

Community Values

Authentic

Connected

Accountable

Bold

Town Council

<u>5-year Goals:</u>

Approach community challenges through active collaboration and public engagement.

Accommodate growth in a way that maintains our rural feel.

Enable people who live and work here to thrive.

Retain the unique character and traditions of Crested Butte.

De-emphasize cars and focus on walking, biking, and transit.

Continue to passionately care for our natural surroundings and forever protect Red Lady.

Act on the urgency of climate change and prepare for the changes we expect from it.

Critical to our success is an engaged community and knowledgeable and experienced staff.

AGENDA Town of Crested Butte Regular Town Council Meeting Town Council Chambers 507 Maroon Ave; Crested Butte, CO Monday, April 21, 2025

Meeting information to connect remotely: https://us02web.zoom.us/j/82292673177

Join via audio: +1 719 359 4580 US +1 669 444 9171 US +1 253 205 0468 US +1 305 224 1968 US +1 309 205 3325 US +1 360 209 5623 US +1 386 347 5053 US +1 507 473 4847 US +1 564 217 2000 US +1 646 931 3860 US +1 689 278 1000 US Webinar ID: 822 9267 3177

Public comments may be submitted at any time to the entire Council via email at <u>towncouncil@crestedbutte-co.gov</u>.

The times are approximate. The meeting may move faster or slower than expected.6:00WORK SESSION

1) Discussion Regarding Save as you Throw (SAYT) Program, Including Timeline and Cost.

Staff Contact: Public Works Director Shea Earley and Sustainability Coordinator Dannah Leeman

7:00REGULAR TOWN COUNCIL MEETING CALLED TO ORDERBY MAYOR OR MAYOR PRO-TEM7:02APPROVAL OF AGENDA7:03CONSENT AGENDA

1) April 7, 2025 Special Town Council Meeting Minutes. *Staff Contact: Town Clerk Lynelle Stanford*

2) (First Reading) Ordinance No. 3, Series 2025 - An Ordinance of the Crested Butte Town Council Amending Section 8-2-150 of the Crested Butte Municipal Code. *Staff Contact: Chief Marshal Mike Reily*

3) Resolution No. 7, Series 2025 - A Resolution of the Crested Butte Town Council Authorizing the Grant of Revocable License to 1 Gothic LLC, a Texas Limited Liability Company to Encroach into the Right-of-Way Adjacent to the North Portion of Lot 17 and 18, Block 7, Being the Alley North of Gothic Avenue, Town of Crested Butte.

Staff Contact: Town Planner III Jessie Earley

The listing under Consent Agenda is a group of items to be acted on with a single motion. The Consent Agenda is designed to expedite Council business. Council members may request that an item be removed from Consent Agenda prior to the Council's vote. Items removed from the Consent Agenda will be considered under New Business.

7:05 <u>PUBLIC COMMENT</u>

The public has the opportunity to comment during the public comment period at the beginning of every regular Council meeting. At this time people may speak for up to five minutes on any topic that is not on the agenda. The Mayor may limit public comments to no more than three minutes if it appears there will be many comments on a similar topic. The public comment period is a time for the Council to listen to the people. Council generally should not engage in a two-way conversation at this time nor should the Council feel compelled to respond to the comments. If Council chooses to discuss or take action on a subject brought up during Public Comment that discussion should be held at the end of the Council meeting under "Other Business to Come Before the Council."

- 7:10 STAFF UPDATES
- 7:15 **LEGAL MATTERS**

7:20 PRESENTATIONS

Yale School of the Environment: Transportation Strategies for Crested Butte.
 2) Jeremy Herzog from Mountain Express Regarding the Whetstone Campus Project Including Scope, Need, and Cost.

8:10 <u>NEW BUSINESS</u>

1) Elements Mountain Compost Joint Residential Compost Drop-Off Program Updates.

Staff Contact: Sustainability Coordinator Dannah Leeman
8:15 2) Town Council Adoption of the 2030 Climate Action Plan. Staff Contact: Sustainability Coordinator Dannah Leeman

- **8:30** 3) Discussion of Draft Paradise Park Workforce Rental Tenant Selection Plan. *Staff Contact: Housing Director Erin Ganser*
- **9:00** 4) Sustainable Tourism and Outdoor Committee (STOR) Request for Funding Assistance for United States Forest Service (USFS) Seasonal Staff. *Staff Contact: Town Manager Dara MacDonald*
- 9:15 <u>COUNCIL REPORTS AND COMMITTEE UPDATES</u>
- 9:20 OTHER BUSINESS TO COME BEFORE THE COUNCIL

9:25 DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE

- Monday, May 5, 2025 6:00PM Work Session 7:00PM Regular Council
- Wednesday, May 14, 2025 6:00PM Joint Work Session with Mt. Crested Butte Regarding Mountain Express
- Monday, May 19, 2025 6:00PM Work Session 7:00PM Regular Council
- Monday, June 2, 2025 6:00PM Work Session 7:00PM Regular Council

9:30 EXECUTIVE SESSION

To discuss the purchase, acquisition, lease, transfer, or sale of real, personal, or other property interest under C.R.S. Section 24-6-402(4)(a) and for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) regarding potential conservation easements.

10:00 ADJOURNMENT



Staff Report April 21, 2025

Subject:	Save-As-You- Throw (SAYT) Waste Initiative Pricing Discussion
Prepared By:	Dannah Leeman Gore, Sustainability Coordinator
То:	Mayor and Town Council

Summary:

The purpose of this Town Council work session is for Council members to review the Save-As-You-Throw (SAYT) bin conversion rates and rate change estimates evaluated by staff in this report. Staff is seeking guidance on whether the Town Council is most comfortable pursuing a SAYT program only or SAYT in combination with the Town's current residential compost drop-off services provided by Elements Mountain Compost (EMC) based on the information provided herein. Program considerations affect only residential Waste Management (WM) customers serviced through the Town's single hauler contract.

Background:

During the contract renewal process of the WM Municipal Refuse and Recycling Collection and Disposal Services, Public Works, Sustainability staff and WM saw an opportunity to more concertedly pursue the rollout of a "Save-as-You-Throw" (SAYT) waste program, which was noted in the previous contract but not seriously explored. Staff brought this concept forward to Town Council on January 6, 2025, to discuss whether Council had interest in rolling out a SAYT program and incorporating a stronger commitment to doing so in the contract with WM.

In a SAYT program, commonly referred to as "Pay as You Throw", customers opt to use smaller trash bins typically because the cost of the smaller bins are lower. SAYT is often paired with free or reduced-cost recycling or composting programs. This is a very common way that other communities encourage waste diversion from the landfill and allow households to comfortably convert into a smaller bin size. These types of waste programs are becoming more commonplace throughout the United States; More than 7,500 communities have adopted a Pay as You Throw program (High Country Conservation Center).

When new residents sign up for a WM account in Crested Butte, they automatically receive a 96-gallon trash bin. Customers currently pay a flat rate of \$28.97 for any bin size. Under a Save-As-You-Throw (SAYT) program, customers would instead choose a 32-, 64-, or 96-gallon bin—provided for free by WM during a limited selection period—with pricing based on size (smaller bins cost less). Bin size changes would likely be limited to once per year to minimize administrative burden for both the Town and WM. All households would still receive a free 96-gallon recycling bin, and bear-proof options would be available for all sizes. Currently, 74% of trash bins in Crested Butte are 96-gallon, indicating

strong potential for downsizing. Peer communities with similar programs have reported roughly a 50% shift away from the largest bin size.

Previous Council Action:

At the January 6, 2025, Town Council meeting, council members directed staff to pursue a SAYT program through the renewal of the WM contract. Council members were specifically interested in seeing pricing scenarios that could reduce the price of the 64-gallon and 32-gallon bin size while remaining cost-sensitive to customers. Council also expressed great interest in understanding bin cost scenarios that could offset the membership costs of the joint residential compost drop off program to provide increased access to composting for residential WM customers.

Discussion:

The Town's 2025 trash and recycling rate is currently \$28.97 for either a 96-gallon, 64-gallon, or 32bin. The Town is responsible for adding any additional charges to bin sizes to implement an effective SAYT program. Staff explored SAYT pricing scenarios with the following considerations in mind:

- First, to understand bin size rates that could reduce the cost of the 32-gallon bin size below the current rate (\$28.97) to encourage selection of a smaller bin size.
- Second, to understand the bin size rates that can offset the cost of the residential compost program for all WM residential customers.

The Town must remit at minimum \$32,967.86 in monthly fees for WM's trash and recycling services for residential trash and recycling for 1,1238 households at the current rate of \$28.97/household. Pricing scenarios provided under "financial impact" demonstrate possible bin rates required to reduce the price of the 32-gallon bin below the current service rate of \$28.97 while still collecting WM's minimum fees. Staff have also provided estimated SAYT bin rates that incorporate the total costs of the joint residential compost drop off program to provide access to all residential WM customers serviced in the Town's contract.

Implementation:

Staff are seeking to roll out the SAYT program by October 2024. WM has proposed the following timeline to meet this date:

- July 15, 2025 Information mailed to residents
- August 15, 2025 Deadline for residents to select cart size
- September 2025 Bins will be swapped for any residents choosing to change their bin size
- October 1, 2025 Go live date

These are possible rollout dates for this program and may change as the Town navigates implementation.

Waste Survey Results

Sustainability staff distributed a community-wide survey on waste programs between Feb 18 – Mar 24 to solicit feedback on the SAYT program and possible Plastic Pollution Reduction Act (PPRA) actions. The SAYT section received 72 responses. See below for key takeaways from the survey questions:

• Cost and Composting Are Key Motivators

- o 55% would downsize to save money.
- o 53% would switch if a free or low-cost composting program were available.

• Most Households Don't Fill Their Trash Cans

- 0 73% said they rarely or never fill their trash can weekly.
- Only 23% fill their trash can most or every week.

• Practical Benefits and Flexibility Matter

- 35% stated a smaller trash can would be easier to store and put on the curb.
- Comments emphasized the importance of overflow options and more frequent recycling.
- Concerns Are Mostly Practical
 - o 45% worry about not having enough space in their bin.
 - Other concerns include lack of smaller bear-proof cans, larger households, and high-visitation periods.
 - o Only 4% felt unsure how to reduce household waste.

A detailed report of responses to SAYT-specific survey questions is attached.

Climate Impact:

The development of the SAYT program stems from the 2019 Climate Action Plan (CAP) directive to "explore options with Waste Management (WM) for increased waste diversion from landfills" and the developing 2030 CAP's recommended action to "Adopt a Save-as-you-Throw waste ordinance". WM reported an 24% average recycling rate for 2024, and participation in the residential drop off program remains at about 50 participants, on average. A SAYT program paired with free recycling and possibly a compost program will motivate community members to increase recycling rates and compost program participation to divert organic waste away from the landfill, reducing methane. Waste emissions represent approximately 3% of the Town of Crested Butte's total 2022 GHG emissions. Changes in recycling rates, organic diversion rates, and their emissions impacts, will be tracked over time as this program is implemented.

Financial Impact:

Estimated SAYT and Compost program rates were evaluated with two separate goals in mind:

- **Goal 1: SAYT Implementation Only.** Reduce the price of a 32-gallon bin below current rates to make converting to a smaller bin a more attractive option.
- Goal 2: Combine Compost Services with SAYT. Leverage the SAYT program fees to provide access to the compost drop-off program for residential WM customers and increase Crested Butte's landfill diversion.

<u>Goal 1: SAYT Implementation Only.</u> Reduce the price of a 32-gallon bin below current rates to make converting to a smaller bin a more attractive option.

Staff analyzed bin pricing scenarios based on estimated household conversion rates to smaller bins categorized as low, medium, or high. WM customers currently pay a flat \$28.97 rate, which includes a 3% Town administration fee. All scenarios below incorporate this fee. The "SAYT only" cost scenarios aim to lower the rate for 32-gallon bins, keep the 64-gallon rate near the current flat rate, and raise the 96-gallon rate to encourage downsizing. Table 1 outlines the current bin size distribution in Crested Butte as of 2025.

Bin Size (Gallons)	Count	Percentage
32	125	11%
64	171	15%
96	842	74%

Table 1. 2025 Residential Bin Size Distribution in Crested Butte (Residential Waste Management Customers Only)

"Low" Bin Conversion Scenario (SAYT Only)

 Table 2. "Low" Bin Conversion Scenario (SAYT Only)
 Image: Conversion Scenario (SAYT Only)

<u>Bin Size</u> (Gallons)	<u>% Total</u>	<u>Bin Count</u>	<u>Bin Rate</u> <u>Adjustment</u>	<u>New</u> <u>Rate</u>	Rate Change	<u>Monthly</u> <u>Fees</u> <u>Collected</u>
32	11%	125	-15.00%	\$24.62	- \$4.35	\$3,078.06
64	15%	171	-6.00%	\$27.23	- \$1.74	\$4,656.64
96	74%	842	40.00%	\$40.56	\$11.59	\$34,149.84
Total Monthly Fees Collected						
		Rema	inder			\$8,916.68

This scenario estimates a very low-to-no bin conversion rate. Staff would like to note that if the SAYT program is implemented, this scenario is highly unlikely. Rates were decreased for the 32-gallon and the 64-gallon bins, by 15% and 6% respectively, and increased for the 96-gallon bin size by 40%. Total monthly fees collected by the Town at these bin rates are estimated to be \$41,884.54, which more than compensates for the monthly fees required to be collected for WM services.

"Moderate" Bin Conversion Scenario (SAYT Only)

Table 3. "Moderate" Bin Conversion Scenario (SAYT Only)

<u>Bin Size</u> (Gallons)	<u>% Total</u>	<u>Bin Count</u>	<u>Bin Rate</u> <u>Adjustment</u>	<u>New</u> <u>Rate</u>	Rate Change	<u>Monthly</u> <u>Fees</u> <u>Collected</u>
32	35%	398	-15.00%	\$24.62	- \$4.35	\$9,807.94
64	45%	512	-6.00%	\$27.23	- \$1.74	\$13,945.40
96	20%	228	40.00%	\$40.56	\$11.59	\$9,231.00
	\$32,984.34					
	\$16.48					

The moderate conversion rate scenario estimates a 50% conversion rate from the 96-gallon bin to other bin sizes, with 30% of households converting to a 64-gallon bin size and 20% shifting down to the 32-gallon bin size. This aligns with anecdotal experiences provided by peer communities, and staff anticipates this scenario is the most likely. Note that the bin rate adjustments are the same as the "low" cost scenario: down 15% for the 32-gallon, down 6% for the 64-gallon, and up 40% for the 96-

gallon bin. This pricing scenario is likely to make a 64-gallon the most cost-attractive and sizeattractive option, and the cost adjustments are moderate enough to not force households directly into a 32-gallon bin. Total monthly fees collected by the Town at these bin rates are estimated to be \$32,984.00 which compensates for the monthly fees required to be collected for WM services.

"High" Bin Conversion Scenario (SAYT Only)

Table 4. "High" Bin Conversion Scenario (SAYT Only)

<u>Bin Size</u> (Gallons)	<u>% Total</u>	<u>Bin Count</u>	<u>Bin Rate</u> <u>Adjustment</u>	<u>New</u> <u>Rate</u>	Rate Change	<u>Monthly Fees</u> <u>Collected</u>
32	40%	455	-7.00%	\$26.94	-\$2.03	\$12,264.04
64	50%	569	-4.00%	\$27.81	-\$1.16	\$15,824.57
96	10%	114	48.00%	\$42.88	13.91	\$4,879.24
	\$32,967.86					
	\$0.00					

This "high" conversion rate pricing scenario estimates a 63% conversion rate from a 96-gallon bin to a 64-gallon or 32-gallon bin. Rates are adjusted for the 32-gallon bin down by -7%, 64-gallon by -4%, and the 96-gallon bin up by 48%. This cost scenario leverages a higher 96-gallon bin price to encourage a higher bin conversion rate. Total monthly fees collected by the Town at these bin rates are estimated to be \$32,967.00 which compensates for the monthly fees required to be collected for WM services.

<u>Goal 2: Combine Compost Services with SAYT</u>. Leverage the SAYT program fees to provide residential access to the compost drop-off program for residential WM customers and increase Crested Butte's landfill diversion.

EMC estimates that the total costs of the residential drop-off program for 1,138 customers is \$200,242/year at a rate of \$14.667/household/month. They also stated that with a guarantee of 1,138 customers, the memberships cost could be reduced to \$10 - \$12/household/month due to economies of scale. This would reduce the annual total costs of the compost program to \$136,560.00 - \$163,872.00. The cost scenarios below estimate the costs of adding compost to the existing waste management fees of \$32,967.86. **Table 5** explains the total monthly fees the Town must collect to pay for WM trash and recycling services and EMC's compost program fees.

Table 5. Annual and monthly costs for Waste Management and Elements Mountain Compost services

EMC Total Annual Program Costs (at \$10-\$12/household/month)	\$136,560.00 - \$163,872.00
WM Total Annual Trash and Recycling Costs	\$395,614.32
Total Waste Costs/Year	\$532,174.32 - 559,486.32
Total Waste Costs/Month	\$44,347.86 - \$46,623.86

Low Bin Conversion Scenario (SAYT + Compost)

 Table 6. Low Bin Conversion Scenario (SAYT + Compost)

Bin Size	<u>%</u>	Bin Count	New Bin Rates (\$)	Rate Change (\$)	Fees Collected/Month
<u>(gallons)</u>	<u>Total</u>				<u>(\$)</u>

32.00	11%	125	21.00 - 25.00	(7.97) - (3.97)	2,628.78 - 3,129.50
64.00	15%	171	27.50 - 28.00	(1.47) - (0.97)	4,694.25 - 4,779.60
96.00	74%	842	44.00 - 46.00	15.03 - 17.03	37,035.28 - 38,737.52
		44,376.31 - 46,646.62			
Remainder					28.45 - 22.76

This "low bin conversion scenario" estimates a very low-to-no bin conversion rate. Staff would like to note that if the SAYT program is implemented, this scenario is highly unlikely. Estimated rates have been adjusted to reduce the cost of the composting program for 64-and 32-gallon users but increased the cost of the 96-gallon bin to help subsidize the compost program for smaller-bin customers. Total monthly fees collected in this scenario are approximately \$44,376.31 - \$46,646.62, which compensates for the monthly fees the Town must collect through this program to pay for WM and EMC services.

Moderate Bin Conversion Scenario (SAYT + Compost)

 Table 7.Moderate Bin Conversion Scenario (SAYT + Compost)

Bin Size	<u>% Bin</u>	Bin Count	New Bin Rates	Rate Change (\$)	Fees Collected/Month
<u>(gallons)</u>	<u>Size</u>		<u>(\$)</u>		<u>(\$)</u>
32.00	35%	398	31.00 - 33.00	2.03 - 4.03	12,347.30 - 13,143.90
64.00	45%	512	38.50 - 39.00	9.53 - 10.03	19,715.90 - 19,971.90
96.00	20%	228	54.00 - 60.00	25.03 - 31.03	12,290.40 - 13,656.00
		44,353.55 - 46,771.8			

The moderate conversion rate scenario with added composting services estimates a 50% conversion rate from the 96-gallon bin to other bin sizes, with 30% of households converting to a 64-gallon bin size and 20% shifting down to the 32-gallon bin size. This aligns with anecdotal experiences provided by peer communities, and staff anticipates this scenario is the most likely. Estimated rates have all been increased from the \$28.97 rate, though the 32- and 64-gallon rate increases are moderate. This is due to an assumed reduction in the number of 96-gallon customers. Total monthly fees collected in this scenario are approximately \$44,353.55 - \$46,771.8, which compensates for the monthly fees the Town must collect through this program to pay for WM and EMC services.

High Bin Conversion Scenario (SAYT + Compost)

 Table 8. High Bin Conversion Scenario (SAYT + Compost)

Bin Size	<u>% Bin</u>	Bin Count	New Bin Rates	Rate Change (\$)	Fees Collected/Month
(gallons)	<u>Size</u>		<u>(\$)</u>		<u>(\$)</u>
32.00	40.00%	455	33.50 - 37.50	4.53 - 8.53	15,249.20 - 17,070.00
64.00	50.00%	569	38.00 - 38.50	9.03 - 9.53	21,622.00 - 21,906.50
96.00	10.00%	114	67.00 - 67.50	38.03 - 38.53	7,624.60 - 7,681.50
		44,495.80 - 46,658.00			
		34.14 - 147.94			

This "high" conversion rate pricing scenario estimates a 63% conversion rate from a 96-gallon bin to a 64-gallon or 32-gallon bin. Rates for the 96-gallon bin have been leveraged to encourage higher bin conversion rates into the 64- and 32-gallon bin sizes. Total monthly fees collected in this scenario are

approximately \$44,495.80 - \$46,658.00, which compensates for the monthly fees the Town must collect through this program to pay for WM and EMC services.

Table 9 demonstrates the average estimated rate increase in each bin size category to add compost services in combination with the SAYT program.

	Low	Moderate	High
Bin Size	Conversion	Conversion	Conversion
(gallons)	(High % of 96	(Moderate % of 96	(Low % of 96
	gallon)	gallon)	gallon)
32	\$-5.97	\$3.03	\$6.53
64	\$-1.22	\$9.78	\$9.28
96	\$16.03	\$28.03	\$38.28

Table 9. Average rate change for each bin conversion scenario to add composting to the SAYT program.

Recommendation:

Council members should use the work session to consider and ask questions about the SAYT program cost estimates scenarios and provide guidance to staff on whether they have interest in implementing a SAYT program only or SAYT with drop-off composting services included.

Attachments:

• Town of Crested Butte Waste Programs Survey - SAYT survey results



ANSWER CHOICES	RESPONSES
Yes	47.24% 60
No	27.56% 35
Maybe	25.20% 32
TOTAL	127

Q16 Do you live in a household in Crested Butte that uses Waste Management trash pick-up on Thursdays?



ANSWER CHOICES	RESPONSES	
Yes	58.27% 7	'4
No	41.73% 5	3
TOTAL	12	27

Q17 What trash can size do you currently use?



ANSWER CHOICES	RESPONSES	
96 Gallon	38.03%	27
64 Gallon	38.03%	27
32 Gallon	9.86%	7
Dumpster	14.08%	10
TOTAL		71

Q18 What reasons might make you want to switch to a smaller trash can size (assuming a new can was provided at no cost)?

Answered: 72 Skipped: 89



ANSWER CH	IOICES		RESPONSES	
If I had acces	ss to a free or low cost composting program to reduce what I throw away.		52.78%	38
Knowing I ca	n save money by using a smaller trash can.		56.94%	41
A smaller tra	sh can size would be easier for me to store and put out on my curb.		34.72%	25
Other (please	e specify)		38.89%	28
Total Respon	dents: 72			
#	OTHER (PLEASE SPECIFY)	DA	TE	
1	composting should be free as an incentive to get a smaller trash cang and should be done at the county landfill and be available to all gunnison county residents	3/1	9/2025 3:47 PM	
2	We rarely take our mid sized trash can out two weeks in a row. We already have low enough waste that it doesn't fill weekly. It was just the only size available on hand at True Value when we bought it. The bear proofs are expensive, so my limiting factor would be does the savings amount outweigh the cost of a new can.	3/1	8/2025 3:39 PM	
3	Nothing. I use this one can size for two houses already.	3/1	8/2025 1:25 PM	
4	Live in condo, n/a	3/1	8/2025 12:20 PM	
5	I don't	3/1	7/2025 6:03 PM	
6	Having recycling come every week instead of every other week would be helpful	3/1	5/2025 8:43 PM	
7	We already compost at home	3/1	4/2025 8:37 PM	
8	More responsible and mindful guests. Better options for take-out containers. Better in-town options for secure overflow garbage.	3/1	4/2025 10:20 AM	
9	I share a dumpster with my condo complex	3/1	4/2025 9:15 AM	
10	Having an easy way to get ride of trash on the small occasions that I have more then the bin holds.	3/1	2/2025 10:04 AM	
11	I am elderly. The large recycle bins are impossible for me to handle, esp in winter. I am currently using an old bin, 32 gal size that is falling apart. I have duct taped it together.	3/1	2/2025 7:49 AM	

Single-Use Plastic Reduction and Save-As-You-Throw Programs in Crested Butte

	Single-ose mastic Reduction and Save-As-tou-millow mograms in crested	Duile	13
12	My complex pays as one HOA so this unfortunately isn't possible without bylaw amendments and i am not an owner.	3/11/2025	10:45 PM
13	Can I keep the bigger trash can and just receive pick ups by weekly at a reduced cost. Water sewer and trash have blown up a lot in the last five years	3/11/2025	3:47 PM
14	We compost in the summer and don't have much trash anyway. If a smaller bear proof can was available and reduced our cost, that would be amazing. Households need the option of a smaller bearproof can as we and many others do not have a garage for summer trash storage.	3/11/2025	11:37 AM
15	Not building Whetstone University on the highway. Save the Slate River!	3/10/2025	7:28 PM
16	My ADU tenant and I already share a 64 gallon can	3/10/2025	4:48 PM
17	We never fill the big garbage can we have now. Smaller would be better for a 2 person household.	3/10/2025	3:08 PM
18	We already have a small trash can and rarely fill it.	3/9/2025 6	:15 PM
19	None	3/9/2025 6	:16 AM
20	I only produce a bag a week as a single person household	3/8/2025 1	1:39 AM
21	If Waste Management would be willing to pick up yard waste that is in bags on the curb but not in the in. I have a large bin simply for yard waste (leaves) in the spring and fall. Town should have FREE drop off for this.	3/8/2025 7	:02 AM
22	We recycle & compost religiously. Offering an even smaller can (16-20 gal) would be a good fit for small homes and incentivize reducing waste.	3/7/2025 1	0:55 AM
23	I live in a condo. Dumpster serves 16 units. We do not have recycle because tenants were not using correctly.	3/7/2025 1	0:18 AM
24	I don't understand the question	3/5/2025 8	:56 AM
25	I need the size I currently have	3/5/2025 8	:53 AM
26	None of these options. I need a large trash can because I have a large amount of waste to dispose of each week. Very little of that waste is organics, so a compost program would not make a difference.	3/4/2025 1	0:34 AM
27	Knowing I could trade my large can in for a smaller one. When I bought my trash can at the local Ace they only had the 64 gallon size available. I would have preferred to buy a smaller size but it wasn't an option. My husband & I rarely fill our can weekly & usually only take it out to the curb every other week or sometimes only once per month. I don't like the idea of being punished for having a large can when it takes us nearly a month to fill it.	2/27/2025	7:59 PM
28	No problem to use smaller containers but what do I do with my current large containers	2/27/2025	4:56 PM

Q19 What are reasons you might not want to change your trash can size?

Answered: 56 Skipped: 105

14

3/12/2025 8:35 AM



ANSWER CH	IOICES	RESPONSES	
I am worried	I won't have enough room for my garbage.	44.64%	25
I wouldn't kn	ow where to start on reducing waste in my household.	3.57%	2
I am worried	this will lead to illegal dumping in Town.	16.07%	9
Other (please	e specify)	58.93%	33
Total Respor	idents: 56		
#	OTHER (PLEASE SPECIFY)	DATE	
1	Not worried, people want to save money	3/19/2025 6:42 PM	
2	I have to have a bear proof trash can and could not get a smaller size than the 64 gallon one I have	3/19/2025 3:47 PM	
3	Cost of new can vs savings. Biweekly pickup, just as it is for recycling, would work fine for our family.	3/18/2025 3:39 PM	
4	N/a	3/18/2025 12:20 PM	
5	none	3/16/2025 1:23 PM	
6	Smaller is fine	3/15/2025 8:43 PM	
7	We have multiple units using the same trashcan	3/14/2025 8:37 PM	
8	The biggest hurdle to a smaller bin is high volume visitor times, and if the bins fill up, it becomes a free dinner for bears and foxes, leading to more negative human-wildlife interactions.	3/14/2025 10:20 AM	
9	N/a	3/14/2025 9:15 AM	
10	None	3/13/2025 9:12 PM	
11	5 people live in my house. There's only so much you can reduce trash when there's 5 people and a dog sharing 1 can. We don't always fill it but having the extra space is nice if we miss trash day or around the holidays, etc.	3/12/2025 10:58 PM	

12

Purchase cost

Single-Use Plastic Reduction and Save-As-You-Throw Programs in Crested Butte

1	5	

13	None of the above	3/12/2025 7:49 AM
14	na	3/11/2025 11:37 AM
15	No more Sleds and Kegs. Bona is a fraud.	3/10/2025 7:28 PM
16	Occasionally we have family visit with babies and small children and need more trash can space then	3/10/2025 3:08 PM
17	Nothing	3/8/2025 9:45 PM
18	As a renter, my landlord pays for the waste service so this may be out of my control.	3/8/2025 9:28 PM
19	We have very little trash	3/8/2025 10:42 AM
20	Not garbage, yard leaves.	3/8/2025 7:02 AM
21	Doesn't apply	3/7/2025 10:55 AM
22	It will be very expensive to buy even the smallest new bear-resistant trash container. I'm concerned it would take years to offset the monthly savings.	3/6/2025 3:56 PM
23	i live in an apartment complex. I have no control over other peoples trash. i personal only need a trash pickup every three weeks. i compost food scraps in my kitchen. i do not throw away food waste in the ttrash.	3/6/2025 11:10 AM
24	We share trash with a rental adu.	3/4/2025 7:36 AM
25	We have a long term rental unit in the back so we need the large one.	3/3/2025 10:00 PM
26	COST PROHIBITIVE !!! Trash cans are extremely expensive! I already have one. Isn't it a waste of plastic to get rid of the one I already have? If I reduce the size of my trash can, will the town incur the cost of the new one?	2/28/2025 4:36 PM
27	It is a shared dumpster	2/28/2025 4:31 PM
28	It is a shared trashcan with the landlord so ultimately their decision.	2/28/2025 1:27 PM
29	I'm not worried about going to a smaller can, I'm worried about having to pay for a smaller can when I have a perfectly fine one.	2/27/2025 7:59 PM
30	Why did Waste Management provide such large containers in the first place?	2/27/2025 4:56 PM
31	Tracking this seems difficult. I live in an alley. How will WM know what trash can belongs to each address?	2/25/2025 11:57 AM
32	We share our trash can with a short term rental -they are usually the ones that fill it up	2/20/2025 10:22 AM
33	A smaller can wouldn't make sense - we have 1 can for two households, that sometimes is too small.	2/18/2025 2:54 PM

Q20 Do you completely fill your current trash can every week?

Answered: 72 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes, every week.	11.11%	8
Yes, most weeks.	16.67%	12
Not very often.	48.61%	35
Never	23.61%	17
TOTAL		72

Q21 Is there anything else you would like to share?

Answered: 63 Skipped: 98

#	RESPONSES	DATE
1	Waste Management is a terrible recycler with appalling diversion rates. The current WM contract does not decrease greenhouse gas or increase recycled products. Hauling waste to Delta and GJ where there is no allowed inspection or accountability means that there is no environmental benefit to your current program. The Town has chosen convenience over environmental stewardship. Pay as you throw is a great idea for driving down overall trash, but it is being paired with other poor decisions.	3/22/2025 9:18 AM
2	Please start a commercial compost pickup service. It is one of the best tools to fight climate change. Have tourists pay for it, through pillow tax!	3/19/2025 6:44 PM
3	I work for Vail and, we have this commitment to zero thing. Make everything compostable and of plant material so humans are not part of anything at all really. Just borrowing from nature with some help tossed in. Understand? Our gardens could use such treatment.	3/19/2025 6:08 PM
4	This like all climate initiatives should be a collaborative effort made and implemented by all the gunnison county towns, big HOAs like CB South and the county government	3/19/2025 3:50 PM
5	Quick search shows ACE doesn't even stock the smaller bear proof cans than the one we have. It would depend entirely on if the savings would outweigh acquiring a new bear proof since we don't have a place to store a can inside.	3/18/2025 3:41 PM

Single-Use Plastic Reduction and Save-As-You-Throw Programs in Crested Butte

17

6	Not allowing the sale of single use plastic water bottles in Crested Butte would answer a lot !	3/18/2025 2:03 PM
7	Sturdy compostable bags would be great to use in my vacation rentals. I use them at my business, but I don't trust them not to break with guests at my Airbnbs.	3/18/2025 1:26 PM
8	Trash pickup is more of a concern than reducing waste. We do have a bunch of landfill space here, but this is still a noble pursuit.	3/18/2025 12:28 PM
9	This is more virtue signaling and a waste of my taxes	3/17/2025 6:04 PM
10	I think we should be focusing on compost! Also waste from visitors!	3/17/2025 12:48 PM
11	I hope every town council member is personally sued by one of the big dogs who you're pissing off. It's coming.	3/17/2025 6:57 AM
12	Advertise more for the elements composting resources such as buying compostable utensils & dishes for small & large events!	3/16/2025 1:26 PM
13	Please have recycling every week!	3/15/2025 8:43 PM
14	NA	3/14/2025 12:20 PM
15	If there are any grants for getting involved in solving our waste management challenges, I would be very interested in applying to them! Any resources would be greatly appreciated.	3/14/2025 10:22 AM
16	These survey questions were not well thought out	3/14/2025 10:10 AM
17	What about all the waste from flyers, magazines and mailers that is a huge dump in the land fills.	3/14/2025 8:11 AM
18	My current bear proof trashcan was purchased for almost \$300, I don't want to have to replace it	3/13/2025 9:14 PM
19	Composting more accessible would definitely help us.	3/13/2025 1:22 PM
20	I believe Charging for to go containers etc is only going to lead to more food waste. People aren't going to want to do that, and will just refuse to go options. This will reflect poorly on our businesses. This is a tourist town, where most tourists are from texas. There's no way this is happening in texas. They won't expect this, and they certainly won't be packing tupperwares in their suitcases to travel here	3/12/2025 11:00 PM
21	If we have more recycling then the recycling bin allows. Please make it free for us to drop it off at WM.	3/12/2025 10:06 AM
22	PLEASE make 32 gal size cans available for trash and for recycle.	3/12/2025 7:52 AM
23	We use Waste Management because Eagle doesn't offer recycling. However there is only one trash bin size which is huge. Limiting bin size can help with actions. I would also be willing to pay for a compost pick up service.	3/11/2025 11:03 PM
24	We also need to think about the waste being left on our public lands and consider options for allowing the dumping of camping trash by visitors. We know this is a problem but we stick our heads in the sand because we're so afraid to take risks or try something creative.	3/11/2025 3:49 PM
25	The main time the smaller trash bin seems it wouldn't work is around the holidays and certain summer celebrations. Maybe there can be a drop of option for those times if needed?	3/11/2025 11:38 AM
26	The town should be very nervous about creating yet another "fee" that is imposed on restaurants - e.g. paying more for take out food. Those costs just add to the cost of visiting a restaurant in town and prices there are already so high many locals on a budget don't visit them very often. What problem are you really solving here? Town should have adequate trash cans to pick up garbage and allow folks to sort out recycleables from land fill trash. There is no real trash problem in town - solve real problems like HUGE pot holes, and providing adequate parking for visitors and people from down valley who come to town. STOP using tax payer money for non-issues that keep costs high for businesses and consumers!	3/11/2025 8:33 AM
27	I cannot stress enough. The incentive to get a discount for bringing your own to go dishes is sooo much better than shaming people by charging them for it! I live in Gunni and already have to pack a lot with me when I come up there I don't want to have to bring a to go container and dishes sets JUST IN CASE I decided to eat up there while I'm there.	3/10/2025 8:45 PM

Single-Use Plastic Reduction and Save-As-You-Throw Programs in Crested Butte 18 3/10/2025 7:30 PM 28 If you build they will come. More people equals more trash. There is not a housing crisis. There is a cost of living crisis fueled by real estate agents, short term rentals, and most importantly remote workers. Remote workers should pay different tax. I've been using Element Composting and it's great and definitely cuts down on trash. Maybe 3/10/2025 4:49 PM 29 the town could provide 5 gallon buckets to encourage people to compost. It would be difficult to know the right size containers to take to a restaurant for carry out 30 3/10/2025 3:10 PM purposes, so loaners with a deposit or compostable seem like a better approach I know you can't get plastic bags at grocery stores, but I think retail shops still give them out, 3/10/2025 2:56 PM 31 which I don't like. I would also support a single use plastic water bottle ban, but I think that would be more effective at the county or state level. I also think the immigrant community needs to be educated that our tap water is safe to drink. I understand where they come from you can't drink tap water and that they just don't know it is safe to drink. Same with the tourists, they need to be educated that we have the best water around. It is sad to see people buying cases of water bottles. I would strongly support any measures that would help reduce single use plastic! 3/9/2025 7:14 PM 32 33 Fully support waste reduction. 3/9/2025 6:17 PM It would be great if there was access to "true" recycling in the North Valley 3/9/2025 11:17 AM 34 The most effective way to reduce trash is to have less visitors. Champion that instead of 35 3/9/2025 6:17 AM trying to tickle and dime residents. 36 Making composting more easily accessible should be a high priority for the city. 3/8/2025 9:29 PM 37 Ban plastic water bottle sales below one gallon asap! Perhaps we could sell or give away 3/8/2025 8:37 PM souvenir aluminum water bottles to tourists and provide info on all of the places to get them filled 38 Charging a fee will have little impact on reduced use. As things are generally more expensive, 3/8/2025 11:32 AM it's an excuse for companies to just charge more without making change. I think education on recycling can help 3/8/2025 10:43 AM 39 Waste Management people that pick up the trash don't pick up after themselves if they drop 3/8/2025 7:05 AM 40 something from your bin and never go the distance to be helpful. A simple program regarding trash-handling tips & reducing harm to and encounters with wildlife 3/7/2025 11:01 AM 41 is long overdue. Areas similar to ours (Lake Tahoe, CA) have people who patrol, educate and assist residents (and visitors) with these problems. Some businesses have "bear-proof" dumpsters in poor condition. Please contact lilipad4664@gmail.com if Town would like to pursue this idea! It would be nice if there was someplace to recycle in town. Right now I bring my recycling to 3/7/2025 10:20 AM 42 Waste Management or Gunnison recycling 43 Could the Town buy a number of the smallest trash containers at a discount and pass the 3/6/2025 3:58 PM savings on to citizens? It could be a signup process to determine how many containers to purchase. Years ago, the Town did this. town should have a composting program. 3/6/2025 11:11 AM 44 3/5/2025 8:53 AM 45 No 46 This initiative is a waste of town resources. Stop making life harder for Crested Butte 3/4/2025 10:34 AM residents. 47 When making these changes, pls be mindful that this impacts not just CB. I've been 3/3/2025 9:09 AM participating in various compost efforts for the last 10 yrs as a Mt CB resident. Taking away the current drop off in town would leave me w/ no option. This survey seems pretty food-centric. Do we know if that is where the bulk of single use 48 2/28/2025 9:10 PM containers come from (in CB or statewide/nationally)? We monitor our recycling efforts at home, and regularly visit the recycle center with many things from the grocery store filling our bins. We rarely do take-out alone, and don't mingle recycle like we did when we lived in town. Just curious how far the needle could move (in delaying a new dump) with alternatives like

compostable options being commonplace.

