

Community Values

Authentic

Connected

Accountable

Bold

Town Council

5-year Goals:

- 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
Special Town Council Meeting
Town Council Chambers
507 Maroon Ave; Crested Butte, CO
Monday, April 7, 2025

Meeting information to connect remotely:
<https://us02web.zoom.us/j/87800763138>
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: 878 0076 3138

PUBLIC NOTICE IS HEREBY GIVEN THAT THE TOWN COUNCIL OF THE TOWN OF CRESTED BUTTE, COLORADO WILL HOLD A SPECIAL MEETING ON MONDAY, APRIL 7, 2025, BEGINNING AT 8:00PM.

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

The times are approximate. The meeting may move faster or slower than expected.

6:00 WORK SESSION

1) Long-Term Financial Planning.
Staff Contact: Town Manager Dara MacDonald and Finance Director Kathy Ridgeway

8:00 SPECIAL TOWN COUNCIL MEETING CALLED TO ORDER BY MAYOR OR MAYOR PRO-TEM

8:02 APPROVAL OF AGENDA

8:03 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
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.

8:05 PUBLIC COMMENT

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.”

8:10 STAFF UPDATES

8:15 LEGAL MATTERS

8:20 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

8:50 COUNCIL REPORTS AND COMMITTEE UPDATES

8:55 OTHER BUSINESS TO COME BEFORE THE COUNCIL

9:00 DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE

- Monday, April 21, 2025 - 6:00PM Work Session - 7:00PM Regular Council 2
- 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

9:05 ADJOURNMENT

LONG RANGE FINANCIAL PLANNING WORK SESSION#2



Work Session Series

Workshop #1 – Understanding the Baseline

February 10th

- Funds
- Revenues
- Reserves
- Personnel

Workshop #2 – Objectives & Challenges

April 7th

- Big picture & Strategic objectives
- Refined forecasts
- Integrating capital/project plans
- What levers to focus on

Workshop #3 – The Path Forward

June 2nd

- Pulling the levers

AGENDA OBJECTIVES & CHALLENGES

- I. Review the big picture & objectives we need to solve
- II. Identify changing conditions influencing revenues and expenses
- III. Review refined forecasts
- IV. Review current 5-year capital & project plans
- V. Discuss what levers to pull to achieve objectives



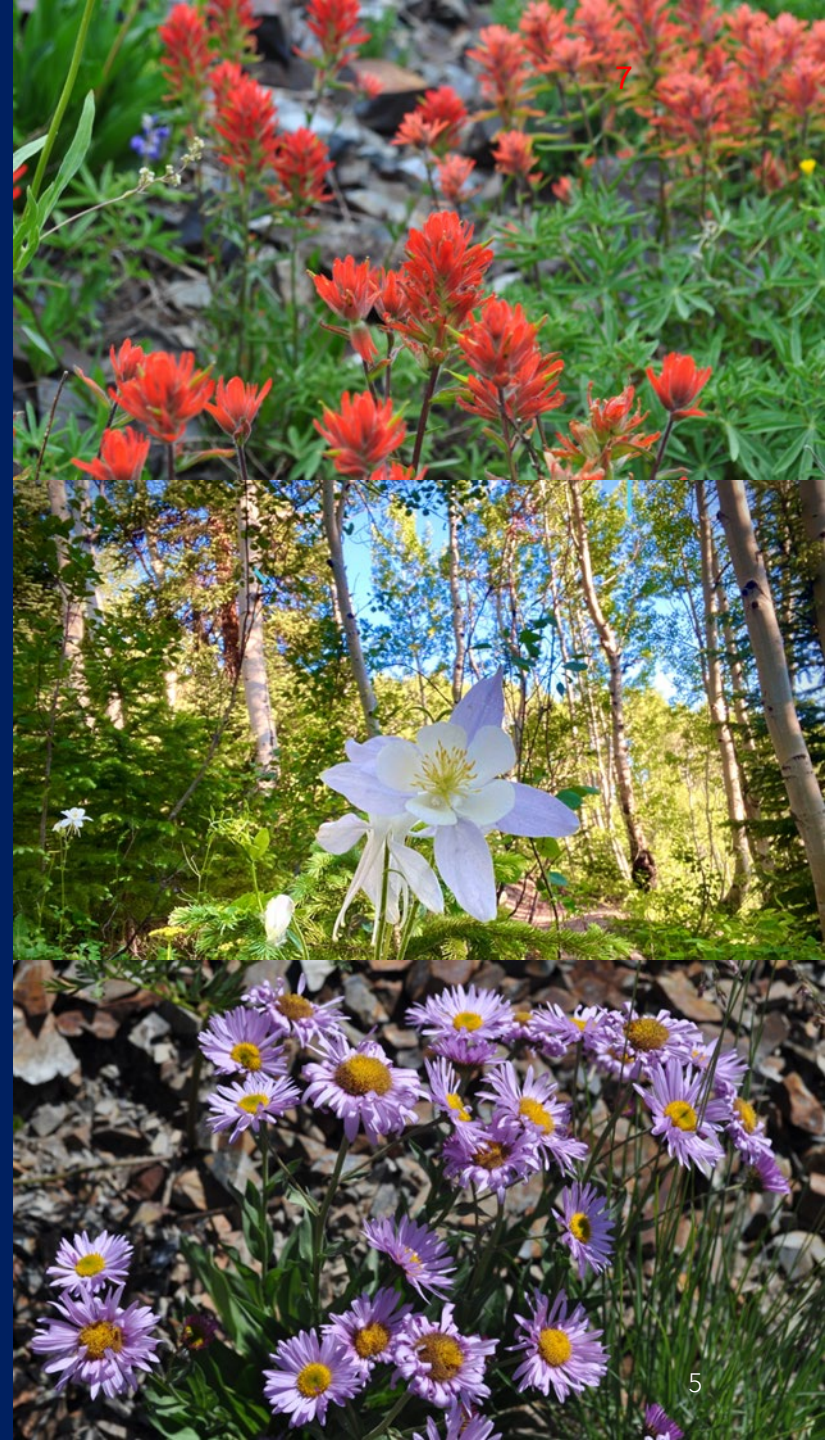


I. BIG PICTURE QUESTIONS ⁶

1. Controlling cost of living increases for existing town residents. If that is a priority, how should we be thinking about property taxes?
2. How much uncertainty should we plan for (wildfire, stagflation) = reserves policy?
3. Agreement on use of 'excess' reserves – Capital & one-time expenses? Structural problems such as Streets fund?
4. Is there urgency to land banking for housing or commercial?
5. Staffing levels – a means or an end – funding mechanism or philosophical approach to gov'n't?
6. Housing, Climate & Transit/Mobility – Are these the emerging/ongoing priorities for focus?
7. Prioritization on list of capital items and initiatives – programmatic versus capital (hard look on June 2nd)
8. Timing on next large Town housing initiative? After Whetstone absorption?

I. STRATEGIC OBJECTIVES OF FINANCIAL PLANNING EFFORT

- Continue to provide ongoing Town services
- Thoughtfully consider financial and community impact of any new services and projects
- Limit increasing the financial burden on Town residents
- Others?



II. CHANGING CONDITIONS INFLUENCING REVENUES AND EXPENSES

Inflation

Goods & services

Housing

Utilities

Operations & Personnel



INFLATION EXAMPLES

Cost estimates for MX Whetstone facility

2022- \$7.5M

2025 - \$18M

140% increase

Cost estimates for WWTP

Jan 2021 Master Plan- \$10,016,936

Sept 2021 30% design - \$15,229,750

Feb 2022 60% design - \$25,811,288

158% increase

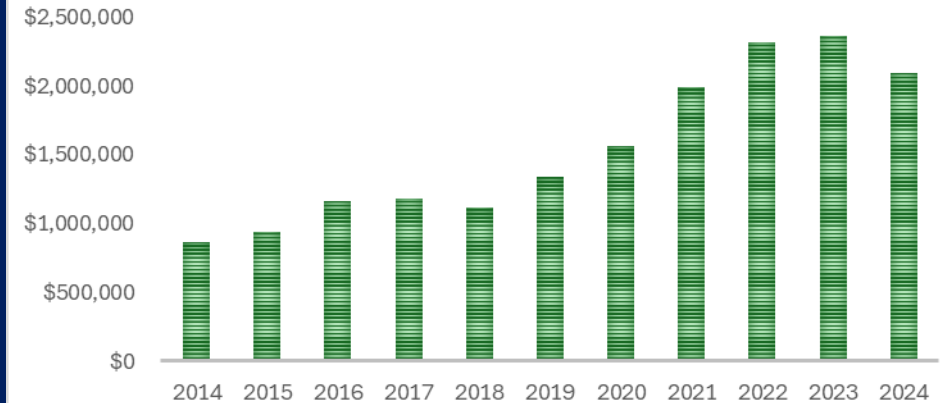
Costs for street rebuild per block

2017- \$35,500 per block 13 blocks

2024 - \$172,430 per block 8 blocks

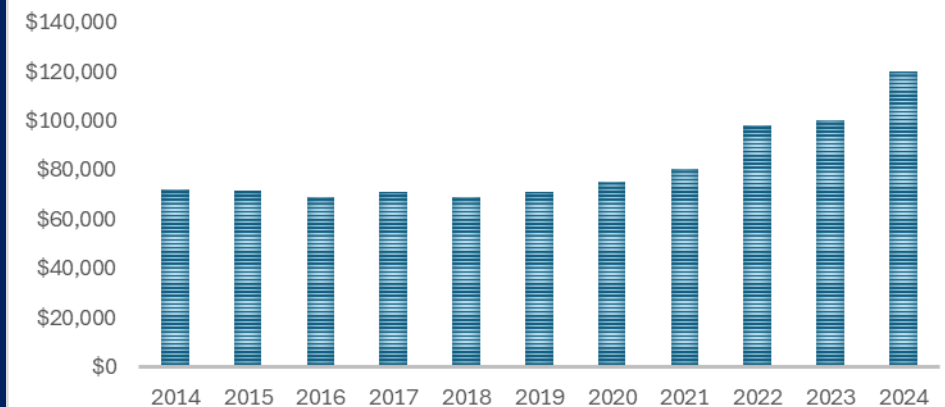
386% increase

N. VALLEY SINGLE FAMILY HOME AVERAGE SOLD PRICE



142% increase 2014-2024

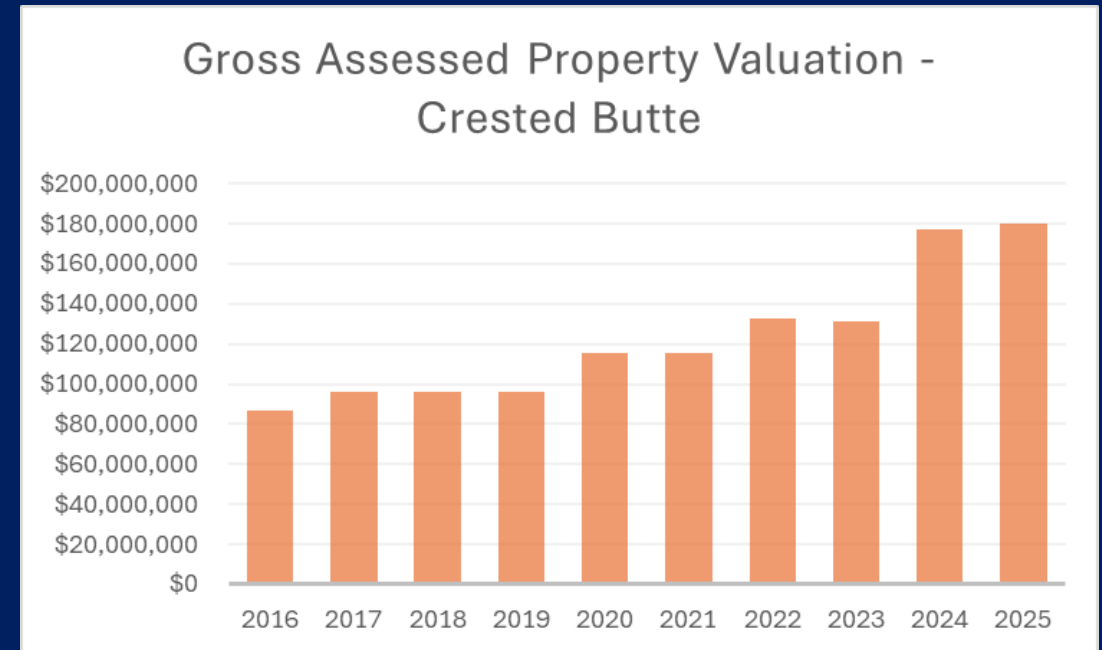
CHANGE IN GUNNISON COUNTY MEDIAN FAMILY INCOME



67% increase 2014-2024

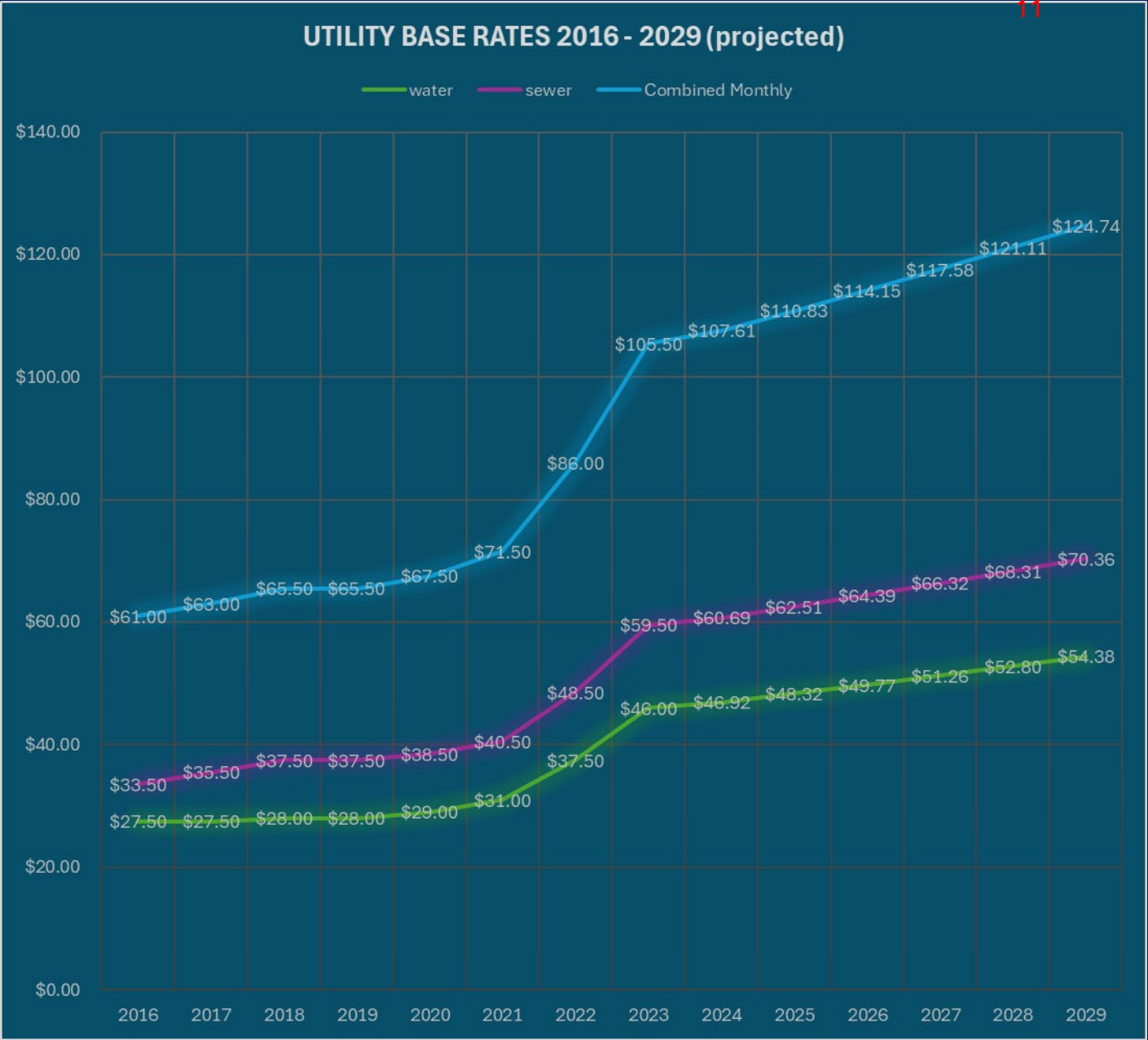
GROSS ASSESSED PROPERTY VALUATION 2016- 2025

