

AN ELECTRIC VEHICLE ACTION PLAN FOR

The City of Commerce City

DRAFT June 2026

Commented [AM1]: A designed cover page will be developed with the Commerce City logo and photos from Commerce City.

Acknowledgements

Thank you to the following individuals who contributed many hours of service to developing this Electric Vehicle (EV) Action Plan.

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Table of Contents

Acknowledgements	i
Executive Summary	1
Introduction	3
About This Plan.....	3
Why an EV Action Plan?	4
Where We Are Now	6
Community Demographics	6
Related Planning Efforts.....	10
Where We Are Going	12
EV Vision	12
Our Vision Statement	12
EV Action Plan Goals	12
Focus Areas.....	12
How We Are Going To Get There	14
Focus Area: Policy (PO).....	15
Focus Area: Education & Outreach (EO).....	17
Focus Area: Public Charging (PC)	20
Focus Area: Fleets (FL).....	22
How We Stay On Course	24
Tracking Progress	25
Adapting to a Changing Landscape	26
Appendix A: Electric Vehicles 101	27
Appendix B: Incentive Resource Details.....	32
Xcel Energy Rebates and Programs	32
State Incentives and Programs	33
Appendix C: Glossary of Terms	35
Appendix D: Works Cited	38

Executive Summary

About this Plan

To continue making progress toward the 2023 Sustainability Action Plan, Commerce City developed an Electric Vehicle (EV) Action Plan focused on the transportation sector. Transportation emissions are a major contributor to local air pollution, greenhouse gas emissions, and public health concerns. Transportation electrification is an important strategy for improving air quality and reducing environmental impacts. The Plan will serve as a roadmap for expanding charging infrastructure, supporting municipal fleet electrification, pursuing state and local funding opportunities, and ensuring equitable access to EV resources for Commerce City residents.

Community Vision and Goal

Commerce City will support the structured implementation of electric vehicles by expanding safe and reliable charging infrastructure, modernizing the municipal fleet, educating the community, and pursuing partnerships that reduce transportation emissions in a fiscally responsible way.

The plan has the following goals to measure the plan's success

- Commerce City will have 8,310 EVs on the road by 2030.
- Increase equitable access to level 2 and direct current fast chargers (DCFC) throughout Commerce City.

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Focus Areas & Strategies

Policy

- Strategy PO-1: Commerce City will develop EV ready development codes
- Strategy PO-2: Explore amending the Land Development Code (LDC) to encourage installation of EV charging stations in new development

Education & Outreach

- Strategy EO-1: Conduct residential outreach
- Strategy EO-2: Conduct business outreach

Public Charging

- Strategy PC-1: Increase access to public level 2 and DCFC

Fleets

- Strategy FL-1: Assess municipal fleet
- Strategy FL-2: Engage other fleets

EV Baseline (and Targets)

- EV adoption:
 - October 2025 Baseline = 5,069 EVs on the road
 - 2030 Goal = 8,310 EVs on the road
- EV Charging Infrastructure
 - October 2025 Baseline = level 2: 171 ports; DCFC: 42 ports
 - Goal: Increase equitable access to level 2 and DC fast chargers throughout Commerce City.

Introduction



ABOUT THIS PLAN

This Electric Vehicle Action Plan (EVAP) is a roadmap to strategically guide Commerce City's action in a manner that supports the City's goal to improve community-wide environmental health and sustainability.

The goals and strategies outlined in this plan were developed collaboratively with a group of stakeholders, referred to as the EV Action Team, through three planning workshops conducted between January and April of 2026. The stakeholder team included representatives from Cultivando, Commerce City Chamber of Commerce, Mom's Green Air Force, and more (see Acknowledgements for full list of participants). Team members coordinated with stakeholders throughout the process to share information and identify potential opportunities for partnership during implementation.

By the numbers, the Partners in Energy EV Action Team delivered:

- 3 workshops
 - a total of 49 workshop participants (excluding project team) were involved
- 1 Commerce City electric vehicle survey
 - a total of 137 survey responses received
- 1 focus group

Commerce City joins more than 40 other Colorado communities that have developed EV and Energy Action Plans through Xcel Energy's Partners in Energy, an offering that provides resources for community energy planning. Partners in Energy also supports 18 months of plan implementation in the form of marketing and communications, data tracking and analysis, program expertise, and project management.

The components of Commerce City's EV Action Plan are detailed below:

Introduction A look at Commerce City's motivations for developing an EV Action Plan.

Where We Are Now Outlines the relevant characteristics of the Commerce City landscape.

Where We Are Going Describes Commerce City's EV vision and goals through a planning horizon of 2025.

How We Are Going to Get There Identifies focus areas and strategies to achieve the defined goals, along with targets and metrics that quantify success in each focus area.

How We Stay On Course Outlines how Commerce City will track progress toward targets, goals, and vision, and how it will adapt to a changing landscape during the coming 18-month implementation period.

Appendices Provide additional information about the planning process, EV basics, current transportation electrification incentive programs, glossary, and works cited.

WHY AN EV ACTION PLAN?

To continue making progress toward the 2023 Commerce City Sustainability Action Plan (SAP), the City developed an EVAP focused on the transportation sector. Transportation emissions are a major contributor to local air pollution, greenhouse gas emissions, and public health concerns identified in the Commerce City SAP. Transportation electrification is an important strategy for improving air quality and reducing environmental impacts. The Commerce City EVAP also supports the city's broader emissions and sustainability targets including transitioning 30% of vehicles to electric by 2030 and achieving 75% electric vehicle adoption by 2050.

In addition to supporting environmental and public health goals, the EVAP helps Commerce City plan for future infrastructure and opportunities for economic growth. The EVAP will serve as a roadmap for expanding charging infrastructure, supporting municipal fleet electrification, pursuing state and local funding opportunities, and ensuring equitable access to EV resources for Commerce City residents.

Greenhouse Gas Emissions

As part of the 2023 SAP, the city conducted its first community-wide GHG inventory using the Global Protocol for Community-Scale Greenhouse Gas Emissions inventories (GPC). The inventory established a 2019 baseline for emissions across the following sectors: transportation, building energy use, waste, and industrial processes. The largest contributors identified were industrial emissions, transportation, and building energy use.

The State of Colorado has an ambitious plan to reduce emissions (Colorado Energy Office, 2026). Their goal is to reduce greenhouse gas pollution in Colorado 50% by 2030, and 100% by 2050 compared to our 2005 levels. In February 2024, the state released an updated [Greenhouse Gas Pollution Reduction Roadmap](#) ("Roadmap 2.0"). Roadmap 2.0 includes an updated inventory of emissions and a new set of Near Term Actions that will guide implementation in the state through 2026.

Air Quality

In addition to contributing to a significant portion of greenhouse gas emissions, the transportation sector also produces pollutants such as particulate matter (PM), NOx, CO, and VOCs. Pollutants like NOx and VOCs contribute to ground-level ozone, which in addition to PMs

and CO, are harmful to respiratory health. In general, electric vehicles produce fewer tailpipe pollutants as compared to their internal combustion engine counterparts (Office of Energy Efficiency & Renewable Energy, 2020). As the fuel mix for electricity continues to decarbonize, the magnitude of air quality benefits associated with electrifying transportation will increase.

