



**CITY COUNCIL EXECUTIVE COMMITTEE MEETING
CITY COUNCIL CHAMBERS, THIRD FLOOR, CITY HALL,
#1 CITY HALL PLACE, PUEBLO, COLORADO 81003.**

**MONDAY, NOVEMBER 11, 2024
5:30 PM**

Individuals Requiring Special Accommodations Should Notify the City's ADA Coordinator at (719) 553-2295 by Noon on the Friday Preceding the Meeting.

Executive Committee meetings are special meetings of the City Council and are informal Council meetings for the purpose of receiving information and discussion among Council Members; no official action is taken at such meetings. The public is invited to attend, but public comment is generally not received unless otherwise noted.

Agenda

CALL TO ORDER

PRESENTATIONS

- | | |
|--|-----------|
| A. CITY UPDATE | 5:30 p.m. |
| Brian McCain, Chief of Staff | |
| 5 minute presentation | |
| B. LOBBYIST UPDATE | 5:35 p.m. |
| Gil Romero - Capital Success Group | |
| 15 minute presentation | |
| C. CENTER FOR EMPLOYMENT OPPORTUNITIES (CEO COLORADO) | 6:00 p.m. |
| Joshua Silverthorn - Pueblo Program Manager | |
| Nadine Philips - Sr. Policy Associate | |
| 15 minute presentation | |
| D. EV READINESS PLAN ADOPTION | 6:25 p.m. |
| Andrew Hayes, Public Works Director | |
| 15 minute presentation | |

ADJOURNMENT



Center for
Employment
Opportunities

Center For Employment Opportunities

Pueblo City Council Presentation

Nov. 11, 2024

Who We Are

OUR GOAL

Center for Employment Opportunities (CEO) is an employment social enterprise that supports formerly incarcerated jobseekers. Our mission is to provide immediate, effective, and comprehensive employment services exclusively to people recently released from incarceration.

We believe that everyone, regardless of their past, deserves the chance to shape a stronger future for themselves, their family, and their communities.

Since opening our doors in 2017, we have **served over 1,700 formerly incarcerated Coloradans** through our offices in Denver and Colorado Springs. Our evidence-based services contribute to **increased public safety and decreased interactions with the carceral system.**



CEO's Program Model

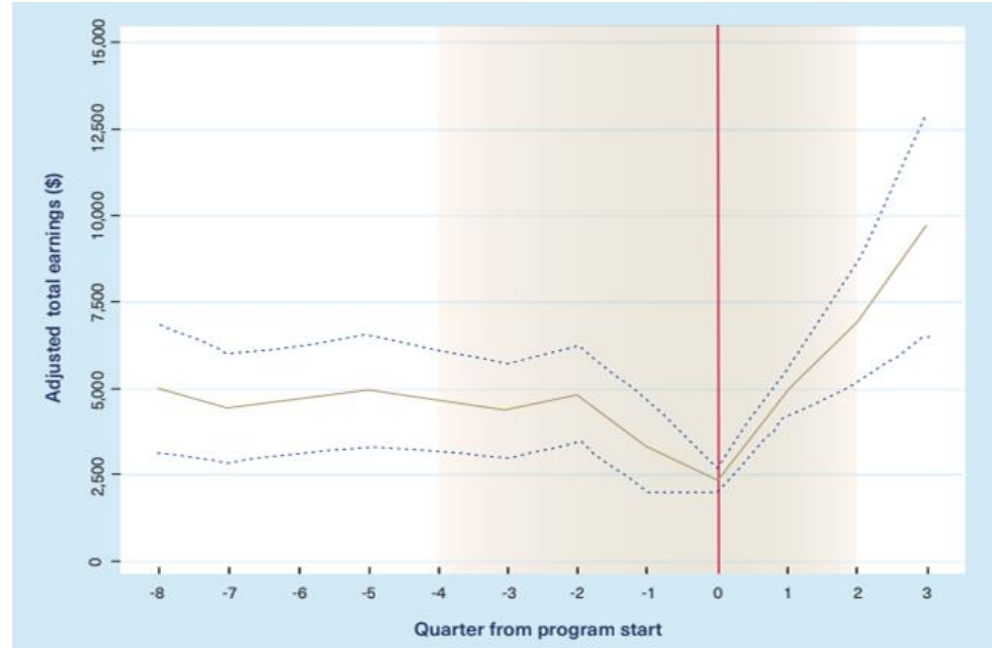
CEO's evidence-based program model helps participants regain the skills and confidence needed for successful transitions into the workforce





Need & Impact

- About 31,000 Colorado residents are behind bars and **over 80,000 are under community supervision.**
- Pueblo is among the smaller cities in Colorado with high **imprisonment rates at 612 per 100,000 city residents.**
- Pueblo is among the 10 counties home to **88% of Colorado residents in state prison**



A recent evaluation on our Colorado programs found individuals experience an average increase in earnings of nearly 49% after CEO and those deemed “hardest to employ” experience nearly an 8x increase in earnings.

Carmen's Story

“Once my kids saw that I was doing better, [staying] sober, and taking advantage of programs, they became my biggest supporters.”



Read Carmen's story here!





Unique Services & Partnerships

Paid work experience and training is a unique part of CEO's model that addresses the specific needs of formerly incarcerated jobseekers

Participant Benefits

- financial stability
- immediate work
- feedback on work
- wrap around services
- advanced training

Community Benefits

- adaptable, reliable workforce
- meet immediate labor needs
- fair chance hiring
- cultivate new talent



CEO partners with public and private entities for on-the-job training including state Departments of Transportation, City departments of Parks & Rec, and more.



CEO Pueblo

We are very excited to expand our services to Pueblo in 2025 and look forward to working with the community to meet local workforce needs and support formerly incarcerated residents during their reentry.



