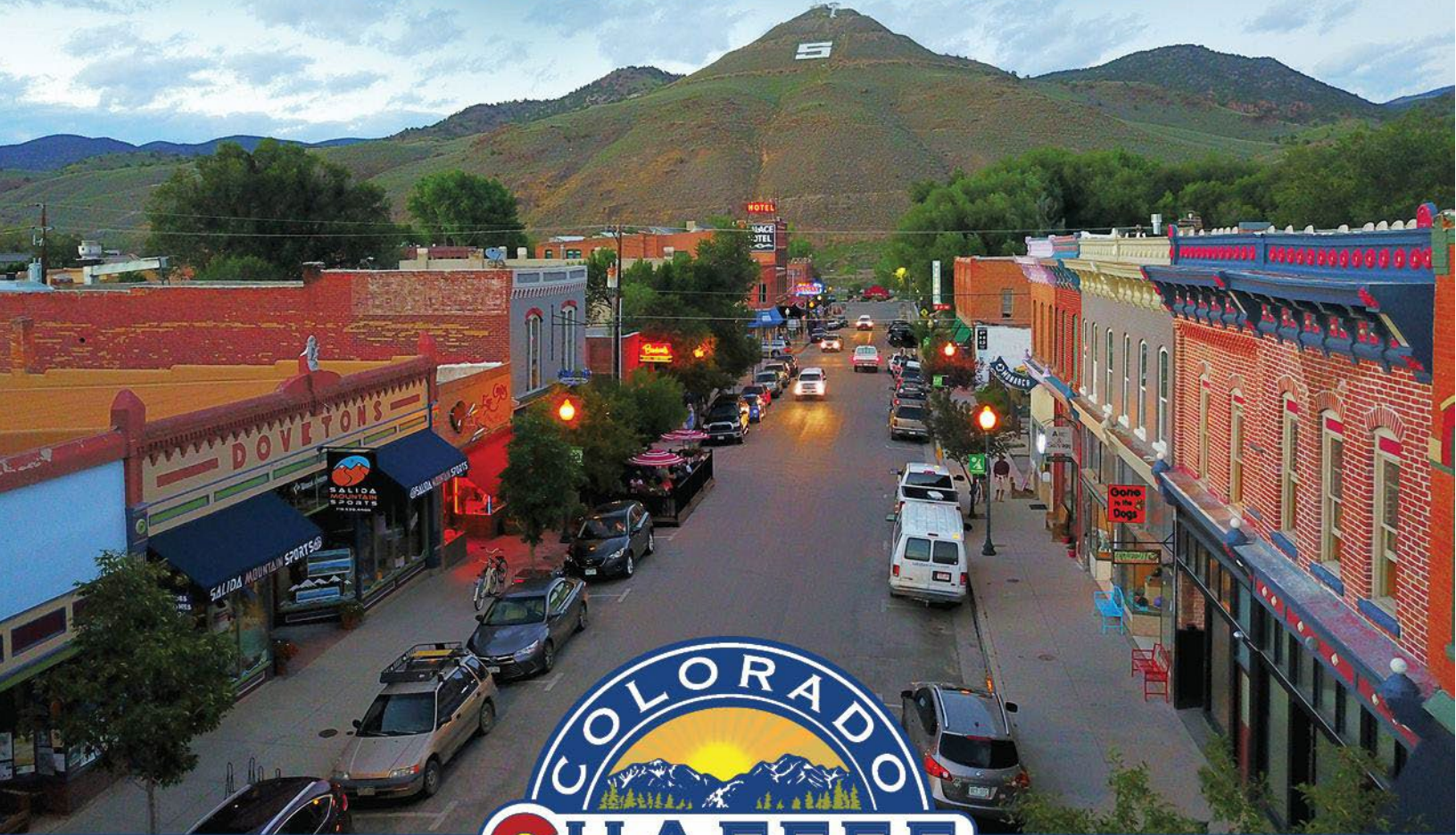


2026 CHAFFEE COUNTY ELECTRIC VEHICLE (EV) READINESS PLAN



Acknowledgements

This Electric Vehicle Readiness plan was developed in partnership with Chaffee County, the City of Salida, the Town of Buena Vista, the Town of Poncha Springs, and many stakeholders. Special thanks to all who contributed to the development of this regional plan:

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Mikey Guanipa, Drive Clean Colorado
Monica Pless, CSU Extension
Scott Jenkins, Apex Waste Solutions
Scott Leukin, Apex Waste Solutions
Tony Johnson, Electric Power and Process Inc.
Travis Hochard, River Runners
William Ferguson, Xcel Energy

Project Consultants



Thank you to the community members who participated in the process through the community EV survey.

This EV Readiness Plan was funded in part through a planning grant awarded by the Colorado Energy Office.

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Executive Summary

About This Plan

Chaffee County is a rural community in central Colorado that serves as a major gateway for travel and outdoor recreation and recognizes the importance of electric vehicle (EV) infrastructure for its residents and visitors. Over the course of several months, Chaffee County brought together key stakeholders to develop this EV Readiness Plan to strategically prepare for the growth of local EVs and to offer guidance as the region increases its support for and investments in EVs.

Vision

Chaffee County supports its sustainable development goals by cultivating collaboration to increase equitable access to electrified transportation options for residents and visitors.

Goal

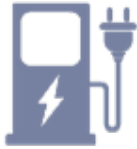
The plan will facilitate county-wide investments in EV charging infrastructure meet the needs of EV drivers living within and coming to visit Chaffee County.

Chaffee County Baseline

The table below illustrates Chaffee County's baseline for EV adoption and public chargers, as of February 2026.

EVs Registered in Chaffee County	Public Charging Plugs
	
419	Total: 62 Level 2: 36 DCFC: 26

Focus Areas and Strategies

Focus Area	Strategy	Phase
Charging Infrastructure (CI) 	Strategy CI-1: Update infrastructure requirements for new public EV charging stations	Foundational (1 year)
	Strategy CI-2: Update infrastructure requirements for existing public EV charging stations	Intermediate (2-3 years)
	Strategy CI-3: Install EV charging at prioritized public property locations	Foundational (1 year)
	Strategy CI-4: Support the installation of EV charging at prioritized private property locations	Intermediate (2-3 years)
Outreach & Education (OE) 	Strategy OE-1: Conduct an EV education campaign for those who live, work, and play in Chaffee County	Foundational (1 year)
	Strategy OE-2: Educate single- and multi-family homeowners about EV home charging benefits	Foundational (1 year)
	Strategy OE-3: Engage dealerships and auto shops	Intermediate (2-3 years)
	Strategy OE-4: Explore and share available resources for first responders	Long term (3-4 years)
Fleets & Transit (FT) 	Strategy FT-1: Promote peer learning between fleets (County, municipal, transit, school districts)	Intermediate (2-3 years)
	Strategy FT-2: Evaluate opportunities for County fleet electrification	Long term (3-4 years)
	Strategy FT-3: Engage private fleets to explore fleet electrification	Long term (3-4 years)

Introduction

Chaffee County is a rural community in central Colorado with approximately 20,000 residents and serves as a major gateway for travel and outdoor recreation. Each year, hundreds of thousands of visitors arrive to experience its extensive public lands, natural amenities, and sweeping mountain vistas.

Electric vehicle (EV) adoption is increasing in Colorado and across the U.S., and this transition will play an important role in reducing the greenhouse gas (GHG) emissions and air quality impacts of vehicle transportation. The plan is grounded in current EV adoption trends and charging infrastructure in Chaffee County and informed by community input. It outlines strategies to prepare the County for the transition to EVs and provides a framework for transportation electrification that serves both residents and visitors.

EV Readiness Plan

This plan develops an understanding of the current and potential future EV market, aligns regional priorities, and identifies strategies that will prepare Chaffee County for increased EV adoption among residents and visitors. To better accommodate EVs, the County and region will need to develop infrastructure, programs, and policies that meet the current and future needs of EV drivers. This plan is intended to guide collaborative EV action for Chaffee County and to support EV adoption throughout the region.

Preparing for increased EV use will require close collaboration between Chaffee County, the City of Salida, the Towns of Buena Vista and Poncha Springs, and key stakeholders such as the local electric utilities Sangre de Cristo Electric Association and Xcel Energy, and local businesses and organizations. The development of this plan was led by a project management team consisting of Chaffee County staff and the Regional Sustainability Contractor.

The vision, goal, and strategies outlined in this plan were developed collaboratively over several months by the project management team and a group of key regional stakeholders. Over the course of two workshops and three focus group interviews, the team worked together to share information and identify opportunities specific to the County's unique characteristics. The process also gained insights from the community through an EV survey (See Appendix B. Community and Stakeholder Engagement for details).

Why Plan for EVs

Chaffee County recognizes that the community creates a large vehicular footprint. This is due in part to a dependence on personal vehicles because of the county's remote location, combined with its position as a gateway to major recreation destinations,

dispersed population, substantial commuter-based workforce, and relative lack of local public transportation services. A significant portion of Chaffee County's economy relies on tourism which is driven by private vehicles traveling into and within the community.

Because EVs produce less air pollution and greenhouse gas impacts than vehicles powered by fossil fuels, Chaffee County recognizes their importance as a key part of its commitment to environmental stewardship and multi-modal transportation. In developing this plan, the County is acting on existing local priorities to strategically anticipate the need for enhancing local EV infrastructure and prepare for an increasing number of EV drivers in Colorado and the region.

Contribute to Regional Plan Priorities

Chaffee County's Sustainable Development Plan has an objective to "develop and implement a countywide EV Readiness Plan integrating equity and resilience across transportation systems" (Chaffee County, 2024). This EV Readiness Plan directly contributes to the Sustainable Development Plan and aligns with several other regional, county, and local actions that prioritize EV-readiness goals, including the Together Chaffee County Comprehensive Plan (Chaffee County, 2024). The City of Salida Climate Action Plan identifies several actions to expand clean transportation options and charging infrastructure (City of Salida, 2021).

Additionally, there are multiple regional plans that include EV related activities. The Mountain Valley Transit Zero Emission Vehicle Plan aims to transition its bus fleet to zero-emission vehicles while maintaining reliable rural mobility (Mountain Valley Transit, 2025). The 2050 San Luis Valley Transportation Plan seeks to coordinate planning for EV-ready corridors along U.S. Highways 285 and 50 and expand regional transit service using alternative-fuel and electric vehicles (San Luis Valley Transportation, 2025).

The intent of this EV Readiness Plan is to complement and amplify these existing EV priorities while providing a strategic framework for action.

Support State EV Goals and Policies

The State of Colorado is supporting the accelerated electrification of cars, buses, and trucks and has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030. The Colorado EV Plan includes targets to reach nearly 100% of a light-duty market share by 2050, transition 100% of medium- and heavy-duty vehicles to zero emission vehicles, and expand the usage of electric micromobility and shared transportation options (State of Colorado, 2023). The EV Market: Current Conditions and Growth Forecast section of this plan includes an analysis of the number of EVs and EV charging stations needed in Chaffee County to align with the State's goal, in the context of local conditions and considerations.

Leverage Funding Opportunities to Prepare for Increased EV Adoption

EV adoption continues to increase across Colorado, including in Chaffee County. More information can be found on current and projected future adoption in the EV Market: Current Conditions and Growth Forecast section of this plan document.

Colorado has funding, policies, and programs in place to support its overarching EV goals and targets. Recent data indicates that these goals are having an impact. Nearly one in three cars sold in Colorado from July 1st to September 30th, 2025 were EVs (Colorado Energy Office, 2025). This ranked Colorado as highest in the nation in EV sales by percentage for the 3rd quarter of 2025 (Colorado Automobile Dealers Association, 2025). Colorado EV sales decreased from 21.6% of all vehicle sales in the first ten months of 2025 to about 9.5% in November and December, according to the latest available data (Colorado Automobile Dealers Association, 2026), likely as a result of the rollback of federal tax incentives. While sales have decreased, Colorado is still making progress on its EV goals.

At the time of this plan's development, federal efforts have reversed course from previous support of EV adoption, ending the federal tax credit for EVs on September 30th, 2025. More than \$500 million of funding for the National Electric Vehicle Infrastructure (NEVI) Formula Program could be cut as part of a budget bill that would end a partial government shutdown (Inside Climate News, 2026). See Appendix C. EV Programs, Incentives, and Funding for more details about State and federal programs recorded at the time of the development of this plan.

This plan identifies potential funding programs to support Chaffee County's EV strategies and will ensure that the community is poised to leverage opportunities and maximize the local benefits of increased EV adoption in a quickly changing funding environment.

Reduce Community Greenhouse Gas Emissions

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” (IPPC, 2022).

Transportation is one of the largest sources of greenhouse gas (GHG) emissions in Colorado (Colorado Department of Public Health and Environment, 2023). Reducing local GHG emissions is also identified as a priority in the Chaffee County Sustainable Development Plan, Salida's Climate Action Plan and other local planning efforts. Ninety-six percent of Chaffee County residents and visitor respondents to this plan's EV survey use a personal vehicle as a primary mode of transportation, highlighting the importance of electrification as a key strategy to reduce overall community emissions (Figure 1).

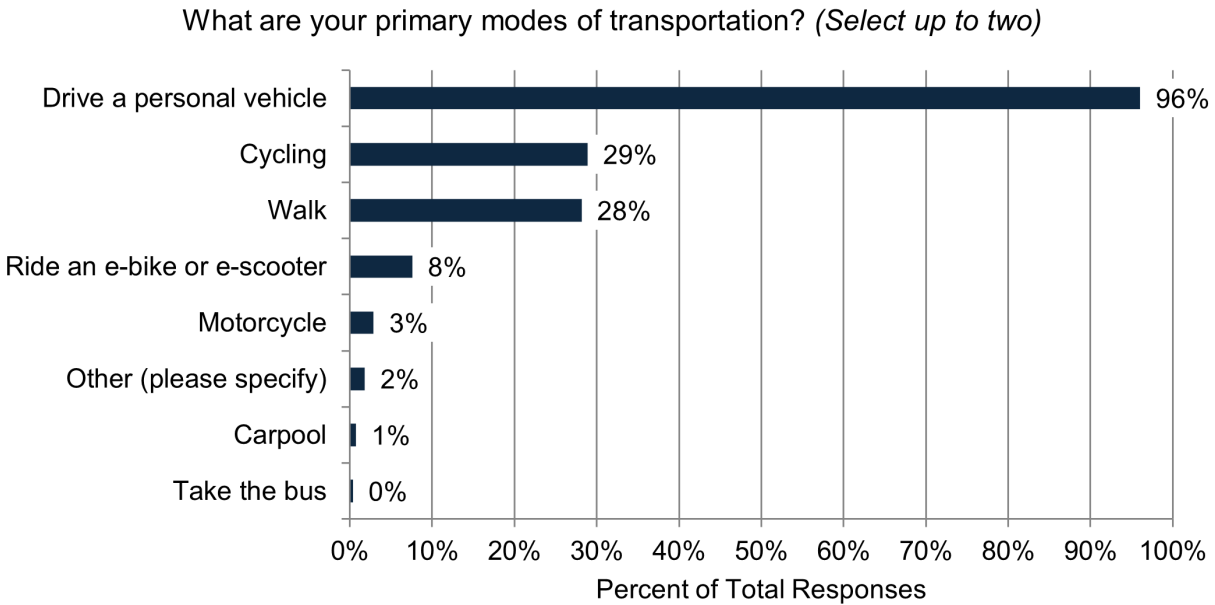


Figure 1. Chaffee County survey responses about their primary mode of transportation, n=227

Create Local Environmental and Air Quality Benefits

This EV Readiness Plan will help prepare the region to maximize the benefits of electrified transportation in the context of broader sustainability and transportation priorities. It will encourage drivers to choose an electric vehicle as a reliable and viable mode of transportation.

In addition to creating GHG emissions, the transportation sector produces pollutants such as particulate matter, nitrogen oxides, carbon monoxide, and volatile organic compounds which are harmful to respiratory health. All-electric vehicles and plug-in hybrids (PHEVs) produce zero tailpipe emissions when operating in all-electric mode (U.S. Department of Energy, 2021). Reducing emissions improves public health and air quality by reducing pollutants caused by combustion of gasoline.

EV Market: Current Conditions and Growth Forecast

As part of this EV Readiness Plan, a baseline assessment of EV adoption and public EV charging stations in the County was developed, along with projections of EV adoption and charging infrastructure needed to meet the State of Colorado EV goal.

Overview of National and State EV Market

EV adoption is increasing nationwide and in Colorado. In the third quarter of 2025, EVs represented over 12.5% of new light-duty sales in the nation, marking the highest market share and volume on record. Sixteen U.S. states and the District of Columbia had an EV market share above 10%, including Colorado (Alliance for Automotive Innovation, 2026). In the first three quarters of 2025, 10.6% of all light-duty vehicles sales were EVs, an increase of 0.6 percentage points compared to first three quarters of 2024 (Figure 2).

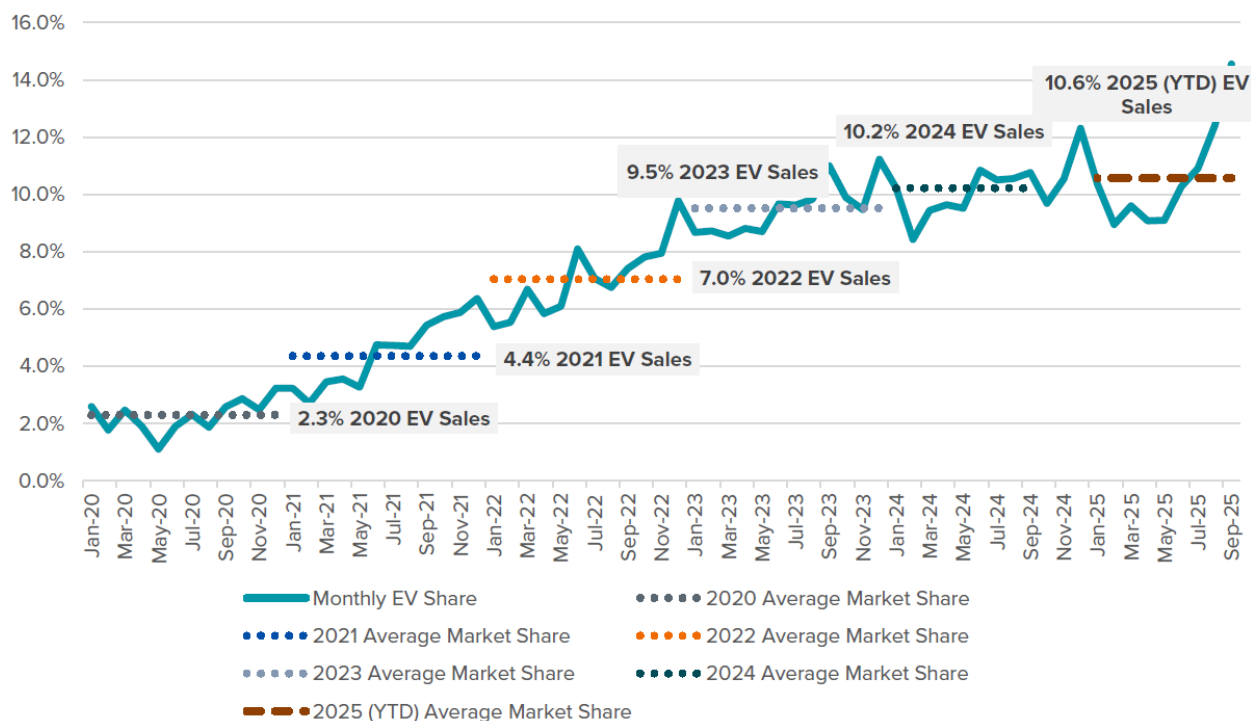


Figure 2. National EV Market share from January 2020 through September 2025

Source: (Alliance for Automotive Innovation, 2026)

Analysts at the National Laboratory of the Rockies (formerly National Renewable Energy Laboratory) have projected that EVs could account for 30-42 million light-duty vehicles on the road by 2030 (National Renewable Energy Laboratory, 2023). In 2025,

Colorado had the second highest EV market share in the nation at just over 23%, behind California at 26% (Alliance for Automotive Innovation, 2026). Figure 3 shows the increase in annual EV registrations in Colorado since 2010 and demonstrates the rapid acceleration in adoption since 2021.

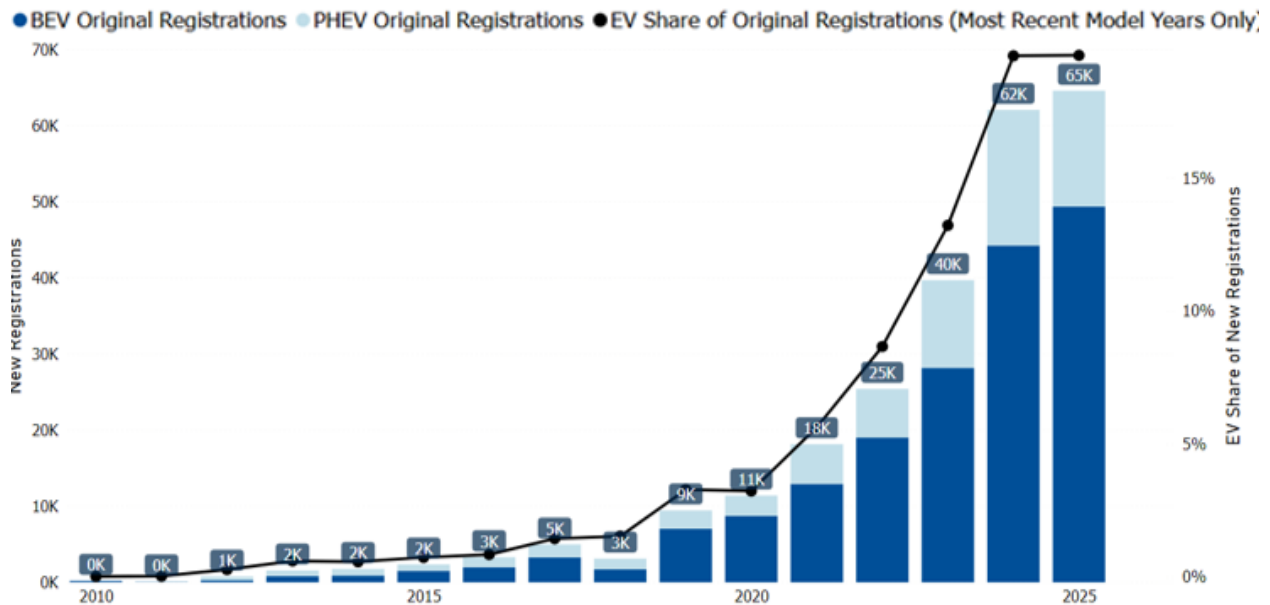


Figure 3. BEV (Battery Electric Vehicle), Plug in Hybrid Vehicle (PHEV) registrations, and share of vehicle registrations in Colorado as of December 2025

Source: (Atlas Public Policy, 2026)

EV adoption in the U.S. has followed a predictable adoption curve and Colorado is no exception to this trend. The State of Colorado used E Source market research to estimate adoption curve phases, illustrated in Figure 4, and aligned with Colorado EV plan targets (E-Source, 2020). Before the federal tax credit ended in September 2025, EVs made up about 30% of new cars sold or leased in Colorado. The State is currently in the “mainstream market” phase, with the early majority segment actively adopting EVs (Figure 4). State market research shows this segment seeks simple, convenient solutions, diverse EV models, and widespread charging infrastructure. In 2025, there were over 70 EV models to choose from in Colorado (State of Colorado, 2026) and charging has become more available with over 6,860 public charging outlets in Colorado (State of Colorado, 2026).

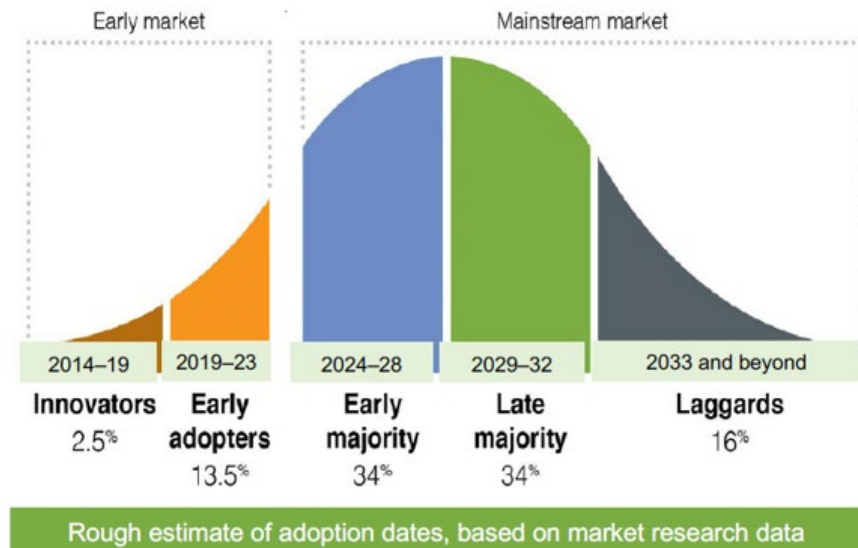


Figure 4. EV adoption timeframes for Colorado

Source: (E-Source, 2020)

Current and Projected EV Adoption in Chaffee County

Regional EV Market

Chaffee County is home to almost 21,000 residents and sees hundreds of thousands of visitors each year. This plan is designed to support EV adoption within the county while making it easier for EV drivers to visit and charge in the region. According to Chaffee County's Visitor profile report for 2024 & 2023, the county sees an average of 10,000 visitor days a month, with peak visitor days as high as 40,000 between July and August. Visitation is typically highest from May to November, with small increases also present between March and April and in December (Datafy, 2024 & 2023). Fifty percent of visitors come from within Colorado, primarily from the Denver Metro and Colorado Springs-Pueblo areas. Texas accounts for another 11% of visitors, primarily from the Dallas-Ft. Worth and Houston areas (Datafy, 2024 & 2023). Other than a small number of private flights and transit travelers, the majority of visitors are likely entering the region by car. This highlights the importance of supporting EV adoption and charging for visitors as well as residents to maximize the local benefits of electrification.

EV Adoption Baseline

EV adoption in Chaffee County is increasing. In 2016 there were five new EV registrations in the county. In 2025, there were a total of 419 EVs registered in the county, as shown in Figure 5 (Atlas Public Policy, 2026). However, the total share of EVs on the road in Chaffee County is only 1.8%. This is less than EVs on the road statewide which is 4.1% (Atlas Public Policy, 2026).

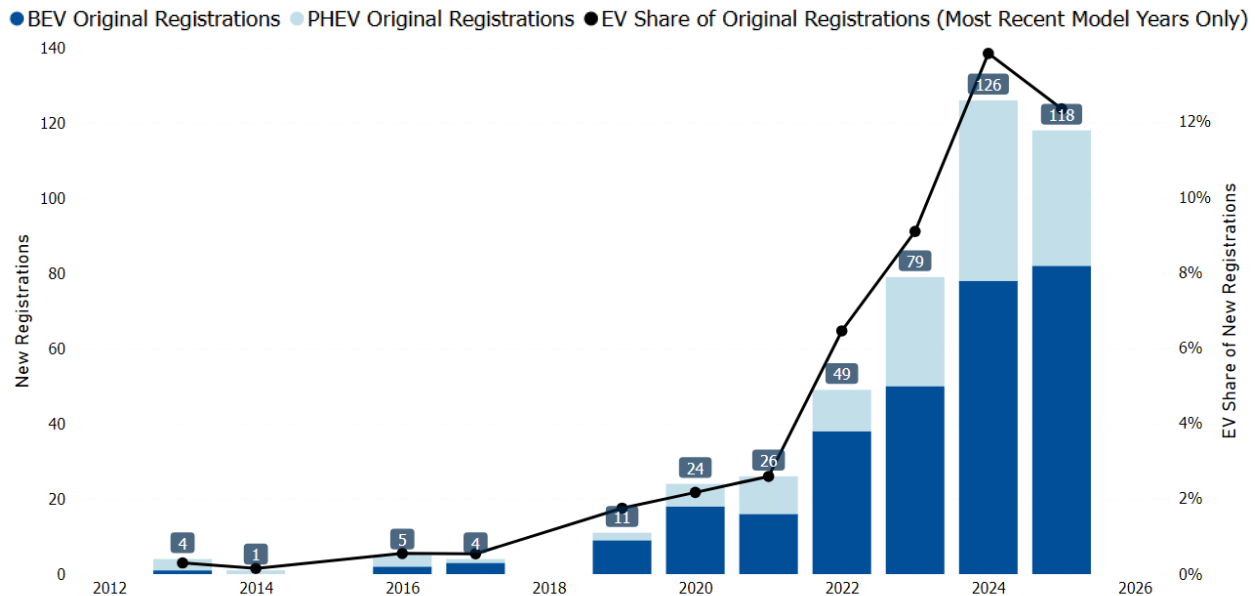


Figure 5. EVs on the road in Chaffee County (2012-2025)

BEV: Battery electric vehicle

PHEV: Plug-in hybrid electric vehicle

Source: (Atlas Public Policy, 2026)

The County solicited feedback from the community through an EV survey to inform this plan. Of the 277 people who responded, 22% already owned an EV and 43% indicated they plan to or are considering an EV as their next vehicle (Figure 6). These responses show interest and potentially increased demand for EVs among local residents and visitors.