*Assessed valuation of all property
in Crested Butte increased 108%
from 2016 to 2025, inclusive of new
construction*



WATER & SEWER RATE INCREASES

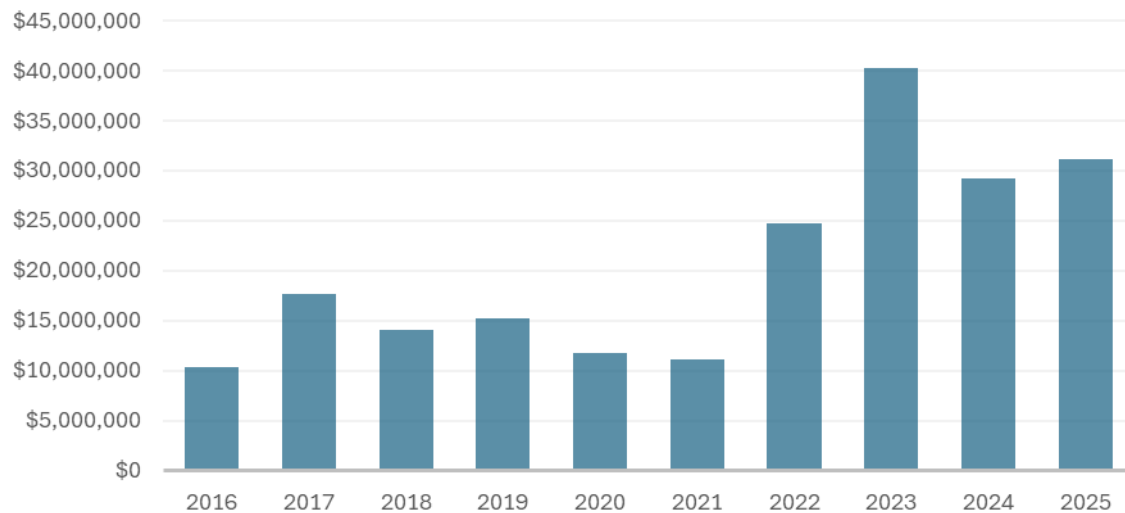
82% increase 2016-2025



BUDGETED TOTAL EXPENDITURES 2016 - 2025

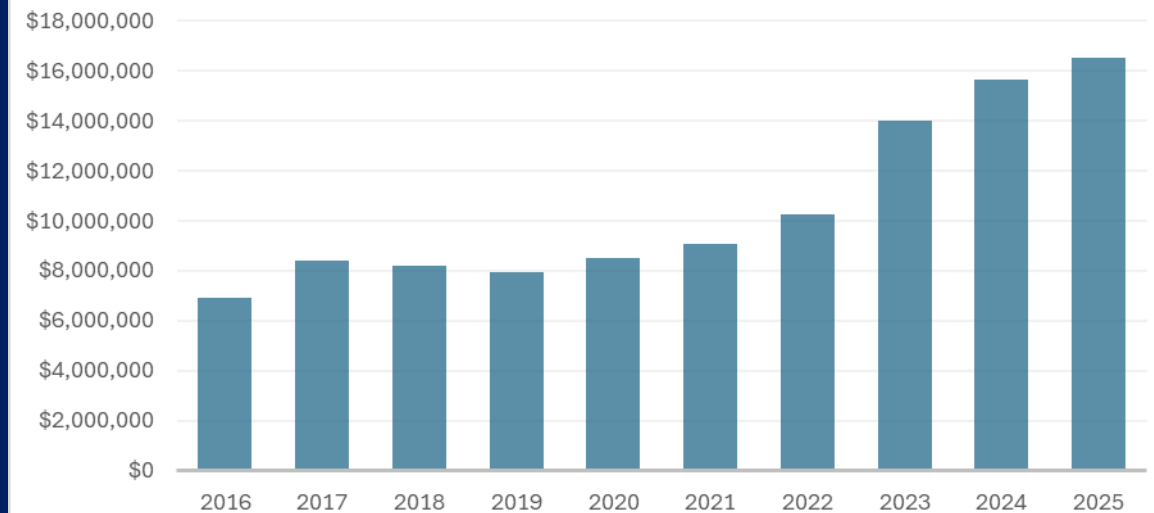


Total Budgeted Annual Expenditures



200% increase 2016-2025

Total Budgeted Annual Operating Expenditures



138% increase 2016-2025

Personnel expenses increased 136% 2016-2025, Personnel as % of operations stable 2016-2025

III. REVIEW REFINED FORECASTS

Reduced Operating Reserves in all funds to 50% of annual operations

Transfer excess reserves from General Fund to Capital = \$5.8M in 2025

Sufficient funds to cover current capital projects, special projects & most of Streets & Alleys for next 5 years, but spending down all excess reserves over that period.

UPDATED FUND BALANCE FORECASTS 2025-2029

Does not include:

- Whetstone +\$850k revenue to Utility Enterprise through 2029
- any possible enterprise debt issuance
- \$875K placeholder for arbitrage liability for Certificates of Participation
- revised asset management expense schedule
- Jerry's gym improvements only at \$400k
- unknown future capital, especially 2028 & 2029
- New housing or transit projects or initiatives

Included updates:

- \$150k annually for energy efficiency/electrification incentives beginning 2026
- increase to \$1M for Mountain Express Whetstone facility



UPDATED FUND BALANCE FORECASTS

2025	GENERAL	CAPITAL	PARKS, REC & TRAILS	AFFORDABLE HOUSING	TRANSIT & MOBILITY	STREET & ALLEY	CONSERVATION TRUST	OPEN SPACE	UTILITY ENTERPRISE*
BEGINNING TOTAL FUND BALANCE	\$9,056,297	\$6,990,591	\$1,153,381	\$3,941,639	\$0	\$981,716	\$37,114	\$2,345,186	\$9,058,901
REMAINING SPENDABLE FUND BALANCE	\$5,793,240	\$3,510,268	\$583,899	\$181,450	\$0	\$0	\$53,114	\$3,083,066	\$5,120,202
Transfer Spendable GEN to CAP	(\$5,793,240)	\$5,793,240							
REMAINING SPENDABLE FUND BALANCE	\$0	\$9,303,508	\$583,899	\$181,450	\$0	\$0	\$53,114	\$3,083,066	\$5,120,202
2026	GENERAL	CAPITAL	PARKS, REC & TRAILS	AFFORDABLE HOUSING	TRANSIT & MOBILITY	STREET & ALLEY	CONSERVATION TRUST	OPEN SPACE	UTILITY ENTERPRISE*
BEGINNING TOTAL FUND BALANCE	\$3,238,844	\$9,634,937	\$1,167,798	\$978,649	\$0	\$425,971	\$53,114	\$3,174,279	\$7,076,020
REMAINING SPENDABLE FUND BALANCE	\$84,727	\$6,412,185	\$0	\$186,893	\$0	(\$748,689)	\$69,314	\$3,985,300	\$4,812,781
Transfer Spendable GEN to CAP	(\$84,727)	\$84,727							
REMAINING SPENDABLE FUND BALANCE	\$0	\$6,496,912	\$0	\$186,893	\$0	(\$748,689)	\$69,314	\$3,985,300	\$4,812,781
2027	GENERAL	CAPITAL	PARKS, REC & TRAILS	AFFORDABLE HOUSING	TRANSIT & MOBILITY	STREET & ALLEY	CONSERVATION TRUST	OPEN SPACE	UTILITY ENTERPRISE*
BEGINNING TOTAL FUND BALANCE	\$3,322,359	\$6,838,284	\$591,198	\$999,742	\$0	(\$183,676)	\$69,314	\$4,077,653	\$6,787,304
REMAINING SPENDABLE FUND BALANCE	(\$45,635)	\$4,127,528	\$0	\$489,093	\$0	(\$1,193,192)	\$85,717	\$4,915,287	(\$571,312)
Transfer Spendable GEN to CAP	\$45,635	(\$45,635)							
REMAINING SPENDABLE FUND BALANCE	\$0	\$4,081,893	\$0	\$489,093	\$0	(\$1,193,192)	\$85,717	\$4,915,287	(\$571,312)
2028	GENERAL	CAPITAL	PARKS, REC & TRAILS	AFFORDABLE HOUSING	TRANSIT & MOBILITY	STREET & ALLEY	CONSERVATION TRUST	OPEN SPACE	UTILITY ENTERPRISE*
BEGINNING TOTAL FUND BALANCE	\$3,408,380	\$4,433,506	\$598,588	\$1,308,327	\$0	(\$621,116)	\$85,717	\$5,008,794	\$1,422,150
REMAINING SPENDABLE FUND BALANCE	(\$181,572)	\$2,975,700	\$0	\$691,482	\$0	(\$1,303,972)	\$102,325	\$5,853,010	(\$696,225)
Transfer Spendable GEN to CAP	\$181,572	(\$181,572)							
REMAINING SPENDABLE FUND BALANCE	\$0	\$2,794,128	\$0	\$691,482	\$0	(\$1,303,972)	\$102,325	\$5,853,010	(\$696,225)
2029	GENERAL	CAPITAL	PARKS, REC & TRAILS	AFFORDABLE HOUSING	TRANSIT & MOBILITY	STREET & ALLEY	CONSERVATION TRUST	OPEN SPACE	UTILITY ENTERPRISE*
BEGINNING TOTAL FUND BALANCE	\$3,496,982	\$3,156,290	\$606,070	\$1,517,293	\$0	(\$724,745)	\$102,325	\$5,947,686	\$1,316,413
REMAINING SPENDABLE FUND BALANCE	(\$323,268)	\$2,944,915	\$1	\$584,359	\$0	(\$2,581,853)	\$119,140	\$6,798,451	(\$4,772,083)
Transfer Spendable GEN to CAP	\$323,268	(\$323,268)							
REMAINING SPENDABLE FUND BALANCE	\$0	\$2,621,648	\$1	\$584,359	\$0	(\$2,581,853)	\$119,140	\$6,798,451	(\$4,772,083)

UPDATED FUND BALANCE FORECASTS

- Don't spend time on the Utility Enterprise as it stands apart from other funds, and though the balance is red, there are other solutions. Same for CTF & Open Space.
- Annual General Fund shortfalls 2027 – 2029 projected at cumulative total of \$550,475. Prior slide shows these coming back each year from Capital Fund.
- Covering planned expenditures and Streets Fund would exhaust all reserves available for unrestricted capital, with ongoing decline = Unsustainable
- Affordable Housing fund includes no new housing projects after Paradise Park
- Transit & Mobility fund includes no new initiatives

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REMAINING SPENDABLE FUND BALANCE	\$0	\$2,621,648	\$1	\$584,359	\$0	(\$2,581,853)

IV. REVIEW CAPITAL & PROJECT PLANS

Not focused on Enterprise or Streets projects

Need consideration of:

- Mt Express capital request has increased to \$1M in 2026
- Currently proceeding with detailed architecture for Marshals offices

If prioritization is needed – June 2nd work session



2025 BUDGETED

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FUTURE PROGRAMS & CAPITAL EXPENDITURES*

*green highlighted projects are shown net of associated revenues

GOVERNMENT FUNDS											
General Fund		Capital Fund		Parks, Rec & Trails Fund		Street & Alley Fund		Affordable Housing Fund		Transit & Mobility fund	
Spare Big Bellies	\$35,000	Town Hall 2nd Floor	\$217,877	PRT Master Plan	\$105,000	Red Lady School Entrance Design	\$175,000	Paradise Park Construction	\$3,482,300		
Bldg Software	\$15,000	Town Hall Exterior #1	\$324,498	Totem Pole Park Ren	\$20,000	Storm Water Master Plan	\$40,000	Paradise Park Water Intrastructure	\$290,058		
Website	\$0	Town Ranch Barn	\$50,000	Bike racks, benches, bleachers	\$6,000	Tool Cat (move to 2026)	\$9,000	Mineral Point	\$162,088		
EV Dumptruck	\$225,000	Town EV Chg Stations	\$452,000	Deli Trail Easement Acquisition	\$25,000	Hot Patching/Slurry Seal	\$100,000	Paradise Park Predevelopment	\$21,591		
Air Compressor	\$33,000	308 Windows, siding, etc	\$55,000	Concrete Trail TP5 to Pyramid + crusher	\$115,000	Snow Blower	\$175,000	TP3 Predevelopment	\$300,000		
Orange #21 Elec Conversion	\$45,000	Marshal office	\$500,000			Crack Seal Equipment	\$150,000	Employee Unit Capital Repairs	\$190,000		
Marshal vehicles x 2	\$182,713	Paint Old Town Hall	\$55,000			Used Dozer	\$300,000				
		Mars Car	\$40,000								
		River Walk	\$25,000								
		Key Card System	\$25,000								
	\$535,713		\$1,744,375		\$271,000		\$949,000		\$5,072,446		\$0

FUTURE PROGRAMS & CAPITAL EXPENDITURES*

*green highlighted projects are shown net of associated revenues

20

GOVERNMENT FUNDS											
General Fund		Capital Fund		Parks, Rec & Trails Fund		Street & Alley Fund		Affordable Housing Fund		Transit & Mobility fund	
Marshal vehicle	\$91,670	Town Hall Exterior #2	\$300,000	Man Lift	\$70,000	Water Truck	\$200,000	Paradise Park Construction	\$81,042		
Building Efficiency Incentives	\$150,000	Mt Express Shop	\$400,000	Mt Express Shop	\$400,000	Mt Epress Shop	\$200,000	Employee Unit Capital Repairs	\$190,000		
		Jerry's Gym Renovation	\$400,000	Tool Cat	\$91,000	Red Lady School Entrance	\$487,600				
		Marshal Office	\$2,500,000	Zamboni	\$145,000	Hot Patching/Slurry Seal	\$100,000				
		Com Hub @ 3rd & Maroon	\$60,000								
	\$241,670		\$3,660,000		\$706,000		\$987,600		\$271,042		\$0
Marshal vehicle	\$94,420	Marshal Office	\$2,500,000	Z turn mower	\$45,000	Hot Patching/Slurry Seal	\$100,000	Employee Unit Capital Repairs	\$195,700		
Backhoe	\$175,000	Com Hub @ 3rd & Maroon	\$600,000	EV Truck	\$70,000	Sweeper	\$500,000				
Building Efficiency Incentives	\$150,000			Rainbow Playground Renovation	\$140,000	Dump Truck	\$200,000				
				Stain Boardwalk	\$15,000						
				Kapushion Trail Upgrade	\$20,000						
	\$419,420		\$3,100,000		\$290,000		\$800,000		\$195,700		\$0
Marshal vehicle	\$97,252	Com Hub @ 3rd & Maroon	\$6,000,000	3 Ladies Renovation	\$40,000	Loader	\$450,000	Employee Unit Capital Repairs	\$201,571		
Building Efficiency Incentives	\$150,000			Rainbow Playground Renovation	\$700,000			TP3 Predevelopment	\$20,000		
	\$247,252		\$6,000,000		\$740,000		\$450,000		\$221,571		\$0
Marshal vehicle	\$100,000			3 Ladies Renovation	\$200,000	1 Ton Truck with Sander	\$100,000	Employee Unit Capital Repairs	\$207,618		
Colubarium for Cemetery	\$30,000			Big Mine Dasher Board Replacement	\$150,000	Paving Projects	\$1,500,000				
Building Efficiency Incentives	\$150,000										
	\$280,000		\$0		\$350,000		\$1,600,000		\$207,618		\$0

PARKING LOT FOR POTENTIAL UPCOMING INITIATIVES/IDEAS

- Center Phase 2
- Increasing transit capacity
- Jerry's Gym versus Rec Center
- Transportation to trailheads
- Post Office facility
- TP1 housing development
- Housing infill incentives (ADUs)
- Community-serving commercial
- Land banking in town for housing or commercial
- Trading up from the Ruby
- Others?





REVISIT BIG PICTURE QUESTIONS²²

1. Controlling cost of living increases for existing town residents. If that is a priority, how should we be thinking about property taxes?
2. How much uncertainty should we plan for (wildfire, stagflation) = reserves policy?
3. Agreement on use of 'excess' reserves – Capital & one-time expenses? Structural problems such as Streets fund?
4. Is there urgency to land banking for housing or commercial?
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6. Housing, Climate & Transit/Mobility – Are these the emerging/ongoing priorities for focus?
7. Prioritization on list of capital items and initiatives – programmatic versus capital (hard look on June 2nd)
8. Timing on next large Town housing initiative? After Whetstone absorption?