19

49	BEARS!!! Composting cans MUST be bear proof. People will put them out the night before, even if it is discouraged, or leave them outor who knows what. Compost is straight up bear bait. Please do not charge homeowner who currently have a 96 gallon trash can more as a penalty. We NEVER fill our trash can. When we purchased ours it was the only size available.	2/28/2025 4:41 PM
50	As long as I can't ride that big loud empty bus to the airport and have to drive my wasteful truck, I really can't take anybody in Gunnison co seriously when they say they are green over greed. I could care less if I had to pay higher taxes so that everyone could ride the bus, tourists or locals I don't care it doesn't matter. All the cars back and forth, that matters. Please get your priorities straight then come and ask me to pay 7 cents for a bag	2/28/2025 3:27 PM
51	Educating the public on proper compost practices, like recycling, is most vital in my opinion. Reducing waste is a great initiative and doing so correctly, ethically, and efficiently reigns crucial.	2/28/2025 1:29 PM
52	All CB residents should be obliged to compost. As one of the 45+ residents who use the current service I have been stunned by how much of my waste is compostable (about 25%) and has thus been kept out of landfills. More Compost dumping sites should provided around town but once that is done there is absolutely no valid reason why all residents should not be required to compost.	2/27/2025 5:01 PM
53	I am very supportive of efforts to reduce single use plastics. Thanks for looking into ways to do this!	2/27/2025 4:20 PM
54	Make composting easier	2/27/2025 11:36 AM
55	As long as single use products are being produced they will be purchased. So I ask you where is the real problem? With individuals or companies that make these wasteful products?	2/26/2025 1:11 PM
56	just sure how charging a fee for single use plastic solves anything, curious how this would help?	2/25/2025 12:25 PM
57	People will find ways the "cheat" the system. Kind of feels like a garbage tax and those with families or larger households are now paying more. I don't see the value in changing it up.	2/25/2025 12:01 PM
58	Thanks for looking at ways to make it more convenient to move away from single-use plastics in our community!	2/25/2025 11:36 AM
59	At a time when eating out and buying groceries is so expensive, I am not inclined to pay for extra services (to-go containers, or composting programs). However, we do compost our food scraps at home. I try hard to reduce waste but hate when there's cost associated with it.	2/25/2025 11:05 AM
60	Although I live in Gunnison, I prefer to go out to eat up in Crested Butte, so any way to reduce single use plastic containers would be excellent. maybe even the possibility of safe edible containers could be unique and fun.	2/25/2025 10:47 AM
61	The largest barrier to reducing single use plastics is the convenience of them	2/25/2025 10:38 AM
62	This is something important to me and I would be happy to participate in a focus group as a community member (it does not really apply to the business I operate)	2/20/2025 10:23 AM
63	It's always good to consider the bigger picture. Producing reusable containers takes more energy. If we cannot develop a system where people really reuse them, it could be a negative thing. CB is a tourist destination. There will always be a need to serve people on vacation	2/18/2025 3:58 PM

Q22 If you would like to be entered to win the free six month residential membership to Elements Mountain Compost drop off compost program, enter your email below.

Answered: 59 Skipped: 102

#

DATE

Single-Use Plastic Reduction and Save-As-You-Throw Programs in Crested Butte

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1	mallikapremosho@gmail.com	3/21/2025 1:50 PM
2	Mariedolanil@aol.com	3/19/2025 6:44 PM
3	Scottgemails@gmail.com	3/19/2025 6:08 PM
4	Ryan.Denison@gmail.com	3/19/2025 6:05 PM
5	erkgingerbrew@yahoo.com	3/19/2025 3:50 PM
6	cbsincb@msn.com	3/18/2025 2:03 PM
7	Cottageintheclouds@gmail.com	3/18/2025 1:26 PM
8	Hannah.november@gmail.com	3/17/2025 12:48 PM
9	starrannie@gmail.com	3/16/2025 1:26 PM
10	Frantastic720@gmail.com	3/16/2025 9:27 AM
11	Bweber@gunnisonschools.net	3/15/2025 8:43 PM
12	gabe.walker@live.com	3/14/2025 11:05 AM
13	cbadventurebungalow@gmail.com	3/14/2025 10:22 AM
14	valeda@gmail.com	3/14/2025 9:15 AM
15	No	3/14/2025 8:11 AM
16	Clairemiller37@gmail.com	3/13/2025 9:14 PM
17	mcpierpont@yahoo.com	3/13/2025 1:22 PM
18	Sedaugherty6@gmail.com	3/12/2025 11:00 PM
19	katmcarp@gmail.com	3/12/2025 10:43 AM
20	No. I compost already.	3/12/2025 10:06 AM
21	bpogoloff@gmail.com	3/12/2025 8:35 AM
22	Slegere012@gmail.com	3/12/2025 7:56 AM
23	Kimberlydawn3@gmail.com	3/11/2025 11:03 PM
24	emilyrhatton@gmail.com	3/11/2025 10:45 PM
25	johnnabobb@gmail.com	3/11/2025 11:38 AM
26	No thanks I compost in my backyard for free with my neighbors!	3/11/2025 8:33 AM
27	walkertrentlong@gmail.com	3/10/2025 9:57 PM
28	mimstah@gmail.com	3/10/2025 4:49 PM
29	HSheldon@mtcb.colorado.gov	3/10/2025 2:56 PM
30	Angela.huberty@gmail.com	3/9/2025 9:22 PM
31	brionycoady@hotmail.com	3/9/2025 7:14 PM
32	smkimbrell.reese@gmail.com	3/9/2025 8:53 AM
33	Scoos87@gmail.com	3/8/2025 9:29 PM
34	Scotttrieshmann@hotmail.com	3/8/2025 8:37 PM
35	Ktlawn80@gmail.com	3/8/2025 11:39 AM
36	neburkett@gmail.com	3/8/2025 11:32 AM
37	Happydm@me.com	3/8/2025 11:28 AM
38	Mtnbhof@yahoo.com	3/8/2025 10:43 AM

Single-Use Plastic Reduction and Save-As-You-Throw Programs in Crested Butte

21

39	It should be free!	3/8/2025 7:05 AM
40	Kimallen81@gmail.com	3/8/2025 6:47 AM
41	aegregonis@gmail.com	3/7/2025 10:20 AM
42	nadfaes@comcast.net	3/6/2025 3:58 PM
43	paul@rockettoonz.com	3/4/2025 7:37 AM
44	Katie.PENFIELD@accesso.com	3/3/2025 9:09 AM
45	Lobo41@aol.com	3/1/2025 9:17 AM
46	lizbernholtz@gmail.com	2/28/2025 4:41 PM
47	aidenniemi2021@gmail.com	2/28/2025 4:32 PM
48	Brookebowker@yahoo.com	2/28/2025 1:29 PM
49	tiffanie.m.simpson@gmail.com	2/27/2025 7:59 PM
50	Priest@totalise.co.uk	2/27/2025 5:01 PM
51	Ntehmsen@gmail.com	2/27/2025 4:20 PM
52	reginaldpark@gmail.com	2/27/2025 1:23 PM
53	Smvdv3@gmail.com	2/27/2025 11:36 AM
54	hjaneval@gmail.com	2/25/2025 12:49 PM
55	jchandler@crestedbutte-co.gov	2/25/2025 12:25 PM
56	jhansen@crestedbutte-co.gov	2/25/2025 11:35 AM
57	Yes	2/25/2025 11:00 AM
58	e.tkdkid@gmail.com	2/25/2025 10:47 AM
59	Sarahbroadwell1@gmail.com	2/20/2025 10:23 AM

MINUTES Town of Crested Butte Special Town Council Meeting Monday, April 7, 2025

Mayor Billick called the meeting to order at 8:12PM.

Council Members Present: Mayor Ian Billick, Mallika Magner, John O'Neal, Kent Cowherd, Gabi Prochaska, Anna Fenerty (via Zoom), and Beth Goldstone (via Zoom and for part of the meeting)

Billick identified a conflict of interest and recused himself from the presentation by staff from the Center for the Arts, and he left the Council Chambers. Magner served as Mayor Pro Tem for the agenda item. Billick returned to the meeting for the next agenda item.

Staff Present: Town Manager Dara MacDonald, Town Attorney Karl Hanlon, and Town Clerk Lynelle Stanford

Public Works Director Shea Earley, Community Development Director Mel Yemma, Housing Director Erin Ganser, Sustainability Coordinator Dannah Leeman Gore, and Parks, Recreation, Open Space and Trails Director Janna Hansen (for part of the meeting)

APPROVAL OF AGENDA

Prochaska moved and O'Neal seconded a motion to approve the agenda. A roll call vote was taken with all voting, "Yes." **Motion passed unanimously.**

CONSENT AGENDA

1) March 17, 2025 Regular Town Council Meeting Minutes. Staff Contact: Town Clerk Lynelle Stanford

2) Award of Block 80 Waterline Improvements 2025 Contract to Dietrich Dirtworks. Staff Contact: Public Works Director Shea Earley

3) Readiness for Electric Vehicles Plan: Mt. Crested Butte/Crested Butte (REV Plan) Adoption. Staff Contact: Sustainability Coordinator Dannah Leeman Gore

4) Crested Butte Art Market Special Event Application Closing the 1st and Elk Parking Lot on Sundays from June 16, 2025, to September 28, 2025, Except September 21, 2025, to Allow for the ARTumn Special Event. *Staff Contact: Town Clerk Lynelle Stanford* Magner moved and Prochaska seconded a motion to approve the Consent Agenda. A roll call vote was taken with all voting, "Yes." **Motion passed unanimously.**

PUBLIC COMMENT

Billick summarized written comments received regarding Arbor Day; a thank you note from the Regional Housing Board; an invitation from the County; and from Jerry Lund.

STAFF UPDATES

MacDonald updated.

LEGAL MATTERS

Hanlon updated.

PRESENTATION

1) Public-Private Partnership between the Center for the Arts and Town of Crested Butte by Jillian Liebl and Brett Henderson. *Staff Contact: Town Manager Dara MacDonald*

Billick recused himself. Mallika Magner served as Mayor Pro Tem for the agenda item.

Jillian Liebl and Brett Henderson presented. Staff, including the Town Attorney, would pursue additional information that would be brought back to the Council.

COUNCIL REPORTS AND COMMITTEE UPDATES

Prochaska and O'Neal provided updates.

OTHER BUSINESS TO COME BEFORE THE COUNCIL

The Council discussed the Post Office.

DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE

- Monday, April 21, 2025 6:00PM Work Session 7:00PM Regular Council
- Monday, May 5, 2025 6:00PM Work Session 7:00PM Regular Council
- Wednesday, May 14, 2025 6:00PM Joint Work Session with Mt. Crested Butte Regarding Mountain Express
- Monday, May 19, 2025 6:00PM Work Session 7:00PM Regular Council

ADJOURNMENT

Mayor Billick adjourned the meeting at 9:48PM.

Ian Billick, Mayor

Lynelle Stanford, Town Clerk (SEAL)



Staff Report April 21, 2025

To:	Mayor and Town Council	
Thru:	Dara MacDonald, Town Manager	
From:	Michael Reily, Chief Marshal	
Subject:	Ordinance 03, Series 2025 - An Ordinance of the Crested Butte Town Council Amending Section 8-2-150 of the Crested Butte Municipal Code	
Date:	April 21, 2025	

Summary:

In working with our partners at Interstate Parking we are seeking to update the Municipal Code to effectively pursue collections and provide a due process avenue through Municipal Court for parking citations. The Town Attorney recommends this be accomplished by updating the Town's Municipal Code Section 8-2-150 to empower Interstate's state accredited collections process to be more effective as it is in other Colorado municipalities.

Background:

With the 2025 iteration of the Interstate Parking contract, parking program revenue is split with Interstate who is responsible for collections. Interstate complies with the Federal Fair Debt Collection Practices Act (FDCPA) and the Federal Driver Privacy Protection Act (DPPA) in ensuring that unpaid tickets are fairly and appropriately collected.

Discussion:

The proposed changes to the Code will memorialize the Council's authority to hire and appoint a third party to act as parking enforcement officers. It also sets forth a process for individuals to challenge parking tickets in municipal court ensuring that due process is afforded to anyone seeking to challenge a ticket.

Recommendation:

Staff recommends Ordinance 2025-03 be set for a public hearing on May 5, 2025 as part of the Consent Agenda.

ORDINANCE NO. 03 SERIES 2025

AN ORDINANCE OF THE CRESTED BUTTE TOWN COUNCIL AMENDING SECTION 8-2-150 OF THE CRESTED BUTTE MUNICIPAL CODE.

WHEREAS, the Town of Crested Butte, Colorado ("the Town") is a home rule municipality duly and regularly organized and now validly existing as a body corporate and public under and by virtue of the Colorado Constitution and laws of the State of Colorado; and

WHEREAS, pursuant to Article XX, Section 6 of the Colorado Constitution, Section 29-20-101, et seq., C. R. S. and other authorities granted to municipal governments, the Town has enacted and enforces regulations governing the use of property within the Town's jurisdiction; and

WHEREAS, under the terms of the Town's 2025 contract with Interstate Parking Company ("Interstate"), parking program revenue is split between Interstate and the Town; and

WHEREAS, Interstate is responsible for collections and is an accredited collection agency with the State of Colorado; and

WHEREAS, Town Council finds it is necessary and proper to amend Section 8-2-150 of the Crested Butte Municipal Code as provided in this ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF CRESTED BUTTE COLORADO:

<u>Section 1.</u> The foregoing recitals are incorporated herein as if set forth in full.

<u>Section 2.</u> Section 8-2-150 – Violation and penalty, is amended as follows, with <u>double</u> <u>underlined</u> text added and strike through language deleted:

CHAPTER 8 – Vehicles and Traffic

* * * *

ARTICLE 2 – Parking Regulations

* * * *

Sec. 8-2-150. – Violation and penalty.

* * * *

- (c)The Town Council may appoint an independent contractor to serve as a parking enforcementofficer for the Town pursuant to a written contract approved by the Town Council, whichcontract shall set forth the general duties, responsibilities and requirements of the parkingenforcement officer. Members of the independent contractor shall not be considered parkingenforcement officers but shall have the authority to enforce the provisions of this Section, toissue penalty assessment notices, and to collect fines in accordance with generally acceptedlawful collection procedures. Such penalty assessment notices may be appealed to the Town ofCrested Butte Municipal Court in accordance with that certain edition of the Model Traffic Codefor Colorado as is currently adopted and enforced by the Town.
- (d) Nothing in this Section is intended or shall be construed to limit the authority of the Chief Marshal or the Marshal's Department to enforce the provisions of this Section or any of the parking regulations set forth in this Chapter.
- (e) The following methods of service shall be deemed to provide a defendant with full and adequate

 notice of the contents of a penalty assessment for a violation of this Section, including, but not

 limited to, the date by which the defendant must pay the penalty stated in the assessment or

 appear in Municipal Court:
 - (1)Any method of service permitted under that certain edition of the Model Traffic Codefor Colorado as is currently adopted by and enforced within the Town; or
 - (2) Placement or affixing of the penalty assessment on the vehicle alleged to be in violation of this Section.

Section 3. The codifier is hereby authorized to renumber the Code in conformance with these amendments.

INTRODUCED, READ, AND SET FOR PUBLIC HEARING THIS $21^{\rm ST}$ DAY OF APRIL 2025.

ADOPTED BY THE TOWN COUNCIL UPON SECTION READING IN PUBLIC HEARING THIS _____ DAY OF ______ 2025.

TOWN OF CRESTED BUTTE, COLORADO

By:

Ian Billick, Mayor

ATTEST:

Lynelle Stanford, Town Clerk



Staff Report April 21, 2025

To:	Mayor and Town Council
Prepared By:	Jessie Earley, Planner III and Karl Hanlon, Town Attorney
Thru:	Dara MacDonald, Town Manager, Mel Yemma, Community Development Director, and Shea Earley Public Works Director,
Subject:	Revocable License Agreement (RLA), 1 Gothic Avenue, Block 7, Lot 17 and 18, 1 Gothic LLC a Texas Limited Liability Company

Summary

The owners of the residential building located at 1 Gothic Avenue prior to permitting have determined that extension of the retaining wall onto Town property within the alley north of the property is required, which is located within portions of the right of way adjacent to the property. The building is under permit for a new primary building and cold accessory building. The area to be encroached upon in the right of way for the retaining wall is shown in "Exhibit B" of the RLA. Use of the public right of way requires such an agreement per the Public Works Director.

Background

The owner received approval through the BOZAR to build the retaining wall at the meeting and the single-family residence and cold accessory building at the meeting. The permit was approved, and work is moving forward onsite.

Discussion

It is not uncommon for the Town to grant licenses for this type of feature. Attached you will find the license agreement. Exhibits identifying the area are included.

Climate Impact

No known impact.

Financial Impact

The owner, 1 Gothic LLC, will maintain the retaining wall. So, there will not be a financial impact to the Town.

Legal Review

This action complies with the Town Charter and Municipal Code requirements.

Recommendation

Staff recommend that the Town Council approve the RLA as part of the consent agenda.

Proposed Motion

A Councilmember make a motion followed by a second to approve Resolution 7, Series 2025 for a license agreement with 1 Gothic LLC, a Texas limited liability company for a retaining wall to be located on the right of way right-of-way adjacent to Lots 17-18, Block 7 as part of the consent agenda.

RESOLUTION NO. 7 SERIES NO. 2025

A RESOLUTION OF THE CRESTED BUTTE TOWN COUNCIL AUTHORIZING THE GRANT OF A REVOCABLE LICENSE TO 1 GOTHIC LLC, A TEXAS LIMITED LIABILITY COMPANY TO ENCROACH INTO THE RIGHT-OF-WAY ADJACENT TO LOT 17 AND 18, BLOCK 7 AND THE RIGHT OF WAY KNOWN AS THE ALLEY TO THE NORTH OF GOTHIC AVENUE, TOWN OF CRESTED BUTTE

WHEREAS, the Town of Crested Butte, Colorado (the "<u>Town</u>") is a home rule municipality duly and regularly organized and now validly existing as a body corporate and politic under and by virtue of the Constitution and laws of the State of Colorado;

WHEREAS, 1 Gothic LLC, a Texas Limited Liability Company (the "<u>Owner</u>") is the record owner of certain real property located within Crested Butte and legally described as follows:

Block 7, Lot 17 and 18, Town of Crested Butte, County of Gunnison, State of Colorado,

which contains a unit commonly known as 1 Gothic Avenue, Crested Butte, Colorado 81224 (the "<u>Subject Property</u>");

WHEREAS, the Town staff has recommended to the Town Council that it grant a revocable license to 1 Gothic LLC, a Texas Limited Liability Company to encroach into the rightof-way known as the alley to the North of Gothic Avenue adjacent to Lot 17 and 18, Block 7, Town of Crested Butte; and

WHEREAS, the Town Council hereby finds that granting a revocable license to grant a revocable license to 1 Gothic LLC, a Texas Limited Liability Company to encroach into the right-of-way known as the alley to the North of Gothic Avenue adjacent to Lot 17 and 18, Block 7, Town of Crested Butte, is in the best interest of the Town and the health, safety and welfare of the residents and visitors of the Town.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CRESTED BUTTE, COLORADO, THAT:

1. <u>Findings</u>. The Town Council hereby finds that granting a revocable license to 1 Gothic LLC, a Texas Limited Liability Company to encroach into the right-of-way known as the alley to the North of Gothic Avenue adjacent to Lot 17 and 18, Block 7, Town of Crested Butte, by maintaining the retaining wall in the right of way is in the best interest of the Town and the health, safety and welfare of the residents and visitors of the Town.

2. <u>Authorization of Mayor</u>. Based on the foregoing, the Town Council hereby authorizes the Mayor to execute the "Revocable License Agreement" in substantially the same form as attached hereto as <u>Exhibit "A</u>."

INTRODUCED, READ AND ADOPTED BEFORE THE TOWN COUNCIL THIS ____ DAY OF _____, 20_.

TOWN OF CRESTED BUTTE

By: ______ Ian Billick, Mayor

ATTEST

Lynelle Stanford, Town Clerk

(SEAL)

EXHIBIT "A"

<u>Revocable License Agreement</u>

[attach approved form here]

RECORDING REQUESTED BY: WHEN RECORDED RETURN TO:

Town of Crested Butte Attn: Town Clerk 502 Maroon Avenue Crested Butte, CO 81224

REVOCABLE LICENSE AGREEMENT

THIS REVOCABLE LICENSE AGREEMENT (this "<u>Agreement</u>") is made and entered into this _____ day of ______, 20____, by and between the TOWN OF CRESTED BUTTE, COLORADO ("<u>Licensor</u>"), a Colorado home rule municipality with an address of 507 Maroon Avenue, P.O. Box 39, Crested Butte, CO 81224 and 1 GOTHIC LLC, A TEXAS LIMITED LIABILITY COMPANY, ("<u>Licensee</u>"), 10713 Sun Tree CV, Austin, TX 78730-1445.

RECITALS:

A. Licensee owns the real property described as follows:

Block 7, Lots 17-18, Town of Crested Butte, County of Gunnison, State of Colorado,

commonly known as 1 Gothic Avenue, Crested Butte, Colorado 81224 (the "Premises").

B. The Premises is bound by certain public rights of way known as Gothic Avenue to the south and the alley to the North of Gothic Avenue (the "<u>Public</u><u>Property</u>").

C. Licensee has requested the right to construct and install and keep and maintain certain improvements in the Public Property.

D. The Town is willing to allow Licensee to keep and maintain such improvements in the Public Property, subject to certain conditions and requirements.

NOW, THEREFORE, for and in consideration of the covenants, terms, conditions and requirements set forth herein, the sufficiency of which are hereby acknowledged by the parties, the parties agree as follows:

AGREEMENT:

1. <u>Grant of License</u>. Licensor hereby grants to Licensee and its successors in interest a revocable license (the "<u>License</u>") to keep and maintain within the Public Property certain improvements, specifically, the retaining wall within the rights of way adjacent to Lots 17 and 18, Block 7, as such location is more particularly described in <u>Exhibit "A"</u> attached hereto, and as such improvements are more particularly described in <u>Exhibit "B"</u> attached hereto (the "<u>Improvements</u>").

2. <u>Permit for Construction and Maintenance</u>. Licensee has obtained all necessary permits from the Town pursuant to Chapter 11, Article 2 of the Crested Butte Municipal Code for all construction, installation and maintenance activities relative to the Improvements and will commence construction of the Improvements once Licensor and Licensee have executed this Agreement.

3. <u>Term of License; Revocation</u>.

3.1. The License shall exist and continue until the happening of either the following events, which such event shall automatically terminate and extinguish the License:

(a) the Improvements are demolished, removed or damaged by fire or other casualty such that such Improvements cannot be reasonably repaired in their present location; or

(b) the Town Council finds at a regular, public meeting that (i) the Improvements must be removed in order to make the Public Property available for public use or for such other reason as determined by the Town Council in its sole discretion, or (ii) Licensee is in default of this Agreement.

3.2. The License is made subordinate to the right of Licensor to use the Public Property for any public purpose, including, without limitation, public pedestrian uses, surface and subsurface improvements and public utilities. In addition to Licensor's revocation rights set forth in Section 3.1, Licensee agrees that if Licensor subsequently determines to, without limitation, install, modify or change the grade of any street or sidewalk, or to modify, repair or install any underground utility, or to effect any other work in connection with any other public or utility improvement, or to use or occupy the area of the encroachment by the Improvements, then the License hereby authorized must be modified and the Improvements removed completely or otherwise relocated to a location acceptable to Licensor, and the Public Property shall be restored to its pre- existing and/or unobstructed condition to the satisfaction of Licensor at Licensee's sole cost and expense. Licensor's decision as to the necessity of such public use, occupancy or improvements shall be final and binding upon Licensee.

4. <u>Assumption of Risk</u>. Licensee assumes the risk of damage to the Improvements and agrees to repair any damage to the Public Property, and any third party's property, arising from or relating to Licensee's use of the Public Property. Additionally, Licensee assumes all risk of damage to property or injury to persons, including death, in connection, whether directly or indirectly, with the License and the

Improvements. In the event of any such damage or injury, Licensee agrees to pay all costs related thereto, including, without limitation, reasonable attorneys' fees. Nothing in this paragraph 4 (or the remainder of the Agreement) shall be construed as a waiver of any claim the Licensee may have against parties other than the Licensor related to damage to the Improvements or resulting damage to the Public Property.

5. <u>Indemnification</u>. By execution of this License, Licensee, for itself and its successors, hereby agrees to indemnify, defend and hold harmless Licensor, its elected and appointed officials, employees, contractors, agents, insurers, insurance pools and attorneys against any and all claims, suits, damages, costs, losses and expenses, including reasonable attorneys' fees, in connection with any personal injury, including death, or property damage, arising out of or connected in any way with, whether directly or indirectly, the License, Licensee's use of the Public Property, and the Improvements.

6. Insurance.

6.1. At its sole cost and expense, Licensee shall obtain and keep in force from the date first written above until the Improvements are removed or relocated from the Public Property liability insurance coverage naming Licensee and Licensor as their interests may appear.

6.2 At its sole expense, Licensee shall obtain and keep in force from the date first written above until the Improvements are removed or relocated from the Public Property liability insurance with loss limits of \$424,000 for injury to or death of any one person, and \$1,195,000 for injury to or death of any number of persons in one occurrence, and for damage to property, insuring Licensee and Licensor, including, without limitation, coverage for contractual liability, broad form property damage and non-owned automobile liability, with respect to the Public Property. The insurance shall be noncontributing with any insurance that may be carried by Licensor and shall contain a provision that Licensor, although named as an insured, shall nevertheless be entitled to recover under the policy for any loss, injury, cost or damage to Licensor, or the property of the same.

6.3. All insurance required herein and all renewals thereof shall be issued by companies authorized to transact business in the State of Colorado and rated at least A+ Class X by Best's Insurance Reports (property liability) or otherwise approved by Licensor in writing. All insurance policies shall be subject to approval by Licensor as to form and substance, shall expressly provide that the policies shall not be canceled without 30 days' prior written notice to Licensor and shall provide that no act or omission of Licensor that would otherwise result in forfeiture or reduction of the insurance shall affect or limit the obligation of the insurance company to pay the amount of any loss sustained. Licensee may satisfy its obligation under this Section by appropriate endorsements of its blanket insurance policies.

6.4. All policies of liability insurance that Licensee is obligated to maintain according to this Agreement (other than any policy of workmen's compensation

insurance) shall name Licensor as an additional insured. Originals or copies of original policies (together with copies of the endorsements naming Licensor as an additional insured) and evidence of the payment of all premiums of such policies shall be made available to Licensor on the date first written above. All public liability, property damage liability and casualty policies maintained by Licensor shall be written as primary policies, not contributing with and not in excess of coverage that Licensor may carry.

6.5. The parties waive all rights to recover against each other, or against the elected and appointed officials, employees, contractors, agents, advisors, attorneys, insurers, insurance pools, shareholders, directors, members, managers, officers, suppliers, agents or servants of each other, for any loss or damage arising from any cause covered by any insurance required to be carried by each of them pursuant to this Section or any other insurance actually carried by each of them. Licensee shall cause its insurer to issue an appropriate waiver of subrogation rights endorsements to all policies of insurance carried in connection with Licensee's operations and Licensor's operations and property.

Licensee Obligations Upon Revocation; Remedies. Upon notice to 7. Licensee of the Town Council's decision to revoke this License pursuant to paragraph 3, the Improvements must be promptly removed or abandoned. In the event that the Improvements are not so removed by Licensee, Licensor may remove the Improvements and restore the location to its original condition at Licensor's sole cost and expense. In such case Licensor shall have no responsibility for damage to the Improvements or Licensee's other property, whether personal or real property, located on Public Property and the Premises. Licensee shall immediately reimburse Licensor such costs and expenses incurred by Licensor in such removal. Licensor shall have the right to make an assessment against the Premises and collect the costs of removal and restoration in the same manner as general taxes are collected under State and local laws. Such rights shall be in addition to any rights available at law or in equity. All remedies may be applied concurrently and not to the exclusion of any other remedy. In the event of any legal action or advice necessary to execute such removal, Licensee shall pay Licensor all reasonable costs and expenses in connection therewith, including, without limitation, reasonable attorneys' fees.

8. **<u>Responsibility for Maintenance: Damage to Improvements</u>**. Licensee assumes and accepts sole responsibility for the maintenance and upkeep of the Improvements, which shall be performed only upon receipt of permits from Licensor as required by applicable law. Further, Licensor shall not be liable for any damage to the Improvements caused by Licensor's operations, including, without limitation, snow removal, street or alley maintenance, street or alley repairs and improvements and utility installation, maintenance and repairs.

9. <u>Assignment</u>. Other than to a subsequent owner of the Premises, this Agreement and the License granted hereunder shall not be assignable or transferrable by Licensee without Licensor's prior written consent, which shall not be unreasonably withheld. Failure to obtain Licensor's consent to such assignment or transfer as required
shall make such assignment or transfer void *ab initio*. If Licensee notifies Licensor in writing of an assignment, and Licensor fails to respond to the written notice within forty-five (45) days, then Licensor shall be deemed to have automatically consented to the assignment.

10. <u>Subject to Laws</u>. This License is subject to all State and municipal laws as they now exist or may hereafter be amended.

11. <u>Licensee Representations</u>. Licensee represents and warrants that (a) it is in good standing in the State of Texas; (b) it has full power and authority to execute, deliver and perform its obligations under this Agreement; (c) the individual executing this Agreement has the full power and authority to do so; and (d) the Agreement does not violate any other obligation of Licensee.

12. <u>Notices</u>. All notices required pursuant to this Agreement shall be deemed served upon depositing a certified letter, return receipt requested, in the United States mail, addressed to the party being served with such notice at the addresses set forth above, unless a request to mail to a different address is provided in writing to the other party.

13. <u>**Prevailing Party**</u>. In the event of any dispute between the parties in connection with this License, the non-prevailing party shall pay the prevailing party all reasonable attorneys' fees, costs and expenses incurred in such dispute, in addition to any other damages or injunctive relief awarded by the court.

14. **Entire Agreement; Amendment**. This Agreement represents the entire agreement of the parties respecting the subject matters addressed herein. This Agreement may be amended only in writing by properly executed agreement.

15. **Successors and Assigns**. The rights and obligations of the parties shall inure to the benefit and burden to the parties' successors and permitted assigns.

16. **No Waiver**. No waiver by either party of any breach of, or of compliance with, any condition or provision of this Agreement by the other party shall be considered a waiver of any other condition or provision or of the same condition or provision at another time.

17. **Photo-static Copies**. For purposes of enforcement of the terms hereof, photo-static reproductions shall be deemed to be originals.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURE PAGE(S) TO FOLLOW]

IN WITNESS WHEREOF, the parties have entered into this Agreement by their duly authorized representatives effective as of the date first written above.

LICENSOR:

TOWN OF CRESTED BUTTE, a Colorado home rule municipality

By: _____ Ian Billick, Mayor

Attest:

By: ______ Lynelle Sanford, Town Clerk [SEAL]

STATE OF _____) ss.

COUNTY OF _____)

The foregoing Revocable License Agreement was acknowledged before me this day of _____, 20 ___ by _____, Mayor of the Town of Crested Butte, a Colorado home rule municipality, on behalf of said entity.

WITNESS my hand and official seal. My commission expires: _____

Notary Public Signature

LICENSEE:

1 Gothic LLC, a Texas Limited Liability Company

By:	
Name:	
Title:	

STATE OF _____)) SS. COUNTY OF _____)

The foregoing Revocable License Agreement was acknowledged before me this ____ day of _____, 20__ by_____, ____ of 1 Gothic LLC, a Texas Limited Liability Company.

WITNESS my hand and official seal. My commission expires: _____

Notary Public Signature

EXHIBIT "A"

A 13'7"x 2'3" section (north/south) and 5'4"x 1' section (east/west) of the alley north of Gothic Avenue, adjacent to Lots 17 and 18, Block 7.

EXHIBIT "B"



AM 07 Ń 0 24

ALLEY BOULDER RETAINING WALL DESIGN BY CMT TECHNICAL SERVICES PLEASE REFERENCE CMT RETAINING WALL DESIGN LETTER, DATED 9/4/24 FOR COMPLETE SPECIFICATIONS DETAIL INCLUDED FOR REFERENCE ONLY

SIDENCE ſ 2 00 - $\sim \infty$ Ц Ш HS — ОĽ ΟŪ

- 8.) PROVIDE PERMANENT IRRIGATION SYSTEM FOR LAWN AND PLANTING AREAS.
- 9.) ANY CHANGES TO THE LANDSCAPING PLAN SHALL BE SÚBMITTED TO THE BUILDING DEPARTMENT FOR CHAIR REVIEW AND APPROVAL.

- 3.) REFERENCE DRAINAGE PLANS FOR PERIMETER FOUNDATION DRAINAGE DISCHARGE LOCATIONS. 4.) EXISTING UNDERGROUND UTILITIES ARE NOT
- 6.) UNDERGROUND UTILITIES SHALL BE INSTALLED ON
- 7.). CONTRACTOR SHALL MAINTAIN EROSION CONTROL DÉVICES FOR THE DURATION OF CONSTRUCTION

8.) NO TRENCH OR EXCAVATION SHALL BE LEFT OPEN OVERNIGHT WITHOUT A TEMPORARY CONSTRUCTION

9.) ALL ROUGH GRADING AND EXCESS DIRT SHALL BE

documents shall not be construed to be a permit for o

oval of any violation of any provision of the application codes or town code.

09/27/2024 9:57:55 AM

ISSUE LOG Q 7/18/24 DESIGN REVIEW 03 R 7/24/24 BOZAR REVIEW S 8/10/24 STRUCTURAL COORDINATION T 8/14/24 PERMIT SET 01 U 9/04/24 PERMIT SET 02 V 9/24/24 PERMIT SET 03 ARC-40119 ALLEY SITE PLAN

PROJECT NO.: 230321 PROJECT DATE: 8/7/23 SHEET NUMBER:



PO BOX 2921 CRESTED BUTTE

COLORADO, 81224

TEL 970.376.6605

ben@benwhitearchitecture.com

BEN WHITE

ARCHITECTURE

RECORDING REQUESTED BY: WHEN RECORDED RETURN TO:

Town of Crested Butte Attention: Town Clerk P.O. Box 39 507 Maroon Avenue Crested Butte, CO 81224

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STATEMENT OF AUTHORITY

Pursuant to C.R.S. § 38-30-172, the undersigned hereby executes this Statement of Authority on behalf of <u>Gothic LLC</u>, a <u>Limited Ciability Company</u>, an entity other than an individual, capable of holding title to real property (the "<u>Entity</u>"), and states as follows:

- (1) The Name of the Entity is: 1 Gothic LLC
- (2) The Entity is a <u>Limited Labelik Company</u>
- (3) The mailing address for the Entity is <u>10713 Sun Tree Cove</u>.
 (4) The name and position of the person authorized by formal Entity action to execute
- (4) The name and position of the person authorized by formal Entity action to execute instruments conveying, encumbering or otherwise affecting title to real property on behalf of the Entity is: <u>N. Daniellow</u>, <u>Managing Member</u> [TITLE].
- (5) The limitations upon the authority of the person named above or holding the position described above to bind the Entity are as follows:
- (6) Other matters concerning the manner in which the Entity deals with any interest in real property are: <u>Non-e</u>.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURE PAGE TO FOLLOW]

EXECUTED this day of <u>August</u> , 2023
N. Druce Dar
tor I Gothic LLC
By: <u>N. Daniel Dow</u> Name:
Title: Managing Nember
STATE OF Colorado)
COUNTY OF <u>Cumison</u>) ss.
The foregoing Statement of Authority was acknowledged before me this 11th day of August, 2023 by N. Daniel Dow, as managing member of I Crothic LLC, a Limited Cability Congrany on behalf of said entity.
Witness my hand and official seal. My commission expires: $0405/2026$.

Notary Public



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Memorandum

То:	Town Council
From:	Dara MacDonald, Town Manager
Subject:	Manager's Report
Date	April 21, 2025

Town Manager

- Americans with Disabilities Act Coordinator The Town of Crested Butte is required to have a staff member appointed as the ADA Coordinator. This is not a role that has been assigned for many years. Several staff members from HR, Facilities and Public Works were able to join me for a training on ADA compliance. The ADA Coordinator responsibilities will be assigned to our HR Tech who will work closely with all departments on ongoing efforts towards compliance with the ADA.
- 2) Center for the Arts The Center staff are requesting to get back in front of the Town Council in June for ongoing discussion of their request to obtain ownership of the buildings. Since their fiscal year begins on November 1st, they begin their budget process in August and would like to have as much lead time as possible to understand the financial implications that the discussion with the Council will have for their FY 2026.

Unfortunately, the work sessions are pretty booked up with some time sensitive business for the Town in June with the next financial planning work session on the June 2nd agenda and PROST plan discussion on service areas and public engagement on the 16th. We need to get that financial planning work session in before Ian leaves for a month and Janna is already pushed to the outside edge of her window on getting that particular Council feedback for the PROST planning process.

