

DRAFT
MINUTES

REAP Business Meeting

June 9, 2022

12:00 p.m.

Zoom Meeting ID# 615-031-3051

The monthly meeting of the I-70 Regional Economic Advancement Partnership was called to order at 12:00 p.m. by Chairman Kirk Holwell.

The following Board Members were present:

Will Chase Loretta Daniel Kirk Holwell Frank Linnebur
Tom Turrell

Guests attending were:

Kip	Cheroutes	Reap
Marilyn	Cross	CDOT
Kendra	Davis	Arapahoe County
Matt	Elvehjem	High Plains Bank
Jamie	Fisher	Arapahoe County
Rachel	Hample	Town of Bennett
Steve	Hebert	Town of Bennett
Jim	Katzer	Arapahoe County
Mike	King	CDOT
Jack	Kirk	Arapahoe/Douglas Works
Kathy	Mahan	Reap
Stephanie	Mufic	Arapahoe/Douglas Works
Rob	Osborn	CORE Electric
Christina	Pastori	Real Estate Connection
Gretchen	Ricehill	Arapahoe County

Ethan	Rouse	Adams County
Ferdinand	Rouse	Adams County
Kathy	Smiley	I-70 Scout
Trish	Stiles	Town of Bennett
Donna	Suss	Bennett Trustee
Lynette	White	Town of Bennett
Jamie		

Approval of May 12, 2022 Meeting Minutes:

Minutes were approved as submitted.

Chairman’s Report:

Executive Director’s Report:

I have some bullet points about Reap activities ahead. Per tradition Reap meetings will go dark in July and August. On July 5th Kathy and I will be making a presentation to Arapahoe County Board of Commissioners to give an update on Reap activities and accomplishments before they decide on Reap’s economic organizations allotment for the following year. Kathy and I are working on a briefing in the form of a 1-page metrics and a page from the I-70 Scout on an article of the Byer’s High School kids going to Denver International Airport. Adams County is also requesting a Reap update of accomplishments. They will be getting the same metrics and article as well as Reap’s 1,500-word comments on Adams County’s Advancing Adams Comprehensive Master Plan in draft 4. It’s a wonderful comprehensive plan and will serve as a good guide as to how Reap and Adams County can work into the future. All officers will get a copy of the comments to the Adams County Comp Plan as well as the 1 pager of metrics. We were scheduled to have a planning charette July 12th at High Plains Raceway. This would be an exercise with Arapahoe County and users of the raceway to envision how the raceway could expand its footprint because of the increased level of recreation and research and development. Arrow Electronics uses that raceway for a lot of research and development. Maybe the raceway could be a good test bed for EV technology? This has been postponed until sometime in September. It will be a 1-day event with a tour of the raceway we would come back to May Farms for lunch and the participants would explore what an expanded raceway would look like. The kicker on this is how can you expand the raceway when there is very little water? This will be an exercise in minimum use water during economic development. I’ve asked Steve Hebert to be a speaker in the fall. Another topic for the fall is the issue of fiber. On the Federal level there is infrastructure money for fiber. There is active discussion now at the State level and County levels, what kind of fiber interconnectivity can be created especially for the rural parts of the state. I’m thinking about a fiber related Reap meeting speaker series.

It was discussed at a meeting that there are satellites up there to help connectivity especially in rural communities. How do people get connected better in rural areas, is it through fiber or is it through satellite connectivity? I would like Reap to be involved in the discussion of water and what paths to solutions can be brought to bear especially in Reap territory which could be a model for the rest of the state.

Guest Speaker(s):

Mike King, Colorado Department of Transportation Assistant Director of Electrification

