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Electric Vehicles Readiness Roadmap Update-Staff Report

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FC Moves

City of Fort Collins

An **all-electric** vehicle runs on an electric motor. It uses a charger and regenerative braking to charge the battery. The range is generally between 80-370 miles.

A **plug-in hybrid** electric vehicle runs on an electric motor and engine. It uses a charger and regenerative braking to charge the battery. Gas kicks in when the battery is depleted. The electric range is generally between 50-80 miles. Total range can reach 600 miles.

A **hybrid electric** vehicle runs on an electric motor and engine. It uses regenerative braking to charge the battery but does not use a charger. Its battery can provide 10-50 miles of added fuel economy.

- EVRR Format
  - Introduction
    - Vision and goals
    - EV overview
      - General EV information
      - Charger types and considerations
      - EV Market Assessment
      - Local trends and projections
  - Readiness Strategies
    - Recommended strategies
- Added points of emphasis with the update
  - Equity
  - Evenhanded portrayal
  - Electric transportation options (e-bikes, e-scooters, carshare)

ELECTRIC VEHICLE READINESS ROADMAP
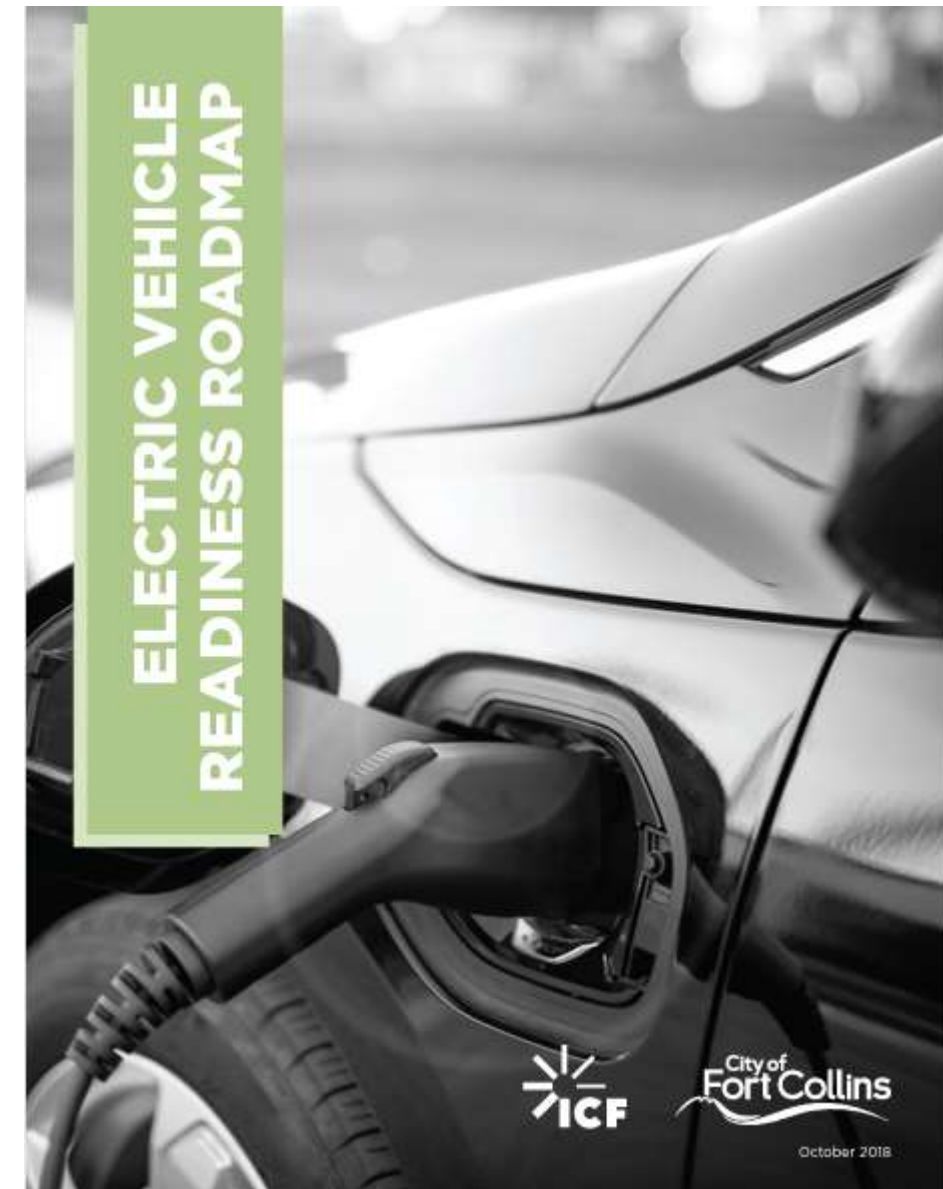
Fort Collins will promote the community's adoption of electric vehicles through equitable access to charging infrastructure, engaging outreach and education, innovative policy approaches, and leading by example.