July 7th is not a viable alternative for the Center as that is the same evening as their largest Alpenglow event. July 21st is an available work session for the Center as the financial planning work session penciled in there is only a placeholder at this point, but they prefer not to delay that long.

The Center has requested that the Council make time to hear their request. Staff do not feel we can be prepared by the meeting on June 2nd in addition to already scheduled priorities. The Council could make time on the regular June 16th agenda, though I will not be at that meeting. Alternatively, the Council could schedule a separate work session for this discussion.

Sustainability

- 1) **Nunatek Energy Monitoring:** Sustainability, Housing, and Public Works staff are partnering with Nunatek Energy to install energy monitoring devices on 14-18 Town-owned properties, including a handful of the Paradise Park rental units and volunteer private property owners, to begin gathering electrical energy use data on units that have been built to the Town's 2021 IECC code and units built prior to the code. This project is being funded through GCEA Franchise Funds, which are allocated to the Town by GCEA annually for energy-based projects.
- 2) Facilities Energy Efficiency and Electrification Plan: Staff have issued an RFP for a "Facilities Energy Efficiency and Electrification Plan" which requires energy assessments for 29 Town-owned properties, both commercial and residential, that will inform a long-term facilities improvement plan that is prioritized by the Town's least energy efficient buildings to the most. The RFP deadline is April 16, 2025.
- 3) **Town Cleanup:** Town Cleanup is scheduled for Saturday, May 17, 2025, from 9:00am 1:00pm. The event will be located entirely at the 4-way parking lot, and includes trash, recycling, e-waste recycling, and green waste recycling. Six Points will participate this year and bring a trailer to accept donation items, and Elements Mountain Compost will attend to represent and educate about the composting program.

Public Works

- Red Lady Intersection: The Town is anticipating issuing the RFP for professional services related to the engineering and design of the Red Lady and SH 135 intersection on April 17th. The Town will be accepting proposal until May 21st and anticipate contract execution in early June. Design will occur through the winter/spring of 2026. Portions of construction are anticipated to start in the fall of 2026 with project completion in 2027.
- 2) **Streets Maintenance:** The Streets crew have commenced with street sweeper operations and will continue for the entire month of April. Once complete, crews will move to crack sealing and striping operations.
- 3) Wildfire Ready Action Plan (WRAP): The Town of Crested Butte WRAP Planning Team met on April 3rd to discuss the project's scope, including the analysis of four watersheds: Ruby Anthracite Creek, Coal Creek, Slate River, and Washington Gulch. The team emphasized the importance of wildfire hazard analysis, hydrology and hydraulics modeling, and fluvial hazard zones. Challenges such as the use of rain on mesh models and the need for reproducibility were highlighted. The first stakeholder meeting is scheduled for May 21, with a focus on watershed hazard analysis and stream assessments. In attendance were representatives from:
 - Town of Crested Butte
 - Colorado Water Conservation Board
 - JW Associates
 - SGM
 - Colorado State Forest Service
 - Coal Creek Watershed Coalition

• High Country Conservation Advocates

<u>Marshals</u>

1) A \$200,000 grant request has been submitted to DOLA for the CB Marshal's Facility Design Project. The 2025 budget includes \$500,000 for this design phase of the project.

Parks, Recreation, Open Space and Trails

- Spring Program Registration Update: Registration opened for spring programs on March 31st and 142 registrations were logged on the first day, 120 of which occurred in the first fifteen minutes. Eight of the 14 available activities are completely full and have waitlists. Two of the 14 have 2 or fewer remaining seats. Programs with availability lean almost entirely towards the 6th grade or 11 years old and up category.
- 2) Devo Update: Staff met with representatives from CB Devo on April 9th to discuss Junior Bike Week and summer programming. In lieu of Gravel Pit use for Junior Bike Week, camping will be offered in Mt. Crested Butte at the Main Lot, and the short track course will be held at the resort. Pick-up and drop-off for regular summer programming will be at Town Park off of 7th St. near the Pitsker bathrooms.
- 3) **Tree Pruning Course**: The Parks team attended a Tree Pruning Course offered through the Colorado State Forest Service in Gunnison on April 9th. This course was led by community forestry specialists and will help staff achieve best practices around pruning for tree health and safety, and tree health evaluation and assessment.
- 4) **WCU Career Fair:** Joey Carpenter attended Western's Career Fair on April 3rd to recruit students for open summer PROST positions and to retain our collaborative relationship with the University.

Community Development

- 1) **Hiring:** We are currently recruiting for the vacant Long-Range Planner position, as well as continuing our search to fill the vacant Building Inspector position.
- 2) **Paradise Park:** Three of the first nine units are occupied with the balance of tenants moving in by May 11th. The two, two-bedroom units that make up phase 2 (micro house on Butte and 10th and Haney ADU) are on track for completion in June, and permits were issued on 4/3/2025 for the final three units at 8, 10 & 12 Tenth street. Completion of those units is estimated by the end of the year. Assuming adoption of the Paradise Park Workforce Rental Tenant Selection Plan on 4/21/2025, staff anticipate opening the application window shortly thereafter for the next two units and holding a lottery in mid- to late May.
- 3) **Mineral Point:** The General Contractor has struggled to maintain the superintendent position staffed, which has resulted in stilted progress. A new person is in that position and staff is optimistic that they will get progress back on track. The developer's lease up schedule anticipates the property being fully leased by fall.

- 4) **Building Permits:** For the first quarter of the year 19 permits were issued. The balance of these permits are small alteration projects with the exception of a Triplex Townhouse affordable housing Town project, and the 218 Elk Avenue remodel and addition restaurant project.
- 5) **Cloudpermit:** The Cloudpermit permitting implementation process is underway. This project will streamline permitting processes for both members of the public seeking a permit and staff administering permits.
- 6) Early Recreation Era Survey Certified Local Government (CLG) subgrant update: The Town of Crested Butte was recommended for award for the CLG subgrant for the survey work regarding the new Period of Significance (POS) representing the Early Recreation era. However, a continuing resolution passed which provided federal funding for the Historic Preservation Fund for FY25, and we do not yet have an update from the National Park Service on funding amounts or timing to be able to officially award CLG subgrants. The State will plan to update Town Staff by May 1st with any news.
- 7) Alley and outbuilding State Historical Fund (SHF) mini grant update: Last fall, our consultant, Ron Sladek with Tatanka Historical Associates Inc., was able to complete about 1/3 of the work relating to the alley and outbuilding survey, which was awarded through a SHF mini grant. This grant is focusing on surveying the attributes of town's alleys and to resurvey the existing outbuildings from the current POS. The survey will recommence later this spring and this information will help to inform updates to the Design Standards and Guidelines as it relates to the alleys and to also give us a better snapshot of these historic buildings and their condition.
- 8) **SHF Town Hall competitive grant update**: The Town was awarded a competitive grant to complete work on the masonry and select windows on Town Hall, 507 Maroon Avenue. Staff, the contractor, architect and SHF staff will meet onsite this week to kick of the project, which is one of the initial requirements of the grant. This includes a mockup of the masonry work, which will then be evaluated by the SHF staff while onsite. Soon after, work will commence.
- 9) **Ski Town Forum**: Town Staff participated virtually in the Ski Town Forum on April 11, which connects preservation planners from ski towns around Colorado to discuss achievements and challenges that their towns and commissions have been dealing with over the last year. This program is coordinated through the SHF staff. Jessie Earley presented to the forum on the outcomes and upcoming implementation of the Town's Historic Preservation Plan.

Town Clerk

- Staff is working on processing special event applications for Alpenglow, which is scheduled to begin Monday, June 16, 2025, and the 36th Annual Duck Race, planned for August 3, 2025. Both applications will be approved administratively.
- 2) Upon receipt of the modified special event application for Junior Bike Week, June 25-29, 2025, Staff will seek approvals, and the application will also be approved administratively.
- 3) The Council will consider the special event application for the Farmers Market on an agenda in May. The first Sunday of the Farmers Market is May 25, 2025. The details of the road closure are being finalized.

4) The application deadline for parklets was April 1, 2025. The parklet season will run from June 17, 2025, through October 7, 2025. Most businesses that had parklets last year opted in for this year. New retail applicants are Native Nectars and Mabuhay. Anthracite Spirits and the Dogwood previously had parklets; however, they did not apply this year.

Finance/HR/IT

1) No Updates

Upcoming Meetings or Events Council may choose to attend

May 14, Joint meeting with Town of Mt Crested Butte to discuss Mountain Express 2026 operations May 17, Town Clean-up, Meet at the 4-Way June 6, Town Picnic, Rainbow Park

<u>Upcoming Agenda Items</u> See attached <u>draft</u> list of upcoming Council agenda topics

* As always, please let me know if you have any questions or concerns. You may also directly contact department directors with questions as well.

Crested Butte Town Council Upcoming Agenda

May 5 - Packets out Monday, April 26th

Work session -

- Draft Community Plan Community Feedback and Refinements Discussion-Mel
- Marshals Facility Plan Mel/Mike

Regular Meeting

- 1. Consent Agenda
 - a. Minutes Lynelle
 - b. Q1 Progress on Goals/Actions Staff Updates – Dara
 - c. DC Fast Charging installation contract Shea
 - d. CBCS Easement Agreement Shea
 - e. Extinguishment Agreement for deed restriction Karl & Jessie
 - f. Ord 4, Update map for vacation rentals in Town, 1st reading Lynelle
 - g.
- 2. <u>Presentation</u>

a.

3. <u>Public Hearing</u>

- a. Ord 3, Amendment to Provide Outside Agency Collection Authority on Parking Tickets – Mike R.
- 4. <u>New Business</u>
 - a. Adoption Paradise Park Community Rentals Tenant Selection Plan – Erin
 - b. Adoption of Employee Rental Policy -Erin
 - c. Discuss possible moratorium on new development Mel/Karl/Dara
 - d. IGA with Gunnison County re: Red Lady roundabout – Shea
 - Exec Session

е. 5.

May 14th CB/MT CB Council meeting

MX - Joint council workshop on service level expectations for 2026, inclusive of all services (fixed, on demand + late night). Likely funding gaps discussed and direction given to MX board on multiyear commitment to funding

May 19 - Packets out Monday, May 12th

Work session – Joint Work session with BOZAR – 5:00 start

• Refined Draft Community Plan – Mel

Regular Meeting

- 1. Consent Agenda
 - a. Minutes Lynelle
 - b. Selection of Consultant for Facilities Energy Efficiency and Electrification Plan – Shea
 - c. Ord. Avalanche Park lease with GCEA for solar project, 1st reading – Dannah/Dara
- 2. <u>Presentation</u>
- a. 3. Public Hearing
 - Ord, Chapter 13 Utilities, 2nd reading Shea
 - b. Ord 4, Update map for vacation rentals in Town, 2nd reading Lynelle
- c.

5. <u>Exec Session</u>

- 4. <u>New Business</u>
 - a. Annual update of Affordable Housing Guidelines – Erin (Dependent on HUD release of AMIs)

June 2 - Packets out Tuesday, May 27th

Work session – Begin at 5:00?

• Long-range financial planning work session #3

Regular Meeting

- 1. <u>Consent Agenda</u>
 - a. Minutes Lynelle
 - b. Red Lady Roundabout Design Contract Approval - Shea
- 2. Presentation
- a.
- 3. Public Hearing
 - a. Ord. Avalanche Park lease with GCEA for solar project, 2nd reading – Dannah/Dara
- 4. <u>New Business</u>

b.

c.

- a. SH 135 Corridor Plan IGA Mel
- b. Resolution, IGA with Mt CB Water & San for Solids Processing – Shea
- 5. <u>Exec Session</u>

June 16 - Packets out Monday, June 9th – Dara & Ian out

Work session -

- PROST Plan
 - Define service and priority areas
 - Public engagement plan

Regular Meeting

- 1. <u>Consent Agenda</u>
 - a. Minutes Lynelle
 - b.
- 2. Presentation
 - a. Annual Report on Visitor Center operations – Chamber Director
- 3. <u>Public Hearing</u>
 - a.
 - b.

July 7 - Packets out Monday, June 30th

Work session -

Building Code

 Debrief on electrification

- 4. <u>New Business</u>
 - a. Community Plan Adoption Consideration – Mel
 - b. Continue discussion on Community grants – purpose and administration – Dara/Kathy/Grants Committee
 - c.
- 5. Exec Session

• Overview of changes with 2024 IBCC

Regular Meeting

- 1. <u>Consent Agenda</u> a. Minutes – Lynelle b. a. b. New Business 4. 2. Presentation a. 5. Exec Session a. Public Hearing 3. July 21 - Packets out Monday, June 14th Work session -• Long-range financial planning work session #4 **Regular Meeting** Consent Agenda 1. a. Minutes – Lynelle b. a. New Business b. 4. Presentation 2. a. 5. Exec Session a. Public Hearing 3. August 5 Tuesday - Packets out Monday, July 28th Work session -• PROST Plan - Affirm goal statement and success measures **Regular Meeting** Consent Agenda 1. a. Minutes – Lynelle a. b. b. 4. New Business 2. Presentation
 - a.
- 3. <u>Public Hearing</u>

b.
4. <u>New Business</u>

a. First Reading – 2024 Building Code
adoption

5. <u>Exec Session</u>

<u>August 18 - Packets out Monday, August 11th</u>

Work session -

• Budget kick-off – Refining strategic plan and specific actions for 2026 Compass kick-off and recap of planning efforts culminating in updated capital plans

Regular Meeting

1. <u>Consent Agenda</u>

a. Minutes - Lynelle

- 2. <u>Presentation</u>
 - b.
- 3. <u>Public Hearing</u>
 - a. Public hearing 2024 Building Code adoption
- 4. <u>New Business</u>
 - a.
- 5. <u>Exec Session</u>
- TUESDAY September 2 Packets out Monday, August 25th

Work session -

• Plastic Pollution Reduction Act, local implementation - Dannah

Regular Meeting

- 1. <u>Consent Agenda</u>
 - a. Minutes Lynelle
- 2. <u>Presentation</u>
- a.
- 3. Public Hearing

New Business

4

5.

a.

Exec Session

September 15 - Packets out Monday, September 8th

Work session -

• Budget Work session

Regular Meeting

- 1. <u>Consent Agenda</u>
- a. Minutes Lynelle
- 2. Presentation
- a.
- 3. Public Hearing

New Business

5. <u>Exec Session</u>

October 6 - Packets out Monday, September 29th

Work session -

•

Regular Meeting

- 1. <u>Consent Agenda</u>
 - a. Minutes Lynelle
- 2. <u>Presentation</u>
- a.
- 3. <u>Public Hearing</u>

a.

a.

- 4. <u>New Business</u>
 - a. Draft 2026 Budget Kathy

b.

Exec Session

Future/Annual Items

<u>2025</u> February - PROST Plan – Presentation of draft plan April – PROST Plan Adoption

January – Resolution setting posting places

- Annual resolution approving Council Rules of Procedure
- Annual review of progress on Council goals/priorities
- Annual review of grant applications/awards
- Presentation from QQ (following elections)
- CIRSA elected officials training (following elections)
- Presentation from Region 10 (following elections)
- Town Attorney quarterly report

February – Year-end report from Chamber of Commerce

- Mt. Express annual report
- Annual Affordable Housing update/5-year plan
- Year-end financial summary
- County Commissioner update
- March Annual review of traffic calming and parking management (include bike safety) 2nd meeting so can have President's Day data
- April Q1 review of progress on Council goals/priorities
 - review of grant applications/awards
 - Town Attorney quarterly report

May – Q1 financial summary

- Legislative Session summary
- County Commissioner update
- review of grant applications/awards

June - Annual Report on Visitor Center operations - Chamber Director

July – Q2 review of progress on Council goals/priorities

- Town Attorney quarterly report
- August County Commissioner update
 - Initiate annual budget with Council

September - Q3 review of progress on Council goals/priorities

- Q2 financial summary
- review of grant applications/awards
- Annual budget work sessions with Council

October - Snow Plan

- Annual revisiting of the Climate Action Plan strategies & actions
- 15th deadline for presentation of the annual budget
- County Commissioner update
- Annual rental agreement with WEHA
- Town Attorney quarterly report

November – Annual report by the Chair of the Weed Advisory Board on Weed Management in the Town of Crested Butte

- Q3 financial summary
- Board & Committee appointments (following election)
- Appointment of Mayor pro-tem (following election)
- Adoption of annual budget (Nov or Dec depending on election cycle)

December – Funding agreement with Chamber of Commerce

- Agreement with GVRHA for Green Deed
- PROST Plan Finalize goal statement and success measures and review recommended priorities

Yale school of the environment



Transportation Strategies for Crested Butte

Joshua Hernandez (YSE MEM '25) and Kathleen Maeder (YSE MEM '26)

Setting the Scene

Crested Butte is a forward-looking Colorado ski town committed to reimagining how people move in and around the community. In 2024, after an extensive public engagement process, the town adopted a Transportation Mobility Plan aimed at emphasizing walking, biking, and transit. Now that the Plan has been adopted, Crested Butte's gaze turns toward implementation of the strategies identified in the Plan.

In that vein, the town sought the perspective of two Masters of Environmental Management students from the Yale School of the Environment, Joshua Hernandez and Kathleen Maeder, to frame potential transportation strategies. Joshua and Kathleen worked for the Ucross High Plains Stewardship Initiative at Yale School of the Environment, bringing prior research and consulting experience. The process spanned the 2024 – 2025 academic year. The students reviewed town plans and applicable case studies beyond Crested Butte, and met monthly with Crested Butte leadership, whose insight helped narrow the project scope and develop the vision for accompanying maps.

This report presents the students' findings, drawing from relevant case studies in and beyond Colorado, discussions with Crested Butte contacts, and policy research. For the thematic areas of parking, transit, and funding sources, a spectrum of strategies is presented based on feasibility and impact, in approximate order from most impactful to least.

Parking

Parking is one of the primary levers for emphasizing non-motorized transportation. Below are parking options for Crested Butte, listed from most feasible and impactful to least.

Replace absolute parking requirements with a low parking minimum and maximum

Reducing the number of available parking through a low parking minimum and maximum spots incentivizes other transportation modes. A low minimum gives homeowners flexibility and agency to create spaces based upon actual need. A low maximum emphasizes a walkable, multi-modal Crested Butte. Cost of implementation is estimated at less than \$25,000.

Implement pilot for paid parking

Implementing paid parking would help fund expanded transit services. Crested Butte residents could be exempted from paid parking. Out-of-towners such as tourists would bear the costs of parking. A consistent rate regardless of season is equitable and would ensure the transit fund is sufficiently appropriated. Parking could remain free for the first 30 minutes. Free parking could also remain for nights, early mornings, Sundays, and holidays. Implementation costs are estimated to be at least \$100,000 for purchase and installation of parking meters.

Prohibit development of underground parking garages

Preventing development of underground parking garages will maintain affordable commercial development. This has a low cost of implementation.

Transit

Crested Butte has ambitions for increasing the scale and availability of transit for those that work, visit, reside, and recreate within the Town. Below are transit options for Crested Butte, listed approximately from most impactful to least.

Park-n-Rides along I-135

While GVRTA has previously considered park-n-ride locations along I-135, the full potential of park-n-rides to increase transit usage in place of cars has not been reached. Several respondents in the Community Mobility Survey indicated the need for more reliable parking and bike storage near the Almont GVRTA stop. Additionally, the consecutive Riverland, Brush Creek Rd, and Riverbend stops are located along the highway and receive the lowest ridership of any stop in the northbound GVRTA route. Meanwhile, the Skyland and Buckhorn Ranch communities are not located within reasonable walking distance of these stops; its nearest stop, Brush Creek Rd, is over 1 mile away, significantly reducing the likelihood of commuters opting to take transit to their destination. A park-n-ride may allow for the efficient consolidation of these three stops into two or one – perhaps off the

highway, to permit safer access – while also enhancing these subdivisions' access to transit.

Expand MX Last-Mile Service

In December 2023, Mountain Express launched the pilot of FirstTracks, an on-demand service serving the northern Mt. Crested Butte region, connecting to the Mountaineer Square transit hub. The service replaced the fixed Snodgrass/Columbine and Summer Condo routes, increasing ridership 2.4 times compared to the previous bus routes.

This model could be expanded to include other areas serviced by fixed shuttle routes – particularly near the Crystal/Castle route, which lies south of Mountaineer Square. When determining the needed expansion of the FirstTracks fleet to accommodate southern Mt. Crested Butte, factors include the total cost and cost per rider (in its pilot, FirstTracks achieved a cost of \$7.82 per rider, compared to the Crystal/Castle route's average of \$5.44), fleet capacity (other cities have leveraged their senior or paratransit fleet to manage high demands), and wait times.

Consolidating Service Management

By consolidating service management across the two transit agencies operating within Crested Butte, MX and GVRTA, there is potential to reduce operating costs through the elimination of duplicative administrative services, improve efficiency of bus management through larger-scale operations, and, possibly, more efficient operation between the Town of Crested Butte and the ski resort. As MX faces meager revenue growth in 2025 (estimated 2%) and expenditure demands pertaining to an improved employee compensation, new initiatives, and continuity of existing service, joining MX's operations with the larger GVRTA may provide cost-savings. See Appendix 2 for more information regarding DOT funding for consolidation efforts.

Expand Routes to Include Long-Standing Subdivisions

The Community Mobility Survey noted several residential areas, including Meridian Lake, that lack convenient access to fixed-route transit. These subdivisions do not have reasonable access to public transit options, leading to high car dependence among residents; expanding transit to include these neighborhoods would reduce traffic congestion within the Town. A shuttle route or condo loop, operating on a limited but consistent schedule, may allow residents to decrease their reliance on cars for simple trips to the Town center. Prior to pursuing this strategy, further community engagement is necessary to ensure the presence of sufficient demand. The estimated cost of implementation for a shuttle pilot program to a single or adjacent subdivisions is 100-200k, based on similar figures in the Transportation Mobility Plan. Given the low density of residents in Meridian Lake and similar subdivisions, it may be more cost-effective to incorporate neighborhoods north of the Town center into the on-demand FirstTracks service rather than pursuing a permanent shuttle service, particularly during off-peak hours and off-seasons.

Design Bike Hub at 4-Way

The people of Crested Butte are avid bicyclists – most respondents to the Community Mobility Survey owned two or more bikes. However, lack of secure bike storage in town serves as a disincentive for biking to Elk Avenue and other areas around the town. Additionally, tourists do not have a simple way to enjoy the Town's bike-friendly infrastructure, aside from private rental companies. The Town might choose to establish both bike parking and a paid bike-share program in the central 4-Way location to address these challenges.

Implement Direct Impact Fees Newly Approved Subdivisions

The community might impose an impact fee on developers to support public transit expansion to new subdivisions. The fees may be levied depending on the location and extent of the proposed development. Fees may include an annual POA assessment to defray the ongoing operations costs of transit access to new development.

Increase Bike Storage on Buses

In the Community Mobility Survey, respondents expressed frustration with insufficient bike racks on Mountain Express' fleet. Individuals that might opt to bike for the first/last mile of a transit trip are dissuaded when bike racks are full; when buses don't come frequently, particularly on routes where buses stop every 30 minutes or longer, it may be inconvenient to simply "wait for the next bus" if racks are full. Further data should be collected to determine bike rack usage and how often racks are fully utilized. Standard 2-3 bus bike racks are estimated to cost between \$900-1100, with e-bike compatible racks being more expensive.

Increased Seasonal Stops to Trailheads and Recreation Sites

The Community Mobility Survey also indicated interest in more extensive access to recreational areas. 60 to 70 percent of Crested Butte residents drive to trails in the summer, and roughly 25% bike. Several locations identified in the Community Mobility Survey were the Baxter, East River, and Judd Falls Trailheads, Slate River, and Peanut Lake. In its Transit Mobility Plan, the town proposed a shuttle pilot program for Peanut Lake, at an operating cost of \$125,000 for the summer of 2025 and winter of 2025-26; with the

collection of ridership data, the Town can identify the efficacy of shuttles in increasing access to recreational sites.

Funding Sources

Implementing transportation strategies requires tapping into existing or new sources of funding. Below are funding options for Crested Butte, listed from most feasible and impactful to least.

Parking Fees

Revenue collected from a parking fee of at least \$3/hour will help fund expansion of existing service. Assuming a baseline of 50% utilization on Elk Avenue, paid parking on that street alone could generate up to \$3570 per day (and \$1,302,987 in a year). These fees will also ensure that the transportation fund has sufficient resources each year.

Fee to Use EV Charging Stations

The number of electric vehicles projected to be registered in Crested Butte and Mount Crested Butte is nearly 600 by 2030. As the shift to electric vehicles continues, revenue from the gas tax will decline. As of January 2024, the average cost of charging an EV at a public station in Colorado was \$0.45 per kWh. Adding an additional fee within a few dollars would help fill in the funding gap created by declining gas tax revenues. This fee can be implemented at the DC fast charging port or even the Level 2 ports.

Updating Admissions Tax from Crested Butte Mountain Resort

The neighboring town of Mount Crested Butte levies a 4% admissions tax for visiting the Crested Butte Mountain Resort (as well as at events in town). The tax has been in place since 2002. Revenue generated in 2023 was \$1,561,181. A quarter of the revenue is required to be allocated to Mountain Express. Since 2022, Mount Crested Butte devotes an additional 10% of generated revenue to Mountain Express as well. In 2023, Mountain Express received \$546,413 due to this tax. It is fair to ask whether this tax is keeping pace with inflation and the transition of CBMR to a drive-based, front range market. A conversation with Mount Crested Butte and Crested Butte Mountain Resort could be a starting point to reevaluate the tax and whether to increase the tax percentage. This tax mainly targets raising funds through tourists.

Grants from USDOT or CO DOT

Accessing grants from the U.S. Department of Transportation or the Colorado Department of Transportation offers a path to raising capital without adopting or increasing taxes.

However, there is uncertainty about federal funding and the priorities of the current federal administration. See Appendix 2 for more details on relevant grants.

Excise Tax on Hotels, Short-Term Rentals, and/or Restaurants

The 2021 Ballot Measure 2D placed a 7.5% tax on vacation and short-term rentals, generating revenue exclusively for affordable housing. Current taxation on these rentals (combining Ballot Measure 2D with other fees) is over 20%.

General Sales Tax Increase

Currently, 1% of the town's 4.5% sales tax is allocated to the Transit and Mobility Fund, with the majority supporting Mountain Express' operations. Increasing sales taxes is a common strategy for funding transit throughout the United States, as it provides a stable, long-term revenue stream. Additionally, Crested Butte maintains a 4.5% tax on newly registered vehicles, collected at the time of vehicle registration with Gunnison County, with proceeds directed towards the General Capital and General Funds. If the general sales tax were to increase, the motor vehicle use tax would similarly increase, targeting households who own more than one vehicle. However, sales taxes tend to be regressive, disproportionately impacting lower-income residents and employees within the Town.

Conclusion

As Crested Butte proceeds with the implementation of its Transportation Mobility Plan, the town has the opportunity to lead by example in fostering a sustainable, accessible, and multimodal transportation system. This report outlined a broad range of strategies, from near-term "easy wins" to long-term investments that will necessitate political will and funding. The Town can build on its strong foundation of community engagement and forward-thinking mobility planning by prioritizing solutions that balance feasibility with impact, securing stable funding sources, and ensuring continuous public input to refine and adapt initiatives as they are implemented. Through deliberate, strategic steps, Crested Butte can ensure that its transportation network aligns with its vision of a vibrant, walkable, and environmentally mindful town, setting an example for other rural and mountain communities facing similar mobility challenges.

Appendix 1: Summary of Mobility Solutions

Category	Objective	Solution	Impact Potential	Cost to Implement	Political Feasibility	Timeline for Implementation	Case Study
Parking	Incentivize use of other transport modes by reducing the number of available parking spots	Replace absolute parking requirements with a low parking minimum and maximum	☆☆	\$	☆☆	0-2 years	
	Incentivizes use of other transport modes. Encourages greater parking turnover while generating revenue for town's transportation initiatives.	Implement pilot for expanded paid and timed parking.	☆☆☆	\$\$\$	☆☆ 	0-2 years	
	Preserve the current pedestrian friendly, low skyline character of Crested Butte.	Prohibit development of underground car garages.	公公	Ş	***	0-2 years	
Transit	Reduce the number of cars entering Crested Butte and increase desirability of using transit for commuters	Implement additional park-n-rides along I-135	☆☆☆	\$\$\$\$	立立	2-5 years	
	Identify efficient uses of the existing (or expanded) MX fleet	Expand last-mile service outside of the FirstTracks operation region through utilization of senior fleet/expansion of existing fleet	☆☆	\$\$\$	☆☆☆	0-2 years	
	Expand transit access to areas that were previously unaccessible, facilitating increased use of buses in place of cars	Expand fixed routes to subdivisions that are currently not included on MX / GVRTA bus route.	☆☆☆	\$\$\$\$	\$\$	2-5 years	
	Reduce operational inefficiencies and duplicative routes; achieve cost savings between the two transit agencies, enabling greater investment in routes, infrastructure, etc.	Consolidate service management across MX and GVTRA	☆☆	\$\$; ideally will result in cost- savings on long timescale	☆	2-5+ years	SE Vermont: Deerfield Valley Transit Association & Connecticut River Transit, annual budget of \$6.5m & serving 100k across two counties, were consolidated in 2015 using VDOT support.
	Facilitate easier bike use in place of cars for Gunnison County residents that bus to CB, or for tourists in place of rental cars/rideshare	Design bike hub at 4-Way, including public bike rentals and charging for e- bikes.	☆ ☆	555	资资资	0-2 years	Aspen: nonprofit established to facilitate public bikeshare program; pilot of 10 racks and 100 bikes with only \$250k through an "adopt a bike" program. Vail, Colorado: Shift Bike, implemented in 2024, is an e-bike share program shared by the Town of Vail, Eagle-Vail, Avon, and Edwards with 155 e- bikes; a smaller scale project would be feasible for Crested Butte. They charge \$25 in monthly membership or \$100 for 5 months (seasonal membership).
	Establish transit access to new subdivisions and increase incentives for remote residents to use transit	Implement direct impact fees for colleges and newly approved subdivisions in exchange for free or on-demand service.	☆☆	\$\$\$\$; ideally revenue neutral on long timescale	**	2-5 years	Fountain, Colorado: In 2022, the city developed a study to assess the potential for a transportation impact fee to account for the transit improvements needed to support future development.
	Enhance access to desired sites via bus, targeting the 60-70% of Crested Butte residents that drive to trails in the summer.	Increase seasonal stops to trailheads and recreation sites.	\$	\$\$\$	☆☆☆	0-2 years	
	Increase desirability of bus use for trips that have typically required a car	Add additional / larger bike racks to buses.	\$	\$\$	ቁ ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት	0-2 years	

Category	Objective	Solution	Impact Potential	Annual Revenue Generated	Political Feasibility	Timeline for Implementation	Case Study
Funding	Incentivizes use of other transport modes. Encourages greater parking turnover while generating revenue for town's transportation initiatives.	Parking fees	☆☆☆	\$\$\$\$	<u>छे छे</u>	0-2 years	
	Raise funds for transportation through taxes targeted at tourists, minimizing impact on residents	Excise tax on hotels, short-term rentals, and/or restaurants	☆☆☆	\$\$\$\$	\$	2-5 years	Whitefish, Montana: Levied 3% resort tax on lodging, bars, restaurants, and retail. Funding goes towards street/sidewalk improvements, bike paths, storm sewers/underground utility improvements, and property tax reductions for
	Leverage spending power of consumers (especially tourists)and if possible divert more of the sales tax to transit specific uses	General sales tax increase	☆☆☆	\$\$\$\$	☆	2-5 years	Salt Lake City, UT: Levied 0.3% retail sales tax increase, not including groceries, towards transportation and public safety projects.

Raise funds for transportation through taxes targeted at tourists, minimizing	Updating admissions tax from ski resort	☆	\$\$\$	\$	2-5 years	
Fills in funding gap left as revenue from gas tax declines long-term	Fee to use EV charging stations	ጵጵ	\$\$\$	☆☆	2-5 years	
Raises capital without adopting more taxes	USDOT or CO DOT grants	☆☆	\$\$	☆☆☆	2-5 years	See Appendix 2.

Appendix 2: Relevant Grant Opportunities						
Grant	Organization	Purpose	Target Use	Link	Next Deadline	Amount
Revitalizing Main Streets	CDOT	Improving safety, improve multimodal safety and accesibility, and reimagine economic and daily use of main streets.	Projects pertaining to Elk Ave. and Four- Way area.	https://www. codot. gov/program s/revitalizing mainstreets	April 30, 2025 (Small Multimodal & Economic Resiliency Project grant)	\$10k-250k (for April 2025 grant)
Low- or No-Emission Grant Program	DOT FTA	Purchasing or leasing low- or no- emission buses, constructing or leasing facilities and related equipment, constructing new public transportation facilities to accommodate new buses.	Upgrading MX or GVRTA's fleet.	https://www. transportatio n. gov/rural/gra nt-toolkit/low- or-no- emission- grant- program	Application opens Spring 2025	\$71-78 million available each year - FY25 and FY26
Transportation Alternative Program (Region 3)	CDOT	Funding for "transportation alternatives" pedestrian and bike facilities, improved access for non- drivers to public transportation, enhanced mobility, community improvement actities, environmental mitigation, recreational trail projects, roadway construction in former Interstate System areas	Projects that increase multimodal travel and enhance community mobility.	https://www. codot. gov/program s/planning/gr ants/tap- fiscal-years- 2024-26	Early 2026 (for projects spanning FY 2027-2029)	Most recent grants ranged from ~\$350k to \$2.5m
Transportation Management Organization Seed Funding Grant	CDOT Office of Innovative Mobility	Establish "transportation management organizations" in unrepresented/non-urban areas to promote transportation demand management goals (maximizing travelers' choices through efficient uses of existing transportation infrastructure)	Organizing Gunnison County TMO for improved joint management of transportation routes/options.	https://www. codot. gov/program s/innovative mobility/asse ts/tmo seed funding_rules - selection_cr iteria-2024- round-1.pdf	Likely early 2026 (based on previous years)	\$20k-100k; preference for sustainable funding commitments/local cash or in-kind matches of 20%
Transportation Demand Management (TDM) Innovation Grant	CDOT Office of Innovative Mobility	Support innovative TDM solutions to reduce automobile dependency; develop partnerships between entities for TDM initiatives across wider regions; enable mobility and economic opportunities, reduce emissions by reducing vehicle miles travelled in personal vehicles	Innovative projects that reduces car dependence in Crested Butte.	https://www. codot. gov/program s/innovative mobility/asse ts/tdm- innovation- rules- selection- criteria-2024- round-1.pdf	Likely early 2026 (based on previous years)	\$20k-50k; preference for sustainable funding commitments/local cash or in-kind matches of 20%
Multimodal Transportation and Mitigation Options Fund (TPR 9)	CDOT	Promoting multimodal systems that benefit seniors, benefit rural/" Disproportionately Impacted" (DI) communities, enhance mobility for those with disabilities, provide safe routes to school, and/or reduce air pollutant and GHG emissions	Projects that increase multimodal travel, including transportation studies and modelling, fixed route/on-demand transit, bike/pedestrian initiatives,	https://www. codot. gov/program s/planning/gr ants/mmof- local	ТВА	\$ 511,321 allocated to Gunnison Valley in FY 2026. Typically requires 50% match, with some exceptions
Active Transportation Infrastructure Investment Program	DOT FHWA	Construction of safe, reliable, and connected transportation networks; improve connectivity through roadways, public transportation, and bike/pedestrian routes	Projects that expand connectivity between transit, pedestrian/bike paths, and roads.	https://www. transportatio <u>n</u> . <u>gov/rural/gra</u> <u>nt-</u> toolkit/active- transportatio <u>D</u> - infrastructure -investment- program-atiip	ТВА	\$100k - 15m

Appendix 2: Relevant Grant Opportunities						
Grant Organization		Purpose	Target Use	Link	Next Deadline	Amount
Charging and Fueling Infrastructure Grant Program	DOT	Installing EV charging and alternative fueling infrastructure along public roads, schools, parks, and publicly accessible parking facilities.	Installing EV infrastructure throughout Crested Butte/Gunnison County.	https://www. transportatio n. gov/rural/gra nt- toolkit/chargi ng-and- fueling- infrastructure -grant- program	ТВА	Wide range; past projects have received between \$700k - \$11m depending on project



• RTA Stops Walking Time (Minutes)

5-10

-0-5

Residences

40% of all residences are served by RTA bus ⁰ StopS

> Map of all RTA stops in CB, where dark blue represents residences within a 5 minute walk to the closest RTA stop, and light blue represents within 10 minutes

2.5

1.25



5 Miles

565/4,568 (12%) of residences are within a 5 minute walk of RTA stops

1,839/4,568 (40%) of residences are within a 10 minute walk of RTA stops



- RIA Park & Rides Driving Time (Minutes)
 - 5-10

Residences

87% of all residences are served by all RTA park and rides

Ma_p..._o_f..L.al-1<u>R . | A...J..P-ar....1.k n L L J</u>I

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RIA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RIA park and rides

Rides, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes





RTA Park & Rides

Driving Time (Minutes)

5-10

-0-5

Residences

Q Hypothetical Park n Ride

Driving Time (Minutes)

c:J5-10

0-5

89% of Residences are Served by Hypothetical Park n Ride

3,525/4,568 (77%) of residences are within a 5 minute drive of closest RTA stop

4,048/4,568 (89%) of residences are within a 10 minute drive of closest RTA stop

Map of a hypothetical RTA Park and Ride, where dark orange represents within 5 minute drive to the stop and light orange represents within 10. Placing a park and ride here would not change the % of community within a 5 minute drive, but would increase the % within a 10 minute drive by ~2%.