Mike explained that up until now most electronic vehicles (EV) on the market until now were smaller vehicles and luxury vehicles and these were more disbursed in the front range area. A BEVs is an all-electric vehicle and a PHEVs is a plug in hybrid vehicle that uses a plug and can also use gasoline. The current breakdown of these vehicle is 36,275 BEVs and 15,290 PHEVs for a total of 51,565 EVs in Colorado. In 2019, Colorado the Zero-Emissions Vehicle standard that will require automakers to make a greater number and variety of ZEVs for sale in Colorado, increasing consumer choice. As we start to see more battery electric and plug-in hybrid electric SUVs, pickup trucks and crossovers enter the market, this regulation will ensure that Coloradans have access to them. This regulation applies to manufacturers, not consumers. We have seen a variety of vehicles over the years, electric, hybrid electric and hydrogen vehicles mostly in California. We expect this will continue over time which gives more options to find a vehicle that fits their lifestyle. We have also seen a steady increase in the maximum and median range of vehicles that are available. This expanded range makes these vehicles as more of an option. We have been working on a vehicle sale forecast of what we will see over the next 10 years. We are expecting over a half million in the state by 2030. There are auto makers making predictions about the future of their business. Ford has stepped up with the Ford F-150 starting sales this year, with 100,000 pre-ordered to date. CDOT has 37 of those on order for the state fleet. General Motors claims to be 100% electric by 2035 and Subaru will have hybrid or electric on every model by 2035. This is an indication that the global economy is moving in this direction. Ford and General Motors are both building a lot of new factories to support these product lines. Turning to opportunities for businesses and communities across the state. Over the years we have had the Charge Ahead Colorado Grant Program. This is commonly used to help fund EV charging from an individual who would put a station outside their business for workers and customers to much larger deployments out in an apartment buildings, tourism destinations, retail locations and everything along the spectrum. This program has 3 funding rounds a year and it fits most every type of project. We have awarded over 1,500 of those grants in the last decade. Another program we most recently enacted back in 2018 the state identified the top 34 locations on the highway system based on traffic volumes that would merit charging stations in the future. They then went out and solicited companies that would meet that demand. The award was made to ChargePoint to build the 34 locations and we now have 25 open to the public, the remainder will be open by the end of this year. These are quick charging stations so you can easily go to any part of Colorado. This is a compliment to the smaller level 2 grants where you know where you are going to stop and spend a few hours or spend the night. These 2 programs are built together to build a robust network across the state. The state is also looking into EV tourism, we have

some money set aside for the state Scenic and Historic Byways, there are 26 of those. At least 10 of them have enough charging infrastructure in the right locations to consider them EV friendly. Once those byways are EV friendly the Tourism Office will promote them to Coloradans, domestic visitors and even folks traveling internationally. There is another set of grants that are focused on DC fast-charging plazas. These are locations that have higher utilization for people who charge quickly and then keep going. This would also be in areas of large event centers, taxis and Ubers. A large part of this funding comes from the Volkswagen settlement. VW was caught cheating on some emissions standards at the national level. They had to pay a settlement and each state got a part of that settlement that could only be used on air quality projects and that what we have been using over the years. Last year we had the passing of Senate Bill 260 that had a lot of transportation elements in it and what we have are 3 new electrification enterprises. The Community Access Enterprise will build charging infrastructure in communities across the state and support electric vehicles and eBike adoption in low- and moderate-income communities. The Clean Fleet Enterprise supports fleet replacement with incentives to meet climate and air quality goals. The third is the Clean Transit Enterprise that supports electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure. Over these 3 enterprises there is over \$700 million dollars over the next 10 years that will be available in this sector. Later this year we expect these programs to start rolling out. The other amazing thing that happened last year was a Federal Infrastructure Bill & Jobs Act (IIJA) passed. This includes \$5 billion dollars nationally for EV Infrastructure. Colorado's portion of that is \$57 million over 5 years. We are figuring out now, where in Colorado does CDOT need to invest that money to support the market based on what we are hearing from stakeholders. We have to submit a plan by August 1st on how we plan to use that money. These projects are very highway oriented; they are faster chargers and larger deployments of them for the highway network. They have to be within 1 mile of a designated corridor to be eligible. The program is really focused on rural areas disproportionately impacted communities, freight and goods movement. The State would issue grants to individual companies that may want to host a charger or issue a grant to a company to do multiple sites. The State of Colorado does not own or operate its own charging, we are trying to help the market get started and let it become self-sufficient. This new Federal program is very geographically limited to 1 mile around these highways. The State will continue to have other State grant programs that are available in every part of the state.

Kip Cheroutes: How will CDOT resources jive with Federal resources? Particularly if Arapahoe County and Deer Trail are applying for a grant. How does that fold into what you do?

Mike King: These new Federal funds will be funneled into existing programs. We talked about the Charge Ahead Program, the DC Fast Charging Car Program and the Plaza's Program, the new dollars that are coming in, we want to keep the applications, the timelines, the criteria consistent with what existing stakeholders have gotten used to. If you were applying for these programs, we will determine which of these programs you are eligible for and get the most benefit.

Tom Turrell: I've seen the grants coming through for electric school buses from the State dollars. Our biggest worry is how well are these going to hold up on the dirt and gravel roads in our rural school district.

Mike King: There are some communities in northwest Colorado, Grand County that has been using electric buses for the last few years. The best for you all would be to chat with them and get their experience especially with their experiences with the cold weather. They have not had any issues with that and they actually like the way they drive in the snow and the mountains. Those are the things you need to look into and do the research on. We are developing programs with consultants to help answer your questions. Lot of manufacturing companies will bring a bus out to you to test drive it, you can use it on your route to see how it works for you. I'm not sure how many of the school bus companies are doing that yet but that's definitely something to ask about.

Rob Osborn: The Federal applicants include school districts, bus transportation, service organizations, native indigenous tribes as well as local government. Is that also the same for the State's funding?