Public
Leaders



Participant
Referrals



Transitional
Jobs



Support
Services



In-Demand
Training



Employment





Center for
Employment
Opportunities

THANK YOU!

We are happy to answer any questions.

Nadine Philips, Senior Policy Associate •
nphilips@ceoworks.org • 202-913-1937

Josh Silverthorn, Pueblo Program Manager •
jsilverthorn@ceoworks.org • 720-498-9951

CITY OF PUEBLO EV READINESS PLAN

Public Works 11/11/2024

Project CI2325

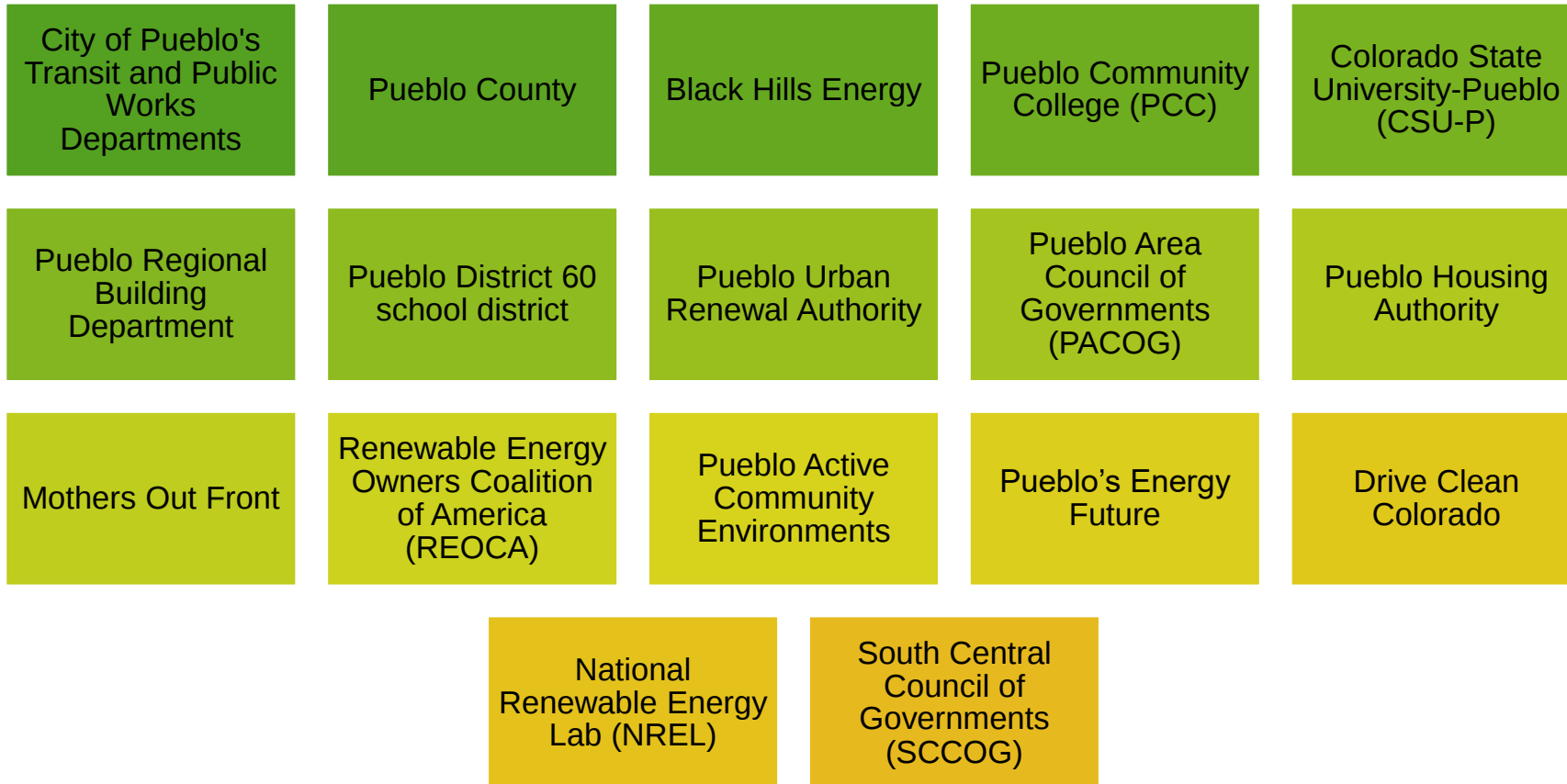
EV Readiness Plan

- ▶ October 2023 - November 2024
- ▶ Two Stakeholder Workshops – May through August 2024
- ▶ Three Deliverables
 - ▶ Market Assessment
 - ▶ Infrastructure Assessment
 - ▶ Policy & Program Recommendations

Community Engagement

Activity	Objective	Audience
Understanding Workshop <i>May 21, 2024</i>	Gather baseline understanding of key partners' priorities and perceptions of opportunities, barriers, and strategies to develop charging infrastructure and promote EV adoption; learnings to inform design of community questionnaire	Primary stakeholders
Online Community Questionnaire <i>July – August 2024</i>	Understand automobile driving habits and awareness, knowledge, and perceptions of EVs (including barriers and motivators)	General public (n = 271)
Confirming Workshop <i>August 28, 2024</i>	Confirm, prioritize, and refine draft EV Readiness strategies with secondary stakeholders who can support implementation and who represent priority equity audiences and/or energy or EV enthusiasts	Primary & secondary stakeholders

Stakeholder Outreach



Key Findings

Opportunities

Improved Air Quality

Reduced Ownership Costs

Reduced engine pollutants

Reduced Vehicle Noise

Revenue Opportunities

Alternative Transportation – E-Bikes

Vehicle to Grid Technology

Challenges

Range Anxiety

Cold Temperatures

Technical Trainings

Skepticism

EV Affordability & Accessibility

Infrastructure

Survey Outcomes

Responses

271 complete responses between June 24 and August 11, 2024

- 31% of respondents reported that they or a member of their household currently own/lease an EV.
- 16% reported that they have driven or currently drive an EV for work.
- 60% reported that they had neither of these experiences with EVs.
- Evenly split regarding likelihood of buying/leasing a battery electric or plug-in hybrid for their next motor vehicle: 53% reported being likely and the remainder, unlikely.

