Sector	CAP Strategies
Transportation	TS1. Improve safe and equitable multimodal access throughout each community to reduce vehicle miles traveled (VMT).
	TS2. Increase adoption of electric vehicles such that 20% of registered vehicles in Routt County are electric by 2030 and 95% are electric by 2050.
	TS3. Reduce single occupancy vehicle travel.
	TS4. Engage in statewide discussions and policy work.

Highlighted boxes show which CAP Strategies are implemented by CAP recommended Action.

Transportation Working Group Recommended Action #1:

Adopt and implement an individual or county-wide EV Readiness plan.

Description:

The City of Steamboat Springs has adopted an EV Readiness Plan. The other CAP jurisdictions can use this as a template to develop their own or a county wide EV readiness plan. This will bring EV readiness to all the county residents while allowing flexibility by area. The goal is to develop a comprehensive plan for needed electric vehicle supply equipment (EVSE) in Routt county, so that EVSE installation is logical and thoughtful for the long term.

Lead Implementer(s):

Possible implementers include the individual CAP governments or a county wide designated staff group or consultants.

Partners:

Routt County, Town of Hayden, Town of OAK Creek, Town of Yampa, YVEA, YVSC, Colorado Energy office.

Implementation Needs & Next Steps:

1) Identify if an individual government or group effort.
2) Identify if staff or contractor services will be used.
3) Establish budget.
4) If contractor service issue RFP and select vendor.
5) Complete plan.

Timeframe to Begin Implementation:

Mid-term (2) to five (5) years.

Cost Estimate:

TBD – assumed to be under $100,000.

Potential Funding Sources:

CAP governments, State grants.

Assessment:

Greenhouse Gas Potential: M Notes/Assumptions: Transportation is responsible for 26% of the emissions identified in the CAP. This recommendation will fill the gap between the City's EV readiness and the remainder of the county. With the City of Steamboat Springs already addressing the highest concentration of transportation, the importance of the remaining CAP governments doing the same is high, but the impact is moderate.
Co-benefits: M Notes/Assumptions: Co-benefits include improved air quality. public health improvements,

and financial savings from lower cost transportation options.
Implementation Cost: M Notes/Assumptions: The development of the recommended plan(s) will require staff or consulting resources. Coordinating between the individual Towns and the County will also require staff resources.
Political Barriers: M Notes/Assumptions: The funding of the plan development and its adoption when done will require public involvement and a commitment by the CAP Partners.
Ease of Implementation: M Notes/Assumptions: This is a detailed task and will require a fair level of government coordination, research, and plan development.

CAP Strategy and Action:

TS2 A1 T1. Develop, adopt, and implement Electric Vehicle Readiness Plans for communities and the county.

TS2 A1 T2. Identify barriers to residential, workplace, and commercial charging in each community and across the county and modify codes in order to remove identified barriers.

TS2 A1 T3. Review model EV codes and adopt building codes which require installation of wiring/conduit and/or charging infrastructure to enable future EV charging installation in all new residential, multi-family, and commercial construction.

TS2 A1 T4. Integrate EV planning into other relevant County and community plans.

TS2 A2 T1. Develop a workplace charging program to facilitate charger integration for local agencies, businesses, education providers, medical centers, cultural centers, and recreation centers.

TS2 A2 T2. Install Level 2 chargers near destinations with mid-range dwell times with the goal of providing one level 2 charger for every 12 registered electric vehicles.

TS2 A2 T3. Install one or more Level 3 chargers in each community along the Highway 40 corridor.

TS2 A2 T4. Support the adoption of mixed-level charging near multi-family or affordable housing to support both overnight and quick charge options.

TS2 A2 T5. Facilitate and/or incentivize EV charger deployment at high-traffic areas such as state parks, airports, community centers, libraries, park-and-rides, ski resorts, fairgrounds and other locations utilizing dwell time and siting criteria.