N

Crested Butte: Hypothetical Park-n-Rides RTA Access 69 Sources: E

Legend

RTA Park & Rides

Driving Time (Minutes)

5-10

-0-5

Residences

Q Hypothetical Park n Ride

Driving Time (Minutes)

c:J5-10

0-5

89% of Residences are Served by Hypothetical Park n Ride

3,525/4,568 (77%) of residences are within a 5 minute drive of closest RTA stop

4,048/4,568 (89%) of residences are within a 10 minute drive of closest RTA stop

Map of a hypothetical RTA Park and Ride, where dark orange represents 5 minute drive to the stop and light orange represents 10. Placing a park and ride here would not change the % of community within a 5 minute drive, but would increase the % within a 10 minute drive by ~2%. 2 Miles

N

0

0.5



Legend

- RTA Stops Walking Time (Minutes)
 - 5-10
- -0-5
- Residences

CB 4 Way Stop

40% of all residences are served by all RTA ⁰ bus stops ¹/₂



N

565/4,568 (12%) of residences are within a 5 minute walk of closest RTA stop

1,839/4,568 (40%) of residences are within a 10 minute walk of closest RTA stop Map of CB 4 Way Stop, where dark blue represents residences within a 5 minute walk to the RTA stop, and light blue represents within 10 minutes



Legend

• RIA Park & Rides

Driving Time (Minutes)

- 5-10
- -0-5
- Residences

CB 4 Way Stop Park n Ride

87% of all residences are served by all RTA park and rides

0.3 0.6

0

1.2 Miles

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RIA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RIA park and rides

Map of CB 4 Way Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes





@whetstoneComm Brush Creek Rd 1,839/4,568 (40%) of residences are within a 10 minute walk of closest RTA stop where dark blue represents residences within a 5 minute walk to the closest RTA stop, and light blue represents within 10 minutes


- **RIA Park & Rides** •
- Driving Time (Minutes)
- 5-10
- -0-5
- Residences
- @whetstoneCommuni

Brush Creek Park n Ride

87% of all residences are served by all RTA $_{0}$ park and ridesM

q.s L..a_p......o._f__B_ru_JsL._h_C.Lre-ek-'---Pa._l.rk-_L_n_

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RTA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RTA park and rides

Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes

0.25



¹ Miles



CB South Red Mtn

the closest RTA stop, and light blue represents within 10 minutes



Legend

• RIA Park & Rides

Driving Time (Minutes)

-0-5

Residences

CB South Red Mtn Park n Ride

87% of all residences are served by all RTA $^{\rm 0}$

2 Miles

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RIA park and rides

park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RIA park and rides

Map of CB South Red Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes

0.5





Mountaineer Square

light blue represents within 10 minutes





-0-5

• Residences

Mountaineer Square Park n Ride

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RIA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RIA park and rides

Square Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes



Winter Express Stops

Polygons

Walking Time (Minutes) 1111 0-5

Residences

Map of all Winter Express Stops, where dark blue 1,236/4,568 (27%) of residences are within a 5 minute walk represents residences within a five minute walk.

Since Winter Express is not premium transit, studies show people would not walk 10 minutes to these stops.

of closest Winter Express stops



Driving Time (Minutes) 1111 5-10

0-5

Residences

70% of Residences are Served by Winter **Express Routes**

0.75 1.5

2,073/4,568 (45%) of residences are within a 5 minute drive of closest Winter Express Park n Ride

3,192/4,568 (70%) of residences are within a 10 minute drive of closest Winter Express Park n Ride

Map of all Winter Express Park n Rides, where dark purple represents residences within a five minute drive, and light purple represents within a 10 minute drive.





Legend

- Winter Express Park n Rides
- Driving Time (Minutes)



- 0-5
- Residences

CB 4 Way Park n Ride

70% of Residences are Served by Winter **Express Routes**

0.5 2 Miles

2,073/4,568 (45%) of residences are within a 5 minute drive of closest Winter Express Park n Ride

3,192/4,568 (70%) of residences are within a 10 minute drive of closest Winter Express Park n Ride

Map of CB 4 way Park n Ride, where dark purple represents residences within a five minute drive, and light purple represents within a 10 minute drive.





Winter Express Stops •

Polygons

Walking Time (Minutes)

1111 0-5

Residences

Express Routes

1,236/4,568 (27%) of residences are within a 5 minute walk of closest Winter Express stop.

Since Winter Express is not premium transit, studies show people would not walk 10 minutes to these stops.

Map of all Winter Express Stops within the town of Crested Butte, where dark blue represents residences within a five minute walk.



Since Winter Express is not premium transit, studies show people would not walk 10 minutes to these stops.

.

Residences

represents residences within a five minute walk.





Legend

Winter Express Park n Rides

Driving Time (Minutes)



0-5

Residences -

Mountaineer Square Park n Ride

70% of Residences are Served by Winter **Express Routes**

0.25 0.5

1 Miles

2,073/4,568 (45%) of residences are within a 5 minute drive of closest Winter Express Park n Ride

3,192/4,568 (70%) of residences are within a 10 minute drive of closest Winter Express Park n Ride

Map of Mountaineer Square Park n Ride, where dark purple represents residences within a five minute drive, and light purple represents within a 10 minute drive.



MX Whetstone Transit Campus Update

Topics

- Current Facility Snapshot
- History. Why Whetsone?
- Whetstone Transit Campus Snapshot
- Budget Summary
- Funding Approach

Current Facility Snapshot

20 Buses

- Built in 2007, in partnership with the Town of Crested Butte
- Bus Barn Indoor Capacity
 - 2 mechanics bays
 - 1 storage bays
 - 2 washing bays
- Bus Barn Outdoor Capacity
 - 15 Outdoor bus spots (we consume 2 spaces beyond our lease with the Town of CB)
 - 9 service vehicle / employee parking spots
- Admin Space
 1000 sq ft

History

Why Whetstone ... For MX?

• MX began this process in 2018 with a land purchase in the Whetstone Industrial Park

Progress to Date

- Co-joined land with RTA
- Designed a cohesive campus via a CDOT planning grant
- Site work with RTA to save costs
- 4 grant unsuccessful grant applications, fifth likely coming soon
- Why Whetstone
 - Resolve current deficiencies with more indoor of vehicles for ease of winter operations
 - Allow for a fleet expansion of 25% more buses or diversification of the fleet
 - Allow for hopeful future service expansion
 - Expanded admin space for a growth orientated organization
 - When the timing is right, facilitate fleet electrification

Why Whetstone ... For Town of CB?

- Outdoor space for ...
 - Fleet parking
 - EV charging
 - Employee parking
 - Snow storage
- Indoor space for
 - Fleet parking
 - EV charging
- Less conflicts between bus and plowing operations in winter months

Whetstone Facility Snapshot

25 Buses

- Assumed building costs have grown from <u>7M to 18M</u> since 2021
- Bus Barn Indoor Capacity
 - 4 mechanics bays
 - 4 storage bays
 - 2 washing bays
- Bus Barn Outdoor Capacity
 - 15 covered outdoor bus spots (likely plan to allow for van parking for fleet diversification)
 - 16 service vehicle / employee parking spots
- Admin Space
 2100 sq ft

Currently Assumed Budget

<u>ltem</u>	<u>Cost</u>
Architecture + Design	\$ 640,000
Building Construction	\$ 14,290,000
Covered Bus Storage	\$ 1,400,000
Project Management	\$ 120,000
Insurance	\$ 230,000
Permitting	\$ 320,000
Contingency	\$ 1,000,000
	\$ 18,000,000
	<u>Price per square</u>
	\$ 926.66

Source = 2025 Estimate from FCI Constructors

Funding Approach Assumes MX is awarded an FTA grant "5339(b) – bus and bus facilities" that requires 20% local match

Current Committed Funding		
FTA Grant	\$14,400,000	
CDOT Contribution	\$1,000,000	
Town of Crested Butte Contribution	\$500,000	
Mountain Express (Reserves)	\$2,100,000	
	\$18,000,000	

After this years' audit and upcoming MX board decisions, it is assumed our capital reserves will be approximately \$1,500,000. This approach, along with other minimal capital requirements in the next 5 years for bus replacements, would completely deplete our capital reserves and leave an underfunded operating reserve as well ***

Desired Funding	
FTA Grant	\$14,400,000
CDOT Contribution	\$1,000,000
Town of Crested Butte Contribution	\$1,000,000
Mt CB	\$500,000
Mountain Express (Reserves)	\$1,100,000
	\$18,000,000











Staff Report April 21, 2025

То:	Mayor and Town Council
Prepared By:	Alexa Luger, CivicSpark Sustainability Fellow
Thru:	Dannah Leeman Gore, Sustainability Coordinator
Subject:	Elements Mountain Compost Joint Residential Compost Drop-Off Program Updates

Summary:

The purpose of this agenda item is for Town Council to consider continuing to subsidize 50% of the Elements Mountain Compost (EMC) residential compost drop off program through December of 2025. This report summarizes the customer participation and waste diversion achieved through April 3, 2024.

Background:

With support from the towns of Crested Butte and Mt. Crested Butte, EMC began a pilot food waste collection program in the North Gunnison Valley in June of 2024. Residents living anywhere between Crested Butte South and Mt. Crested Butte can subscribe to drop off their food waste at the Chamber of Commerce building in Crested Butte where EMC transports the organic waste to its commercial composting facility in Salida, CO weekly. EMC also offers curbside commercial compost collection. As of April 2025, EMC has 51 residential memberships and 3 commercial memberships. See attached *Crested Butte Area Composting Progress Report – April 2025* for membership details. Some special events, like Vinotok, have contracted with EMC to provide composting services. Except for an issue with bin drop off logistics in June 2024, which was quickly resolved, there have been no odor, operational, or wildlife conflict complaints about the program since it began last summer.

Staff would like to note that while this staff report focuses on contracted services with EMC for the joint pilot compost program, EMC has become a reliable partner for Town of Crested Butte events, such as Town Picnic, and permits Town to utilize the drop-off site for internal staff meetings.

Previous Council Action:

The Towns of Mt. Crested Butte and Crested Butte signed an intergovernmental agreement (IGA) and entered a contract with EMC in June 2024 to pilot a one-year residential drop off compost program. Both Town Councils approved subsidizing in an amount not to exceed \$44,000 with each jurisdiction being responsible for 50% of the subsidy.

Discussion:

The Town's contract with EMC expires in June of 2025. Staff would like to discuss with Council if they have interest in extending the contract through this fiscal and calendar year. Staff will return to Town Council with program impacts and continued funding discussions during the 2026 budget planning period to align the contract with the fiscal year.

Climate Impact:

EMC has collected 19,056 lbs. of residential food waste between June 2024-April 2025 and 1,280 lbs. from commercial curbside collection since Jan. 2025.

These food waste volumes are equivalent to removing approximately 9.6 metric tons of CO_2 equivalent (CO_2e) from the atmosphere. This reduction represents 3% reduction in total community waste emissions and a reduction of less than 1% of total community emissions from 2022 levels. For additional program impacts, review the attached *Crested Butte Area Composting Progress Report – April 2025*.

Financial Impact:

EMC was contracted to provide the composting program for a not-to-exceed total cost of \$44,000 from June 2024-June 2025, which includes a one-time, \$2,000 startup fee for compost bins and countertop buckets for the first 50 residential subscribers. Each jurisdiction agreed to subsidize 50% of the total program cost. Subsidies from the Towns were designed so that as EMC recruited more customers, the memberships would reduce the total subsidy amount for both jurisdictions. A reduction in subsidies began after reaching approximately 50 memberships.

To date, the Town of Crested Butte has paid \$16,475 for the program, including \$1,000 in startup costs. Commercial and residential memberships have reduced the Town of Crested Butte's subsidy by \$2,025. Below is a chart of monthly invoice amounts that outline Crested Butte's monthly and total financial contributions to date.

Month	Crested Butte's Program Cost to Date (\$)	Crested Butte' Subsidy Reduction to Date (\$)
Total	\$16,475	2,025.00
June 2024	1,750.00	0
July 2024	2,000.00	0
August 2024	2,500.00	0
September 2024	1,505.00	245.00
October 2024	1,505.00	245.00
November 2024	1,500.00	250.00
December 2024	1,485.00	265.00
January 2025	1,425.00	325.00
February 2025	1,425.00	325.00
March 2025	1,380.00	370.00

Table 1. Crested Butte's Monthly Subsidy to the EMC Residential Drop Off Composting Program and Total Costs to Date

Crested Butte's monthly subsidy is expected to remain at approximately the same amount as the March 2025 invoice unless there is an unexpected shift in membership counts. To eliminate the

subsidy for both jurisdictions, EMC needs to recruit a total of 250 household memberships. Increased commercial memberships could reduce the number of households needed. EMC has verbally affirmed that costs for the program will not increase for the next contract period. Customers currently pay \$17/month for access to the drop off program.

Staff are also exploring how a Save-As-You-Throw (SAYT) program could offset or eliminate the Town's subsidization of the residential drop off compost program or provide drop-off composting services for all residential Waste Management customers at a discounted rate or free of charge.

Recommendation:

Staff recommends that Council move to continue subsidizing the EMC residential drop off compost program through December 2025 in partnership with the Town of Mt. Crested Butte as is included in the 2025 budget.

Proposed Motion:

A Council member should make a motion to approve the continued 50% subsidization of the joint EMC residential drop off compost program through end of fiscal year 2025 followed by a second and roll call vote.

Attachments:

• Crested Butte Area Composting Progress Report – April 2025 (Elements Mountain Compost)

Crested Butte Area Composting Progress Report – April 2025

Summary

With support from the towns of Crested Butte and Mt. Crested Butte, Elements Mountain Compost began a pilot food waste collection program in the North Gunnison Valley in June of 2024. Residents can subscribe to drop off their food waste at a community collection point in Crested Butte where Elements gathers and transports the organics to its commercial composting facility. Elements also offers curbside commercial compost collection. This report summarizes the customer participation and waste diversion achieved through April 3, 2024.

Current Customers

Total Active Households – 51

These customers are currently subscribed to the Crested Butte drop-off program. Over 20% indicated they are from Mt. Crested Butte.

Total Inactive Households – 14

These customers signed up for the program and have either cancelled or paused their subscription. Some are seasonal residents who intend to rejoin in the spring and some have indicated that they would prefer a curbside collection program.

Total Commercial Customers – 3

Montanya Distillery, Crested Butte Personal Chefs and Crested Butte Community School are all active participants in the commercial curbside collection program.



Customer acquisition was at its highest rate in summer of 2024 when the program was first launched. Since September, new acquisition has slowed and been just steady enough to offset cancellations so participation has plateaued around 50.



Customer referrals from friends and neighbors has been the most common form of customer acquisition. Many people also reported seeing the physical drop of site at the Chamber or the Cit Market in Gunnison and found the program from there. Coverage in the local newspaper and outreach from the town has also been helpful. Radio and newspaper advertising during the winter has not been effective in generating new customers.

By the end of the pilot year, the participation goal is 100 households and 5 commercial businesses. Elements would like to identify more community events to attend and plans to increase their social media presence in 2025. Elements has conducted outreach through GVC3 and has hired master's student Jenna Reis from Western to assist with local outreach efforts.

Waste Diversion

Elements has provided weekly compost collection at the Crested Butte drop off site and collected 19,056 pounds of food waste for composting. The commercial collection program has diverted 1,280 lbs since it began in January. Approximately 800 lbs of event waste was collected from the CB Town Picnic, Mt. CB Town Picnic and Vinotok. This is over 21 cubic yards of food waste in just 10 months since initiating the program. We expect to exceed 25 cubic yards diverted by the end of the pilot year.

Carbon Footprint Reduction

Composting food waste instead of sending it to the landfill can help reduce methane emissions by up to 95%, according to the EPA. In a compost pile, organics decompose aerobically and do not release as much potent greenhouse gas. Additionally, the nutrients in the food waste are recycled into a compost soil amendment and carbon is sequestered in the soil when finished compost is applied to gardens and agricultural lands.

The waste diverted to date is equivalent to reducing about 9.6 metric tons of CO₂ equivalent from the atmosphere, or removing 2 passenger vehicles from the road, replacing 444 lightbulbs with CFLs or saving 13.9 acres of forest for carbon sequestration. Data calculated using the <u>EPA WARM Waste Reduction Model</u>.



Voluntary Curbside Collection Potential

Adding a voluntary curbside collection program may help encourage additional participation in the composting program. Customers would receive a 5 gallon bucket, as well as free compostable liners, and have food waste collected from their doorstep each week. Several cancelled customers have indicated they would prefer the convenience of a curbside program. Elements is currently piloting a curbside program in Salida and, with enough participants, could replicate the model in Crested Butte. In Durango, about 10% of households participate in the curbside compost collection program. Extrapolated to Crested Butte, we could expect 90-100 households participating, effectively doubling the participation of the drop off program and increasing total waste diversion to over 50 cubic yards per year (approx. 23 metric tons of CO_2 per year).

For questions about this report or more information on Elements Mountain Compost please visit <u>www.elementscompost.com</u> or contact info@elementscompost.com



Staff Report April 21, 2025

То:	Mayor and Town Council
Prepared By:	Dannah Leeman, Sustainability Coordinator
Subject:	Town Council Adoption of the 2030 Climate Action Plan

<u>Summary:</u>

The purpose of this agenda item is for Town Council to consider adopting the 2030 Climate Action Plan (CAP, or "Plan") after incorporation of Council feedback received during the Mar.17, 2025 Town Council meeting and direction provided during the 2030 CAP subcommittee meeting on Mar. 21, 2025.

Background:

About the CAP

The 2030 CAP development began in January 2024 and is an effort to reassess town and community emissions levels and set new climate action goals to 2030 in Crested Butte. The goal of the CAP is:

"Crested Butte will act on the urgency of climate change by setting the example of what is possible for mountain communities to take responsibility for our climate impacts and strategically drive down Crested Butte's GHG emissions".

The Plan's main charter is to provide an implementation plan to meet the Community Compass strategic goals of "act on the urgency of climate change and prepare for the changes we expect from it" and "continue to passionately care for our natural surroundings and forever protect Red Lady".

The CAP was developed as part of the Town's Compass Navigation initiative, in coordination and collaboration with the Transportation Mobility Plan (TMP), Historic Preservation Plan (HPP), and Community Plan (CP). Each of these efforts builds on the Town's Community Compass foundation, ultimately informing a comprehensive update of the Town's Zoning Code, Building Codes, Design Standards and Guidelines, in addition to identifying new projects and programs that will move the Town forward on climate issues.

Process Overview:

The simultaneous nature and extensive community outreach of the Compass Navigation planning effort was intentional to ensure the Compass's seven strategic goals (listed below) could be addressed comprehensively, where their inherent conflicts could be vetted together, and a shared path forward for each initiative could be determined together with the community.

- 1. Approach community challenges through active collaboration and public engagement.
- 2. Accommodate growth in a way that maintains the Town's and Valley's rural feel.
- 3. Enable people who live and work here to thrive.
- 4. Retain the unique character and traditions of Crested Butte.
- 5. De-emphasize cars and focus on walking, biking, and transit.
- 6. Continue to passionately care for our natural surroundings and forever protect Red Lady.
- 7. Act on the urgency of climate change and prepare for the changes we expect from it

Plan development has followed the Community Compass decision-making framework to establish a goal, define success measures, develop alternatives, and make decisions using informed consent. The general timeline for the plan included:

• Phase 1 (January – March 2024): Defining the challenge and goal statement

• Brendle Group performed a 2022 GHG Emissions Inventory, and staff worked with the Climate Action Plan Committee (CAPC) to develop a challenge and goal statement for the plan.

• Phase 2 (April–July 2024): Identify success measures, create alternatives

- Staff worked with the CAPC to refine proposed success measures and develop potential climate action alternatives. Staff went to the community for feedback on the plan
- Phase 3 (July November 2024): Refine and filter climate action alternatives, Draft climate action plan
 - Staff has worked with the CAPC, BOZAR, and Town Council to refine the proposed alternatives and filter them through the success measures. Brendle showed what alternatives had the biggest effect on GHG emissions reductions and community benefit. The plan was published for public comment during this period from October 21, 2024 – November 18, 2024.

• CURRENT PHASE: Phase 4 (November 2024 – April 2025): Make an informed decision: Complete Climate Action Plan and Council Adoption

• Town Council, staff, and the CAPC have considered final comments, made final edits, and are now recommending Town Council adoption.

Climate Action Plan Overview:

<u>The 2022 Crested Butte GHG Emissions Inventory</u> identifies that 90% of Crested Butte's community emissions are sourced from buildings' natural gas and electricity use; 51% of those energy emissions are attributed to energy use in existing residential buildings. Consequently, Brendle Group's analysis finds that existing building energy use for both commercial and residential properties are the Town's biggest opportunities to reduce GHG emissions to 2030 in a cost-effective manner. A proposed implementation timeline is included in the draft CAP that directs staff to prioritize existing building emissions and then look to address other sources of emissions within the Town.

The CAP and its appendices are included as attachments to this staff report. Originally, the CAP framed the Town's approach to GHG emissions reduction around leveraging strategies in four major impact areas: buildings, renewable energy, waste, and transportation. With Brendle Group's expertise and feedback from the CAPC, public, and Council, staff and Brendle refined a group of strategies and actions to address emissions for Crested Butte to 2030 and create an implementation timeline.

Recent direction from Town Council and a subcommittee that was convened at the direction of Council at the Mar. 17, 2025, Town Council meeting has shifted the main strategies and context of the Plan while leaving most of the recommended actions intact from the previous document versions. Details on how the CAP has changed since those meetings are included under "Previous Council Action" and "Discussion".

Previous Council Action:

At the 3/17/2025 regular Town Council meeting, staff presented the most recent version of the CAP for adoption. Council did not adopt the Plan and asked to see the following addressed in the CAP before considering adoption of the Plan:

- Council members asserted that the CAP lacked context in a larger discussion on national GHG emissions reduction strategies and that reframing was necessary to provide clear, guided, and concise strategies that align with national priorities and are useful to community members and future Councils.
- There was some confusion about how the plan recommended addressing local energy generation, and thoughts that some actions could be interpreted as that the Town would pursue renewable energy projects beyond providing 100% renewable energy generation.

- Council members expressed concern about the specificity in staffing forecasts included in the plan and how the staffing recommendations could create future unanticipated costs for the Town.
- Generally, there was a request for more clarity and to make the plan shorter.
- Council members recommended appending as much information from the Plan body as was reasonable.
- Town Council directed staff to convene a "subcommittee" to work through specific council recommendations on the CAP for further refinement.

Discussion:

On Friday, Mar. 21, 2025, staff convened a subcommittee to address the Council's concerns for the CAP and address specific revision requests. Three Town Council members, two climate action plan committee (CAPC) members, and multiple Town staff joined the meeting. An overview of the recommendations for revisions to the CAP is provided below:

- Council members requested the CAP align with the national GHG emissions reduction strategies outlined in "The Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050" (US Dept. of State, et al, 2021) to improve context around the recommended actions. These pathways are:
 - Decarbonize electricity
 - Electrify end uses and switch to other clean fuels
 - Cut energy waste (including a focus on energy efficiency in buildings)
 - Reduce methane and other non-CO₂ emissions
 - Scale up CO₂ removal

This list guided the reframing of the plan and its actions to focus on "Decarbonizing", Electrifying, and Improving Efficiency,

- The group was interested in reframing the "enabling actions", or actions that do not directly reduce GHG emissions or have minimal impact on total community emissions, as supporting actions under the following categories:
 - *Empower Individual* Action explaining clearly how energy assessments and incentive programs inform and empower the community to improve efficiency.
 - *Invest funds* directly stating how the town will explore funding sources to support incentive programs and sustainability initiatives.
 - Accountability Committing to better data collection (i.e., energy assessments) and emissions tracking informs the Town of its impact and allows it to be adaptable in its climate action strategies.
- Local renewable energy generation actions should be framed so that the Town's goal is to reach 100% renewable energy generation.
- The subcommittee recommended to reduce the "Understanding Crested Butte's GHG Emissions" section for clarity and refer to the 2022 GHG Emissions Inventory Report as much as possible.
- Council members suggested including a "Letter from the Council".

Plan Revisions:

Staff have made significant revisions to the plan to incorporate the strategic reframing and new direction from Council and the subcommittee. A summary of revisions is provided below:

- Aligning major strategies with in the 2030 CAP with "The Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050" (US Dept. of State, et al, 2021). GHG emissions reduction strategies are now categorized as:
 - Improve Efficiency,
 - Electrify, and;
 - Decarbonize
- Actions that were considered "enabling", or those that did not directly reduce GHG emissions, were reframed as "Town Commitments" under the following strategies:
 - Empower Individual Action

- Invest Funds
- Be Accountable
- Throughout the plan, staff clarified and created better connections explaining how requiring building energy assessments for all level remodels in combination with providing energy efficiency and electrification incentives both provides better data on Crested Butte's building stock for the Town and empowers community members to make improvements to their properties by reducing cost barriers.
- Actions were assessed for redundancy and consolidated where appropriate.
- Staffing recommendations were made more general, moved to Appendix I. 2030 CAP Action Details, and the plan recommends assessing staffing needs for projects as they arise and with annual budget conversations.
- Staff removed most technical action metrics, such as 2030 GHG emissions reduction values, cost analyses, and success measure evaluation, to **Appendix I. 2030 CAP Action Details.**
- The plan body has been reduced from 56 to 28 pages, including glossary and references.
- The "Letter from the Council" was not prepared in time for this staff report, however, Council members are still coordinating with staff to include in the Plan.

Climate Impact:

Community emissions are projected to decrease by 42% from 2022 to 2030 from 2022 levels thanks to Tri-State's renewable energy commitments, increasing vehicle efficiency and electrification, and other state climate efforts. Implementing all strategies in this CAP could achieve an additional 10% reduction, **resulting in a 52% reduction in total community emissions** and a **59% reduction in per capita emissions by 2030**. This anticipated emissions reduction aligns with the State of Colorado's adopted goal (50% from 2005 levels), goals to reduce U.S. GHG emissions (61-66% from 2005 levels), and the UN Paris Agreement goal (50% reduction in global emissions to keep global warming below 1.5 degrees Celsius).

Financial Impact:

Total costs of implementing all actions in this plan are estimated to be \$397,700 – \$522,000 between 2025-2030. Action level cost estimations are included in **Appendix I. 2030 CAP Action Details.**

Recommendation:

Staff recommends that Town Council review the attached plan documents and consider adopting the CAP at this meeting.

Proposed Motion:

A Council member should make a "motion to approve the adoption of the 2030 Climate Action Plan" followed by a second and roll call vote.

Attachments:

- Draft 2030 Climate Action Plan
 - Appendix I: 2030 CAP Action Details
 - Appendix II: 2022 GHG Emissions Inventory Report
 - Appendix III: How Crested Butte Residents Can Take Climate Action
 - o Appendix IV: How Crested Butte Businesses Can Take Climate Action



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2030 Climate Action Plan Adopted 2025



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ACKNOWLEDGEMENTS

Crested Butte is a small town with a big community, and we would like to thank everyone who contributed to the development of this Climate Action Plan. In particular, we acknowledge the following individuals and organizations whose input and support was critical:

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This plan document was originally produced by the Brendle Group and subsequently revised by the Town of Crested Butte.

> Cover Photo Credit Lydia Stern

Community Engagement Hosts

Center for the Arts The Eldo Elevation Hotel & Spa Special presentation by Auden Schendler, *Aspen One*



The 2030 Climate Action Plan is an update to Crested Butte's 2019 plan, outlining a clear path to reduce greenhouse gas emissions to 2030 and reaffirming the Town's commitment to mitigating climate change across the community and its municipal operations.

Climate change is already impacting Crested Butte, with warmer summers, increased wildfire risk, and changing snow and water patterns. The local economy, community, and way of life, deeply tied to Crested Butte's natural beauty, are at risk. Global warming will continue, and while adaptation is crucial, reducing emissions by 2030 is key to mitigating severe future impacts.

Community Emissions and Climate Actions

Crested Butte's total community greenhouse gas (GHG) emissions increased by 5% from 2017 to 2022. It's per capita emissions, or GHG emissions produced on average by each person in Crested Butte, increased by 1%. Even though electricity use decreased slightly (4%), energy use in buildings (electricity and natural gas) represents most of Town's in-boundary emissions. This change is mostly influenced by a 23% increase in natural gas usage, a small increase in vehicle miles traveled (VMT) (<1%), and an increase in the amount of waste the community produced (20%).

This Plan's Approach:

This plan identifies buildings as both the largest source

of community emissions and the Town's greatest, most cost-effective opportunity to reduce those emissions significantly by 2030. The 2030 CAP aligns with key strategies outlined in the "Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050 (US Department of State 2021) and includes other actions and commitments that will reduce local emissions, decrease cost burdens to the community, and empower community members to engage in climate action in sectors such as buildings, energy production, waste, and transportation. The Town will focus heavily on the following strategies to reduce greenhouse gas emissions by 2030:



Improve Efficiency: Reduce energy use in buildings and transportation by leveraging permit processes for energy assessments, offering incentives and education to drive retrofits, and advancing sustainable transit through the Transportation Mobility Plan.



Electrify: Continue leading electrification by supporting electric technologies in buildings and supporting EV adoption through the regional Readiness for Electric Vehicles (REV) Plan.







Decarbonize: Advocate for Tri-State's grid decarbonization, Crested Butte's wholesale electricity provider, and collaborate with Gunnison County Electric Association (GCEA) and Colorado Communities for Climate Action (CC4CA) to achieve 100% renewable electricity for the community by 2030.

Town Commitments

To support and enable implementation of the recommended strategies in this plan, the Town commits to the following:



Empower Individual Action: Empower businesses and residents to take climate action to reduce emissions with building energy assessments that inform cost-effective efficiency measures, incentive programs for energy efficiency and electrification to reduce cost burdens, and waste reduction initiatives to increase access to waste diversion programs.



Invest Funds: Make climate investment decisions based on impact and costeffectiveness, exploring grants, taxes, partnerships, and local measures, to support building retrofits and other programs that reduce emissions and ease financial burdens for the community.

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Be Accountable: Improve emissions tracking and overall sustainability data focusing on building energy assessments and eventual energy benchmarking—to better understand the Town's building stock to make informed decisions for future investments, and remain proactive and adaptive in the Town's climate strategies.

See the **"Taking Action"** chapter for recommended strategies and actions in this plan. Full climate action details and metrics are included in **Appendix I. 2030 CAP Action Details**.

Plan Impacts

By implementing this plan, Crested Butte expects a **52% reduction** in total community emissions and a **59% reduction** in per capita emissions by 2030 from 2022 levels. This reduction is driven by a combination of the actions in this plan and Tri-State's commitment to 80% renewables by 2030, improved vehicle efficiencies, and expected EV adoption.

The estimated cost to implement everything in this plan over the next five years ranges from approximately \$397,700 to \$522,000. Budget and staffing considerations for implementation will be evaluated annually during the Town Council budgeting process.

While Crested Butte's carbon footprint may feel small in the global context, its strong legacy of climate action, collaboration, and innovation positions the Town to lead in advancing climate solutions. By focusing on emissions reductions in buildings, transportation, and energy, this plan outlines a clear path to a resilient, low-carbon future—serving as an example for other mountain and rural communities. Ambitious local action can drive regional impact, engage residents in sustainability, and help ensure Crested Butte remains a vibrant, thriving community for generations to come.




This 2030 Climate Action Plan (CAP) provides a strategic roadmap for climate action out to 2030. It builds on the Town's 2019 Climate Action Plan (CAP) to update an understanding of Crested Butte's greenhouse gas emissions and charts an actionable path to reduce them. It renews the Town's commitment to mitigating climate change by prioritizing the reduction of greenhouse gas (GHG) emissions across the community and municipal operations.

Climate Change in Crested Butte

Climate change is a critical issue, and Crested Butte is already feeling its effects—warmer summers, increased wildfire risk, and shifting snow and stream patterns. The town's highaltitude environment, economy, and way of life depend on its natural surroundings, which are increasingly at risk.

Global warming is expected to continue until at least mid-century, with many changes becoming irreversible for centuries (IPCC 2021). While adaptation is essential, significantly reducing emissions by 2030 can help mitigate severe impacts. In Colorado, temperatures have risen about 2.3°F since 1980, with further warming, shifting precipitation, and declining snowpack expected by 2050 (Bolinger et al. 2024).

The Gunnison Valley has warmed about 1.5°F since 1980—slightly less than the state average—thanks to its high-altitude climate (NOAA 2024). However, rising temperatures may drive more people to Crested Butte's cooler mountain setting, increasing pressure on local resources. As extreme weather, drought, and wildfires intensify, the town's economy and outdoor recreation-based lifestyle will face growing challenges. This plan reflects the community's deep environmental ethic held by residents, who care passionately about the health of the ecosystems that support Crested Butte's recreation-based economy and way of life. The surrounding mountains, forests, and rivers are not only critical to local economic activity—such as skiing, biking, fishing, and hiking—but are also deeply valued in residents' sense of identity.

Crested Butte's Climate Challenge

The 2022 Crested Butte GHG emissions inventory identifies that 90% of in-boundary community emissions are produced from building energy use, 51% of which are produced by residential buildings' energy use. Addressing emissions from existing buildings continues to be one of the more challenging and complex GHG emissions reduction strategies for Crested Butte, and significantly reducing emissions must be balanced with other declared emergencies, such as the housing emergency, and community and funding priorities.

Climate Action Goal

Crested Butte will act on the urgency of climate change by setting the example of what is possible for mountain communities to take responsibility for our climate impacts and

strategically drive down Crested Butte's GHG emissions. As Crested Butte prioritizes its climate mitigation strategies, it will need to live by its community values of accountability and boldness by identifying actions that tangibly drive down emissions with opportunities to lead.

Local Action Matters

The shift from the Biden Administration, notably one of the most climate-forward presidential administrations in American history, to the Trump Administration, an administration that appears to be pivoting away from supporting major climate action policy, during the development of this plan presents certain challenges and political and financial uncertainty over the next five years. However, Colorado state and local policy remain committed to addressing climate change and its impacts. Even amidst market changes and shifting economic patterns in the Gunnison Valley that have resulted in compounding challenges emerging at an unprecedented scale; including tourism growth, an affordable housing crisis, workforce shortages, and the increasing cost of goods and services, this strong Town Council support for climate initiatives reinforces Crested Butte's resolve to lead on climate action, regardless of shifting national priorities.

HOW THIS PLAN WAS DEVELOPED

Crested Butte's Climate Action Plan (CAP) is a bold, actionable roadmap aimed to meet the Town's strategic plan goal of "acting on the urgency of climate change while preparing for the changes we expect from it", while integrating other community goals and priorities. Recognizing challenges like housing shortages, rising costs, and tourism growth, the Town adopted a strategic, interconnected approach known as Compass Navigation.



Rooted in the 2022 Community Compass, this plan aligns climate action with key initiatives through collaboration and forward-thinking solutions.

Transportation Mobility Plan (TMP) -

Prioritizes walking, biking, and transit while reducing car dependency. The CAP advances this by implementing low-carbon transportation solutions.

Climate Action Plan (CAP) – This CAP integrates climate-focused strategies into all Compass plans, ensuring that sustainability considerations are embedded across town planning efforts.

Historic Preservation Plan (HPP) -

Preserves Crested Butte's architectural identity while integrating energy-efficient building guidelines that respect the character of Crested Butte.

Community Plan (CP) –

Leverages development regulations to boost private market investment in community-serving housing, businesses, and non-profits, with zoning strategies to increase opportunities for people to live closer to where they work, ultimately reducing emissions.

The Compass Process

Crested Butte's CAP was developed following the Community Compass 5-step process to ensure informed, value-driven decisions:

- 1. **Define the challenge** A 2022 GHG inventory shaped the CAP's challenge and goals.
- 2. **Community engagement** A climate action plan committee (CAPC) was formed and Town conducted broad community engagement through events and surveys.
- 3. **Success measures** Criteria were established to assess action impacts, including whether actions meaningfully reduced emissions and provided a return on investment.
- 4. **Refine solutions** Recommended climate action actions were refined through community input and success measures.
- 5. **Informed decisions** The CAP supports data-driven, clear actions that allow current and future Councils to make bold and informed climate decisions.

By integrating climate action with other planning efforts, this CAP ensures that Crested Butte remains resilient, forward-thinking, and committed to climate action.

UNDERSTANDING CRESTED BUTTE'S GHG EMISSIONS

The 2022 GHG Emissions Inventory

The 2022 Town of Crested Butte Greenhouse Gas Emissions (GHG) Inventory (**Appendix II**) and this CAP focuses on emissions sources over which the Town has significant leverage. This included mainly Scope 1 and Scope 2 emissions and limited Scope 3 emissions (see Table 1 for Scope emissions definitions).

Table 1. The scope of emissions in the community-wide emissions inventory for 2022

Scope	Definition	Sources Included in the 2022 Inventory
Scope 1	GHG emissions from sources located within the Town boundary.	Natural gas useWastewater treatment processesTransportation within Town limits
Scope 2	GHG emissions occurring because of the use of grid-supplied electricity, heat, steam, and/or cooling within the Town boundary.	Electricity use
Scope 3	All other GHG emissions that occur outside the Town boundary because of activities taking place within the Town boundary.	Solid waste disposal

Crested Butte's Emissions Today

In 2022, Crested Butte's community emissions totaled 23,670 MTCO2e—equivalent to 5,000 gasoline cars driven for a year (EPA 2024). The Energy sector (electricity and natural gas) accounted for 90% of emissions, followed by Transportation at 7% and Waste/Water at 3%. *A detailed greenhouse gas (GHG) emissions inventory is available in Appendix II: 2022 Town of Crested Butte GHG Emissions Inventory.*



Photo Credit: Robby Lloyd



Figure 2. Crested Butte's community-wide 2022 greenhouse gas emissions

Scope 3 Emissions Reduction Opportunities

Crested Butte's GHG inventory aligns with current best-practice guidance but does not encapsulate all possible emissions associated with a community's activity. Emissions occurring outside of Crested Butte because of activities inside the Town, called Scope 3 emissions, can be particularly difficult to quantify but still drive regional emissions. The Town recognizes that these emissions sources, like regional traffic emissions or the Gunnison County airport, contribute significantly to climate change and are not separate from living at 9,000 ft or Town operations. However, many scope 3 emissions sources should be regionally addressed, and the Town will continue to tackle these emissions sources through regional collaboration and multi-jurisdictional planning projects, such as with the emissions sources below:

- The transportation emissions from commuter and visitor travel can be managed via the Transportation Mobility Plan, regional transit expansion, visitor education, and alternative transport. The Community Plan and regional Corridor Plan will address land use and growth, impacting housing and transportation patterns.
- While the **embodied carbon of building materials** is not included in the GHG Inventory, both this Climate Action Plan and the Historic Preservation Plan include actions to better understand building material lifecycles and emissions.
- Emissions associated with waste disposal in the landfill are included in the GHG inventory based on information provided by Waste Management. However, there may be an opportunity for regional coordination to improve waste data collection and provide a more holistic estimate of waste emissions.
- Additional scope 3 emissions are associated with the production and delivery of goods and services consumed in Crested Butte, including both local and non-local food production.