•**Mobility**: Support the electrification of shared transportation options in Fort Collins, including carshare, rideshare, shared micromobility, and transit, to ensure equitable access and foster a sustainable, interconnected transportation system.

•**Equity**: Engage disproportionately impacted communities to develop suitable EV-related outreach, projects, and incentives that increase awareness and access to electrified transportation options.

•**Environmental**: Reduce local contributions to climate and air pollution from transportation sources through increased adoption of electrified transportation options.

•**Utility/ Grid Infrastructure**: Identify the need for additional level 2 and 3 public charging infrastructure throughout the city and support the installation of needed infrastructure and corresponding utility improvements.

•**Residential Charging**: Increase access to charging infrastructure for rental properties and multi-family units, prioritizing the most affordable housing stock.

•**Policy**: Review and update existing City policies related to electric vehicles, electric transportation devices, and charging infrastructure. Recommend additional policies to facilitate increased adoption and access to alternative electrified transportation options.

- 84% of EV owners can reliably charge at home
  - 27% of Non-EV Owners could reliably charge at home if they had an EV

- Primary barriers to EV adoption were purchase price, charging availability, and battery performance in cold weather

- Expanding public charging was the highest priority by a large margin

- Less than 10% of respondents who own an EV use public chargers on a weekly basis

- Renters were more likely to report not being able to charge at home than homeowners.

- Multifamily residents were less likely to purchase an EV and cited access to charging as the main barrier

- Residents making less than $75,000 yearly ranked accessibility and affordability as their highest priority

Expand Charging Infrastructure

- **Increase the Number of Charging Stations:** Develop more charging stations in key locations such as public facilities, shopping centers, and residential areas.
- **Strategic Placement:** Ensure charging stations are distributed in high-traffic areas and near essential services to maximize accessibility.

Enhance Educational Outreach

- **Organize Community Workshops:** Host regular workshops and information sessions on EVs, including their benefits, costs, and maintenance.
- **Develop Multilingual Resources:** Provide educational materials in multiple languages to reach a broader audience and ensure clear communication.

Address Cost Concerns

- **Subsidize Public Charging:** Explore options to subsidize or lower the cost of public charging stations to make them more affordable.
- **Incentivize Home Charging:** Offer incentives or rebates for residents who install home charging equipment to reduce the financial burden.

- High purchase price
- Access to charging at home
  - Multifamily
  - Renters
- Lack of charging infrastructure
  - Local, regional, state, national
- Single vehicle households
- Range anxiety
- Awareness and education related to EVs