TS2 A3 T1. Carry out education and outreach to the general public around EV basics, cost effectiveness, environmental benefits, models available, batteries, winter operation, and other topics to stimulate EV adoption.

TS2 A3 T2. Develop and implement an EV education and outreach program focused on workplaces.

TS2 A3 T3. Carry out education and outreach to stimulate EV infrastructure development, especially for multi-family and residential charging.

TS2 A3 T4. Host Ride-and-Drive events to stimulate interest and understanding of EVs.

TS2 A3 T5. Provide education and outreach information in multiple languages.

TS3 A2 T1. Identify current providers, assess services provided, and explore potential partnerships and collaborations.

TS3 A2 T2. Consider employee and visitor shuttles and transportation services within the context of an RTA.

TS3 A2 T3. Host annual meetings of stakeholders, transportation providers, and others to enhance shared understanding and nurture partnerships and collaborations.

TS3 A2 T4. Create an education and outreach campaign to promote regional services for visitors and employees.

Other Actions needed:

Review state and other EVSE planning documents, then develop EVSE goals which align EVSE goals with state strategies.

Encourage YVEA to prepare and share an EV charging infrastructure study by year-end 2024 that outlines the utility system management strategies and/or upgrades needed to support the CAP related EV adoption goals.

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	TS4. Engage in statewide discussions and policy work.

Highlighted boxes show which CAP Strategies are implemented by CAP recommended Action.

Transportation Working Group Recommended Action #2:

Adopt and implement community or county-wide vehicle miles traveled (VMT) reduction plan(s) with specific goals and benchmarks.

Description:

Transportation is the second largest contributor (after buildings) identified in the CAP. Reducing the number of miles driven in Routt County will contribute to reducing these emissions. A well-developed Vehicle Miles Traveled reduction plan will focus on this opportunity to reduce emissions. A great deal of background work has been completed in this area, incorporating this work into a developed plan and budget is the next step in reducing VMT.

Lead Implementer(s):

CAP governments, contractor and/or NGO.

Partners:

CAP governments, regional non-profits, Colorado State Agencies.

Implementation Needs & Next Steps:

1) Fund and develop the plan development.
2) Fund ongoing plan implementation.
3) Annual reporting and progress tracking.

Timeframe to Begin Implementation:

Immediately (0) to one (1) year for plan development funding.

Cost Estimate:

TBD with an assumption of $50,000 to $100,000 for plan development.

Potential Funding Sources:

CAP governments, State and Federal Grants, other grants.

Assessment:

Greenhouse Gas Potential: M Notes/Assumptions: Reducing vehicle miles traveled is one tool in reducing emissions from transportation in the region.
Co-benefits: H Notes/Assumptions: Co-benefits include improved outdoor air quality, improved public health and financial savings from fewer vehicle miles traveled.
Implementation Cost: M Notes/Assumptions: With the information already gathered and examples from other communities, developing the plan will not require a heavy lift. Funding will be required for plan development and ongoing plan implementation.
Political Barriers: M

Notes/Assumptions: Funding for the plan development and ongoing implementation will be required. Coordinating a county wide effort will require intergovernmental cooperation and voter support.
Ease of Implementation: M Notes/Assumptions: The plan development will not be difficult, but implementation will require ongoing commitment and funding to gain public adoption.

CAP Strategy and Action:

TS3 A1 T1. Promote E-bikes in lieu of gas-powered vehicles and support equitable E-bike adoption.

TS3 A1 T2. Develop education and outreach campaigns to encourage and sustain behavior change, including walking, biking, using transit, anti-idling, and proper vehicle maintenance.

TS3 A1 T3. Ensure tourists are aware of, and are encouraged to use, alternative transportation options available in the community.

TS3 A1 T4. Create programs and incentives for community-wide ride sharing.

TS3 A1 T5. Create an EV car share and/or community bike share program.

TS3 A1 T6. Review existing plans to identify potential incentives and disincentives to support behavior change to reduce VMT.