V. LEVERS

- I. Increase Efficiency of Operations or Reduce Town Services
- II. Raise Revenue
- III. Modify/Revisit Planned Initiatives and Capital Expenditures

Seeking Council direction for
next work session on June 2nd



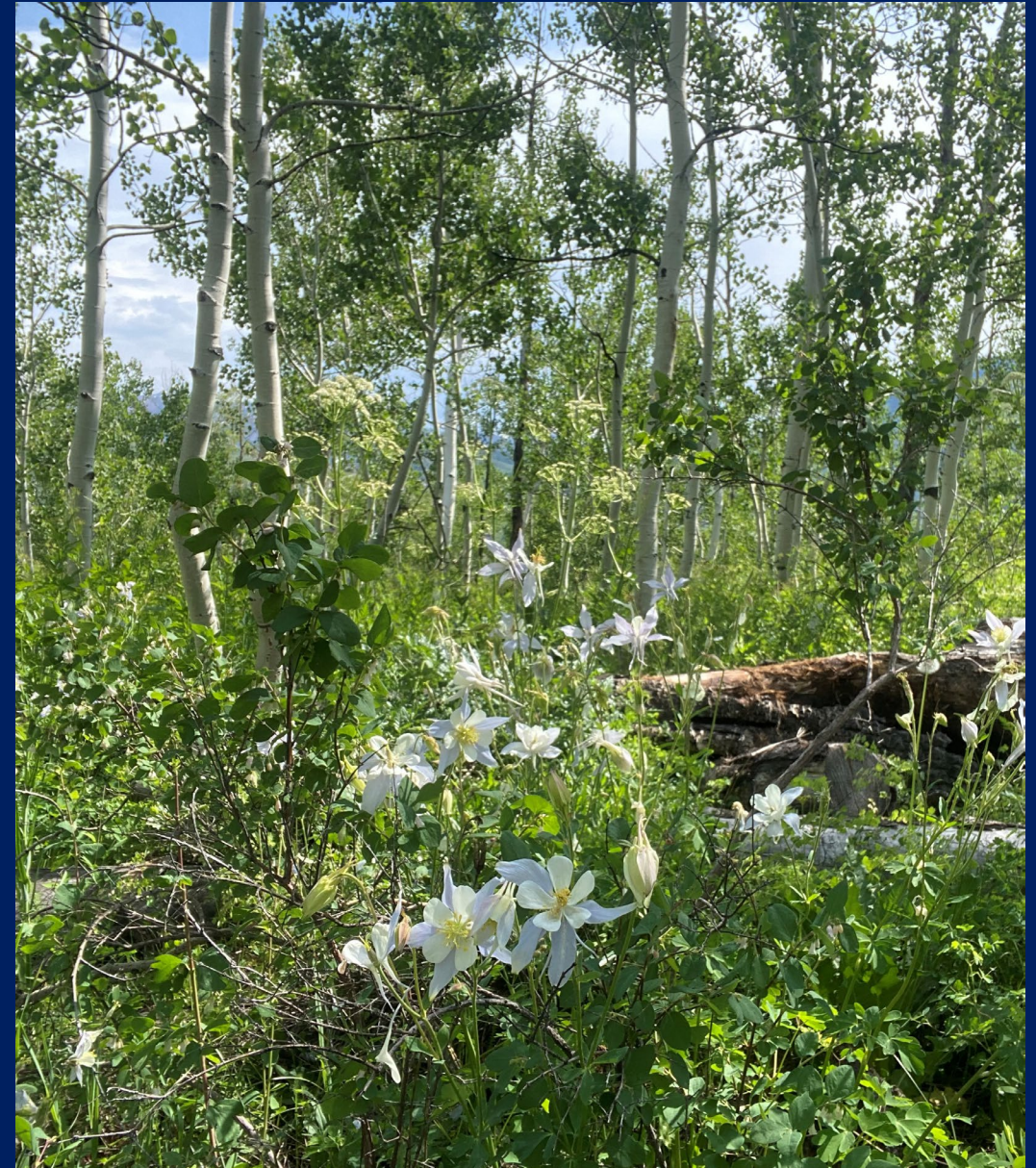
NEXT STEPS



Work session planned for June 2nd

*Placeholder for additional work session on
July 21st*

2026 Budget kick-off August 18th





APPENDIX

QUESTIONS FROM PRIOR WORK SESSION

- How much General Fund spending on Capital in recent years?

Cosentino parcel purchase in 2022, \$2,325,000

- How much support has Parks, Rec & Trails needed for operations beyond the dedicated sales/use tax?

Very difficult to discern due to previous fund structure and expense reclassifications

- Examples of other communities utilizing reserves?

Glenwood Springs relied heavily on reserves after fire – were made whole with recovery funds

- Personnel costs as % of overall budget & comparisons to other communities

See following slides

- Impact of sale of Paradise Park units after 10 years

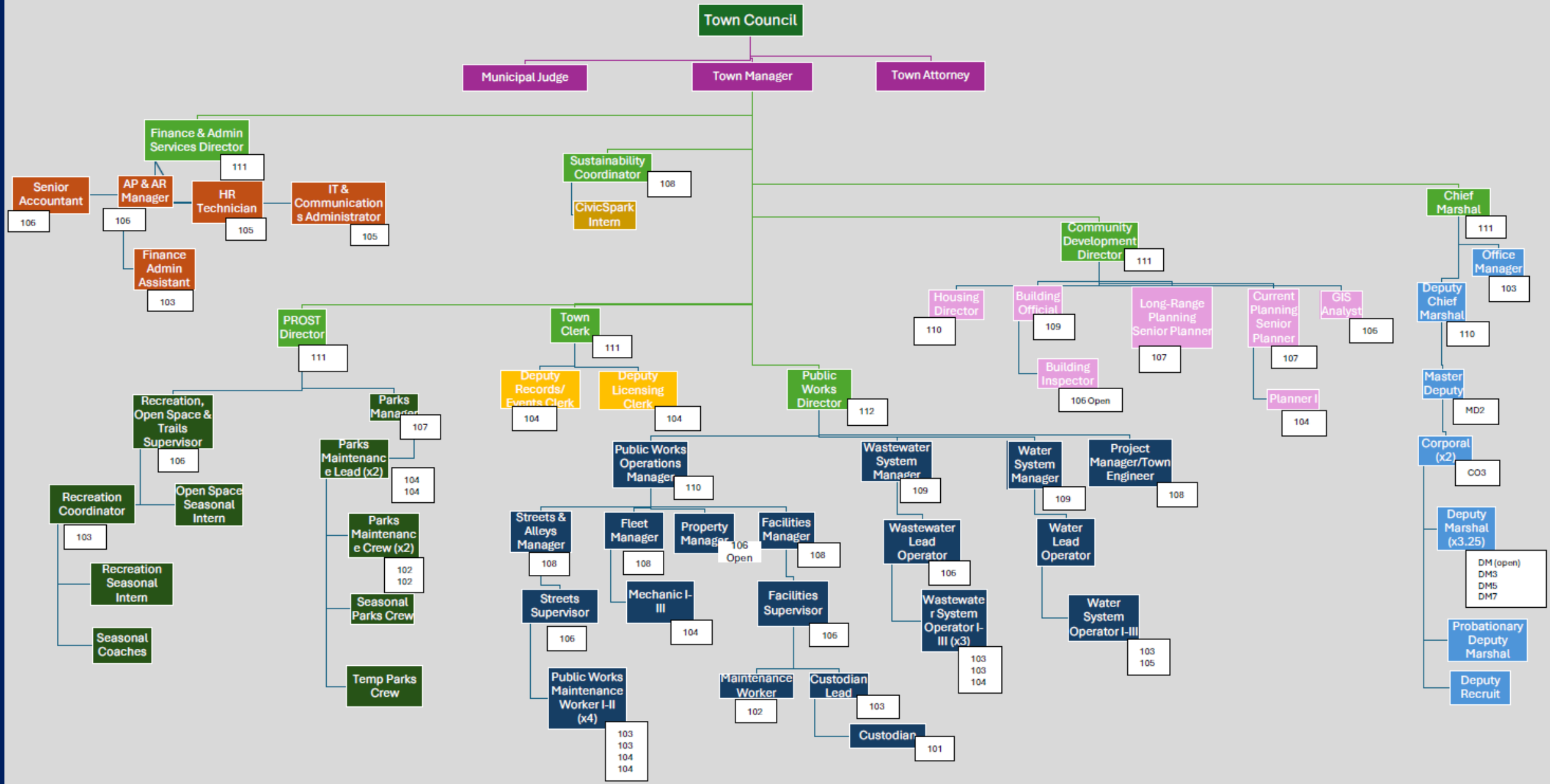
*After repayment to Capital Fund (\$1.9M) and paying off remaining debt, loss of \$181,387
Net positive of \$1.7M to Town at that time*

PERSONNEL EXPENSE COMPARED TO CAST COMMUNITIES

Municipality or County	Personnel expense budgeted 2025	Total budgeted expenditures 2025	Personnel as % of total budgeted expenditures	Total budgeted operating expenditures 2025	Personnel as % of budgeted operating expenditures
Crested Butte	\$7,796,022	\$31,173,178	25.0%	\$16,521,521	47.2%
Aspen	\$56,567,138	\$175,175,415	32.3%	\$111,739,800	50.6%
Avon	\$18,970,435	\$75,026,604	25.3%	\$37,252,771	50.9%
Basalt	\$6,168,691	\$24,510,949	25.2%	\$16,341,628	37.7%
Breckenridge	\$39,956,196	\$157,416,654	25.4%	\$100,665,998	39.7%
Estes Park	\$25,409,503	\$92,280,623	27.5%	\$72,004,119	35.3%
Frisco	\$14,828,477	\$52,182,896	28.4%	\$32,158,383	46.1%
Gunnison	\$13,463,423	\$53,595,175	25.1%	\$37,848,720	35.6%
Gunnison County	\$29,808,463	\$183,109,636	16.3%	\$64,908,566	45.9%
Mt Crested Butte	\$4,019,976	\$16,958,428	23.7%	\$11,315,428	35.5%
Silverthorne	\$14,410,526	\$48,741,062	29.6%	\$34,544,257	41.7%
Snowmass Village	\$23,006,803	\$166,157,037	13.8%	\$39,851,410	57.7%
Telluride	\$15,182,556	\$99,901,839	15.2%	\$56,623,386	26.8%
Vail	\$45,396,532	\$157,759,952	28.8%	\$62,833,266	72.2%
Winter Park	\$7,888,835	\$46,079,778	17.1%	\$32,526,288	24.3%
Not including Crested Butte		Average	23.8%	Average	42.9%



Town of Crested Butte Organization Chart



CURRENT POSITIONS & JOB LEVEL

29

Position	Dept	Grade	Annualized wage Min Max	Hourly Rate Min Max
		101	\$46,809 \$63,191	\$22.50 \$30.38
Custodian	PW-Facilities			
		102	\$51,489 \$69,511	\$24.75 \$33.42
Parks Maintenance Worker	P&R-Parks			
Parks Maintenance Worker	P&R-Parks			
Custodian/Maintenance Worker	PW-Facilities			
		103	\$55,458 \$77,642	\$26.66 \$37.33
Administrative Assistant II	Finance			
Recreation Program Coordinator	P&R-ROST			
Streets Maintenance Worker I	Public Works			
Streets Maintenance Worker I	Public Works			
Water System Operator I	PW-Water			
Wastewater System Operator I	PW-Wastewater			
Wastewater System Operator I	PW-Wastewater			
Marshal's Office Manager II	Marshal-NonSworn			
Custodian Lead	PW-Facilities			
		104	\$61,004 \$85,406	\$29.33 \$41.06
Mechanic II	PW-Fleet			
Deputy Town Clerk	Town Clerk			
Deputy Town Clerk	Town Clerk			
Planner I	Com Dev			
Parks Maintenance Worker Lead	P&R-Parks			
Parks Maintenance Worker Lead	P&R-Parks			
Streets Maintenance Worker II	Public Works			
Streets Maintenance Worker II	Public Works			
Wastewater System Operator II	PW-Wastewater			
		105	\$67,105 \$93,946	\$32.26 \$45.17
HR Tech	Admin-HR			
Water System Operator III	PW-Water			
Ass't IT Administrator/Communication Special	Admin-IT			

Position	Dept	Grade	Annualized wage Min Max	Hourly Rate Min Max
		106	\$73,815 \$103,341	\$35.49 \$49.68
GIS Analyst	Comm Dev			
Facilities Supervisor	PW-Facilities			
Building Inspector	Comm Dev-Bldg			
Streets Supervisor	Public Works			
Property Manager	Public Works			
Recreation, Open Space & Trails Supervisor	P&R-ROST			
Wastewater System Lead Operator	PW-Wastewater			
AP/AR Manager	Admin-Finance			
Senior Accountant	Admin-Finance			
		107	\$79,539 \$115,332	\$38.24 \$55.45
Planner III	Comm Dev-Planning			
Planner III	Comm Dev-Planning			
Parks Manager	P&R-Parks			
		108	\$87,493 \$126,865	\$42.06 \$60.99
Sustainability Coordinator	Town Manager			
Facilities Manager	PW-Facilities			
Fleet Manager/Lead Mechanic	PW-Fleet			
Streets Manager	Public Works			
Town Engineer-PE	Public Works			
		109	\$96,243 \$139,552	\$46.27 \$67.09
Water System Manager	PW-Water			
Building Official	Comm Dev-Bldg			
Wastewater System Manager	PW-Wastewater			
		110	\$105,867 \$153,507	\$50.90 \$73.80
Housing Director	Comm Dev-Housing			
Deputy Chief Marshal	Marshal			
Public Works Ops Manager	Public Works			
		111	\$116,454 \$168,858	\$55.99 \$81.18
Director, Finance & HR	Admin-Finance			
Director, Parks, Rec & Open Space	P&R			
Director, Community Development	Comm Dev			
Town Clerk	Town Clerk			
		112	\$125,537 \$188,306	\$60.35 \$90.53
Chief Marshal	Marshal			
Director, Public Works	Public Works			

APRIL 7, 2025, TOWN CO

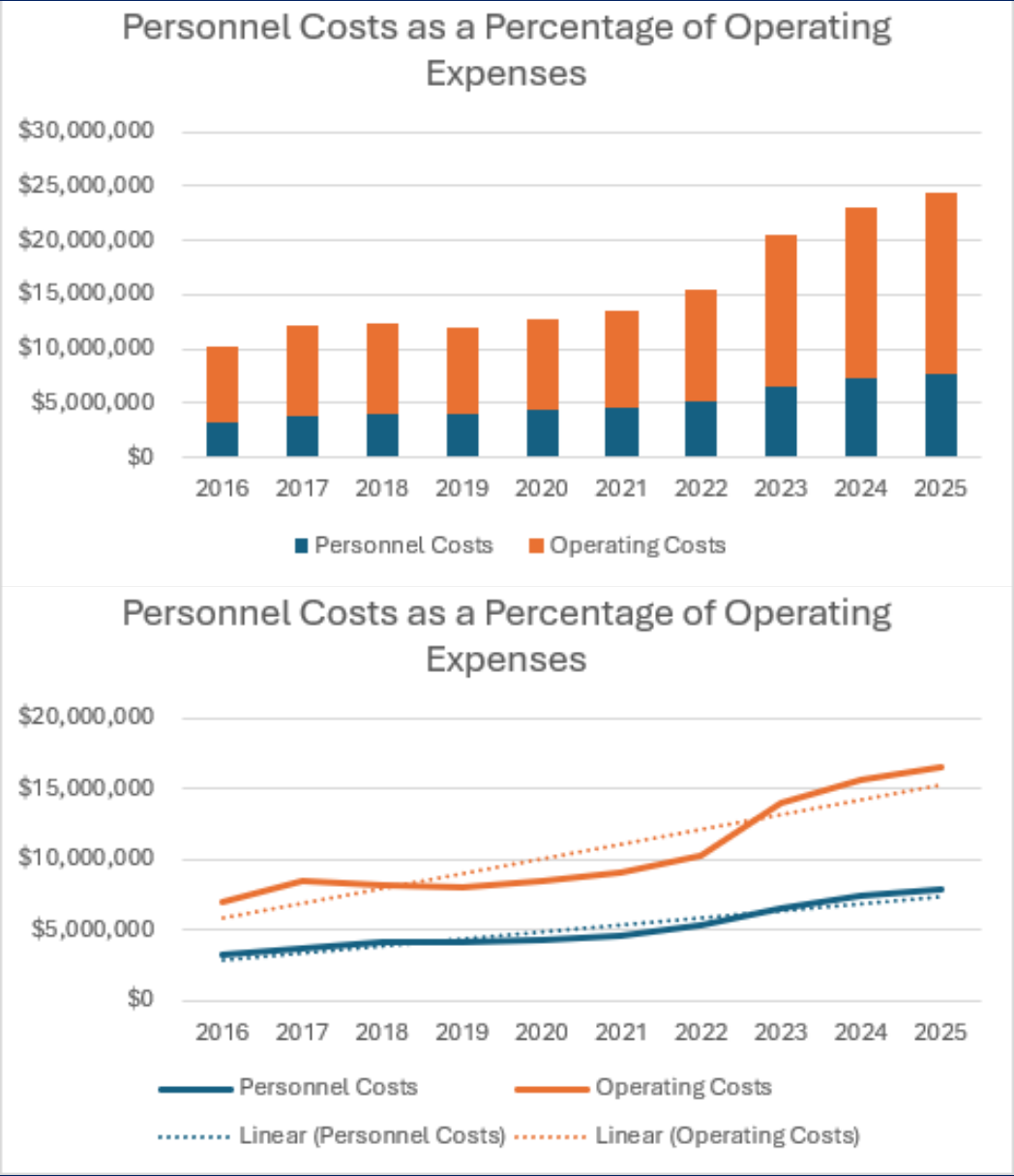
MARSHALS



Current positions within the Step Plan

Marshals - Current Positions & Classification Listing - 2025		
Position	Annualized Wage	Hourly Rate
Deputy Marshal (open)	\$79,560	\$38.25
Deputy Marshal 3	\$86,944	\$41.80
Deputy Marshal 5	\$92,227	\$44.34
Deputy Marshal 7	\$97,834	47.04
Corporal 3	\$100,776	\$48.45
Corporal 3	\$100,776	\$48.45
Master Deputy 2	\$113,443	\$54.54

PERSONNEL COSTS



MINUTES
Town of Crested Butte
Regular Town Council Meeting
Monday, March 17, 2025

Mayor Billick called the meeting to order at 7:02PM.