Survey respondents indicated that range anxiety, high upfront costs, vehicle charging time, and operational needs represent barriers to purchasing an EV, as shown in Figure 7. Given Chaffee County's remote location and mountain environment, these barriers could partially explain the lower-than-average EV adoption rate and help inform strategies to increase adoption.

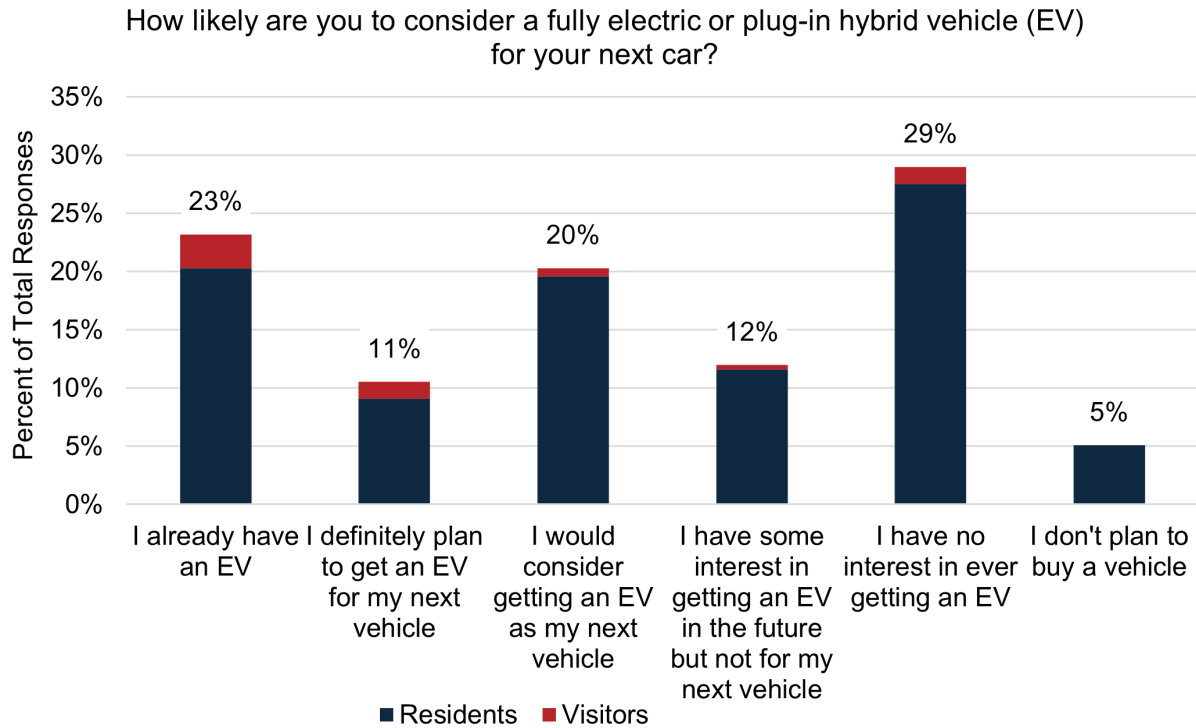


Figure 6. Likelihood of residents and visitors in Chaffee County considering an EV for their next vehicle

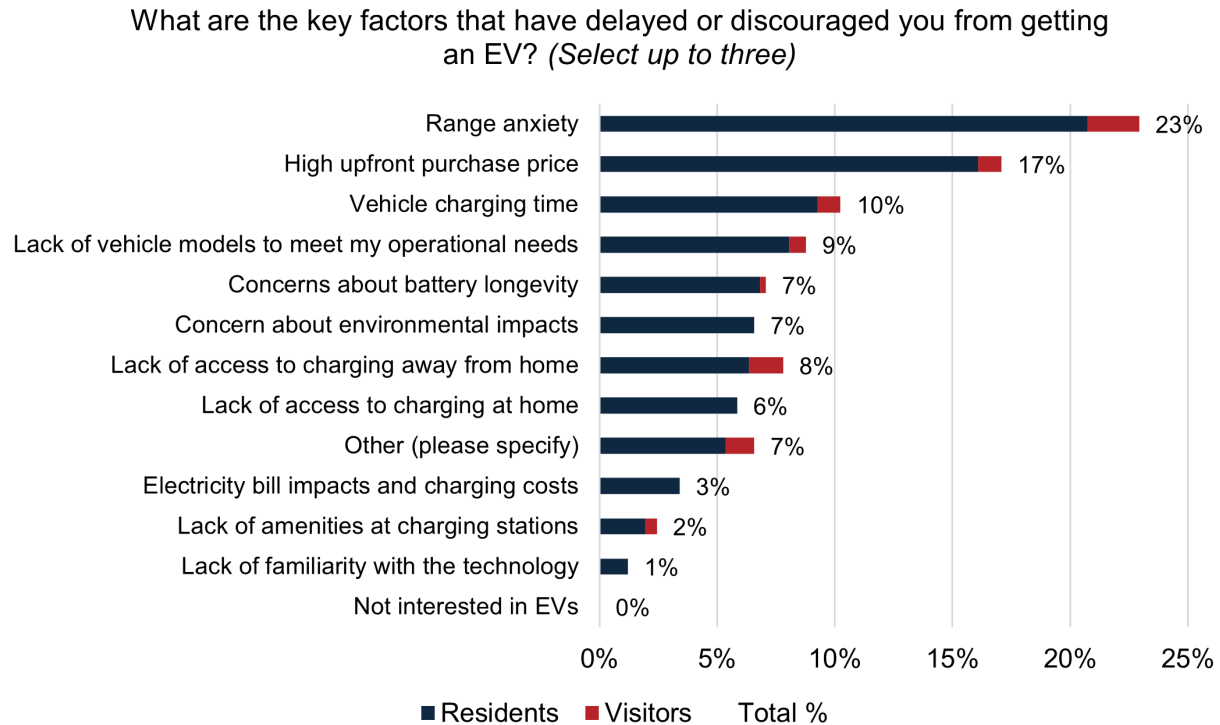


Figure 7. Key factors that prevent residents and visitors in Chaffee County from getting an EV

Projected EV Adoption

An estimated 14% of registered vehicles in Chaffee County will need to be EVs by 2030 to align with the State of Colorado's EV adoption goal when taking into account population and the number of registered vehicles in the county. This equates to approximately 3,300 EVs on the road by 2030, an increase of 2,881 from 419 in 2025 (Navigant, 2019). Figure 8 illustrates the number of registered EVs needed each year from 2025 to 2030. In order to maintain a linear increase in EV adoption to meet the State's goals EV registrations would need to increase by 2,881 by 2030.

In addition to meeting local demand for charging as EV adoption increases, the region can expect to see an increase in the number of EV drivers commuting into and visiting Chaffee County.

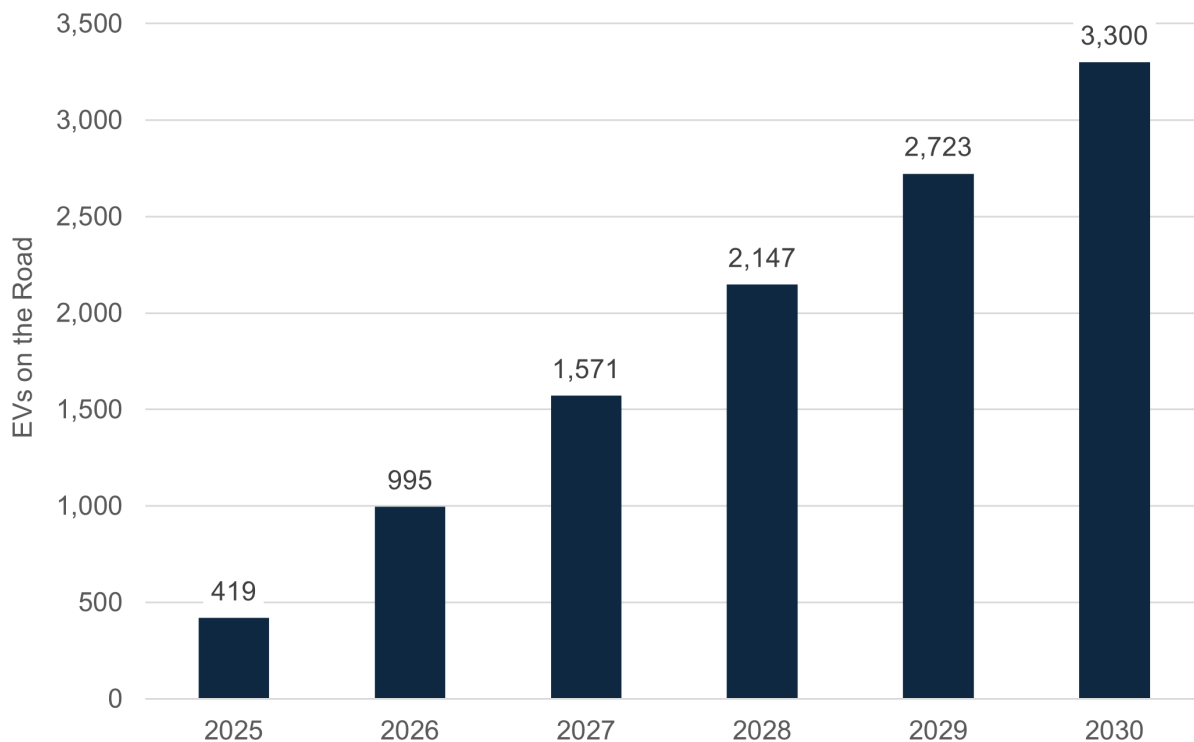


Figure 8. EV adoption in Chaffee County needed to align with State of Colorado 2030 EV goal

Source: (Navigant, 2019)

Existing and Projected EV Charger Infrastructure Needs in Chaffee County

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. This section of the plan evaluates Chaffee County's current charging infrastructure and identifies potential future needs.

Charging Infrastructure Baseline

As of February 2026, there were 68 publicly available EV charging plugs (42 Level 2 plugs and 26 direct current fast charging (DCFC) plugs) within Chaffee County, as shown in Figure 9 (Atlas Public Policy, 2026). Six of the Level 2 plugs are at Monarch Mountain and are only accessible during the winter, leaving 36 year-round plugs.

Charging session data from ten stations in Chaffee County shows that the third quarter of the year has the highest number of charging sessions with close to 6,000 sessions (Atlas Public Policy, 2025). The second quarter of the year has the next highest at about 4,400 sessions. The fourth quarter has the lowest number of sessions at under 2,900 (Atlas Public Policy, 2025). This shows a seasonality to the use of chargers and may require balancing building infrastructure sited at the right locations to meet demand. The City of Salida operates five charging station locations. These stations had over 15,000 sessions from 2021 to 2025. The Headwaters station (307 W Sackett Ave) had the most charging sessions with over 4,800 sessions (City of Salida, 2025). The Riverside station (150 E Sackett Ave) had the second highest with over 4,600 sessions. The Salida Museum station (406 1/2 W Rainbow Blvd) had the least number of charging sessions with over 1,500 sessions and used the least amount of energy.

Most charging infrastructure is located in the City of Salida and the Town of Buena Vista with a few other stations throughout the county. Although these stations provide charging access for those traveling through Salida, Buena Vista, Poncha Springs, Mount Princeton Hot Springs Resort, and Monarch Mountain, this plan identifies potential opportunities to meet increased demand for charging that serves residents and visitors in more parts of the county.

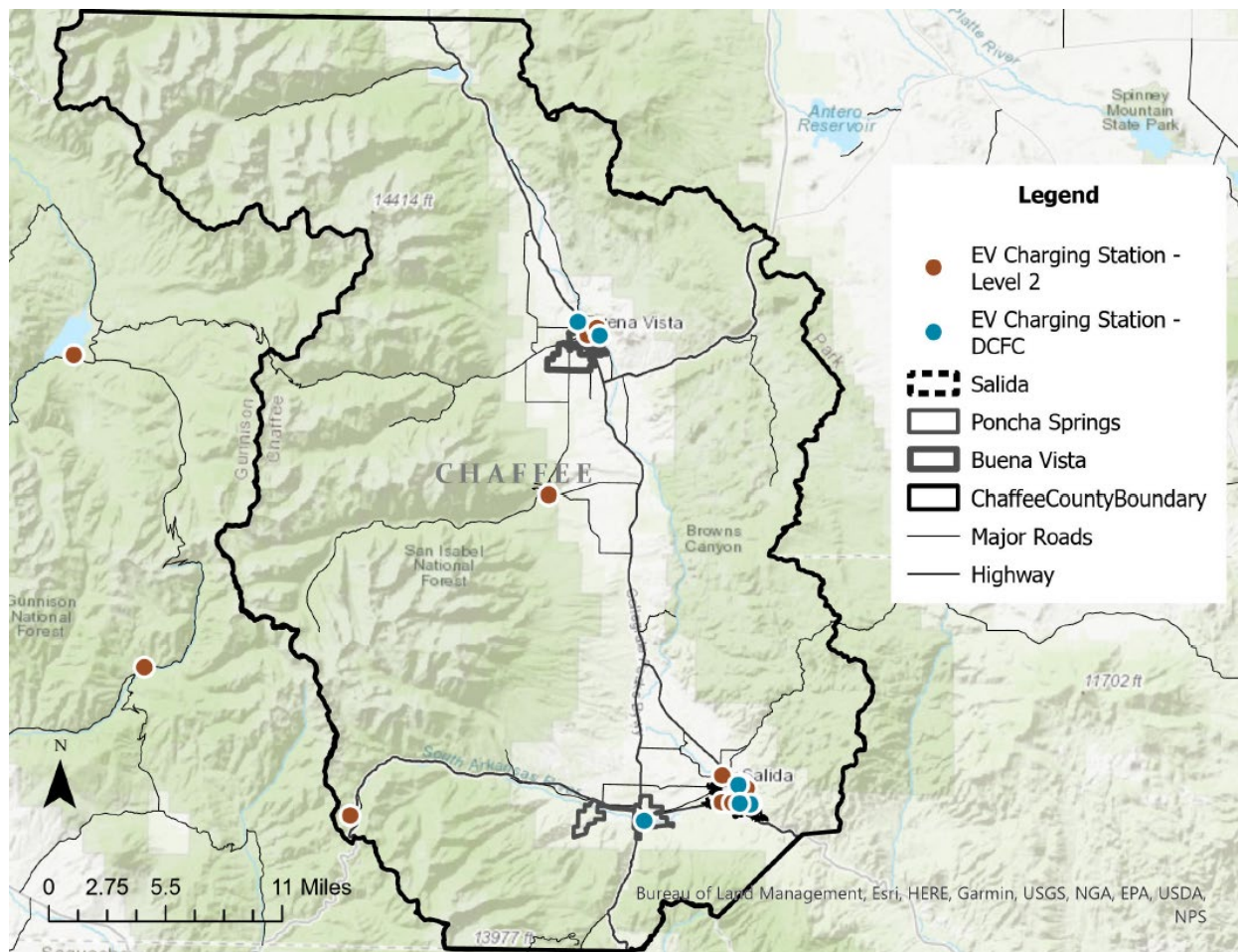


Figure 9. Public EV chargers within Chaffee County

Projected EV Charging Need

A 2021 study by the International Council on Clean Transportation (ICCT) analyzed the number, type, and distribution of EV chargers needed to meet Colorado's 2030 EV goal of 940,000. While home chargers represent about 85% of all charging needed across Colorado by 2030, the report highlights the importance for home, workplace, and public charging, as shown in Table 1 (International Council on Clean Transportation, 2021).

While the number of charging stations in Chaffee County already exceeds the number identified in the ICCT report, this does not consider the large number of visitors to the region. Additional charging stations will likely be needed to accommodate the anticipated increase in EV drivers visiting the county. Furthermore, since not all residents have access to home charging, public charging located at or near residential developments – especially multifamily housing – can help bolster access to home charging and ensure that EV ownership is accessible to all residents.

Table 1. Estimated and actual charging plugs needed in Chaffee County to support the State's goals

Year	Home	Workplace	Public Level 2	DCFC non-corridor	DCFC corridor	Total Public Charging
2026 (actual)	Not known	Not known	42	8	18	68
2025 (estimated need)	111	7	5	0	4	9
2030 (estimated need)	506	31	18	0	9	27

With 10,000 visitor days a base load and a peak of 40,000 visitor days in the summer, the number of visitors is close to double the population of Chaffee County. Tourism data shows that many of these visitors are traveling from the Colorado Front Range where EV ownership rates are as high as 8.5%. Adjusting the forecast of EV charging needs to account for growing EV ownership among visitors resulted in a four-fold increase in the anticipated number of charging ports needed to meet demand by 2030 (Table 2). Corridor charging is typically quicker and needs to be reliable, requiring redundancy with several ports at each location. Additional charging ports are critical to maintain service when a portion are taken offline for maintenance.

Table 2. Estimated charging plugs needed in Chaffee County to support the State's 2030 goal and outside visitors

Year	Public Level 2	DCFC non-corridor	DCFC corridor	Total Public Charging
2030	72	9	27	108
2026 (actual)	42	8	18	68
Gap	30	1	9	40

Potential Prioritized EV Charging Locations

This plan identifies potential future charging locations. The locations are identified based on an analysis of existing charging infrastructure and gaps, together with site specific factors and input from the community and key stakeholders.

Criteria considered in the selection and prioritization of potential charging locations included:

Gaps in the existing charging network. The proximity to existing Level 2 and DC fast charging stations was considered. For example, highway locations more than 15 miles from the closest DC fast charging station were prioritized.

Proposed charging locations were placed at locations or areas that serve known gaps in residential or highway charging facilities and where there could be outreach to potential candidate site hosts.

Amenities. Existing and needed amenities, such as bathrooms and trash service were taken into consideration.

Economic potential. Areas close to retail, recreational amenities, and events were prioritized for the potential to bolster local economic activity.

Length of stay and potential charger type and user. The length of stay at different locations influenced the level of charging suitable at those locations. For example, slower Level 2 charging is well suited to downtown and recreation areas where drivers have activity options, while DC fast charging stations are well suited to meet gaps along highway corridors.

This section provides a summary of opportunities identified throughout Chaffee County. Table 3 provides the number of charging locations identified in each of Buena Vista, Poncha Springs, and Salida. A full list of locations and the factors considered in prioritization are available in Appendix D. Prioritized Areas for Installing Public EV Charging Infrastructure.

Table 3. Number of identified charging locations in Buena Vista, Poncha Springs, and Salida

Location	Number of potential charging sites identified
Buena Vista	7
Poncha Springs	5
Salida	9

The maps on the following pages show the locations of existing charging stations in different areas of the county, identify specific potential locations for future charging, and include buffer zones for priority charging sites where a specific location has not been identified. Table 4 provides the symbols used in the maps to identify existing charging stations and potential charging locations or areas.

Table 4. Potential charging location map symbology

	Level 2	DCFC	Level 2 and/or DCFC
Existing location			
Proposed location			
Priority ¼ mile area			

County Overview

Figure 10 gives an overview of the proposed new charging infrastructure locations in Chaffee County which are targeted in specific areas. More detailed maps by area follow.

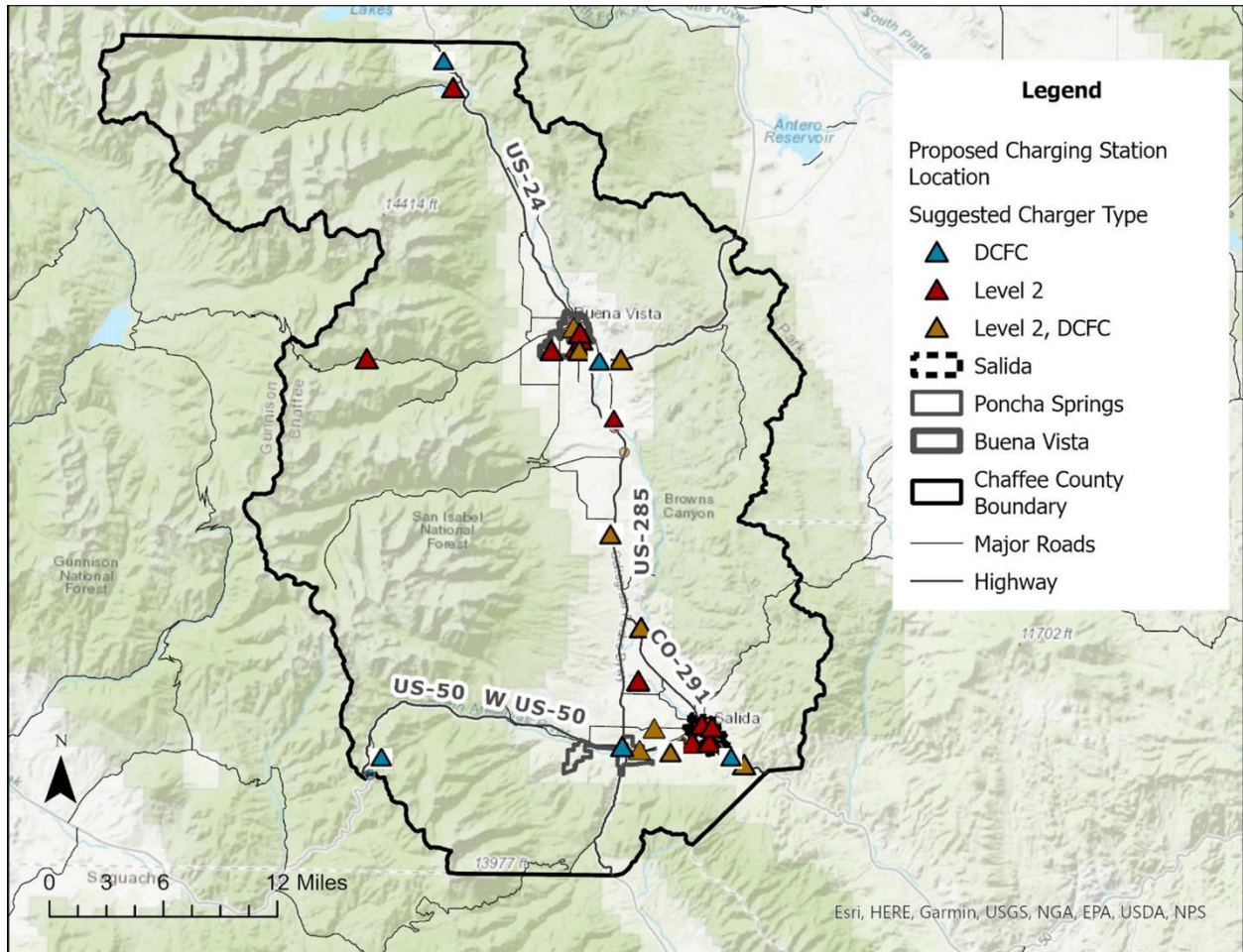
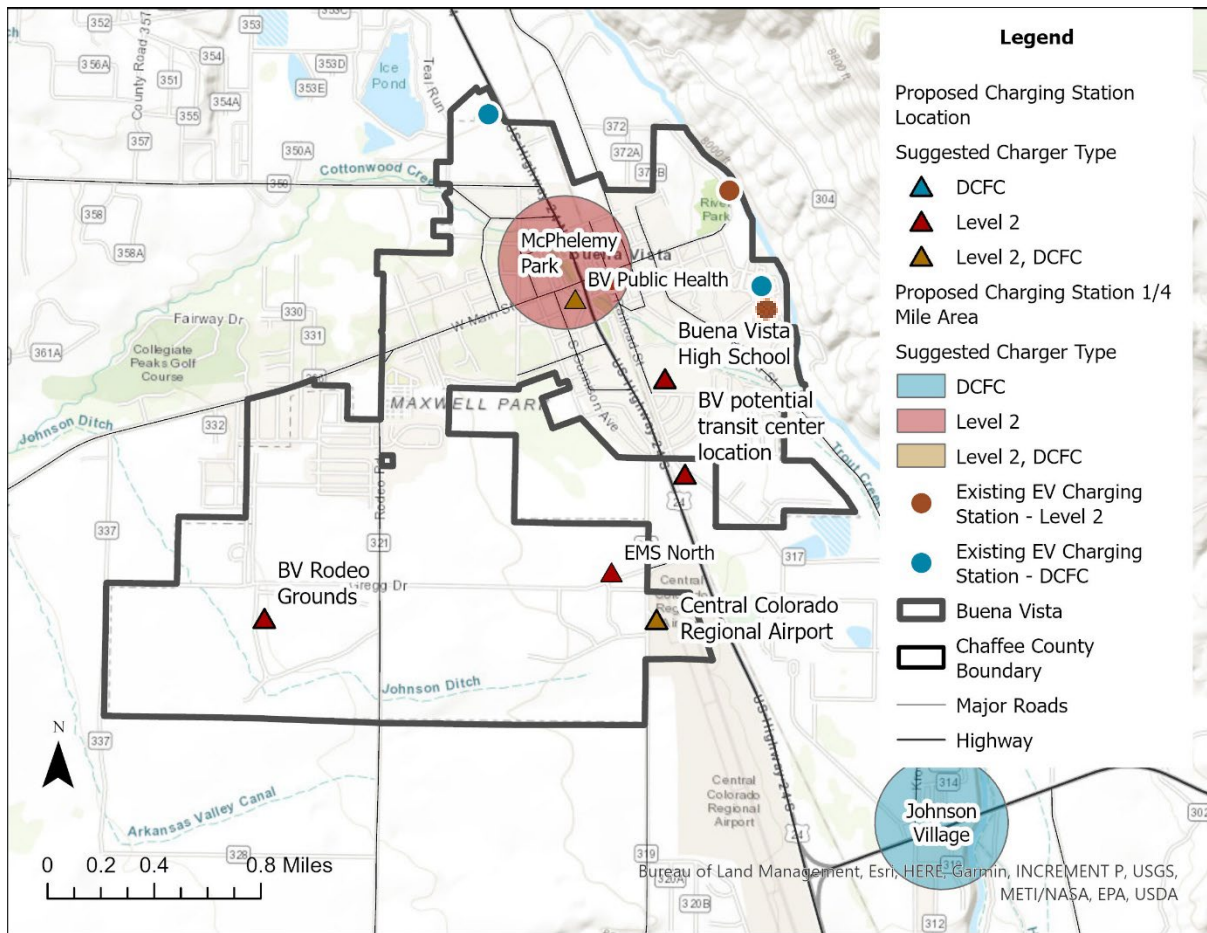


Figure 10. Overview of priority locations and areas for new publicly available EV charging stations in Chaffee County

Buena Vista

In Buena Vista a few potential locations and areas were identified to support and prepare for more EV adoption for residents and visitors including the Central Colorado Regional airport, the Rodeo Grounds, Buena Vista High School, and the location of a potential future transit center (Figure 11). A quarter-mile area near McPhelemy Park was identified for adding more charging infrastructure.

Figure 11. Priority locations and areas for publicly available EV charging stations in Buena Vista



Salida and Nearby Areas

Salida already has several EV charging stations concentrated in the downtown area, and along Highway 50. The identification of potential future charging stations focused on locations to serve specific facilities, including Colorado Mountain College, Salida High School, and Salida Golf Club (Figure 12). A quarter-mile area near the South Ark development was identified to serve future residential growth, with another on the west side near retail stores near US-50 and County Road 111. Southeast of Salida, charging could be located near the Salida East campground and boat ramp (Figure 13). Further north, the Arkansas River/Big Bend State Wildlife Area and the Stone Bridge recreation area were identified as prioritized locations for charging infrastructure (Figure 14).