TS3 A3 T1. Work with YVEA to support the cooperative's efforts to expand broadband access Countywide.

TS3 A3 T2. Encourage greater use of telecommuting within the County.

TS3 A3 T3. Carry out an education campaign promoting teleworking.

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	TS4. Engage in statewide discussions and policy work.

Highlighted boxes show which CAP Strategies are implemented by CAP recommended Action.

Transportation Working Group Recommended Action #3:

City of Steamboat Springs identify and pursue dedicated revenue streams, other than the general fund, to support the expansion of Steamboat Springs Transit services. Transit expansion would include increased route availability, timing and an expanded service area resulting in a 25% increase in levels of service over 2023 levels of service.

Description:

The Steamboat Springs Transit System is a key platform for reducing transportation emissions for both residents and visitors. Transit currently operates based on a funding source that is not keeping up with demand. Steamboat is in the minority among municipalities in funding its transit system through the general fund. The City needs to bring voters a solution that establishes long-term transit funding to expand the transit system in support of CAP vehicle emission reduction goals.

Lead Implementer(s):

City staff to develop ballot language and supporting NGOs to lead campaign.

Partners:

Voters, Colorado Energy Office, Ski Corp. City, County, Chamber, Lodging organizations, Main Street, municipalities, business community, restaurant and bar, medical facilities.

Implementation Needs & Next Steps:

1) Engage staff or a consultant to develop funding options.
2) Engage the community.
3) Obtain voter approval.

Timeframe to Begin Implementation:

Mid-term (2) to five (5) years.

Cost Estimate:

City staff time to develop ballot language with donations and/or private grants to support the public campaign.

Potential Funding Sources:

Initial grant for concept development, ongoing funding from voter approved dedicated fees/taxes (including a lift ticket tax, sales tax, property tax or accommodations tax), contributions from Ski Corp., revenues recovered from riders and federal and state grants.

Assessment:

Greenhouse Gas Potential: H Notes/Assumptions: This recommendation scored the highest for greenhouse gas reduction potential.
Co-benefits: M

Notes/Assumptions: Co-benefits include improved air quality, improved visitor satisfaction, and transportation savings by citizens.
Implementation Cost: H Notes/Assumptions: It will take dedicated staff or consultant time to develop a robust list of options and fees/taxes will be increased to fund ongoing Transit funding including expansion of services.
Political Barriers: H Notes/Assumptions: While consensus may be found in fees/taxes that expand Transit funding, political opposition may be encountered as well. This will take a dedicated voter education effort to be successful.
Ease of Implementation: M Notes/Assumptions: Once approved, implementing the Transit expansion can be completed by Transit staff.

CAP Strategy and Action:

TS1 A2 T1. Secure dedicated funding for local transit.

TS1 A2 T2. Identify partnerships and collaborations.

TS1 A2 T3. Plan transit service that utilizes available funding and infrastructure.

TS1 A2 T4. Carry out feasibility studies to identify new local transit options.

TS1 A2 T5. Improve bus infrastructure (e.g., bus stops, bus lanes) which improves visibility and efficiency of transit.

TS1 A2 T6. Conduct education and outreach, including highlighting affordability of transit compared to SOV and the environmental benefits of transit.

TS1 A2 T7. Improve transit quality and experience.

Sector	CAP Strategies
Transportation	TS1. Improve safe and equitable multimodal access throughout each community to reduce vehicle miles traveled (VMT).
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	TS3. Reduce single occupancy vehicle travel.
	TS4. Engage in statewide discussions and policy work.

Highlighted boxes show which CAP Strategies are implemented by CAP recommended Action.

Transportation Working Group Recommended Action #4:

Implement a voluntary carbon offset plan for the Yampa Valley Regional Airport (YVRA).

Description:

This recommendation is about asking our commercial air travel visitors to help in protecting our valley and their own experience in the face of a warming climate and its impact on the Yampa Valley. This type of voluntary program has been successfully used in other tourist regions. Funds raised will be used for carbon reduction efforts in Routt County.