Energy Independence and Cost Stability

Over 65% of the petroleum imported to the US in 2018 was used for transportation fuel. Transitioning to EVs shifts the fuel source to more domestically available sources such as coal, nuclear, natural gas, and renewable energy. Integration of EVs is an important strategy for reducing dependence on fuel imports and isolates transportation costs from the volatile petroleum market (Office of Energy Efficiency and Renewable Energy, 2018). **Figure 1** illustrates the fluctuations in gasoline and diesel prices compared to electricity prices from 2011 to 2022.

Electricity Prices Compared to Gasoline and Diesel

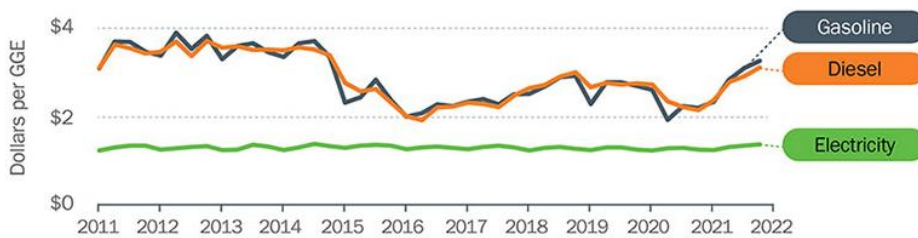


Figure 1. Average Retail Fuel Prices in the United States from 2011 to 2022 (U.S. Department of Energy, 2023)

Lower Fuel & Maintenance Costs

While cost savings vary based on vehicle type, driving patterns, and geographic region, the average driver spends about half as much money in fuel and maintenance costs by driving an EV compared to a traditional internal combustion engine (Office of Energy Efficiency and Renewable Energy, 2019). The average US household spends about 13% of their annual income on transportation costs, while low-income households spend an average of 29% of their annual income on transportation costs (Institute for Transportation And Development Policy, 2019). The transition to EVs would result in significant savings for the individual consumer. Over its lifetime, an electric vehicle tends to cost 50% less to own and operate as compared to its internal combustion engine counterpart (US DOE, 2019). Although upfront costs of EVs are still greater, this gap is expected to decrease as batteries become more efficient.

Where We Are Now



To better understand the opportunities for EV adoption in Commerce City, basic community characteristics are outlined below. Factors such as population growth, demographics, and housing help contextualize current and future opportunities for targeted outreach and partnerships. EV-specific baseline data, such as EV ownership and infrastructure, is presented in the focus areas.

COMMUNITY DEMOGRAPHICS

Geography

Commerce City is located just northeast of the Denver metropolitan area and spans about 36 square miles in Adams County. Rapid access to the Denver metropolitan area is provided by I-70, I-270, and I-76, while local arterial roads E. 96th Avenue and E. 88th Avenue provide east-west access to local commuters. Cities surrounding Commerce City are Denver to the south, Thornton, and Northglenn to the north, and Brighton to the northeast. There are four City Council districts in Commerce City with nine members. The Council consists of a mayor, 1 representative for each of the 4 wards, and 4 members at large. Reference Commerce City Wards to see where Wards are in Commerce City. (Commerce City, n.d.)

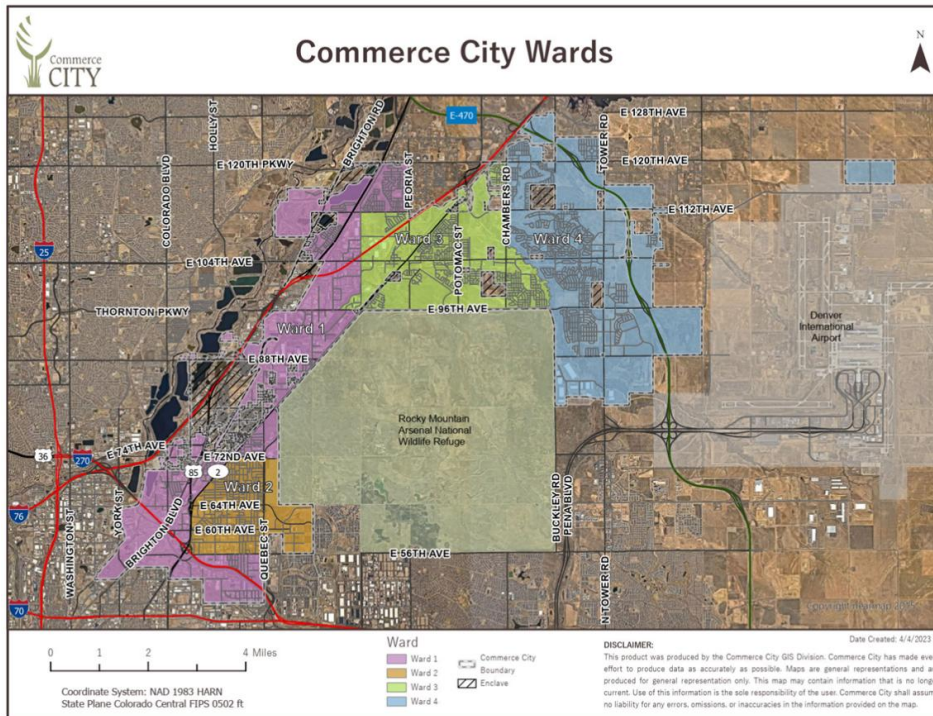


Figure 2. Commerce City Wards

Population

Commerce City has an estimated population of 70,245 as of 2024 (Census, 2024). The city has an annual growth rate of 2.52%, and is expected to continue growing, indicating an opportunity to invest and transition to more sustainable infrastructure (DATA USA, n.d.). By leveraging this electric vehicle (EV) Action Plan the city can add EV charging infrastructure to existing and new infrastructure, while strengthening the transportation system. The median household income in Commerce City is \$111, 972, higher than the state median household income of \$95,470 (Census, 2024) (Census, 2024). Commerce City's higher income indicates the potential for increased EV adoption and access to innovative technologies. For those that qualify, there is also the state Vehicle Exchange Colorado rebate program to encourage income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options.

In Commerce City, about 30% of the population speak a language other than English, with the second most spoken language being Spanish (U.S. Census Bureau, 2024). When developing materials for outreach, the City's policy is to develop bilingual materials in English and Spanish to ensure maximum community engagement. As for age, residents in Commerce City are younger with the median age about 34 years old and the largest age ranges at about 16 and 17% are 35-44 and 45-54 (U.S. Census Bureau, 2024).

Housing Characteristics

Two major housing factors influence a resident's ability to transition to an electric vehicle: homeownership and a single-family or lower-density residence. Homeowners have a clear advantage, as they do not need permission to install EV charging infrastructure and can benefit from the added property value it provides. Renters, by contrast, may face barriers such as needing landlord approval and a reluctance to invest in a property they do not own. Similarly, lower density residences are more likely to have a personal garage or carport, making charger installation more straightforward than in homes relying on street or shared parking. In Commerce City 73.9% of homes are owner-occupied, and 26.1% are renter-occupied housing (Census, 2024). Of those owner-occupied homes, 76.7% are single-family detached, indicating an opportunity for EV infrastructure.