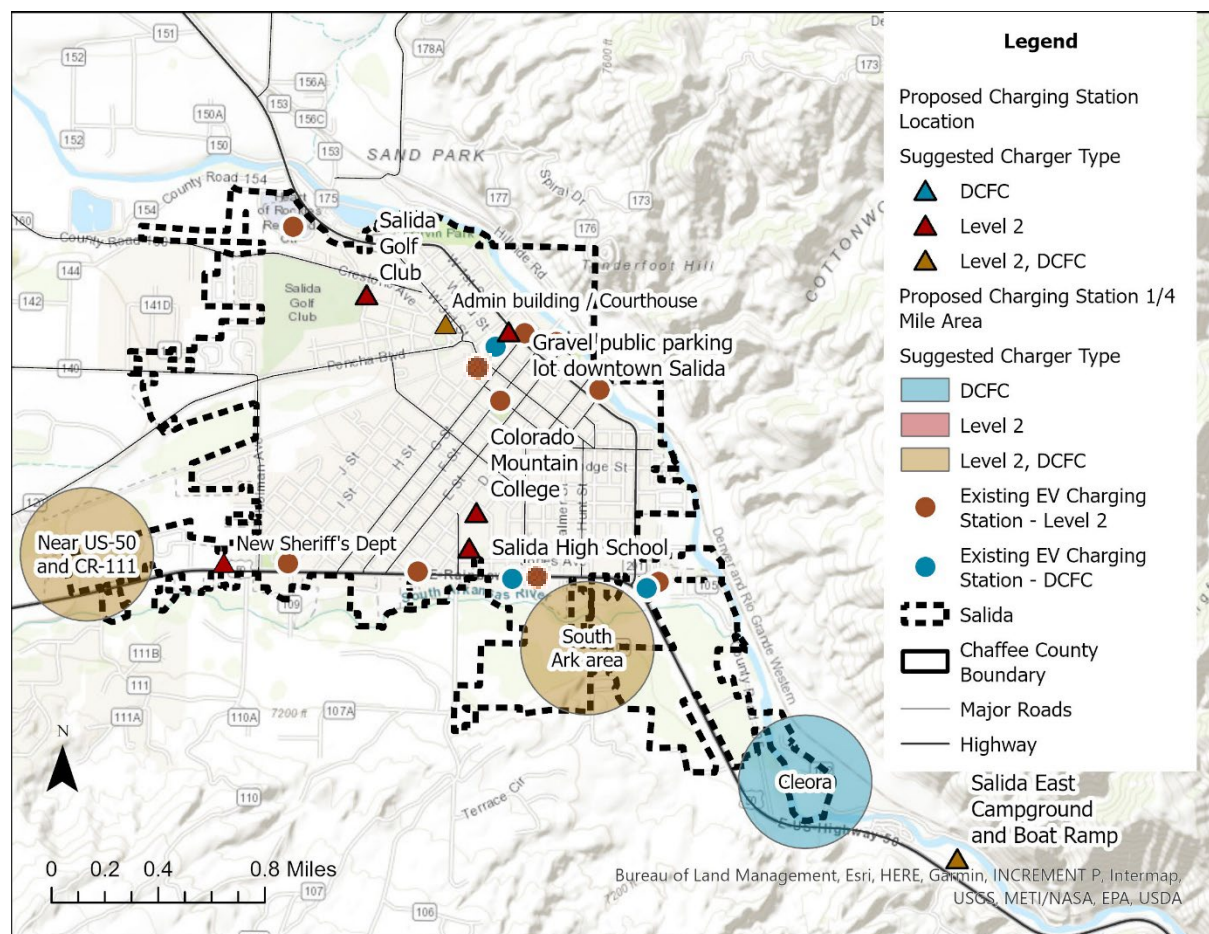


Figure 12. Priority locations and areas for EV charging stations in Salida

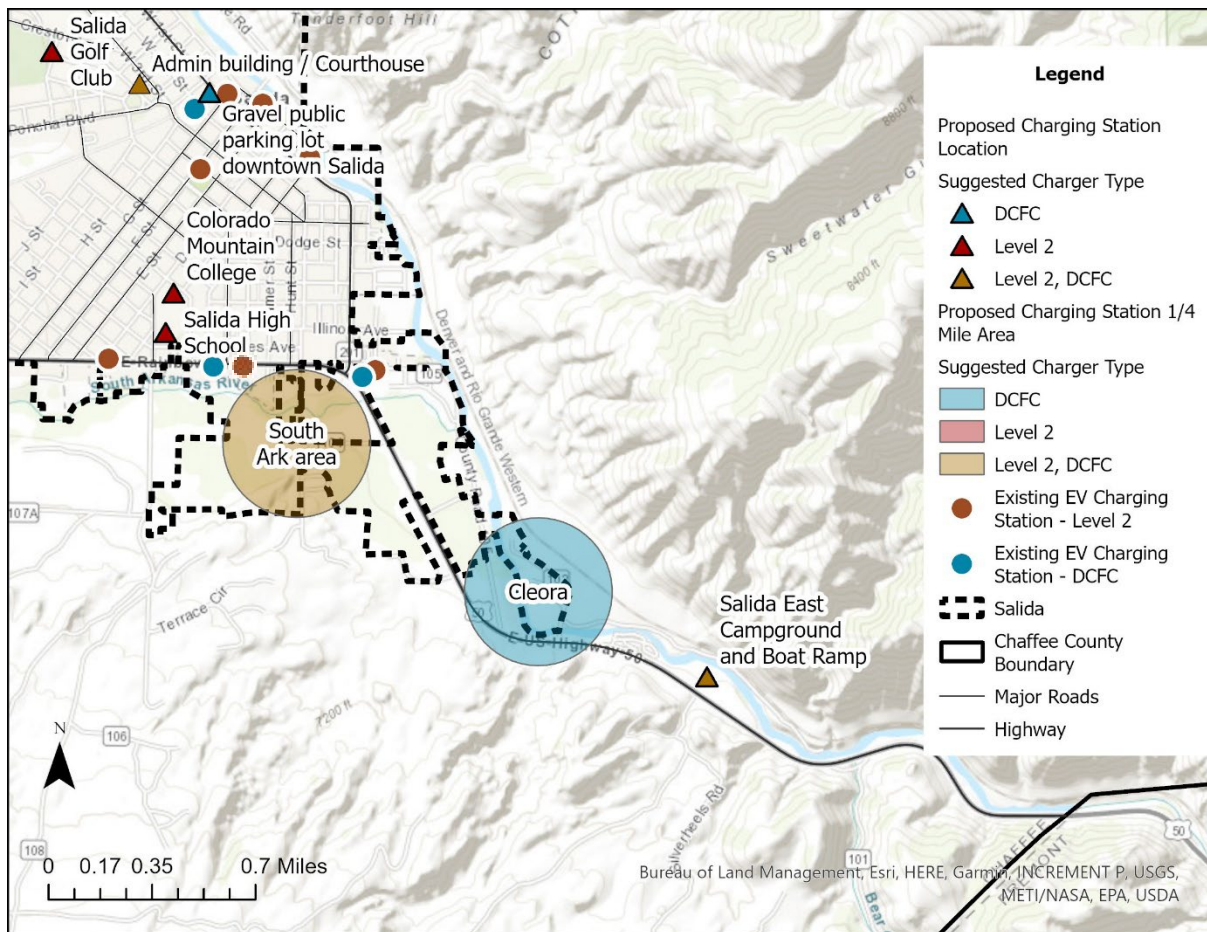


Figure 13. Priority location at Salida East campground and boat ramp for EV charging station Southeast of Salida

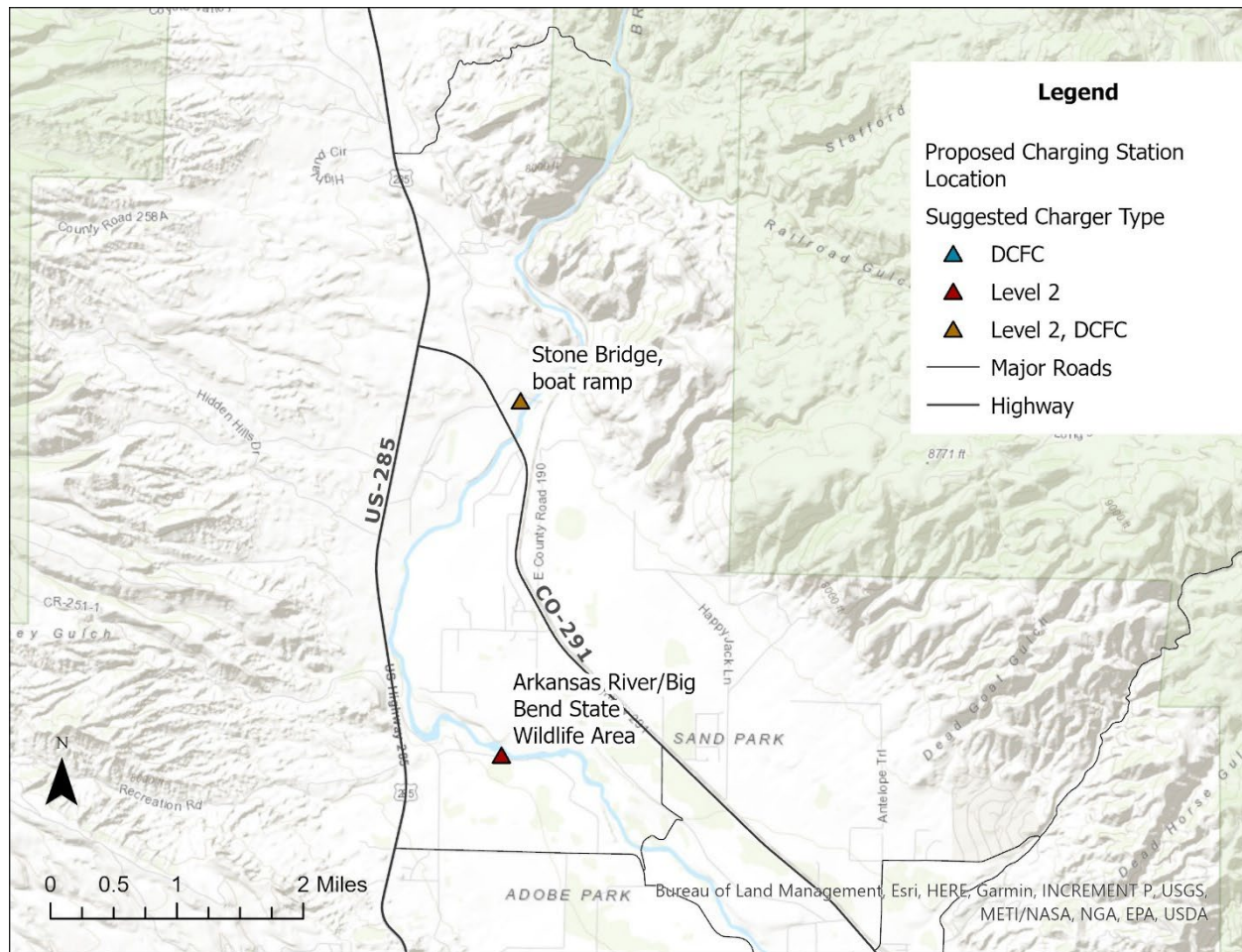


Figure 14. Priority locations for EV charging stations North of Salida

Poncha Springs

In Poncha Springs, identified locations and areas include the Poncha Springs Welcome Center which is also the future proposed location of a larger transit center, Harriet Alexander Field airport, and quarter-mile areas near County Road 128 and US-285 and near the junction of US-50 and US-285 to serve travelers, visitors, and residents (Figure 15).

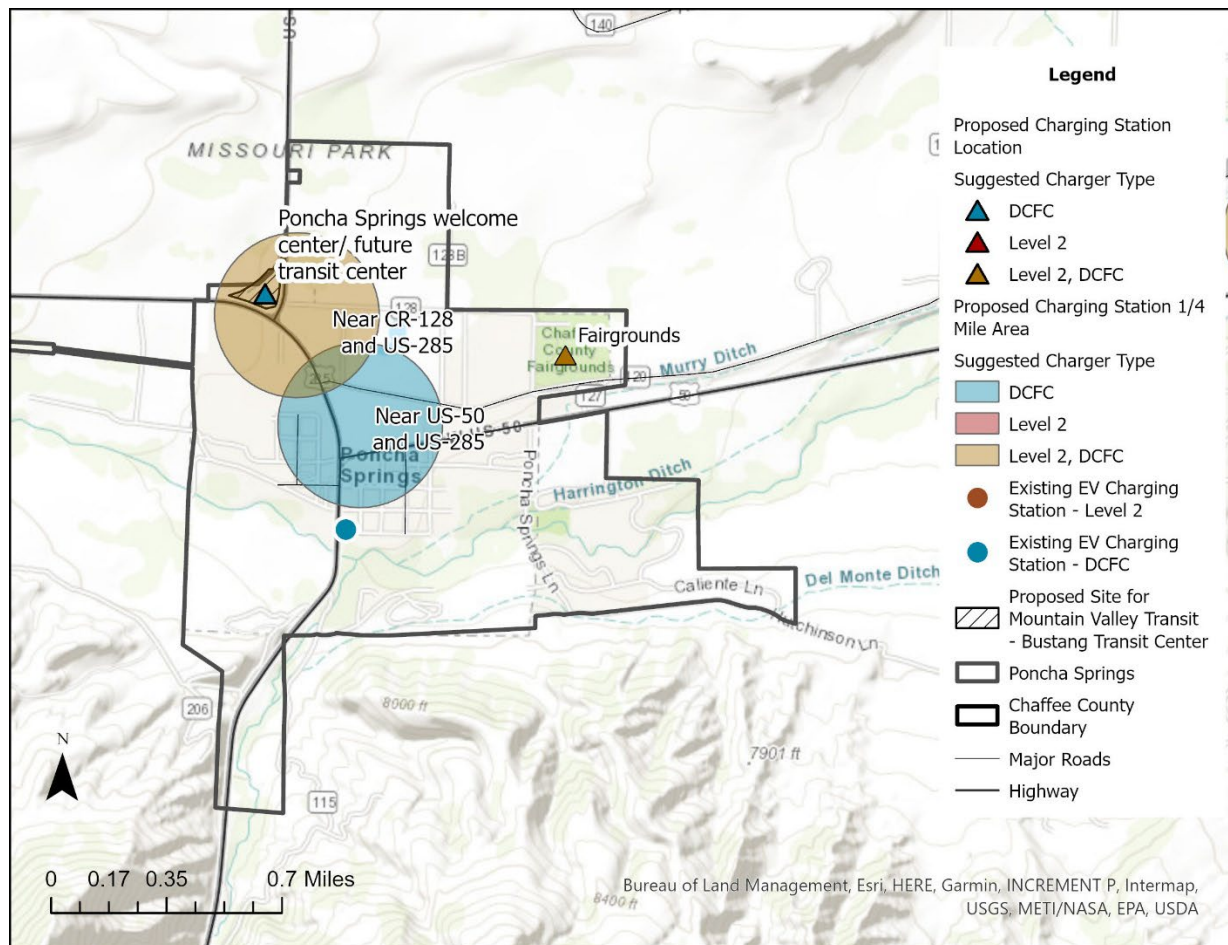


Figure 15. Priority locations and areas for EV charging stations in Poncha Springs

Nathrop Area

A quarter-mile area was identified around the existing Centerville gas station for charging infrastructure to support recreation and travel between Salida and Buena Vista (Figure 16). Two areas around Nathrop were identified for charging stations near Fisherman's Bridge boat launch and the Nathrop Post Office (Figure 17). Near Johnson Village a charging area was identified for resident use and a site at the Collegiate Peaks Overlook for through-travel use (Figure 18).

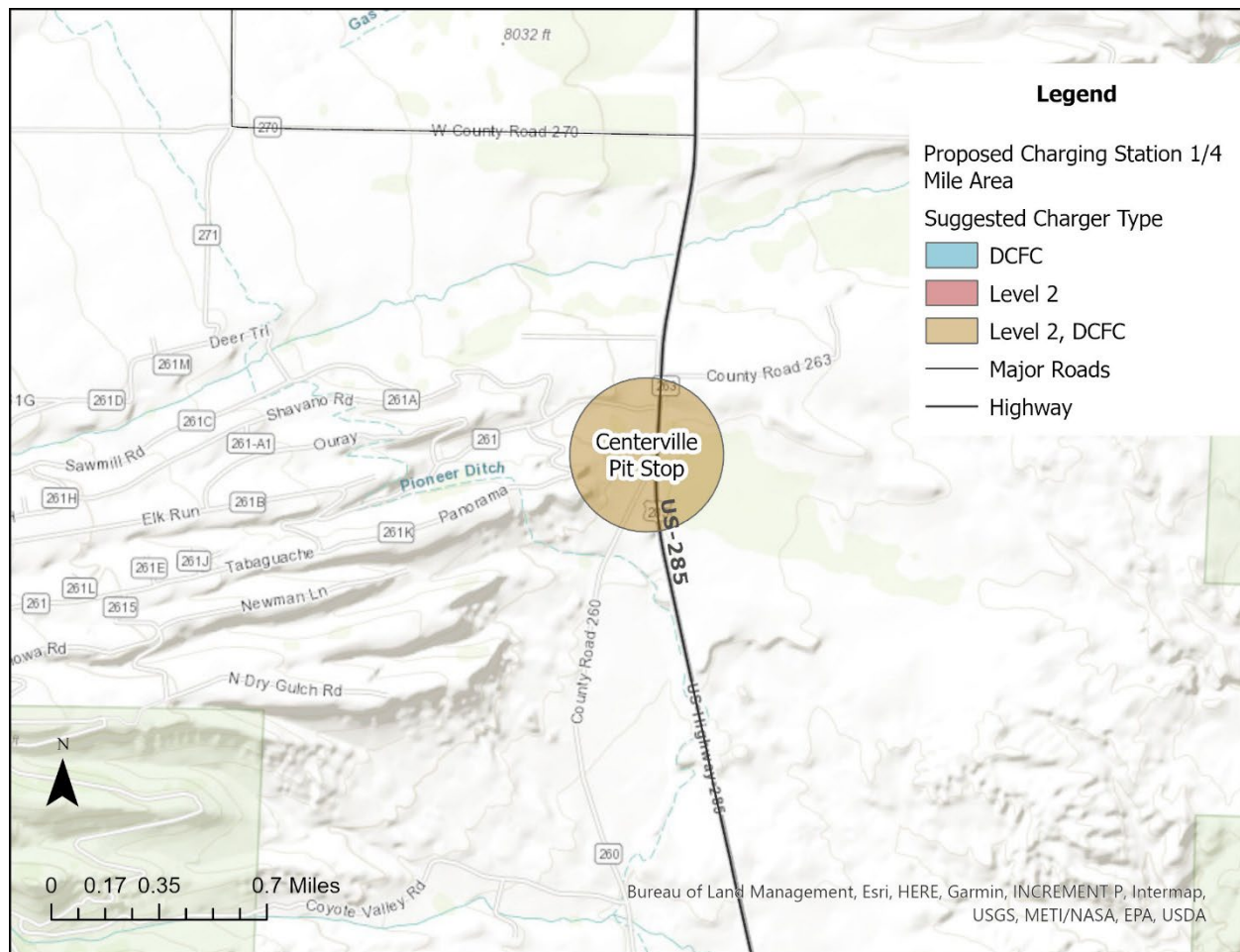


Figure 16. Priority area for EV charging stations in Centerville

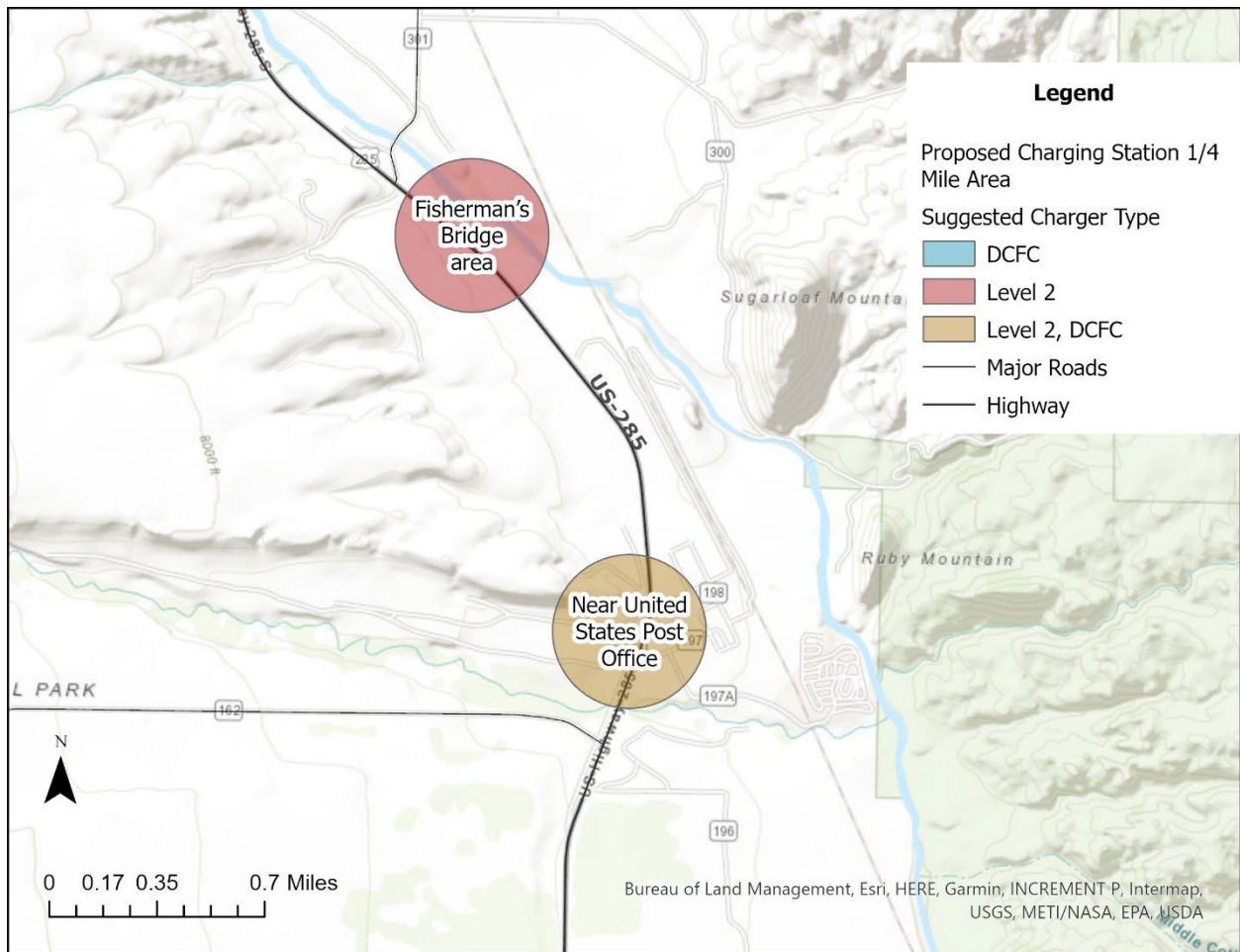
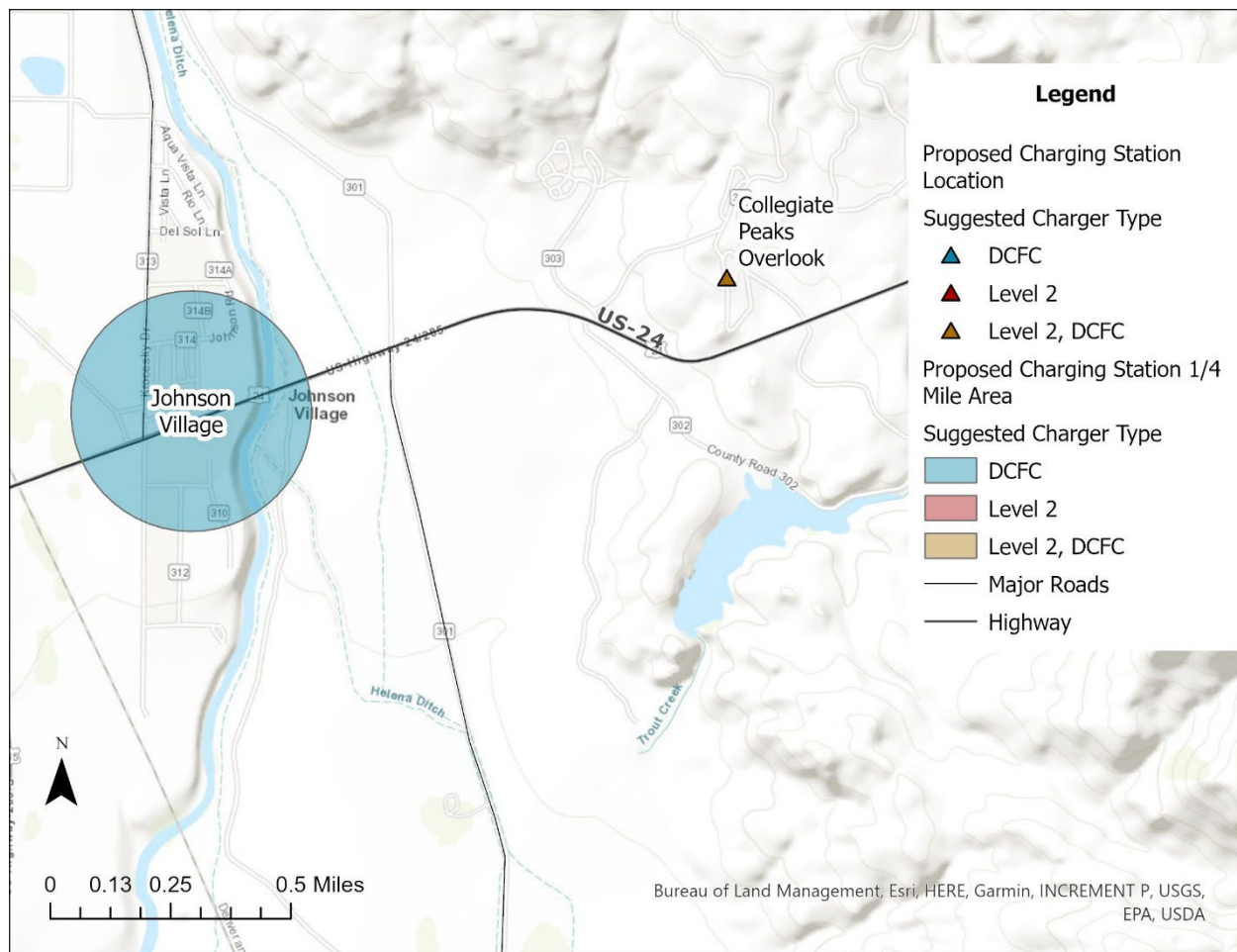


Figure 17. Priority area for EV charging stations near Nathrop



Denny Creek Trailhead

An EV charging location was identified west of Buena Vista on the Cottonwood Pass Road (County Road 306) at Denny Creek Trailhead (Figure 19).

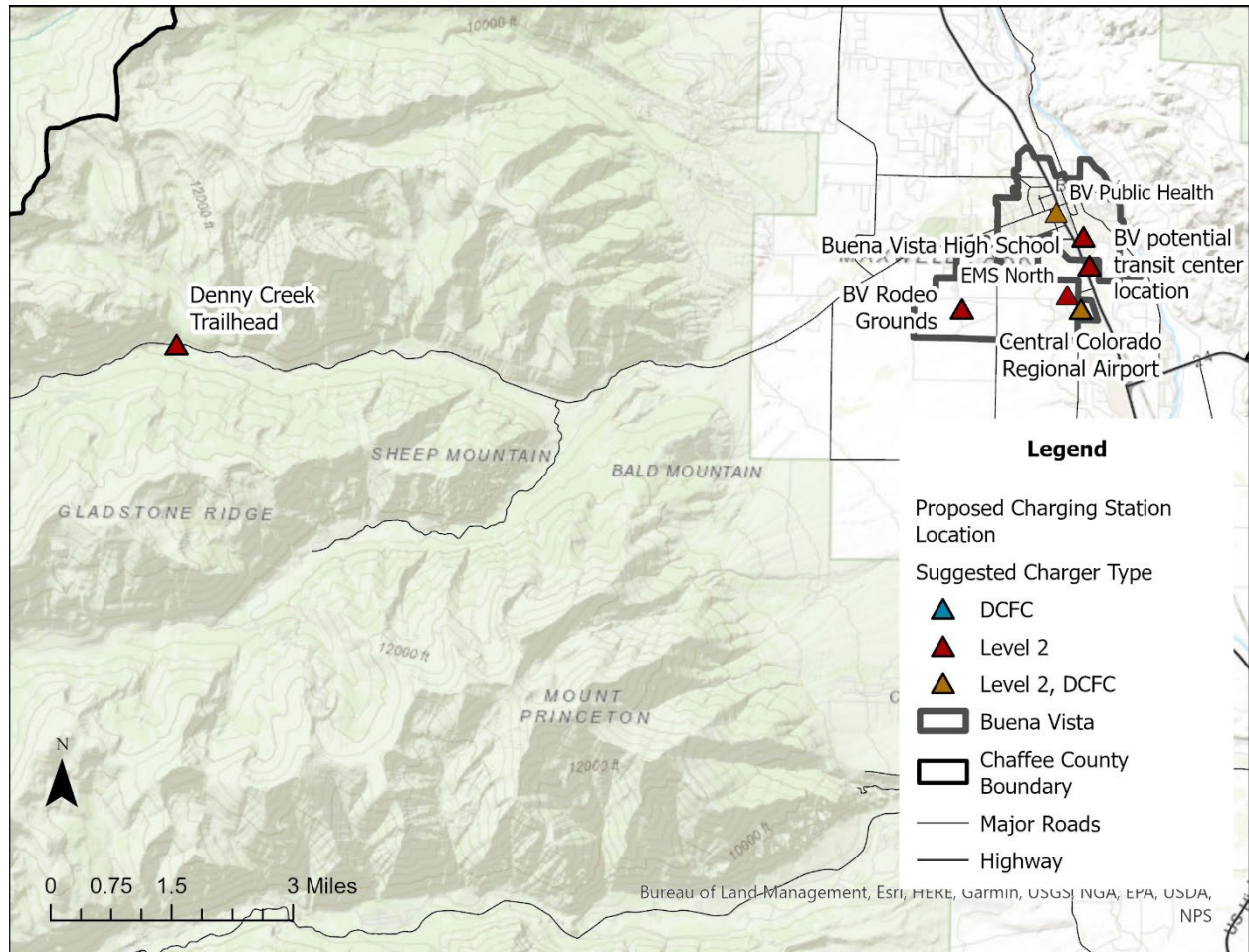


Figure 19. Priority area for EV charging station at Denny Creek Trailhead

Disproportionately Impacted Communities

Potential charging station locations within designated disproportionately impacted communities¹ may be prioritized for their ability to provide charging to underserved areas of the community and eligibility for enhanced incentives from the State of Colorado and Xcel Energy. Chaffee County has several designated disproportionately impacted communities in both Buena Vista (Figure 20) and Salida (Figure 21). The darker purple shading represents areas that meet multiple criteria for designation as a disproportionately impacted community.