Lead Implementer(s):

Routt County and supporting NGO.

Partners:

CAP governments, Ski Corp, the Chamber, the Lodging community, Main Street, other tourism partners, YVSC.

Implementation Needs & Next Steps:

1) Identify a lead agency or consultant to develop the concept.
2) Implement the program.
3) Manage the program and fund local CAP carbon reduction projects.

Timeframe to Begin Implementation:

Immediately (0) to one (1) year.

Cost Estimate:

TBD depending on staff or consultant resources (less than $100,000).

Potential Funding Sources:

Routt County, CAP governments, Ski Corp, the Chamber, the Lodging community, Main Street, and other promotional organizations that generate a tourist base carbon footprint, State and Federal grants.

Assessment:

Greenhouse Gas Potential: L Notes/Assumptions: Funds raised from this initiative will not be large, but this is an important way to have visitors help fund the mitigation of their carbon impacts.
Co-benefits: M Notes/Assumptions: This effort will raise climate impact awareness with our visitors and will help fund identified local carbon reduction efforts.
Implementation Cost: M Notes/Assumptions: It will be inexpensive to organize this program. It will require a couple of staff and an organization like the Chamber to use their promotional skills to solicit donations at the ski area, lodging areas and the airport.

Political Barriers: M Notes/Assumptions: This will require approval by all of the Regional Airport supporting governments and some dedicated staff time and other resources.
Ease of Implementation: M Notes/Assumptions: It would require a couple of staff, an office and an organization like the Chamber to use their promotional skills at the ski area, lodging areas as well as the airport to sell the importance of this fee.

CAP Strategy and Action:

This recommendation is not referenced in the CAP but was developed as part of the CAP gap analysis process.

Sector	CAP Strategies
Transportation	TS1. Improve safe and equitable multimodal access throughout each community to reduce vehicle miles traveled (VMT).
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	TS3. Reduce single occupancy vehicle travel.
	TS4. Engage in statewide discussions and policy work.

Highlighted boxes show which CAP Strategies are implemented by CAP recommended Action.

Transportation Working Group Recommended Action #5:

Adopt EV readiness requirements in the next County-wide building code update process.

Description:

The 2021 International Building Code (IBC) is produced by the ICC (International Code Council). The Routt County Building Department is preparing the 2021 IBC for adoption effective January 1, 2024. Local jurisdictions have the flexibility to adopt code requirements not outlined in the IBC. The City of Steamboat Springs has adopted an EV Readiness Plan that will meet or exceed the Colorado EV adoption goal. Having adequate EV charging infrastructure in new construction will be essential to meet the EV goals of both the City and the other towns and rural areas of the County. This recommendation seeks to take advantage of a code update during the next building code update process. By placing specific EV charging requirements in the 2024 code, the County will support the EV adoption goals outlined in the CAP and lead by example in support of Colorado's EV adoption goals.

ROUTT COUNTY
CLIMATE ACTION PLAN
COLLABORATIVE

Lead Implementer(s):

Routt County Building Department, with guidance from the CAP Transportation Working Group and the CAP Board.

Partners:

YVEA, YVSC, government staff, Colorado Energy Office.

Implementation Needs & Next Steps:

1) Identify timeline requirements for developing the required code language. The next code adoption process is scheduled for 2026 for adoption by January 2027.
2) Develop the specific code language.
3) CAP governments to approve the Code language when prepared.
4) Technical support to implement the code changes with the builder/development community when adopted.
5) Ongoing support and builder/developer education.

Timeframe to Begin Implementation:

Language for 2024 code is to be developed in 2026 for adoption by January 2027.

Cost Estimate:

$5,000 for code development, depending on County staff availability and contractor education needs. Level Two chargers are currently costing approximately $5,000 per “plug”. Electrical upgrades to standard design costs will need to be developed.