Council Members Present: Mayor Ian Billick, Beth Goldstone, Mallika Magner, Anna Fenerty, John O’Neal, Kent Cowherd, and Gabi Prochaska (via Zoom)

Staff Present: Town Manager Dara MacDonald, Town Attorney Karl Hanlon, Town Clerk Lynelle Stanford, Public Works Director Shea Earley, Interim Community Development Director Mel Yemma, and Housing Director Erin Ganser

Sustainability Coordinator Dannah Leeman Gore, Finance Director Kathy Ridgeway, and Parks, Recreation, Open Space and Trails Director Janna Hansen (for part of the meeting)

APPROVAL OF AGENDA

O’Neal moved and Goldstone seconded a motion to approve the agenda. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

CONSENT AGENDA

1) March 3, 2025 Regular Town Council Meeting Minutes.

Staff Contact: Town Clerk Lynelle Stanford

2) Parks, Recreation, Open Space and Trails (PROST) Plan Consultant Selection.

Staff Contact: Parks, Recreation, Open Space and Trails Director Janna Hansen

3) Approval from the Town Council for a Grant Application to History Colorado’s State Historical Fund Program for a Mini Grant for the 2025-2026 Update to the Town’s Design Standards and Guidelines and a Letter of Support.

Staff Contact: Town Planner III Jessie Earley

4) Amended Memorandum of Understanding (MOU) between the Town of Crested Butte and the Town of Crested Butte Municipal Judge James McDonald.

Staff Contact: Town Clerk Lynelle Stanford

5) Resolution No. 5, Series 2025 - A Resolution of the Crested Butte Town Council Supporting the Grant Application for a Grant from the Department of Local Affairs’ (DOLA) Energy and Mineral Impact Assistance Fund (EIAF) for the Completion of the Crested Butte Marshals’ Facility Design Project.

Staff Contact: Interim Community Development Director Mel Yemma

6) Flauschink Special Event Application Closing Elk Avenue from 1st Street to 2nd Street on Friday, April 4, 2025.

Staff Contact: Town Clerk Lynelle Stanford

Number four, Amended Memorandum of Understanding (MOU) between the Town of Crested Butte and the Town of Crested Butte Municipal Judge James McDonald, was removed from the Consent Agenda.

Fenerty moved and Goldstone seconded a motion to approve the Consent Agenda minus the Municipal Court Judge MOU. A roll call vote was taken with all voting, “Yes.”

Motion passed unanimously.

PUBLIC COMMENT

Billick acknowledged the written comment received from Darcie Perkins.

STAFF UPDATES

MacDonald updated. Council members asked questions, answered by staff.

LEGAL MATTERS

Hanlon updated.

PRESENTATION

1) Year End Financial Summary.

Staff Contact: Finance Director Kathy Ridgeway

Ridgeway presented.

PUBLIC HEARING

1) (Second Reading) Ordinance No. 2, Series 2025 - An Ordinance of the Crested Butte Town Council Amending the Crested Butte Municipal Code, Adding Chapter 18, Article 5.5 and Adopting by Reference the Colorado Model Electric Ready and Solar Ready Code, and Amending Sections of Chapter 18 to Make Consistent with the Colorado Model Electric Ready and Solar Ready Code.

Staff Contact: Special Projects Troy Russ and Building Inspector Astrid Matison

Billick opened the meeting to public comment. No one from the public commented, and the public hearing was closed.

Magner moved and Goldstone seconded a motion to approve Ordinance No. 2, Series 2025. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

NEW BUSINESS

1) Resolution No. 6, Series 2025 - A Resolution of the Crested Butte Town Council Adopting Changes and Additions to the 2024 Budget and Appropriations Relative to the Utility Enterprise Fund and the Parks, Recreation and Trails Fund.

Staff Contact: Finance Director Kathy Ridgeway

Fenerty moved and Goldstone seconded a motion to approve Resolution No. 6, Series 2025. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

2) Adoption of Climate Action Plan.

Staff Contact: Sustainability Coordinator Dannah Leeman Gore

Leeman Gore presented. There were Council questions and discussion. Donny Davol commented. Fenerty and Billick volunteered to serve on a subcommittee to continue to refine the Climate Action Plan.

3) Concerns Regarding the Lower Verzuh Proposal and the Need for the 2025 Corridor Plan and Possible Moratorium Request.

Staff Contact: Interim Community Development Director Mel Yemma

The Council agreed to the letter as reflected in the packet.

Fenerty moved and Magner seconded a motion to approve the letter. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

4) Amended Memorandum of Understanding (MOU) between the Town of Crested Butte and the Town of Crested Butte Municipal Judge James McDonald – Item removed from the Consent Agenda.

Staff Contact: Town Clerk Lynelle Stanford

Magner explained what additional information was requested from Judge McDonald.

COUNCIL REPORTS AND COMMITTEE UPDATES

Billick updated.

OTHER BUSINESS TO COME BEFORE THE COUNCIL

The Council determined that advertising should continue for the position of Deputy Marshal.

DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE

- Monday, April 7, 2025 - 5:00PM Work Session - 7:00PM Regular Council
- Monday, April 21, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, May 5, 2025 - 6:00PM Work Session - 7:00PM Regular Council

ADJOURNMENT

Mayor Billick adjourned the meeting at 9:51PM.

Ian Billick, Mayor

Lynelle Stanford, Town Clerk (SEAL)



Staff Report

April 7, 2025

To: Mayor and Town Council

Prepared By: Shea Earley, Public Works Director

Thru: Dara MacDonald, Town Manager

Subject: **Award of Block 80 Waterline Improvements 2025 Contract to Dietrich Dirtworks**

Summary:

In the February 20th and 27th editions of the Crested Butte News Paper, the Town of Crested Butte published a Request for Proposal for the Block 80 Waterline Improvements 2025 (Project). The project includes extension of a water main from Block 79 to the public and affordable lots on Block 80, providing adequate sizing for fire suppression and maximum residential density. Bids were received by the Public Works Department until 2:00 PM on Thursday, March 13th, 2025, at which time they were opened and publicly read aloud. The Town received a bid proposal from one contractor:

Dietrich Dirtworks and Construction.

Bids were reviewed by the Public Works Department and JVA inc.

Previous Council Action:

On April 1, 2024, the Council approved pursuit of a More Housing Now grant through the Division of Local Affairs (DOLA) to help fund water/sewer taps and utility infrastructure for the Paradise Park Workforce Rental project. On April 15, 2024, the Council approved Ordinance 3 Series 2024 supporting the Certificate of Participation to finance the Paradise Park Workforce Rental project, which included the cost of the utility infrastructure discussed in this staff report.

Background:

The project area is located within the 10th street Right of Way and Lots 1, 2 and 3 of Block 80 of the Paradise Park Subdivision. See **Attachment A**.

In 2016, the Town installed the water and sewer infrastructure for Paradise Park, at which time fire suppression systems were not required in duplex or triplex units. Unfortunately, due to current code requirements, the existing services require replacement to support fire suppression. This project scope includes removal and replacement of existing water services across Tenth Street, and northward along the east edge of Tenth Street. The proposed water utilities will connect to the

existing water main where Tenth Street meets the Alley, and will provide both domestic and fire service to Lots 1, 2 and 3. In order to complete this work, an open-cut trench across Tenth Street is required. This will involve removal and replacement of asphalt pavement and concrete curb and gutter, as well as replacement of subsurface geotextile.

Financial Impact:

Dietrich Dirtworks Construction's bid was for a total lump sum of \$113,226.00. The project was budgeted as part of the Paradise Park Workforce Housing and Water Infrastructure Project. In addition, the Town received a grant from DOLA More Housing Now Grant to cover 80% of the construction costs for the water main extension. The Paradise Park budget includes the Town's 20% match contribution.

Estimated total construction costs for this project based on inclusion of the bid, 10% contingency, and 10% for engineering services during construction (Geotech, Construction Admin, etc.) are as follows:

Bid	\$ 113,226
10% Contingency	\$ 11,323
Total	\$ 124,549
DOLA Grant (80%)	\$ 93,411
Town Match (20%)	\$ 31,137

Legal Review:

The Town Attorney has reviewed the contract documents for the project.

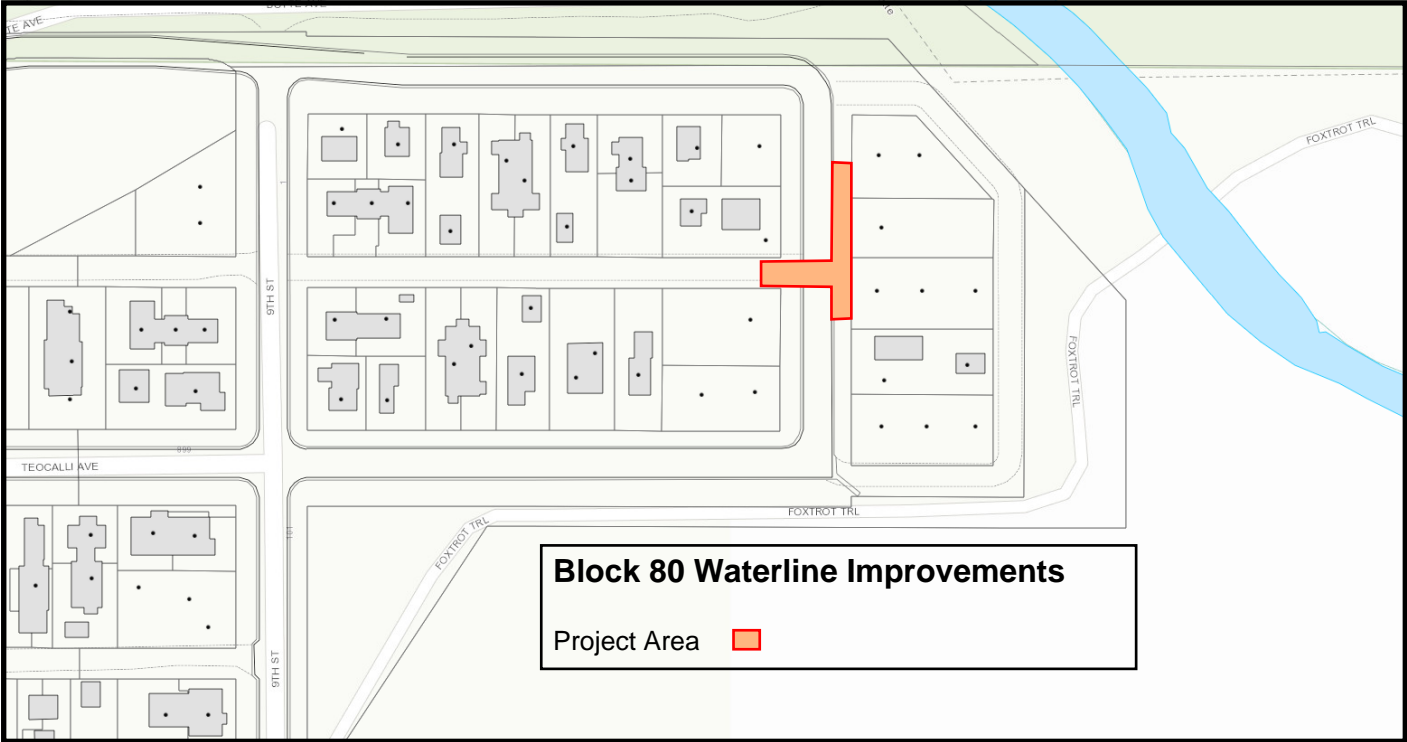
Recommendation:

Staff recommends awarding the Block 80 Waterline Improvements Project 2025 contract to the apparent low bidder, Dietrich Dirtworks Construction.

Proposed Motion:

A Council member should make a "motion to award the Block 80 Waterline Improvement Project 2025 to Dietrich Dirtworks Construction and authorize the Public Works Director to utilize up to \$135,871.20 for the project" followed by a second and roll call vote.

Attachment A



AGREEMENT BETWEEN OWNER AND CONTRACTOR FOR CONSTRUCTION CONTRACT (STIPULATED PRICE)

This Agreement is by and between **The Town of Crested Butte** ("Owner") and _____ ("Contractor").

Terms used in this Agreement have the meanings stated in the General Conditions and the Supplementary Conditions.

Owner and Contractor hereby agree as follows:

ARTICLE 1—WORK

- 1.01 Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

The project area includes Lots 1, 2 and 3, Block 80, Replat of Block 79 and 80, Paradise Park Subdivision (Rec. No. 639098), the portion of Tenth Street adjacent to the west property lines of said Lots 1, 2, and 3, and the east end of the 26-foot wide Alley connecting Ninth Street to Tenth Street, Town of Crested Butte, County of Gunnison, State of Colorado.

The project scope includes removal and replacement of existing water services across Tenth Street, and northward along the east edge of Tenth Street. The proposed water utilities will connect to the existing water main where Tenth Street meets the Alley, and will provide service to Lots 1, 2 and 3 as shown on the construction drawings. The north end of the proposed water utility will terminate at a 6-inch plug with thrust block. The northernmost service line extending into Lot 1 will terminate at a frost-proof yard hydrant. Proposed materials include 6-inch diameter ductile iron pipe, 2-inch diameter high density polyethylene pipe and other appurtenances as shown on the construction drawings. In order to complete this work, open-cut trenching across Tenth Street is required. This will involve removal and replacement of asphalt pavement and concrete curb and gutter, as well as replacement of subsurface geotextile as shown on the construction drawings.

ARTICLE 2—THE PROJECT

- 2.01 The Project, of which the Work under the Contract Documents is a part, is generally described as follows: The removal and replacement of existing undersized water services with upsized water

services proposed to serve Lot 1, Lot 2, and Lot 3 of Block 80 within the Town of Crested Butte, Colorado

ARTICLE 3—ENGINEER

- 3.01 The Owner has retained **JVA, Inc.** (“Engineer”) to act as Owner’s representative, assume all duties and responsibilities of Engineer, and have the rights and authority assigned to Engineer in the Contract.
- 3.02 The part of the Project that pertains to the Work has been designed by **Engineer**.

ARTICLE 4—CONTRACT TIMES

4.01 *Time is of the Essence*

- A. All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

4.02 *Contract Times: Dates*

- A. The Work will be substantially complete on or before **September 24th, 2025**, and completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions on or before **October 15th, 2025**.