MOTIVATORS & BARRIERS

Primary Motivators:

Government Rebates 51%

Environmental Impact 49%

Barriers: Battery health or replacement costs over vehicle lifetime (65% identified this as a slight or major barrier)

Availability of charging stations (61%), and time to charge (57%) price (55%). Distance on a single charge (50%), and dependability of vehicles and chargers (49%)

Goal	Average Rank (Most to Least Important)
Increase plug-in electric vehicle adoption throughout the community	2.9
Expand a plug-in electric vehicle charging infrastructure (public and private) throughout the City	3.2
Make plug-in electric vehicles more accessible and affordable to all	3.4
Expand public awareness of the benefits and costs of a plug-in electric vehicles	3.5
Increase plug-in electric vehicle adoption in the City's fleet, including its cars and buses	3.6
Contribute to sustainability outcomes (e.g., reduce greenhouse gas emissions, improve air quality, etc.)	4.1

COMMUNITY GOALS & PRIORITIES

PLAN
DELIVERABLES

Task 1 – Market
Assessment

Task 2 – Infrastructure
Assessment

Task 3 – Policy & Program
Recommendations

KNOW YOUR EV CHARGING STATIONS

AC Level One

**VOLTAGE**

120V 1-Phase AC

AMPS

12–16 Amps

CHARGING LOAD

1.4–1.9 kW

CHARGING TIME

3–5 Miles per Hour

AC Level Two

**VOLTAGE**

208V or 240V 1-Phase AC

AMPS

12–80 Amps (Typ. 32 Amps)

CHARGING LOAD

2.5–19.2 kW (Typ. 6.6 kW)

CHARGING TIME

12–60 Miles per Hour

DC Fast Charge

**VOLTAGE**

208V or 480V 3-Phase AC

AMPS

>100 Amps

CHARGING LOAD

50–350 kW

CHARGING TIME

60–80 Miles in 20 Minutes

MARKET ASSESSMENT

Year	Model	Range (miles)	MSRP (\$)	Type	Drive Train	Vehicle Type
2024	Tesla Model Y	279-330	54,990 - 61,990	EV	AWD	SUV
2024	Ford Mustang Mach-E	224-312	42,995 - 59,995	EV	RWD, AWD	SUV
2024	Ford F-150 Lightning	230-320	55,974 - 96,874	EV	AWD	Truck
2024	Ford Escape PHEV	37 (EV mode)	39,995 - 45,000	PHEV	FWD	SUV
2024	Volvo XC60 Recharge	35 (EV mode)	57,200 - 70,000	PHEV	AWD	SUV
2024	Volvo XC40 Recharge	223	53,550 - 59,800	EV	AWD	SUV
2024	Hyundai Kona Electric	258	33,550 - 43,650	EV	FWD	SUV
2024	Hyundai Ioniq 5	220-303	41,450 - 56,500	EV	RWD, AWD	SUV
2024	Chevrolet Bolt EV	259	26,595 - 31,995	EV	FWD	Hatchback
2024	Chevrolet Blazer EV	247-320	44,995 - 65,995	EV	FWD, AWD	SUV
2024	Toyota RAV4 Prime	42 (EV mode)	41,425 - 44,500	PHEV	AWD	SUV
2024	Toyota bZ4X	222-252	42,000 - 50,000	EV	FWD, AWD	SUV
2025	Hyundai Ioniq 6	340	45,500 - 60,000	EV	RWD, AWD	Sedan
2025	Chevrolet Equinox EV	250-300	30,000 - 48,000	EV	FWD, AWD	SUV
2025	Toyota Crown Prime	42 (EV mode)	40,000 - 50,000	PHEV	AWD	Sedan
2025	Volkswagen ID.4	275-300	38,995 - 55,000	EV	RWD, AWD	SUV
2025	Volkswagen ID. Buzz	260	58,000 - 65,000	EV	AWD	Van
2025	Nissan Ariya	216-304	43,190 - 60,190	EV	FWD, AWD	SUV
2025	Nissan Leaf	149-226	28,040 - 37,000	EV	FWD	Hatchback
2025	Kia EV6	232-310	45,000 - 61,000	EV	RWD, AWD	SUV
2025	Kia Niro EV	239	40,000 - 45,000	EV	FWD	SUV
2025	Volkswagen ID.7	300	45,000 - 60,000	EV	RWD, AWD	Sedan
2025	Kia Soul EV	243	35,000 - 40,000	EV	FWD	SUV