Mike King: The State programs are generally more broadly eligible, for school buses I think you will need to have some affiliation to a specific district. The charging grants are open to pretty much anybody here other than a private citizen that want a station at a private residence. If it will be used by the public or used by a fleet, we can make that work.

Frank Linnebur: Is the funding for EV's going to take funds away from road maintenance?

Mike King: The Federal funding is only available for charging stations, so it is not taking away from anything it's added on top. The 3 new State programs that I mentioned are created by Senate Bill 260 and they have a fee that produces the revenue and that revenue is only used on this. In SB 260 there was an existing EV registration fee in there because EV's don't use gas so they don't pay the gas tax so there is a fee to offset that loss. It gets paid into the highway fund to maintain the roads. In SB 260 that fee was increased and indexed to inflation, so when we see more EV's on the road the fee gets put into the highway fund to keep all of our roads paved and operational. Something to consider is when we get into electric semi's the weight of the batteries is considerable and the wear and tear on the roads will be considerable. That is why we set up a system to make sure we have enough revenue to keep maintaining the roads even as the technology shifts. This way we have a sustainable revenue resource regardless of the technology regardless of which fuel people are using.

Steve Hebert: What do you know about the rental companies and what they are doing to expand to EV's?

Mike King: Nationally Hertz announced a big purchase of Tesla's that they were committing to buy over the next couple of years. Our partners at the Colorado Energy Office were running a pilot at the Eagle

County Airport to retro fit the rental car service facility out there so that it would be EV ready and employee more EV rentals in the future. We are starting to have those similar conversations with Denver International Airport. The clean fleet would be eligible for that funding. If rental companies want to get into that they have a way to offset the initial costs. EV tourism is pretty distinct from almost every other state apart from Oregon. We think we be a very attractive initial deployment for national companies because we have such a supportive environment for them to make that effort here and to know there is public charging all over the place and not just at their facilities.

Kip Cheroutes: You said you were looking for underserved areas in the state with charge point. You have 25 out of 34 sites identified. In Deer Trail or something on the eastern plains identified as underserved.

Mike King: The new funding I mentioned is specifically for underserved communities. The corridor program that I referenced that has 25 out of 34 constructed was more based on traffic patterns and distances to connect the whole state. We have a station in progress in Limon we do have a station east of the Metro and we do have one in Limon that are open today or are actively being constructed. One of the top priorities that we see for the Federal funds would be to fill in that gap. What we see are near 50 miles between each gap and what we understand is that people would feel more comfortable if there are chargers everywhere.

Kip Cheroutes: Are there resources at the state level who would have to go through some planning and zoning exercise to take advantage of a station for retail purposes to plan and construct appropriate retail shops and infrastructure to accommodate EV charging stations or is that a separate animal all together?

Mike King: We have an existing program with the Colorado Energy Office where they will help to fund EV readiness plans. What we typically see is a municipality or a county will do a holistic plan that looks at public charging, fleet charging potentially school charging and they will look at the picture to see who the users are, locations and how do we coordinate our utilities or multiple utilities. Yes, the Energy Office do have funding that could help pay up to 80% of the cost of that and any consultants or experts that you might need. Part of that can be the businesses that are interested in this and what could be developed to support this. When communities apply for specific grants it's a much easier ask if they have done the homework and they have a solid plan and we trust they can implement it well. The other location on the corridor is in Bennett and operated by CORE.

Rob Osborn: Yes, we do have EV chargers at our parking facility at the CORE office and there are 4 plugs that people can use and now it's a free charging location.

Mike King: The State does not typically set any specific policy in terms of pricing of chargers. Many businesses or municipalities will choose to have free charging and they view it as an amenity to their customers or the public as apposed to the profit generator. When it comes to fast charging the cost of

the project is higher so there is some cost recovery or even in the case of private companies, they want to turn a profit. The pricing on those is usually still cheaper than gasoline. Most users prefer to charge at home if that's an option and that is the cheapest and most convenient.

Rob Osborn: My role at CORE is assistant to community development activities and business development. We want to help communities that are interested in securing electrification for school buses or charger needs in your goals. We will help with the design, infrastructure and try to leverage any of the opportunities in respect to grant options that are available through us or to you to get the tools to get the grants out there.

Other Business:

Kip Cheroutes: Reap's angle in all of this is to see if Deer Trail wants to be put in a position to go after resources for its own recharging station plaza. Bennett has a lot going on and the Love's parking lot is going to be its own EV center. I want to hook up with ChargePoint to see what their intentions and desires are as well. It's my intention to put Reap in a position to at least facilitate conversation to see if we can get more of a development scheme going in the Reap territory.

Adjournment:

The meeting was adjourned at 1:05 p.m.