Municipal Emissions Today

In 2022, municipal emissions totaled 1,800 MTCO2e (8% of community emissions), equivalent to 420 gasoline vehicles driven for a year (EPA, 2024). Buildings and facilities contributed 71%, fleet vehicles 11%, and wastewater treatment 18%. Municipal emissions weren't specifically identified in the 2017 inventory, so there is no baseline year for comparison.



Where feasible, the Town of Crested Butte considers converting its mediumand heavy-duty fleet to electric vehicles

In 2022, as part of the Town's 196 MTCO₂e in fleet emissions, approximately 86% of fleet emissions are from medium and heavy-duty vehicles. Between 2025-2030, the Town is considering acquiring two to three medium and heavy-duty electric vehicles for its fleet to replace existing aging equipment. The impact of converting these vehicles to electric would reduce Town transportation emissions by an additional 9-14 MTCO₂e, or about 1% of the Town's forecasted GHG emissions in 2030.





Photo credits: Town of Crested Butte

Key Takeaways:

- As GCEA's electricity supply becomes more renewable, including local energy supply projects such as the Oh Be Joyful 1.1 MW solar array, the emissions associated with each unit of electricity used in Town facilities will decrease.
- The addition of new facilities will increase energy use, underscoring the importance of maximizing efficiency and powering new buildings with clean electricity.
- As the Town electrifies its fleet vehicles, the emissions associated with fleet operations will decrease.
- The Town has an opportunity to further reduce existing building emissions through efficiency improvements and electrifying natural gas systems when the opportunity arises.

Community Emissions Since 2017

Increased:

Reduced:

Community GHG emissions increased by 5% from 2017 to 2022, driven mainly by higher natural gas use, increased vehicle miles traveled, and increased solid waste generation. Reduced electricity use and lower emissions factors for electricity, natural gas, and transportation helped offset the total emissions increase. Per capita, community emissions increased by 1% between 2017 and 2022.

Figure 4. Town of Crested Butte community-wide GHG emissions by sector, 2017 and 2022



(electricity, natural gas, vehicle efficiency)



Table 2. Community emissions by sector and sub-sector, 2017 and 2022, population numbers are 5-year ACS estimates

SECTOR	2017 (MTCO ₂ e)	2022 (MTCO ₂ e)	CHANGE
Energy	20,300	21,260	+5%
Commercial Buildings	8,750	6,680	-24%
Grid / T&D Losses	1,970	2,390	+21%
	Included in		
Municipal Buildings	Commercial	1,150	N/A
Residential Buildings	9,580	11,040	+15%
Transportation	1,740	1,740	0%
On-Road Transportation	1,740	1,530	-12%
Transit	Not calculated	210	N/A

116

670

25,000

560

Other	560	670	+20%
Solid Waste	240	330	+38%
Wastewater Treatment	320	330	+6%
TOTAL EMISSIONS	22,600	23,670	+5%
Population	1,385	1,434	+4%
PER CAPITA EMISSIONS	16.3	16.5	+1%

Community Emissions in 2030

The 2022 GHG Emissions Inventory (**Appendix II**) projects a 42% reduction in community emissions and a significant drop in per capita emissions by 2030, based on Tri-State's renewable energy goals, ongoing climate actions, and factors like electrification, EV adoption, and population growth (**Fig 4**).

Figure 4. GHG Emissions Reduction Forecast to 2030



Key Takeaways

- **Significant emissions reductions** are anticipated between 2022 and 2030 because of GCEA's transition to more renewable sources of electricity.
- **Improving building energy use efficiency and electrifying systems** in Crested Butte is the Town's largest opportunity to significantly reduce emissions to 2030.
- As electricity and transportation emissions reduce over time, natural gas will become an **increasingly large portion** of the community's remaining emissions.

Total Plan Emissions Impacts

Implementing all strategies in this CAP could achieve an additional 10% reduction in total community emissions and a 24% reduction in per capita emissions, **resulting in an overall 52% reduction in total community emissions by 2030 (Fig. 5) and a 59% reduction in total per capita emissions.**





Emissions Reduction in Context

The cumulative impact of the GHG emissions forecast and the estimated impact of implementing all strategies identified in this CAP is a **52% reduction in community greenhouse gas emissions from 2022 levels.**

While this plan does not set a quantified GHG target for Crested Butte, it does provide a framework for monitoring change in emissions over time, providing both a baseline and forecast for comparison. Additionally, the estimated emissions reduction aligns with state and federal targets for emissions reduction, including:

- The State of Colorado's adopted goal is to reduce emissions by 50% by 2030 and 100% by 2050, compared to 2005 levels (State of Colorado 2024).
- The Biden Administration set goals to reduce U.S. GHG emissions 50-52% below 2005 levels by 2030 and achieve net-zero emissions by 2050.

• The reduction also aligns with the 50% reduction in global emissions needed to meet the United Nation's Paris Agreement goal to keep global warming below 1.5^o Celsius.



Based on the Town's emission inventory and forecasts, the key opportunities for emissions reduction to 2030 are clear:



Improving efficiency in buildings, transportation, and material management,

Electrifying buildings to leverage an increasingly renewable grid, and;



Decarbonizing the grid at a utility level to significantly reduce Town and community GHG emissions and assessing local renewable energy needs to meet 100% renewable energy.

This section outlines the specific strategies and recommended climate actions that will move the Town towards achieving this plan's goals to 2030. Full action details, such as emissions reduction impacts, cost estimates, implementation timelines and other important action information, can be viewed in *Appendix I. 2030 CAP Action Details.*

A Improve Efficiency

Crested Butte became a statewide leader in building electrification by being the first Colorado municipality to require all-electric new construction through its 2021 building code update. Now, the Town's greatest climate challenge is addressing energy use and greenhouse gas (GHG) emissions from existing buildings, which make up 90% of local emissions—primarily from residential and historically protected mining- and ski-era homes. To tackle this, the CAP will leverage its permitting touchpoints with property owners to conduct energy assessments to better understand the Town's building stock and build on that data to develop appealing incentive and education programs to drive retrofits in existing buildings. Improving energy efficiency in these buildings is essential for reducing energy demand, lowering emissions, cutting utility costs, and allowing right-sized electrification upgrades. While buildings remain the primary focus, additional CAP strategies will target transportation and waste to further reduce community-wide emissions. **Table 3** summarizes the actions that will move the Town further towards reducing energy use and improving energy efficiency community wide.

Table 3. Improve Efficiency Actions

Actions	Description	Implementation Begins
Understand Crested Butte's Bu	ilding Stock	
Action 1. Require energy assessments for all remodels to collect community-wide energy use data in residential and commercial properties.	Updates Crested Butte's Building Code to require energy assessments for all residential alteration permits (Levels 1, 2, and 3, see Guide to Key Terms). It utilizes the permitting process as a touchpoint to gather baseline energy data for future retrofitting programs. Homeowners also gain valuable insights to improve and electrify their properties.	2025-2026
Action 2. Require energy assessments for short-term rentals to collect community-wide energy use data in residential and commercial properties	As of 2024, Crested Butte has 191 licensed vacation rentals. This action integrates energy assessments into the annual licensing process, helping the Town track energy use over time and providing owners with insights to improve efficiency and electrify their properties.	2025-2026
Action 3. Require energy use disclosure and benchmarking for commercial buildings.	Requires commercial buildings over a certain size to disclose energy use, enabling comparisons to drive energy reductions through awareness and efficiency improvements. A benchmarking program will help the Town track energy data and inform future efficiency incentives or requirements.	2027-2028
Drive Retrofits in Existing Build	linas	
Action 1. Develop incentive programs to drive residential and commercial retrofits.	Incentivize energy efficiency improvements community wide. Incentives could be designed to increase access to funding or remove permitting barriers for community- based workers and community-serving businesses.	2025-2026
Action 2. Develop a municipal Facilities Energy Efficiency and Electrification Plan.	Develop an energy efficiency and electrification plan for Town buildings, using past energy audits and upcoming facility changes to create a long-term roadmap for emissions reduction that the Town can implement to improve energy	2025-2026

efficiency and electrify.

Improve Building Efficiency in F	uture Development	
Action 1. Incorporate climate considerations in zoning code and regional planning efforts.	Integrate climate goals into the 2025 Community Plan, zoning update, and Gunnison County Corridor Plan to boost in- town living and cut transportation emissions by providing more opportunities for people to live closer to where they work.	2025-2026
Action 2. Enable climate-friendly construction and development through flexible design guidelines and a review of permitting processes.	Update design standards and guidelines, building codes, and permitting to support efficiency, electrification, and renewables. Guided by the Historic Preservation Plan, this balances climate goals with design flexibility outside the National Historic District.	2025-2026
Action 3. Estimate and track building materials used in construction.	The Town will begin tracking high-carbon building materials used in construction through the building permitting process. Early steps may involve tracking high- carbon materials, such as concrete and steel, in new construction to assess their carbon impact and explore alternatives in the future.	2027-2028
Implement Transportation Mobi	lity Plan to Reduce Energy Use from	n Cars
Action 1. Improve Transportation Choices.	Improve alternative transportation choices through transit investments, traffic calming measures, corridor plans, and streetscapes while supporting EV adoption for necessary car trips.	See TMP
Action 2. Manage Parking Supply.	Address parking over the next 20 years by managing over-parked areas, improving safety, and reducing traffic.	See TMP
Action 3. Integrate land use and transportation.	Address long-term transportation emissions through land use design.	See TMP
Drive Efficient Waste Practices	to Increase Landfill Diversion	
Action 1. Facilitate the development of new waste diversion programs or infrastructure.	Facilitate the development of new waste diversion infrastructure, programs, or incentives. This could include new waste programming, building code changes for	2025-2026
	infrastructure or incentives, or Town	

employee waste reduction programs.

Action 2. Adopt a Save-as-You- Throw (SAYT) waste ordinance.	Discourage waste generation and complement recycling and compost initiatives with a proposed residential Save- As-You-Throw (SAYT) ordinance that links trash costs to trash volume.	2025-2026
Action 3. Limit the distribution of certain materials and enforce requirements for construction and demolition materials recycling.	Reduce waste by banning the distribution of certain materials and mandating elimination, reuse or recycling, especially for construction and demolition waste.	2027-2028

F Electrify

Electrification is a key strategy for reducing emissions by shifting from fossil fuels to electricity, which is increasingly powered by renewables like wind, solar, and hydropower. As Tri-State continues to decarbonize its energy mix, the carbon intensity of Crested Butte's electricity declines, making electrification a more impactful solution over time—unlike natural gas, whose emissions are unlikely to improve significantly in the coming years. By electrifying sectors such as heating, cooling, transportation, and municipal operations, the Town can align with long-term climate goals and build resilience as technologies like battery storage advance. Crested Butte has already taken major steps through the adoption of the 2021 IECC and above-code electrification standards for buildings and will continue exploring opportunities in other areas, including electric vehicles through the regional REV Plan and electrification of Town facilities. **Table 4** identifies Town's next concerted steps towards community wide electrification.

Table 4. Electrify Actions

Actions	Description	Implementation Begins
Drive Building Electrification		
Action 1. Develop incentive programs to drive residential and commercial electrification.	Incentivize electrification community wide. Incentives could be designed to increase access to funding or remove permitting barriers for community-based workers and community-serving businesses.	2025-2026
Action 2. Exemplify energy efficiency and electrification in municipal buildings.	Advance facility upgrades from the Town's Energy Efficiency and Electrification Plan, using them as case studies for reducing emissions in Town buildings.	2025-2026

Strengthen Electrification Requirements through the Building Code			
Action 1. Require all-electric commercial kitchens	Amend the Town of Crested Butte's existing energy and building codes to expand the new construction electrification requirement to commercial kitchens.	2029-2030	
Prepare for Electric Vehicles (EVs	5)		
Action 1. Implement the Mt. Crested Butte/Crested Butte Readiness for Electric Vehicles (REV) Plan	Implement the Mt. Crested Butte/Crested Butte REV Plan to expand EV infrastructure, update policies, and support community readiness for increased electric vehicle adoption.	2025-2026	

Decarbonize

Decarbonizing electricity is one of the most impactful strategies for reducing emissions by 2030, with utility-scale renewable energy expected to account for 42% of the total emissions reductions in this plan. Transforming how energy is produced and used—through advocacy, investment, and supporting a clean energy grid—will enable buildings and transportation to fully transition to low-carbon power. A cleaner grid amplifies the benefits of electrification across all sectors. Beyond energy, decarbonization also involves reducing the lifecycle emissions of materials used in construction and Town operations; by choosing low-carbon materials and sustainable practices, Crested Butte can further minimize its environmental footprint. **Table 5** explains how the Town will advocate and support decarbonization for the region to 2030.

Table 5. Decarbonize Actions

Actions	Description	Implementation Begins
Advocate for more renewable end	ergy on the grid	
Action 1. Advocate for increased renewable energy generation at the local, state, and federal levels.	Advocate for stronger climate policies through CC4CA and explore further advocacy at local, state, and federal levels, including with GCEA and Tri- State.	2025-2026
Pursue partnerships and opportunities to achieve up to 100% renewable energy generation		
Action 1. Partner with GCEA to support local renewable energy generation up to 100%.	Work with GCEA to maximize local clean electricity generation within existing Tristate generation caps.	2025-2026
Action 2. Evaluate renewable energy	Assess renewable energy installation to	2025-2026

generation to meet municipal energy	generate more energy for Town facilities
needs up to 100%.	to reach up to 100% of municipal energy
	needs in compliment with utility-level
	renewable energy generation.

Enable on-site renewable energy	in the community	
Action 1. Support voluntary community adoption of renewable energy generation.	Encourage voluntary adoption of local generation by raising awareness of existing opportunities and evaluating the facilitation of installation through a "group buy" program.	2025-2026
Action 2. Assess solar permitting fees.	Evaluate Crested Butte's solar permitting fees to reduce financial barriers for installing on-site solar.	2025-2026
Action 3. Expand the Renewable Energy Mitigation Program (REMP) to require renewable energy generation or fee-in-lieu for buildings over a certain size.	Expand the program to include a requirement for on-site renewable energy generation or a fee-in-lieu for all newly constructed buildings over a defined size.	2027-2028



The Town is focused on cost-effective strategies that benefit the community while keeping costs down, with a strong emphasis on building retrofits and incentive programs. These efforts will be a top priority from the start, making sure residents and businesses have access to affordable ways to improve energy efficiency, reduce emissions, and save money in the long run. Implementation will be heavily supported by the Town's other three key strategies:



Empower Individual Action: The Town can empower community members and business owners to engage in climate action through energy assessments that inform property owners how their funds and time may be best spent to improve their buildings, effectively reducing emissions and improving building stock over time; attractive incentive programs that reduce cost barriers to making these efficiency and electrification improvements; education for the community and building professionals on current policies and energy efficient technologies; and easy-to-use waste and materials management programs that encourage community members to reduce their waste both at the source and to divert materials from the landfill (i.e., improved composting programs and infrastructure).



Invest Funds: Town Council has been clear that climate progress should remain a priority and be a lens through which the Town views decision making in a time when Town funds have several competing priorities, such as a housing emergency, critical infrastructure projects, and market pressures that increase cost of living and services in Crested Butte. Town will thoughtfully make climate investment decisions based on impact and cost-effectiveness, exploring grants, taxes, partnerships, and local measures, to support building retrofits and other programs that reduce emissions and ease financial burdens for the community.



Be Accountable: Improving emissions tracking and sustainability data collection, with a focus on building energy assessments and phased energy benchmarking will give the Town a clearer picture of building energy use and emissions trends, allowing for a more targeted and effective approach to building efficiency programs. With better data, Crested Butte can develop targeted incentive programs—such as efficiency rebates, weatherization support, or electrification incentives—designed to meet the specific needs of local building types across town. Consistent reporting and tracking tools will ensure measurable progress, enable data-driven policy adjustments, and enable property owners to take meaningful action.

The above strategies do not directly reduce greenhouse gas emissions. Instead, they are crucial commitments that enable the Town to pass more effective climate policies and develop programs that remove barriers for community members to be part of the Town's efforts to meaningfully reduce community emissions and improve sustainability practices over time.

Timeline

Once the plan is adopted, implementation will kick off right away, with plenty of flexibility to adjust as new challenges, opportunities, and community feedback come up. Town staff will work closely with the community and Town Council to adjust program details and make sure financial

incentives and support are tailored to local needs.

The Town will fine-tune budgets, staffing, and resources while laying out clear steps and timelines for each action as the plan moves forward. Community input will be key in shaping programs, from outreach efforts to education initiatives, to make sure they're accessible and effective. A timeline for rolling out strategies is included in **Appendix I. 2030 CAP Action Details** and will be updated as things evolve—whether it's progress, budget shifts, or new opportunities. The Town will also stay involved in regional Gunnison Valley projects that could have a big impact on reducing emissions beyond Crested Butte's boundaries.

Tracking Progress

The Town will keep track of progress by setting clear metrics at the start of each project and using an internal database to stay organized. Staff are committed to keeping the community informed on climate efforts, so Town will regularly share updates about key milestones and emissions data. For example, GHG emissions per capita, which the Town is interested in tracking in addition to total community emissions, can tell the community how much more "efficient" the community is becoming. By reporting progress more often, the Town can stay on top of challenges, adjust as needed, and make sure plans align with community needs and budget changes. A full update to the Climate Action Plan, including a detailed greenhouse gas emissions report, is set for 2030.



Adjusted Business As Usual (ABAU): Forecast of community and municipal emissions that takes into account Business As Usual change along with utility renewable generation commitments and projected vehicle efficiency and electrification policy and market impacts.

Average Daily Annual (ADA) Population: The average number of people present in a given location on any day over the course of a year. This measure accounts for variations in population throughout the year due to factors such as tourism, seasonal residents, commuters, or transient visitors.

Business As Usual (BAU): Forecast of community and municipal emissions that takes into account expected population growth, planned Town facilities, and existing Town codes.

Climate change: Climate change refers to long-term shifts in temperatures and weather patterns. Since the 1800s, human activities have been the main driver of climate change, primarily due to the burning of fossil fuels like coal, oil, and gas (United Nations n.d.).

Community Compass: The Crested Butte Community Compass is the Town of Crested Butte's comprehensive long-range plan. The Compass includes a strategic plan and decision-making framework that was used to guide the development of this Climate Action Plan in a way that is aligned with the community's values.

Decarbonization: The process of reducing or eliminating GHG emissions from activities, for example by a transition to more renewable sources of energy.

Electrification: The process of replacing technologies or systems that rely on fossil fuels such as natural gas with those that rely on electricity.

Emissions factor: The emissions generated per unit of activity such as energy consumption or fuel use.

Emissions scopes (1, 2, 3): For the purposes of GHG inventories, emissions are classified into three scopes. Scope 1 emissions are associated with sources located inside the Town boundary (e.g., the burning of natural gas), Scope 2 emissions are associated with the generation of grid-supplied electricity used inside the Town, and Scope 3 emissions are other emissions that occur outside the Town boundary as a result of activities taking place within the Town.

Energy assessment: The assessment of a building's energy usage that can be used to identify

opportunities for efficiencies and improvements.

Energy benchmarking: Energy benchmarking policies require property owners to report energy usage data and compare against similar types of buildings, often using a standardized metric like Energy Use Intensity (EUI) or ENERGY STAR scores.

Energy disclosure: Energy disclosure policies require property owners to report energy

usage data to

increase transparency and encourage energy efficiency improvements.

EV (Electric Vehicle): EVs are vehicles powered entirely or partially by electricity, as opposed to internal combustion engines that rely on fossil fuels such as gasoline or diesel. EVs include both Battery Electric Vehicles (BEVs) powered solely by electricity, and Plug-in Hybrid Electric Vehicles (PHEVs) that have both an electric motor and an internal combustion engine.

GHG (greenhouse gas): GHGs are gases that trap heat in the atmosphere and contribute to climate change. GHGs emitted by human activities include Carbon Dioxide (CO_2) , Methane (CH_4) , Nitrous Oxide (N_2O) and Fluorinated gases (EPA 2024).

GPC (Global Protocol for Community-Scale Greenhouse Gas Inventories): The GPC is an internationally recognized framework for the development of community-scale GHG inventories. It provides a standardized methodology for calculating and reporting emissions and is widely used in climate action planning. The GPC is regularly updated to reflect best practices and is maintained by the World Resources Institute, C40 Cities, and ICLEI Local Governments for Sustainability (WRI, ICLEI, and C40 Cities Climate Leadership Group 2022).

ICLEI Local Government Operations Protocol: A widely used protocol to account for GHG emissions associated with local government operated buildings, vehicles, and other operations (ICLEI USA 2018).

kWh (kilowatt-hour): A kWh is a unit of energy used to measure electricity consumption over time. 1 kWh represents the energy usage of a device that consumes 1 kilowatt of power continuously for 1 hour.

Level 1, Level 1, Level 3 Permits: These permit types represent different levels of building alteration as defined in the International Code Council 2021 International Building Code adopted by the Town of Crested Butte (International Code Council 2021).

- Level 1 Permit: Includes the removal and replacement or the covering of existing materials, elements, equipment or fixtures using new materials, elements, equipment, or fixtures that serve the same purpose.
- Level 2 Permit: Includes the addition or elimination of any door or window, the reconfiguration of any system, or the installation of any additional equipment, and applies where the work area is equal or less than 50% of the building area.
- Level 3 Alterations: Where the work area exceeds 50% of the building area.

MTCO₂e (metric tons carbon dioxide equivalent): MTCO₂e is a standard unit used to quantify and compare GHGs with different global warming potential (GWP). Since gases have different impacts on climate change, emissions are standardized by the equivalent amount of carbon dioxide that would have the same impact.

Renewable energy: Energy sources are considered renewable when they are replenished at a higher rate than they are consumed. Solar and wind energy are examples of renewable resources, while fossil fuels such as coal, oil, and gas are non-renewable resources. Generating renewable energy creates far lower GHG emissions than burning fossil fuels (United Nations n.d.)

Snow: Don't forget about snow in Crested Butte! We have big winters and a lot of snow and climate action strategies need to take this seasonal reality into account.

Therm: A therm is a unit of energy used to measure natural gas consumption. One therm is equivalent to 100,000 British Thermal Units (BTUs), and one BTU is the amount of energy required to raise the temperature of one pound of water by one degree Fahrenheit.

Grid / Transmission and Distribution (T&D) Losses: This term refers to the emissions associated with losses in the energy system, including electricity lost during the generation, transmission, and distribution of electricity from power plants to end users, and natural gas leakage.

Waste reduction: A decrease in the total amount of waste generated.

Waste diversion: The percentage of total waste generated that is reused, recycled, or composted rather than sent to landfill.



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Appendix I. 2030 CAP Action Details

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Introduction

This appendix outlines the action details of the recommended strategies and actions in the Town of Crested Butte's 2030 Climate Action Plan (CAP). This document includes important action metrics, such as forecasted greenhouse gas (GHG) emissions impacts, estimated costs, implementation timeline, and how the actions are measured for success. The metrics included with each action are explained below:

2025-2030 targets needed to achieve savings: a detailed explanation of the targets that must be met to achieve the anticipated GHG emissions reduction.

GHG Calculations: GHG emissions variables considered for the emissions reduction impact calculations.

Cost Calculations: the cost variables considered for cost estimations.

Key Metrics

- Scope of Impact: whether the action affects the community or is focused on Town operations.
- Action Type: whether the action enables other actions to reduce emissions or a requirement (typically in the form of a policy or code amendment) is being considered.
- Targets: The target that must be achieved to realize the expected GHG emissions reduction potential.
- Emissions impact in 2030: the direct GHG savings expected from the action being implemented.
- Total Estimated Cost 2025 2030: The range of estimated costs to the Town of Crested Butte to implement the action between 2025 and 2030.
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO₂e): a calculation of the "Total Estimated Cost 2025-2030" divided by the "Emissions impact in 2030" that results in an estimate of how many dollars the Town may spend to reduce one metric ton of CO2_e.
- **Expected Staff Time:** Anticipated staff time that may need to be dedicated to an action.
 - Minimal = <0.5 FTE
 - Moderate = 0.5-1.0 FTE
 - Substantial = 1.0+ FTE
- Begin Implementation: when implementation is scheduled to begin.

Success Measures Evaluation

Meaningfully reduces GHG emissions	Whether the action has a meaningful reduction in GHG emissions.		
Provides a substantial return on investment	Whether the cost effectiveness calculation is reasonable.		
Sets a bold example among mountain communities	Whether the action was seen as "bold".		
Is proactive before reactive	Whether the action responds to a climate problem or proactively		
	solves the problem.		
Leverages regional initiatives and partnerships	Whether regional partners could be involved.		
Provides significant co-benefits	A list of relevant social and environmental co-benefits that are also addressed through the action. The Town identified four major co- benefits: "social equity and affordability", "public health and wellbeing", "supports local businesses and economy", and "enhances climate resilience and environmental quality".		

Improve Efficiency Overview

Crested Butte became a statewide leader in building electrification by being the first Colorado municipality to require all-electric new construction through its 2021 building code update. Now, the Town's greatest climate challenge is addressing energy use and greenhouse gas (GHG) emissions from existing buildings, which make up 90% of local emissions—primarily from residential and historically protected mining- and ski-era homes. To tackle this, the CAP will leverage its permitting touchpoints with property owners to conduct energy assessments to better understand the Town's building stock and build on that data to develop appealing incentive and education programs to drive retrofits in existing buildings. Improving energy efficiency in these buildings is essential for reducing energy demand, lowering emissions, cutting utility costs, and allowing right-sized electrification upgrades. While buildings remain the primary focus, additional CAP strategies will target transportation and waste to further reduce community-wide emissions.

The Town will implement efficiency improvements community wide with the following strategies:

- Understand Crested Butte's Building Stock
- Drive Retrofits in Existing Buildings
- Improve Efficiency in Future Development
- Implement Transportation Mobility Plan to Reduce Energy Use from Cars

• Drive Efficient Waste Practices to Increase Landfill Diversion

Improve Efficiency Actions Impact Summary Table

Action	2030 Carbon Reduction (MTCO ₂ e)	Total Estimated Cost (2025 – 2030)	Cost Effectiveness (\$/MTCO₂e)	Implementation Begins	Expected staff time
	Understand C	rested Butte's Building	g Stock		
Action 1. (RESIDENTIAL IMPACTS) Require energy assessments for all remodels to collect community-wide energy use data in residential and commercial properties.	No direct emissions impact (enabling action)	\$4,300 - \$6,500	Not calculated (no direct emissions impact)	2025-2026	Minimal
Action 1. (COMMERCIAL IMPACTS) Require energy assessments for all remodels to collect community-wide energy use data in residential and commercial properties.	No direct emissions impact (enabling action)	\$4,300 - \$6,500	Not calculated (no direct emissions impact)	2025-2026	Minimal
Action 2. Require energy assessments for short-term rentals to collect community-wide energy use data in residential and commercial properties.	No direct emissions impact (enabling action)	\$10,800 - \$16,200	Not calculated (no direct emissions impact)	2025-2026	Minimal
Action 3. Require energy use disclosure and benchmarking for commercial buildings.	5	\$8,600 - \$13,000	\$1,813 - \$2,741	2027-2028	Substantial
Drive Retrofits in Existing Buildings					
Action 1 . Develop incentive programs to drive residential and commercial retrofits and electrification.	1,163	\$89,500 - \$95,000	\$77 - \$82	2025-2026	Minimal

Action 2. Develop a municipal Facilities Energy Efficiency and Electrification Plan.	No direct emissions impact (enabling action)	\$55,600 - \$68,000	No direct emissions impact (enabling action)	2025-2026	Minimal
	Improve Building	Efficiency in Future De	evelopment		
Action 1. Incorporate climate considerations in zoning code and regional planning efforts.	Included in development of Community Plan	Included in development of Community Plan	Included in development of Community Plan	2025-2026	Minimal
Action 2. Enable climate-friendly construction and development through flexible design guidelines and a review of permitting processes.	Included in implementation of Historic Preservation Plan	Included in implementation of Historic Preservation Plan	Included in implementation of Historic Preservation Plan	2025-2026	Minimal
Action 3. Estimate and track building materials used in construction.	No direct emissions impact (enabling action)	Not calculated	No direct emissions impact	2027-2028	Minimal
Imple	ment Transportation M	obility Plan to Reduce	Energy Use from Car	S	
Action 1. Improve transportation choices.	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan
Action 2. Manage parking supply.	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan
Action 3. Integrate land use & transportation.	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan	Included in Transportation Mobility Plan
Drive Efficient Waste Practices to Increase Landfill Diversion					
Action 1. Facilitate the development of new waste diversion programs or infrastructure.	Not calculated for individual waste actions	TBD based on need and opportunities	Not calculated for individual waste actions	2025-2026	TBD

Action 2. Adopt a Save-as-You-Throw (SAYT) waste ordinance.	Not calculated for individual waste actions	\$2,200 - \$3,200	Not calculated for individual waste actions	2025-2026	Minimal
Action 3. Limit the distribution of certain materials and enforce requirements for construction and demolition materials recycling.	Not calculated for individual waste actions	\$44,600 - \$50,000	Not calculated for individual waste actions	2027-2028	Moderate

Improve Efficiency Action Details

Understand Crested Butte's Building Stock

Action 1. Require energy assessments for all remodels to collect community-wide energy use data in residential and commercial properties.

Change building and/or energy code to include energy efficiency assessment requirements to help improve the energy performance of existing residential and commercial buildings for all levels of building remodels. The metrics below are separated into residential and commercial impacts.

RESIDENTIAL

2025-2030 targets needed to achieve savings

• 100% of applicable permits receive an energy assessment

GHG Calculations

• No GHG savings are anticipated. This action is anticipated to enable GHG savings in other actions

Cost Calculations

• The calculations for this action incorporate costs associated with:

- o Gathering stakeholder input to inform code changes
- o Development and delivery of trainings to support code implementation
- Outreach to inform the community about the changes

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- Targets: 100% applicable permits receive an energy assessment following code update
- Emissions impact in 2030: No direct emissions impact (enabling action)
- Total Estimated Cost 2025 2030: \$4,300 \$6,500
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): No direct emissions impact
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions (MTCO2 _e)	N/A
Provides a substantial return on investment (\$/MTCO2 _e)	N/A
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Public health and wellbeing
	Enhances climate resilience
	and environmental quality

COMMERCIAL

2025-2030 targets needed to achieve savings

• 100% of applicable permits receive an energy assessment

GHG Calculations

• No GHG savings are anticipated. This action is anticipated to enable GHG savings in other actions

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - o Gathering stakeholder input to inform code changes
 - Development and delivery of trainings to support code implementation
 - o Outreach to inform the community about the changes

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- Targets: 100% applicable permits receive an energy assessment following code update
- Emissions impact in 2030: No direct emissions impact (enabling action)
- Total Estimated Cost 2025 2030: \$4,300 \$6,500
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): No direct emissions impact
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A
Provides a substantial return on investment	N/A
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Public health and wellbeing
	 Enhances climate resilience and environmental quality

Action 2. Require energy assessments for short-term rentals to collect community-wide energy use data in residential and commercial properties.

Require an energy assessment for all vacation rental units as part of the business license renewal process.

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - o Gathering stakeholder input to inform code changes
 - o Development and delivery of trainings to support code implementation
 - o Outreach to inform the community about the changes
- Higher costs for initial outreach and engagement are estimated since this is a regulation that is not seen in peer communities, although it is similar to Boulder's SmartRegs program (City of Boulder, 2024) with a more focused scope but a faster roll out
- Ongoing costs for this regulation are also high due to level of effort needed to confirm compliance that largely falls outside of existing Town workflows

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- Targets: 100% (191) vacation rental units completing an energy assessment 2025-2030
- Emissions impact in 2030: No direct emissions impact (enabling action)
- Total Estimated Cost 2025 2030: \$10,800 \$16,200
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): No direct emissions impact
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A
Provides a substantial return on investment	N/A
Sets a bold example among mountain communities	No
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	Public health and wellbeing

• Enhances climate resilience and environmental quality

Action 3. Require energy use disclosure and benchmarking for commercial buildings.

Require annual energy disclosures and benchmarking for commercial buildings over a certain size to disclose energy use and compare against other similar businesses to encourage energy efficiency actions beyond energy disclosures (for large buildings) required by the state.

2025-2030 targets needed to achieve savings

- Benchmarking of commercial properties accounting for 25% of total community commercial energy use
- Reporting businesses improve energy efficiency by 2.4% from baseline

GHG Calculations

- Assumes that a benchmarking program would apply to the largest commercial properties equivalent to 25% of commercial business energy use in Crested Butte
- For those commercial properties that benchmark, a 2.4% energy savings from energy use is achieved by benchmarking, consistent with findings from other commercial benchmarking programs

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - o Gathering stakeholder input to inform regulation changes
 - o Development and delivery of trainings to support implementation
 - o Outreach to inform the community about the changes

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- **Targets:** Benchmarking of commercial properties accounting for 50% commercial energy use by 2030
- Emissions impact in 2030: 5 MTCO₂e
- Total Estimated Cost 2025 2030: \$8,600 \$13,000
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO₂e): \$1,813 \$2,741
- Expected Staff Time: Substantial
- Implementation Begins: 2027-2028

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes	
Provides a substantial return on investment	Yes	
Sets a bold example among mountain communities	ies Yes	
Is proactive before reactive	Yes	
Leverages regional initiatives and partnerships	No	
Provides significant co-benefits	Social equity and affordability	
	Public health and wellbeing	
	Enhances climate resilience	
	and environmental quality	

Drive Retrofits in Existing Buildings

Action 1. Develop incentive programs to drive residential and commercial retrofits.

Create an energy efficiency incentive program for all residential and commercial properties. Metrics below are broken into residential and commercial impacts.

RESIDENTIAL:

2025-2030 targets needed to achieve savings:

- 87 residential homes converted to all electric
- 447 homes implementing energy efficiency actions
- 191 vacation rental properties implementing efficiency improvements
- Achieve 10% annual adoption by the residential sector for efficiency or electrification upgrades
- Achieve a 10% improvement in average HERS score of homes after energy efficiency upgrades

GHG Calculations

- The GHG impact of this action is based on 10% of residential properties upgrading annually, where approximately 12% of upgrades electrify their residence with associated energy efficiency gain and 88% perform energy efficiency improvements not tied to electrification
- While a net decrease in natural gas use is anticipated, a net increase in electricity use is expected because of residential electrification and efficiency measures in 2030

Cost Calculations

• The cost calculations for this action assume a match of GCEA's custom incentives at \$0.15 per kWh and \$4 per Dth. Estimated total incentives of \$46,900 between 2025 and 2030 for energy efficiency improvements through this program assuming a utility incentive match program design based on energy savings.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Encourage
- Targets:
 - o 87 residential properties electrified to remove natural gas use by 2030
 - o 447 residential properties implementing energy efficiency improvements by 2030
 - o 191 vacation rental properties implementing an energy efficiency or electrification upgrade by 2030
- Emissions impact in 2030: 1,163 MTCO₂e
- Total Estimated Cost 2025 2030: \$89,500 \$95,000
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO₂e): \$77 \$82
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Social equity and affordability
	 Public health and wellbeing
	 Supports local businesses and economy
	 Enhances climate resilience and
	environmental quality

Action 2. Develop a municipal Facilities Energy Efficiency and Electrification Plan.

Use existing municipal building energy efficiency audits to inform the development of an energy efficiency and renewable energy plan. Complete updated ASHRAE Level II audits on all Town buildings to understand energy efficiency, renewable energy, and electrification opportunities and update the plan to reflect new opportunities.

2025-2030 targets to achieve savings

n/a

GHG Calculations

No emissions savings are calculated for this action as it is not directly influencing GHG emissions. Developing this plan and performing updated audits of municipal facilities are, however, important to reduce emissions in Town facilities in the future.

Cost Calculations

The cost calculation for this action includes the estimated cost of an updated energy audit for all Town of Crested Butte facilities (123,591 square feet at an estimated average of \$0.50 per square foot (Pacific Northwest National Labratory, 2011).

Key Metrics

- Scope of Impact: Town Operations
- Action Type: Lead-by-example
- Targets: Develop an energy efficiency and electrification plan, conduct updated audits of all municipal
- facilities by 2026
- Emissions impact in 2030: No direct emissions impact
- Total Estimated Cost 2025 2030: \$55,600 \$68,000
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): No direct emissions impact
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A
Provides a substantial return on investment	N/A
Sets a bold example among mountain communities	No
Is proactive before reactive	Yes
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Leverages regional initiatives and partnerships	No
Provides significant co-benefits	Enhances climate resilience and
	environmental quality

Improve Efficiency in Future Development

Action 1. Incorporate climate considerations in zoning code and regional planning efforts.

The zoning code shapes future development, influencing emissions through density and building efficiency. This action integrates climate goals into the 2025 Community Plan, zoning update, and Gunnison County Corridor Plan to boost in-town living, cut transportation emissions, and enhance building efficiency.

2025 - 2030 targets to achieve savings

n/a

GHG Calculations

No emissions savings are calculated for this action as it is not directly influencing GHG emissions. This change, however, will impact future community growth and emissions.