Commuting Characteristics

The mean travel time to work is about 30 minutes, and when compared to the state average it is about a 5 minute longer commute for residents (U.S. Census Bureau, 2025). There are on average 2.03 autos per household, of those drivers - 72% drive alone and contribute an average of 19,712 vehicle miles traveled a year (Center for Neighborhood Technology, 2022). EVs may appeal to the high percentage of residents who drive to work, as the commute time and route can be handled by most EVs (ranges). For residents who rely on public transportation or other modes of travel, there is an opportunity to incorporate micromobility solutions such as bikes, e-bikes, or scooters.

Studies have shown that employees of workplaces with EV charging are six times more likely to own an electric vehicle than those at workplaces without EV charging (U.S. Department of Energy, 2015). Though most of EV charging occurs at home, supporting the adoption of EV charging at commercial facilities is an important strategy to bolster EV adoption overall.

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Transportation and Housing Costs

Housing and transportation costs make up 41% of the median household income for Commerce City residents, a total of \$16,740 in annual transportation costs. Transportation alone accounts for 17% of income (Center for Neighborhood Technology, 2022). Residents of Commerce City may be able to save on annual transportation costs if they switch to an EV due to lower maintenance costs and charging at home (see Appendix A: Electric Vehicles 101).

EV Adoption and Infrastructure

There has been a significant increase in electric vehicles (EV) on the road in Commerce City. This could be for a number of different reasons connected to available state or federal tax incentives, or residents wanting to transition to new technology. Since 2023, the number of electric vehicles on the road has grown rapidly, rising from 2,112 to 3,553 in 2024, a 68%

increase, and reaching 5,069 by 2025 (Atlas Public Policy, 2026). Figure 3 shows the increase of electric vehicles over time.

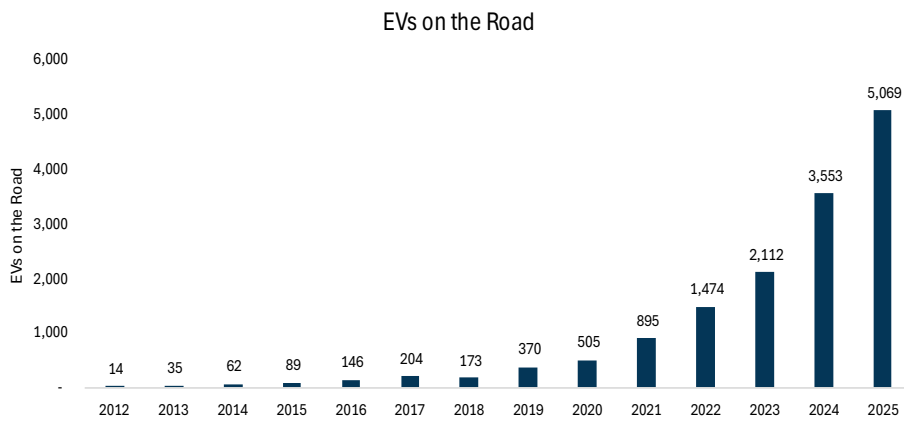


Figure 3. EVs on the Road in Commerce City, CO

Commerce City has a network of public charging stations available, though they are not spread out in such a way that enables all Commerce City residents have similar access. As of October 2025 there were 32 public level 2 ports and 5 public DC fast charging ports at 14 locations in Commerce City (Figure 4).

Charging Level ● Level 2 Ports ● DC Fast Charge Ports

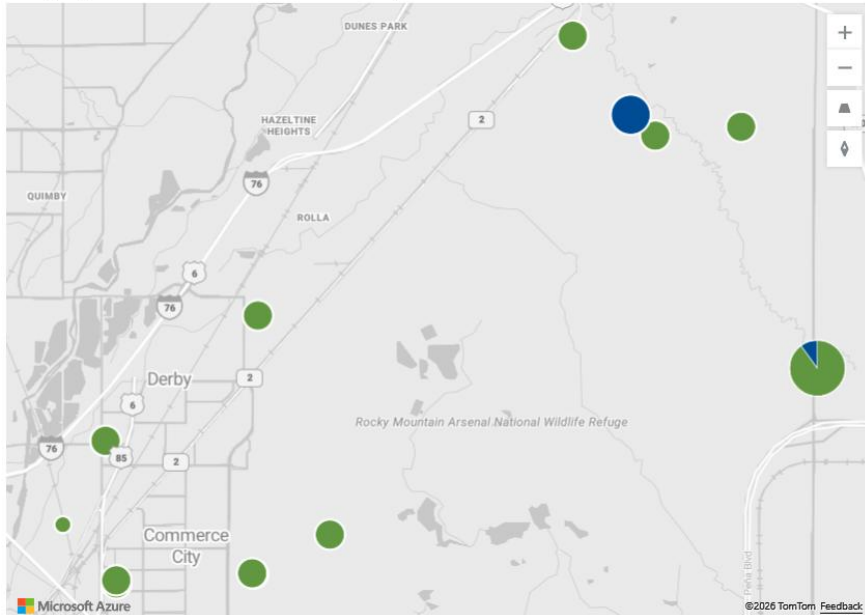


Figure 4. Public Level 2 and DC Fast Charging Ports in Commerce City as of October 2025

CITY RELATED EFFORTS

Commerce City launched a fully electric recycling and waste collection fleet in partnership with Republic Services. City Council approved the effort. By the end of 2026, Republic Services is expected to have 20 EVs operating out of the Commerce City Hauling Facility (Commerce City, 2025). These vehicles have no emissions from them and will improve air quality where they operate.

RELATED PLANNING EFFORTS

Colorado EV Plan 2023

The [Colorado EV Plan 2023](#) is an update to the state's 2018 and 2020 plans and continues to accelerate adoption of EVs of all types in Colorado. The plan reinforces the state's existing goal of 940,000 light-duty EVs on the road by 2030 and establishes a new goal of 2.1 million on the road by 2035. These interim goals support a vision for 100% electric light-duty vehicles and 100% zero-emissions medium-duty vehicles. The plan identifies policies and programs by which to achieve these goals. It also includes a focus on personal and shared electric mobility along with cross-cutting initiatives that affect multiple parts of the transportation system.

Commerce City Sustainability Action Plan (SAP)

The [Commerce City Sustainability Action Plan \(SAP\)](#) aims to increase the proportion of EVs in both its municipal fleet and the broader community, with a focus on expanding light duty and medium duty vehicles. Efforts will also be made to promote and educate residents on EVs and

their supporting infrastructure, such as charging networks, while ensuring that EV adoption is pursued in an equitable and inclusive manner.

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Where We Are Going



EV VISION

This chapter begins to look forward to see what Commerce City values and aims to be at with regards to EV adoption in the next couple of years. During the planning process, the EV Action Team provided feedback on a vision statement for this EV Action Plan. The vision statement created during this planning process effort serves as the overarching framework to guide this effort. The focus areas prioritized below identify the areas in which the city will leverage specific strategies to make progress toward the vision and goal.

This statement guides the plan and reflects the intention of the community to create an EV Action Plan.

OUR VISION STATEMENT

Commerce City will support the structured implementation of electric vehicles by expanding safe and reliable charging infrastructure, modernizing the municipal fleet, educating the community, and pursuing partnerships that reduce transportation emissions in a fiscally responsible way.