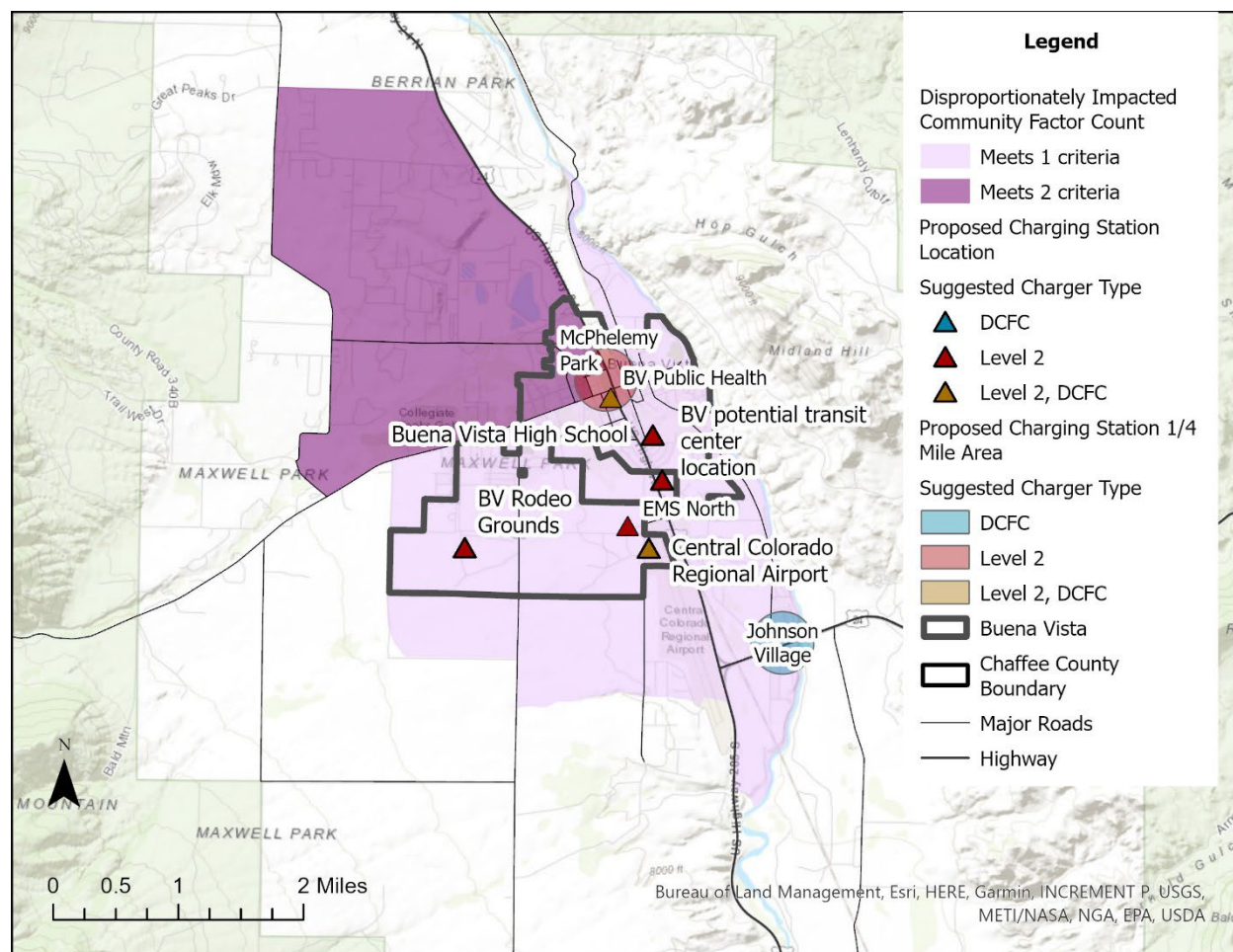


Figure 20. Designated Disproportionately Impacted Communities in Buena Vista

¹ In 2021, the Colorado state legislature created the definition of a disproportionately impacted community. The definition was updated in 2023 based on recommendations from the Environmental Justice Action Task Force. It identifies areas at the census block group scale in Colorado that may experience higher environmental and health burdens, like pollution and climate change such as low-income communities, communities of color, housing cost-burdened communities, linguistically isolated communities, communities with environmental and socioeconomic impacts, tribal lands, mobile home communities, historically marginalized communities. More information can be found at <https://cdphe.colorado.gov/ej/learn>.

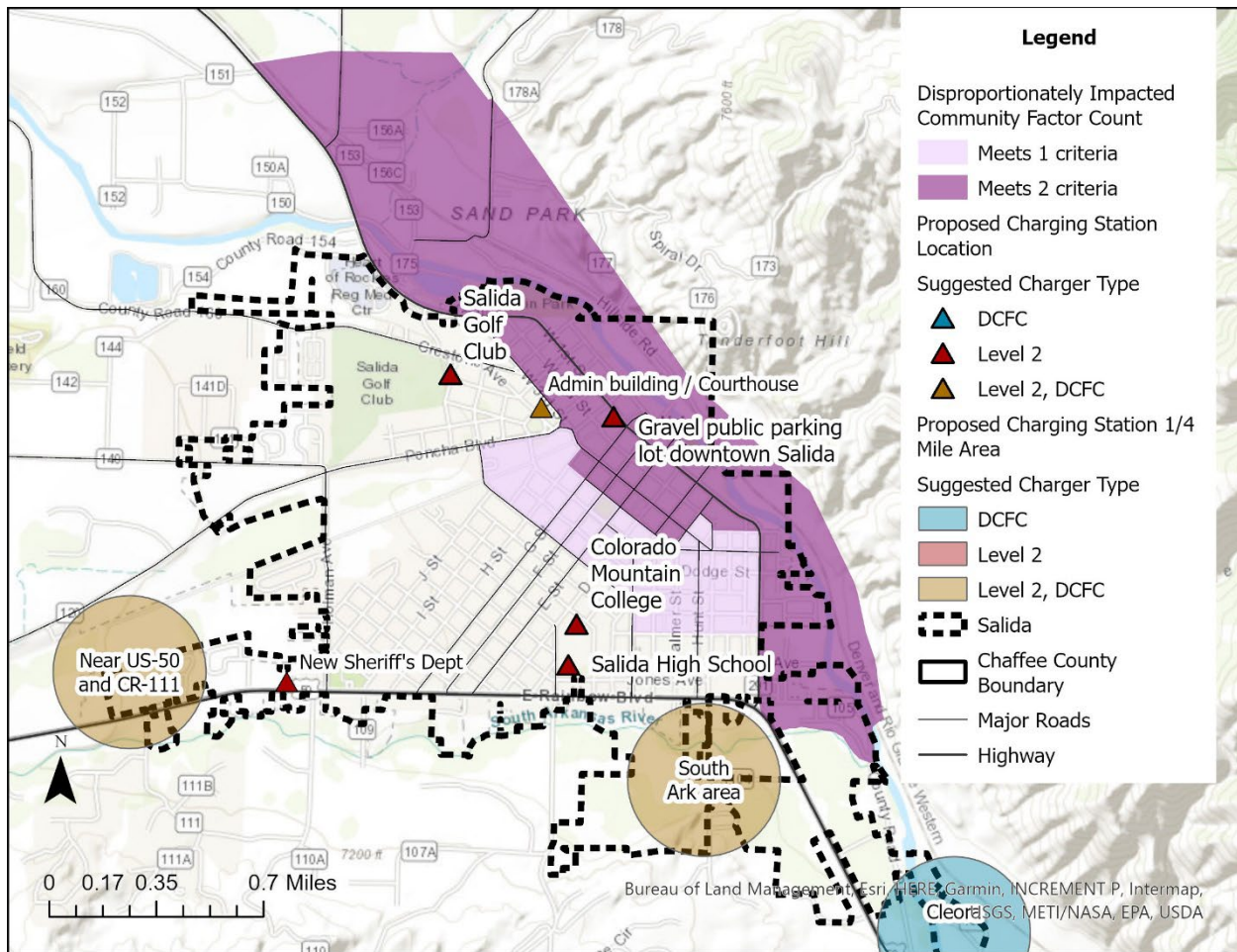


Figure 21. Designated Disproportionately Impacted Communities in Salida

Corridor Fast Charging Gaps

Fast charging along major highway corridors can help make charging more accessible and reliable for those traveling through the region. Analysis identified two stretches of highway that are more than 15 miles from a DC fast charger and could present opportunities for new charging (Figure 22). The first stretch is from the north County boundary along Highway 24 through Granite south to County Road 388, near Pine Creek (Figure 23). The Clear Creek Reservoir State Wildlife Area is located near this stretch of highway and was identified as a potential site for EV charging. The other gap in highway charging extends from the west County boundary along Highway 50 near Monarch Pass east to Garfield (Figure 24). The two identified areas could benefit from DC fast charging infrastructure for travelers use and the Clear Creek Reservoir State Wildlife Area could have Level 2 chargers for visitors.

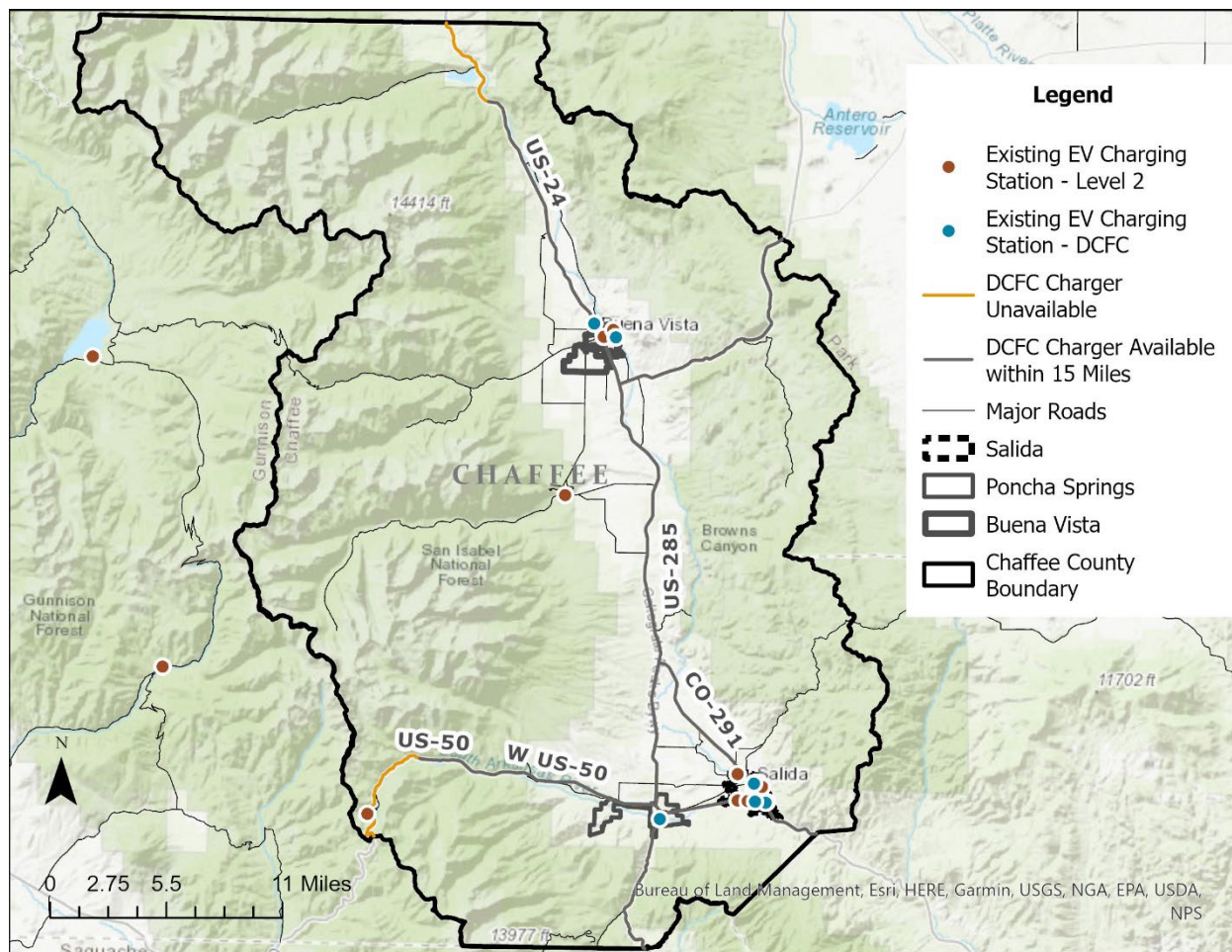


Figure 22. County highway gaps of 15 miles between DC fast chargers

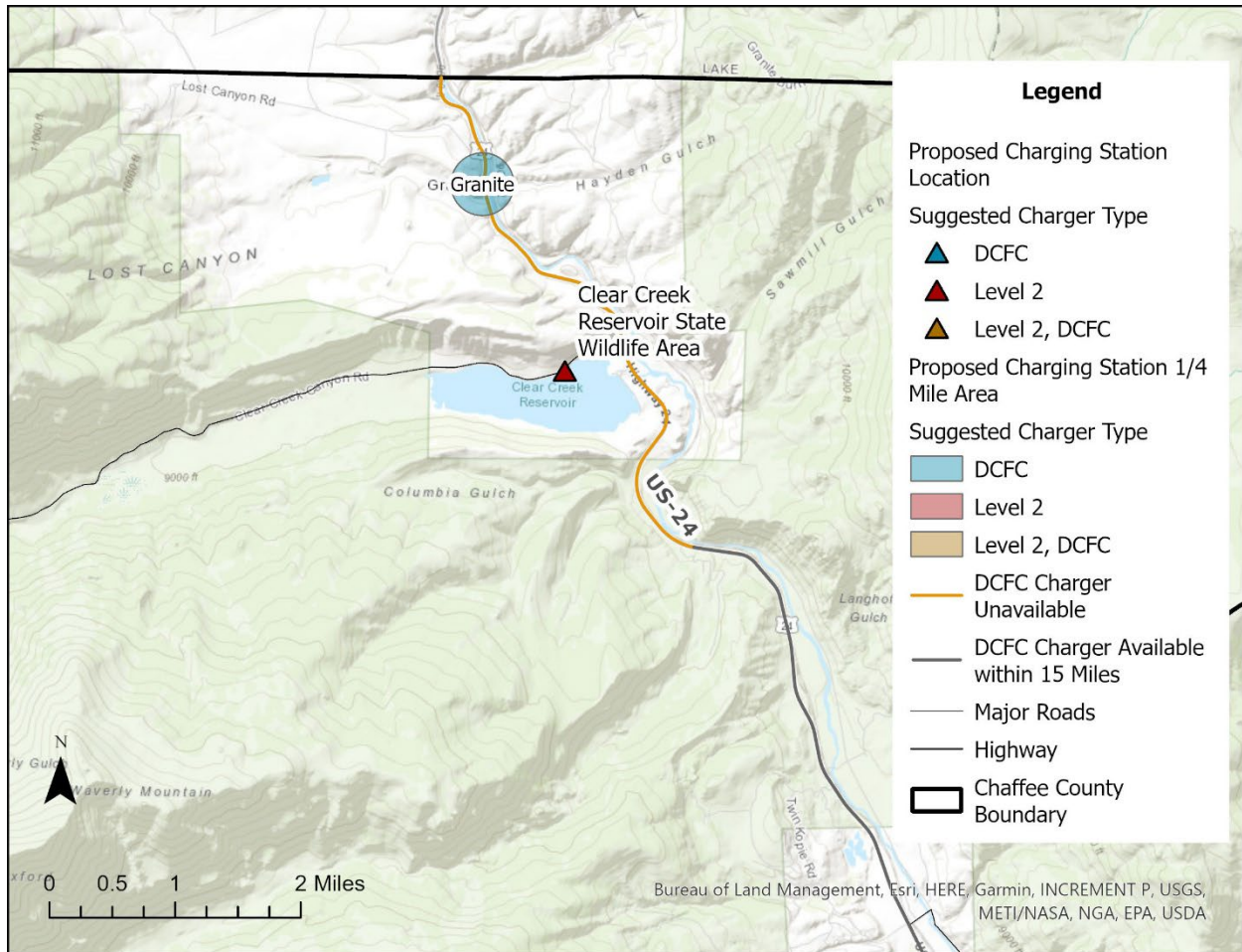


Figure 23. North Chaffee County along Highway 24, DC fast charger gap greater than fifteen miles

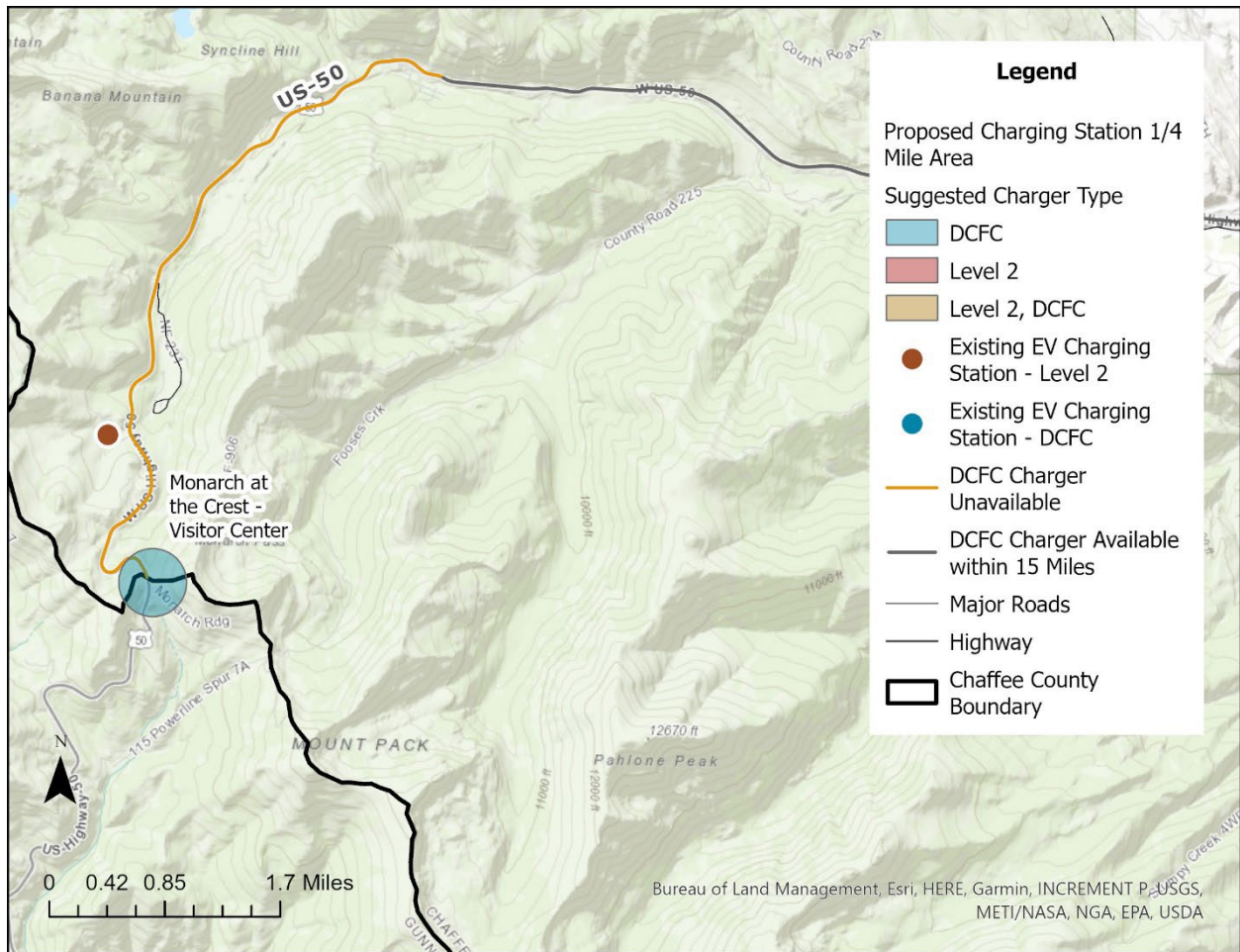


Figure 24. West Chaffee County along Highway 50, DC fast charger gap greater than fifteen miles

Electric Utilities

Electric utilities are important partners when planning EV charging station installations. Once potential sites are identified, the electric utilities can help evaluate electrical infrastructure, support planning of the infrastructure, and may have incentives to help lower costs (see Appendix C. EV Programs, Incentives, and Funding for more information). Figure 25 illustrates the electric utility service areas.

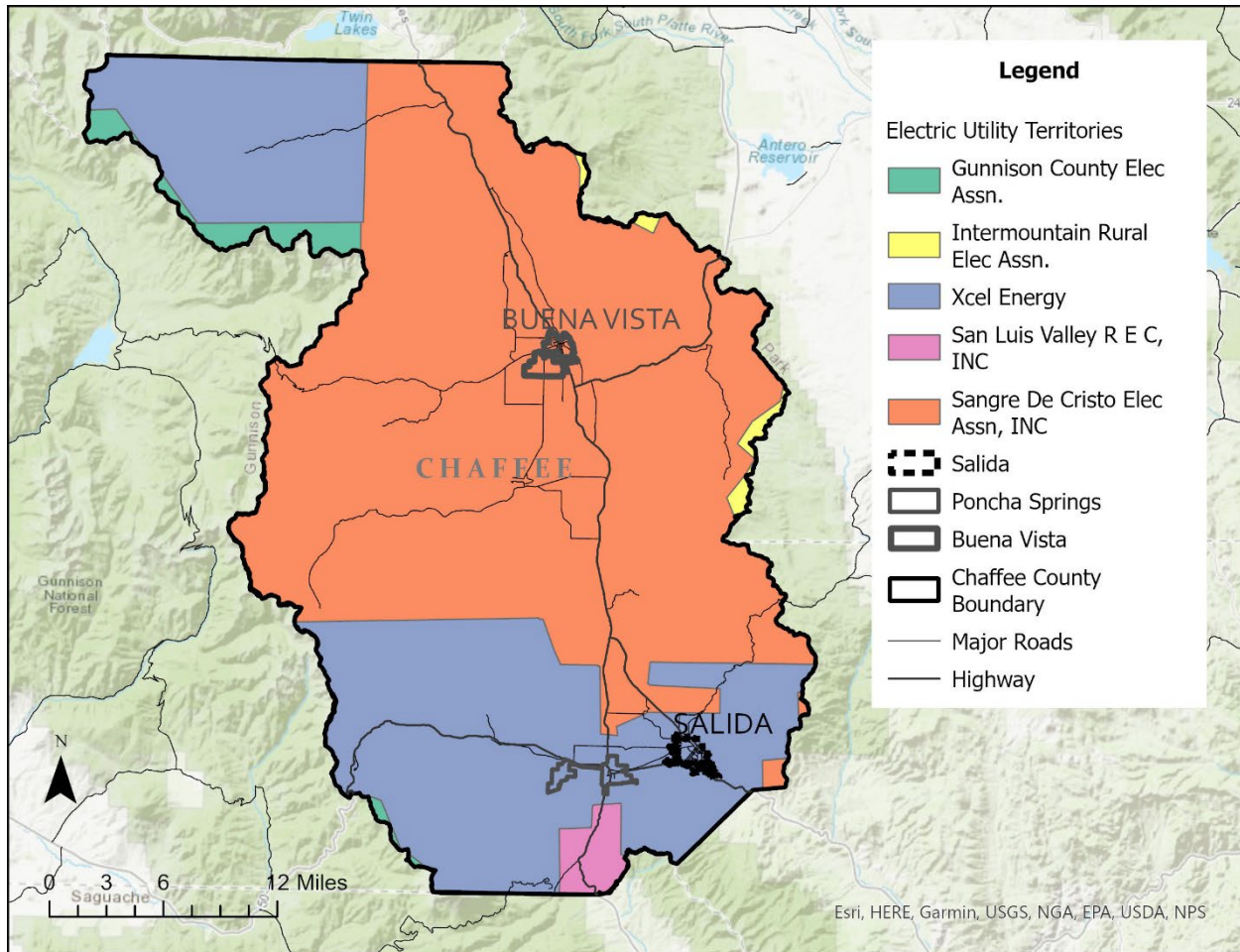


Figure 25. Electric utility service areas in Chaffee County

Infrastructure Costs and Electricity Payments

Costs for charging infrastructure can vary widely based on site specifics, existing electrical capacity, and required upgrades. The State of Colorado Energy Office tracks charging infrastructure installation costs for stations installed using their grant programs and provides an overview of average costs for different types of charging. The data includes the charging equipment along with labor and construction costs. Statewide, the average total cost per port is \$43,477 for DCFC charging and \$8,673 for Level 2 charging (Atlas Public Policy, 2026). Table 5 shows the amount for different cost factors for DC fast chargers and Level 2 chargers.

In Chaffee County, the cumulative cost data from the Colorado Energy Office for two Level 2 chargers is provided in Table 6 (Atlas Public Policy, 2026). This is data for two chargers and could be representative of specific site characteristics. No DC fast charger data was available for Chaffee County.

Table 5. Overview of average charging installation costs for Colorado Energy Office funded stations

Charger Type	Average Labor Cost per Port	Average Equipment Cost per Port	Average Construction Cost per Port	Average Total Cost per Port
DC Fast Charger	\$9,048	\$20,477	\$3,311	\$43,477
Level 2	\$2,805	\$3,339	\$658	\$8,673

Source: (Atlas Public Policy, 2026)

Table 6. Level 2 charging installation costs in Chaffee County

Construction Materials	Total Equipment	Utility Upgrades	Networking	Labor	Other Costs	Total
\$1,521	\$9,345	\$1,400	\$1,763	\$3,220	\$3,060	\$19,609

Source: (Atlas Public Policy, 2026)

Based on the projected charging needs determined in the Projected EV Charging Need section and a rounded average total charging installations costs for Colorado Energy Funded stations, for the additional 40 chargers needed by 2030, it would require an estimated \$696,000 (Table 7).

Table 7. Estimated Cost of EV Chargers Needed in Chaffee County by 2030

Charger Type	Chargers Needed	Average Cost per Port	Total
DC Fast Charger	10	\$43,500	\$435,000
Level 2	30	\$8,700	\$261,000

Electricity Payments

A charging station can be a potential revenue source. While a charging station site host is responsible for paying the utility for the electricity, they can require payment for the energy and charging service provided to drivers. The site host can engage the local electric utility to enquire about any EV-charging specific rates and get a better understanding of the cost of the electricity used for EV charging.

The best practice for payments is to structure them as a set cost based on kWh consumed. Pricing based on the time spent charging is not equitable since vehicle can take different times to charge and not consume the same amount of electricity. Factors impacting the difference in speed can include the vehicle model, age of the vehicle and battery, and how charged the battery is. An EV charging pricing strategy could consider and help defray costs such as the cost of electricity and of operating and maintaining the charger. A charging site host could work with the charging station provider to create the payment structure which could also include a fee if a vehicle stays beyond the time it takes to be fully charged. For DC fast chargers especially, this encourages vehicle owners to move on and maintain availability for others to use. In more residential focused areas such as multifamily developments or other places where the convenience of leaving a vehicle to charge overnight is important, such as near lodging, a fee may not be useful.