MARKET ASSESSMENT

REBATES AND CREDITS

Federal	EV Tax Credit	Up to \$7,500 per vehicle	Tax credit for the purchase of an EV, with the amount based on battery capacity and gross vehicle weight rating.
	Federal Transit Administration Low or No Emission Vehicle Program	Varies; \$1.5 billion in 2024	State and local govt. funds for zero-emission and low-emission transit buses and supporting fueling facilities.
	Public Transportation Innovation Program	Varies	Funding to develop research, demonstration, and deployment projects.
	Alternative Fuel Infrastructure Tax Credit	Up to \$100,000	Tax credit for low-income communities installing EV chargers.
	Tax Exemption	Varies	EV charging stations are exempt from property tax until January 1, 2030.
Colorado	EV Tax Credit	Light-duty: \$5,000-\$7,000 Medium-duty: \$10,000 Heavy-duty: \$20,000	Qualified New EVs in Colorado are eligible for a tax credit.
	EV & EV Charging Station Grants (Charge Ahead Colorado)	EVs: \$8,260 Level 2: \$9,000 DC Fast: \$30,000	Provides grant funding for community-based Level 2 and DC fast-charging stations
	Vehicle Exchange Program	Up to \$6,000	Helps income-qualified Coloradans recycle and replace their old or high-emitting vehicles with electric vehicles
	Energy Impact Assistance Fund Grant	Varies	
Utility	Xcel Energy Rebates	New EV: \$5,500 Pre-Owned: \$3,000 Level 2 EV Charger: \$1,300	Rebate for customers installing Level 2 chargers in their homes and low-income customers for purchasing an EV.
	Black Hills Energy Time-of-Use (TOU) Rate	Varies	Black Hills Energy offers Time-of-Use Rates for Electric Vehicle Chargers.
	Black Hills Energy Residential Rebates	Residential Customers: \$500/ Level 2 Charging Port Income-Qualified Residential customers: New/Used EV: \$2,500	Rebate for customers installing Level 2 chargers in their homes and low-income customers for purchasing an EV.

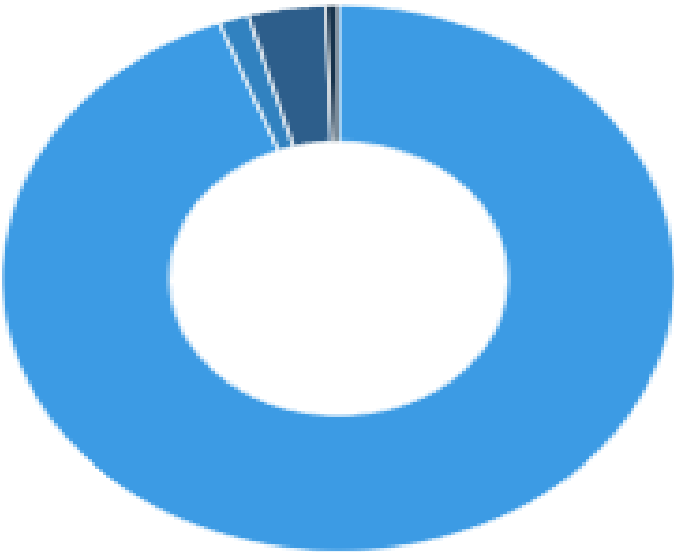
EV ADOPTION RATES

- ▶ Currently, there are over 600 EVs registered within the city which is about 0.76% of all personally owned vehicles on the road.
- ▶ This is less than the state average of 2.87%
- ▶ A large motivator to switching to electric is having access to charging.

Results: 1,299 charging ports required to support local travel & ride-hail

Download Results

To support 1,400 plug-in electric vehicles in Pueblo you would need:



Charging Port Percentage
(Click to hide)

- Single Family: 94.2%
- Shared Private: 1.5%
- Public L2: 3.7%
- Public DC Fast: 0.6%

What kinds of charging ports are needed?
Click on the categories to see how they break down by location

1,224	+
Single Family Charging Ports	
19	+
Shared Private Charging Ports	
48	+
Public Level 2 Charging Ports	
8	+
Public DC Fast Charging Ports	

POLICY & PROGRAM RECOMMENDATIONS

City Fleet - telemetric studies to identify which vehicles in the fleet are most suitable for electrification, based on usage patterns and energy needs

Develop a city-wide policy for replacing fleet vehicles with EVs

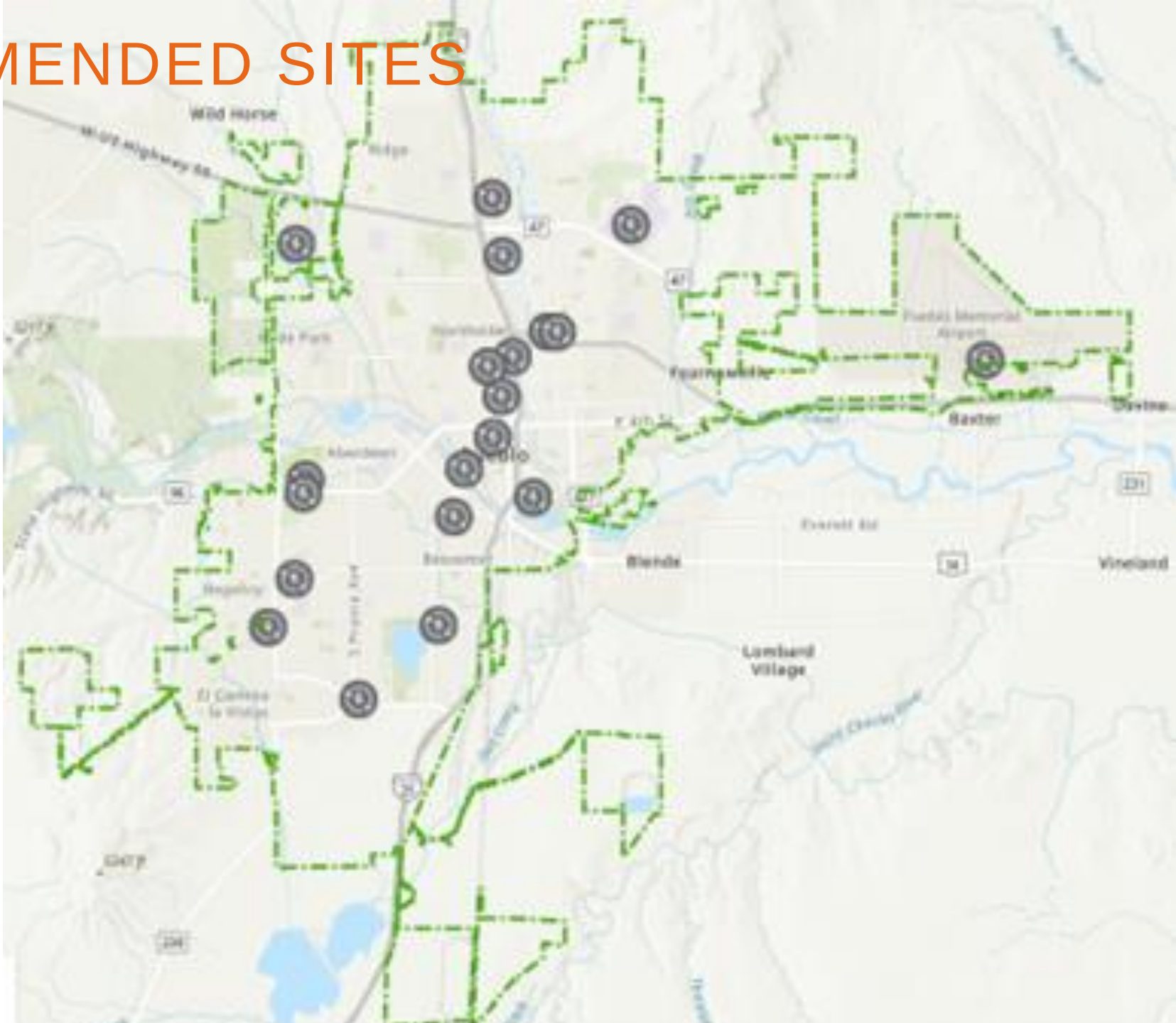
Public- Private Partnerships: Work with local businesses to expand EV charging infrastructure in high-demand areas and ensure effective installation and monitoring of EVSE across the city. Investigate and implement a fee structure for public charging that encourages both consumer and business participation.