EV ACTION PLAN GOALS

Working together, the team set goals to measure plan success:

- Commerce City will have 8,310 EVs on the road by 2030.
- Increase equitable access to level 2 and DC fast chargers throughout Commerce City.

FOCUS AREAS

The EV Action Team identified four focus areas to prioritize strategies and resources:

- **Policy:** Integrating proactive EV policy into regional plans, transportation plans, and codes as appropriate.
- **Education & Outreach:** Conducting outreach to those who live, work, and visit Commerce City, with an emphasis on equitable access.
- **Public Charging Access:** Supporting installation of public charging at strategic and equitable locations.
- **Fleets:** Leading by example by electrifying the City's fleet and supporting fleet electrification for local businesses and organizations.

These focus areas were chosen to provide a more specific and comprehensive definition as how the city will advance EV adoption throughout the community.

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How We Are Going To Get There



To achieve the community's energy vision and goal, the EV Action Team identified a set of strategies to support plan implementation. The following sections organize strategies by focus area and include baseline information, desired outcomes, potential barriers, available resources, and a timeline of action steps.

Below is a summarized list of the strategies by focus areas.

Policy

- Strategy PO-1: Commerce City will develop EV ready development codes
- Strategy PO-2: Explore amending the Land Development Code (LDC) to encourage installation of EV charging stations in new development

Education & Outreach

- Strategy EO-1: Conduct residential outreach
- Strategy EO-2: Conduct business outreach

Public Charging

- Strategy PC-1: Increase access to public L2 and DCFC

Fleets

- Strategy FL-1: Assess municipal fleet
- Strategy FL-2: Engage other fleets

FOCUS AREA: POLICY (PO)

As EV technology evolves and becomes more widespread, policy updates can help reduce unnecessary barriers and ensure that charging infrastructure is safe, accessible, and consistent. In the context of EVs, policies can include integration into community and regional plans as well as updates to development codes and standards. EV-friendly development codes prepare communities for the EV future and save on costs. The cost to install EV-capable infrastructure during new construction is four to six times less expensive compared to retrofitting the building (Southwest Energy Efficiency Project, n.d.). As more communities across the state explore EV-related policies, regional collaboration can help ensure that policies are consistent and avoid duplication of efforts.

Strategy PO-1: Commerce City will develop EV ready development codes

As part of Commerce City's building code update process, adopt EV-ready/EV-capable building codes to ensure that new development can accommodate EV charging station installations in residential and commercial infrastructure.

Desired Outcomes

- Adopt new IBC standards addressing EV ready development.

Timeline of Action Steps

- **Q1 2027**
 - Inventory resources and examples to inform code updates
 - Continue building code updates, ensuring EV-ready/EV-capable requirements for residential and commercial uses are included.
- **Q2-Q4 2027**
 - Ensure that any future building code updates meet the minimum EV-ready requirements.

Roles and Responsibilities

- **Commerce City:** engage and gather input about updating development codes: Community Development (CD), Energy Equity Environment (E3), City Attorney's Office (CAO), City Manager's Office (CMO), Economic Development (ED), Public Works (PW), Parks, Recreation, Golf (PRG) and others.
- **Partners in Energy:** research local examples and best practices.
- **Commerce City:** engage with Development Community.
- **Commerce City:** review input and draft development code updates.
- **City Council:** adopt new code.

Resources

- State of Colorado [Model Electric Ready and Solar Ready Code](#)
- State of Colorado information on [Local Government EV Charging Permitting](#)
- Xcel Energy [code technical assistance](#)

Strategy PO-2: Explore amending the Land Development Code (LDC) to encourage installation of EV charging stations in new development

As part of Commerce City's land use code, adopt EV charging station requirements to ensure that EV charging station installations are a part of land use applications growing access to

charging infrastructure in residential and commercial applications. Commerce City went through a land use development code update in 2025 and is going through a legislative rezoning process in 2026 in order to implement the new code.

Desired Outcomes

- Increase the percentage of new developments that include level 2 or 3 charging stations.
- Increase the ratio of level 2 or 3 charging per dwelling unit

Timeline of Action Steps

- **Q4 2026 – Q1 2027**
 - Commerce City to explore amending the LDC to align with HB24-1173 by creating a land-use permitting process and standards for primary EV charging projects.
 - Commerce City to amend the LDC to align with HB24-1173 by creating a land-use permitting process and standards for primary EV charging projects.
- **Q2 – Q4 2027**
 - Monitor the effectiveness of incentivizing EV chargers in land use applications through the city's new Sustainability Index requirements, and consider updates as needed.
- Partners in Energy to support educating the real estate development community.

Roles and Responsibilities

- **Commerce City:** Engage the following departments: planning and building divisions, engage with Development Community.
- **Partners in Energy:** Research and review local examples and potential incentives, and support Commerce City with educating the development community.
- **Planning Commission and City Council:** Review and approve updates.

Resources

- Example codes from other local jurisdictions (Lakewood, Aurora)
- State of Colorado and Colorado Energy Office code language
- State of Colorado [Model Electric Ready and Solar Ready Code](#)
- State of Colorado information on [Local Government EV Charging Permitting](#)

FOCUS AREA: EDUCATION & OUTREACH (EO)

Communitywide adoption of EVs provides Commerce City the opportunity to improve air quality, reduce GHG emissions, and save on transportation costs. Because more than 70% of Commerce City residents drive alone to work, encouraging individuals to choose an EV for their next vehicle is a key strategy to reaching this plan's goals (US Census Bureau, 2024). For those who use other forms of transportation, there are opportunities to achieve EV benefits by electrifying buses, carshare programs, and micromobility options.

Despite progress made toward electrifying vehicles across Colorado, many barriers to EV adoption still exist. The largest barriers include misconceptions about EVs and the cost of purchasing an EV. In a 2020 Colorado study, 66% of respondents who drive EVs indicated they have a fear of running out of EV charge before reaching their destinations, even though the typical daily community of most (80%) is 30 miles or less per day—well within the typical EV charge range (E Source, 2020). Education and outreach need to be paired with solutions that reduce the purchase price of EVs. The same Colorado study found that 51% of respondents expect to pay less than \$25,000 for their next vehicle, which is less than the price of most available EVs. While the price of EVs relies on factors beyond the reach of local communities, such as supply chain issues, Commerce City can work with Xcel Energy and state agencies to develop the programs and promote the benefits of EVs and programs that bring down the upfront cost, promote the used EV market, and advance affordable shared e-mobility options.

Strategy EO-1: Conduct residential outreach

Launch an educational campaign to share information on the benefits of EVs and available resources, to encourage Commerce City residents to choose EVs.

Desired Outcomes

- Increase the number of residents reached through engagement events
- Increase the number of contacts generated

Timeline of Action Steps

- **Q4 2026**
 - Develop an outreach plan for the educational campaign, that includes:
 - Events (e.g., Ride and Drives with language access)
 - Host booth at 1 community event
 - Create education resources about incentives like Vehicle Exchange Colorado, model availability, actual range of EVs and costs to charge, ability to charge vehicle at home and home charging programs
 - Electronic communications (e.g., e-newsletters, social media)
 - Create an outline of all resources available for residents
 - Work with Promotoras (community advocates)
 - Ensure materials are developed in Spanish
 - Partner with local non-profits to outreach with minority residents
 - Target individuals who did not consider EVs before who now will consider them
- **Q1 2027-Q3 2027**
 - Implement outreach plan.
- **Q4 2027**

Evaluate results of educational campaign (e.g., event attendance, peer feedback, progress toward target) to inform future outreach efforts.