4.05 *Liquidated Damages*

- A. Contractor and Owner recognize that time is of the essence as stated in Paragraph 4.01 above and that Owner will suffer financial and other losses if the Work is not completed and Milestones not achieved within the Contract Times, as duly modified. The parties also recognize the delays, expense, and difficulties involved in proving, in a legal or arbitration proceeding, the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty):
 - 1. *Substantial Completion:* Contractor shall pay Owner **\$2,500** for each day that expires after the time (as duly adjusted pursuant to the Contract) specified above for Substantial Completion, until the Work is substantially complete.
 - 2. *Completion of Remaining Work:* After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Times (as duly adjusted pursuant to the Contract) for completion and readiness for final payment, Contractor shall pay Owner **\$4,000** for each day that expires after such time until the Work is completed and ready for final payment.
 - 4. Liquidated damages for failing to timely attain Milestones, Substantial Completion, and final completion are not additive, and will not be imposed concurrently.
- B. If Owner recovers liquidated damages for a delay in completion by Contractor, then such liquidated damages are Owner’s sole and exclusive remedy for such delay, and Owner is precluded from recovering any other damages, whether actual, direct, excess, or consequential, for such delay, except for special damages (if any) specified in this Agreement.

4.06 *Special Damages*

- A. Contractor shall reimburse Owner (1) for any fines or penalties imposed on Owner as a direct result of the Contractor's failure to attain Substantial Completion according to the Contract Times, and (2) for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Substantial Completion (as duly adjusted pursuant to the Contract), until the Work is substantially complete.
- B. After Contractor achieves Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Times, Contractor shall reimburse Owner for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Work to be completed and ready for final payment (as duly adjusted pursuant to the Contract), until the Work is completed and ready for final payment.
- C. The special damages imposed in this paragraph are supplemental to any liquidated damages for delayed completion established in this Agreement.

ARTICLE 5—CONTRACT PRICE

5.01 Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents, the amounts that follow, subject to adjustment under the Contract:

- A. For all Work, at the prices stated in Contractor's Bid, attached hereto as an exhibit.

ARTICLE 6—PAYMENT PROCEDURES

6.01 *Submittal and Processing of Payments*

- A. Contractor shall submit Applications for Payment in accordance with Article 15 of the General Conditions. Applications for Payment will be processed by Engineer as provided in the General Conditions.

6.02 *Progress Payments; Retainage*

- A. Owner shall make progress payments on the basis of Contractor's Applications for Payment on or about the 5th day of each month during performance of the Work as provided in Paragraph 6.02.A.1 below, provided that such Applications for Payment have been submitted in a timely manner and otherwise meet the requirements of the Contract. All such payments will be measured by the Schedule of Values established as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no Schedule of Values, as provided elsewhere in the Contract.
 - 1. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as Owner may withhold, including but not limited to liquidated damages, in accordance with the Contract.
 - a. **95%** percent of the value of the Work completed (with the balance being retainage).
 - 1) If 50 percent or more of the Work has been completed, as determined by Engineer, and if the character and progress of the Work have been satisfactory to Owner and Engineer, then as long as the character and progress of the Work

remain satisfactory to Owner and Engineer, there will be no additional retainage;
and

- b. **5%** percent of cost of materials and equipment not incorporated in the Work (with the balance being retainage).

- B. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to **100** percent of the Work completed, less such amounts set off by Owner pursuant to Paragraph 15.01.E of the General Conditions, and less **200** percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the punch list of items to be completed or corrected prior to final payment.

6.03 *Final Payment*

- A. Upon final completion and acceptance of the Work, Owner shall pay the remainder of the Contract Price in accordance with Paragraph 15.06 of the General Conditions.

6.04 *Consent of Surety*

- A. Owner will not make final payment, or return or release retainage at Substantial Completion or any other time, unless Contractor submits written consent of the surety to such payment, return, or release.

ARTICLE 7—CONTRACT DOCUMENTS

7.01 *Contents*

- A. The Contract Documents consist of all of the following:
 - 1. This Agreement.
 - 2. Bonds:
 - a. Performance bond (together with power of attorney).
 - b. Payment bond (together with power of attorney).
 - 3. General Conditions.
 - 4. Supplementary Conditions.
 - 5. Specifications as listed in the table of contents of the project manual (copy of list attached).
 - 6. Drawings (not attached but incorporated by reference) consisting of **5** sheets with each sheet bearing the following general title: **Paradise Park Block 80 Water Line Improvements**.
 - 7. Addenda (numbers _____ to _____, inclusive).
 - 8. The following which may be delivered or issued on or after the Effective Date of the Contract and are not attached hereto:
 - a. Notice to Proceed.
 - b. Work Change Directives.
 - c. Change Orders.

- d. Field Orders.
 - e. Warranty Bond, if any.
9. Contractors Bid
- B. The Contract Documents listed in Paragraph 7.01.A are attached to this Agreement (except as expressly noted otherwise above).
 - C. There are no Contract Documents other than those listed above in this Article 7.
 - D. The Contract Documents may only be amended, modified, or supplemented as provided in the Contract.

ARTICLE 8—REPRESENTATIONS, CERTIFICATIONS, AND STIPULATIONS

8.01 Contractor's Representations

- A. In order to induce Owner to enter into this Contract, Contractor makes the following representations:
 - 1. Contractor has examined and carefully studied the Contract Documents, including Addenda.
 - 2. Contractor has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
 - 3. Contractor is familiar with all Laws and Regulations that may affect cost, progress, and performance of the Work.
 - 4. Contractor has carefully studied the reports of explorations and tests of subsurface conditions at or adjacent to the Site and the drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, with respect to the Technical Data in such reports and drawings.
 - 5. Contractor has carefully studied the reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, with respect to Technical Data in such reports and drawings.
 - 6. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Technical Data identified in the Supplementary Conditions or by definition, with respect to the effect of such information, observations, and Technical Data on (a) the cost, progress, and performance of the Work; (b) the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and (c) Contractor's safety precautions and programs.
 - 7. Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price,

within the Contract Times, and in accordance with the other terms and conditions of the Contract.

8. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
9. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and of discrepancies between Site conditions and the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
10. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
11. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that without exception all prices in the Agreement are premised upon performing and furnishing the Work required by the Contract Documents.

8.02 *Contractor's Certifications*

- A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 8.02:
 1. "corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process or in the Contract execution;
 2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of Owner, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
 3. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and
 4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

8.03 *Standard General Conditions*

- A. Owner stipulates that if the General Conditions that are made a part of this Contract are EJCDC® C-700, Standard General Conditions for the Construction Contract (2018), published by the Engineers Joint Contract Documents Committee, and if Owner is the party that has furnished said General Conditions, then Owner has plainly shown all modifications to the standard wording of such published document to the Contractor, through a process such as highlighting or "track changes" (redline/strikeout), or in the Supplementary Conditions.

IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement.

This Agreement will be effective on _____ (which is the Effective Date of the Contract).

Owner:

The Town of Crested Butte

(typed or printed name of organization)

By:

(individual's signature)

Date:

(date signed)

Name:

(typed or printed)

Title:

(typed or printed)

Attest:

(individual's signature)

Title:

(typed or printed)

Address for giving notices:

Designated Representative:

Name:

(typed or printed)

Title:

(typed or printed)

Address:

Phone:

Email:

(If [Type of Entity] is a corporation, attach evidence of authority to sign. If [Type of Entity] is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of this Agreement.)

Contractor:

(typed or printed name of organization)

By:

(individual's signature)

Date:

(date signed)

Name:

(typed or printed)

Title:

(typed or printed)

(If [Type of Entity] is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest:

(individual's signature)

Title:

(typed or printed)

Address for giving notices:

Designated Representative:

Name:

(typed or printed)

Title:

(typed or printed)

Address:

Phone:

Email:

License No.:

(where applicable)

State:



Staff Report
April 7, 2025

To: Mayor and Town Council

Prepared By: Dannah Leeman Gore, Sustainability Coordinator

Subject: Readiness for Electric Vehicles Plan: Mt. Crested Butte/Crested Butte (REV Plan) Adoption

Summary:

The purpose of this staff report is to provide Town Council with the most recent version of the Readiness for Electric Vehicles Plan: Mt. Crested Butte/Crested Butte (here forth referred to as the REV Plan) following revisions from the regular Town Council meeting on March 3, 2025. Town Council should consider adopting the REV Plan as part of the consent agenda.

Background:

What is a REV Plan?

The REV Plan is a guiding, strategic document that outlines goals and strategies to support an expected increase in regional and visitor EV adoption and inform planners of data points such as: anticipated EV adoption over time, public charging utilization rates and origin of EV drivers, barriers to adopting EVs, strategies to accommodate EV drivers and EV infrastructure, and potential funding sources. The purpose and goals of this plan are:

- **Purpose:** “...to complement regional low-carbon transportation strategies and align with a “park once, then walk, roll, bus, or bike” mentality that is supported by robust public transit services and bicycle infrastructure. However, the reality of living in or visiting mountain communities is that, sometimes, a vehicle is necessary. The purpose of this plan is to ensure that when driving a vehicle is unavoidable, our communities will have the infrastructure, policy, and knowledge to allow that vehicle to be all-electric.”
- **Goal:** The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado’s ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

Why is the Town participating in this plan?

Marketing and sales of electric vehicles are increasing. Despite the federal administration change and sudden policy shifts, the state of Colorado has a 2023 Colorado Electric Vehicle Plan that

includes a target of 940,000 light duty EVs on the road by 2030. Additionally, the Colorado Clean Cars standard, enacted in 2023, requires that EVs must make up 82% of dealer lots by 2032. In the fourth quarter of 2024, 32% of all new light-duty vehicles sold in Colorado were EVs (Colorado Auto Dealers Association, October 2024), up from 28% in the third quarter of 2024.

In November of 2023, the Town of Mt. Crested Butte (“Mt. Crested Butte”) approached the Town of Crested Butte (the “Town”) to engage in a joint, “North Valley” Electric Vehicle (EV) Readiness Plan, as Mt. Crested Butte was preparing to identify both fleet electrification and public charging strategies for their jurisdiction.

The Town of Crested Butte has two strategic goals in existing plans that support the jurisdictional collaboration of this plan:

- **2019 Climate Action Plan:**
 - o “Increase electric vehicle (EV) adoption through education, charging stations, and prioritized parking”
- **Transportation Mobility Plan (TMP):**
 - o “Incentivize electric vehicle chargers at trip origins”
 - o “Provide space for future public charging needs”

The Town already has an established ethos and strategy for addressing traffic and electric vehicles in our community through the TMP. More broadly, the Town is seeking to retain a “park once” environment, meaning that if someone drives here, the hope is that folks may walk, bike, bus, or roll to additional destinations. The TMP also instructs the town to consider incentivizing EV charging infrastructure at “origin” destinations to facilitate home or short-term rental charging rather than dedicating public space and funding to installing additional chargers, as at-home charging is likely to dominate EV charging needs in the future. Mt. Crested Butte is an “origin” destination for Crested Butte. Many of our visitors, who drive a significant portion of EV traffic in the northern Gunnison valley, stay in Mt. Crested Butte during their visit. Staff felt it was critical and prudent to collaborate on a regional strategy to address the forecasted increase in EV traffic and meet the unique needs of the northern Gunnison valley rather than risk the two communities having widely different EV approaches.

Previous Council Action:

During the March 3, 2025, regular Council Meeting, Council members shared a few comments on the REV plan:

- Council members had concerns with Action C6, which was a commitment to explore integration of renewable energy that would offset on-site EV charger energy use. Council recommended converting this action to supporting EV infrastructure at park and ride locations.
- Action M4 of the plan regarding the electric conversion of the school fleet should be combined with action M3 to incorporate a more regional transportation focus and avoid specifically addressing the school district’s transportation needs.
- One Council member requested including “scenic byways” as part of EV tourism outreach strategies.

REV Plan Updates:

Based on Town Council feedback from the March 3, 2025, meeting, staff have incorporated the following changes:

- Action C6 – revised to “support EV charging at regional park and ride locations” from “explore renewable energy integration with EV chargers”
- Action O2 – “Collaborate on EV tourism marketing”. The description now incorporates scenic byways as part of any EV tourism marketing strategies.
- Action M3 – “Explore with regional transit partners feasibility of electrifying transit and micro transit”. Description has been updated to include exploring the feasibility of electrifying the school districts fleet in addition to regional transportation authorities. Action M4, which specifically addressed school fleet electrification, has been removed throughout the plan.

Mt. Crested Butte’s Town Council is scheduled to adopt this plan at their April 1 regular Town Council Meeting.

Climate Impact:

EVs improve local, street-level air quality because of their low-to-no tailpipe emissions. The decrease in emissions from EV conversion and EV charging will continue to compound as Tri-state continues to reduce carbon emissions with electricity generation to 2030.

Financial Impact:

The total cost of this project is \$38,839.50. The Towns received grant funding in the amount of \$28,877.00 through the CEO Local Government Electric Vehicle Readiness Planning Grant program. The remaining \$9,962.5 match requirement is shared equally between the two jurisdictions at \$4,981.25 each. Implementation costs will be evaluated as EV projects are identified through this plan and other regional planning efforts.

Recommendation:

A council member should make a motion, followed by a second, to adopt the Readiness for Electric Vehicles Plan: Mt. Crested Butte/Crested Butte as part of the consent agenda.

Attachments:

- Readiness for Electric Vehicles (REV) Plan: Mt. Crested Butte/Crested Butte

Readiness for Electric Vehicles (REV) Plan

Mt. Crested Butte/Crested Butte

January 2025



ACKNOWLEDGEMENTS

This REV Plan was developed in partnership with the Towns of Mt. Crested Butte and Crested Butte and many stakeholders. Special thanks to all who contributed to the development of this regional plan:

Town of Mt. Crested Butte

Nicholas Kempin, Mayor
 Steve Morris, Mayor Pro Tem
 Alec Lindeman, Town Council Member
 Roman Kolodziej, Town Council Member
 Valeda Scribner, Town Council Member
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Town of Crested Butte

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 Jeff Moffett, Gunnison Crested Butte Tourism and Prosperity Partnership
 Jeremy Herzog, Mountain Express
 JohnRyan Lockman, Vail Resorts
 Scott Truex, Gunnison Valley RTA

Project Consultants:



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COLORADO
 Energy Office

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EXECUTIVE SUMMARY

About This Plan

The Towns of Mt. Crested Butte and Crested Butte are preparing for increased electric vehicle (EV) adoption and charging demand in the North Gunnison Valley.

The Towns are home to approximately 2,500 residents, and Crested Butte alone welcomes over 260,000 visitors each year. In addition to visitors from across the state, the U.S. and the world, 96% of Mt. Crested Butte's workforce and 88% of Crested Butte's live outside the towns and commute in for work (U.S. Census Bureau, 2024). While there are high rates of biking, walking and transit use among residents within the towns, most people travel by car to enter and leave Crested Butte (Town of Crested Butte, 2024). Preparing for and supporting the transition to EVs while maintaining a focus on low-carbon, multimodal transportation will be critical to meeting greenhouse gas emissions (GHG) and transportation goals established by the two towns.

In 2024, the Towns of Mt. Crested Butte and Crested Butte collaborated with key stakeholders to develop this joint plan as a roadmap for EV readiness for their jurisdictions. This plan was funded from the Colorado Energy Office and will help the Towns of Mt. Crested Butte and Crested Butte (the Towns) lead the region in EV readiness.

Purpose




This plan was created to complement regional low-carbon transportation strategies and align with a "park once, then walk, roll, bus, or bike" mentality that is supported by robust public transit services and bicycle infrastructure. However, the reality of living in or visiting mountain communities is that, sometimes, a vehicle is necessary. The purpose of this plan is to ensure that when driving a vehicle is unavoidable, our communities will have the infrastructure, policy, and knowledge to allow that vehicle to be all-electric.




Goal

The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado's ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

This plan does not explicitly recommend investment in public charging in the near term. Instead, the Towns will monitor EV charger utilization, coordinate with Gunnison Valley Electric Vehicle Association (GCEA), and use industry standards to build infrastructure as demand grows.

EV Baseline and Forecast

November 2024	November 2024	November 2024
		
162 registered EVs in Mt. CB and CB ZIP codes	24 public charging plugs in Mt. CB and CB ZIP codes serving residents and visitors	161,948 registered EVs in Colorado

2030 Forecast	2030 Forecast	2030 Forecast
		
400 – 600 registered EVs in Mt. CB and CB	35 public charging plugs to meet anticipated demand in Gunnison County for residents*	580,000 – 940,000 registered EVs Colorado

*Note this does not include charging for visitors or down-valley commuters

Plan Development and Engagement Process

This REV plan was driven by stakeholder input and designed to identify strategies that address both shared and individual priorities of Mt. Crested Butte and Crested Butte. Stakeholders were engaged throughout the development of this plan through facilitated workshops, town staff meetings, an EV survey, and community events.

EV Readiness Strategies and Actions

The following strategies and actions were identified for Mt. Crested Butte and Crested Butte. The Towns will collaborate on implementation while prioritizing the actions and approaches best suited to their individual communities.



Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Actions:

- Action C1. Educate homeowners about EV charging
- Action C2. Energize multifamily property owners/managers to install EV chargers
- Action C3. Engage lodging and rental property owners
- Action C4. Increase short-term rental EV charging infrastructure

Lower Priority Actions:

- Action C5. Encourage employers to install workplace charging
- Action C6. Support EV charging at regional park and ride locations.



Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Actions:

- Action O1. Partner on EV informational campaigns and events
- Action O2. Collaborate on EV tourism marketing

Lower Priority Actions:

- Action O3. Engage dealerships and auto shops
- Action O4. Engage private fleets to explore fleet electrification



Electrified Mobility (M)

Encourage regional electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Actions:

- Action M1. Explore the opportunity for regional electric carshare
- Action M2. Continue support for Towns' micromobility strategies

Lower Priority Actions:

- Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit



Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Actions:

- Action P1. Keep current on EV ready requirements to provide regional leadership
- Action P2. Clarify permitting process for EV charging

Lower Priority Actions:

- Action P3. Examine pricing structure best practices for public charging
- Action P4. Evaluate EV parking enforcement need



Leading by Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Actions:

- Action L1. Crested Butte continues to provide leadership with electrifying Town fleet
- Action L2. Mt. Crested Butte fleet EV pilot
- Action L3. Mt. Crested Butte fleet electrification plan
- Action L4. Mt. Crested Butte provides EV training for staff
- Action L5. Install public charging at Mt. Crested Butte public facilities



INTRODUCTION

Electric vehicle (EV) adoption is increasing in Colorado and across the U.S., and this transition will play an important role in reducing the greenhouse gas (GHG) emissions and air quality impacts of vehicle transportation. This plan identifies strategies to ensure that Mt. Crested Butte and Crested Butte are prepared for the transition to EVs and ready to demonstrate leadership and support for vehicle electrification in a way that aligns with existing transportation priorities and is informed by EV charging utilization in Mt. Crested Butte and Crested Butte.

EV Readiness Plan

This plan develops an understanding of the current and potential future EV market, aligns regional priorities, and identifies strategies that will prepare the Towns of Mt. Crested Butte and Crested Butte for increased EV adoption among residents and visitors. To be “EV ready” the Towns of Mt. Crested Butte and Crested Butte, will need to develop infrastructure, programs, and policies that meet the current and future needs of EV drivers within the context of existing low-carbon transportation priorities. This plan is intended to guide collaborative EV action for the Towns of Mt. Crested Butte and Crested Butte and to inspire EV adoption within the region.

Preparing for increased EV drivers will require close collaboration between the Towns of Mt. Crested Butte and Crested Butte, Gunnison County Electric Association (GCEA), and other regional transportation partners. The development of this plan was led by a core Project Management Team formed of representatives from both towns.

The overarching goal and the prioritized strategies outlined in this plan were developed collaboratively over several months by the Project Management Team and a group of key stakeholders in the region (see the Acknowledgements for a full list of those involved). Over the course of two workshops and two fleet specific meetings, the team worked together to share information and identify opportunities specific to each Town’s unique characteristics. The process also gained insights from the community through a Frunk-or-Treat EV event and EV survey (See **Appendix C. Community and Stakeholder Engagement** for details).

Why Plan for Electric Vehicles

The Towns of Mt. Crested Butte and Crested Butte recognize the contribution of EVs to reducing air pollutants and greenhouse gas emissions within the broader low-carbon transportation landscape and are committed to preparing and planning for the increasing number of EV drivers in Colorado and the region.

Shift in Vehicle Market

The EV market is shifting, especially in the light-duty (sedan and SUV) sectors. Many car makers are committing to transitioning to EVs from internal combustion engines (ICEs) in the next 10 to 15 years. Some of the major automakers that have made these commitments include General Motors (Wayland, 2021), Ford (Ford, 2021), Volkswagen (Huff, 2023), Volvo (Volvo, 2021), and Honda (Capparella, 2021). More available models and manufacturing at scale will likely make EVs more accessible and affordable.

The transition to zero-emission vehicles (ZEV) is a significant shift for the automotive industry. This market change will impact consumers and influence purchasing behaviors. Communities must respond and adapt to meet an electrified future and identify opportunities to support the associated infrastructure needs.

State and Federal EV Policies and Incentives

The State of Colorado is supporting the accelerated electrification of cars, buses, and trucks and has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030. The Colorado EV Plan includes targets to reach nearly 100% of a light-duty market share by 2050, transition 100% of medium- and heavy-duty vehicles to zero emission vehicles and expand the usage of electric micromobility and shared transportation options (State of Colorado, 2023).

Colorado has funding, policies, and programs in place to support its overarching EV goals and targets and recent data indicates that these goals are having an impact. During the third quarter of 2024, 28% of all new light-duty vehicles sold in Colorado were EVs (Colorado Auto Dealers Association, October 2024).

At the time of this plan's development, federal efforts also encouraged zero-emission transportation options. Through the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), funding is available for building out a robust public charging network and tax credits are available for clean vehicles of all sizes. See **Appendix B. Existing Policies, Programs, Incentives, and Funding** for more details about State and Federal programs available at time of plan development.

~28%

*Percent of all new light-duty vehicles sold in
Colorado in Q3 2024 were EVs*

Local Environmental Benefits

Mt. Crested Butte and Crested Butte have developed policies and programs to deemphasize personal vehicle use and prioritize low-carbon alternative transportation. While there are high rates of biking, e-biking, walking, and transit use among residents, most people travel by car to enter or leave Crested Butte, (Town of Crested Butte, 2024). In addition to over 260,000 visitors each year entering the valley, 96% of Mt. Crested Butte's workforce and 88% of Crested Butte's live outside the towns and travel in for work (U.S. Census Bureau, 2024).

This REV Plan will prepare the region to maximize the benefits of electrified transportation in the context of broader transportation priorities and encourage drivers to choose electric when a vehicle is required.

Improve Air Quality

The transportation sector produces pollutants such as particulate matter, nitrogen oxides, carbon monoxide, and volatile organic compounds which are harmful to respiratory health. All-electric vehicles and plug-in hybrids (PHEVs) produce zero tailpipe emissions when operating in all-electric mode (U.S. Department of Energy, 2021). The reduction of emissions improves public health and air quality and is especially impactful for those who are walking or rolling near streets, for example, along the 6th street corridor in Crested Butte or along the recreation path in Mt. Crested Butte.

Reduce Community Greenhouse Gas Emissions

The International Panel on Climate Change (IPCC) states that “electric vehicles powered by low-emissions electricity offer the largest decarbonization potential for land-based transport, on a life cycle basis” (IPPC, 2022).

Transportation is one of the largest sources of greenhouse gas (GHG) emissions in Colorado (Colorado Department of Public Health and Environment, 2023). While transportation sector only accounts for 13% of community GHG emissions for Mt. Crested Butte (**Figure 1**) and 7% for Crested Butte (**Figure 2**), people who work and visit the region may be driving long distances to reach the area, creating emissions that are not accounted for in local inventories. In Gunnison County, where commuter emissions are captured in their GHG inventory, transportation accounts for almost 30% of emissions (One Valley Leadership Council, 2020).

Table 1 compares the vehicle emissions for Mt. Crested Butte, Crested Butte, and Gunnison County.

Table 1. Percent of Vehicle Transportation GHG Emissions for Mt. Crested Butte, Crested Butte, and Gunnison County

Type of Emissions	Mt. Crested Butte	Crested Butte	Gunnison County
Vehicle Transportation	13%	7%	29%

The electric utility service in the North Valley, Gunnison County Electric Association (GCEA), continues to diversify its energy portfolio by adding renewable resources. GCEA's 2024 Strategic Plan has a commitment to 80% renewable energy by 2030 and a carbon intensity reduction of 90% compared to a 2015 baseline (Gunnison County Electric Association, 2023), (Tri-State Generation and Transmission Association, Inc., 2020). In September 2024, GCEA and the Uncompahgre Valley Water Users Association completed construction of the Taylor River

Hydro project (Crested Butte News, 2024). As electric generation emissions continue to decline with changes in generation sources, the resulting EV emissions will also decrease.

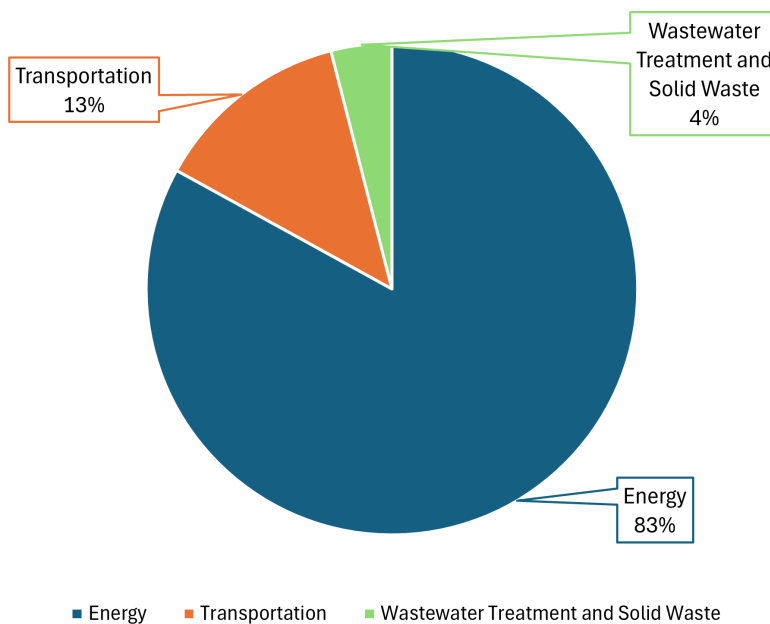


Figure 1. Town of Mt. Crested Butte 2022 Greenhouse Gas Emissions

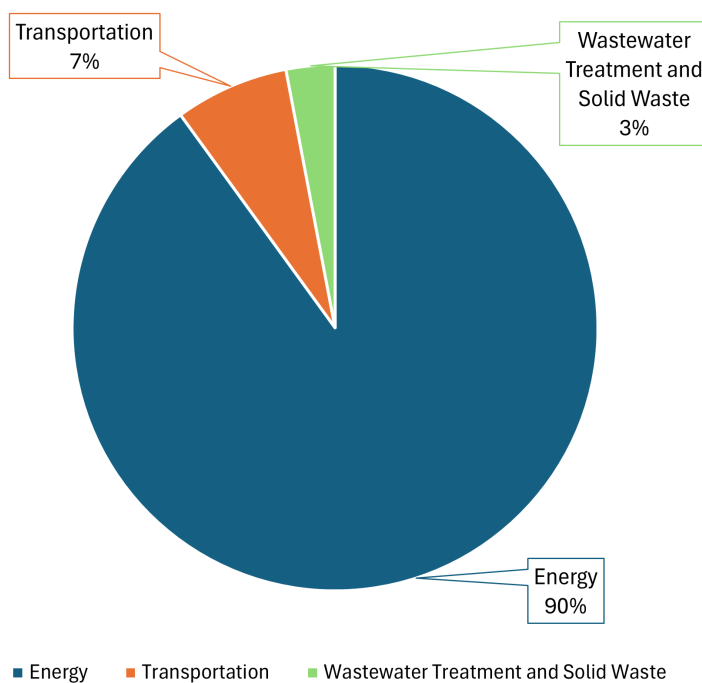


Figure 2. Town of Crested Butte 2022 Greenhouse Gas Emissions



REGIONAL TRANSPORTATION AND/OR DECARBONIZATION GOALS

Planning and preparing for electric vehicles in the North Gunnison Valley will support established transportation and climate change goals at the local and regional level. This plan is designed to complement and reinforce many existing plans and efforts already in place throughout Mt. Crested Butte, Crested Butte, and the broader Gunnison Valley.

Town of Mt. Crested Butte

The Town of Mt. Crested Butte has a history of prioritizing environmental stewardship and transportation through several connected planning efforts:

2021 Strategic Plan

Mt. Crested Butte's Strategic Plan includes environmental stewardship as a guiding principle and community goal. The plan also identifies regional transit collaboration and infrastructure as strategic goals and identifies the following actions:

- Begin installing EV charging stations and work with partners to apply for grants
- Assess electric and alternative energy vehicles for Town use

2023 Master Plan

In 2023, the Town of Mt. Crested Butte developed a Master Plan to complement the Strategic Plan and act as an advisory document to guide decision making for the community to achieve its vision and goals. The action-oriented plan includes goals and strategies related to sustainability and climate planning and includes a policy to expand electric vehicle charging infrastructure throughout town to support EVs through several actions such as policy, charging at Mt. Crested Butte facilities, and a fleet transition. The Master Plan also includes robust transit and transportation analyses to aid in comprehensive transportation planning for the future.

2030 Climate Action Plan

In 2024, the Town of Mt. Crested Butte began developing a 2030 Climate Action Plan to identify strategic and community-specific goals and actions. The transportation section of the plan has a goal to reduce vehicle miles traveled (VMT) in the town limits by continuing to expand access to transit, electrify transportation, and increase and maintain walking and biking infrastructure.

Town of Crested Butte

The Town of Crested Butte Community Compass was created in 2022 to serve as the community's North Star, designed to help decision makers negotiate the community's most pressing challenges in a strategic and coordinated way. The Compass established Crested Butte's core values and laid the foundation for a series of interconnected plan updates, including the Crested Butte Community Compass, Transportation Mobility Plan, and Climate Action Plan.

Community Compass

The Community Compass ("Compass") is the Town of Crested Butte's comprehensive plan, which guides, integrates, and aligns the Town's regulations, investments, and services with the values of the Crested Butte Community. The Compass sets seven strategic goals, three of which mainly address environmental, climate, and transportation impacts:

- Goal #5: Deemphasize cars and focus on walking, biking, rolling, and transit
- Goal #6: Continue to passionately care for our natural surroundings and forever protect Red Lady
- Goal #7: Act on the urgency of climate change and prepare for the changes we expect from it

Transportation Mobility Plan (TMP)

The [TMP](#) is a roadmap that identifies actions to help the Town of Crested Butte meet its goal of deemphasizing cars and focusing on walking, biking, rolling, and transit over the next 20 years. The plan describes Crested Butte's existing mobility conditions, identifies key transportation challenges, and outlines an implementation plan. The TMP includes actions to integrate land use and transportation planning, increase alternative modes of travel, and reduce parking supply to set up the town's future in a way that de-emphasizes cars and creates a more walkable, safer community.

2030 Climate Action Plan (CAP)

The 2030 CAP was developed in 2024 to identify goals and actions the Town of Crested Butte will take to reduce its greenhouse gas emissions contributing to climate change. While the CAP determined that transportation only accounts for 7% of Crested Butte's community GHG emissions, the plan identifies Low Carbon Transportation as a key area of opportunity for reducing emissions both within and beyond town limits. The CAP draws on the TMP to identify three key strategies for advancing Low Carbon Transportation:

1. Improve transportation choices
2. Manage parking supply
3. Integrate land use and transit

Gunnison County

In July 2021, the County adopted the Gunnison Valley Climate Action Plan which provides a pathway to 50% emissions reduction by 2030 from the 2015 baseline. A 2015 GHG inventory revealed that 29% of countywide emissions were due to surface travel, with 22% associated with gasoline vehicles and 7% with diesel vehicles. The inventory report also included a forecast of emissions changes to 2030 and identified that surface travel is projected to increase by over 22% from 2015 to 2030. By 2030, surface travel could account for as much as 32% of countywide GHG emissions without changes.

Reducing vehicle emissions in Gunnison County will therefore be critical to achieving the Gunnison Valley Climate Action Plan's goals.

Transit Service

The Gunnison Valley RTA provides year-round transportation services to and from the Gunnison-Crested Butte Regional Airport, provides transit services between the north and south ends of the Highway 135 corridor, and provides senior transportation services in Gunnison County. In July of 2024, the Colorado Department of Transportation (CDOT) was awarded about \$1.5 million in funding from the Federal Transit Administration (FTA) for new buses to expand Gunnison Valley RTA's fleet. These buses will improve access and mobility for riders by increasing service frequency and eliminating gaps in the route network. While the new buses will not be electric, the RTA is considering studying the feasibility of adding zero-emission buses to the fleet.

Mountain Express provides ground transportation between Crested Butte and Mt. Crested Butte, including ski buses and micro-transit, ensuring easy access to the ski area and transit center for residents and visitors. Mountain Express is also assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study underway at the time of the writing of this plan.