Potential Funding Sources:

CAP governments, State of Colorado Energy Office, Federal and other grants, State and Federal tax credits.

Assessment:

Greenhouse Gas Potential: H

Notes/Assumptions: Transportation is the second largest Emission sector identified in the CAP, at 26%. The CAP anticipates a 20% EV share of registered vehicles in the County by 2030 and a 95% EV (or other non-carbon emission producing vehicles) registration penetration by 2050. Building codes need to support this goal especially in multi-family construction where retrofit costs of EV infrastructure far exceed designing the charging infrastructure into project development.
Co-benefits: M Notes/Assumptions: EV's will improve local air quality and are expected to reduce commuter costs per mile, freeing up consumer spending for local goods and services.
Implementation Cost: L Notes/Assumptions: The capital costs required will be higher than "business as usual" (new construction without EV charging readiness) , however, building EV charging into the construction process will be much less expensive than retrofitting for EV charging in the future. Tax incentives that are available for the mid-term future may bring these costs down significantly for participants. Affordable housing funding from Colorado requires some level of EV readiness now.
Political Barriers: M Notes/Assumptions: All of the Routt County governments need to adopt the 2024 proposed code. The development community may oppose the incremental cost of adding adequate EV charging capacity to projects before the EV market catches up to the CAP EV adoption goals. Developing the specific code language will have low political barriers as it is a low cost process. However resistance to the changes outlined in the Code may be high as EV readiness requirements have run into resistance in other communities.
Ease of Implementation: M Notes/Assumptions: The code language will be easy to write, but adding EV charging readiness to meet the long-term CAP EV adoption goals will require significant upgrades to existing electrical supply costs, parking lot design, and snow removal considerations in new construction.

CAP Strategy and Action:

This recommendation was not included in any of the strategies outlined in the CAP.

Sector	CAP Strategies
Transportation	TS1. Improve safe and equitable multimodal access throughout each community to reduce vehicle miles traveled (VMT).
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	TS4. Engage in statewide discussions and policy work.

Highlighted boxes show which CAP Strategies are implemented by CAP recommended Action.

Transportation Working Group Recommended Action #6:

Complete the CDOT funded Regional Transportation Authority study and bring to the voters an RTA for the Yampa Valley including Steamboat Springs, Routt County and the City of Craig.

Description:

A Regional Transportation study is currently underway. With transportation's climate impact, it is important that this study, when completed, be brought to the voters in the region for adoption and funding.

Lead Implementer(s):

RTA governments.

Partners:

CDOT, CO Energy Office, State of Colorado, the public, the business community.

Implementation Needs & Next Steps:

1) Complete the RTA study.
2) Bring the RTA to the voters with a well-developed information effort.
3) If funding is approved, implement the RTA.

Timeframe to Begin Implementation:

Mid-term (2) to five (5) years. The RTA study should be completed in the near term, implementation will take several years after that.

Cost Estimate:

TBD through the RTA study.

Potential Funding Sources:

State and Federal Grants, IRA tax credits, participating RTA governments, taxes, user fees.

Assessment:

Greenhouse Gas Potential: H Notes/Assumptions: Reducing individual vehicle trips in the region through the RTA will have a significant impact on emissions from vehicle travel.
Co-benefits: M Notes/Assumptions: Improved travel safety/fewer accidents, lower commuter costs, improved air quality, reduced roadway congestion, reduce need for garages, parking spots and more roadways.
Implementation Cost: H Notes/Assumptions: RTA's require significant and ongoing operational costs.
Political Barriers: M

Notes/Assumptions: The RTA development process is well underway and appears to have solid public and governmental support.
Ease of Implementation: M Notes/Assumptions: Though the foundation for an RTA exists and many examples can be examined from other areas, implementation will still require a good deal of staff time.

CAP Strategy and Action:

This recommendation is not specifically mentioned in the CAP, its development is a result of the CAP gap analysis process.