Cost Calculations

An update to Crested Butte's zoning code has been identified as an action for the Community Plan. This update has been budgeted for elsewhere and therefore no cost has been calculated to incorporate climate-friendly considerations as part of the Climate Action Plan.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- Targets: Incorporation of climate considerations into the Community Plan and zoning code update
- Emissions impact in 2030: No direct emissions impact (enabling action)
- Total Estimated Cost 2025 2030: Included in development of Community Plan
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): Included in development of Community Plan
- **Expected Staff Time:** Included in development of Community Plan

• Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A			
Provides a substantial return on investment	N/A			
Sets a bold example among mountain communities	Yes			
Is proactive before reactive	Yes			
Leverages regional initiatives and partnerships	No			
Provides significant co-benefits	 Social equity and affordability 			
	 Public health and wellbeing 			
	Enhances climate resilience			
	and environmental quality			

Action 2. Enable climate-friendly construction and development thought flexible design guidelines and a review of permitting processes.

This action updates design standards and guidelines, building codes, and permitting to support efficiency, electrification, and renewables. It empowers community members to propose climate-friendly designs through BOZAR, with measures like flexible roof pitches, water efficiency, and lower solar permit fees. Guided by the Historic Preservation Plan, it balances climate goals with design flexibility outside the National Historic District.

2025 - 2030 targets to achieve savings

n/a

GHG Calculations

No emissions savings are calculated for this action as it is not directly influencing GHG emissions. However, this change is important for allowing building upgrades that will impact emissions as modeled below.

Cost Calculations

An update to Crested Butte's design standards and guidelines has been identified as an action in the Historic Preservation and Community Plans. This update has been budgeted for elsewhere and therefore no cost has been calculated to incorporate climate-friendly design and permitting considerations as part of the Climate Action Plan.

Key Metrics & Success Measures Evaluation

- Scope of Impact: Community-wide
- Action Type: Encourage
- Targets: Incorporation of climate considerations into the updated design guidelines
- Emissions impact in 2030: No direct emissions impact (enabling action)
- Total Estimated Cost 2025 2030: Included in implementation of Historic Preservation Plan
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): Included in implementation of HPP
- Expected Staff Time: Included in implementation of Historic Preservation Plan
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A			
Provides a substantial return on investment	N/A			
Sets a bold example among mountain communities	Yes			
Is proactive before reactive	Yes			
Leverages regional initiatives and partnerships	No			
Provides significant co-benefits	 Social equity and affordability 			
	 Public health and wellbeing 			
	Enhances climate resilience			
	and environmental quality			

Action 3. Estimate and track building materials used in construction.

Leverage a 2025 building code update to establish methods for tracking building materials used in new construction. This could include a phased approach for new municipal construction and then including all new construction in 2029 code updates.

2025-2030 targets to achieve savings

• Tracking process established

GHG Calculations

• No direct emissions impact from this action

Cost Calculations

• No cost was calculated for this action

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Enabling & Lead by Example
- Targets: Tracking process established
- Emissions impact in 2030: No direct emissions impact (enabling action)
- Total Estimated Cost 2025 2030: Not calculated
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): No direct emissions impact
- Expected Staff Time: Minimal
- Implementation Begins: 2027-2028

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A			
Provides a substantial return on investment	N/A			
Sets a bold example among mountain communities	Yes			
Is proactive before reactive	Yes			
Leverages regional initiatives and partnerships	No			
Provides significant co-benefits	 Supports local businesses and economy 			
	 Enhances climate resilience and 			
	environmental quality			

Implement Transportation and Mobility Plan to Reduce Energy use from Cars

Action 1. Improve Transportation Choices.

The Transportation Mobility Plan (TMP) aims to improve alternative transportation choices through transit investments, traffic calming measures, corridor plans, and streetscapes while supporting EV adoption for necessary car trips. The regional Readiness for Electric Vehicles (REV) Plan will outline steps to educate the community and improve EV accessibility. Improving and expanding transportation options reduces emissions and has significant co-benefits for the community.

Cost considerations, timeline, and other important action metrics are included in the Town of Crested Butte Transportation Mobility Plan.

Action 2. Manage Parking Supply.

The TMP addresses parking over the next 20 years by managing over-parked areas, improving safety, and reducing traffic. The Readiness for Electric Vehicles (REV) Plan will focus on meeting future charging demand, prioritizing origin and destination charging, such as at lodging and multifamily housing, to support the Town's "park once" approach.

Cost considerations, timeline, and other important action metrics are included in the Town of Crested Butte Transportation Mobility Plan.

Action 3. Integrate land use and transportation.

Land use significantly influences transportation choices by affecting travel distance and the access and convenience of different modes. Addressing land use impacts long- term transportation emissions. The Community Plan and the Gunnison County Corridor Plan will help to support this strategy.

Cost considerations, timeline, and other important action metrics are included in the Town of Crested Butte Transportation Mobility Plan.

Drive Efficient Waste Practices to Increase Landfill Diversion

Action 1. Facilitate the development of new waste diversion programs or infrastructure.

Facilitate the creation of new waste diversion programs, infrastructure, and incentive programs to increase recycling, composting, and reduce landfill waste. Examples could include a composting incentive or a Town Environmental Purchasing Policy (EPP).

2025-2030 targets to achieve savings

• TBD based on needs and opportunities

GHG Calculations

• All waste-related actions contribute to reducing a total of 116 MTCO2e, with the exact reduction depending on how effectively they are implemented.

Cost Calculations

• The scope of this action is still to be determined, ranging from removing barriers and facilitating the development of new waste diversion infrastructure to incentives or grants for infrastructure. No cost has currently been estimated for this action.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Encourage
- Targets: TBD based on need and opportunities
- Emissions impact in 2030: All waste-related actions contribute to reducing a total of 116 MTCO2e, with the exact reduction depending on how effectively they are implemented.
- Total Estimated Cost 2025 2030: TBD based on need and opportunities
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): Not calculated for individual actions
- Expected Staff Time: TBD
- Implementation Begins: 2027-2028

Success Measures Evaluation

Meaningfully reduces GHG emissions	TBD		
Provides a substantial return on investment	TBD		
Sets a bold example among mountain communities	No		
Is proactive before reactive	Yes		
Leverages regional initiatives and partnerships	Yes		
Provides significant co-benefits	 Supports local businesses and economy 		

Action 2. Adopt a Save-as-You-Throw (SAYT) waste ordinance

Partner with Waste Management to develop and enforce a pay-as-you-throw ordinance with higher trash rates for larger containers or quantities of waste to disincentivize waste generation and encourage recycling and composting by residents and businesses.

2025-2030 targets to achieve savings

• TBD based on needs and opportunities

GHG Calculations

• All waste-related actions contribute to reducing a total of 116 MTCO2e, with the exact reduction depending on how effectively they are implemented.

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - Gathering stakeholder input to inform policy adoption
 - o Development and delivery of trainings to support implementation
 - o Outreach to inform the community about the new requirements.
- Low level of effort estimated since this is a common approach to trash service.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Encourage
- **Targets:** Adopt a pay-as-you-throw ordinance
- **Emissions impact in 2030:** All waste-related actions contribute to reducing a total of 116 MTCO2e, with the exact reduction depending on how effectively they are implemented.
- Total Estimated Cost 2025 2030: \$2,200 \$3,200
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): Not calculated for individual waste actions
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	Yes

• Enhances climate resilience and environmental quality

Action 3. Limit the distribution of certain materials and enforce requirements for construction and demolition materials recycling.

This action reduces waste by limiting the types of materials that may be distributed in town, for example, certain single use plastics, and requiring elimination or recycling, with a focus on reusing and recycling construction and demolition debris.

2025-2030 targets to achieve savings

• TBD based on needs and opportunities

GHG Calculations

• All waste-related actions contribute to reducing a total of 116 MTCO2e, with the exact reduction depending on how effectively they are implemented.

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - Gathering stakeholder input to inform policy adoption
 - Development and delivery of trainings to support implementation
 - Outreach to inform the community about the new requirements
- High level of cost and time commitment for engagement given the complexity of this regulation. Deconstruction regulations are also rate and infrastructure needed to be successful may not already exist.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- **Targets:** Adoption of ordinance to limit the distribution of certain materials or ban materials from landfill and/or require deconstruction/construction
- materials recycling
- Emissions impact in 2030: All waste-related actions contribute to reducing a total of 116 MTCO2e, with the exact reduction

depending on how effectively they are implemented.

- Total Estimated Cost 2025 2030: \$44,600 \$50,000
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): Not calculated for individual actions
- Expected Staff Time: Moderate
- Implementation Begins: 2027-2028

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Enhances climate resilience and environmental quality

Electrify Overview

Electrification is a key strategy for reducing emissions by shifting from fossil fuels to electricity, which is increasingly powered by renewables like wind, solar, and hydropower. As Tri-State continues to decarbonize its energy mix, the carbon intensity of Crested Butte's electricity declines, making electrification a more impactful solution over time—unlike natural gas, whose emissions are unlikely to improve significantly in the coming years. By electrifying sectors such as heating, cooling, transportation, and municipal operations, the Town can align with long-term climate goals and build resilience as technologies like battery storage advance. Crested Butte has already taken major steps through the adoption of the 2021 IECC and above-code electrification standards for buildings and will continue exploring opportunities in other areas, including electric vehicles through the regional REV Plan and electrification of Town facilities.

The Town will continue to support community-wide electrification with the following strategies:

- Drive building electrification
- Strengthen electrification requirements through the Building Code
- Prepare for Electric Vehicles

Electrify Actions Impact Summary Table

Action	2030 Carbon Reduction (MTCO₂e)	Total Estimated Cost (2025 – 2030)	Cost Effectiveness (\$/MTCO₂e)	Implementation Begins	Expected staff time
	Drive B	uilding Electrification			
Action 1. Develop incentive programs to drive residential and commercial electrification.	Emissions impact included under "Develop incentive programs to drive residential and commercial retrofits."	\$4,300 - \$6,500	Not calculated (no direct emissions impact)	2025-2026	Minimal
Action 2. Exemplify energy efficiency and electrification in municipal buildings.	49	\$20,800 - \$31,100	\$426-\$636	2025-2026	Minimal
	Strengthen Electrification F	Requirements through	the Building Code		
Action 1. Require all-electric commercial kitchens.	19	\$10,900 - \$16,300	\$587-\$878	2029-2030	Minimal
Prepare for Electric Vehicles (EVs)					
Action 1. Implement the Mt. Crested Butte/Crested Butte Readiness for Electric Vehicles (REV) Plan.	Not calculated, see REV Plan	Not calculated, see REV Plan	Not calculated, see REV Plan	2025-2026	Minimal

Electrify Action Details

Drive Building Electrification

Action 1. Develop incentive programs to drive residential and commercial electrification.

Create an electrification incentive program for all residential and commercial properties. This action was separated from the "Develop incentive programs to drive residential and commercial retrofits" action following the analyses period. See **"Develop incentive programs to drive residential and commercial retrofits**" to understand electrification incentive program impacts.

Action 2. Exemplify energy efficiency and electrification in municipal buildings.

This action advances facility upgrades from the Town's Energy Efficiency and Electrification Plan, using them as case studies for improving efficiency and reducing emissions in Town buildings and infrastructure.

2025-2030 targets needed to achieve savings

• 1 Town facility is upgraded each year to include either energy efficiency or full building electrification (3 energy efficiency upgrades and 3 properties electrified between 2025 and 2030)

GHG Calculations

- Town upgrades alternate between implementing energy efficiency upgrades or fully electrifying natural gas space heating, water heating, and cooking end uses with its one annual upgrade.
- It is assumed a 50% likelihood that either energy efficiency (a 10% reduction in energy use is assumed) or full electrification with estimated savings associated with those improvements occurs for one property annually.
- Town facility electricity use is expected to see a net increase as a result of energy efficiency and building electrification measures.

Cost Calculations

- The cost calculations for this action assume an average 20-year payback for electrification and energy efficiency work and are based on estimated energy savings.
- Note that the costs shown are incremental investments above and beyond typical equipment replacement costs.

Key Metrics

- Scope of Impact: Town Operations
- Action Type: Lead-by-example
- Targets: 3 municipal property energy efficiency upgrades 2025 2030, 3 municipal properties electrified

- 2025 2030
- Emissions impact in 2030: 49 MTCO₂e
- Total Estimated Cost 2025 2030: \$20,800 \$31,100
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): \$426 \$636
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Enhances climate resilience and environmental quality

Strengthen Electrification Requirements through the Building Code

Action 1. Require all-electric commercial kitchens

Update existing new construction building code to require electrification of commercial kitchen equipment for new construction, the only electrification measure not currently required by existing building code.

2025-2030 targets to achieve savings

• 2-3 new commercial kitchens transitioned to all electric

GHG Calculations

- The GHG impact of this action is calculated based on this historical average number of commercial new construction permits and a target for 2-3 new commercial kitchens being transitioned from natural gas to electric cooking equipment by 2030. Cost Calculations
 - The calculations for this action incorporate estimated costs associated with:

- o Gathering stakeholder input to inform code changes
- o Development and delivery of trainings to support code implementation
- o Outreach to inform the community about the changes
- Since this is a code requirement that is not common in peer communities and has received some pushback from community members, higher levels of engagement are expected to be required to build community understanding and compliance

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Require
- Targets: 3 all-electric new construction commercial kitchens by 2030
- Emissions impact in 2030: 19 MTCO₂e
- Total Estimated Cost 2025 2030: \$10,900 \$16,300
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): \$587 \$878
- Expected Staff Time: Minimal
- Implementation Begins: 2029-2030

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Public health and wellbeing
	 Enhances climate resilience and environmental quality

Prepare for Electric Vehicles

Action 1. Implement the Mt. Crested Butte/Crested Butte Readiness for Electric Vehicles (REV) Plan

This action leverages the regional Readiness for Electric Vehicles (REV) Plan to address supporting electric vehicle (EV) adoption, increasing EV drivers, and charging infrastructure needs in the Towns of Crested Butte and Mt. Crested Butte. Reference the REV Plan for more action information.

Decarbonize Overview

Decarbonizing electricity is one of the most impactful strategies for reducing emissions by 2030, with utility-scale renewable energy expected to account for 42% of the total emissions reductions in this plan. Transforming how energy is produced and used—through advocacy, investment, and supporting a clean energy grid—will enable buildings and transportation to fully transition to low-carbon power. A cleaner grid amplifies the benefits of electrification across all sectors. Beyond energy, decarbonization also involves reducing the lifecycle emissions of materials used in construction and Town operations; by choosing low-carbon materials and sustainable practices, Crested Butte can further minimize its environmental footprint.

The Town will focus on continued decarbonization though the following strategies:

- Advocate for more renewable energy on the grid
- Pursue partnerships and opportunities to achieve up to 100% renewable energy generation
- Enable on-site renewable energy in the community

Decarbonize Actions Impact Summary Table

Action	2030 Carbon Reduction (MTCO₂e)	Total Estimated Cost (2025 – 2030)	Cost Effectiveness (\$/MTCO2e)	Implementation Begins	Expected staff time
Advocate for more renewable energy on the grid					
Action 1. Advocate for increased renewable energy generation at the local, state, and federal levels.	No direct emissions impact (enabling action)	\$13,500 - \$16,500	Not calculated (no direct emissions impact)	2025-2026	Minimal

Pursue partnerships and opportunities to achieve up to 100% renewable energy generation					
Action 1. Partner with GCEA to support local renewable energy generation up to 100%.	16	\$7,500-\$22,500	\$477-\$1,431	2025-2026	Minimal
Action 2. Evaluate renewable energy generation to meet municipal energy needs up to 100%.	Up to 247	TBD	TBD	2029-2030	Minimal
	Enable on-site	renewable energy in th	e community		
Action 1. Support voluntary community adoption of renewable energy generation.	78	\$15,000 - \$45,000	\$193 - \$580	2025-2026	Minimal
Action 2. Assess solar permitting fees.	Not calculated	Not calculated	Not calculated	2025-2026	Minimal
Action 3. Expand the Renewable Energy Mitigation Program (REMP) to require renewable energy generation or fee-in-lieu for buildings over a certain size.	22	\$3,200 - \$4,900	\$143 - \$219	2027-2028	Minimal

Decarbonize Action Details

Advocate for more renewable energy on the grid

Action 1. Advocate for increased renewable energy generation at the local, state, and federal levels.

Advocate for stronger climate policies through CC4CA and explore further advocacy at local, state, and federal levels, including with GCEA and Tri-State.

2025-2030 targets needed to achieve savings:

• n/a

GHG Calculations

• This is an enabling action to pursue the potential for additional renewable energy in the Town electricity mix. No savings expected by 2030, rather a strategy to enable future significant electricity generation GHG emissions reductions.

Cost Calculations

The cost calculations for this action assume ongoing engagement with GCEA and TriState as well as continued participation in Colorado Communities for Climate Action (CC4CA) and engagement at the state and federal level.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Encourage
- Targets: Participate in ongoing advocacy, including opportunities and the local, state, and federal level
- Emissions impact in 2030: No direct emissions impact
- Total Estimated Cost 2025 2030: \$13,500 \$16,500
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): No direct emissions impact
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A
Provides a substantial return on investment	N/A
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Enhances climate resilience
	and environmental quality

Pursue partnerships and opportunities to achieve up to 100% renewable energy generation

Action 1. Partner with GCEA to support local renewable energy generation up to 100%.

2025-2030 targets needed to achieve savings:

• n/a

GHG Calculations

• This is an enabling action to pursue the potential for additional renewable energy in the Town electricity mix. No savings expected by 2030, rather a strategy to enable future significant electricity generation GHG emissions reductions.

Cost Calculations

The cost calculations for this action assume ongoing engagement with GCEA and TriState as well as continued participation in Colorado Communities for Climate Action (CC4CA) and engagement at the state and federal level.

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Encourage
- Targets: 0.8 MW additional local renewable generation installed
- Emissions impact in 2030: 16 MT CO2e
- Total Estimated Cost 2025 2030: \$7,500 \$22,500
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): \$477-\$1,431
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	N/A
Provides a substantial return on investment	N/A

Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	Enhances climate resilience
	and environmental quality

Action 2. Evaluate renewable energy generation to meet municipal energy needs up to 100%.

Assess renewable energy installation to generate more energy for Town facilities to reach up to 100% of municipal energy needs in compliment with utility-level renewable energy generation.

2025-2030 targets needed to achieve savings:

• TBD based on need and opportunity

GHG Calculations

- Installed on-site solar covers all Town electricity needs in 2030
- Based on total generated power from installed solar offsetting grid electricity delivered at the emissions factor outlined in the ABAU (Town of Crested Butte 2022 GHG Emissions Inventory)

Cost Calculations

• Will be calculated as opportunities for renewable energy generation on Town facilities arise.

Key Metrics

- Scope of Impact: Town Operations
- Action Type: Lead-by-example
- Targets: 100% Town electricity needs met through local renewable energy generation
- Emissions impact in 2030: up to 247 MTCO2e
- Total Estimated Cost 2025 2030: TBD based on need and opportunities
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): TBD based on need and opportunities
- Expected Staff Time: Minimal
- Implementation Begins: 2029-2030

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	Yes
Provides significant co-benefits	 Social equity and affordability
	 Public health and wellbeing
	 Supports local businesses and economy
	 Enhances climate resilience and
	environmental quality

Enable on-site renewable energy in the community

Action 1. Support voluntary community adoption of renewable energy generation.

This action focuses on increasing voluntary adoption of local renewable energy through possible coordination of a "group buy" to bring down the cost of on-site installation to individual households and businesses through collective purchasing power. Pairing with educational resources will help to raise awareness of existing incentives and rebates available to support local renewable energy generation. Significant incentives already exist to support local renewable energy and studies have shown that additional local incentives may have limited impact on adoption, hence the focus on coordination and education. (Matisoff & Johnson, 2017) (van Valkengoed & Werff, 2022).

2025-2030 targets needed to achieve savings:

• 3 business and 3 residential solar arrays installed annually (triple the historical rate of installs)

GHG Calculations

- Total installed solar capacity 419 kW installed between 2025-2030 based on average system sizes of 5 kW per residential system and 23 kW per commercial system installed
- Installed solar capacity offsets grid supplied electricity with the emissions factor forecasted in the ABAU

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - o Education and outreach associated with coordinating and administering a group buy
 - o Education and outreach related to existing incentives for local renewable energy generation
- Moderate level of effort estimated. There are well established group buy programs, but a significant amount of community outreach is still needed

Key Metrics

- Scope of Impact: Community-wide
- Action Type: Encourage
- Targets: Triple the current number of solar permits filed to achieve 3 business and 3 residential solar
- arrays per year, resulting in 84kW per year installed generation capacity
- Emissions impact in 2030: 78 MTCO₂e
- Total Estimated Cost 2025 2030: \$15,000 \$45,000
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): \$193 \$580
- Expected Staff Time: Minimal
- Implementation Begins: 2025-2026

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Social equity and affordability Public health and wellbeing Support businesses and local economy Enhances climate resilience and environmental quality

Action 2. Assess solar permitting fees.

Assess the Town of Crested Butte's current solar installation permitting fees and processes to remove barriers for residential or commercial properties to install solar and reduce cost where possible. This action was added later in plan development and was not assessed for GHG reduction or cost impacts, but Town Council indicated this as an important step to supporting community adoption of renewable energy systems.

Action 3. Expand the Renewable Energy Mitigation Program (REMP) to require renewable energy generation or fee-in-lieu for buildings over a certain size.

Evaluate the existing REMP program and add a requirement for on-site renewable energy generation or payment of a fee-in-lieu for all newly constructed buildings over a certain size.

2025-2030 targets needed to achieve savings:

• 2 business and 17 residential solar arrays installed between 2025-2030

GHG Calculations

- Total installed solar capacity 120 kW installed between 2025-2030 based on average system sizes of 5 kW per residential system and 23 kW per commercial system installed
- Based on total generated power from installed solar offsetting grid electricity delivered at the emissions factor outlined in the ABAU

Cost Calculations

- The calculations for this action incorporate costs associated with:
 - o Gathering stakeholder input to inform policy adoption
 - Development and delivery of trainings to support implementation
 - Outreach to inform the community about the new requirements
- Moderate level of effort needed to pass this ordinance as there are similar ordinances in peer communities, but the ordinance can be complex to implement

Key Metrics

• Scope of Impact: Community-wide

- Action Type: Require
- Targets: 3 installations or payments in lieu each year, resulting in 24kW per year installed generation capacity
- Emissions impact in 2030: 22 MTCO₂e
- Total Estimated Cost 2025 2030: \$3,200 \$4,900
- Cost Effectiveness (2025-2030 Cost / 2030 MTCO2e): \$143 \$219
- Expected Staff Time: Minimal
- Implementation Begins: 2027-2028

Success Measures Evaluation

Meaningfully reduces GHG emissions	Yes
Provides a substantial return on investment	Yes
Sets a bold example among mountain communities	Yes
Is proactive before reactive	Yes
Leverages regional initiatives and partnerships	No
Provides significant co-benefits	 Social equity and affordability
	 Enhances climate resilience and
	environmental quality

Timeline

Improve Efficiency						
Actions	2025	2026	2027	2028	2029	2030
Require energy assessments for all remodels to collect community-wide energy use data in residential and commercial properties.						

Require energy assessments for short-term rentals to collect community-wide energy use data in residential and commercial properties.

Require energy use disclosure and benchmarking for commercial buildings.

Develop incentive programs to drive residential and commercial retrofits and electrification.

Develop a municipal Facilities Energy Efficiency and Electrification Plan.

Incorporate climate considerations in zoning code and regional planning efforts.

Enable climate-friendly construction and development thought flexible design guidelines and a review of permitting processes.

Limit the distribution certain materials from landfill and enforce requirements for construction and demolition materials recycling.

Improve transportation choices.

Manage parking supply.





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Integrate land use & transportation.						
Electrify						
Actions	2025	2026	2027	2028	2029	2030
Develop incentive programs to drive residential and commercial electrification.						
Exemplify energy efficiency and electrification in municipal buildings.						
Require all-electric commercial kitchens.						
Implement the Mt. Crested Butte/Crested Butte Readiness for Electric Vehicles (REV) Plan.						
Decarbonize						

<u>Actions</u>	2025	2026	2027	2028	2029	2030
Advocate for increased renewable energy generation at the local, state, and federal levels.						
Partner with GCEA to support local renewable energy generation up to 100%.						
Evaluate renewable energy generation to meet municipal energy needs up to 100%.						
Support voluntary community adoption of renewable energy generation.						

Assess solar permitting fees.

Expand the Renewable Energy Mitigation Program (REMP) to require renewable energy generation or fee-in-lieu for buildings over a certain size.





2022 Town of Crested Butte Greenhouse Gas Emissions Inventory

November 2024







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Town of Crested Butte 2022 Greenhouse Gas Emissions Inventory: Executive Summary

In order to inform the Climate Action Plan 2030, the Town of Crested Butte developed a community-wide and municipal greenhouse gas (GHG) emissions inventory. The inventory provides a snapshot of Crested Butte's GHG emissions in 2022, along with a comparison to 2017 data.



¹ 2017 emissions presented in this report have been recalculated and updated from the original version of the 2017 inventory to align with current best practices.

CHANGE IN EMISSIONS: 2017 TO 2022

The key drivers of change in emissions between 2017 and 2022 include:



Increased:

- Natural gas usage
- Vehicle miles traveled
- Solid waste generation

Reduced:

- Electricity use
- Emissions factors (electricity, natural gas, vehicle efficiency)

Town of Crested Butte Community Emissions, 2017 and 2022



Energy Transportation Other

Sector	2017 (MTCO ₂ e)	2022 (MTCO ₂ e)	Change
Energy	20,300	21,260	+5%
Commercial Buildings	8,750	6,680	-24%
Grid / T&D Losses	1,970	2,390	+21%
Municipal Buildings	Included in Commercial	1,150	N/A
Residential Buildings	9,580	11,040	+15%
Transportation	1,740	1,740	0%
On-Road Transportation	1,740	1,530	-12%
Transit	Not calculated	210	N/A
Other	560	670	+20%
Solid Waste	240	330	+38%
Wastewater Treatment	320	330	+6%
Total Emissions	22,600	23,670	+5%



This report provides an estimate of Crested Butte's greenhouse gas (GHG) emissions in 2022 and a comparison to 2017 emissions data.

The purpose of a GHG inventory is to quantify the emissions associated with energy consumption, fuel use, and activities within the community's geographic boundary. The inventory was created as a first step in the development of Crested Buttes Climate Action Plan. The inventory will inform the identification of climate action alternatives in the Climate Action Plan and will enable the Town to evaluate and monitor the impact of alternatives by tracking change in community and municipal emissions over time.

Community Context and Benchmarks

Since actions and trends in the community drive changes in GHG emissions, it is helpful to understand key community characteristics and context that may have influenced 2022 emissions and changes since 2017.

Factor	Description		
Population Growth	Population growth is typically associated with increased activity and		
	community emissions. The population of Crested Butte increased 4%, from		
	1,385 in 2017 to 1,434 in 2022 while the population of Gunnison County		
	increased by 5%. This growth could explain some of the changes in energy		
	use, transportation, and waste generation.		
Impact of COVID-19	Evaluating emissions in 2022 avoids the most significant impacts of the		
	COVID-19 global pandemic on activities and emissions in 2020 and 2021.		
	However, since Crested Butte's tourism-driven economy was significantly		
	impacted by the pandemic, some observed changes in emissions may be		
	attributable to lasting indirect impacts of COVID-19.		

Establishing New Community Benchmarks

The 2022 inventory establishes new community benchmarks to support GHG emissions trend analysis and evaluation in future years, including:

Factor	2022 Benchmark	Description
Number of Visitors	267,000	Given Crested Butte's small full-time population and high number of visitors, changes in activity may be more closely linked to changes in visitation than changes in the number of residents.
Annual Daily Average Population	2,779 (2021 estimate)	Average daily annual (ADA) is an average of population throughout the entire year. ² This number was estimated for the Town of Crested Butte Wastewater Treatment Plant Improvements Project.
Heating Degree Days	10,458	Heating degree days (HDD) are a measure of how hot or cold it is in a given year and are a key indicator of natural gas heating demand.
Geographic Area	0.80 square miles	An increase in the geographic area due to annexations into the Town of Crested Butte could be associated with an increase in activity data and services provided by the Town.
Building Area	2,626,995 square feet	An increase in the building area inside the Town could be associated with increased energy use and emissions.

² Kingdom, J., and Charbonnet, E., (2021) Wastewater Treatment Plant Improvements Project: Project Memorandum 1

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2. SUMMARY OF RESULTS

This inventory was prepared following the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC) BASIC+ requirements. The 2017 inventory was developed using different methodologies that are not consistent with the GPC protocol. The electricity grid losses, natural gas transportation and distribution losses, on-road transportation, solid waste, and wastewater treatment emissions presented in this report have been recalculated and updated from the original version of the 2017 inventory to align with current best practices that account more holistically for community emissions.

This section provides a summary of community and municipal inventory results by sector and includes a breakdown of community emissions by scope. The inventory includes Scope 1 and Scope 2 emissions relevant to Crested Butte and accounts for Scope 3 solid waste emissions attributable to activities within Crested Butte.

Scope	Definition	Sources Included In This Inventory
Scope 1	GHG emissions from sources located within	 Natural gas use
	the Town boundary.	 Wastewater treatment processes
		 Transportation within Town limits
Scope 2	GHG emissions occurring as a consequence	Electricity use
	of the use of grid-supplied electricity, heat,	
	steam, and/or cooling within the Town	
	boundary.	
Scope 3	All other GHG emissions that occur outside	 Solid waste disposal
	the town boundary as a result of activities	
	taking place within the Town boundary.	

Community Emissions Summary

Community Emissions By Sector and Scope

Total community emissions for the Town of Crested Butte were $23,670 \text{ MTCO}_2\text{e}$ in 2022. As shown in **Figure 1**, by far the largest source of emissions was the Energy sector, accounting for 90% of the total, followed by Transportation at 7%, and Other emissions (Wastewater Treatment and Solid Waste) at 3%.





Table 1 provides a more detailed summary of Crested Butte's emissions by sector, source and scope, showing that only a small portion of Scope 3 emissions are included in this inventory. Emissions are fairly evenly distributed between Scope 1 and 2.

Scope, Sector, Source	2022 MTCO ₂ e
Scope 1	11,370
Energy	9,310
Natural Gas	9,310
Commercial	2,590
Municipal	350
Residential	4,580
T&D Losses	1,790
Other	340
Wastewater	330
Wastewater Treatment Process	10
Wastewater Treatment Fugitive	330
Transportation	1,720
On-road Vehicle Transportation	1,510
Diesel	250
Gasoline	1,060
Municipal	200
Transit	210
Diesel	200
Compressed Natural Gas	10
Scope 2	11,970
Energy	11,950
Electricity	11,950
Commercial	4,090
Grid Loss	600
Municipal	800
Residential	6,460
Transportation	20
On-road Vehicle Transportation	20
Electric	20
Scope 3	330
Other	330
Solid Waste	330
Grand Total	23,670

Change in Community Emissions

While the 2017 emissions data presented in this report were calculated to align with current best practices, caution should still be exercised in drawing assumptions about trends between two individual years. As the Town creates future inventories using consistent methodology, it will become easier to reliably compare emissions and track trends over time.

As shown in Figure 2 and Table 2, calculated emissions for 2022 were 5% higher than those for 2017.

The increase in calculated emissions was driven by increases in natural gas use, residential electricity use, vehicle miles traveled, and solid waste generation. Change in these sub-sectors was offset, in part, by reduced commercial electricity use and decreasing emission factors, including for electricity and vehicle efficiency.



Figure 2. Town of Crested Butte Community GHG Emissions by Sector, 2017 and 2022

Table 2. Community Emissions by Sector and Sub-Sector, 2017 and 2022

Sector	2017 (MTCO ₂ e)		Change
Energy	20,300	21,260	+5%
Commercial Buildings	8,750	6,680	-24%
Grid / T&D Losses	1,970	2,390	+21%
Municipal Buildings	Included in Commercial	1,150	N/A
Residential Buildings	9,580	11,040	+15%
Transportation	1,740	1,740	0%
On-Road Transportation	1,740	1,530	-12%
Transit	Not calculated	210	N/A
Other	560	670	+20%
Solid Waste	240	330	+38%
Wastewater Treatment	320	330	+6%
Total Emissions	22,600	23,670	+5%

Community Emissions Per Capita

Total calculated emissions per capita were approximately 16.5 $MTCO_2e$, a slight increase from 16.3 $MTCO_2e$ in 2017.

For comparison, **Figure 3** below shows per capita emissions from peer cities, the State of Colorado and the United States. Note that while these comparison cities are all mountain communities with tourismbased economies, they vary in size and are all larger than Crested Butte. Additionally, each of these communities have unique characteristics and different scales and scopes included in their GHG inventories, which means that direct comparison should be approached with caution, for example Aspen's inventory includes aviation emissions at the Aspen-Pitkin County Regional Airport.



Figure 3. Community Emissions by Capita Comparison⁴

Crested Butte 2022 Greenhouse Gas Emissions Inventory

³ <u>City of Bozeman 2020 Community Greenhouse Gase Emissions Inventory Report, City of Durango 2022 Community and</u> <u>Municipal Greenhouse Gas Emissions Inventory, Town of Telluride 2020 Greenhouse Gas Emissions Inventory, Routt County</u> and City of Steamboat Springs 2018 Greenhouse Gas Inventory and Forecasted Emissions Report, City of Aspen 2020 <u>Greenhouse Gas Emissions Report, 2023 Colorado Statewide Inventory of Greenhouse Gas Emissions and Sinks, U.S.</u> <u>Greenhouse Gas Emissions 2022</u>

Municipal Emissions Summary

This section describes emissions associated with Town of Crested Butte municipal operations. In 2022, total municipal emissions were 1,800 MTCO₂e and accounted for approximately 8% of total community emissions.

Municipal Emissions by Sector

Figure 4 shows municipal emissions by sector and subsector. Energy accounted for 71% of total municipal emissions, fleet vehicles accounted for 11% and wastewater treatment processes accounted for 18%.



Figure 4. Town of Crested Butte Municipal GHG Emissions by Sector, 2022

Municipal Emissions: New Methodology

Municipal emissions, other than electricity used in wastewater treatment, were not separated out from community emissions in Crested Butte's 2017 inventory. The 2022 municipal emissions inventory was developed to align with best practices outlined in the ICLEI Local Government Operations Protocol and provide a more holistic picture of emissions associated with government operations.

The municipal inventory includes energy emissions from electricity, natural gas usage, and associated losses; gasoline and diesel use by Town fleet; and wastewater treatment process and fugitive emissions. The emissions from electricity used in wastewater production in 2022 are included in the total municipal electricity use total, in accordance with current best practices.

3. ENERGY EMISSIONS

This section provides an overview of emissions associated with energy used in the built environment, including electricity and natural gas use in residential, commercial, and municipal buildings, as well as the associated distribution system losses.

Emissions Snapshot

Total community energy emissions in 2022 were 21,260 $MTCO_2e$, accounting for 90% of Crested Butte's total community emissions. Emissions included in this sector were 5% higher in 2022 than 2017.

As shown in **Table 3**, the increase in energy emissions is driven by a 15% increase in residential building emissions and a 21% increase in energy losses. This increase was partially offset by an 11% reduction in commercial and municipal building emissions. Since municipal building emissions were not separated out from commercial buildings in 2017, Table 3 compares 2022 combined commercial and municipal emissions to the 2017 commercial subsector.

Table 3: Town of Crested Butte Energy Emissions, 2017 and 2022

Subsector	2017 MTCO ₂ e	2022 MTCO ₂ e	Percent Change	
Residential Buildings	9,580	11,040	+15%	
Commercial Buildings	8,750	6,680	110/*	
Municipal Buildings	Included in commercial	1,150	-1170	
Losses (Transmission & Distribution, Process & Fugitive)	1,970	2,580	+21%	
Total	20,030	21,260	+5%	

*Change in commercial and municipal emissions combined since municipal was not separated out from commercial in 2017.



Residential Buildings Commercial Buildings Grid/T&D Losses Municipal Buildings

Figure 5. Town of Crested Butte 2017 and 2022 Energy Emissions
Electricity

Total electricity emissions in 2022 were 11,950 MTCO₂e, and account for 56% of total energy sector emissions, down from 63% in 2017. As shown in **Table 4** and **Figure 6**, total electricity emissions were 5% lower in 2022 than 2017.

Table 5 shows the change in electricity use between 2017 and 2022.

Table 4: Electricity Emissions, 2017 and 2022

Subsector	2017 MTCO ₂ e	2022 MTCO ₂ e	Percent Change
Residential Buildings	6,080	6,460	+6%
Commercial Buildings	5,960	4,090	190/.*
Municipal Buildings	Not calculated	800	-1070
Transmission & Distribution Losses	510	600	+18%
Total	12,550	11,950	-5%

*Change in commercial and municipal emissions combined since municipal was not separated out from commercial in 2017.



Figure 6. Electricity Emissions by Sub-sector, 2017 and 2022

Source	Unit⁴	2017 Input	2022 Input	Percent Change
Residential Use	kWh	8,697,045	9,371,583	+8%
Commercial Use	kWh	8,530,477	5,926,335	170/*
Municipal Use	kWh	0	1,159,667	-1770
Total	kWh	17,227,522	16,457,585	-4%
Emissions Factor	lbs CO ₂ e/MWh	1,541	1,520	-1%
Grid Loss Factor	%	4.2%	5.3%	+26%

Table 5: Electricity Inputs

⁴ A kilowatt-hour (kWh) is a unit of measurement for energy consumption and the amount of energy used by a 1,000-watt appliance running for one hour. A megawatt hour (MWH) is equal to 1,000 kWh.

*Change in commercial and municipal use combined since municipal use was not separated out from commercial in 2017.

Key Drivers of Change in Electricity Emissions

The reduction in community electricity emissions is driven by a combination of lower commercial electricity consumption, and a reduced electricity emissions factor. Together, these changes offset an increase in residential electricity use and the grid transmission and distribution loss factor from 2017 to 2022.