Typically, the faster the electricity and higher the power of the charger, the more expensive it is for a site host to install and operate. A site host often passes that cost onto the EV driver. A DC fast charger will likely cost an EV driver more than a Level 2 charger because the charger provides more power in a shorter amount of time. In the case of a DC fast charger, the electricity demand may trigger a demand charge. Demand charges are based on the maximum amount, or peak usage, of power required over a set interval of time for a month. These demand charges can substantially increase the cost of electricity the site host will be charged based on that peak demand. The site host can discuss the potential for demand charges and how to mitigate them with their electric utility. Strategies may include limiting power or passing on part of the cost to the EV driver.

Chaffee County EV Vision and Goal

During the planning process, the project management team and stakeholders developed a vision and goal for the EV Readiness Plan.

Vision

Key stakeholders developed a vision statement to guide this EV Readiness Plan and Chaffee County's transportation electrification work:

Chaffee County supports its sustainable development goals by cultivating collaboration to increase equitable access to electrified transportation options for residents and visitors.

Goal

The plan will facilitate county-wide investments in EV charging infrastructure meet the needs of EV drivers living within and coming to visit Chaffee County.

Focus Areas for Accelerating EV Adoption

Key local stakeholders and focus groups identified the following priority focus areas and strategies.

Charging Infrastructure (CI)

- Strategy CI-1: Update infrastructure requirements for new public EV charging stations
- Strategy CI-2: Update infrastructure requirements for existing public EV charging stations
- Strategy CI-3: Install EV charging at prioritized public property locations
- Strategy CI-4: Support the installation of EV charging at prioritized private property locations

Outreach and Education (OE)

- Strategy OE-1: Conduct an EV education campaign for those who live, work, and play in Chaffee County
- Strategy OE-2: Educate single- and multi-family homeowners about EV home charging benefits
- Strategy OE-3: Engage dealerships and auto shops
- Strategy OE-4: Explore and share available resources for first responders

Fleets and Transit (FT)

- Strategy FT-1: Promote peer learning between fleets (County, municipal, transit, school districts)
- Strategy FT-2: Evaluate opportunities for County fleet electrification
- Strategy FT-3: Engage private fleets to explore fleet electrification



Charging Infrastructure (CI)

While about 80% of electric vehicle charging happens at home, public charging plays a critical role in providing reliable access on-the-go and for those without access to home charging, including multifamily residents, renters, and households without garages.

Owner-occupied, single-family detached units make up around 67% of all occupied housing units in Chaffee County (U.S. Census Bureau, n.d). These households are the most likely to have access to a garage or off-street parking and to have control over the decision to install EV charging at their home. However, that still leaves 33% of households that may face barriers to installing charging and could potentially benefit from accessible and affordable public charging options.

Additionally, residents, visitors, and passersby may need to charge their vehicle while on-the-go. Public charging can fill critical gaps while making charging more convenient and reliable. Public EV charging can also serve as 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 to EV adoption cited by community members engaged in the development of this plan.

This focus area includes strategies to improve the consistency and reliability of the charging experience at both new and existing stations while increasing the number of stations countywide, with priority on suitable locations that could help fill gaps in Chaffee County's charging network.

Strategy CI-1: Update infrastructure requirements for new public EV charging stations

Ensuring that EV charging stations are equipped with basic amenities, such as trash receptacles and restrooms can help alleviate potential issues at the charging site and neighboring properties. Providing these amenities also helps EV drivers with their charging planning during trips.

This strategy focuses on putting in place local land use code requirements to address potential nuisance issues and enhance the user-experience, consistency, and accessibility of charging stations. Code requirements for new charging station installations can be designed to align with State and federal guidance covering the following:

- Provision of trash receptacles.
- Restrooms must be located either at the public charging station or within 200 feet, and available at all times when charging is available. If the charging station is always open, restrooms also must be available 24 hours, seven days a week. Restrooms may be permanent or provided via portable units. At the time of plan writing, no state or federal guidance or requirement exists for restroom facilities at EV charging stations. As sites and locations will have different configurations and dependent on the context of the location, each site will need to be evaluated on a case-by-case basis.
- EV parking signage.
- EV charging accessibility. As of January 1, 2026, State law (under [HB24-1161 - Motor Vehicle Access Individuals with Disabilities](#)) requires that all EV charging installations constructed or replaced in Colorado incorporate the U.S. Access Board's [accessible design recommendations](#).

Phase

- Foundational (1 year).
 - Align with the next code update.

Targets

- Adopt Land Use Code requirements for new charging stations.
- Ensure all new charging stations permitted in the County have basic amenities to prevent future gaps.

Key Actions

- Review State grant requirements and federal National Electric Vehicle Infrastructure (NEVI) program standards to ensure that Chaffee County Land Use Code aligns with existing best practices and/or funding requirements.
- Review similar local or state restroom facility guidance or requirements for workplaces, outdoor events, etc. to develop specific requirements for EV charging stations. To address restroom facility access, consider the context of the charging location. Are there amenities nearby that could meet these needs? Should a restroom facility be needed, consider the number needed, ensuring to meet accessibility requirements. The average monthly cost for a portable restroom facility ranges from \$175-\$400. For a wheelchair accessible facility, the average monthly cost ranges from \$600-\$1,000 (pottydirectory.com, 2026). Constructing a new, basic permanent restroom could cost \$75,000 (Lastest Cost, 2026).
- Review [HB24-1161 - Motor Vehicle Access Individuals with Disabilities](#) to align accessible design standard requirements. (No fewer than 5% or one vehicle charging space should incorporate the standards.) Accessible design standards are detailed by the U.S. Access Board in the [Design Recommendations for Accessible Electric Vehicle Charging Stations](#) document.
- Develop draft land use code language outlining proposed requirements for amenities, signage, and accessibility features.
- Gather feedback on requirements from existing EV charging station operators and local municipalities.
- Incorporate language into the land use codes of local jurisdictions.
- Communicate EV charging station design requirements to developers during site review and to potential EV charging site hosts and installers through planning and design process or the permitting application process.

Roles

- Chaffee County – Lead code revision and adoption.
- City of Salida – Lead code revision and adoption.
- Town of Buena Vista – Lead code revision and adoption.
- Town of Poncha Springs – Lead code revision and adoption.
- Drive Clean Colorado – Inform and support code revision and adoption.

- Colorado Energy Office – Could provide information about EV charging.

Resources

- Colorado Charge Ahead [Mandatory Criteria](#)
- NEVI [Federal standards and requirements](#)
- [HB24-1161 - Motor Vehicle Access Individuals with Disabilities](#)
- U.S. Access Board [Design Recommendations for Accessible Electric Vehicle Charging Stations](#)
- Colorado Department of Transportation [Electric Vehicle Signage Regulation](#)

Strategy CI-2: Update infrastructure requirements for existing public EV charging stations

While the land use code provides a mechanism by which to require certain amenities for new EV charging installations, it is also important to assess whether existing stations within Chaffee County are aligned with best practices.

In 2025, the Town of Poncha Springs passed an ordinance to require restrooms and trash receptacles at all gas and fueling stations. This strategy includes exploring options for requiring or encouraging existing charging station operators within Chaffee County, Salida, and Buena Vista to provide amenities aligned with those documented in Strategy CI-1.

- Provision of trash receptacles.
- Review similar local or state restroom facility guidance or requirements for workplaces, outdoor events, etc. to develop specific requirements for EV charging stations. To address restroom facility access, consider the context of the charging location. Are there amenities nearby that could meet these needs? Should a restroom facility be needed, consider the number needed, ensuring to meet accessibility requirements. The average monthly cost for a portable restroom facility ranges from \$175-\$400. For a wheelchair accessible facility, the average monthly cost ranges from \$600-\$1,000 (pottydirectory.com, 2026). Constructing a new, basic permanent restroom could cost \$75,000 (Lastest Cost, 2026).
- EV parking signage.
- EV charging accessibility.

Phase

- Intermediate (3-5 years).

Targets

- Establish more consistent experience at charging stations.
- Avoid trespassing issues and use of unauthorized areas for restroom breaks.
- Bring existing stations into compliance with new charging station standards.

Key Actions

- Explore options available to require upgrades by charging station operators without a permit trigger.
- Align requirements to requirements established in Strategy CI-1.
- Conduct outreach to charging station operators to encourage and/or communicate requirements for the provision of amenities such as trash receptacles, restrooms, and signage where they are not already present.
- Implement requirements or best practice guidance for existing charging stations.

Roles

- Chaffee County – Lead code revision and adoption.
- City of Salida – Lead code revision and adoption.
- Town of Buena Vista – Lead code revision and adoption.
- Town of Poncha Springs – Lead code revision and adoption.
- Drive Clean Colorado – Inform and support code revision and adoption.
- Colorado Energy Office – Could provide information about EV charging.

Resources

- Colorado Charge Ahead [Mandatory Criteria](#)
- NEVI [Federal standards and requirements](#)
- [HB24-1161 - Motor Vehicle Access Individuals with Disabilities](#)
- U.S. Access Board [Design Recommendations for Accessible Electric Vehicle Charging Stations](#)

- Colorado Department of Transportation [Electric Vehicle Signage Regulation](#)

Strategy CI-3: Install EV charging at prioritized public property locations

Local government can demonstrate its commitment to increasing EV adoption by installing publicly available charging infrastructure. Prioritized locations at both County-owned or municipal-owned sites for EV charging infrastructure are listed in Table 11 in Appendix D. Prioritized Areas for Installing Public EV Charging Infrastructure and an overview of costs are shared under the Infrastructure Costs section. Further steps entail working with the local electric utility to understand the electrical capacity of the site to design an appropriate station for its anticipated use. Implementation could include identifying and leveraging existing Federal, State, and local utility grant funding or incentives to install EV charging.

Phase

- Foundational (1 year).

Targets

- Support installation of public EV chargers to help meet the State's EV adoption goals and associated charging needs.

Key Actions

- Identify the prioritized locations at publicly owned sites for EV charging infrastructure.
- Coordinate with the local electric utility to understand the electrical capacity of the site, the typical users and charging type to design an appropriate station, rates, and rebate opportunities.
- Identify and leverage existing federal, State, and local utility grant funding or incentives to install EV charging. Work with the local Colorado Recharge coach. A Colorado ReCharge Coach provides coaching services for EVs and charging infrastructure in every county. Recharge Coaches advise on financial savings, identify grant opportunities, and provide education about the benefits of EVs and charging stations.
- Develop EV charging station design and apply for available funding opportunities.
- Install charging stations at priority locations with appropriate signage.
- Include information about charging station availability to the County and/or municipal website(s).

Roles

- Chaffee County – Lead installation of EV chargers at County-owned locations.
- City of Salida – Lead installation of EV chargers at City-owned locations.
- Town of Buena Vista – Lead installation of EV chargers at Town-owned locations.
- Town of Poncha Springs – Lead installation of EV chargers at Town-owned locations.
- Other public landowning agencies – Lead installation of EV chargers at locations they own.
- Drive Clean Colorado – Support installation of EV chargers, ReCharge coach support.
- SDCEA – Support installation of EV chargers through capacity checks, rebate program.
- Xcel Energy – Support installation of EV chargers through capacity checks, rebate program.

Resources

- Colorado Energy Office [Charge Ahead Colorado grant](#)
- Colorado Energy Office [Direct Current Fast Charging \(DCFC\) Plazas Program](#)
- East Central Colorado [ReCharge coach](#)
- SDCEA [Electric Vehicle Charging Equipment Rebates](#)
- Xcel Energy [Commercial EV Infrastructure Rebate Options](#)

Strategy CI-4: Support the installation of EV charging at prioritized private property locations

Public charging plays a key role in accelerating EV adoption. While strategy C1-3 involves the direct installation of charging on public property by the County and municipalities, this strategy focuses on supporting the installation of stations on other public and private property by engaging property owners on the potential benefits of charging and resources available to support installation.

Installing charging stations can provide multiple benefits to private organizations, including attracting new customers, increasing the time spent by visitors at a location, and building customer loyalty. Charging infrastructure can also enhance visibility – through inclusion on charging maps – while demonstrating leadership on sustainability. In some cases, charging can also create a new source of revenue.

Respondents to the community EV survey identified grocery stores and retail parking as the top locations where they would like to use public charging, followed by public parking, trailheads or recreation areas, and locations close to the highway, as shown in Figure 26. The list of priority charging locations is in Appendix D. Prioritized Areas for Installing Public EV Charging Infrastructure was informed by community input, together with a gap analysis and identification of location-specific opportunities. Through targeted outreach and engagement Chaffee County may remove barriers to private charging installations and improve the countywide network.

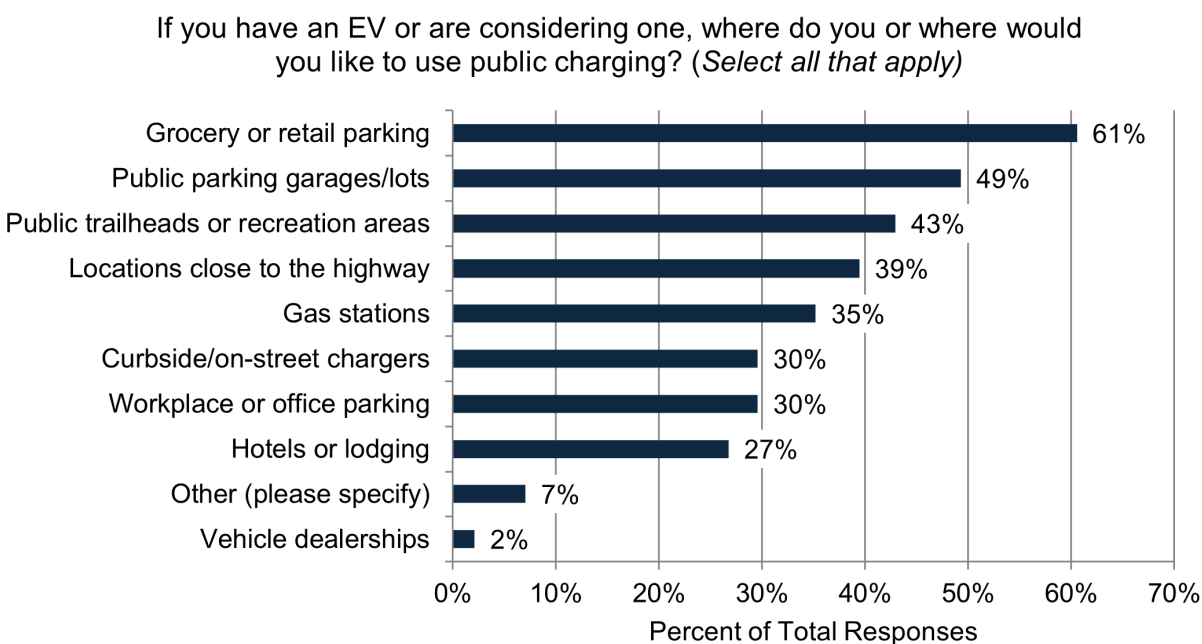


Figure 26. Preferred public charging locations of community EV survey respondents

Phase

- Intermediate (3-5 years).

Targets

- Establish a baseline for and increase the number of private property owners engaged in EV charging outreach and education.
- Establish a baseline for and increase the number of utility EV charging rebates issued.
- Increase the number of public EV charging stations installed at private site host properties up from 7 in the County.

Key Actions

- Review the list of potential charging locations and priority areas in Appendix D. Prioritized Areas for Installing Public EV Charging Infrastructure and identify potential private charging site hosts.
- Compile resources to share with property owners/managers that explain the potential benefits of EV charging, identify resources available to support installation, and outline the steps involved, including:
 - Coordination with the local electric utility to understand the electrical capacity of the site, the typical users and typical time spent at the location to design an appropriate station, rates, and rebate opportunities.
 - Identification of Federal, State, and local utility grant funding or incentives to install EV charging. Inform them of the local Recharge Coach resource.
 - Develop EV charging station designs and apply for available funding opportunities.
 - Installation of charging stations with appropriate signage.
 - Sharing charging station information with the County and/or municipal government so they can be added to appropriate resources and website(s).
- Once resources have been compiled and materials developed, create a plan to conduct outreach to property owners and managers and distribute information (i.e. host on website, add to events focused on this audience, include in mailings, etc.).

- Track and monitor who is installing EV charging stations to understand the efficacy of the outreach.
- If needed, adjust the outreach approach to reach specific geographical areas or location types.

Roles

- Drive Clean Colorado – Co-lead outreach to organizations about installing EV chargers, ReCharge coach support.
- Chaffee County – Co-lead outreach to organizations about installing EV chargers.
- City of Salida – Co-lead outreach to organizations about installing EV chargers.
- Town of Buena Vista – Co-lead outreach to organizations about installing EV chargers.
- Town of Poncha Springs – Co-lead outreach to organizations about installing EV chargers.
- Sangre de Cristo Electric Association (SDCEA) – Support installation of EV chargers through capacity checks, rebate program.
- Xcel Energy – Support installation of EV chargers through capacity checks, rebate program.

Resources

- Colorado Energy Office [Charge Ahead Colorado grant](#)
- Colorado Energy Office [Direct Current Fast Charging \(DCFC\) Plazas Program](#)
- East Central [ReCharge coach](#)
- SDCEA [Electric Vehicle Charging Equipment Rebates](#)
- Xcel Energy [Commercial EV Infrastructure Rebate Options](#)



Outreach and Education (OE)

Despite progress made toward electrifying vehicles across Colorado, many barriers to EV adoption still exist. Some of the most common barriers include lack of familiarity with products and technology, lack of knowledge of available incentives, higher up-front cost of electric vehicles, and range anxiety (National Renewable Energy Laboratory, 2017). In a 2020 Colorado study, 66% of respondents who drove EVs indicated they have a fear of running out of EV charge before reaching their destinations, even though the typical daily commute for most (80%) is 30 miles or less per day – well within the typical EV charge range (E-Source, 2020). Education about EVs and promotion of tools to identify EV charging locations paired with outreach about State and federal programs can support more adoption of electrified transportation. The strategies in this focus area include foundational education and engagement around electric vehicles to raise awareness of the benefits along with programs and incentives available to support EV access.

Strategy OE-1: Conduct an EV education campaign for those who live, work, and play in Chaffee County

Many Coloradoans have gone electric, with about 197,000 registered EVs in Colorado, but there are many who may have misperceptions and are unfamiliar with EVs and their associated charging infrastructure. To address misinformation and raise awareness of EV benefits, the County can leverage educational campaigns such as the State of Colorado's EV CO campaign and website resources and Drive Clean Colorado's Drive Electric resources. This includes State of Colorado incentives for the lease or purchase of an EV and utility incentives and programs to support 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 reduce 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.

Phase

- Foundational (1 year).

Targets

- Reach 2,000 people through social media posts.
- Reach 1,000 people through an EV website with resources (a potential website to include more detailed information about EVs is the [County Transportation webpage](#)).
- Establish a baseline for and increase the number of utility EV charging rebates issued.
- Reach 200 people at in-person events.

Key Actions

- 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 communication channels, for example:
 - County and municipal websites, newsletters, and social media.
 - Chaffee County libraries and other public facilities.
- Develop residential and business outreach plans to narrow the target audience and outline key messages that will fill information gaps and outline local distribution channels.
- Based on the outreach plan, develop outreach materials to reach residents, businesses, and visitors 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 public charging stations.

- Targeted social media posts, for example highlighting County and 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 (e.g., multifamily residents).

Roles

- Chaffee County – Lead outreach campaign.
- City of Salida – Support outreach campaign, especially information about public charging in the City.
- Town of Buena Vista – Support outreach campaign, especially information about public charging in the Town.
- Town of Poncha Springs – Support outreach campaign, especially information about public charging in the Town.
- Drive Clean Colorado – Support outreach campaign, providing information and resources.
- SDCEA – Support outreach campaign, especially about available incentives.
- Xcel Energy – Support outreach campaign, especially about available incentives and EV programs.

Resources

- Estimated resources required:
 - 10 hours staff time to support development of outreach materials.
 - 20 - 25 hours staff time to convene and coordinate outreach efforts at the regional scale.
 - 10 hours to distribute outreach materials through various channels.
- [Drive Clean Colorado](#) resources through [Drive Electric Colorado](#)
- [EVCO](#) statewide educational campaign
- [Electric For All](#) EV education campaign
- State of Colorado [Vehicle Exchange Colorado \(VXC\) Program](#)

- Colorado's [Electric Vehicle Tax Credits](#)
- SDCEA [Electric Vehicle Charging Equipment Rebates](#)
- Xcel Energy [home charging programs](#) and [Commercial EV Infrastructure Rebate Options](#)

Strategy OE-2: Educate single- and multi-family homeowners about EV home charging benefits

Leverage resources from non-profits, the utilities, and auto dealerships to educate and inform homeowners and residents about the benefits of EVs and information about home EV chargers. The most convenient and cost-effective charging is at home. Charging at home is easiest for homeowners because they do not need to seek permission from a separate property owner to do so, and they are the direct recipient of any resulting increase in property value. Installing charging infrastructure at single-family homes is typically a simpler process, especially if there is a garage or off-street parking. This strategy focuses on homeowners since they are the decision-makers for their property.

Phase

- Foundational (1 year).

Targets

- Establish a baseline and increase the number of SDCEA home charger rebates and Xcel Energy participants in home charging programs.
- Track the number of electrical permits for EV chargers.

Key Actions

- Review available resources for EV basic information for home charging from SDCEA, Xcel Energy, Drive Clean Colorado, and Rewiring America.
- Develop or compile resources to share with homeowners.
- Develop an outreach plan for distributing materials (i.e. host on website, social media posts, newsletter articles, distribute at events).

Roles

- Chaffee County and/or supporting organizations – Lead outreach campaign.

- City of Salida – Support outreach campaign, especially information about City-specific processes.
- Town of Buena Vista – Support outreach campaign, especially information about Town-specific processes.
- Town of Poncha Springs – Support outreach campaign, especially information about Town-specific processes.
- Drive Clean Colorado – Support outreach campaign, providing updated information.
- SDCEA – Support outreach campaign, especially about available home charging incentives.
- Xcel Energy – Support outreach campaign, especially about home charging incentives.

Resources

- Colorado Energy Office [Charge Ahead Colorado grant](#)
- SDCEA [Electric Vehicle Charging Equipment Rebates](#)
- Xcel Energy [home charging programs](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- East Central [ReCharge coach](#)
- [EVCO](#) Colorado statewide EV educational website
- Rewiring America [EV resources](#)

Strategy OE-3: Engage dealerships and auto shops

Local car dealerships and auto shops serve as a resource for EV information and sales in Chaffee County. These businesses can partner with the County, SDCEA, Xcel Energy, and Drive Clean Colorado as well as vehicle manufacturers to ensure that EV benefits and available incentives are communicated to potential buyers. For example, in 2025, the City of Salida partnered with The Faricy Boys dealership and Drive Clean Colorado to host an EV Ride and Drive event. Continuing to partner on educational materials and events can help raise awareness of EV benefits and remove barriers to adoption.

There are unique service requirements and maintenance needs for EVs. Ensuring that the dealership and auto shops are aware of EV maintenance requirements and

resources available to support training for mechanics could help expand business while providing convenient and reliable service for local EV drivers.

Phase

- Intermediate (2-3 years).

Targets

- Increased engagement in partnership with the local dealerships.
- Host events such as Ride and Drives, in conjunction with the local dealerships.
- Establish baseline and increase the number of auto shops able to service EVs locally.

Key Actions

- Continue to engage with the local dealerships to identify opportunities for collaboration and education related to EV benefits and incentives available at the local, State, and federal level.
- Develop informational materials summarizing EV incentives available in Chaffee County and share with the dealership.
- Develop a list of regional auto shops.
- Engage with auto shops to understand what level of EV service they currently provide, how many EVs they service, and whether mechanics have been through formal or informal EV training.
- Communicate with auto shops the benefits of specific EV training and equipment as the number of EVs in Chaffee County continues to grow.
- As municipal fleet operators, County staff, or dealerships become aware of EV-related trainings, share those opportunities.

Roles

- Chaffee County and/or partner organizations – Lead coordination of communication with local dealership and auto shops.
- SDCEA – Support car dealerships with information about available home charging incentives.
- Xcel Energy – Support car dealerships with information about available home charging incentives.

- Local dealer – Share information about EV benefits, engage as appropriate with auto shops about training opportunities.
- Drive Clean Colorado – Support sharing information about EV education and training for auto shops.
- Colorado Mountain College – Engage with auto shops about their curriculum for EV and charger maintenance that will serve students and adults already working in the automotive industry.

Resources

- Estimated resources required:
 - 40 hours staff time to support engagement with local dealership and auto shop staff.
- Colorado Mountain College is developing [EV vehicle and charger maintenance programs](#)
- West Virginia University [National Alternative Fuels Training Consortium](#)
- [EVCO](#) Colorado statewide EV education website

Strategy OE-4: Explore and share available resources for first responders

Support first responders (law enforcement, fire, emergency medical personnel, road maintenance personnel) to understand resources and training needed to safely respond to and handle emergencies involving EVs. Identify existing resources and training and explore collaboration with other regions and the State to fill training needs.

Phase

- Long term (3-4 years).

Targets

- Engage four first responder agencies with knowledge of available resources.

Key Actions

- Inventory existing training programs.
- Review Drive Clean Colorado training resources
- Share relevant training programs with first responders.

- Based on research findings, determine what type of support the County and its partners could provide and develop a plan to implement that support.

Roles

- Chaffee County and/or partners – Lead coordination for taking stock of training resources and sharing results.
- City of Salida – Support taking stock of training resources and sharing results.
- Town of Buena Vista– Support taking stock of training resources and sharing results.
- Town of Poncha Springs – Support taking stock of training resources and sharing results.
- Drive Clean Colorado – Share information about previous efforts about first responder training and support sharing resources.

Resources

- Estimated resources required:
 - 10 hours staff time to review available resources and to share information.
- National Highway Traffic Safety Administration (NHTSA) [Emergency Response Guides](#) - Standardized Emergency Response Information for Electric Vehicles
- [National Fire Protection Association \(NFPA\)](#) - First responder online training
- General Motors Automotive Service Educational Program has [First Responder EV resources](#)



Fleets and Transit (FT)

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 FT-1: Promote peer learning between fleets (County, municipal, transit, school districts)

Transitioning a fleet to electric power requires changes in fleet logistics and operations. Fleet managers and staff can learn from those who are deploying electric vehicles, associated infrastructure, and other emerging technologies to gain a better understanding of challenges and best practices for a smooth transition to electric.

The City of Salida participated in Xcel Energy's Fleet Electrification Advisory Program. The Salida School District is collaborating with Xcel Energy with school bus electrification and exploring additional benefits such as distributed energy resources and vehicle to grid technologies. Colorado Parks and Wildlife and the Arkansas Headwaters Recreation Area (AHRA) have started to transition and have three battery electric and one plug-in hybrid vehicles in their fleet. AHRA has two Level 2 and one DC fast chargers for their fleet y in Salida. Fleet team members can share lessons with others overseeing fleet in the County.

Phase

- Intermediate (2-3 years).

Targets

- Engage five fleet managers to share and learn from real-world experience, challenges faced, and opportunities for fleet electrification.

Key Actions

- Identify relevant fleets and fleet staff to engage (County, local municipalities, Mountain Valley Transit, and school districts).
- Reach out and determine if fleet managers are interested in participating.
- Schedule fleet manager and staff meetings. Meetings could be on-site meetings with different fleet staff to see the vehicles, infrastructure, and maintenance bays and to ask questions to potentially enhance the experience. Meetings could be quarterly or twice a year.
- Identify additional fleet managers to connect with to learn from or offer their own fleet experience.
- Continue to reconnect with identified fleet managers to learn about new updates, developments, or opportunities.
- Engage with fleet managers to develop electrification action plans.

Roles

- Chaffee County and/or Partners – Lead and convene fleet manager/staff for peer learning meetings.
- City of Salida – Fleet manager/staff can convene for peer learning meetings.
- Town of Buena Vista – Fleet manager/staff can convene for peer learning meetings.
- Town of Poncha Springs – Fleet manager/staff can convene for peer learning meetings.
- Mountain Valley Transit – Fleet manager/staff can convene for peer learning meetings.
- Salida School District – Fleet manager/staff can convene for peer learning meetings.
- Buena Vista School District – Fleet manager/staff can convene for peer learning meetings.

- Colorado Parks and Wildlife and – Fleet manager/staff can convene for peer learning meetings.
- Drive Clean Colorado – Provide fleet-specific resources that support fleet electrification.
- SDCEA – Provide fleet-specific resources that support fleet electrification.
- Xcel Energy – Provide fleet-specific resources that support fleet electrification.