Roles and Responsibilities

- **Energy Equity Environment Division:** Lead development and implementation of outreach plan.
 - Departments to engage: Community Well-Being, Economic and Community Vitality, City Manager's Office, School Districts
- **Drive Clean Colorado:** Support development and implementation of outreach plan.
- **CDOT:** Support development and implementation of outreach plan.
- **Partners in Energy:** Support development and implementation of outreach plan

Resources

- State funding programs for low-income residents
- Local grants for funding community events
- CDOT I-270 Project has potential pool of funding for project area

Strategy EO-2: Conduct business outreach

Launch an educational campaign to share information on the benefits of EVs, public charging stations, and available resources, to encourage Commerce City businesses to install workplace and/or public charging stations and adopt EVs in fleets.

Desired Outcomes

- Increase the number or percent of local businesses reached
- Work with fleets to baseline existing vehicles and measure replacements
- Develop a standard such as how many EVs per 10,000 sf of retail or number of employees

Timeline of Action Steps

- **Q1 2027**
 - Compile funding opportunities and resources to share with businesses
 - Create info on website and distribute where businesses will see
 - Encourage addition of EV chargers at existing businesses and workplaces
 - Free chat with fire department prior to construction
- **Q2 2027-Q3 2027**
 - Implement outreach plan.
- **Q4 2027**

Evaluate results of educational campaign (e.g., event attendance, progress toward target) to inform future outreach efforts.

Roles and Responsibilities

- **Energy Equity Environment Division:** Lead development and implementation of outreach plan.
 - Collaborate with Commerce City Economic Development, Chamber of Commerce, Colorado Green Business Network to promote resources
- **Drive Clean Colorado:** Support development and implementation of outreach plan.
- **CDOT:** Support development and implementation of outreach plan.
- **Partners in Energy:** Support development and implementation of outreach plan

Resources

- Data demonstrating EV visitation benefit to retail
- Ensure materials are bilingual
- State and utility grants
- Drive Clean Colorado [resources](#)

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FOCUS AREA: PUBLIC CHARGING (PC)

Most charging can be done at home or work, where vehicles are typically parked for a longer period of time and a consistent charging schedule can be established. Home and workplace charging can be less complex to install, especially if level 1 charging is used, requiring no infrastructure upgrades. However, public charging plays a critical role in completing the charging infrastructure pyramid (Figure 5).

Public charging is 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. Typically, level 2 or DC fast chargers (DCFC) are used for public charging. Public charging also provides a charging option for those who are not able to charge at home or work. Those who live in multifamily properties, rental homes, or older homes without garages may not have access to charging at home because they may not have decision making power to install a charging station or they may face existing infrastructure limitations. When identifying where to place public charging, areas with these types of housing characteristics are often a good place to start.

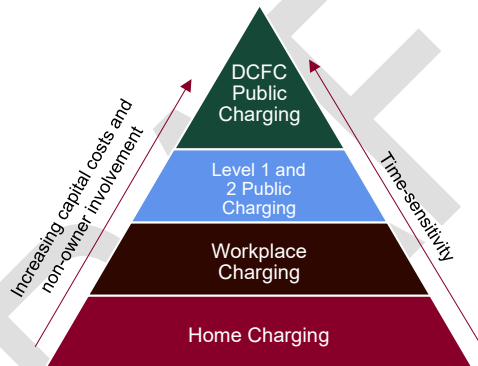


Figure 5. EV Charging Infrastructure Pyramid

Strategy PC-1: Increase access to public level 2 and DC fast chargers

Both the private sector and the public sector can support the development of public charging infrastructure. The strategy will entail developing a map to identify locations where public charging would be most used and most critical for driving adoption equitably throughout the city. With areas identified, information will be shared with businesses and organizations on the benefits of installing EV charging stations, along with financial and technical resources to support public installations of EV charging stations on their property or in a business corridor. IN addition, the City will evaluate City-owned facilities to understand which are suitable for public charging based on current and potential facility use and infrastructure and install charging stations accordingly.

Desired Outcomes

- Increase number of level 2 and DCFC EV chargers
- Baseline and increase number of DCFC within ¼ mile of multifamily
- Have all city facilities have chargers on site

- Identify funding opportunities (private, incentives, other)

Timeline of Action Steps

- **Q3 2026**
 - Develop a map to identify ideal charging station locations.
 - Review community demographics, travel patterns, attractions, equity factors, and existing charging stations to identify locations where public charging would be most used and most critical for driving adoption equitably throughout the city.
- **Q4 2026 – Q4 2027**
 - Develop materials such as a charging guide for organizations to understand the steps for installing EV charging infrastructure.
 - Identify current funding and gaps; identify non-traditional funding.
 - Develop an outreach plan based on the mapping to drive installation of additional chargers on private property (including workplace level 2 and public DCFC).
 - Evaluate City-owned locations for potential public charging locations.
 - Research ways to mitigate and address vandalism.

Roles and Responsibilities

- **Commerce City:** Co-lead mapping exercise. Lead outreach plan implementation with support from CMO, E3, Econ Development, schools, libraries, gathering spaces, and key commercial developments. Lead City-owned site identification and apply for funding opportunities with support from the City Grant Manager from potential funding opportunities that may include the Colorado Energy Office, Xcel Energy, site hosts, multifamily locations.
- **Partners in Energy:** Co-lead mapping exercise. Lead outreach plan and materials development. Support outreach plan implementation.
- **Drive Clean Colorado:** Support outreach plan development, materials, outreach implementation.

Resources

- Colorado Energy Office - [Direct Current Fast-Charging Plazas Grant](#)
- Colorado Energy Office - [Charge Ahead Colorado EV Charging Grant](#)
- Colorado Energy Office - [ReCharge Colorado Coaching Services](#)
- Drive Clean Colorado [technical assistance](#)
- Xcel Energy - [Commercial EV Infrastructure Rebate Options](#)
- Business survey data
- Adams County survey data
- CDOT I-270 project

FOCUS AREA: FLEETS (FL)

Fleet electrification increases EV visibility within the community and provides reductions in operational costs and GHG emissions. While the technology is still evolving for several types of special use and heavy-duty vehicles, many options for light-duty vehicles are currently available. In particular, fleet vehicles that take short trips and return to a designated parking location are ideal EV candidates, due to the predictability of use for battery range planning and charging infrastructure siting.

Initiatives from the State of Colorado and Xcel Energy, as well as commitments from auto manufacturers to stop manufacturing gas-powered vehicles, indicate that fleet managers should immediately begin planning for fleet electrification. For many organizations, this means restructuring procurement, budgeting, capital project planning, and operations. Many purchasing policies consider upfront cost and operational costs separately. Some purchasing policies do not consider operational costs at all. Looking at upfront and operational costs over the life of an electric vehicle is the best way to show the true financial value of electrification.