Vail Resorts

Vail Resorts currently manages 16 private EV chargers for guests staying in the Lodge at Mountaineer Square and the Grand Lodge in Mt. Crested Butte. Vail Resorts and Crested Butte Mountain Resort (CBMR) will continue to be partners with the Towns in the installation of EV charging infrastructure in the base area of CBMR, in collaboration with the Town of Mt. Crested Butte, when there is a need for additional skier parking EV charging infrastructure.



EV MARKET: CURRENT DEPLOYMENT AND FORECASTED GROWTH

Overview of National and State EV Market

EV adoption is accelerating nationwide and in Colorado. In the second quarter of 2024, EVs represented almost 10% of new light-duty sales in the nation. EV registrations are above 10% in ten U.S. states including Colorado (Alliance for Automotive Innovation, 2024).

Analysts at the National Renewable Energy Laboratory (NREL) have made EV projections across the country. EVs could account for 30-42 million light-duty vehicles on the road by 2030 (National Renewable Laboratory, 2023). Colorado recently overtook California as the top state adopting EVs. In the third quarter of 2024, EVs accounted for 25.3% of new cars sold or leased in Colorado (Northeast States for Coordinated Air Use Management, 2024). From January to September 2024, 23% of new cars registered were EVs (Colorado Automobile Dealers Association, 2024). **Figure 3** shows the increase in yearly EV registrations in Colorado since 2010, with a rapid acceleration in adoption since 2021.

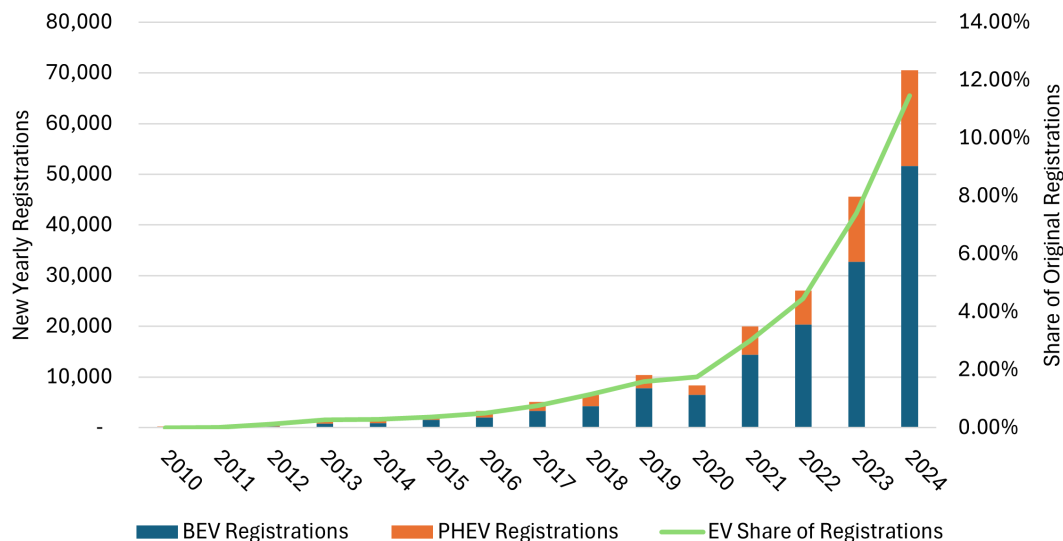


Figure 3. BEV (Battery Electric Vehicle) and Plug in Hybrid Vehicle (PHEV) registrations and share of vehicle registrations in Colorado as of December 2024 (Atlas Public Policy, 2024).

EV adoption in the U.S. has followed a predictable adoption curve. The State of Colorado used E Source market research to estimate adoption curve phases and align with Colorado EV plan targets (E Source and Colorado Energy Office, 2020).

Colorado is no exception to this trend. EVs now make up about 25% of new cars sold or leased in Colorado. The state is currently in the “mainstream market” phase, with the early majority segment actively adopting EVs (**Figure 4**). State market research shows this segment seeks simple, convenient solutions, diverse EV models, and widespread charging infrastructure. In 2024, there were over 70 EV models to choose from in Colorado (State of Colorado, 2024) and charging has become more familiar and available with over 5,500 charging plugs in Colorado (State of Colorado, 2024).

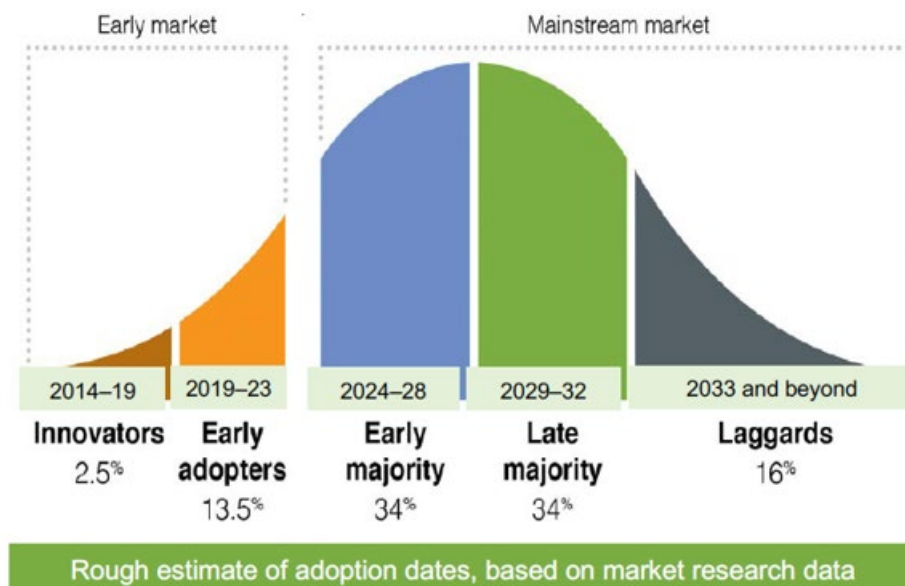


Figure 4. EV Adoption Timeframes for Colorado (E Source and Colorado Energy Office, 2020)

Understanding Existing and Potential EV Drivers In the Region

Regional EV Market

This Plan includes the Towns of Mt. Crested Butte and Crested Butte which over 2,500 year-round residents call home. Gunnison County received 705,900 visitors in 2023 coming from Denver, Colorado Springs/Pueblo, Grand Junction/Montrose, and Dallas/Fort Worth (Gunnison Crested Butte Tourism and Prosperity Partnership, 2024). With most visitors entering the region by car, communities in the valley are preparing to support an increasing number of EVs.

EV Adoption

More residents in Mt. Crested Butte and Crested Butte are purchasing and registering EVs. In 2016 there were 5 EVs registered in ZIP codes 81224 and 81225 in both towns. Through November 2024, there were 162 registered EVs or about 2.5% of all light-duty vehicle registrations (**Figure 5**).

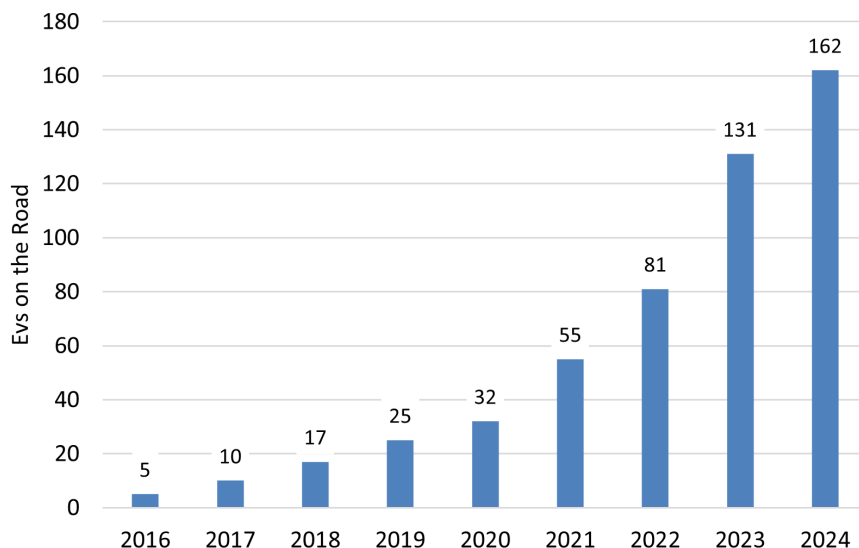


Figure 5. EVs on the Road in Mt. Crested Butte and Crested Butte ZIP Codes 81224 and 81225 through November 2024 (Atlas Public Policy, 2024)

The Towns solicited feedback from the community through an EV survey to inform this plan (n=51). Responses varied across interest in EVs. Thirty-one percent of respondents indicated they would either plan to get an EV or consider an EV as their next vehicle. Twenty-two percent of respondents already owned an EV (**Figure 6**). These responses show possible interest and potentially increased EV adoption from local drivers. Respondents also indicated that range anxiety, availability of all-electric options to meet driving needs, and cold weather performance of EVs as reasons not to purchase an EV, which could explain why the EV adoption rate in the North Gunnison Valley is slightly lower than the state average (**Figure 7**). See **Appendix D. EV Fact Sheets** for information that address some of these concerns.

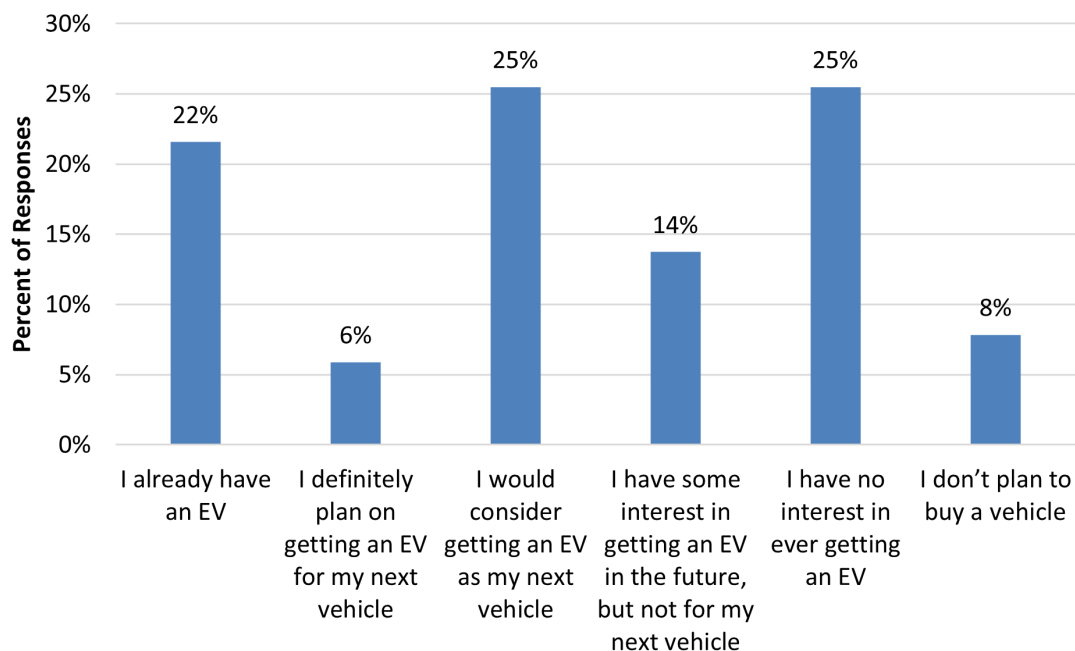


Figure 6. Likelihood Respondent's Next Car Will Be an EV

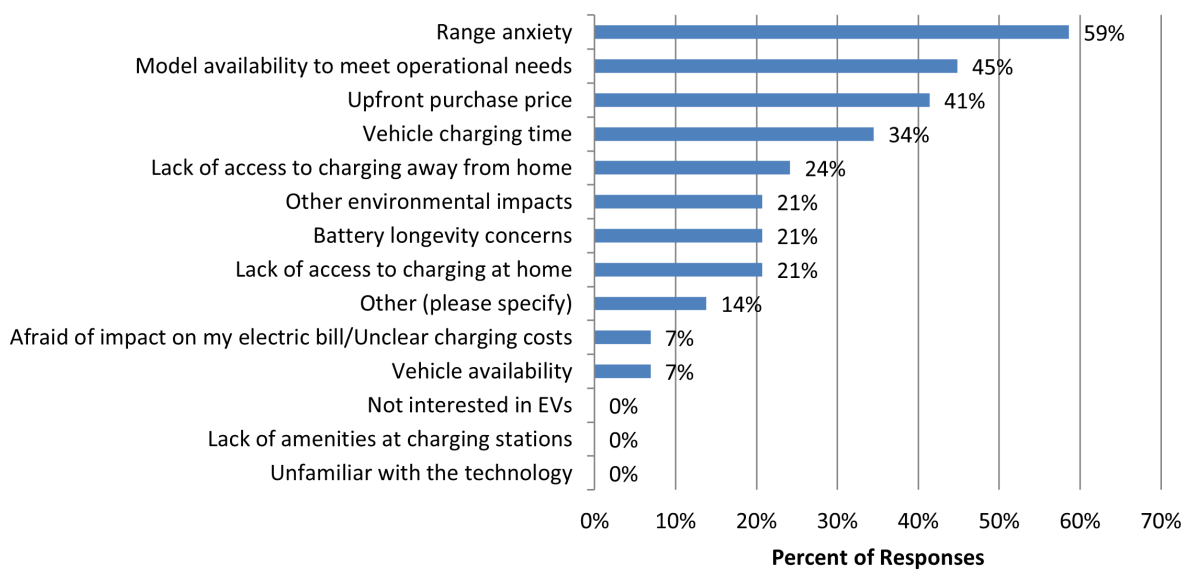


Figure 7. Key Factors that Prevent Getting an EV

Using the State's EV goal and scaling down based on population and number of registered vehicles in the Towns, by 2030 the State forecasts that approximately 10% of registered vehicles in the Towns could be EVs, or approximately 400 and 600 EVs (Navigant, 2019).

Additionally, EV adoption is rising statewide, and the region can expect to see an increase in the number of visitors driving EVs. EV drivers visiting the valley will need access to charging during their stay.

EV Charging Infrastructure

As of November 2024, there were 24 publicly available EV charging plugs (22 Level 2 plugs and 2 direct current fast charging (DCFC) plugs) within ZIP codes 81224 and 81225 and 16 stations available for visitors at lodging and hotels in Mt. Crested Butte (Atlas Public Policy, 2024).

Figure 8 and **Figure 9** show existing public EV chargers in Mt. Crested Butte and Crested Butte. The region's electric utility, Gunnison County Electric Association (GCEA), has installed and operates several charging locations across the region (GCEA, 2024).