Public Transportation Electrification - Replace public transportation including transit buses, Citi-Lift, and county school buses with electric vehicles and establish a dedicated charging plaza to support their operation.

RECOMMENDED SITES

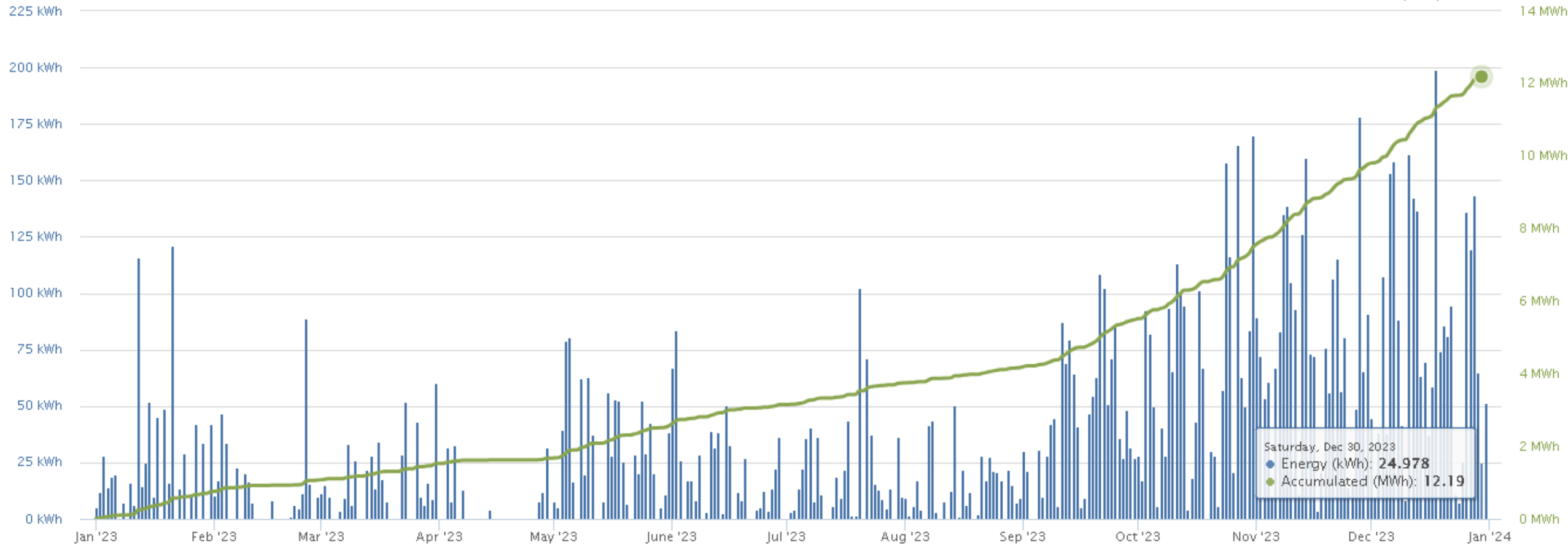
LOCATION	TYPE
MAIN ST. MUNICIPAL BUILDINGS	Government Building
PUEBLO MALL	Retail
PUEBLO YMCA	Community Center
PUEBLO ZOO	Parks and Recreation
WALMART	Retail
HUNTER RD BUS STOP	Transportation
PUEBLO MEMORIAL AIRPORT	Transportation
RUNYON FIELD SPORTS COMPLEX	Parks and Recreation
PUEBLO ACADEMY OF THE ARTS	Education
WALMART	Retail
MINERAL PALACE PARK	Parks and Recreation
UNION DEPOT	Transportation
BELMONT SHOPPING CENTER	Retail
SOUTHSIDE WALMART	Retail
RM SER	Community Center
COLORADO STATE UNIVERSITY- PUEBLO	Education
UC HEALTH/PARKVIEW MEDICAL CENTER	Medical
ELMWOOD GOLF COURSE	Parks and Recreation
PUEBLO TRANSIT CENTER	Transportation
ST. MARY CORWIN /COMMON SPIRIT HOSPITAL	Medical