Strategy FL-1: Assess municipal fleet

This City is interested to identify opportunities for electrification

Desired Outcomes

- Increase the percent and number of light- and heavy-duty fleet vehicles

Timeline of Action Steps

- **Q3 2026**
 - Develop EV fleet plan with Xcel Energy Fleet Electrification Advisory Program (FEAP) program.
- **Q4 2026**
 - Develop City fleet procurement/preference policy based on recommendations from FEAP.
 - Consider increasing distance between vehicles when charging to reduce the rate of fire spread across the fleet.
 - Begin to plan charging infrastructure and maintenance needs.
 - Ask City Council to fund charging infrastructure for fleets.
 - Apply for grants.

Roles and Responsibilities

- **Commerce City:** Public Works to lead FEAP participation and planning charging infrastructure and maintenance needs; CMO to support FEAP participation.
- **Partners in Energy:** Support FEAP participation; Support development of charging infrastructure and maintenance needs.

Resources

- Xcel Energy [Fleet Electrification Advisory Program \(FEAP\)](#)
- Colorado Energy Office's [Fleet-ZERO EV Charging Grant](#)
- Colorado Department of Public Health and Environment's [Clean Fleet Vehicle and Technology \(CFVT\) Grant Program](#)

Strategy FL-2: Engage other fleets

Similar to a municipal fleet, there are potential benefits of fleet electrification for any fleet operator in Commerce City. Any fleet based in Xcel Energy service territory with five or more vehicles is eligible to participate in the FEAP program. This strategy therefore focuses on recruitment and support of Commerce City business and organizations to participate in FEAP.

Desired Outcomes

- Increase percent or number of EV fleet vehicles

Timeline of Action Steps

- **Q2 2027**
 - Identify entities already participating in FEAP and other local fleet operators eligible to participate.
- **Q3 – Q4 2027**
 - Develop targeted outreach to encourage local fleet operators to participate in FEAP, for example:
 - Toolkit or one-page overview to share with eligible entities.
 - Work with existing channels to distribute to local businesses, for example:
 - Present at Chamber of Commerce meeting.
 - Support interested entities to apply for and participate in FEAP.

Roles and Responsibilities

- **Partners in Energy:** Support identification of existing and potential FEAP participants. Lead development of targeted outreach materials. Support local entities' application for and participation in FEAP. Monitor participation in FEAP, in coordination with the Xcel Energy team.
- **Commerce City:** Lead identification of local fleet operators. Lead distribution of outreach materials.
- **Drive Clean Colorado:** Support fleet outreach through the ReCharge program.

Resources

- Xcel Energy [Fleet Electrification Advisory Program \(FEAP\)](#)
- Colorado Energy Office's [Fleet-ZERO EV Charging Grant](#)
- Colorado Department of Public Health and Environment's [Clean Fleet Vehicle and Technology \(CFVT\) Grant Program](#)
- CDOT I-270 project

How We Stay On Course



Successfully implementing plan strategies and achieving plan goals will require close coordination between the City and its partners, along with regular tracking and reporting to ensure that we stay on course.

Implementation of the plan will be divided into two main roles as described in Figure 6.



Figure 6: Implementation Team

Table 1 illustrates an anticipated timeline for the EV Action Team to implement plan strategies.

Table 1: Strategy Implementation Timeline

Strategy	Q3 2026	Q4 2026	Q1 2027	Q2 2027	Q3 2027	Q4 2027
Strategy PO-1: Commerce City will develop EV ready development codes						
Strategy PO-2: Explore amending the Land Development Code (LDC) to encourage installation of EV charging stations in new development						
Strategy EO-1: Conduct residential outreach						
Strategy EO-2: Conduct business outreach						
Strategy PC-1: Increase access to public level 2 and DC fast						
Strategy FL-1: Assess municipal fleet						
Strategy FL-2: Engage other fleets						

TRACKING PROGRESS

The Project Management Team will track and report metrics for plan goals and targets on a biannual basis (Table 2 and Table 3). The results will be used by the Project Management Team and EV Action Team to understand the impact of strategy implementation and adjust course as necessary. These results will also be shared with City Council and the wider community to provide transparency about the implementation process and recognize the collaborative efforts of those involved.

Table 2: Goal Metrics

Goal	2025 Baseline	Data Source
8,310 EVs on the road by 2030	5,069 EVs	EValueateCO
Increase equitable access to level 2 and DC fast chargers throughout Commerce City.	Level 2: 171 ports DCFC: 42 ports	EValueateCO

Table 3. Target Metrics

Strategy	Desired Outcomes
Strategy PO-1: Commerce City will develop EV ready development codes	<ul style="list-style-type: none"> Adopt new IBC standards addressing EV ready development.
Strategy PO-2: Explore amending the Land Development Code (LDC) to encourage installation of EV charging stations in new development	<ul style="list-style-type: none"> Increase the percentage of new developments that include level 2 or 3 charging stations. Increase the ratio of level 2 or 3 charging per dwelling unit
Strategy EO-1: Conduct residential outreach	<ul style="list-style-type: none"> Increase the number of residents reached through engagement events Increase the number of contacts generated

Strategy EO-2: Conduct business outreach

- Increase the number or percent of local businesses reached
- Work with fleets to baseline existing vehicles and measure replacements
- Develop a standard such as how many EVs per 10,000 sf of retail or number of employees

Strategy PC-1: Increase access to public level 2 and DC fast

- Increase number of level 2 and DCFC EV chargers
- Baseline and increase number of DCFC within ¼ mile of multifamily
- Have all city facilities have chargers on site

Strategy FL-1: Assess municipal fleet

- Increase the percent and number of light- and heavy-duty fleet vehicles

Strategy FL-2: Engage other fleets

- Increase percent or number of EV fleet vehicles

ADAPTING TO A CHANGING LANDSCAPE

An effective plan is cyclical in nature and the EV plan strategies involve rapidly changing technologies and industry standards. It will be important that strategies are evaluated and updated throughout implementation to reflect advancements and new offerings from the transportation industry, Xcel Energy, and state and federal resources. The [Xcel Energy Partners in Energy EV Toolkit](#) can be a good resource for identifying new strategies to address unexpected barriers that may come up. Any adjustments will be documented and shared with the broader group and community as they occur.

The strategies in this plan are scheduled for the next 18 months. In 2027, it is recommended the City reassess its EV goals and develop new strategies that align with other City planning efforts, incorporate technology advances, and leverage new regional, state, and federal resources.

Appendix A: Electric Vehicles 101



(Appendix updated September 2023)

Since electric vehicles (EVs) are an emerging technology that is rapidly changing, it is important to ensure that everyone has a common understanding of the technology and terminology involved. This section explains the basics of currently available types of vehicles and charging stations and the associated uses, barriers, and benefits. Note, while electric options are available for medium- and heavy-duty vehicles, the descriptions provided in this section apply primarily to light-duty vehicles, which make up most of the electric vehicle market today.

Electric Vehicle Basics

EVs refer to any vehicle that uses an electric motor. An EV can have a fully electric motor or can contain an internal combustion engine that supports the electric motor. A plug-in electric vehicle (PEV) utilizes an external source of electricity to store electrical energy within its onboard rechargeable battery packs. The travel range of the two types of plug-in electric vehicles are outlined in **Table 4** and are described in more detail in the following sections.