Key drivers of change include:

- **Reduced total electricity usage:** Total electricity consumption in 2022 was 4% lower than in 2017, contributing to the overall reduction in emissions.
 - Reduced commercial electricity consumption: Electricity used in commercial buildings accounted for approximately 34% of total electricity emissions in 2022. As shown in
 - **Table** 5, total combined commercial and municipal electricity use decreased by 17% between 2017 and 2022. While the reason for this reduction is unknown, it could be connected to commercial energy efficiency measures and/or a reduction in commercial activity or the number of businesses operating in Crested Butte.
 - Municipal electricity consumption: Electricity used in municipal buildings and facilities was not separated out from commercial use in 2017 but accounted for approximately 7% of total community electricity emissions in 2022.
 - Increased residential electricity consumption: Electricity used in residential buildings accounted for 54% of total electricity emissions in 2022 and consumption was 8% higher in 2022 compared to 2017.
- Reduced electricity emissions factor: The local emissions factor (CO₂e per MWH) provided by Gunnison County Electric Association (GCEA) has decreased by 1% since 2017, as shown in
- **Table** 5. This change resulted in a 6% decrease in emissions associated with residential, commercial, and municipal electricity use, larger than the 4% reduction in total consumption. The emissions factor of GCEA's electricity supply is forecasted to continue decreasing as more renewable generation is brought online.
- Increased transmission and distribution loss factor: The loss factor associated with electricity use increased from 4.2% in 2017 to 5.3% in 2022. Grid losses accounted for 4% of total electricity emissions in 2017 and 5% in 2022.

Solar Generation

In 2022 there was a total of 226kW of solar photovoltaic (PV) capacity installed in Crested Butte, including 126kW of residential, 70kW of commercial and 30kW of municipal solar. This installed solar generates approximately 343,700kWh of local renewable electricity each year and reduces the total amount of electricity that residents, businesses, and the Town of Crested Butte need to purchase from the grid. Monitoring the amount of installed local renewable generation going forward will enable the Town to track the impact on electricity use and emissions.

Natural Gas

Total natural gas emissions in 2022 were 9,310 MTCO₂e and accounted for 44% of total energy sector emissions, up from 38% in 2017. As shown in **Table 6**, total natural gas emissions were 20% higher in 2022 than 2017. **Table 6** shows the change in natural gas use between 2017 and 2022.

Subsector	2017 MTCO ₂ e	2022 MTCO ₂ e	Percent Change
Residential Buildings	3,500	4,580	+31%
Commercial Buildings	2,790	2,590	+50/
Municipal Buildings	Not calculated	350	+570
Process & Fugitive	1,460	1,790	+23%
Total	7,750	9,500	+20%

*Change in commercial and municipal emissions combined since municipal was not separated out from commercial in 2017.



Figure 7. Natural Gas Emissions by Sub-sector, 2017 and 2022

Table 7: Natural Gas Inputs

Sector	Unit⁵	2017 Input	2022 Input	Percent Change
Residential Use	MCF	64,090	86,000	34%
Commercial Use	MCF	51,074	48,659	00/
Municipal Use	MCF	0	6,511	070
Total	MCF	115,164	141,170	23%

Emissions Factor	MT/MCF	0.055	0.053	-2%
Leakage Rate	g CH₄/MCF	425	425	-

*Change in commercial and municipal use combined since municipal use was not separated out from commercial in 2017.

Crested Butte 2022 Greenhouse Gas Emissions Inventory

⁵ MCF is an abbreviation for thousand cubic feet, a measurement of natural gas.

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Key Drivers of Change in Natural Gas Emissions

Changes to natural gas consumption as well as an update to the associated fugitive emissions impacted natural gas emissions, driving the overall increase in energy emissions.

- Increased natural gas consumption: Total natural gas usage was 23% higher in 2022 compared to 2017.
 - Increased residential natural gas consumption: Residential buildings account for 49% of total natural gas emissions and consumption increased by 34% in 2022 compared to 2017. Residential natural gas use has increased steadily since at least 2019, with a 12% increase between 2019 and 2023. The 2022 increase compared to 2017 is also associated with 42% higher in Heating Degree Days (HDDs)⁶, indicating that 2022 was a colder year than 2017 with a significantly higher home heating demand. Additional years of data will be needed to understand if there is a trend in natural gas use.
 - Increased commercial natural gas consumption: Natural gas in commercial buildings accounted for 28% of natural gas consumption. As shown in
 - Table 7, municipal natural gas use was not separated out from commercial use in 2017. Total combined commercial and municipal natural gas use increased by 8% between 2017 and 2022. Commercial gas use has been relatively steady between 2019 and 2023. Similar to residential natural gas use, the increase in commercial use in 2022 compared to 2017 is likely linked to the higher HDDs.
 - Municipal natural gas consumption: Natural gas used in municipal buildings and facilities was not separated out from commercial use in 2017 but accounted for 4% of natural gas emissions in 2022.
- **Updated natural gas emissions factor:** The 2022 inventory uses standard natural gas emissions factors updated annually by The Climate Registry. The emissions factor used in the 2017 inventory was 2% higher than that used in the 2022 inventory.
- No change in natural gas leakage rate: The 2017 and 2022 emissions inventories include an estimate of natural gas process and fugitive emissions based on survey data of natural gas system leaks in the United States. Leakage rates of the natural gas system have been found to be significantly higher than is estimated by the EPA and can vary significantly between municipalities and utilities. The inventory utilizes surveyed leakage rates in Denver, CO, which are slightly below the median leakage rate for U.S. cities surveyed. These emissions accounted for 19% of natural gas emissions in 2022.

⁶ Heating Degree Days (HDD) are a measure of how cold the weather was over a time period and are used as an indicator of the amount of energy needed to heat a building over that period.

4. TRANSPORTATION EMISSIONS

This section provides an overview of transportation emissions, including on-road transportation within the Town boundary, as well as a portion of emissions from public transit that is attributable to the mileage driven by buses within the Town.

Emissions Snapshot

Total transportation emissions in 2022 were 1,740 $MTCO_2e$, accounting for 7% of total community emissions as shown in **Table 8**, down from 8% in 2017. The difference between 2017 and 2022 emissions was negligible shown in **Table 8** and **Figure 8** and Transit emissions were not calculated for 2017. **Table 9** shows the change in transportation sector inputs.

Subsector	2017 MTCO ₂ e	2022 MTCO ₂ e	Percent Change
On-road Transportation	1,740	1,530	-12%
Transit	Not calculated	210	-
Total	1,740	1,740	0%







Table 9: Transportation Inputs

Category	Source	Unit	2017 Inputs	2022 Inputs	Percent Change
On-Road Miles Traveled	Vehicle Miles Traveled (VMT)	VMT	3,567,016	3,578,796	0%
	Diesel – Gunnison Valley RTA	Gallons	N/A	331	-
	CNG – Gunnison Valley RTA	GGE ⁷	N/A	1,423	-
Public Transit	Diesel – Mountain Express	Gallons	N/A	18,970	-
	VMT – Gunnison Valley RTA	VMT	N/A	9,011	-
	VMT – Mountain Express	VMT	N/A	85,364	-

⁷ Gasoline gallon equivalent (GGE) is used to measure the amount of compressed natural gas (CNG) used.

Key Drivers of Change in Transportation Emissions

A reduction in on-road transportation emissions was negated by the inclusion of transit emissions in 2022, resulting in negligible change in total transportation emissions between 2017 and 2022.

- **Reduced vehicle emissions:** Total on-road vehicle emissions accounted for 8% of total transportation emissions and 6% of community emissions in 2022. On-road emissions decreased by 12% from 2017 to 2022.
 - Negligible change in on-road VMT: On-road VMT was back-calculated using an updated methodology for 2017 and there was negligible change in estimated VMT between 2017 and 2022.
 - Increased internal combustion engine vehicle efficiency: Since 2016, vehicle efficiencies have increased, and the national allocation of gasoline vehicles by class has shifted, leading to a larger percentage of more efficient vehicles on the road and a reduction in emissions per vehicle miles traveled.
 - Electric vehicles: Emissions associated with electricity used to power electric vehicles (EVs) were included in the 2022 inventory. While EVs represent a very small percentage of total emissions, tracking the impact of transportation electrification will be important as EV adoption increases.
- **Transit:** The 2022 inventory separates out emissions associated with public transit routes inside the Town of Crested Butte. This sub-sector accounts for 12% of transportation emissions.

Active Transportation

While the majority of visitors to Crested Butte drive to the Town, 95% of trips with an origin and destination within Crested Butte are completed on foot or by bike. This very high percentage of active transportation trips helps reduce Crested Butte's in-Town community transportation emissions.

Transportation Outside Crested Butte Town Limits

While this emissions inventory does not account for the impacts of transportation associated with Crested Butte but occurring outside of Town limits, also known as Scope 3 transportation emissions, the Climate Action Plan may still consider actions to reduce the impact of visitor and resident travel to and from Crested Butte.

5. OTHER EMISSIONS

This section provides an overview of emissions associated with the disposal of solid waste and wastewater generated inside Town limits in landfills located outside of Crested Butte.

Emissions Snapshot

Total solid waste emissions in 2022 were 330 MTCO₂e and wastewater treatment process and fugitive emissions were 340 MTCO₂e as shown in **Table 10**. Together, solid waste and wastewater treatment emissions accounted for just 3% of total community emissions. The 2022 solid waste emissions were 38% higher than the updated 2017 emissions and wastewater treatment emissions were 6% higher as shown in **Table 10** and **Figure 9**.

 Table 11 shows the waste and wastewater inputs.

Table 10: Solid Waste and Wastewater Treatment Emissions, 2017 and 2022

Subsector	2017 MTCO ₂ e	2022 MTCO ₂ e	Percent Change
Solid Waste Total	240	330	38%
Wastewater Treatment Processes	10	10	0%
Wastewater Fugitive Emissions	310	330	6%
Wastewater Total	320	340	6%
Other Total	560	670	20%



Figure 9. Solid Waste and Wastewater Treatment Emissions, 2017 and 2022

Table 11: Waste Inputs

Sector	Unit	2017 Amount	2022 Amount	Percent Change
Total Landfilled Waste	tons	466	629	35%
Average Daily Population	people	2,673	2,818	5%

Both solid waste and wastewater emissions for 2017 were recalculated to allow for comparison using emissions factors and methodology aligned with current best practices. The increase in emissions for both sub-sectors from 2017 to 2022 was therefore directly in-line with change in the inputs used for calculation.

- **Community waste generation:** Both the volume of waste sent to landfill and emissions associated with waste generation increased, by 35% and 38% respectively between 2017 and 2022. While this increase could be driven by increased visitor numbers, additional years of data will be required to infer a trend.
- Wastewater treatment process and fugitive emissions: Wastewater treatment emissions are tied to the processes used for treatment and directly proportional to the population served. Both the average daily population served by Crested Butte's wastewater treatment plant and the emissions associated with treatment increased from 2017 to 2022, by 5% and 6% respectively.

Waste Diversion

In 2022, 30% of Crested Butte's total waste generation was diverted from landfill, including 263 tons of material sent for recycling and 11 tons of material composted locally. Diverting waste from landfill reduces waste emissions and tracking the total diversion rate over time will enable the Town to monitor the impact of actions to reduce and divert waste in the future.

6. FUTURE EMISSIONS IN CRESTED BUTTE

Based upon the Town of Crested Butte's 2022 GHG emissions inventory, community scale and town operations-scale GHG emissions forecasts were created to understand potential GHG emissions in 2030. For each scale, a Business as Usual (BAU) and Adjusted Business as Usual (ABAU) forecast of future annual emissions were created to serve as a baseline against which to measure the estimated impact of Climate Action Plan actions on 2030 emissions. The forecasts do not account for the impact of any new actions identified in the Climate Action Plan.

Future Community Emissions

The projection of future community emissions includes the same emissions scopes outlined in the Community Emissions Summary. The community emissions forecast also includes emissions associated with Town operations.

Business as Usual

Under the BAU scenario, community emissions are forecast to increase by an estimated 7% between 2022 and 2030 when accounting for the following known factors and existing Town commitments that will impact future emissions:

- **Expected population growth:** Population is a key driver of activities, including energy use, waste generation and some transportation activities. The BAU includes forecasted growth in the average daily population of Crested Butte. The average daily population, which takes into account both full-time residents and visitors, is based on a forecast of Average Daily Annual population developed to inform future Wastewater Treatment Plant operations (Kingdom and Charbonnet 2021). A summary of average rates of change between 2023-2030 is provided below in Table 12.
- The Town's adoption of up-to-date building and energy codes: The Town of Crested Butte has adopted the 2021 International Building and Energy Codes along with additional efficiency and all-electric provisions that will limit the emissions impact of future construction. Although the Town has all-electric new construction codes, a significant portion of the Towns existing building stock is unoccupied for a portion of the year, and in some cases the full year. A 2022 Crested Butte market study indicated housing units in the Town were approximately 68% occupied in 2020, with many of those unoccupied units being used occasionally, recreationally, or seasonally, or for short term rentals. A more recent local census count performed in 2023 found 66% of housing is occupied full time. Due to Town of Crested Butte land largely being built out as well as the prevalence of unoccupancy, the analysis assumes existing housing stock to have higher utilization year-round from increased visitors, in lieu of new builds. This results in slight growth in natural gas use in the residential housing stock being forecasted.



Municipal property growth is forecast to occur between 2023-2030 and is described in the

Figure 10. Crested Butte Community Adjusted Business As Usual (ABAU) Emissions Forecast with Business As Usual (BAU) line for comparison

- Future Town Emissions section.
- Commercial electricity and natural gas use is not forecasted to grow. Commercial sector energy use in 2022 has declined slightly since 2017, and employment levels in the Town are forecasted to remain stable to 2030.

Table 12.	BAU avera	ae rates o	f change b	v emissions	forecast	categories
		,		,		Serie genee

Metric	Category	Tied Rate of Change	2023-2030 Average Percent Change (annual)
Electricity - GCEA - Residential	Building Electricity	WWTP ADA	1.1%
Electricity - GCEA - Commercial	Building Electricity	Employment	No change
Electricity - GCEA - Municipal	Building Electricity	Town Building kWh	11.7%
Natural Gas - Atmos - Residential	Building Natural Gas	WWTP ADA	1.1%
Natural Gas - Atmos - Commercial	Building Natural Gas	Employment	No change
Natural Gas - Atmos - Municipal	Building Natural Gas	Constant	No change
Electricity - GCEA - T&D Losses	Building Electricity	Electricity T&D Loss	5.3%
Fugitive Natural Gas - Atmos	Building Natural Gas	Based on change in natural gas use	-0.4%
On-road vehicle transportation - community gasoline	Transportation	WWTP ADA	1.1%
On-road vehicle transportation - community diesel	Transportation	Employment	No change
On-road vehicle transportation - community electric	Transportation	WWTP ADA	1.1%
On-road vehicle transportation - municipal gasoline	Transportation	Town Fleet Gasoline Use	-11.5%
On-road vehicle transportation - municipal diesel	Transportation	Constant	No change
On-road vehicle transportation - municipal electric	Transportation	Town Fleet EV kWh	27.7%
Transit - gasoline	Transportation	WWTP ADA	1.1%
Transit - diesel	Transportation	WWTP ADA	1.1%
Transit - electric	Transportation	WWTP ADA	1.1%
Transit - CNG	Transportation	WWTP ADA	1.1%
Waste - Solid waste disposal	Waste & Wastewater	WWTP ADA	1.1%
Waste - Recycling	Waste & Wastewater	WWTP ADA	1.1%
Waste - Compost	Waste & Wastewater	WWTP ADA	1.1%
Wastewater treatment - Process	Waste & Wastewater	WWTP ADA	1.1%
Wastewater treatment - Fugitive	Waste & Wastewater	WWTP ADA	1.1%

Adjusted Business as Usual

Under the ABAU scenario, community emissions are expected to decrease by an estimated 42% between 2022 – 2030 when accounting for the following external commitments:

• Increased renewables generation in our electricity supply: Tri-State Generation and Transmission (Tri-State), the wholesale electricity provider to Gunnison County Electric Association (GCEA), has committed to reducing GHG emissions by 89% by 2030 from a 2005 baseline, resulting in an anticipated 78% reduction in Crested Butte's electricity emissions from 2022 to 2030. The planned reduction in electricity emissions factor is shown in Table 13.

Table 13. Tri-State's planned reduction in electricity emissions supplied by the grid

Electricity Emissions Factor	2025	2027	2030
Tri-State Generation Emissions Reduction from 2005 (percent)	47%	67%	89%

• In addition to a reduction in Tri-State's grid mix, GCEA as a member of Tri-State's cooperative is permitted to generate renewable electricity locally. GCEA has several renewable resources anticipated to be online by 2025, as shown in Table 14. In total, these resources are anticipated to generate over 8.1 million kWh of additional renewable energy.

Table	14.	GCEA	local	renewable	enerav	generation	resources
Tubic	17.	OOLA	locui	renewable	chicigy	generation	100001000

Local Renewable Generation	2023	2024	2025
GCEA Renewable Resources by Year	120 kW Solar Garden program (existing) Doyleville wind turbine (existing)	Previous generation, plus Taylor River Hydro	Previous generation, plus Oh, Be Joyful Solar array

- **More fuel-efficient vehicles:** Along with the vehicle miles travelled with Crested Butte, vehicle fuel efficiency is a key driver of transportation emissions. The State of Colorado has adopted fuel efficiency standards that will reduce the emissions per mile of gas and diesel vehicles.
 - The EIA estimates fuel economy for light duty vehicles to increase from an average of 24.4 MPG in 2022 to 28.6 MPG in 2030.
 - The EIA estimates fuel economy for heavy duty vehicles to increase from an average of 7.5 MPG in 2022 to 8.6 MPG in 2030. For purposes of conservative analysis, freight trucks were assumed to make up heavy duty vehicles in Crested Butte for their relatively low fuel efficiency.
- **Transition to electric vehicles (EVs):** The transition from gas and diesel vehicles to electric, combined with more renewable electricity will drive down transportation emissions. The ABAU builds in an expected rate of electric vehicle transition associated with the State's Zero Emission Vehicle requirements and adoption forecasts. Specific sales rates for select years by vehicle class are shown below in Table 15, as specified by the State of Colorado's Advanced Clean Cars and Advanced Clean Trucks requirements. With these requirements in combination with an anticipated 6% vehicle replacement rate, it is estimated that there will be a 19% increase in light duty EV's and a 7% increase in heavy duty EV's in the Town of Crested Butte between 2023-2030.



Table 15. State of Colorado required EV sales rates by vehicle class

Figure 10. Crested Butte Community Adjusted Business As Usual (ABAU) Emissions Forecast with Business As Usual (BAU) line for comparison

Future Town Emissions

Similar to community-wide GHG emissions forecast, BAU and ABAU forecasts of future annual emissions specific to the Town's municipal operations were created to understand potential emissions in 2030. The emissions forecasts do not account for the impact of any new actions identified in this plan but serve as a baseline against which to measure the estimated impact of the actions on 2030 Town emissions.

Business as Usual

Under the BAU scenario, Town emissions in 2030 would be 59% higher in 2030 than 2022 due to planned new construction and redevelopment projects.

- Planned new and redeveloped Town facilities: A number of new Town facilities are planned for construction or redevelopment between now and 2030, according to the Facility Use Plan. Adhering to the Town of Crested Butte's all-electric building code, these properties are forecast to use 100% electricity. The properties and their estimated size and EUI are shown in Table 16.
 - The affordable housing development assumes 45 units at 1,046 square feet per unit, based upon the median US multifamily size.
 - The childcare/healthcare square footage is based upon the lot size, and the Emergency Services building is based upon a previously Town-reported square footage.
 - EUI's are based upon Energy Star Portfolio Manager benchmarking by building type.
 - In addition to the new properties shown in Table 16, the Wastewater Treatment Plant is planning to implement an energy efficiency project saving approximately 164,000 kWh and is also planning to build a new aeration building completely offset by on-site solar.

New Town Properties	Estimated Square Footage	Assumed EUI	Estimated Completion Date
Affordable Housing - Town Parcel 1	47,070	59.6	1/1/2029
Childcare/Healthcare - Town Parcel 2	10,000	51.2	1/1/2029
Emergency Services New Building (New Marshals' Office)	28,500	63.5	1/1/2027

Table 16. Municipal new property assumptions

• Electrification of the Town's light duty fleet: The Town is planning to electrify 18 light duty (LD) vehicles in their fleet between 2023-2030 based upon the Town's 2023 fleet replacement schedule. The Town has been electrifying some of its light duty fleet through 2022, but not its heavy duty fleet, potentially due to the limited current availability of electric heavy duty vehicles. Assumptions related to the light duty fleet are below in Table 17. On average, the Town is forecast to replace 2 light duty vehicles per year between 2023-2030.

Table 17. Municipa	I fleet electrificatio	on assumptions
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Fleet Metrics	Unit	Value
Average LD Miles Driven per Year	mi/year	7,000
Existing LD Fleet MPG	miles per gallon	24.4
New EV LD Fleet mile per kWh	mile per kWh	2.5
Existing LD Fleet Gasoline per Vehicle	Gallons per vehicle, per year	286.7
New EV LD Fleet kWh per Vehicle	kWh per vehicle per year	2,800.0
Likelihood of New LD EV	percent	100%

Adjusted Business as Usual

Under the ABAU scenario, Town emissions will be 27% lower in 2030 than 2022 as a result of the same utility and state commitments described in the community ABAU section, driven particularly by a reduction in the emissions associated with electricity generation.



Figure 11. Crested Butte Town Operations Adjusted Business As Usual (ABAU) with Business As Usual (BAU) line for comparison

APPENDIX III. HOW CRESTED BUTTE RESIDENTS CAN TAKE CLIMATE ACTION

Learn about climate change

- Learn about the State of Colorado's actions on climate change and clean energy: <u>climate.colorado.gov</u>
- Explore how the climate is expected to change in Gunnison County and around the U.S.: <u>crt-climate-explorer.nemac.org</u>
- Check out tools, resources, and information to help our community become more resilient in the face of changing conditions: <u>coresiliency.com</u>
- Join a local volunteer or advocacy group or get involved in your local planning processes!

Buildings: Improve the efficiency of and electrify your home

- Explore ways that you can save energy at home: energy.gov/energysaver/energy-saver
- Sign up for a home Energy Evaluation through Gunnison County Electric Association (GCEA):
- gcea.coop/energy-efficiency/energy-evaluations
- Save money and improve the efficiency and comfort of your home through GV-HEAT's income qualified and non-income qualified programs: <u>gvrha.org/gvheat</u>
- Take advantage of available incentives to increase the efficiency of and electrify your home:
- homes.rewiringamerica.org/calculator and crestedbutte-co.gov/rebates

Renewable Energy: Help increase the amount of Crested Butte's energy supply met through renewable resources

- Start your solar journey by installing solar at home or signing up for one of GCEA's Green the Grid
- subscription programs: gcea.coop/energy-efficiency/renewable-energy-programs
- Participate in GCEA's PowerWise Pledge[™] to show your financial commitment to GCEA's efforts to
- green the grid: <u>gcea.coop/powerwise-pledge</u>
- Participate in GCEA board meetings and elections to advocate for renewable power: <u>gcea.coop/about-us/annual-meeting-elections</u>

Waste : Reduce waste sent to landfill

- Make sure you know what can and cannot be recycled in CB: crestedbutte-co.gov/trash-recycle
- Sign up for composting: crestedbutte-co.gov/compost
- Learn how to reduce, reuse and recycle waste at home, work, and school: <u>epa.gov/recycle/reducing-waste-what-you-can-do</u>
- Consider borrowing or buying used items instead of buying new.
- Learn how to properly store food to maximize freshness and avoid waste: <u>foodsafety.gov/keep-food-safe/foodkeeper-app</u>

Transportation : Choose low carbon transportation options

- Walk, bike, roll, or take the bus around Town whenever you can!
- Take public transit when possible:
 - o Mountain Express for in-town and inter-mountain trips: mtnexp.org

- Gunnison RTA for trips to Gunnison: <u>gunnisonvalleyrta.com</u>
 Bustang Outrider all the way to Denver: <u>ridebustang.com/outrider</u>
- Team up with others to carpool to work, run errands, or for longer trips
- Use available incentives to make your next vehicle electric: evco.colorado.gov •

APPENDIX IV. HOW CRESTED BUTTE BUSINESSES CAN TAKE CLIMATE ACTION

Learn about sustainable business programs and best practices

- Check out voluntary sustainable business programs that can help you reduce emissions and stand out from the crowd:
- Join the State of Colorado Green Business Network to receive a free sustainability assessment: <u>cdphe.colorado.gov/co-green-business</u>
- Explore resources from B Lab, including B Corp certification and make your business a force for good: <u>bcorporation.net</u>
- Explore ways that you can save energy in your

Buildings: Improve the efficiency of and electrify your business

business: energystar.gov/buildings/save-energycommercial-buildings

- Sign up for a business Energy Evaluation through Gunnison County Electric Association (GCEA):
- gcea.coop/energy-efficiency/energy-evaluations
- Save money and improve the efficiency of your business using GCEA's energy rebates: <u>gcea.coop/energy-efficiency/rebates</u>
- Explore resources available through the State of Colorado to support businesses with building
- efficiency and electrification: energyoffice.colorado.gov/funding-financing-businesses
- Track your building energy and water use: energystar.gov

Renewable Energy: Help increase the amount of Crested Butte's energy supply met through renewable resources

- Start your solar journey by installing solar at your business or signing up for one of GCEA's Green the Grid subscription programs: <u>gcea.coop/energy-efficiency/renewable</u> <u>energy-programs</u>
- Participate in GCEA's PowerWise Pledge[™] to show your financial commitment to GCEA's efforts to green the grid: <u>gcea.coop/powerwise-pledge</u>

Waste: Reduce waste sent to landfill

- Sign up for recycling collection and install clear signage to ensure that all staff and customers know what can and cannot be recycled in CB: <u>crestedbutte-co.gov/trash-recycle.</u>
- Adopt a sustainable purchasing policy and buy from local vendors whenever possible.
- Reduce and reuse source products and equipment from improvement or reuse stores like the Habitat Restore in Buena Vista.
- Consider eliminating single use items such as takeout containers and plastic water bottles.
- Participate in the Town of Crested Butte's Climate Responsible Special Events (CRSE) program

Transportation: Choose low carbon transportation options

- Encourage or incentivize your employees to walk, bike, carpool or take transit instead of driving alone.
- Coordinate an employee carpool or vanpool program.
- Explore opportunities and incentives to electrify your fleet vehicles: <u>energyoffice.colorado.gov/funding-financing-businesses</u>



Staff Report April 21, 2025

To:	Mayor and Town Council
Prepared By:	Erin Ganser, Housing Director
Thru:	Dara MacDonald, Town Manager
Subject:	Discussion of Draft Paradise Park Workforce Rental Tenant Selection Plan

Summary: The purpose of this agenda item is to present the proposed Tenant Selection Plan (TSP) for the Paradise Park Workforce Rental project to the Town Council for discussion and direction.

Previous Council Action: On November 18, 2024, the Town Council approved an update to the Town's Affordable Housing Guidelines, which was the guiding document under which the qualification and lottery for the first nine units of the Paradise Park Workforce Rental project was administered. On March 3, 2025, the Council provided direction to staff on procedures for lotteries of both for sale and rental units.

Background: The qualification and lottery of the first nine units in the Paradise Park Workforce Rental project was administered under the Town's Affordable Housing Guidelines. However, because the processes and policies of the Guidelines are largely focused on deed restricted homeownership, it was not an effective method for the allocation of rental housing. Additionally, the lottery and objection processes in the Guidelines did not provide enough detail. Staff will facilitate an update to the Guidelines following the lease up of the second phase of the Paradise Park project to incorporate lessons learned and update to current AMIs. However, rather than updating the Affordable Housing Guidelines to include the policies and procedures for the Paradise Park Workforce Rental project, staff recommend operating the project under a TSP, encompassing recommended improvements gleaned from the first qualification and lottery as well as more detail on policies and procedures that are specific to the project.

The benefits of operating the project under a TSP rather than the Guidelines include:

- Streamlined administration by property management.
- Consolidation of policies and procedures specific to the project, making them more accessible to applicants.
- Pulling policies and procedures for this project out of the Guidelines protects against the potential for conflicts with the project-specific elements of administering the Paradise Park project with other housing programs.

- A separate guidance document specific to this project allows for adoption timing that aligns with lottery and lease up for the next phase of units, whereas an update to the Guidelines requires more time.
- Given the relatively short-term nature of the funding mechanisms that control the project's income limits and tenure, operating under a TSP sets the path for the future changes in 2033 when the grant compliance period expires and a future Town Council is positioned to decide whether to pay off the debt and sell the units as deed restricted homeownership or continue to operate it as workforce rental housing.

Discussion: The purpose of a TSP is to ensure that tenants are chosen for occupancy in a way that is consistent with established policies and restrictions. Many aspects of the TSP mirror the policies established in the Guidelines, and some are modified to better function with a rental project, in response to Council's feedback regarding considerations for privacy in a rental vs. ownership project. Additionally, the TSP puts forth a more detailed lottery and objection process, and provides policies for managing the waitlist, prioritization for the Type A accessible unit, as well as background checks and lease up.

What aspects of the TSP qualifications mirror the Guidelines?

The qualification criteria, lottery ticket allocation, and prioritization of larger households for threebedroom units are unchanged from those in the first phase of the project and mirror the qualification requirements in the Guidelines.

What aspects of the TSP qualifications deviate from the Guidelines?

Staff propose a change in how Town views ownership of improved residential property located in Gunnison County for this project. Because lease up timing and cashflow are critical to making debt service payments, allowing time for an applicant to sell a property in an arm's length transaction places an undue financial burden on the project. Staff recommend that ownership of improved residential property in Gunnison County disqualifies applicants from eligibility.

What is new?

Updated lottery and objection processes are proposed in the TSP, as are policies and procedures for background checks and rental history, managing the waitlist, prioritizing the Type A accessible unit, security and pet deposits, and utility monitoring. The proposed TSP also includes additional clarification of aspects of the application, qualification, and lease up processes that were more difficult for applicants to navigate and includes fortified language around fraud and disqualification.

Climate Impact: None.

Financial Impact: None.

Legal Review: Town legal counsel was involved in the drafting and review of this document.

Recommendation: Staff asks that the Town Council provide feedback on the Tenant Selection Plan for the Paradise Park Workforce Rental Tenant Selection Plan, which will then be incorporated into a final TSP for consideration of adoption by resolution on May 5. **Proposed Motion:** Staff asks that the Town Council provide feedback on the Tenant Selection Plan for the Paradise Park Workforce Rental Tenant Selection Plan.

Attachments:

Draft Paradise Park Workforce Rental Tenant Selection Plan

Paradise Park Workforce Rental Housing

Tenant Selection Plan

Adopted _____

General Information

Property Name: Paradise Park Workforce Rental Housing

Property Narrative: The Paradise Park Workforce Rental Housing project includes 14 townhomes with one-, two-, and three-bedroom units on nine scattered parcels in the Paradise Park neighborhood of Crested Butte, Colorado. The project targets local workforce at incomes at and below 140% AMI (Area Median Income) for Gunnison County. The financing and grant resources for the project require that the units be operated as income-restricted rental homes through 2033, at which time the Town of Crested Butte Town Council may decide whether to continue to operate the property as a rental housing or sell the units as deed restricted homeownership.

13 Tenth	813 Teocalli
17 Tenth	815 Teocalli
20 Tenth	817 Teocalli
7 Ninth	927 Teocalli
9 Ninth	
	13 Tenth 17 Tenth 20 Tenth 7 Ninth 9 Ninth

Property Manager: Town of Crested Butte

Contact Information: rental@crestedbutte-co.gov

Reasonable Accommodation Statement:

The Town of Crested Butte is committed to providing housing to all individuals, including those with disabilities, and will make reasonable accommodation to ensure equal access and enjoyment of our housing. If you are an individual who has a disability and requires a reasonable accommodation to participate in this process, please contact the Housing Director at housing@crested-butte.co.gov to make this request.

1. Eligibility Requirements

Applicant households must meet all of the following four categories below to be eligible:

- A. Local Workforce Requirements
 - i. At least one adult household member must be designated as the **Qualified Resident**. A Qualified Resident is an employee of a Local Business or Local

Employer, as defined herein, who lives in Gunnison County and works a minimum of 1,500 hours per calendar year; or a retired employee of a Local Business as defined herein who is at least 65 years of age and worked 1,500 hours per calendar year for the four years immediately preceding their retirement.

1,500 hours per calendar year averages to 28.8 hours per week. Qualified Residents who are self-employed (per the definition in iii below) and/or business owners (per the definition in ii below) are required to provide documentation confirming work hours. Relevant documents may include, but are not limited to, client contracts and invoices, and time tracking records. Work hours for wageearning employees are confirmed by paystubs; or,

- A Local Business or Local Employer is a business, including the self-employed, whose business address is located within Gunnison County, employs local workers, and provides goods and services to Gunnison County denizens and businesses; or,
- iii. A Self-Employed person carries on a trade or business as a sole proprietor or an independent contractor; a member of a partnership that carries on a trade or business; a person who is otherwise in business for themselves and works for profit or fees. Individuals who are self-employed must show a profit on an income tax return at least three out of every five years. The trade or business is required to provide goods and services to Gunnison County denizens and businesses.

B. Income Limits

The gross income of household applicants cannot exceed 140% AMI for Gunnison County, as established by the U.S. Department of Housing and Urban Development (HUD). See Schedule 1 for current income limits. These values will be updated annually when released by HUD. Annual gross anticipated income means all amounts, monetary or not, which:

- i. the household anticipates it will receive in the 12-month period following the date of their application for the project.
- ii. go to, or are received on behalf of, any household member over age 21 or over, even if temporarily.
- iii. include amounts derived (during the 12-month period) from assets to which any member of the household has access.

C. Asset Limits

Asset verification refers to the confirmation of economic resources that contribute to a household's net worth. The term asset refers to liquid asserts, such as cash in savings,

checking, or other forms of bank accounts; and stocks, bonds, or other instruments that can readily be converted to cash, as well as real property. All liquid assets to which applicants have access to, and control are included in the asset calculation. See Schedule 2 for current asset limits. These values will be updated annually with the release of updated AMIs from HUD.

- i. Net assets limits are calculated based on the average age of applicants aged 21 and over, the household size, and the annual household income limit at 140% AMI.
- ii. Applicants undergoing a divorce must have a final divorce settlement agreement to confirm assets and income (if applicable), and allocation of each to the applicant.
- iii. Real property will be valued at the most recent Total Actual Value as provided by the applicable assessor's office to determine the value of real estate holdings, less offsets by encumbrances, regardless of percent of ownership interest.
- D. Prohibition on Owning Developed Residential Property in Gunnison County.

To qualify as an applicant, and to remain qualified as a tenant, household members may not own any interest, full or partial, in improved residential property in Gunnison County.

Improved residential property is a property that has been developed with the necessary infrastructure and amenities for residential use, including a mobile/manufactured home with or without landownership, that has received a Certificate of Occupancy and meets the requirements of habitability under the applicable jurisdiction's Residential Code.

- 2. Ongoing Qualification Requirements
 - A. At least one individual on the lease must at all times meet the meet the local workforce requirement as defined in Section 1.A.
 - B. No tenant or occupant of the unit may own improved residential property, as defined herein, in Gunnison County.
 - C. The property must be the primary residence for all tenants and occupants aged 18 years and older.
 - D. Tenants and occupants must maintain compliance with the lease.
 - E. The addition of a household member(s) aged 21 and over will require the household to be requalified to ensure that the household does not exceed the 140% AMI income limit.
- 3. Application Process
 - A. Application Availability. Applications are available on the Town's website, in hard copy at Town Hall, 507 Maroon Ave., Crested Butte, Colorado 81224, and attached here in Schedule 3. The application is subject to routine updates.

- B. Application Fee. See the Town's Website for the current fee schedule. The application fee must be paid electronically via the Town's website. Complete applications will be reviewed after payment is received. The application fee is valid for one year, after which the applicant, when offered a unit through the waitlist or qualifying again for a lottery, must pay the application fee again.
- C. Application Contents. Applicants must provide the following information:
 - i. Personal details for all household members (name, date of birth).
 - ii. Government issued identification for all household applicants aged 18 years and over.
- iii. Employment history to prove longevity in the local workforce (W2s, employer letters, business leases, contracts, etc.).
- iv. Documentation to prove one applicant is Qualified Resident, as defined herein, including meeting work hours requirements.
- v. Documentation to prove income (complete tax returns including all attachments for the previous year, the three most recent paystubs from all employers in the current calendar year, three months of complete bank statements, audited financials for business owners/self-employed applicants, profit and loss statements, etc.).
- vi. Documentation to prove value of assets (complete tax returns including all attachments, complete bank and investment account statements, etc.).
- vii. Pet information and current vaccination records.
- viii. Rental history.
- ix. Criminal background information (conducted after approval for applicants who are selected for housing at the lottery.)
- D. Application Review
 - i. Application Completeness. Submitted applications must be fully complete, with all information and documentation provided to be considered. Application forms and all required documents are submitted via email to rentals@crestedbutte-co.gov.
 - ii. The Town will review the application and contact the applicant if clarification is needed.
- iii. Eligibility will be determined based on the written application and supplemental materials provided by the applicant. All screening will be equitable and uniformly applied to all applicants.
- iv. The applicant must provide timely, comprehensive, and accurate responses to all requests throughout the application process.

- v. Following clarifications and receipt of any follow-up documentation, the applicant will sign a certification that the information provided is complete, accurate, and true.
- vi. Material errors or discrepancies found after the applicant signs the certification will result in immediate disqualification from the lottery or eviction from the unit, and the applicant will be barred from qualifying for future owner-qualified or occupant-qualified affordable housing with the Town of Crested Butte.
- E. Grounds for Rejection

In addition to not meeting the four qualifications defined in Section 1., grounds for rejecting an applicant include:

- i. Negative rental history.
- ii. Conviction of violent, sexual, or felony crimes.
- iii. Exclusion or misrepresentation of material information in the application.