- Cost of installation
    - Networking Costs
    - Impact Fees
    - Capacity Fees
    - 3 Phase 480V Service
- Ongoing maintenance costs
- Site variability/suitability
- Lack of ROI
- Charging Providers avoiding Fort Collins specifically regarding Level 3 charging
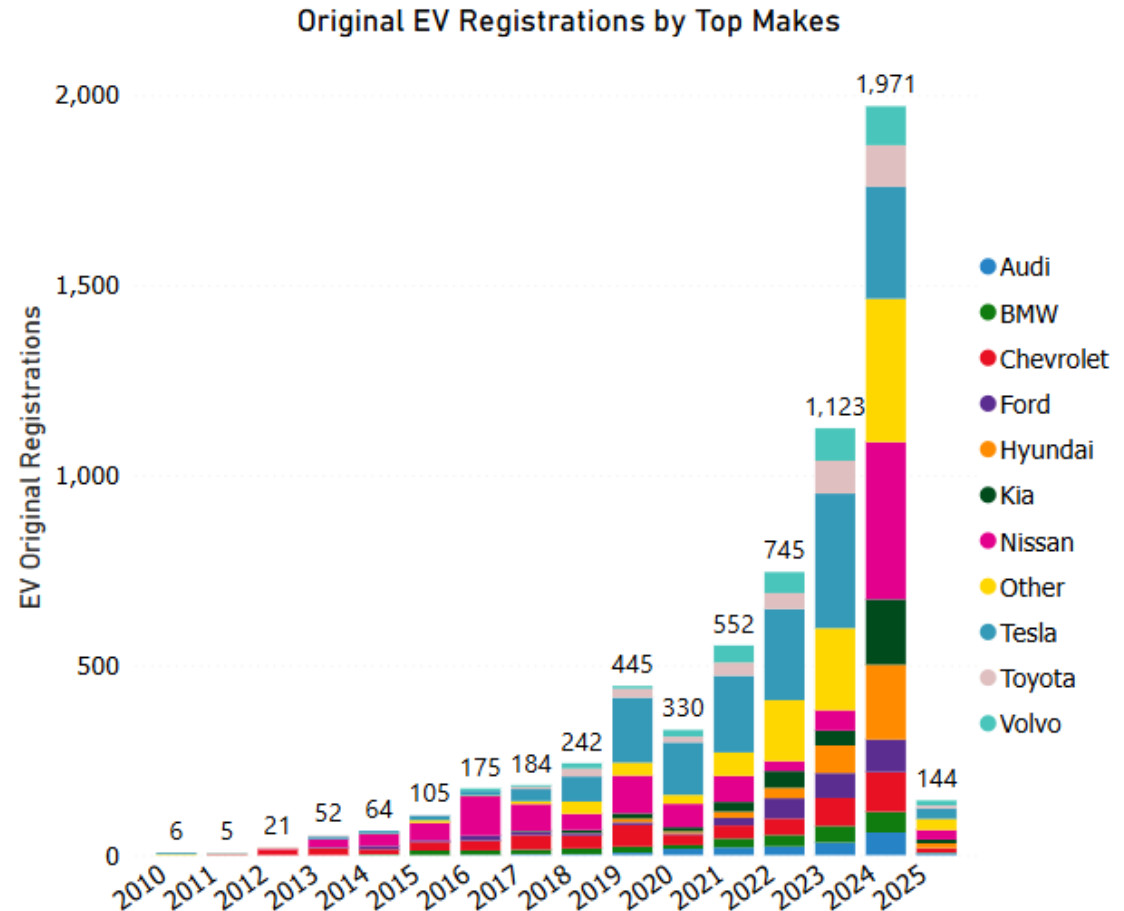   - Upfront fees deterring private sector installations
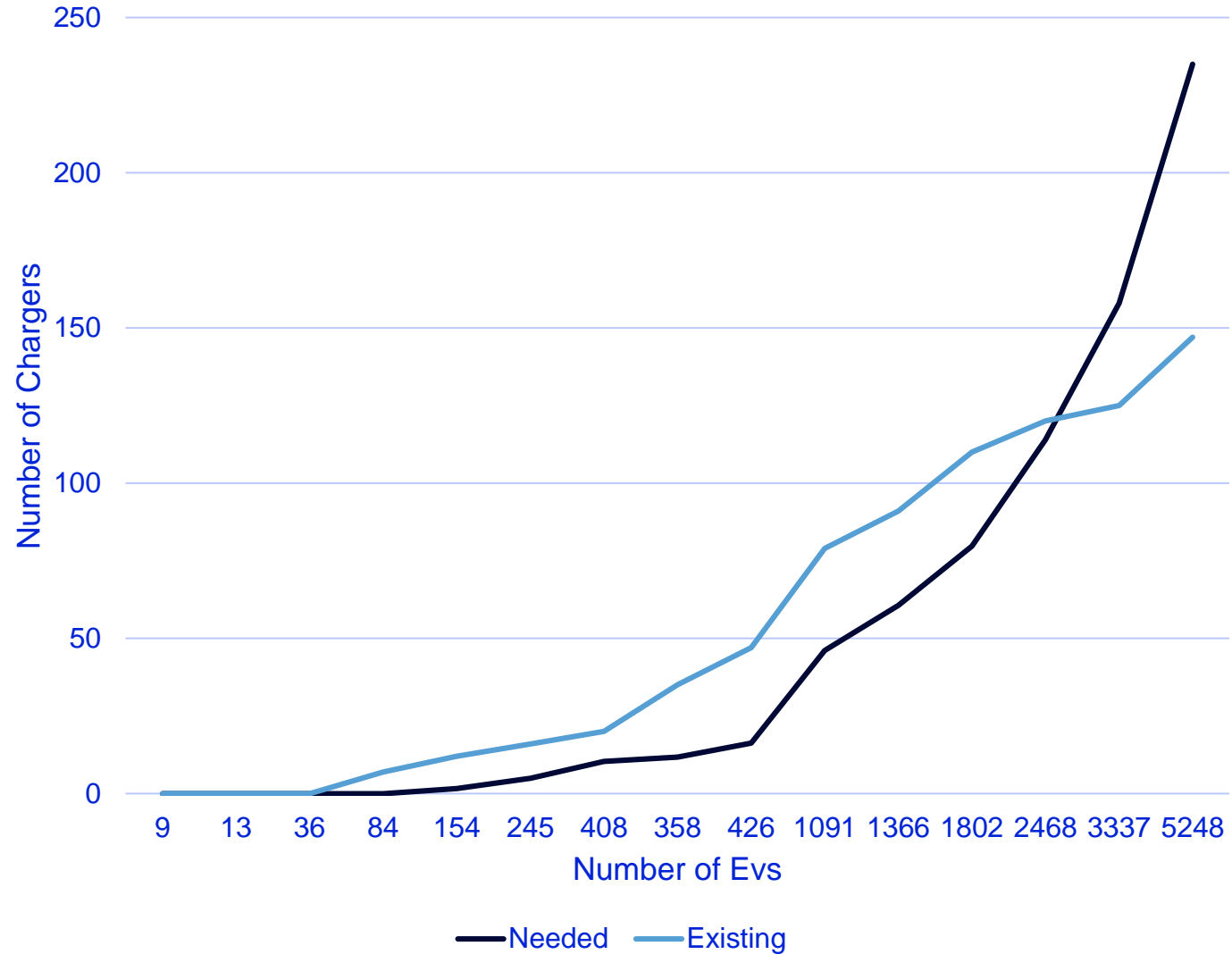- Unclear funding future