Table 4. Comparison of Types of Electric Vehicles

Electric Vehicle Type	Power Source	Travel Range
Battery Electric Vehicle (BEV)	Electric Motor	200 – 520 miles
Plug-in Hybrid Electric Vehicle (PHEV)	Electric Motor + Gasoline Engine	315 – 660 miles

Battery Electric Vehicle (BEV)

A BEV is an all-electric vehicle that does not require gasoline and, thus, has no tailpipe emissions. BEVs are fueled by plugging into charging stations. Energy is stored in the battery to be used when the car is running. Distances that a BEV can travel on a single charge range from 200 to 520 miles with longer distances continued in the future through continual advancements in battery technology. Recharging can take anywhere between 30 minutes to 12 hours depending on the type of charger, size of the battery, and level of depletion in the battery (Drive Change. Drive Electric., 2023).

Plug-In Hybrid Electric Vehicle (PHEV)

A PHEV provides a combination of both an electric motor and a gasoline engine and produces less tailpipe emissions than an internal combustion engine. PHEVs use energy from the electric motor until the battery charge is fully depleted, which can occur between 15 to 60 miles, at which point, the gasoline engine takes over. The distance that a PHEV can travel on a single charge and full tank of gasoline ranges between 315 and 660 miles. The battery is charged similarly to the BEV through a plug, and the fuel tank is filled by traditional gas station (Drive Change. Drive Electric., 2023).



Charging Stations

EV charging stations are separated into three categories based on the speed at which the vehicle is charged: Levels 1, 2, and DC fast chargers. The sections below detail the appropriate application for each charger type.

Residential Charging Stations

Residents have two options for charging at home. Level 1 chargers use standard 120-volt AC outlets and can take 8 to 12 hours to fully charge a depleted battery. Level 2 chargers require a 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours. Residents can charge during off-peak hours to reduce the impact on the grid. **Table 5** provides a brief explanation along with the pros and cons of both types. All currently available EVs can use either charger type.

Table 5. Residential Electric Vehicle Charging Types


	LEVEL 1	LEVEL 2
		
Electric Current (AC)	120 volts; 20 amps	208/240 volt; 30 amps
Charging Rate (miles range per hour of charging)	2 to 5	20 to 45
Benefits	<ul style="list-style-type: none"> • Uses standard residential wall outlet • Little to no investment in infrastructure required 	<ul style="list-style-type: none"> • Quicker charging • Some models have available Wi-Fi controls to allow residents to take advantage of time of day electric rates

		<ul style="list-style-type: none"> In the case of multifamily housing, the controls could be managed by a property manager.
Drawbacks	<ul style="list-style-type: none"> Slower charging rate, but usually sufficient for residents who charge overnight 	<ul style="list-style-type: none"> Requires 240 Volt outlet or hardwired charger Electrician likely required to install Higher infrastructure cost investment
Estimated Costs	Low to no cost	\$200 to \$2,000

Commercial Charging Stations

Commercial Level 2 and DC fast chargers are most appropriate for commercial applications since EVs are generally parked for shorter periods of time than residential applications. Level 2 chargers are the same as the residential chargers and often have the option to include two charging ports at one station. DC fast chargers require an industrial DC outlet of 480 volts and can charge batteries in 20 to 30 minutes. Many commercial chargers also come equipped with software that allows the user to control when vehicles are charging and may facilitate payment in public applications. **Table 6** shows the advantages and disadvantages of Level 2 and DC fast chargers.

Table 6. Level 2 and DC Fast Charging Infrastructure

	LEVEL 2	DC Fast Charger
		
Electric Current	208/240 volt; 30 amps (AC)	480 volts DC
Charging Rate (miles range per hour of charging)	20 to 45	200 to 400+
Benefits	<ul style="list-style-type: none"> More economical than DC fast charging 	<ul style="list-style-type: none"> Fastest charging option available

Drawbacks	<ul style="list-style-type: none"> • Safe for long-term use • Slower charging 	<ul style="list-style-type: none"> • Very expensive to purchase and install • Can cause degradation to EV batteries with frequent use
Estimated Equipment Costs	\$2,500 to \$6,000 (ICF, 2022)	\$20,000 to \$150,000 (ICF, 2022)

Benefits of EVs

Benefits of EVs are both environmental and economic. By replacing internal combustion engine vehicles with EVs, transportation related GHG emissions are significantly reduced, and air quality is improved. As the need for imported petroleum to support transportation is decreased through the integration of EVs, domestically available fuel sources can shift into focus, which will result in energy independence and domestically regulated fuel prices. Furthermore, the individual consumer will experience lower fuel and maintenance costs with the transition to EVs and continued advancements in battery and charging technologies. The sections below provide additional details regarding the benefits of EVs.

Reduce GHG Emissions

EVs can significantly decrease GHG emissions associated with on-road transportation, which overtook electricity generation as the largest source of GHG emissions in the US in 2017 (Environmental Protection Agency, 2019). The amount of emissions reduction depends on the electricity generation fuel mix of the local electricity grid. National trends suggest that electric utilities are improving the emissions from electricity generation at a faster rate than fuel economy is improving in internal combustion engine vehicles. EV charging can be paired with residential roof-top solar, commercial solar parking structures, and community solar to further reduce associated GHG emissions. Xcel Energy has goals to reduce carbon emissions 80% by 2030 and to be carbon free by 2050 (Xcel Energy, 2019). By transitioning to cleaner energy sources, Xcel Energy is supporting its customers reach their own community goals of achieving carbon neutrality.

Air Quality

Use of internal combustion engine vehicles contribute to ozone and fine particulate (PM_{2.5}) air pollutants, especially along heavily traveled routes. These pollutants have been linked to respiratory problems such as asthma, cardiopulmonary disease, and premature death for people with chronic exposure. These pollutants are significantly reduced in the case of HEVs and PHEVs and eliminated in BEVs. A study of the Houston area found that moderate to complete vehicle electrification would reduce ozone by 1 to 4 ppb and PM_{2.5} by 0.5 to 2 µgm⁻³. This change was estimated to prevent 114 to 246 premature deaths annually, significantly reduce asthma exacerbation by 7,500 cases, and reduce school loss days by 5,500 (Pan, et al., 2019).

Energy Independence and Cost Stability

Over 65% of the petroleum imported to the US in 2018 was used for transportation fuel. Transitioning to EVs shifts the fuel source to more domestically available sources such as coal,

nuclear, natural gas, and renewable energy. Integration of EVs is an important strategy for reducing dependence on fuel imports and isolates transportation costs from the volatile petroleum market (Office of Energy Efficiency and Renewable Energy, 2018). **Figure 7** illustrates the fluctuations in gasoline and diesel prices compared to electricity prices from 2000 to 2021.

Electricity Prices Compared to Gasoline and Diesel

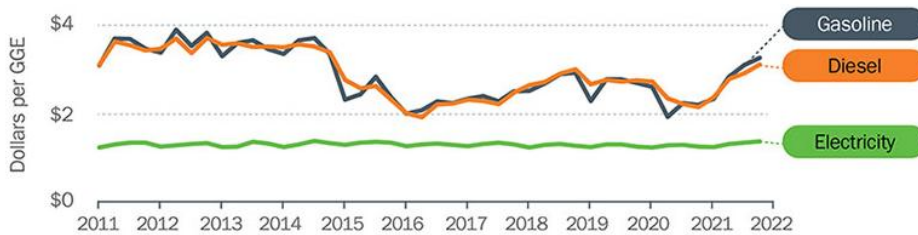


Figure 7. The average retail fuel prices in the United States illustrate that electricity prices are not only lower but much more stable than those of gasoline or diesel fuel. (U.S. Department of Energy, 2023)

Lower Fuel & Maintenance Costs

While cost savings vary based on vehicle type, driving patterns, and geographic region, the average driver spends about half as much money in fuel and maintenance costs by driving an EV compared to a traditional internal combustion engine vehicle (Office of Energy Efficiency and Renewable Energy, 2019). The average US household spends about 13% of their annual income on transportation costs, while low-income households spend an average of 29% of their annual income on transportation costs (Institute for Transportation And Development Policy, 2019). The transition to EVs would result in significant savings for the individual consumer.