Resources

- Estimated resources required:
 - 10 - 15 hours staff time to connect, convene, and coordinate quarterly or biannual with fleet managers and staff.
- Municipal and law enforcement fleet managers from around the State and region deploying electric vehicles and infrastructure.
- Colorado Energy Office (CEO) [Fleet Zero-Emission Infrastructure Program](#).
- Colorado Department of Public Health and Environment (CDPHE) [Clean Fleet Vehicle and Technology Grant Program](#).
- East Central Colorado [ReCharge coach](#).
- Drive Clean Colorado [fleet coaching](#).
- Colorado Department of Personnel & Administration [State Price Agreement](#).
- [Climate Mayors' EV Purchasing Collaborative](#) discounts.
- SDCEA [Electric Vehicle Charging Equipment Rebates](#).
- Xcel Energy [Fleet Electrification Advisory Program](#).
- U.S. EPA [Clean School Bus Program](#).
- U.S. EPA [Diesel Emission Reduction Funding](#).

Strategy FT-2: Evaluate opportunities for County fleet electrification

Chaffee County can demonstrate the County's commitment to leading by example through electrifying its own fleet. Fleet electrification increases EV visibility within the community and provides significant reductions in operational costs and GHG emissions. While the technology is still in development for several types of special-use and heavy-duty vehicles, many options for light-duty vehicles are currently available.

Initiatives from the State of Colorado, Xcel Energy, and SDCEA indicate that fleet managers should begin planning for fleet electrification. For many organizations, this means restructuring procurement, budgeting, capital project planning, and operations. Also important is building partnerships with businesses to create a robust EV charging infrastructure network.

Phase

- Long term (3-4 years).

Targets

- Analyze county fleet to identify priority transition vehicles.
- Increase electric-powered vehicles in the County fleet by 10% by 2030.

Key Actions

- Develop a County fleet vehicle replacement plan.
 - Identify vehicles that may be a good fit for an EV replacement. Vehicles that have a fixed route, make shorter trips, return to a designated location and park for several hours to be able to charge often make ideal candidates, due to the predictability of use for battery range planning and charging infrastructure siting.
 - Research EV replacements that would be a best fit.
- Adopt a County fleet electric-first vehicle procurement policy.
 - Develop and adopt an internal County policy that requires staff to choose an EV for fleet vehicle replacements or new additions whenever the vehicle is readily available. Ensure proposed EVs meet the needs, and where the incremental costs associated with total cost of ownership is cost-effective.
- Assess and install EV charging infrastructure as needed with fleet transition.
 - Create an implementation plan that details specific steps that will be taken to install EV charging stations and infrastructure for the municipal EV fleet.
 - The plan should cover siting considerations and decisions, equipment choices, grid infrastructure needs, metering, contractor selection, and a timeline aligned with the demand driven by the vehicle replacement plan.
- Grow maintenance and service staff EV knowledge.
 - Support employee professional development by providing training to fleet mechanics on EV maintenance and repair.
 - The EV automakers of purchased EVs may provide training to staff. Another option is to contract with EV training programs to train staff.

- It will also be necessary to purchase additional equipment to allow in-house technicians to maintain the EV fleet. New equipment may include personal protective equipment, EV safety-related tooling, diagnostic tooling, and service/repair tooling.
- Train staff to operate and charge EVs.
 - Add training on how to use the EV fleet in the employee onboarding process as an easy way to boost exposure to and engagement with EVs.
 - This training should include general information about EVs and the community charging infrastructure, as well as relevant procedures for use and charging the County's EVs.

Roles

- Chaffee County staff – Lead identification for the fleet vehicle replacement plan and EV charging infrastructure needs. Lead maintenance and service staff training.
- Chaffee County sustainability staff – Lead development of electric-first vehicle procurement policy. Lead development of staff training about how to operate and charge EVs.
- Drive Clean Colorado – Potentially provide fleet advisory services to support identification for vehicle electrification replacement and charging infrastructure planning. Support development of electric-first vehicle procurement policy.
- ReCharge Coach – Support County fleet staff with grant funding opportunities.
- SDCEA – Inform fleet and facilities staff of available EV charging programs and incentives.
- Xcel Energy – Inform fleet and facilities staff of available EV charging programs and incentives.

Resources

- Colorado Energy Office (CEO) [Fleet Zero-Emission Infrastructure Program](#).
- Colorado Department of Public Health and Environment (CDPHE) [Clean Fleet Vehicle and Technology Grant Program](#).
- Colorado Department of Personnel & Administration [State Price Agreement](#).
- East Central [ReCharge coach](#).
- Drive Clean Colorado [fleet coaching](#).

- SDCEA [Electric Vehicle Charging Equipment Rebates](#).
- Xcel Energy [Fleet Electrification Advisory Program](#).
- U.S. EPA [Diesel Emission Reduction Funding](#).
- [Climate Mayors' EV Purchasing Collaborative](#) discounts

Strategy FT-3: Engage private fleets to explore fleet electrification

Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. As technology advances and funding are available, fleets that transport goods and services can be engaged.

Phase

- Long term (3-4 years).

Targets

- Engage five private fleet operators to increase fleet electrification.

Key Actions

- Identify fleet operators in the region.
- Drive Clean Colorado could support development of outreach materials to encourage local fleet operators to consider switching to electric vehicles where financially and operationally viable.
- The County, municipalities, and organizations such as Drive Clean Colorado and Xcel Energy can work with existing communication channels to distribute information to local businesses, for example by presenting at meetings hosted by the Chambers of Commerce.
- Leverage the East Central ReCharge Coach for the County to connect with interested fleet managers.

Roles

- Buena Vista Chamber of Commerce – Support identification of fleet operators in the region.
- Salida Chamber of Commerce – Support identification of fleet operators in the region.

- Drive Clean Colorado – Support identification of fleet operators in the region and share relevant electrification resources with fleets.
- ReCharge Coach – Support interested fleets in their exploration.
- SDCEA – Inform fleets of available EV charging programs and incentives.
- Xcel Energy – Inform fleets of available EV charging programs and incentives.

Resources

- Colorado Energy Office (CEO) [Fleet Zero-Emission Infrastructure Program](#).
- Colorado Department of Public Health and Environment (CDPHE) [Clean Fleet Vehicle and Technology Grant Program](#).
- East Central [ReCharge coach](#).
- Drive Clean Colorado [fleet coaching](#).
- SDCEA [Electric Vehicle Charging Equipment Rebates](#).
- Xcel Energy [Fleet Electrification Advisory Program](#).
- U.S. EPA [Diesel Emission Reduction Funding](#).

Implementation

Implementation of the EV Readiness Plan will require coordination and collaboration between Chaffee County, the City of Salida, the Towns of Buena Vista and Poncha Springs, and key stakeholders who were involved in the planning process. Success will also require involving and engaging residents, workers, and organizations from across the County and region. Below is a proposed approach for implementation.

Chaffee County can review progress regularly toward strategies and adjust for any material changes or updates in technology, policies and the marketplace. The strategies outline a high-level scope, and a strategy implementation plan and timeline will need to be developed by the organizations identified in each strategy to ensure progress toward objectives. The listed phase for each strategy provides a roadmap of which strategies may be important to begin with and where to continue from there (Table 8).

Table 8. Phasing of Chaffee County EV Readiness Plan Strategies

Strategy	Phase
Strategy CI-1: Update infrastructure requirements for new public EV charging stations	Foundational (1 year)
Strategy CI-2: Update infrastructure requirements for existing public EV charging stations	Intermediate (2-3 years)
Strategy CI-3: Install EV charging at prioritized public property locations	Foundational (1 year)
Strategy CI-4: Support the installation of EV charging at prioritized private property locations	Intermediate (2-3 years)
Strategy OE-1: Conduct an EV education campaign for those who live, work, and play in Chaffee County	Foundational (1 year)
Strategy OE-2: Educate single- and multi-family homeowners about EV home charging benefits	Foundational (1 year)
Strategy OE-3: Engage dealerships and auto shops	Intermediate (2-3 years)

Strategy OE-4: Explore and share available resources for first responders	Long term (3-4 years)
Strategy FT-1: Promote peer learning between fleets (County, municipal, transit, school districts)	Intermediate (2-3 years)
Strategy FT-2: Evaluate opportunities for County fleet electrification	Long term (3-4 years)
Strategy FT-3: Engage private fleets to explore fleet electrification	Long term (3-4 years)

Resources

Many strategies in the plan have existing resources and some have funding opportunities. The County could identify budget and staff capacity over the next four years to support the installation of charging, development of outreach and education materials, and coordination of events. Additionally, the County could explore different ownership models for EV charging stations installed on County-owned property. For example, leasing land to a charging station provider could reduce costs and grant or rebate opportunities could reduce costs even more.

Statewide average EV charging infrastructure installation cost data from the Colorado Energy Office are included in the Infrastructure Costs section. Charging infrastructure installation costs are site specific based on several factors and will be determined through further analysis.

Tracking Progress

To ensure that this plan remains on track, the project management team should monitor and report on key metrics and targets identified in this plan on an annual basis.

Top-Level Metrics

Quarterly tracking of the high-level metrics in Table 9 will provide an understanding of the overall action impact. These metrics track against the State's light-duty EV goals. Additionally, these metrics will provide insight into the development of the County's EV landscape and can be used to inform adjustments, if needed.

Table 9. EV Adoption and Charging Metrics

Metric	Data Source
Number of Light-Duty EVs on the road in Chaffee County and rate of adoption	Atlas Public Policy EValueCO dashboard Publicly access able at https://atlaspolicy.com/evaluateco/
Number of Level 2 and DC fast charging plugs in Chaffee County	Atlas Public Policy EValueCO dashboard Publicly access able at https://atlaspolicy.com/evaluateco/

Strategy Level Targets

The project management team will also track the strategy-specific targets in Table 10 to monitor plan implementation progress.

Table 10. EV Readiness Plan Strategy Targets

Strategy	Targets
Strategy CI-1: Update infrastructure requirements for new public EV charging stations	● Adopt Land Use Code requirements for new charging stations. ● Ensure all new charging stations permitted in the County have basic amenities to prevent future gaps.
Strategy CI-2: Update infrastructure requirements for existing public EV charging stations	● Establish more consistent experience at charging stations. ● Avoid trespassing issues and use of unauthorized areas for restroom breaks. ● Bring existing stations into compliance with new charging station standards.

Strategy	Targets
Strategy CI-3: Install EV charging at prioritized public property locations	● Support installation of public EV chargers to help meet the State's EV adoption goals and associated charging needs.
Strategy CI-4: Support the installation of EV charging at prioritized private property locations	● Establish a baseline for and increase the number of private property owners engaged in EV charging outreach and education. ● Establish a baseline for and increase the number of utility EV charging rebates issued. ● Increase the number of public EV charging stations installed at private site host properties up from 7 in the County.
Strategy OE-1: Conduct an EV education campaign for those who live, work, and play in Chaffee County	● Reach 2,000 people through social media posts. ● Reach 1,000 people through an EV website with resources (a potential website to include more detailed information about EVs is the County Transportation webpage). ● Establish a baseline for and increase the number of utility EV charging rebates issued. ● Reach 200 people at in-person events.
Strategy OE-2: Educate single- and multi-family homeowners about EV home charging benefits	● Establish a baseline and increase the number of SDCEA home charger rebates and Xcel Energy participants in home charging programs. ● Track the number of electrical permits for EV chargers.
Strategy OE-3: Engage dealerships and auto shops	● Increased engagement in partnership with the local dealerships.

Strategy	Targets
	● Host events such as Ride and Drives, in conjunction with the local dealerships. ● Establish baseline and increase the number of auto shops able to service EVs locally.
Strategy OE-4: Explore and share available resources for first responders	● Engage four first responder agencies with knowledge of available resources.
Strategy FT-1: Peer learning between fleets (County, municipal, transit, school districts)	● Engage five fleet managers to share and learn from real-world experience, challenges faced, and opportunities for fleet electrification.
Strategy FT-2: Evaluate opportunities for County fleet electrification	● Analyze county fleet to identify priority transition vehicles. ● Increase electric-powered vehicles in the County fleet by 10% by 2030.
Strategy FT-3: Engage private fleets to explore fleet electrification	● Engage five private fleet operators to increase fleet electrification.

Plan Updates

The EV Readiness Plan is intended to function as a living, dynamic document that evolves with technology and changing community needs and priorities. 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, SDCEA, Xcel Energy, and State and federal resources. Chaffee County could review strategy progress annually and could plan for a plan update in 5 years. Future updates to the EV Readiness Plan might include focusing on using renewable energy for EV charging stations, vehicle-to-grid solutions, and using EVs as distributed energy systems.

Appendix A. Glossary of Terms

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

Electric vehicle (EV): A vehicle that uses an electric engine for all or part of its propulsion (including both Battery Electric Vehicles and Plug-In Hybrid Vehicles).

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

Fleet: All the vehicles that are owned or leased by a company, government agency or other business to meet the operational needs of that entity.

Greenhouse gases (GHG): Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change by trapping heat. 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): Vehicles containing both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor so no external battery charger is used.

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

Level 1 charging station: Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery. Typically used in residential settings.

Level 2 charging station: Uses a 220-volt or 240-volt AC outlet and can fully charge a depleted battery in four to six hours. Can be used in both residential and commercial settings.

DC fast charging station: Sometimes referred to as **Level 3** charging stations, these stations can charge a vehicle's battery to 80% in just 20 to 30 minutes using an industrial 480-volt direct current (DC) outlet. Frequently used in settings where the anticipated charge time is limited (e.g., supermarket, gas station).

Light-duty vehicles: Passenger cars with a maximum gross vehicle weight rating (GVRW) of 8,500 lbs.

Plug-in hybrid electric vehicle (PHEV): Vehicle containing both an electric motor and a gasoline engine. An external plug is used to charge the electric motor which is used until the battery is depleted, at which point the gasoline engine takes over.

Utilization rate: For a single EV charger, a measure of the percentage of time within a specified period that a vehicle is connected to a charging unit and the maximum time should not include periods where the unit is not in service.

Appendix B. Community and Stakeholder Engagement

The development of the EV Readiness Plan included opportunities for input from key County and town staff, external stakeholders, and community members. This appendix summarizes the results of the following:

- Municipal staff and external stakeholder workshops
- Focus groups
- EV survey

To gain an understanding of the priorities, strategies, barriers, and opportunities related to EV adoption and charging infrastructure in Chaffee County, key stakeholders were identified throughout the process.

County and municipal staff and external stakeholder workshops

Two 90-minute workshops were held with representatives from Chaffee County, the Towns of Buena Vista, Poncha Springs, the City of Salida, and key external stakeholders from Sangre de Cristo Electric Association, Xcel Energy, and from local businesses and organizations. Attendees are listed in the Acknowledgements.

The objectives of the first virtual workshop were to provide stakeholders:

- A firm understanding of the EV Readiness planning process
- A common understanding about the EV baseline for Chaffee County
- Discuss key EV focus areas

The workshop included a presentation which communicated the plan's context, State, Federal and local reasons for planning, community characteristics, and the current EV market and existing EV infrastructure. During the presentation there were opportunities to discuss the objectives and vision, and time for participants to ask questions, and discuss the focus areas for the plan.

The objectives of the second virtual workshop were to:

- Discuss EV charging station location prioritization
- Review focus areas and strategies
- Provide input in strategy planning

The workshop included a presentation where stakeholders discussed EV charging station location prioritization. The second half of the workshop focused on the focus areas and strategies and gathering input for action planning each of the strategies. The outcome was that the plan strategies should be flexible and could be implemented as resources and priorities align.

Focus Groups

Three focus groups were conducted to ask questions and gain insight from stakeholders in a targeted way. The objectives broadly were:

- to understand barriers preventing Chaffee County organizations from adopting EVs.
- to identify policies and programs that could reduce barriers and increase EV adoption in Chaffee County.
- to identify resources that would be most helpful for organizations.
- to identify partnership opportunities among the County, utilities, and organizations to support EV adoption in Chaffee County.

The target audiences of the three focus groups included

- Fleet managers and staff
- Government staff
- Potential charging site hosts

Key Takeaways

- **Cost, risk, and operational fit are the primary barriers to EV adoption.**
Across fleets, governments, and site hosts, upfront costs, charging infrastructure investments, maintenance uncertainty, vandalism risk, and challenges specific to rural and mountain conditions were consistently identified as barriers to or considerations for electrification.
- **Clear, consistent local standards would accelerate implementation.**
Uncertainty around land use definitions, DC fast charging, amenities, accessibility requirements, and permitting processes creates hesitation for both public and private investment. Predictable, aligned regulations across jurisdictions are needed.
- **Real-world mountain performance matters more than abstract benefits.**
Cold weather, elevation, long duty cycles, gravel roads, and limited local service capacity strongly influence decisions. Stakeholders emphasized the need for

local data, pilot projects, and peer examples from similar rural or mountain communities.

- **Public charging is increasingly viewed as a service with user expectations.** Participants across audiences stressed that successful charging sites must address restrooms, trash service, accessibility, signage, and parking management, particularly for 24/7 public use, rather than treating chargers as purely technical installations.
- **Planning support, coordination, and peer learning can reduce barriers quickly.** Technical assistance, utility coordination, grant navigation, fleet advisory services, and locally relevant case studies were consistently identified as effective tools to reduce uncertainty and support phased, strategic EV deployment.

Fleet Managers and Staff

Attendees

- Zach Owens, Brendle Group
- Andrea McCarthy, Brendle Group
- Garry Baker, Chaffee County
- Ty Best, City of Salida
- Mike Allen, SDCEA
- Ashely Valdez, Xcel Energy
- Scott Leukin, Apex, president
- Scott Jenkins, Apex, COO
- Julie Mach, Chaffee County Sustainability
- Mikey Guanipa, Drive Clean Colorado
- Sara Law, City of Salida Sustainability and Public information officer
- Diesel Post, City of Salida, Parks and Recreation

Key Takeaways

1. **Operational fit is the primary barrier**, not lack of interest. Fleets need EVs that can handle long duty cycles, cold weather, elevation, gravel roads, and unpredictable deployment—especially for refuse, school buses, and emergency-related vehicles.
2. **Upfront costs and infrastructure planning remain major hurdles**, including charging installation, facility upgrades, and fleet financing models that do not yet account for charging infrastructure.

3. **Maintenance capacity and workforce readiness are limiting factors**, with concerns about technician training, specialized equipment, and limited dealer/service support in rural and mountain areas.
4. **Peer learning and real-world mountain case studies are highly valued.** Fleets want examples from similar rural, high-elevation communities rather than Front Range or urban pilots.
5. **Targeted technical assistance and phased transition planning would unlock progress**, particularly fleet assessments, infrastructure roadmaps, and coordinated access to utility, state, and nonprofit support programs.

Government Staff

Attendees

- Mark Stacy - Chaffee County Road and Bridge, supervisor
- Chad Chadwick – Chaffee County Building Department, Chief Building Official
- Garry Baker - Chaffee County Community Planning and Natural Resources, Planning Manager
- Sara Law – City of Salida Sustainability Coordinator and Public Information Officer
- Julie Mach – Regional Sustainability Coordinator
- Markia Kopp – Town of Buena Vista Planning Department, Planning Director
- Brian Berger – Town of Buena Vista, Town Administrator
- Philip Pucket – Town of Buena Vista, Town Treasurer
- Brandon Wolff – Chaffee County Community Planning and Natural Resources, Planner II

Key Takeaways

1. **Regulatory clarity is a top priority.** Local land use and building codes are largely silent or inconsistent on EV charging—especially DC fast charging—creating uncertainty for applicants and reviewers.
2. **Accessibility and amenities need clearer, standardized guidance.** Staff identified confusion around ADA requirements, percentage of accessible EV spaces, restroom access, and whether amenities must be onsite or nearby and 24/7.
3. **Permitting itself is not a major barrier**, but predictable standards, clear definitions, and streamlined review pathways would improve consistency and preparedness for increased demand.

4. **EV charging is increasingly viewed as a public-serving use**, similar to fueling, with corresponding expectations for safety, accessibility, signage, restrooms, and trash service.
5. **Enforcement capacity is limited**, particularly for parking management and dwell-time compliance, reinforcing the need for good site design, signage, and pricing strategies rather than heavy enforcement.

EV Charging Site Host

Attendees

- Andrea McCarthy, Brendle Group Project Manager
- Imogen Ainsworth, Brendle Group
- Julie Mach, Regional Sustainability Contractor for Chaffee County
- Mikey Guanipa, Drive Clean Colorado
- Garry Baker, Planning Manager with Chaffee County
- Mike Allen, SDCEA
- Audrey Welsh, Small Business Development Center for Chaffee, Park and Lake Counties
- David Lady, Public Works Director for City of Salida
- Marika Kopp, Planning Director, Town of Buena Vista
- Brandon Bizzell, General Manager at Faricy Boys
- Beth Helmke, County Administrator

Key Takeaways

1. **Cost and risk remain the biggest deterrents**, even with grants—especially for DC fast charging, vandalism concerns, and long-term ownership and maintenance responsibilities.
2. **Amenities matter for community acceptance.** Complaints about restroom and trash access led directly to local ordinances, signaling that charging sites without amenities can generate pushback.
3. **Site hosts want clearer business cases and co-benefits**, including customer attraction, dwell time, visibility, and alignment with economic development—not just emissions reduction.
4. **Location selection should balance traveler needs and local use**, prioritizing multifamily areas, transit hubs, recreation sites, corridors, and civic facilities where home charging is limited.
5. **Peer-to-peer outreach is more effective than generic messaging.** Site hosts respond best to case studies, local examples, and one-on-one engagement

supported by utilities, Drive Clean Colorado, and economic development organizations.

Community EV survey

A survey was conducted between February 13 and March 10, 2026, to gather insight into perceptions and interest in EVs and charging infrastructure from the perspectives of residents, commuters, visitors, and business decision-makers. There were 277 respondents, and the survey results are detailed below.

Key Takeaways

- Many respondents are interested in EVs and in the near-term considering them for their next vehicle. This could indicate increasing EV adoption in the County.
- Almost half of visitor respondents indicated that while in Chaffee County, they would do most of their charging at a public Level 2 charger not at their lodging. While over half of resident respondents indicated they would charge at a Level 2 charger at their home. Public charging would be mostly utilized by visitors. Potential locations to consider would be where they are going to be doing activities for the day such as where they are going while in the local municipalities and sites where there is electrical infrastructure where they may be recreating including trailheads and boat launches.
- Resident respondents are most satisfied with the location, access to activities, and access to shopping regarding public charging in Chaffee County. They are most dissatisfied with the price of public charging.
- Visitor respondents are most satisfied with the access to activities regarding public charging in Chaffee County and are most dissatisfied with charging speed.

Results

Of the 277 people who responded, 88% of respondents were residents of Chaffee County and 2% also commuted to work outside of the County. About 7% of respondents were visitors, and 3% commute to work in the County (Figure 27).

Almost half of visitor respondents have a stay in Chaffee County of more than 7 days (Figure 28) and the size of their travel party is 2-5 people (Figure 29). Visitor respondents indicated that their budgets (including lodging, meals, activities, shopping and souvenirs) range from over \$25 to over \$1,000 during their trip with a majority having a budget of between \$501 and \$1,000 (Figure 30).

When asked about their top two primary modes of transportation, 96% of respondents indicated they drive a personal vehicle and the next top modes were cycling (29%),

walking (28%), and taking the bus (27.5%), and riding an e-bike or e-scooter (8%). Riding a motorcycle, using a company fleet vehicle, or carpooling were each 5% or under, while taking the bus was not chosen (Figure 31).

Transportation costs per month for most respondents ranged between \$0-\$100 (48%) or \$101-300 (42%). About 10% spend more than \$300 per month on transportation (Figure 32).

Residents and visitors indicated their likelihood of getting an EV. Twenty-two percent already owned an EV and 43% indicated they plan to or are considering an EV as their next vehicle. While 29% of respondents indicated they didn't want an EV or don't plan to buy a vehicle (Figure 33). When asked why not an EV, some indicated their driving habits weren't conducive to an EV, or many gave reasons that are not factually true such as the "production and energy use is extremely harmful to the environment", "the carbon footprint is the same", and "the cost and the environmental impacts of an EV are way higher than using a paid off truck that gets good gas mileage". The production of batteries and EVs and environmental impact are areas for further education for the public.

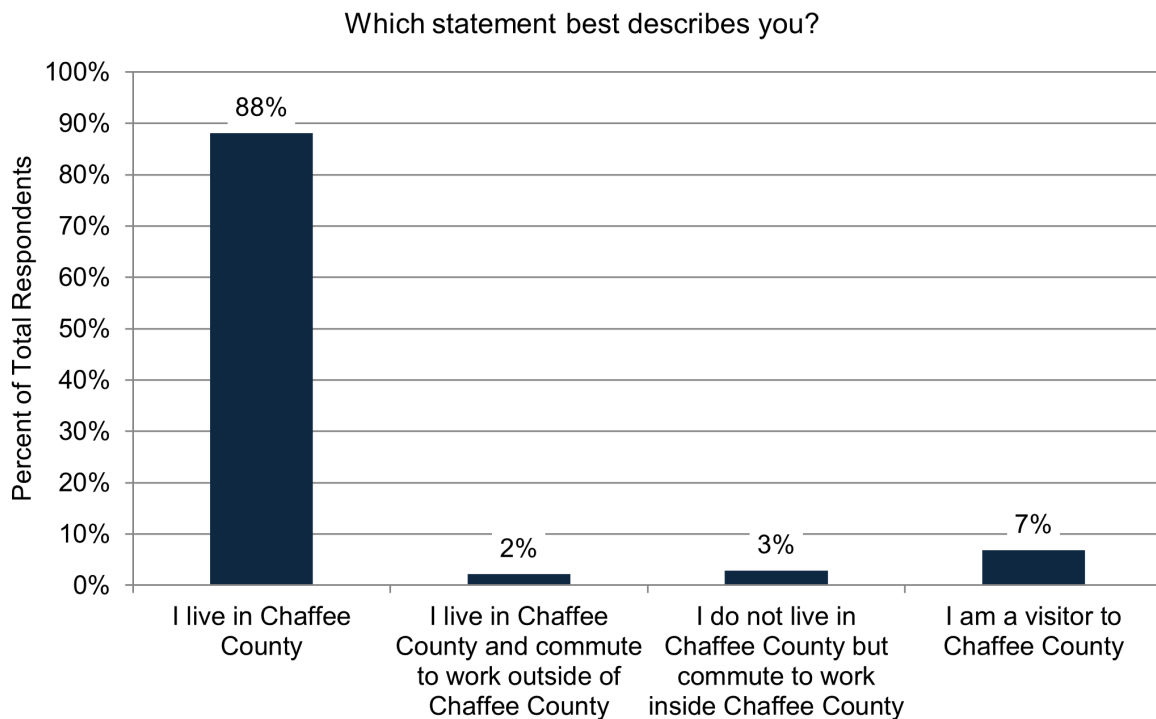


Figure 27. How respondents primarily identified in relation to Chaffee County

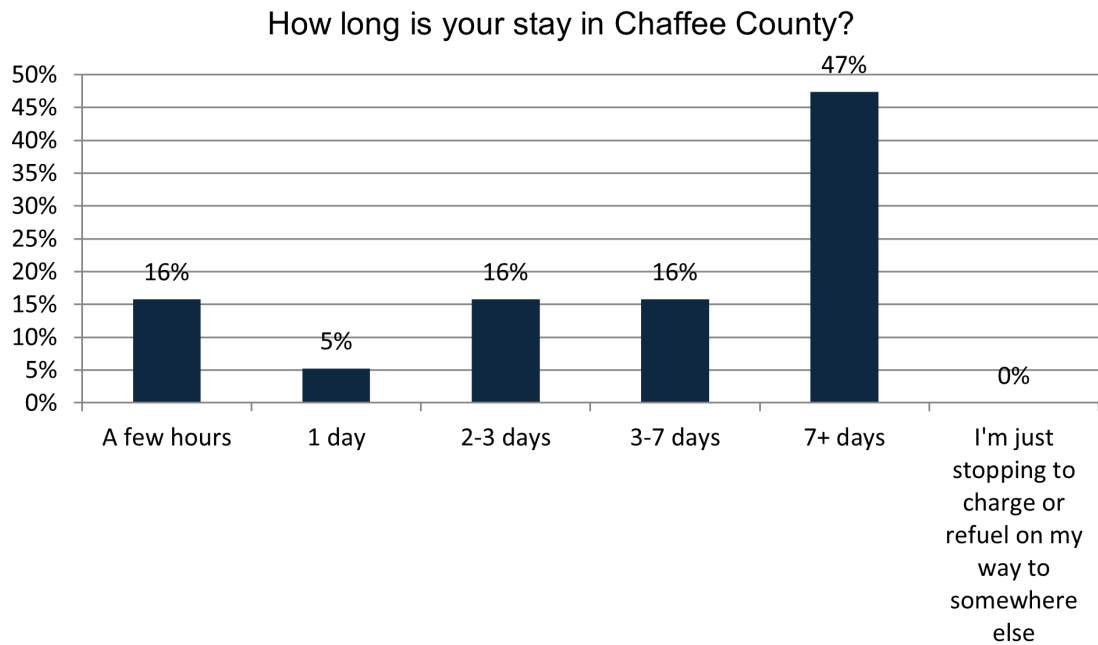


Figure 28. How long visitor respondents stay in Chaffee County

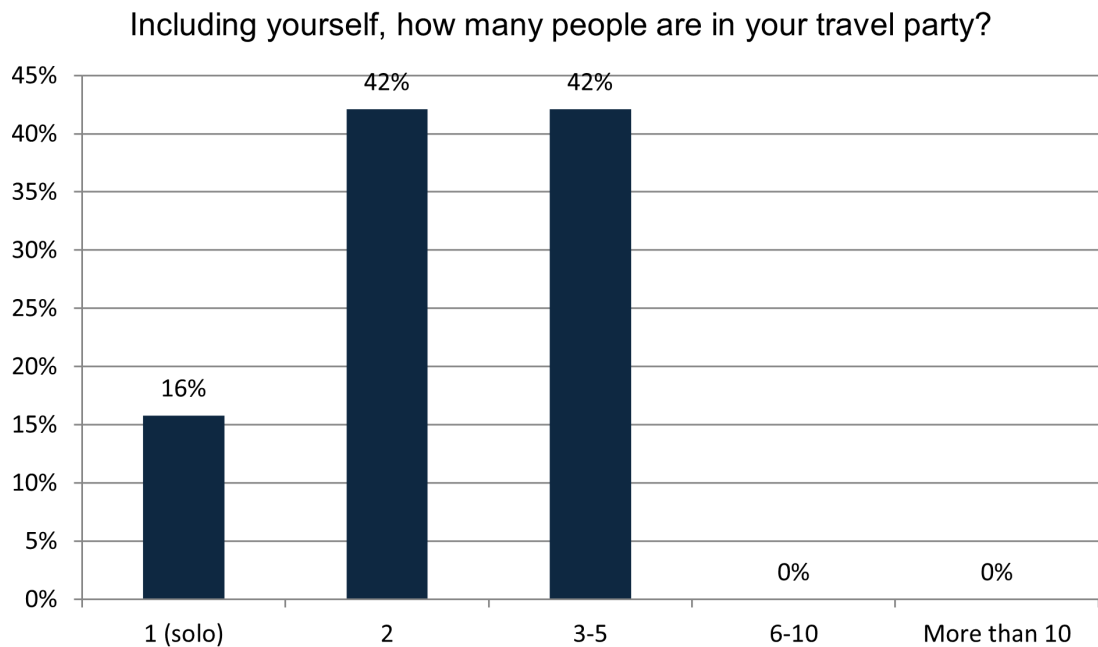


Figure 29. Size of visitor respondents travel party

What is your total budget for this trip? Include lodging, meals, activities, shopping and souvenirs.