RECOMMENDED SITES

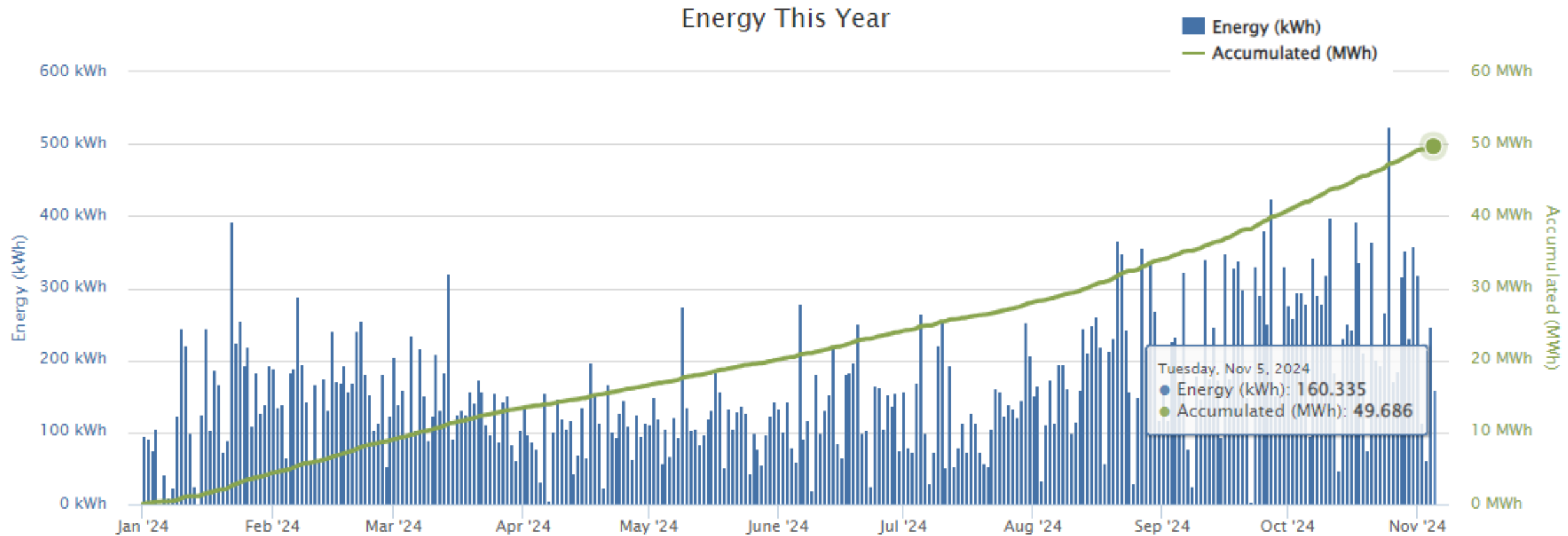


CITY CHARGEPOINT DATA

ENERGY DISPENSED 2023

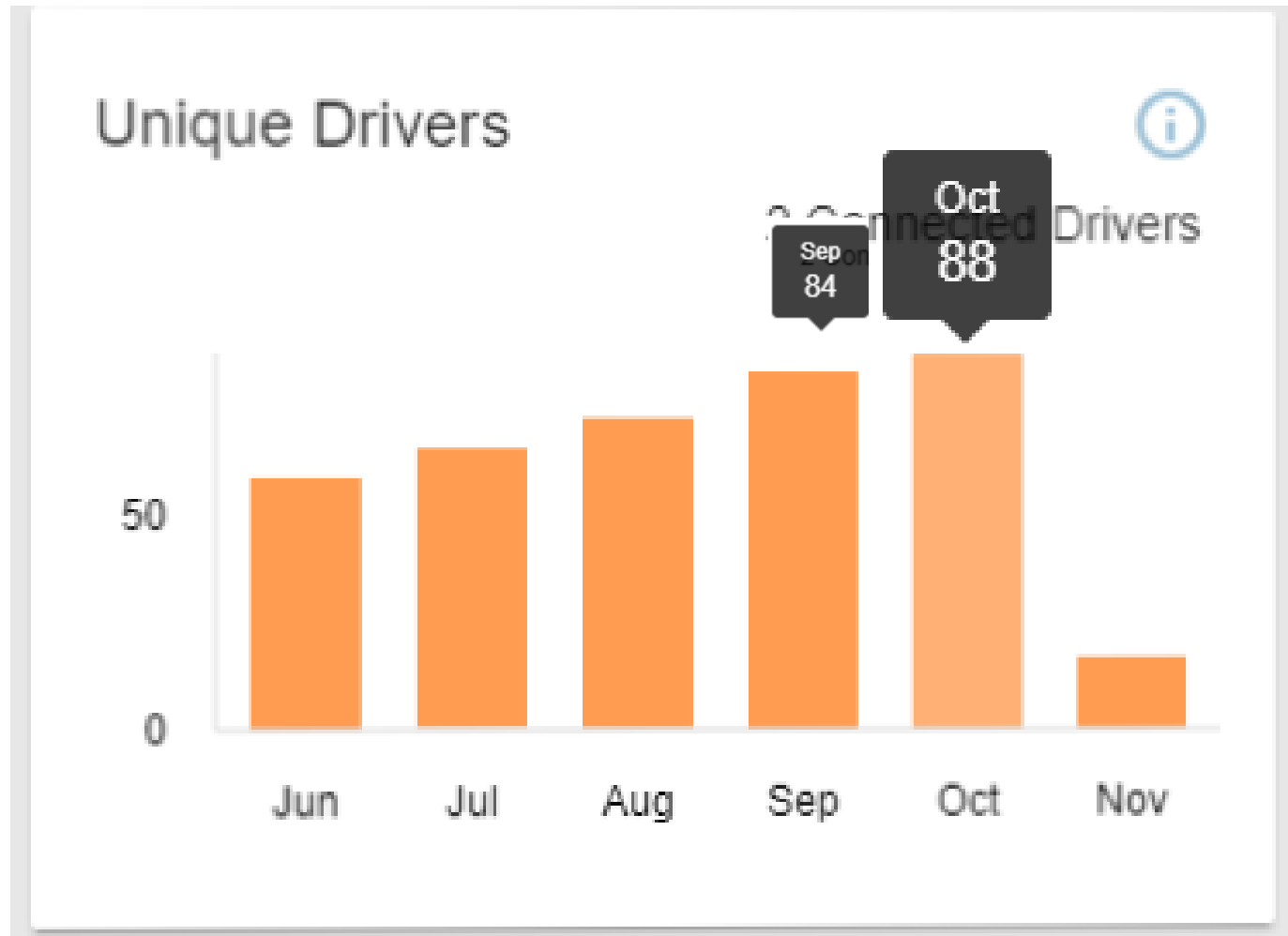


ENERGY DISPENSED 2024

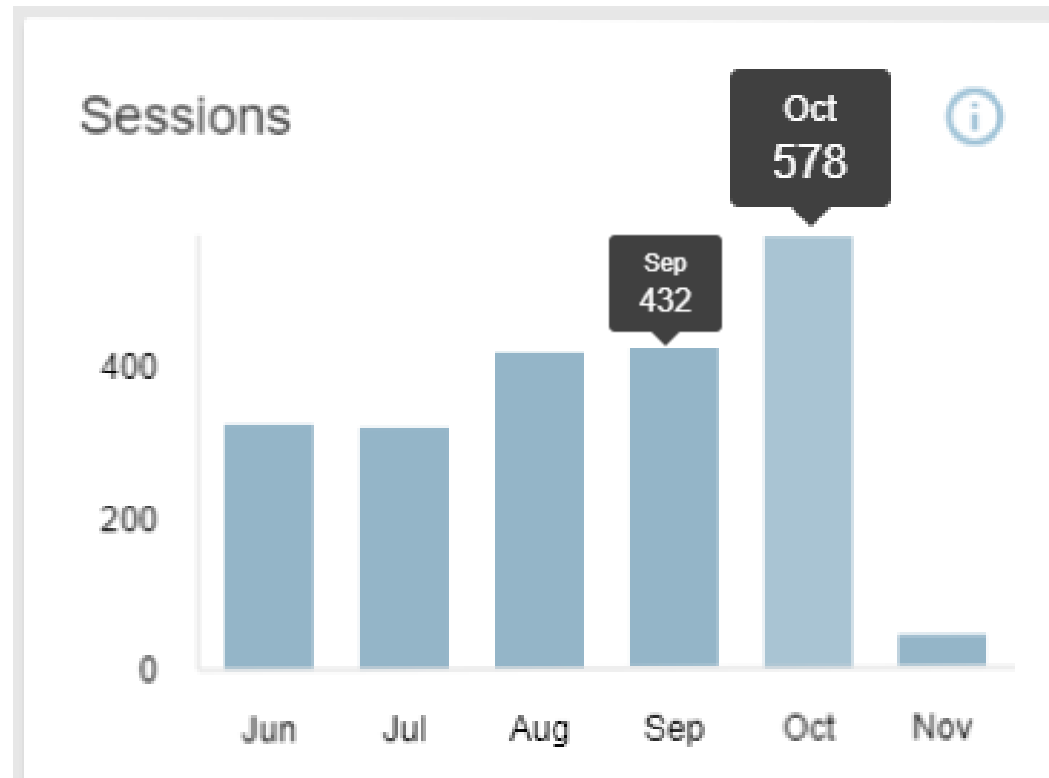


Police account for 75% of charging demand