Vehicles

- Number of EVs on the road: 5248 (2025 Q1)
  - 4.27% of light-duty vehicles
- Percentage of new vehicle purchases
  - Fort Collins area: 20% (end of 2024)
  - Statewide: 25.3% (2024 Q3)
    - #1 State for market share of new EVs

Chargers

- 147 Public Level 2 ports
  - 166-255 recommended
- 6 Public Level 3 ports
  - 16-26 recommended

Original EV Registrations by Top Makes

Legend: Audi, BMW, Chevrolet, Ford, Hyundai, Kia, Nissan, Other, Tesla, Toyota, Volvo

Charging Infrastructure

Outreach and Education

Regional and Partner Coordination

Policy

Incentives

Infrastructure

Leading by Example

Emerging Technology

Equity

- Finalize EVRR Document
  - Late April-early May

- Establish and convene EV Working Group
  - May

- Prioritize Strategies and develop short-term implementation plan
  - Identify responsible staff/departments
  - Identify community partners
  - Develop budget and Identify funding sources

- Outreach and Education
    - Educate local businesses about workplace charging
- Regional and Partner Coordination
    - Encourage EV ride-hailing and car sharing
- Policy
    - Monitor and refine current policy (ex. building code)
- Incentives
    - Income-qualified vehicle purchase rebate

- Infrastructure
    - Expand City-owned public charging stations
- Leading by example
    - Employee incentives for sustainable forms of transportation
- Emerging Technology
    - Battery Recycling
- Equity
    - Inclusive EV programing