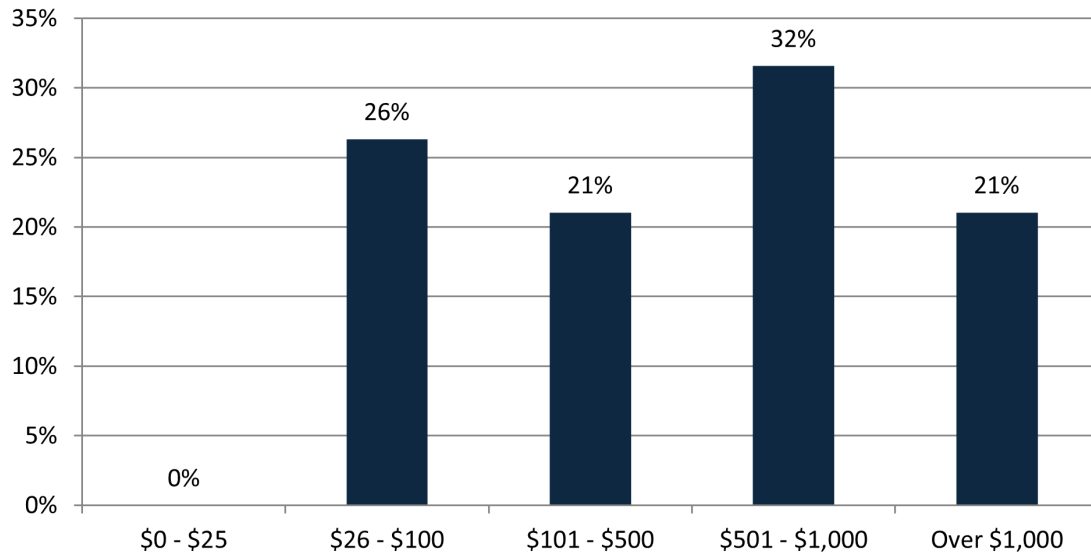


Figure 30. Budget for Chaffee County visitor trip

What are your primary modes of transportation? (Select up to two)

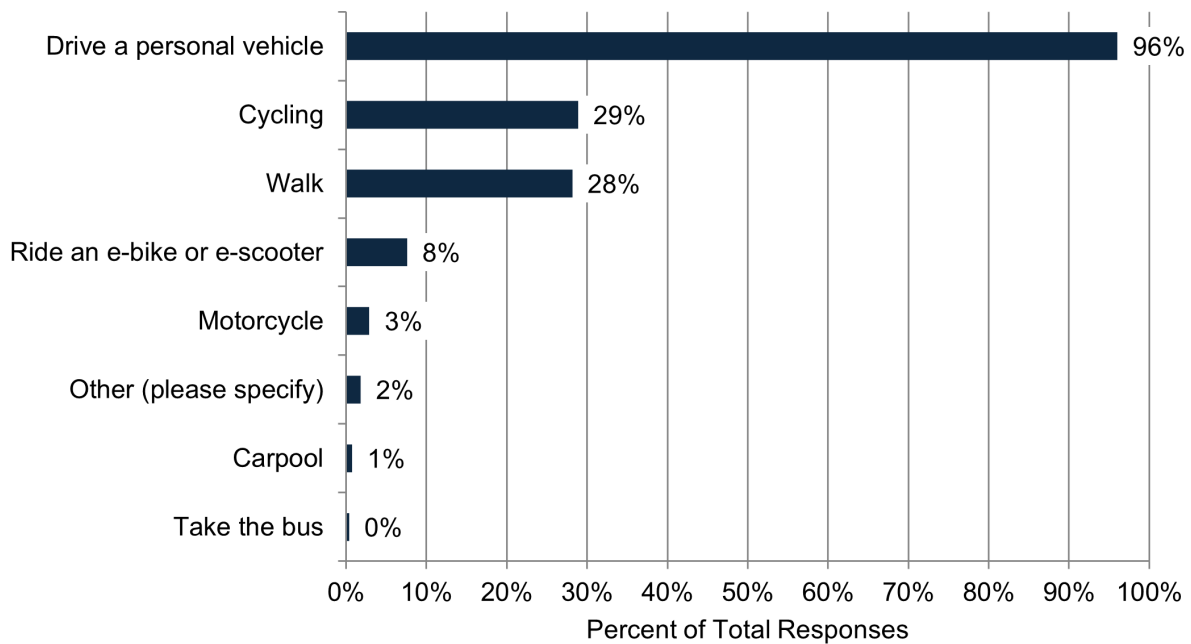


Figure 31. Primary modes of transportation

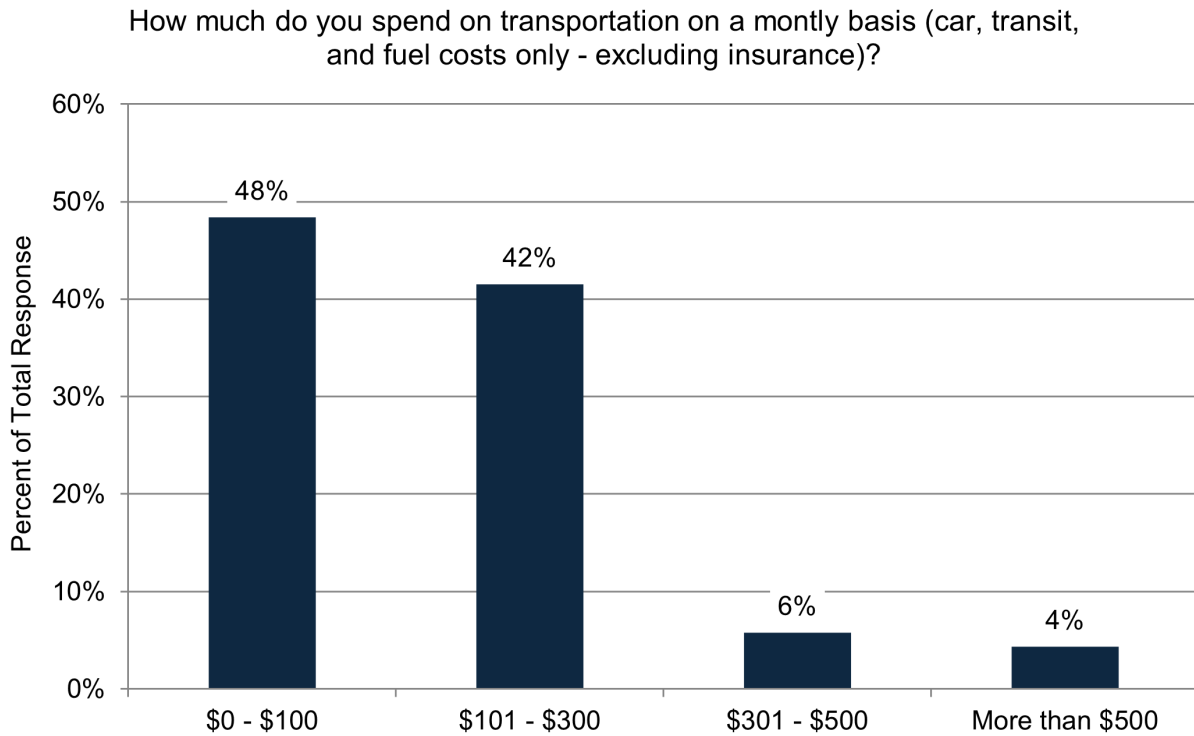


Figure 32. Monthly budget spent on transportation

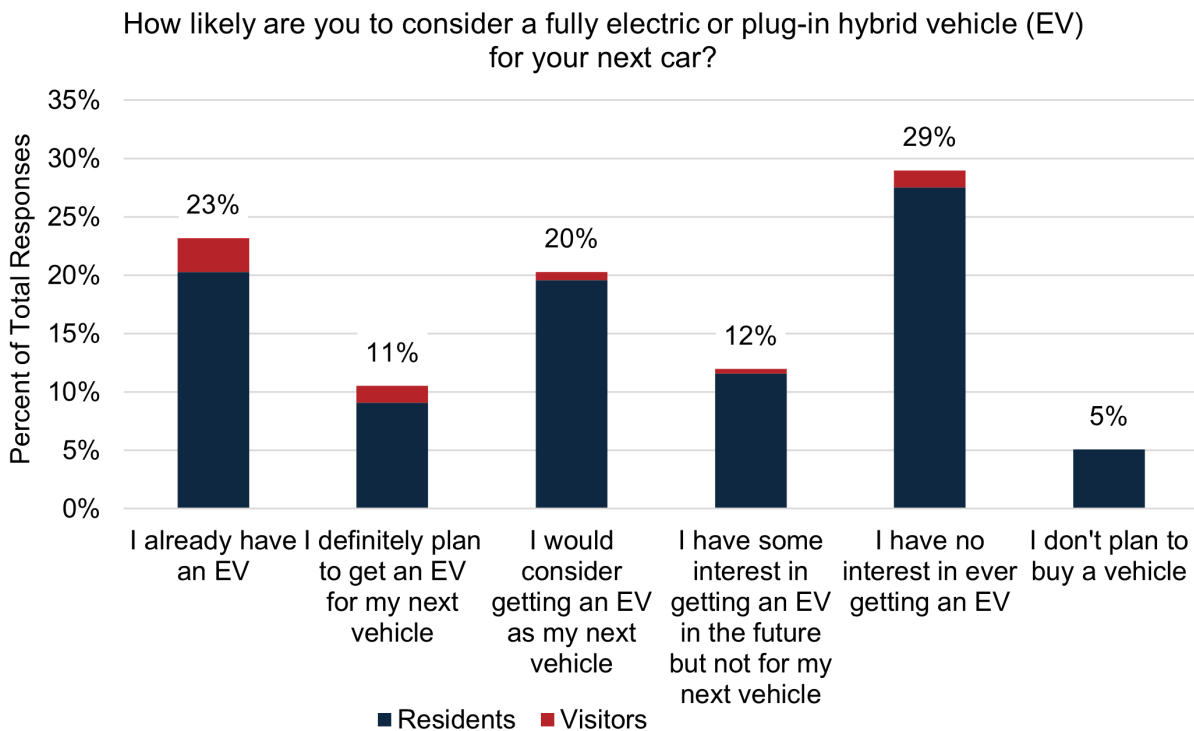


Figure 33. Likelihood of residents and visitors in Chaffee County considering an EV for their next vehicle

The top factors that encourage respondents to get an EV are having the ability to charge at home, clean air, and cost savings from fuel and operations. After that, incentives to lower upfront costs and charging at locations in the community are the next key factors. Other factors include price parity with a gasoline-powered vehicle, and improved performance (Figure 34). Range anxiety, the upfront purchase price of EVs, and vehicle charging time are the top reasons for not considering an EV purchase (Figure 35).

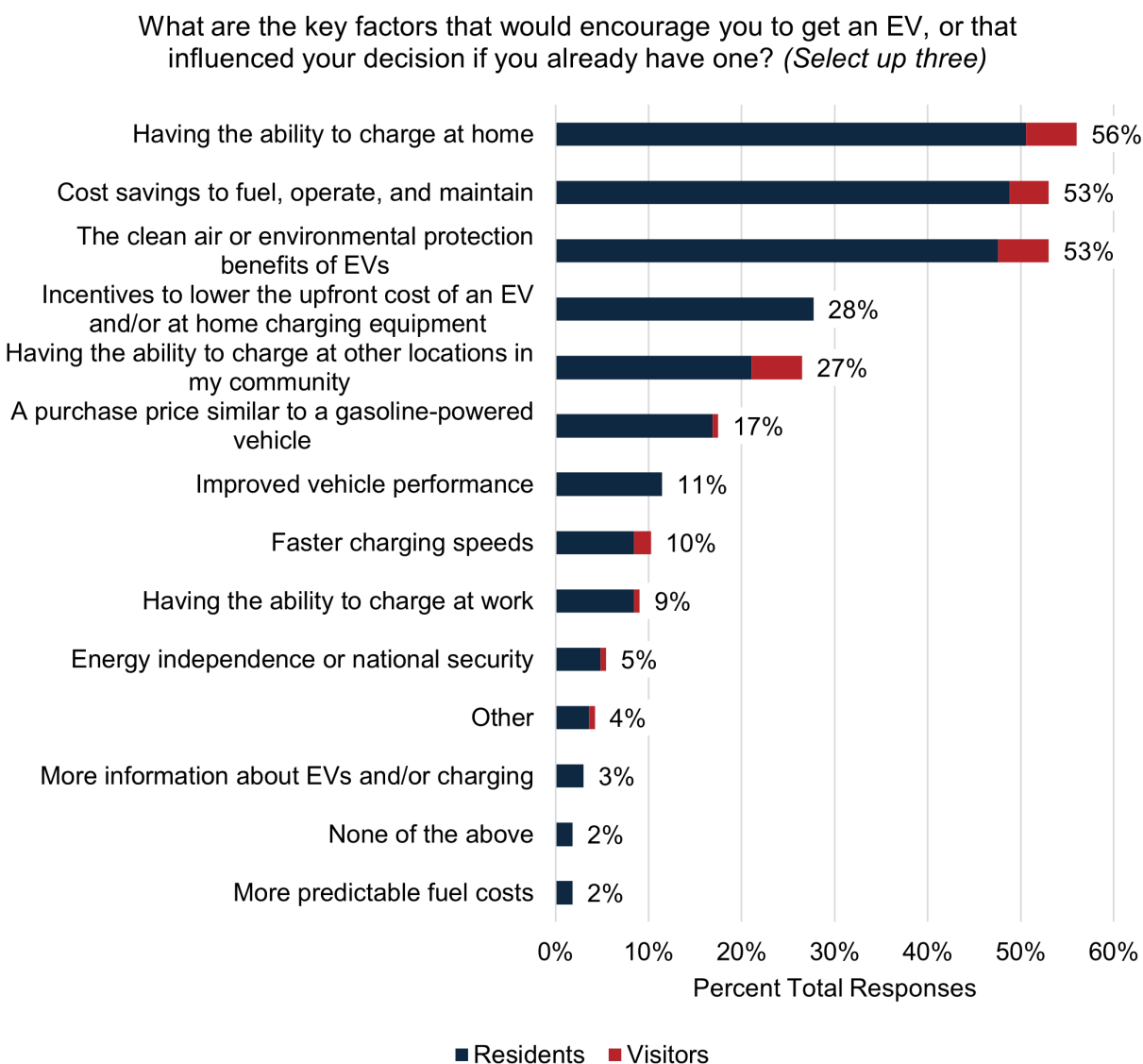


Figure 34. Key Factors that encourage getting an EV

What are the key factors that have delayed or discouraged you from getting an EV? (Select up to three)

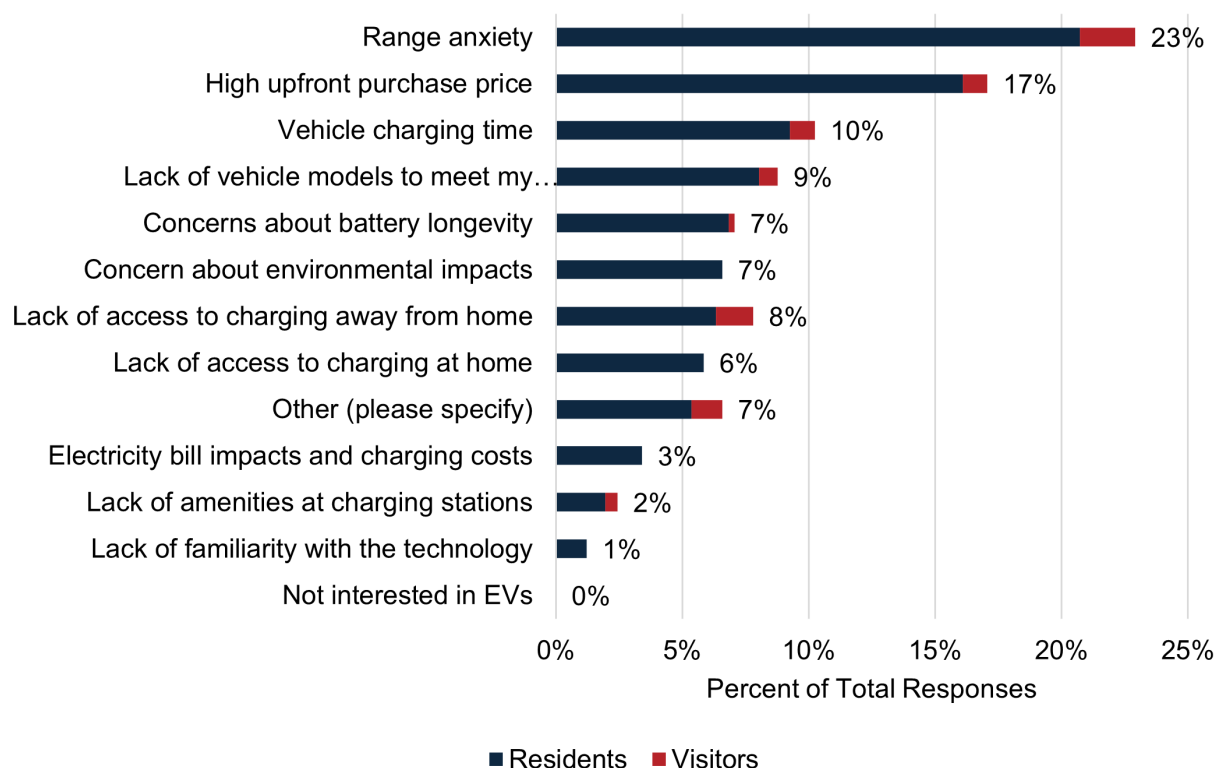


Figure 35. Key barriers to getting an EV

When asked what information would help them to decide about getting an EV, there was a broad need for education on many topics. Information about incentives, cold weather performance, home charging, available model and real-world range were the top options (Figure 36).

Regarding where respondents primarily park, most respondents indicated they had an off-street parking option with most having a garage at a single-family home. About 12% either shared a driveway, had no assigned spot, or parking along the street curb (Figure 37). These parking arrangements likely mean the vehicles may need to use public charging options. About 76% of respondents indicated they have an outlet within 20 feet of where they park, indicating that charging may be feasible for these people (Figure 38). About 22% said they did not park near an outlet indicating that charging may be harder to access near where they primarily park and may need public charging options. Respondents expect they will do most of their charging at home either with a standard outlet or a Level 2 charger. Two other locations they expect to charge are at public fast charging and at other public Level 2 charging stations. The option “other” indicated folks didn’t know because they do not have an EV (Figure 39).

For non-EV owners, what information would help you make a decision about getting an EV? If you already have an EV, what information was most helpful to make your decision? *(Choose all that apply)*

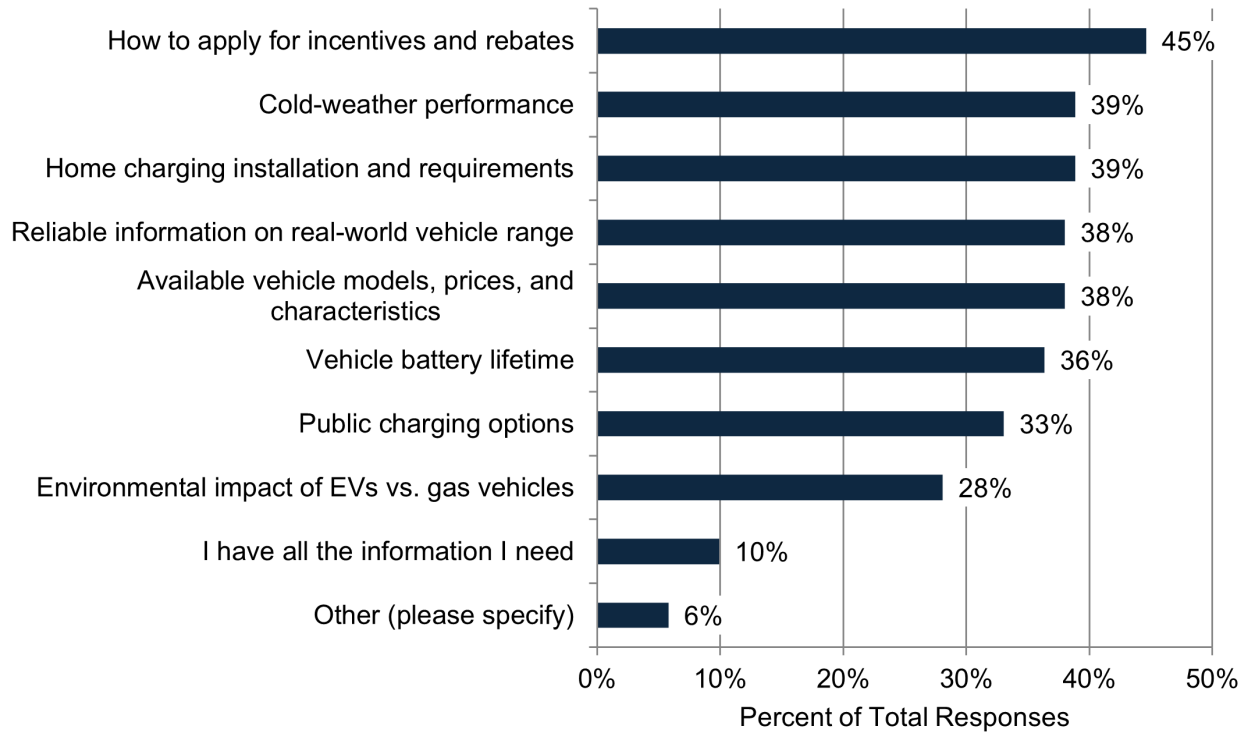


Figure 36. Topics where more information is needed

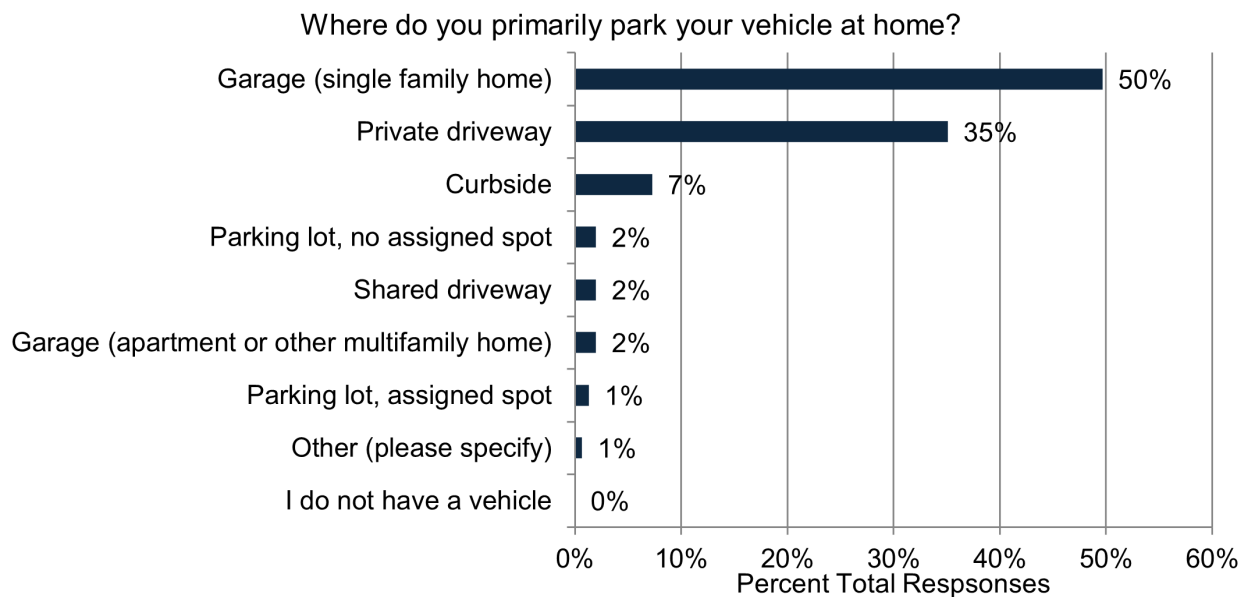


Figure 37. Where resident respondents primarily park their vehicle

If you own or lease a vehicle, is there an outlet located within approximately 20 feet of where you park your vehicle?

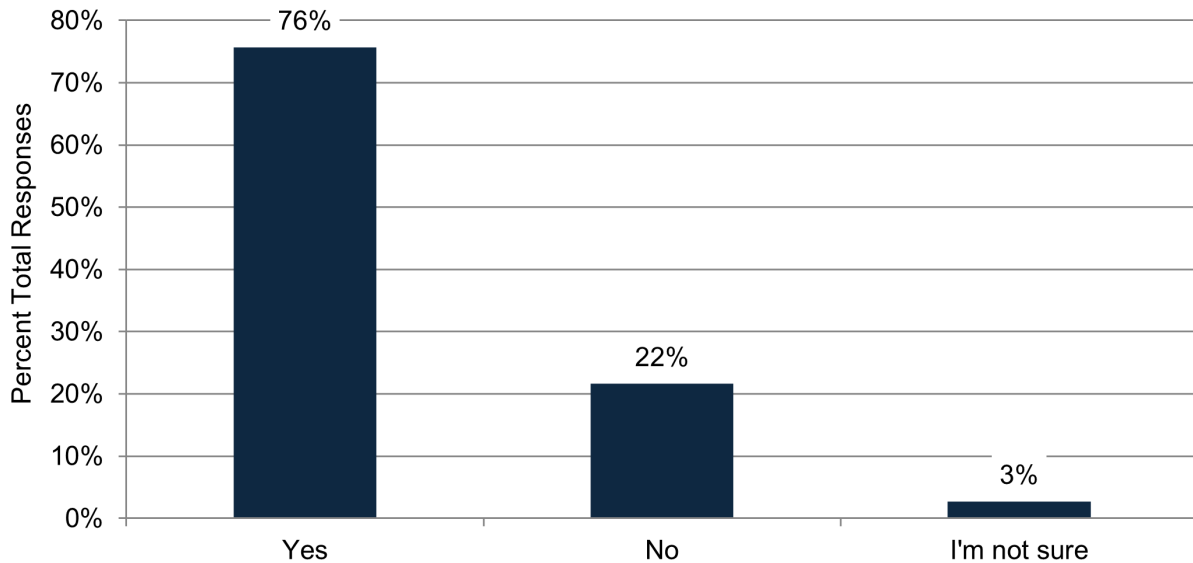


Figure 38. Is an outlet within about 20 feet of where they park

If you own an EV, where do you do most of your charging while in Chaffee County? If you are considering an EV, where would you like to do most of your charging?