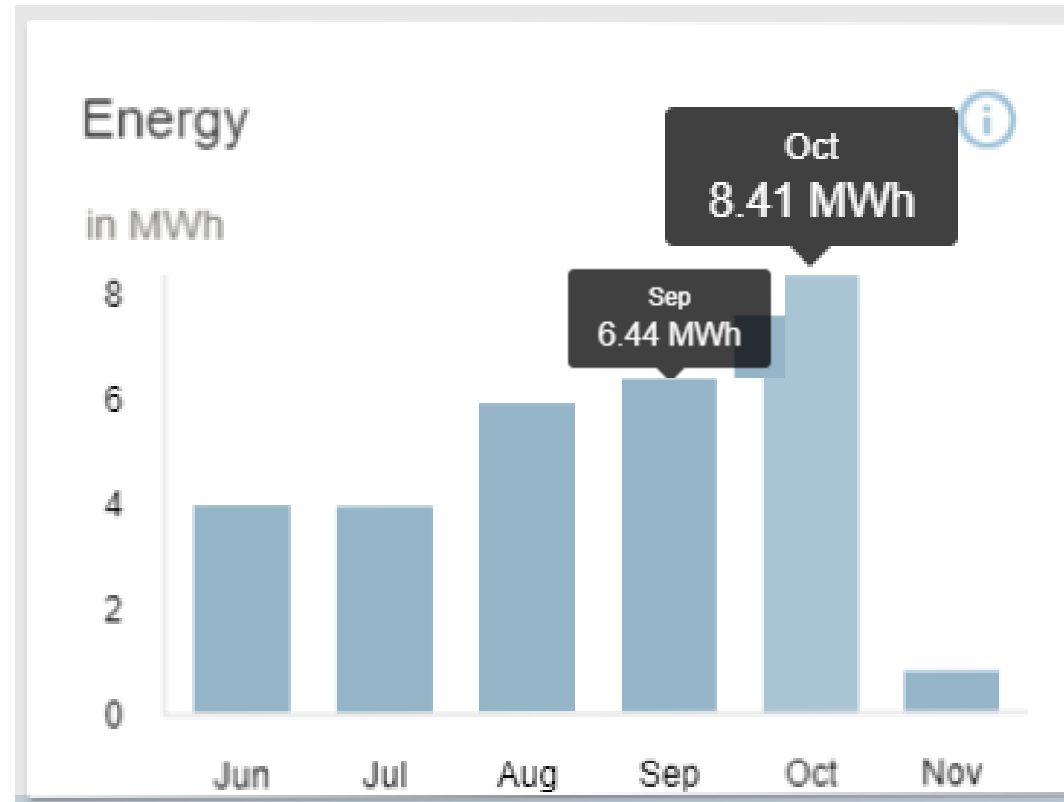
PUBLIC EV CHARGER USERS



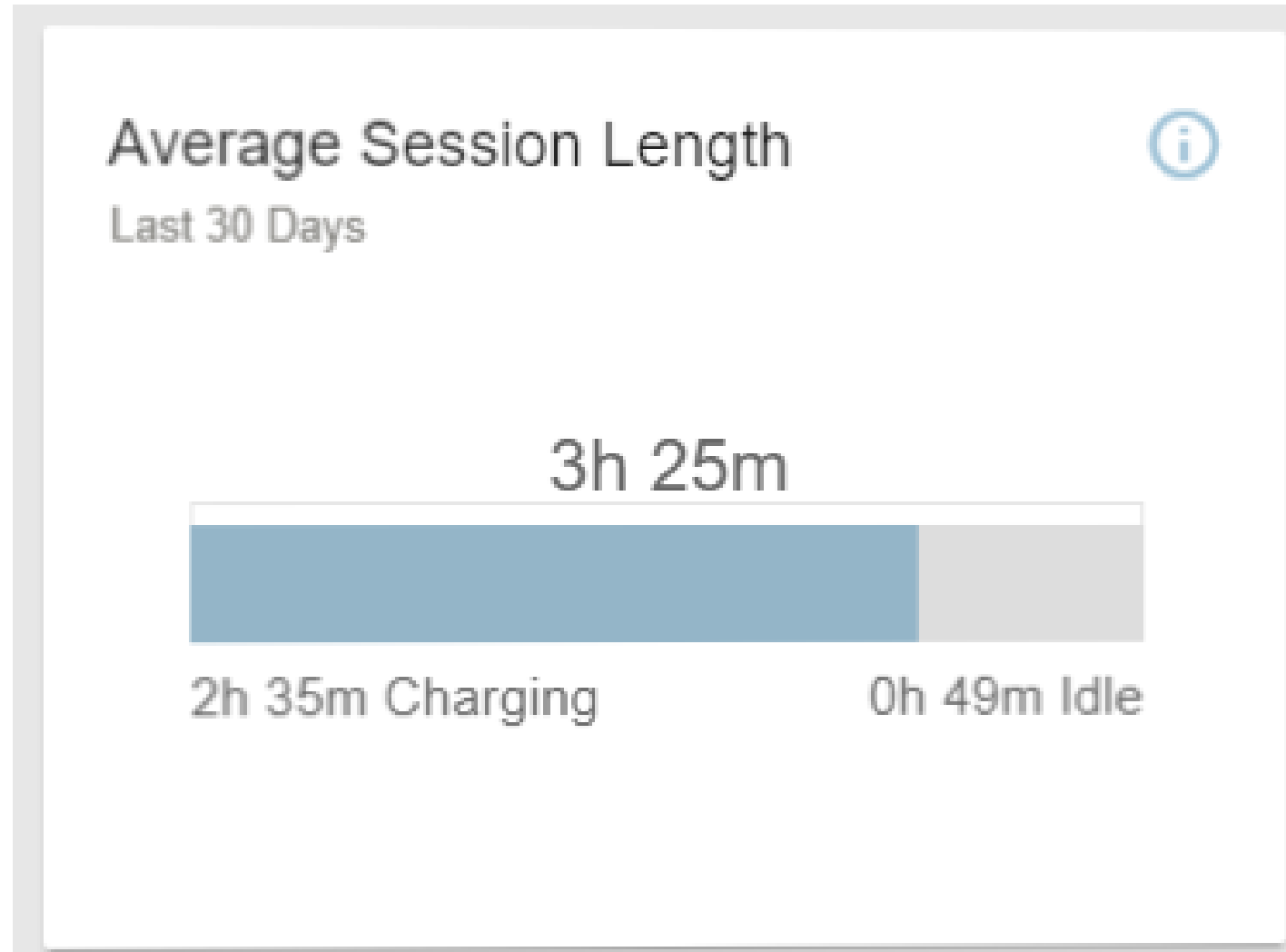
CHARGING SESSIONS



ENERGY DISPENSED (2024 - JUN-NOV)



CHARGING SESSION DURATION



4

EV CHARGING FINANCIAL ANALYSIS

REVENUE RECOMMENDATIONS

Price parity with gas vehicles

Per Session Fee

Station Advertisement

Increase Utilization

On Site Energy Generation

Point of Sale Revenue (Increases in revenue due to increased customer traffic)

Annual flat fee (paid to owner-operator)

Determine Climate Benefits

QUESTIONS ?