



DURANGO ELECTRIC VEHICLE READINESS PLAN

June 2021

The transportation sector is the largest source of greenhouse gas (GHG) emissions, both in Colorado and worldwide. Due to increased GHG emissions, Colorado's climate has warmed 2°F on average in the last 30 years, along with an increased frequency of hotter than average days. This warming has resulted in an increasing number and intensity of heat waves, droughts, floods, and wildfires.

With this in mind, the City of Durango (City) and LPEA partnered to develop an Electric Vehicle (EV) Readiness Plan - with funding from the Colorado Energy Office (CEO) and Colorado Department of Local Affairs (DOLA). This plan outlines strategic actions that Durango can take to increase EV adoption. This transition, along with LPEA's goal to reduce its carbon footprint by 50% from 2018 levels by 2030, supports the City's goal to reduce greenhouse gas emissions by 30% from 2016 levels by 2030.

By planning for an EV future, Durango will support existing and future community members, commuters, and visitors who choose to drive electric, as well as align with current state initiatives related to improving the transportation sector and reducing transportation-related GHG emissions.

Vision

The City of Durango and LPEA share a vision of the future where Durango residents, businesses, and visitors choose electric vehicles over conventional fuel vehicles, and the greenhouse gas emissions associated with vehicular travel are drastically reduced.

Goal

By 2050, reduce greenhouse gas emissions from on-road transportation by 75% from the 2016 baseline, with a 6% reduction by 2030.

Cross-Cutting Priorities



Accessibility



Tourism



Focus Areas



LEAD BY EXAMPLE



Replace 100% of City/LPEA fleet with ZEVs by 2050; replace 100% of light-duty vehicles, excluding Police Department vehicles, with EVs by 2030.

Phase 1 (2021-22)

- L-1 GoEV Cities Resolution
- L-2 ZEV-Friendly Fleet Policies and Procedures
- L-3 Fleet Charging Infrastructure
- L-4 Light-Duty Fleet Optimization and Electrification Plan
- L-5 Employee Commuting Incentives

Phase 2 (2023-25)

- L-6 EV Training
- L-7 Peer Learning for Fleet Electrification
- L-8 Adopt Electric Transit Technologies

Phase 3 (2026-30)

- L-9 Adopt Heavy-Duty ZEV Technologies
- L-10 EV-Certified Fleet Mechanics



INFRASTRUCTURE



Increase the number of charging stations annually based on projections, actual usage data, and user feedback.

Phase 1 (2021-22)

- I-1 Promoting Existing Local Charging Stations
- I-2 Public Charging at Public Facilities
- I-3 EV-Friendly Development Codes
- I-4 Public Parking EV Strategy
- I-5 Resources for Charging Station Installations

Phase 2 (2023-25)

- I-6 Business Rebates for EV Charging Stations
- I-7 Matching Funds for Public Charging Stations on Private Property
- I-8 Regional Public Charging Assessment and Installations
- I-9 Regional EV Infrastructure Outreach Campaign
- I-10 Workplace Charging Outreach
- I-11 Electrical Infrastructure Upgrades

Phase 3 (2026-30)

- I-12 Vehicle-to-Grid Technologies
- I-13 Mobility Hubs



PUBLIC ADOPTION



By 2050, 70% of light-duty vehicles and 75% of heavy-duty vehicles will be EVs.

Phase 1 (2021-22)

- P-1 Resident EV Education
- P-2 Business EV Education
- P-3 EV Owner Recognition
- P-4 School Bus Electrification
- P-5 EV Marketing for Tourism
- P-6 EV Marketing for Business Attraction

Phase 2 (2023-25)

- P-7 EV Advisors
- P-8 Resident EV Purchasing Incentives
- P-9 EV Commuter Transit Incentives
- P-10 Commuter EV Vanpool Programs
- P-11 E-bike Program
- P-12 Workplace EV Carshare Outreach
- P-13 Rental Fleet Electrification Outreach

Phase 3 (2026-30)

- P-14 Dealership Outreach