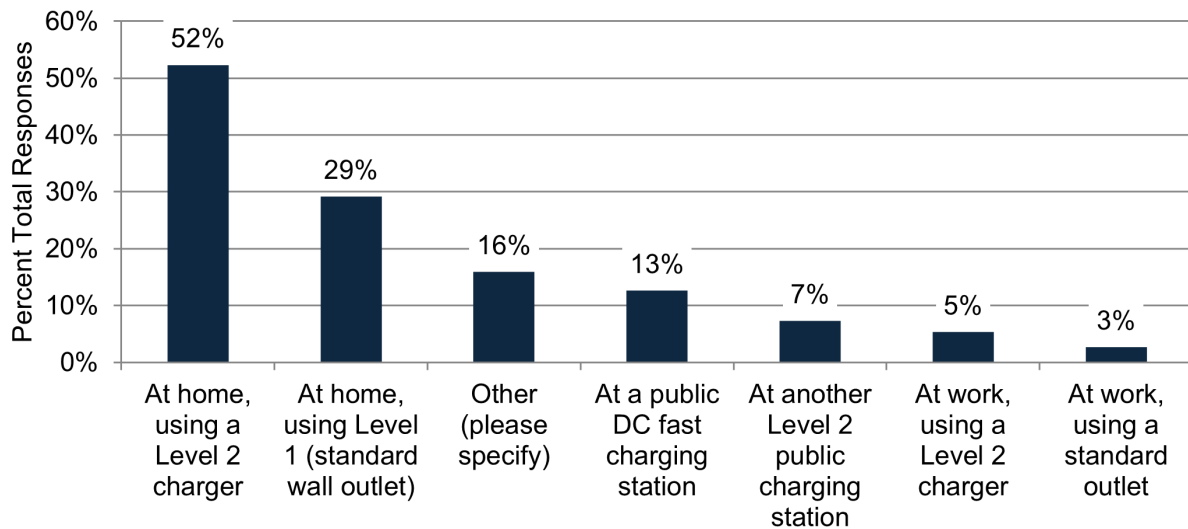


Figure 39. Where respondents expect to do most of their charging

Survey respondents were asked if they have an EV or are considering one, where do you or where would you like to use public charging. Top choices included a grocery or retail parking lot, public parking garages, and public trailheads or recreation areas (Figure 40).

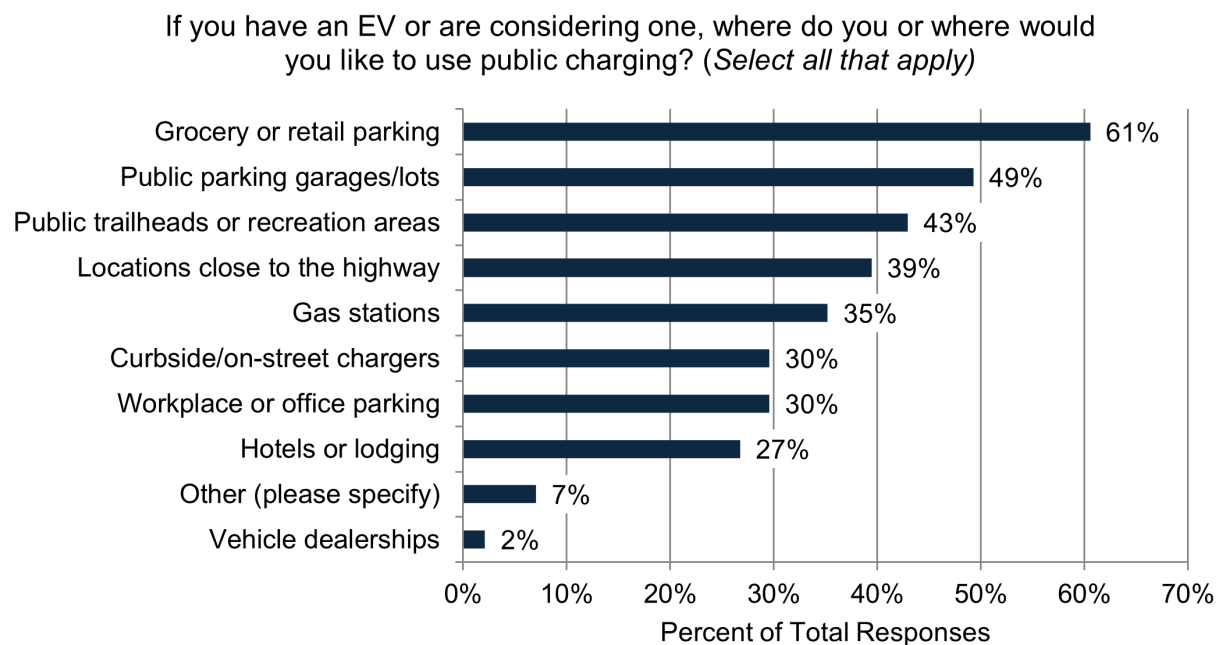


Figure 40. Where respondents would like to use public charging

Respondents were asked about their satisfaction with their public charging experience in Chaffee County. For resident respondents, more were satisfied than dissatisfied. The factors that had the most dissatisfaction were about price (16% dissatisfied or very dissatisfied), and access to restrooms (15% dissatisfied or very dissatisfied). The factors that had the most satisfaction were about the location (30% satisfied or very satisfied), access to activities (29% satisfied or very satisfied), and access to shopping (28% satisfied or very satisfied). Most resident respondents were neither satisfied nor dissatisfied with current charging infrastructure in Chaffee County. Respondents of this question were those that already own or are considering an EV and so those considering an EV may not be current EV drivers (Figure 41).

For visitor respondents, more were satisfied than dissatisfied. The factor that had the most dissatisfaction was charging speed (31% dissatisfied or very dissatisfied). The factor that had the most satisfaction was access to activities (75% satisfied or very satisfied). While there was some dissatisfaction about access to shopping and restrooms (both at 8% dissatisfied or very dissatisfied); they both also had large satisfaction with access to shopping with 53% of respondents being satisfied or very satisfied and access to restrooms (39% satisfied or very satisfied). There were high percentages of being neither satisfied nor dissatisfied with current charging infrastructure in Chaffee County. Respondents of this question were those that already own or are considering an EV and so those considering an EV may not be current EV drivers (Figure 42).

For both groups some of the common themes for ways to improve public charging in Chaffee County were the need for more DC fast chargers that are accessible to all vehicle types and in locations that are convenient along travel corridors and in population centers. Examples include Poncha Springs welcome center and Johnson Village, in Buena Vista, and Salida. Level 2 charging was suggested for recreation areas such as Salida East Boat Ramp. Responses also included placing charging near areas where there are activities whether recreational such as near trailheads or boat ramps or near retail shopping areas, restaurants, and grocery stores. Another theme was to have amenities such as restrooms and trash receptacles at EV charging stations.

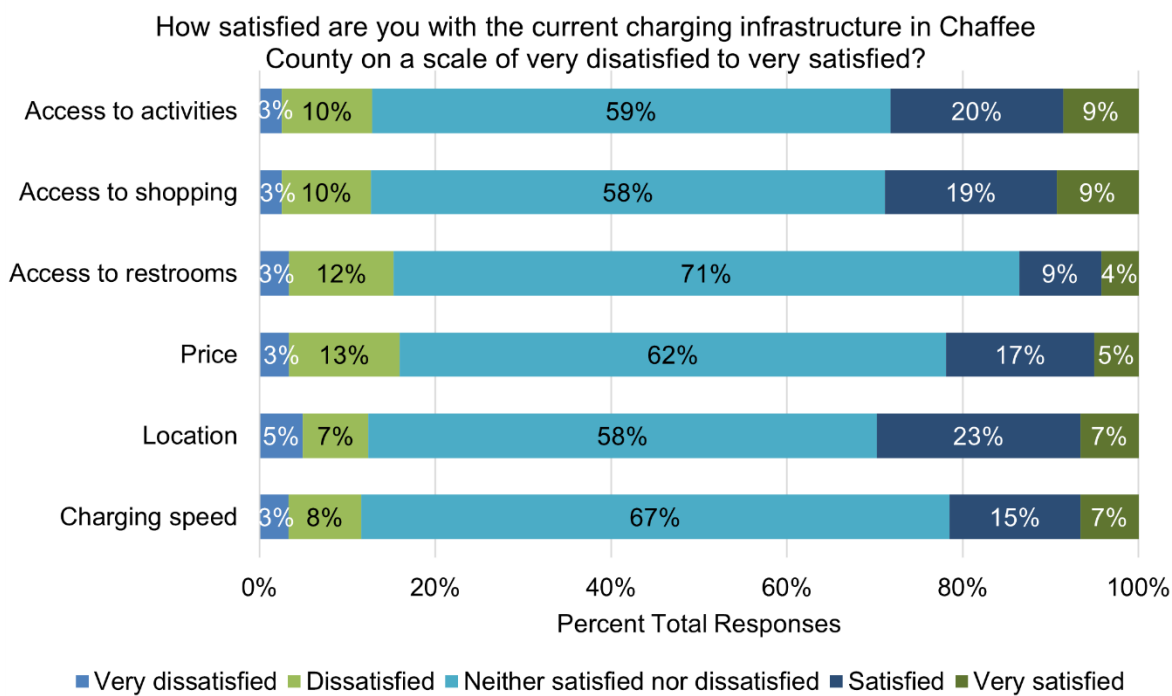


Figure 41. How satisfied resident respondents are with their charging experience

How satisfied are you with the current charging infrastructure in Chaffee County on a scale of very dissatisfied to very satisfied?

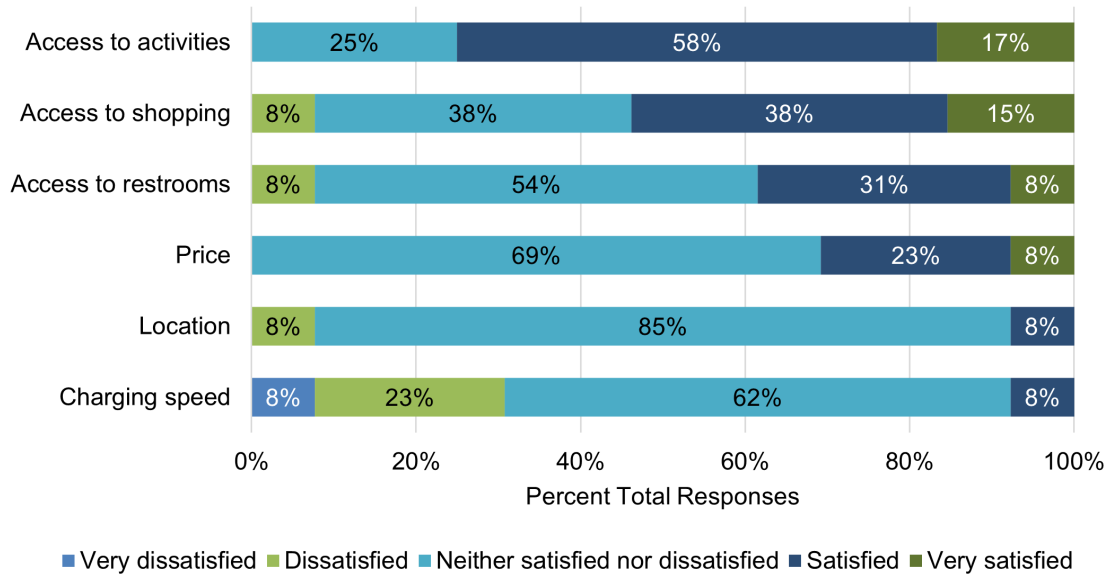


Figure 42. How satisfied visitor respondents are with their charging experience

Appendix C. EV Programs, Incentives, and Funding

There are funding opportunities and incentives to support EVs and associated infrastructure. The following sections summarize some key programs, grants, tax credits, and other financial incentives available as of **March 2026** through the federal government, the State of Colorado, and local utilities. The resources and funding available are subject to change. Visit [Drive Clean Colorado's website](#) for up-to-date information on available federal and State incentives and grant programs.

Federal Programs

The Trump Administration revoked many transportation electrification programs that were established through the Bipartisan Infrastructure Law and the Inflation Reduction Act. In some cases, legal proceedings may be going through the justice system and outcomes about what programs and funding may continue and revisions to them may evolve.

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

<https://www.transportation.gov/BUILDgrants>

The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Clean School Bus Program

<https://www.epa.gov/cleanschoolbus>

As of February 19, 2026, the Environmental Protection Agency announced they will revamp the Clean School Bus program. At the time of writing, a Request for Information (RFI) for the 2026 funding opportunity is open for public comment for 45 days.

Diesel Emissions Reduction Act Funding

<https://www.epa.gov/dera>

The Environmental Protection Agency offers grants and rebates to eligible entities to help them replace or retrofit older diesel-powered vehicles and equipment with cleaner alternatives.

Elective Pay

<https://www.irs.gov/credits-deductions/elective-pay-and-transferability>

Tax-exempt and governmental entities can benefit from certain clean energy investment and production credits including, but not limited to, the Alternative Fuel Vehicle Refueling Property Credit, the Clean Vehicle Tax Credit, and the Commercial Clean Vehicle Credit.

Low or No Emission Grant Program

<https://www.transit.dot.gov/lowno>

The Federal Transit Authority offers the low or no emission competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of required supporting facilities.

National Electric Vehicle Infrastructure (NEVI) Program

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

The National Electric Vehicle Infrastructure Formula Program (NEVI) provides funding to states to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. NEVI is administered by each state's Department of Transportation. See more information from the [Colorado Department of Transportation](#) including the 2025 NEVI Plan.

State Programs

The State of Colorado has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030 and 2.1 million by 2035. The State also aims to increase the adoption of medium- and heavy-duty (M/HD) zero emission vehicles (ZEVs) to at least 30% of new sales by 2030, and 100% of new sales by 2050 (State of Colorado, 2022). Expanding adoption of electric micromobility and shared options are also included in the State's transportation electrification plan.

ReCharge Colorado Coaching Services

<https://energyoffice.colorado.gov/transportation/ev-education-resources/recharge-colorado>

ReCharge Coaches are instrumental in helping residents, business owners, and government leaders. ReCharge Coaches explain the engineering and design requirements needed to develop charging stations. They can advise on whether specific grant and funding opportunities are right for you.

Charge Ahead Colorado

<https://energyoffice.colorado.gov/charge-ahead-colorado>

The Colorado Energy Office offers a competitive grant program that provides grant funding for community-based Level 2 (L2) and Direct Current Fast-Charging (DCFC) electric vehicle (EV) charging stations. Maximum amounts vary by the power level. There are prioritized investments in disproportionately impacted communities and enhanced incentives for eligible qualifying entities.

Clean Fleet Vehicle and Technology Grant Program

<https://cdphe.colorado.gov/clean-fleet-vehicle-and-technology-program>

The Colorado Department of Public Health and Environment offers funding to incentivize and support the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. This 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.

Clean Transit Enterprise

<https://www.codot.gov/programs/innovativemobility/cte>

The purpose of the Clean Transit Enterprise (CTE) is to support both public transit electrification and assist in the expansion of transit and passenger rail services throughout the State. This includes providing grants for electrification planning, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the Clean Transit Retail Delivery Fee.

Colorado EV Tax Credit

<https://energyoffice.colorado.gov/transportation/grants-incentives/electric-vehicle-tax-credits>

Colorado taxpayers are eligible for a State tax credit of \$750 for the purchase or lease (minimum two years initial term) of a new EV with a manufacturer's suggested retail price (MSRP) up to \$80,000, and an additional tax credit of \$2,500 for the purchase or lease of a new EV with an MSRP up to \$35,000.

Community Accelerated Mobility Project (CAMP)

<https://energyoffice.colorado.gov/camp>

The Colorado Energy Office offers funding to develop community-led mobility solutions that meet needs specific to local communities, including flexible funding that includes electric carshare, electric vanpool, community e-bike share, community charging infrastructure, and others.

Direct Current Fast Charging (DCFC) Plazas Program

<https://energyoffice.colorado.gov/transportation/grants-incentives/dcfc-plazas>

Colorado Energy Office offers 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 three or more stations along Federal Highway Administration designated EV corridors.

Fleet Zero-Emission Resource Opportunity (Fleet-ZERO)

<https://energyoffice.colorado.gov/fleet-zero>

The Colorado Energy Office offers 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.

Vehicle Exchange Colorado (VXC) Program

<https://energyoffice.colorado.gov/vehicle-exchange-colorado>

A State rebate program administered by the Colorado Energy Office encourages income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options. The program offers \$9,000 to eligible Colorado residents for purchase or lease of a new electric or plug-in hybrid vehicle, \$6,000 for purchase or lease of a used electric or plug-in hybrid vehicle.

Local Incentives

Local electric utilities also offer incentives. Municipalities and other entities may also offer incentives.

Sangre de Cristo Electric Association (SDCEA)

Electric Vehicle Charging Equipment Rebates

<https://www.myelectric.coop/energy-efficiency/energy-efficiency-credit-programs/electric-vehicle-charging-equipment-rebates/>

Level 2 (without network and fee for charge capability)

- Covers 50% of EV charger and electric service installation costs; up to \$250 for non-managed chargers (up to 50% rebate is split with up to \$125 for EV charger and up to \$125 for electric installation service)
- Covers 50% of EV chargers and electric service installation costs up to \$1,000 for Member System managed or Time of Use (TOU) rate chargers (up to 50% of the rebate is split with up to \$500 covered for an EV charger and up to \$500 covered for the electric service installation)
- Commercial (private fleet)
- Public (no fees for energy)

Level 2 (with network and fee for charge capability)

- Covers 50% of EV charging equipment and electric service installation costs up to \$1,000
- Must be accessible to the public, or
- For private commercial fleet

For EV charging installations for multifamily housing units and fleets please contact program administration staff.

Xcel Energy

Commercial EV Infrastructure Rebates

<https://co.my.xcelenergy.com/s/business/ev>

Xcel Energy opens application rounds based on available funding.

EV Supply Infrastructure (EVSI) rebates cover the costs of equipment and labor associated with the installation of Level 2 and Direct Current Fast Charging (DCFC) EV charging systems such as meter cabinets, electrical panels, and wiring. EVSI does not cover the cost of the charger itself, and amounts vary by type of charger. Installations taking place in a disproportionately impacted community (DIC) may be eligible for enhanced rebate offerings.

EV Supply Equipment (EVSE) rebates will cover a portion of the costs of the charging equipment for eligible charger types. Installations taking place in a disproportionately impacted community (DIC) may be eligible for enhanced rebate offerings. Rebates vary by use type of charger.

New construction rebates are also available to cover the costs of EVSI for new construction parking spaces that exceed local building codes. The rebate amount varies by the type of installation.

Fleet Electrification Advisory Program (FEAP)

<https://co.my.xcelenergy.com/s/business/ev/fleet>

Fleet Electrification Advisory Program (FEAP) offers expert support to help you plan and implement fleet electrification. This includes a low-to-no cost, data-driven assessment of your current fleet, and we provide a comprehensive report with actionable recommendations for EV fleet procurement planning and charging site design.

Residential EV Charging Incentives

<https://co.my.xcelenergy.com/s/residential/ev-charging/incentives>

Charger & Home Wiring Rebate

Enroll in one of Xcel Energy's EV Charging programs and lower the cost of installing a Level 2 charger with the EV Charger and Wiring Rebate. Eligible customers can save up to \$500 on purchasing a Level 2 charger and/or wiring a 240-volt circuit.

Income-qualified customers may be eligible for rebates up to \$2,300. Customers who live in a disproportionately impacted community (DIC), as defined by the Colorado EnviroScreen tool, may be eligible for a standard rebate up to \$800.

EV Accelerate at Home (EVAAH)

With EV Accelerate at Home (EVAAH), you can rent a Level 2 charger from Xcel Energy, and you save with a \$50 annual bill credit.

Charging Perks

Charging Perks is a low-effort, high-value solution that rewards electric vehicle drivers for charging at times when it's most beneficial to the electric grid. Once you enroll, all you have to do is plug in your EV and your smart charging service provider and Xcel Energy will do the rest. Customers are rewarded with an annual incentive of \$150 and a \$50 bill credit just for signing up.

Optimize Your Charge

Save money on EV charging by following an off-peak schedule, contribute to a more resilient and reliable grid and earn a \$50 annual credit on your bill.

Appendix D. Prioritized Areas for Installing Public EV Charging Infrastructure

Sites across the County were analyzed as potential locations for public EV charging infrastructure. Areas and facilities that were prioritized are shown in the plan document, listed in Table 12, and further described below. Several sites were considered and deprioritized due to the sites not having electric service or being remote where the cost transmission costs would be prohibitive. See Table 12 for details.

- **Area/Facility** – Provides the name of area or facility
- **Address** – Provides the location of area or facility
- **Recommended Users** – Identifies recommended or likely typical users of that location.
 - Customers – charging infrastructure could increase economic activity
 - Residents – local residents
 - Staff – employees of the facility or nearby locations
 - Travelers – people passing through places in Chaffee County, not necessarily staying
 - Visitors – people visiting in Chaffee County
- **Suggested Charger Type** – Identifies the suggested type of charger for the location. Level 2, DCFC, Either or both.
- **Suggested Charger Type** – Identifies the suggested type of charger for the location.
- **Priority** – Identifies what level the priority of the location is based on needs, location, within an identified disproportionately impacted community.
- **Community Identified** – Location identified by community members
- **Existing Nearby Amenities** – Identify what facilities already exist onsite or nearby: food/drink, restrooms, trash service
- **Amenities Needed** – Identify what facilities do not exist onsite or nearby: food/drink, restrooms, trash service
- **Utility** – Identifies which utility service territory the area is located within. Xcel Energy or SDCEA.

Table 11. Prioritized areas for installing public EV charging infrastructure

Area/ Facility	Address	Recommended Users	Suggested Charger Type	Priority	Community Identified (X)	Existing Nearby Amenities	Amenities Needed	Utility
Area near South Ark	Salida	Residents Visitors Travelers	Level 2, DCFC	Low	-	-	Restrooms and trash to be provided with new development	Xcel Energy
Area near US-50 and CR-111	7865 US-50, Salida, CO 81201	Customers Residents Staff Travelers Visitors	Level 2, DCFC	High	X	Shopping Restrooms Trash	-	Xcel Energy
Arkansas River/Big Bend State Wildlife Area	Co Rd 163, Salida, CO 81201	Travelers Visitors	Level 2	High	-	-	-	SDCEA
Buena Vista High School	559 S Railroad St, Buena Vista, CO 81211	Residents Staff	Level 2	Low	-	-	-	SDCEA

Area/ Facility	Address	Recommended Users	Suggested Charger Type	Priority	Community Identified (X)	Existing Nearby Amenities	Amenities Needed	Utility
Buena Vista potential transit center location	near US-24 and Steele Dr., Buena Vista, CO 81211	Residents Travelers Visitors	Level 2, DCFC	High within designated DIC	-	-	Restrooms and trash to be provided with new facility?	SDCEA
Buena Vista Rodeo Grounds	Gregg Dr, Buena Vista, CO 81211	Staff Visitors	Level 2	High within designated DIC	-	-	-	SDCEA
Centerville Pit Stop	17900 US Hwy 285, Nathrop, CO 81236	Residents Travelers Visitors	Level 2, DCFC	High	-	Restrooms Trash	-	SDCEA
Central Colorado Regional Airport	27960 Co Rd 319, Buena Vista, CO 81211	Staff Travelers Visitors	Level 2, DCFC	Medium within designated DIC	-	Restrooms Trash	-	SDCEA
Clear Creek Reservoir State Wildlife Area	Colorado, 81211	Travelers Visitors	Level 2	Medium	-	-	-	SDCEA

Area/ Facility	Address	Recommended Users	Suggested Charger Type	Priority	Community Identified (X)	Existing Nearby Amenities	Amenities Needed	Utility
Cleora	Co Rd 102, Salida, CO 81201	Residents	Level 2, DCFC	High	-	-	-	Xcel Energy
Collegiate Peaks Overlook	US-24, Buena Vista, CO 81211	Travelers Visitors	Level 2, DCFC	High	-	-	-	SDCEA
Colorado Mountain College	349 E 9th St, Salida, CO 81201	Residents Staff	Level 2	High	-	-	-	Xcel Energy
Denny Creek Trailhead	Buena Vista, CO 81211	Travelers Visitors	Level 2	Medium	-	-	-	SCCEA
Fisherman's Bridge Area	23850 US Hwy 285, Buena Vista, CO 81211	Customers Residents Staff Visitors	Level 2 DCFC	High	X	-	-	SDCEA
Gravel public parking lot downtown Salida, next to gas station	E 1st St, Salida, CO 81201	Residents Visitors	Level 2	Low within designated DIC	X	Restrooms Trash	-	Xcel Energy

Area/ Facility	Address	Recommended Users	Suggested Charger Type	Priority	Community Identified (X)	Existing Nearby Amenities	Amenities Needed	Utility
Harriet Alexander Field Airport (KANK)	9255 Co Rd 140, Salida, CO 81201	Staff Travelers Visitors	Level 2	Low	-	-	-	Xcel Energy
Johnson Village area	US-24 and 285, Buena Vista, CO 81211	Residents Travelers	DCFC	High	X	-	-	SDCEA
Junction of US-50 and 285	US-50, Poncha Springs, CO 81242	Residents Travelers Visitors	DCFC	Medium	-	-	-	Xcel Energy
McPhelemy Park	220 US Hwy 24 N, Buena Vista, CO 81211	Residents Visitors	Level 2	Medium	X	Shopping Food and drink Restrooms Trash Shopping	-	SDCEA

Area/ Facility	Address	Recommended Users	Suggested Charger Type	Priority	Community Identified (X)	Existing Nearby Amenities	Amenities Needed	Utility
Near CR-128 and US-285	Co Rd 128 #1, Salida, CO 81201	Residents Travelers Visitors	Level 2, DCFC	High	-	Shopping Food and drink Trash	-	Xcel Energy
Near United States Post Office	22617 US Hwy 285, Nathrop, CO 81236	Residents Travelers Visitors	Level 2, DCFC	Medium	-	-	Restrooms Trash	SDCEA
North, US24, near Granite	Near north county boundary	Travelers Visitors	DCFC	High	-	-	Restrooms Trash	SDCEA
Poncha Springs Welcome Center	7001 US Hwy 285, Salida, CO 81201	Residents Travelers Visitors	DCFC	High	X	Water RV dump station Restrooms Trash Food & drink Shopping	-	Xcel Energy

Area/ Facility	Address	Recommended Users	Suggested Charger Type	Priority	Community Identified (X)	Existing Nearby Amenities	Amenities Needed	Utility
Salida East Campground and Boat Ramp	Salida, CO 81201	Travelers Visitors	Level 2, DCFC	Medium	X	-	-	Xcel Energy
Salida Golf Club	404 Grant St, Salida, CO 81201	Customers Residents Staff	Level 2	Low	-	-	-	Xcel Energy
Salida High School	26 Jones Ave, Salida, CO 81201	Residents Staff Students	Level 2	Medium	-	-	-	Xcel Energy
Stone Bridge boat ramp	Salida, CO 81201	Visitors	Level 2	High	X	-	-	-
West, US 50 near Monarch at the Crest - Visitor Center	Near western county boundary	Travelers Visitors	DCFC	High	-	-	Restrooms Trash	Xcel Energy

Table 12. Potential charging sites considered and deprioritized

Sites Considered	Reason Deprioritized
Buena Vista Whitewater Park	Other locations nearby were identified where it may be more cost effective.
Coors/F St Boat Launch	Existing EV station is already nearby.
Correctional Facilities	Previous insight has illustrated that public access is challenging and priority of any infrastructure would be for fleet use.
Elementary and Middle Schools	Public access is limited during the school day. This may become a priority in another phase.
Hecla Junction Campground	Remote location, no electricity.
Miner's Boat Launch	Remote location.
Numbers Boat Launch	Remote location.
Numbers Recreation Site	Remote location.
Railroad Bridge Campground	No electricity.
Ruby Mountain Campground	No electricity.

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