Confirmation of eligibility or rejection will be sent to applicants via email. Applicants may object to a rejection per the following procedures outlined in Section F below.

- F. Applicant Objections to Qualification Process
 - i. After the application window, Town will announce a three-day period for applicants to object to the application and qualification processes and/or number of tickets allocated to the applicant household.
 - ii. Objections will be reviewed by the Town Manager or their designee and the Town Attorney to determine validity. Decision will be emailed to the objecting applicant within three business days of submission.
- iii. Applicants may appeal the decision to the Town Council. The appeal will be heard at the next meeting of the Town Council with a minimum of five business days' notice.
- iv. The Town Council may uphold the decision of the Town Manager and Town Attorney, modify the decision, or overturn the decision.
- 4. Tenant Selection

At initial lease-up, qualified tenants are selected by lottery. Vacancies there forward will be filled by qualified applicants from the waitlist established at the most recent lottery with the exception of 9 Ninth, a Type A Accessible Unit. See Section 4.F.

- A. Selection by Lottery
 - i. Lottery Ticket Allocation

a. Lottery tickets are awarded based on longevity of cumulative work history in Gunnison County for one member of the applicant household, called the Lottery Representative.

More than 20 years of cumulative employment	11 tickets
More than 16 less than 20	9 tickets
More than 12 less than 16	7 tickets
More than 8 less than 12	5 tickets
More than 4 less than 8	3 tickets
4 years or less	1 ticket

- b. Evidence of Local Workforce participation must be provided for each year to count toward allocated tickets. Evidence of participation may include W2s, a letter from an employer confirming dates of employment, commercial leases for business owners or the self-employed with accompanying tax returns, among other documentation.
- c. Three-bedroom units are prioritized for households with three or more individuals including at least one who meets the definition of a Qualified Resident as defined herein. If no households that meet this definition apply at an initial lease-up, the unit will be offered to qualified households with two or more individuals including at least one who meets the definition of a Qualified Resident.
- ii. Lottery Process
 - a. After the application and qualification objection period closes with necessary time for objections, the Town will announce the time and location of the lottery, not to be held less than five business days from the date of the announcement. The announcement will include the total number of eligible households and the total number of allocated tickets for each unit type (i.e. the three one-bedroom units have ten applicants totaling 45 tickets). A list of applicants and their ticket allocations will not be disclosed.
 - b. Attendance of applicants at the lottery is voluntary.
 - c. The lottery will be held in person.
 - d. Virtual attendance will be made available; however, applicants participating virtually may only observe, not participate. Technology failures that impede virtual attendance will neither disrupt, stop, nor be grounds for an objection to the lottery.
 - e. For privacy, each applicant will be assigned a number, rather than be identified by name.
 - f. A count of each applicant's assigned tickets will be conducted prior to the drawing as well as after to ensure that all parties and all their tickets are accounted for.
 - g. The individual conducting the lottery, known as the lottery administrator, has the right to take corrective action to address administerial errors in the lottery process.

- h. If no objections are made, the Town will confirm the applicants that have been selected for housing and communicate waitlist positions to the others. A list of applicants and their drawn position will not be disclosed.
- iii. Lottery Objection by Lottery Participant
 - i. After the lottery, applicants have three business days to raise an objection to the lottery process.
 - j. Objections will be reviewed by the Town Manager or their designee and the Town Attorney to determine validity. The decision will be emailed to the objecting applicant within three business days of submission.
 - k. Applicants may appeal the decision to the Town Council. The appeal will be heard at the next meeting of the Town Council with a minimum of five business days' notice.
 - 1. If the Town Council supports the objection, the lottery will be run again.
 - m. If the Town Council overrules the objection, the Town will confirm applicants that have been selected for housing and communicate waitlist positions to the others. A list of applicants and their drawn position will not be disclosed.
 - B. Selection by Waitlist

Following the initial lease-up, qualified tenants are selected from a waitlist based on the order of drawing at the previous lottery.

- i. Waitlisted applicants will be contacted by email when they are in the first waitlist position for an available unit. Routine updates to waitlist position will not be announced and applicants are responsible for providing current contact information to the Town.
- ii. If more than 90 days have passed since the issuance of an eligibility certificate, the applicant must resubmit information to confirm eligibility for a waitlisted unit once a unit becomes available.
- iii. Waitlisted applicants have three business days from date and time that the offer of a unit is made to accept or decline the unit.
- iv. If a waitlisted applicant refuses two offered units, they will be moved to the bottom of the waitlist.
- v. The waitlist will be maintained throughout the period of affordability. It will remain open, unless and until closed by the Town. Applicants can be added to the waitlist at any time that it is open.
- vi. The Town may periodically update the waitlist or conduct outreach to applicants to determine if they continue to be eligible and interested in the housing. Failure to respond to update requests will result in removal from the waitlist.
- C. Waitlist for Three-Bedroom Units

The waitlist for three-bedroom units will only include households of at least three individuals, including at least one who meets the definition of a Qualified Resident. If there are no waitlisted qualified applicants for a three-bedroom unit, the unit will be announced as being available for new applicants via the Gunnison Valley Regional Housing Authority's rental interest list and the unit will be filled on a first come, first served basis.

D. Tenant Priority for 9 Ninth, (Type A Accessible Unit)

9 Ninth, a Type A Accessible unit, is designed to accommodate individuals with significant mobility impairments and is prioritized for household applicants that include an individual with a permanent mobility disability. The permanent mobility disability must qualify the applicant for handicap license plates and be confirmed in writing by a medical professional on professional letterhead and evidenced by permanent handicap placards. If no households on the two-bedroom waitlist meet this qualification, the unit will be announced as available via the Gunnison Valley Regional Housing Authority's rental interest list for priority for an applicant household with a permanent mobility disability disability for 15 days. If no eligible households with a permanent mobility disability apply during the 15-day priority window, it will be offered to the two-bedroom waitlist.

- 5. Final Verification Procedures
- A. Criminal Background Check

Household members who are 18 years of age and older have been qualified and selected for occupancy via lottery or waitlist must complete a background check to confirm if there have been convictions of violent, sexual, or felony crimes. Conviction of such crimes result in disqualification.

B. Rental History Check

After adult members of the household aged 18 years and older have passed the background check and confirmed that they intend to rent the unit, the Town will contact previous landlords to verify rental history. To be eligible, applicants must have had no evictions in the last five years, been in compliance with their lease(s), and have made timely rent payments.

C. Final Confirmation of Eligibility

If no rental history issues that would result in disqualification are discovered, the applicant will be issued a final confirmation of eligibility. Town will set a date with the applicant to sign the lease. The lease start date must be within 65 days of final confirmation of eligibility.

6. Lease Execution

A household qualified and selected for occupancy must enter into a lease and agree to pay the security deposit, pet deposit (if applicable) and rent for the unit.

The security deposit is equal to one month's rent and the pet deposit is defined in the Town's Pet, Confined Animal, and Service and Emotional Support Animal Policy. Deposits are due at lease signing. The first month's rent is due at the move in inspection.

7. Utilities and Utility Monitoring

All utilities, including electricity from Gunnison County Electrical Association, and water, sewer and trash from the Town of Crested Butte, as well as communication and data such as Wi-Fi, cable, and/or satellite, are paid for by the tenant.

The Town will monitor utility usage to collect data to monitor building performance and direct efficiency and sustainability updates to the Town's building codes, policies, and programs. The information collected will not be used for any other purpose. Any information gathered will be aggregated prior to dissemination to protect privacy.

Schedule 1. Income Limits

2025			House	old Size		
AMI	1	2	3	4	5	6
140%	\$110,180	\$126,000	\$141,680	\$157,500	\$170,100	\$174,300

Schedule 2. Asset Limits

Age of Applicants Over 21, Averaged	Multiplier	140%
1 Person - 2025 Annual Income Limit		\$110,180
Under 30 Years	1.5	\$165,270
Over 30 Years and Less than 40 Years	3	\$330,540
Over 40 Years and Less than 50 Years	4	\$440,720
Over 50 Years	5	\$550,900
2 Person - 2025 Annual Income Limit		\$126,000
Under 30 Years	1.5	\$189,000
Over 30 Years and Less than 40 Years	3	\$378,000
Over 40 Years and Less than 50 Years	4	\$504,000
Over 50 Years	5	\$630,000
3 Person - 2025 Annual Income Limit		\$141,680
Under 30 Years	1.5	\$212,520
Over 30 Years and Less than 40 Years	3	\$425,040
Over 40 Years and Less than 50 Years	4	\$566,720
Over 50 Years	5	\$708,400
4 Person - 2025 Annual Income Limit		\$157,500
Under 30 Years	1.5	\$236,250
Over 30 Years and Less than 40 Years	3	\$472,500
Over 40 Years and Less than 50 Years	4	\$630,000
Over 50 Years	5	\$787,500
5 Person - 2025 Annual Income Limit		\$170,100
Under 30 Years	1.5	\$255,150
Over 30 Years and Less than 40 Years	3	\$510,300
Over 40 Years and Less than 50 Years	4	\$680,400
Over 50 Years	5	\$850,500
6 Person - 2025 Annual Income Limit		\$174,300
Under 30 Years	1.5	\$261,450
Over 30 Years and Less than 40 Years	3	\$522,900
Over 40 Years and Less than 50 Years	4	\$697,200
Over 50 Years	5	\$871,500

Schedule 3. Application.



Staff Report April 21, 2025

То:	Mayor and Town Council
Prepared By:	Dara MacDonald
Subject:	STOR Request for funding assistance for USFS seasonal staff

Summary: The Gunnison County Sustainable Tourism and Outdoor Recreation (STOR) Committee is requesting financial support to supplement reduced seasonal staff levels at the Gunnison Ranger District.

Previous Council Action: In 2024 the Town of Crested Butte contributed \$3,000 towards supplemental patrols by USFS Law Enforcement Officers (LEOs). They worked in pairs primarily focused on Wash Gulch, Slate, Gothic, Brush Creek, Kebler/Lake Irwin, and Cement Creek.

This request is different in that it would be replacing reduced seasonal staffing where positions have been cut by the USFS. These are the employees who typically maintain the facilities and amenities located on the public lands.

Background: Federal budget constraints and cutbacks have prevented our local Forest District from hiring seasonal employees into positions that have been filled in previous years.

Discussion: STOR has been working with staff at the Gunnison Ranger District to determine the best path to assist in acquiring seasonal staff to fill these vital positions for the forest in our area. The plan is for CBMBA to employ four individuals who would be assigned to work for the Gunnison Ranger District for the coming summer.

Town Council is well versed in the importance of the surrounding public lands both for our community members and the many visitors to the area. They are also aware of the negative impacts that accompany a lack of active management during the busy summer season. It is unfortunate that the federal government and USFS cannot provide the staffing needed to manage these important public resources and that seems to have fallen to local communities to supplement.

Climate Impact: With the warming climate the risk of wildfire has increased in the forests of Gunnison County. Active stewardship and staffing to help with monitoring and education of visitors should reduce the risk of wildfire.

Financial Impact: STOR has not specified a funding request. The anticipated expense is \$60,000 for the four seasonal positions and \$30,000 has been committed (\$15,000 by the STOR Committee and \$15,000 by MetRec). The Town of Crested Butte did not budget for this expense, but could absorb a portion of the remaining \$30,000.

Legal Review: None.

Proposed Motion:

A Council member should make a "motion to approve supporting the Gunnison Ranger District Seasonal Staff Initiative in the amount of \$_____" followed by a second and roll call vote.



Gunnison Ranger District Seasonal Staff Initiative

On behalf of the Gunnison County Sustainable Tourism and Outdoor Recreation (STOR) Committee, we are writing to request your support in securing funding for an important initiative that will greatly benefit the Gunnison Ranger District, the communities of Crested Butte, Mt. Crested Butte, Gunnison and everyone in between, and all those who recreate in our surrounding National Forest during the upcoming 2025 summer season.

As you are likely aware, federal budget constraints and cutbacks have prevented our local Forest District from hiring seasonal employees. These are the employees who typically maintain the facilities and amenities located on the public lands. The same public lands that drive the economic vitality of our valley. Without this seasonal workforce, our public lands and resources will suffer. We feel that our community has expressed concern, and the STOR Committee agrees that we should help address the fallout from decisions made in DC and step up to support our local Forest Service manage the lands we all care for.

We have been working with Matt Quinn, the Gunnison Ranger District Recreation Staff Officer and have agreed that the best way to show support is to help him acquire seasonal staff for the summer. Our goal is to hire four full-time seasonal Recreation Stewards for a period of 14 weeks. These stewards will report to the Gunnison Ranger District Recreation Staff and will be responsible for providing essential services such as education, outreach, maintenance, cleaning, and stewardship across the Gunnison National Forest.

Given the current restraints of the agency, the most viable way to achieve this is through third party funding and hiring. Dave Ochs and CBMBA have stepped up to provide the hiring and payroll support for these employees, they will be employed by CBMBA, but day to day they will report to and be managed by Matt Quinn and other permanent recreation staff from the Gunnison Ranger District. Matt has experience managing staff in this manner in the past and it is a strategy Chaffee County has utilized for several years.

The Recreation Stewards will play a crucial role in preserving and maintaining public recreational facilities, enhancing the quality and safety of trails, maintaining designated campsites, cleaning restrooms, and visitor education. Their efforts will help ensure a healthy, sustainable, and enjoyable experience for both residents and visitors.

The total cost for the four Recreation Stewards, including payroll and equipment, is \$60,000 for a 14-week period starting Memorial Day. The STOR Committee and Met Rec have agreed to support this effort each with \$15,000. This leaves us with another \$30,000 to raise and why we are seeking your support.

Your support will provide the necessary "boots on the ground" for our federal partners, ensuring a healthier, cleaner, and better-managed forest for the 2025 season. We believe that our community knows the importance of managing our public lands and with your help, we can show that we support public lands and our local Forest Service District.

Thank you for considering this request. If you are interested in helping fund this initiative, please reach out to Nick Catmur the Gunnison County Stewardship Coordinator either over the phone or via email at <u>ncatmur@nationalforests.org</u> or 970 576 6622. We look forward to your positive response and collaboration in this important endeavor.

Sincerely, Gunnison County STOR Committee

Tim Kugler
Amended 4.7.2025 217



City of Gunnison City Council Agenda

Regular Session

Tuesday, April 8th, 2025 at 5:30pm

Council meeting is held at City Hall, 201 West Virginia Avenue, Gunnison, Colorado 2nd floor Council Chambers with Zoom remote access. Approximate meeting time: 120 minutes

The public may attend this City Council meeting in-person or via Zoom with phone or computer access. For remote access please use <u>Zoom Registration</u>.

I. Presiding Officer Calls Regular Session to Order (silent roll call)

II. Announcements

Background: Council and/or City Staff may give announcements related to upcoming City events, projects, or acknowledgements. Staff Contact: Council and City Staff

Public Comment: not applicable.

Action Requested of Council: No action requested; updates only. Estimated Time: 10 minutes

III. Western Colorado University Liaison Announcements

Background: During the academic year, the Western Colorado University Liaison may give announcements related to upcoming University events and programs. Staff Contact: Townes Bakke, Western SGA Vice President for External Affairs Public Comment: not applicable.

Action Requested of Council: No action requested; updates only. Estimated Time: 5 minutes

IV. Public Input

At this time, members of the public may provide comments to Council in English or Spanish on topics that are not on the agenda. Any questions will be received as comments and potentially responded to by the appropriate staff or Council member, following the meeting. Per Colorado Open Meetings Law, no Council discussion or action will take place until a later date, unless an emergency situation is deemed to exist by the City Attorney. Each speaker has a time limit of 3 minutes to facilitate efficiency in the conduct of the meeting and to allow an equal opportunity for everyone wishing to speak.

V. Consent Agenda

The consent agenda allows City Council to approve, by a single motion, second and vote, matters that have already been discussed by the entire Council or matters that are considered routine or non-controversial. The agenda items will not be separately discussed unless a councilor removes an item from the Consent Agenda. Staff Contact: Erica Boucher, City Clerk Public Comment: not applicable.

Action Requested of Council: Consider a motion to approve the Consent Agenda with the following items:

 A. Consider a motion to approve the purchase of the playground and swing set from A to Z Recreation for a lump sum of \$96,226.00 for CharMar Park; and

B. Firemen's Pension Semi-Annual Report (no action).

Estimated Time: 5 minutes

VI. Proclamations, Recognitions, and Appointments

A. Our Only World-Gunnison Presentation and Proclamation

Background: Local Gunnison youth worked together to help raise awareness about the harm plastic pollution has on the environment, as inspired by Our Only World. Staff contact: Erica Boucher, City Clerk

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to approve the proclamation proclaiming Saturday, April 26, 2025, to be Our Only World-Gunnison Plastics Collection Day.

Estimated time: 20 minutes

B. Swearing-In Ceremony for Police Chief Sam Costello

Background: In accordance with the City Code 2.40.030 and Police Department Policy, the Chief of Police is required to accept an oath of office.

Staff contact: Amanda Wilson, City Manager

Public Comment: limited to 3 minutes per speaker

Action Requested of Council: No action requested.

Estimated time: 15 minutes

C. Resolution No. 9, Series 2025; A Resolution of the City Council of the City of Gunnison, Colorado, Appointing Voting Members To The Gunnison/Hinsdale Combined Emergency Telephone Service Authority

Background: In accordance with the Intergovernmental Agreement, the City is a voting member of the Board of the Directors of the Gunnison/Hinsdale Combined Emergency Telephone Service Authority.

Staff contact: Ben Cowan, Finance Director

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to adopt Resolution No. 9, Series 2025: A Resolution of the City Council of the City of Gunnison, CO, Appointing Voting Members To The Gunnison/Hinsdale Combined Emergency Telephone Service Authority

Estimated time: 10 minutes

VII. Public Hearing

A. Public Hearing on Proposed Electric Rates

Background: A proposed 13% electrical rate increase is included in the 2025 Annual Budget, including justifications. A public hearing is required prior to any formal action increasing electrical rates. The potential rate increase would become effective May 1, 2025, if approved by City Council at the April 22, 2025, Regular Session.

Staff contact: Ben Cowan, Finance Director

Public Comment: limited to 5 minutes per speaker.

Action Requested of Council: No action requested at this time. Action is scheduled for the April 22, 2025, Regular Session.

Estimated time: 30 minutes

VIII. Old Business

A. Pending Legislation

Background: The First Regular Session of the Seventy-fifth General Assembly convened on January 8, 2025. The session is scheduled to end on May 7, 2025. The House and Senate have proposed a long list of legislative bills for consideration. Staff contact: Amanda Wilson, City Manager

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Discuss proposed legislation and consider possible action(s) to formally oppose or support a bill(s).

Estimated time: 15 minutes

IX. New Business

A. Contract Award; Parks and Recreation Master Plan

Background: In 2015, the City of Gunnison adopted a Parks and Recreation Master Plan. Ten years later, the majority of the actions included in the Plan have been accomplished, and an update to the Plan is necessary.

Staff contact: Dan Vollendorf, Parks and Recreation Director

Public Comment: limited to 3 minutes per speaker

Action Requested of Council: Consider a motion to authorize the City Manager authority to execute a contract with Norris Design to develop a Parks and Recreation Master Plan for the City of Gunnison for a lump sum amount of \$148,000.00. Estimated time: 10 minutes

B. Resolution No. 10, Series 2025: A Resolution of the City Council of the City of Gunnison, Colorado, Authorizing Participation in the Centennial State Liquid Investment Pool (CSLIP)

Background: In Colorado, local governments and public entities have access to several liquid investment pools designed to manage surplus funds effectively while ensuring safety, liquidity, and competitive returns.

Staff contact: Ben Cowan, Finance Director

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to adopt Resolution No. 10, Series 2025.

Estimated time: 5 minutes

X. Regular Session Meeting Adjournment

The City Council Meeting agenda is subject to change. The City Manager and City Attorney reports may include administrative items not listed. Regular Meetings and Special Meetings are recorded. Meeting minutes are posted at City Hall and on the City website within 10 business days following the meeting at <u>www.gunnisonco.gov</u>. Work sessions are recorded however minutes are not produced. For further information, contact the City Clerk's office at 970-641-8140.

TO REQUEST INTERPRETATION SERVICES OR TO COMPLY WITH ADA REGULATIONS, PEOPLE WITH SPECIAL NEEDS ARE REQUESTED TO CONTACT THE CITY CLERK 48 HOURS BEFORE ALL MEETINGS AT 970.641.8140.

City of Gunnison City Council meeting video recordings can be viewed at <u>City of</u> <u>Gunnison Colorado - YouTube City of Gunnison</u>

City Council official audio recordings and publicly noticed meetings minutes can be viewed at <u>www.gunnisonco.gov</u>

8:30 am

• Building Permit Fee Schedule Revision Discussion

9:15 am

- IT Performance Update
- Facilities and Fairgrounds Performance Update

10:15 am

• BREAK

10:30 am

• Early Childhood Support Program Proposals

11:00 am

- Health and Human Services Performance Update
- Adjourn

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <u>http://www.gunnisoncounty.org/meetings</u> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <u>https://gunnisoncounty-org.zoom.us/j/89798905619</u> One tap mobile +12532158782,,82753657556#,,,,*471302# US (Tacoma) +13462487799,,82753657556#,,,,*471302# US (Houston)

GUNNISON COUNTY LOCAL LIQUOR LICENSING AUTHORITY MEETING:

8:30 am

- Call to Order
- Alcohol Beverage License #05-23848-0002; Three Rivers Resort Inc dba Three Rivers Resort; 6/21/2025 to 6/21/2026
- Adjourn

GUNNISON RIVER VALLEY LOCAL MARKETING DISTRICT MEETING:

8:32 am

- Call to Order
- A Resolution Amending the Gunnison River Valley Local Marketing District Budget for Fiscal Year 2024 and Amending the Appropriation Resolution
- Adjourn

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS REGULAR MEETING:

8:35 am

- Call to Order; Agenda Review
- Minutes Approval
 - 1. March 18, 2025 Regular Meeting
 - 2. April 1, 2025 Regular Meeting
- Scheduling
- Consent Agenda: These items will not be discussed unless requested by a Commissioner or citizen. Items removed from consent agenda for discussion may be rescheduled later in this meeting, or at a future meeting.
 - 1. Administrative Services Agreement; Imagine360 Administrators, LLC; Human Resources; 1/1/2025 to 12/31/2025
 - 2. Plan Document and Summary Plan Description for Gunnison County, Colorado; Cost Plus Plan; Imagine360; Human Resources; 1/1/2025 to 12/3/2025
 - 3. Acknowledgment of Appointment; Gunnison Basin Sage-grouse Strategic Committee; Bureau of Land Management Alternate; Andrew Stokes; Remainder of term through 2/1/2026
 - 4. Acknowledgment of Appointment; Gunnison Basin Sage-grouse Strategic Committee; Colorado Parks and Wildlife; Kathy Griffin; Remainder of term through 2/1/2026
 - 5. Acknowledgment of Appointment; Gunnison Basin Sage-grouse Strategic Committee; U.S. Fish and Wildlife Service; Angela Trnka; Remainder of term through 2/1/2026
 - 6. Acknowledgment of Appointment; Sustainable Tourism and Outdoor Recreation Committee; Bureau of Land Management; Brian Brown; Remainder of term through 2/1/2027
 - 7. Acknowledgment of County Manager's Signature; Amendment to Owner-Engineer Agreement; 2302-00790-01 Amendment No. 01; KLJ Engineering LLC; Public Works; 4/1/2025 to 12/31/2025; \$60,850
 - 8. Acknowledgment of County Manager's Signature; County Aid Agreement; Somerset Water Treatment Plan Upgrade; 1/1/2025 to 12/31/2025; \$20,000

- 9. Acknowledgment of County Manager's Signature; Ground Lease Agreement; GBIP Master Lease LLC; 2/1/2025 to 2/1/2045
- 10. Award Letter; Grant No. G-202410-06069; Health and Human Services; 4/1/2025 to 3/31/2028; \$66,500
- 11. Quote Summary; Axon Enterprise, Inc; Sheriff's Office; 7/1/2025 to 6/31/2030; \$99,586.34
- 12. Acknowledgment; Option Letter #1; Contract No. 2022*2745; Juvenile Services; 3/24/2025 to 6/30/2025; \$34,204
- 13. Grant Application; Temple Hoyne Buell; Gunnison/Hinsdale Early Childhood Council; Health and Human Services; 9/1/2025 to 8/31/2025; \$30,000
- 14. Grant Application; Colorado Statewide Parent Coalition; Gunnison/Hinsdale Early Childhood Council; Health and Human Services; 7/1/2025 to 6/30/2025; \$42,002.09
- 15. Acknowledgment; State of Colorado Intergovernmental Grant Agreement; EIAF-25-027; 3/21/2025 to 4/30/2027; \$200,000
- 16. Contract Amendment #5; Contract No. 23 IBEH 174456; Sheriff's Office; 7/1/2022 to 6/30/2026; \$TBD
- 17. Joint Provider Agreement; Colorado Medical Society; Juvenile Services; 4/23/2025; \$3,000
- Acknowledgment of County Manager's Signature; Amendment No. 2; Professional Services Agreement; MGT Impact Solutions, LLC; 3/7/2023 to 10/31/2025; \$6,150
- 19. Service Order; 20250403-220820661; Visionary Broadband; Mountain View Apartments; 4/3/2025 to 4/2/2030; \$89,820
- 20. Grant Request; Next50; Health and Human Services; 2025-2026; \$20,000
- 21. Order Form; Policy Confluence, Inc (Polco); Administration; 5/25/2025 to 5/24/2027; \$21,300
- 22. Amendment to Grant Agreement; Federal Award No. 693JJ32340157 Amendment No. 0001; 6/13/2023 to 4/15/2025; \$52,572.79
- 23. Second Amendment to Professional Services Agreement; CBS Accounting; 10/30/2024 to 4/30/2025; \$2,000
- 24. Confirmation of Purchase/Sale Agreement; Suncor Energy; Public Works; Confirmation No. GNC-5541-20250401-23690; 4/1/2025 to 12/31/2025; \$670 per ton
- 25. Acknowledgment; Option Letter #4; Contract No. 2023*2302; 3/24/2025 to 6/29/2025; \$11,500
- 26. Professional Services Agreement; Black Dragon Development; Facilities; 1/1/2025 to 12/31/2025; \$497,000
- 27. Development Improvements Agreement; Terra Vista Subdivision; Attorney's Office
- 28. Trade Contractor Agreement; Spallone Construction, Inc; Facilities; 4/15/2025 to 12/31/2025; \$235,503
- 29. Trade Contractor Agreement; United Companies; Facilities; 4/15/2025 to 12/31/2025; \$208,400

8:40 am

• A Resolution Amending the Gunnison County Budget for Fiscal Year 2024 and Amending the Appropriation Resolution

8:45 am

• Hearing; Petition for Abatement or Refund of Taxes; Property Tax Years 2022 & 2023; R030724; Parcel No. 3255-120-02-044; Lot F River Bend Subdivision; Brian Watts

9:00 am

• Department of Local Affairs; Best and Brightest Management Fellowship Program Memo

9:05 am

 Minor Impact; LUC-24-00053; Dunbar Family Partnership Subdivision; A Resolution Concerning LUC-24-00053, a Land Use Change Permit Application for a Minor Impact Land Use Change for a 2-Lot Subdivision Located on Parcel #3787-000-00-109 and Legally Described as Township 49 North, Range 1 West, New Mexico Principal Meridian: a Tract of Land Located within the E1/2 Of Section 10, and in the W1/2 of Section 11, Township 49 North, Range 1 West of the New Mexico Principal Meridian, said Tract of Land also being a Portion of Parcel 1 of the Dos Rios Ranches, Inc. as Described in Book 385 at Page 294, According to the Deed Recorded September 9, 2016 at Reception No. 641870, County of Gunnison, State of Colorado

9:10 am

• A Resolution Amending Resolution No. 22-21 Schedule of Fees for the Community Development Department Permit Applications; Amending Resolution No. 17-12 for Gunnison Sage-Grouse Review Fees; and Amending Resolution No. 11-17 for Oil and Gas Operation Application Fees

9:30 am

- Vouchers and Transfers
- Treasurer's Report
- Unscheduled Public Comment: Limit to 5 minutes per item. No formal action can be taken at this meeting.
- Commissioner Items: Commissioners will discuss among themselves activities that they have recently participated in that they believe other Commissioners and/or members of the public may be interested in hearing about.
- Adjourn

10:00 am

• BREAK

GUNNISON/HINSDALE BOARD OF HUMAN SERVICES REGULAR MEETING:

10:10 am

- (See separate agenda)
- Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <u>http://www.gunnisoncounty.org/meetings</u> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <u>https://gunnisoncounty-org.zoom.us/j/89798905619</u> One tap mobile +12532158782,,82753657556#,,,,*471302# US (Tacoma) +13462487799,,82753657556#,,,,*471302# US (Houston)

From:	Gerald Lund
To:	Town Council
Cc:	editorial@crestedbuttenews.com: gceal@gcea.com; dbinfol@cbchamber.com
Subject:	: Town pollution we can actually impact.
Date:	Monday, March 31, 2025 10:06:00 AM

Some people who received this message don't often get email from jnjund@me.com. <u>Learn why this is important</u> Dear Town Council:

I'm writing to you to express my concerns about what seems to be a one-way street in your negotiations with GCEA. You have mandated that any new building must use electricity and not have the option of natural gas for any new construction. What a blessing for GCEA. We appear to be partnering with GCEA on a solar project. A roundabout at the entrance to town seems inevitable. This change will most certainly impact GCEA infrastructure. How? More and bigger overhead lines?

GCEA has been one of the biggest contributors of the destruction of one our best assets, the VEW. Their policy of avoiding the build of electric infinites is ong-standing policy that should change for our community and for tourism, the core of our community's financial sustainance. The hanging of new and expanding electrical infrastructure continues to policy that should change for our community and for tourism, the core of our community's financial sustainance. The hanging of new and expanding electrical infrastructure continues to policy that should change for our community and for tourism, the core of our community's financial sustainance. The hanging of new and expanding electrical infrastructure continues to policy that should change for our community and for tourism, the core of our community's financial sustainance. The hanging of new and expanding electrical infrastructure continues to policy that should change for our community and for tourism, the core of our community's financial sustainance. The hanging of new and expanding electrical infrastructure continues to policy that should change for our community and for tourism, the core of our community's financial sustainance. The hanging of new and expanding electrical infrastructure continues to policy that should change for our community and for tourism. (see attached pictures) When driving to Crested Butte from Gunnison, making the last turn before CB South you encounter a view of Crested Butte and Paradise Valley. It would be an awasome picture and beautiful first view of our community except for the line of utility poles carrying electricity at the form our current environment, our commitment to a climate action plan, and our gift's to GCEA, how do we justly encouraging use of electricity as part of our climate action plan, and our gift's to GCEA, how do we justly encouraging use of electricity as part of our climate action plan, and our gift's to GCEA, how do we justly encouraging use of electricity as part of our climate action plan, and our gift's to GCEA, how do we justly encouraging use of electricity as ma bight because the planning for development in recently eash as included burying the lines. t. Given GCEA

It's about time GCAs tepped up to having their contribution to the community. Along with their commitment to profitability they should include an effort to repair the damage they've done. Over the years GCEA has continued to add and expand their above groun has grown in its footprint. It's about time the Town held them responsible for the eye pollution they continue to program. Most of my power outgass over the years have been lighting strikes to transformers on the poles, or bird related incidents. We way, eliminating they view pollution that decades agas was driven by the best relatival content of the poles. That technology available. That technology is also in infrastructure have been lighting strikes to transformers on the poles, or bird related incidents. We way, eliminating the view pollution that technology available. That technology available to under them are countries whole electric interfavorure has been put underground. Why not here? If you ask GCEA, you will find the only valid reason is their cost...their published Strategic Plan has no mention of improving their infrastructures footprint in our community. It's not even "on their radar" ets. The 1st Avenue line uld be going the other

While I applaud the town's development of a climate action plan, realistically, it's mostly symbolic. Why not do something tangible about our local eye pollution caused by GCEA and bury the utilities once and for all. That's an action we could all see (ideally not see). A commitment by the town to include a project to bury all the electricity infrastructure in town would be more than symbolic. It would be a tangible benefit for our town and our visitors and hence the town's economy.

I recommend the town take these thoughts to heart when negotiating with GCEA on further infrastructure enhancements and improvements. The Town can make a change with GCEA while individual consumers would be ignored. The results would be far more substantial to our town than anything we can do to reduce air pollution. BURY THE LINES

Jerry Lund 30 Teocalli Avenue

970-306-5791









211 N. 12th St. Lincoln, NE 68508 arborday.org

Mayor Ian Billick PO Box 39 Crested Butte, CO 81224

Dear Mayor Ian Billick,

On behalf of the Arbor Day Foundation, I'm happy to extend my warmest congratulations to Crested Butte on successfully achieving 2024 Tree City USA status. This well-deserved recognition is a testament to your community's unwavering commitment to the planting, care, and celebration of trees.

In an era where cities and towns are facing increasing challenges related to air quality, public health, and climate resilience, nurturing urban forests has never been more important. By prioritizing tree stewardship, you've not only helped enhance Crested Butte's beauty and livability, but you've also invested in a healthier, more sustainable future for your residents.

The Arbor Day Foundation's Tree City USA program has a long legacy of supporting a nationwide network of passionate organizers and tireless tree planters. Since 1976, we've connected with more than 3,500 communities of all sizes to create and maintain green spaces. While we may all work in different corners of the country, we are all working in unison to create positive change through trees.

To be named a Tree City USA is to be part of something bigger.

Whether Crested Butte is newer to the Tree City USA recognition program, or you've been part of our network for decades, we hope you are as excited as we are to share this accomplishment with your local media and your residents. To that end, we've included a press release for you to distribute at your convenience. A digital copy of the press release and other materials can be found in the Tree City USA Resource Center online at <u>arborday.org/TreeCitytoolkit</u>.

Once again, congratulations on this outstanding achievement and thank you for your dedication to Crested Butte's tree canopy. We believe cities that take care of their trees, take care of their people.

Best Regards,

Dan Lambe Chief Executive of the Arbor Day Foundation





211 N. 12th St. Lincoln, NE 68508 arborday.org

FOR IMMEDIATE RELEASE Crested Butte Contact: {Name} {Phone} {Email}

Arbor Day Foundation Contact: Jasmine Putney Arbor Day Foundation 402-216-9307 jputney@arborday.org

CRESTED BUTTE EARNS 2024 TREE CITY USA RECOGNITION FROM ARBOR DAY FOUNDATION

CRESTED BUTTE, Colorado (2/28/2025) – The Arbor Day Foundation named Crested Butte a 2024 Tree City USA in honor of its commitment to plant, grow, and maintain trees to benefit its community.

The Arbor Day Foundation is a global nonprofit with a mission to inspire people to plant, nurture and celebrate trees. Its network of more than a million supporters and partners has helped the organization plant more than 500 million trees in forests and communities across more than 60 countries since 1972. The Tree City USA program has recognized cities and towns that leverage urban forestry to enhance the livability and sustainability of their local area for over 40 years.

"We all have a role to play in shaping our future and tree champions like Crested Butte are leading the way," said Michelle Saulnier, Vice President of Programs at the Arbor Day Foundation. "Trees are critical infrastructure, building resiliency and fostering good health in our nation's cities. We're proud Crested Butte is among the Arbor Day Foundation's growing network of communities dedicated to creating positive impact through trees."

In cities and neighborhoods, trees are proven to help mitigate the urban heat island effect, reduce stormwater runoff, improve air quality, and boost mental and physical health. When the right trees are planted in the right places, they can also reduce traffic noise, increase property values, and lower energy costs for homeowners.

{OPTIONAL QUOTE FROM CITY OFFICAL/LOCAL TREE CITY REPRESENTATIVE}

To earn Tree City USA recognition, a city must uphold four core standards including maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry, and participating in an Arbor Day celebration.

The Arbor Day Foundation's Tree City USA program is operated in partnership with the National Association of State Foresters and the USDA Forest Service. To learn more about the program or how to apply, visit **arborday.org**.

About the Arbor Day Foundation

The Arbor Day Foundation is a global nonprofit inspiring people to plant, nurture, and celebrate trees. They foster a growing community of more than 1 million leaders, innovators, planters, and supporters united by their bold belief that a more hopeful future can be shaped through the power of trees. For more than 50 years, they've answered critical need with action, planting more than half a billion trees alongside their partners. And this is only the beginning.

The Arbor Day Foundation is a 501(c)(3) nonprofit pursuing a future where all life flourishes through the power of trees. Learn more at **arborday.org**.





Town of Crested Butte Cauncilory -Thank you for the ngorous and thoughtful concernations during this year's IGA reregeneration and budgeting process. Were grateful to have your continued support and partnerskip. We look forward to continued comunication and Empowed Service to the community in Dodo. - The GURHA Bound Thank you for your contribution. Valeda Think you! Chis Haver We So cepp read you Jaur Scapprociate. The partnership The mike The Higuera many thanks for her.

Good Afternoon Council Members,

You likely received the same invitation from the County, but I wanted to be sure everyone was aware of the groundbreaking event for Whetstone. Please scroll down to the below email from Cathie Pagano for details.

Lynelle Stanford Town Clerk Town of Crested Butte, Colorado 970.349.5338 Ext. 103 (phone) Istanford@crestedbutte-co.gov

From: Cathie Pagano <CPagano@gunnisoncounty.org> Sent: Friday, April 4, 2025 12:23 PM To: Cathie Pagano <CPagano@gunnisoncounty.org> Subject: You're Invited to the Whetstone Village Groundbreaking!!

Gunnison County invites you to attend the Groundbreaking for Whetstone Village

Join us in celebrating this exciting milestone that has been in the works for four years as we begin construction on new homes for our community members!

We look forward to seeing you there!



Location

25115 State Highway 135, Crested Butte, CO 81224









Cathie Pagano, AICP CEP Assistant County Manager for Community & Economic Development she, her, hers Community and Economic Development 221 N. Wisconsin St. Suite D Gunnison, CO 81230 970.641.7985