Appendix B: Incentive Resource Details



There are funding opportunities and incentives to support transportation electrification. The following sections summarize key programs, grants, tax credits, and other financial incentives available as of May 2026 through Xcel Energy and the State of Colorado.

The resources and funding available are changing rapidly. Visit [Drive Clean Colorado's website](#) for up-to-date information on available incentives and grant programs.

XCEL ENERGY REBATES AND PROGRAMS

Commercial Programs

- [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.
- [Charger Rebates](#) cover a portion of the costs of the charging equipment for eligible charger types.
- [New Construction Rebates](#) are available to cover the cost of EVSI for new construction parking spaces that exceed local building codes. An EV capable space rebate amount is \$500. An EV Ready space rebate amount is \$1,600. An EV capable building code, EV ready has a rebate amount of \$1,100.
- [Fleet Electrification Advisory Program](#) offers expert support to help fleet managers plan and implement fleet electrification. This includes a low-to-no cost, data-driven assessment of a current fleet, and provides a comprehensive report with actionable recommendations for EV fleet procurement planning and charging site design.

Residential Programs

- [Charger and Wiring Rebate](#) offers \$500 or for income-qualified customers, a \$2,300 rebate for home wiring or a level 2 charger.

- **EV Accelerate at Home (EVAAH)** includes Xcel Energy installs and maintains a level 2 charger for a monthly fee on bill, with no upfront cost.
- **Optimize Your Charge (OYC) Program** rewards customers for charging at times that benefit the grid.
- **Charging Perks** is a low-effort, high-value solution that rewards EV drivers for charging at times when it's most beneficial to the electric grid. Customers are rewarded with an annual incentive of \$150 and a \$50 bill credit just for signing up.

STATE INCENTIVES AND PROGRAMS

Colorado EV Tax Credit

Up to \$750 credit for purchase or lease (minimum 2-years initial term) new vehicles with a manufacturer's suggested retail price (MSRP) up to \$80,000. Coloradans purchasing an EV with an MSRP up to \$35,000 will be eligible for an additional \$2,500 tax credit.

Vehicle Exchange Colorado

State rebate program to encourage income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options. \$9,000 for 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.

Charge Ahead Colorado

A competitive grant program offers State funding for community-based level 2 and direct current fast-charging EV charging stations with prioritized investments in disproportionately impacted communities and enhanced incentives for eligible qualifying entities.

Direct Current Fast Charging (DCFC) Plazas

A competitive grant program designed to increase access to high-speed charging in communities and along highway corridors across Colorado.

Clean Fleet Enterprise Clean Fleet Vehicle and Technology Grant Program

Created to incentivize and support the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. 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.

Fleet ZERO

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.

Community Accelerated Mobility Project

Local, county, and Tribal governments; community-based organizations; and nonprofit organizations are eligible to apply to develop 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.

I-Codes Technical Assistance

The Colorado Energy Office (CEO) offers free technical assistance for jurisdictions adopting 2021 I-Codes. Questions about building I-codes, how to review or inspect for a measure, how I-codes interact, or how to comply, can be submitted to CEO's free Code Helpline.

Electric Bicycle Tax Credit

Coloradans can get an upfront discount on a qualifying e-bike purchase at a participating retailer.

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Appendix C: Glossary of Terms



Alternating current (AC): The most common form of electricity used in homes and businesses uses alternating current where the current periodically changes direction. Batteries require DC electricity to charge, so EV chargers must convert the supplied AC electricity to DC power.

Amps: The measurement of the amount of electrical energy “flowing” through a charger. This is determined by the electrical load required by the equipment and can vary over time.

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

Direct Current (DC): The form of electricity where the current only flows in one direction. This is the type of electricity that batteries supply and require to charge. EV chargers must convert the supplied AC electricity to DC power.

Electric vehicle (EV): A vehicle that uses an electric engine for all or part of its propulsion.

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

Energy Burden: Percentage of gross household income spent on energy costs.

Fleet Electrification: Replacing internal combustion engine vehicles with equivalent electric vehicles in a public or business fleet.

Greenhouse Gases (GHG): Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change. 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): Contains both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor. No external battery charger is used. Runs at a constant speed, which increases fuel efficiency.

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

Kilowatt-hour (kWh): The amount of electricity being sent to the EV battery from the charger in one hour. This is calculated by volts times amps divided by 1,000.

Level 1 Charging Station: Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery; intended for residential use only.

Level 2 Charging Station: Uses a 220-volt or 240-volt AC outlet and can fully charge a depleted battery in 4 to 6 hours; can be used in both residential and commercial settings.

DC Fast Charging Station: Uses an industrial 480-volt DC outlet and can charge a battery to 80% in 20 to 30 minutes; used in commercial settings where the anticipated charge time is limited (e.g., supermarket, gas station, etc.); will be used on Alternative Fuel Corridors – a national network of major thoroughfares supporting EVs and other alternative fuels.

Light-Duty Vehicles: Passenger cars with a maximum Gross Vehicle Weight Rating (GVWR) of 8,500 lbs.

Micromobility: Transportation using lightweight vehicles such as bicycles or scooters, including electric bicycles and scooters, often used to travel short distances.

Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}): A unit of measure for greenhouse gas emissions. The unit "CO_{2e}" represents an amount of a greenhouse gas whose atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO₂), based on the global warming potential (GWP) of the gas.

Plug-in Electric Vehicle (PEV): A vehicle that uses an electric motor and utilizes an external source of electricity to store electrical energy within its onboard rechargeable battery packs.

Plug-in Hybrid Electric Vehicle (PHEV): Contains both an electric motor and a gasoline engine. An external plug is used to fuel the electric motor. The electric motor is used until the battery is depleted, at this point the gasoline engine takes over. Lower tailpipe emissions than traditional internal combustion engine and longer ranges than most BEVs.

Range Anxiety: Fear of running out of power in an EV before reaching a charging station or desired destination.

Range per hour (RPH): A measurement of the miles an EV can travel on one hour of charge. This is generally applied to EV charging stations and expressed in terms of typical EV efficiency.

Resilience: The ability to prepare for and adapt to changing conditions and withstand and recover rapidly from disruptions. Resilience includes the ability to withstand and recover from deliberate attacks, accidents, or naturally occurring threats or incidents.

Vehicle miles traveled (VMT): A way of measuring integration of EVs and associated reduction in GHG emissions by considering electric miles that replace traditional vehicle miles.

Volts: A measurement of the force pushing the flow of energy through a charger. This measurement is determined by electricity supply. Standard household outlets provide 120 volts; outlets for dryers or other high-powered household equipment supply 240 volts.

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