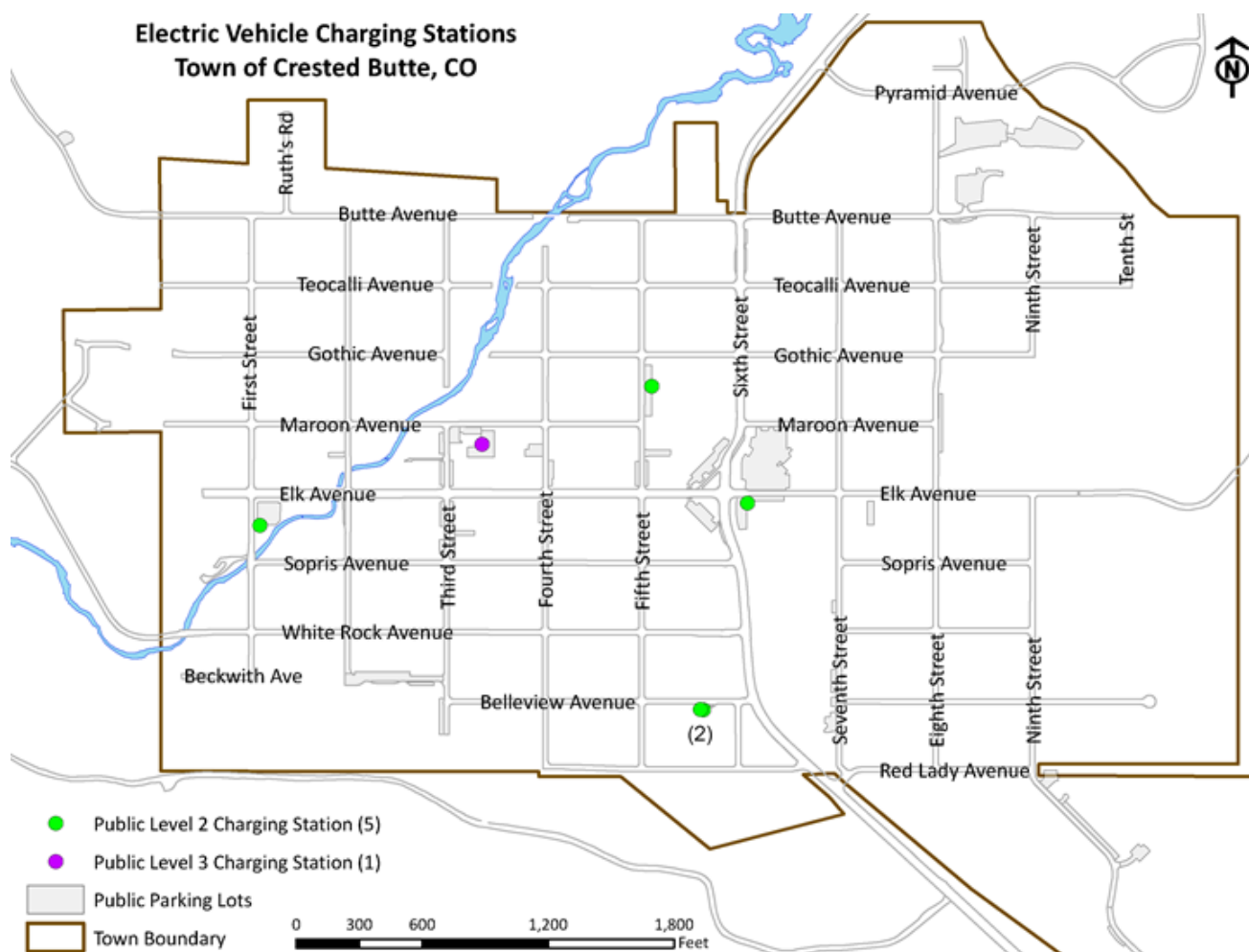


Figure 8. Map of EV chargers in Crested Butte as of November 2024 (Town of Crested Butte)

“Recognizing that EV charging infrastructure is the first step to increasing EV adoption by reducing range anxiety, GCEA has actively been involved in citing viable locations and installing EV charging equipment in the Crested Butte/Mt. Crested Butte area for almost ten years. Our goal was to locate parking lots with sufficient electric infrastructure and plentiful parking spots to accommodate multiple drivers charging at a time while spacing out charger locations throughout the area to fill in charging gaps. With continued low station utilization, GCEA is satisfied with the current number of public EV charging stations we have installed but will continue to monitor use and partner with Town jurisdictions to discuss further growth opportunities.”

- GCEA Statement on Public Charging Infrastructure for the Region

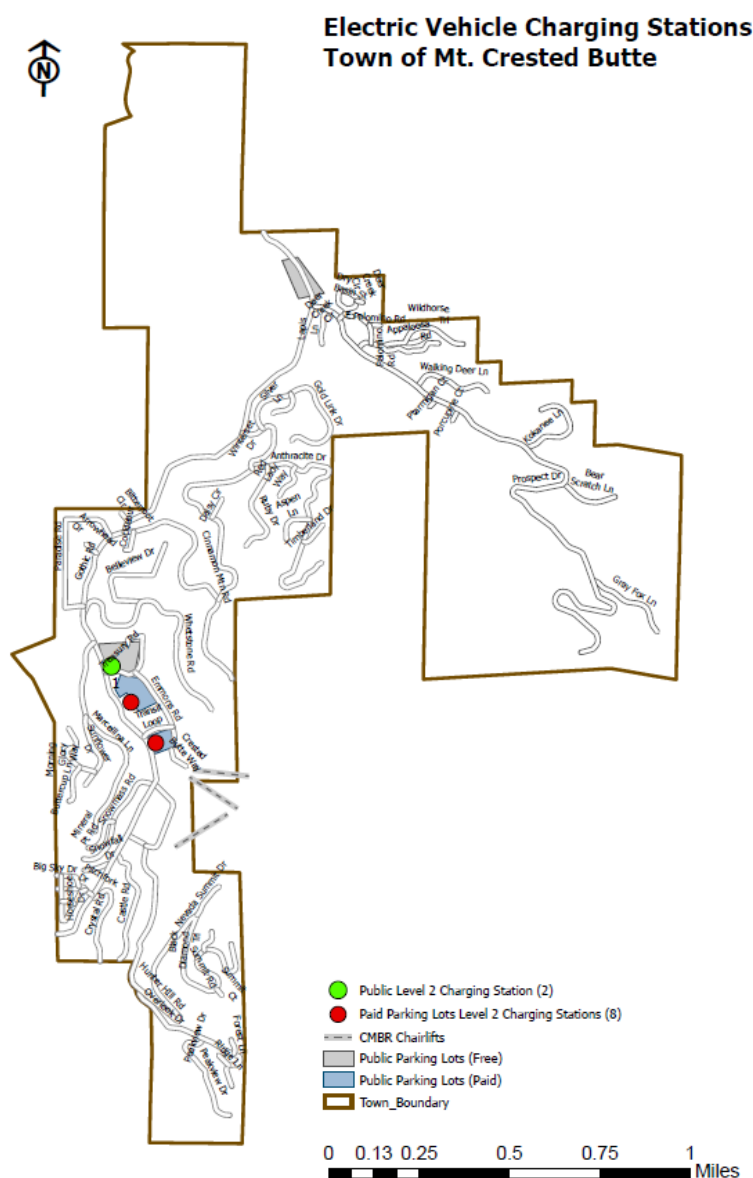


Figure 9. Map of EV chargers in Mt. Crested Butte as of November 2024 (Town of Mt. Crested Butte)

Public charging utilization has been low to date with an average annual utilization of about 1.5%. The top three highest utilized chargers have been the chargers in Crested Butte at 1st Street and Elk Avenue, and 6th Street and Elk Avenue. GCEA would like to see utilization increase before building more public infrastructure. They indicated they would monitor the following metrics to assess when more charging infrastructure might be needed:

- Peak Demand: the percentage of plugs that are in use during the one hour of highest usage in a year's time
- Growth rate: the growth of EV adoption and/or charger utilization
- EV Driver feedback: increases in comments about lower charger availability and long wait times via popular EV driver applications

A 20% charging utilization rate would likely indicate that the community or visitors could experience significant wait times for chargers, and more charging could be necessary (PwC, 2021). Preparing for some redundancies in infrastructure is important. The Town's should also prepare for chargers being out of service which could impact charging wait times. Charging operators can monitor charger utilization and this can inform when more charging may need to be installed. More details are in the **Charging Infrastructure** strategy section.

GCEA would like to see utilization increase before building more public infrastructure.

While public charging is the most visible type of charging, it is not the bulk of charging infrastructure. At a regional scale, origin charging, including at rental homes, visitor lodging, and short-term rental (STR) units will be a critical component to meeting charging needs. Workplace charging can also support EV charging access for those who commute into Mt. Crested Butte or Crested Butte from Gunnison or other areas. Other potential charging locations could include destinations that support residents, employees, and visitors such as retail, recreation, or community gathering locations.

Gunnison County is projected to need about 202 home, workplace, and public EV charging plugs by 2025 and 792 plugs by 2030. These numbers are drawn from an infrastructure study by the State of Colorado that supports the goal of reaching 940,000 EVs on the road by 2030 and scaled to Gunnison County based on population and vehicle registration data (International Council on Clean Transportation, 2021). A significant portion of EV charging is expected to happen while an EV driver is parked at home, so most plugs will be needed in homes (714 plugs, referenced in **Table 2**), compared to an anticipated 35 public plugs in Gunnison County (**Table 2**). The estimated charging plugs for Gunnison County indicate the need for charging along travel corridors such as along US 50, SH 135, SH 149. The study did not indicate any DCFC in areas not along corridors.

As of 2024, the State of Colorado is currently on track to meet its 2030 EV goal. While Gunnison County falls behind the rest of Colorado in EV adoption rates, in registrations on a percentage basis, many Gunnison County visitors come from other Colorado towns where EV adoption is higher. Therefore, in addition to origin charging, it is possible that the Towns could need additional charging infrastructure that outpaces Gunnison County's adoption because of increasing visitors driving EVs.

Table 2. Estimated charging plugs needed in Gunnison County to support the state's goal of reaching 940,000 EVs by 2030 (International Council on Clean Transportation, 2021)

Year	Home	Workplace	Public level 2	DCFC non-corridor	DCFC corridor	Total number of plugs
2025	179	11	8	0	4	202
2030	714	43	25	0	10	792

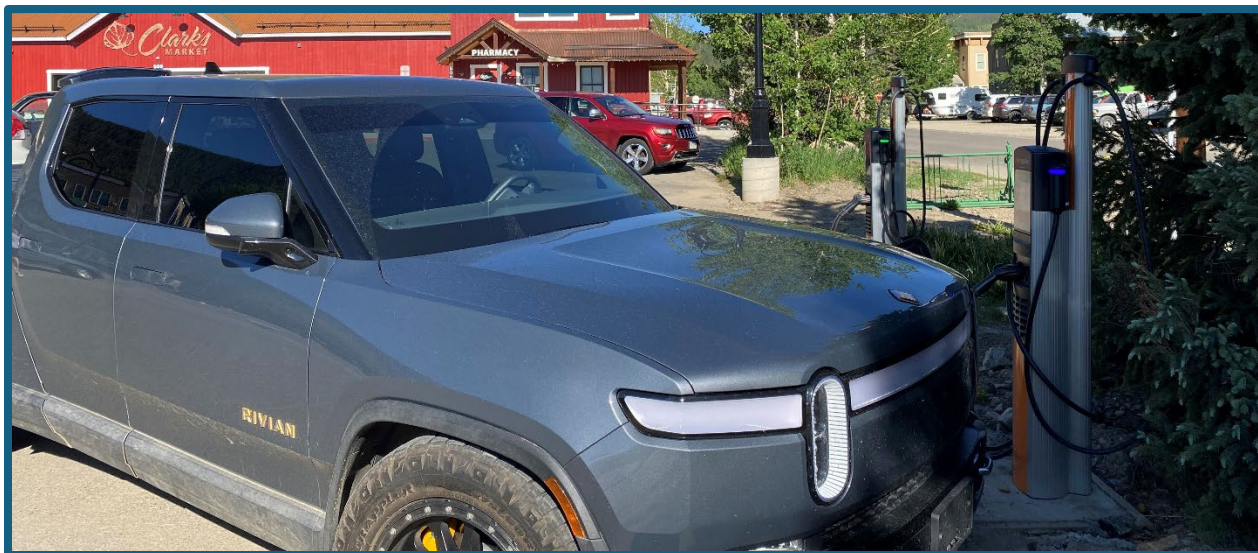


EV READINESS GOAL

The Towns of Mt. Crested Butte and Crested Butte have set the following goal for this plan:

The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado's ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

This plan does not explicitly recommend investment in public charging in the near term. Instead, the Towns will monitor EV charger utilization, coordinate with Gunnison County Electric Association (GCEA), and use industry standards to build infrastructure as demand grows.



ACTIONS FOR SUPPORTING EV ADOPTION

The subsequent sections outline twenty-three EV readiness actions prioritized for implementation, grouped into five core strategies. These actions were developed through analysis of current and projected EV adoption, charging needs, and stakeholder input. High-priority actions lay the foundation for growing EV adoption and infrastructure, while lower-priority actions may require more resources, collaboration, or have less immediate need. As the EV landscape evolves, the Towns can adjust priorities to seize new opportunities, resources, or adapt to changing adoption and infrastructure demands.

Core Strategies and EV Readiness Actions



Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Actions:

- Action C1. Educate homeowners about EV charging
- Action C2. Energize multifamily property owners/managers to install EV chargers
- Action C3. Engage lodging and rental property owners
- Action C4. Increase short-term rental EV charging infrastructure

Lower Priority Actions:

- Action C5. Encourage employers to install workplace charging
- Action C6. Support EV charging at regional park and ride locations.



Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Actions:

- Action O1. Partner on EV informational campaigns and events
- Action O2. Collaborate on EV tourism marketing

Lower Priority Actions:

- Action O3. Engage dealerships and auto shops
- Action O4. Engage private fleets to explore fleet electrification



Electrified Mobility (M)

Encourage regional electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Actions:

- Action M1. Explore the opportunity for regional electric carshare
- Action M2. Continue support for Towns' micromobility strategies

Lower Priority Actions:

- Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit



Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Actions:

- Action P1. Keep current on EV ready requirements to provide regional leadership
- Action P2. Clarify permitting process for EV charging

Lower Priority Actions:

- Action P3. Examine pricing structure best practices for public charging
- Action P4. Evaluate EV parking enforcement need



Leading by Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Actions:

- Action L1. Crested Butte continues to provide leadership with electrifying Town fleet
- Action L2. Mt. Crested Butte fleet EV pilot
- Action L3. Mt. Crested Butte fleet electrification plan
- Action L4. Mt. Crested Butte provides EV training for staff
- Action L5. Install public charging at Mt. Crested Butte public facilities

Charging Infrastructure (C)

Access to convenient and affordable EV charging infrastructure is critical to supporting EV adoption across the region. The most convenient and cost-effective charging is at home including multifamily residences or other overnight destinations, such as short-term rentals or hotels. Therefore, origin charging, which includes charging at homes, visitor lodging, and short-term rental units is an important priority. Workplace charging supports employees charging at their workplace, supports longer-distance commuters, or those who may not have access to home charging.

In the Towns' EV survey, six out of 10 respondents who were decision-makers for businesses, organizations, or multifamily buildings or lodging in Mt. Crested Butte or Crested Butte said financial incentives would encourage them to install EV charging. Costs, including installation and maintenance, were also key reasons against potentially installing EV chargers.

See **Appendix C. Community and Stakeholder Engagement** for more details.

Public charging stations are critical to ensuring charging access for several community groups: commuters, visitors, and those without access to home charging, such as multifamily residents, renters, or those without access to parking that accommodates an EV charger. EV charging stations provide convenient spaces for those who need to charge their vehicle while they are away from home or are visiting. They are also a visible indicator of a community's EV commitment and can help to reduce "range anxiety" by assuring those considering an EV that charging is easily available.

The Towns currently have ample public charging for the number of local or visiting EV drivers, and any additional public charging will be informed by the utilization rate of the existing public charging. GCEA will support the Towns in looking at peak demand, or (the percentage of plugs in use during the peak hour of the year). Additionally, GCEA can monitor the growth rate of EV registrations and/or charger utilization to project the time when more charging is needed. GCEA can also monitor increases in comments about lower charger availability and long wait times via popular EV driver applications, which could also indicate a need for additional charging infrastructure.

In coordination with GCEA, charging infrastructure operators, such as ChargePoint, can follow the industry standard noted in the EV Charging Infrastructure section following GCEA's. When a charging location reaches 20% utilization, this can initiate a process to consider where additional charging can be added. At 25% utilization, this can initiate applying for available funding to install additional charging.

Listed are the Charging Infrastructure actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action C1. Educate homeowners about EV charging**
 - Compile and develop resources to educate and inform homeowners and residents about installing EV chargers, the resources available and include a resource that describes the Town requirements for installing an EV charger. This can support an increase in home EV charging access to renters.
- **Action C2. Energize multifamily property owners/managers to install EV chargers**

- Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging including affordable housing developments.
- **Action C3. Engage lodging and rental property owners**
 - Provide targeted outreach and resources to lodging and rental property owners and managers to support the installation of charging for visitors.
- **Action C4. Increase short-term rental EV charging infrastructure**
 - Increase awareness and target outreach to STR owners about the benefits of installing EV charging at their properties and the resources and incentives available to them such as Crested Butte's cash back program for installing EV charging.
- **Action C5. Encourage employers to install workplace charging**
 - Compile or develop resources through targeted outreach to large employers about installing EV chargers.
- **Action C6. Support EV charging at regional park and ride locations.**
 - Assess whether EVSE may be or is required by building code to be installed at regional park and ride locations within the Valley to increase access to charging stations along Highway 135.



Outreach and Education (O)

Despite Colorado's progress in vehicle electrification, barriers to EV adoption still exist. Some of the most common barriers include a lack of familiarity with products and technology, lack of knowledge of available incentives, higher up-front cost of electric vehicles, and range anxiety (National Renewable Energy Laboratory, 2017). In a 2020 Colorado study, 66% of respondents who drive EVs indicated they have a fear of running out of EV charge before reaching their destinations, even though the typical daily commute for most (80%) is 30 miles or less per day – well within the typical EV charge range (E-Source, 2020). EV education to identify EV charging locations, paired with outreach about state and federal programs, can support increased electrified transportation adoption.

As part of this plan, the Towns made available an EV website and fact sheets on EV ownership. These resources provide a snapshot about EVs in the Towns and provide information about EV charging, available incentives, EVs in cold weather.

Listed are the Electrified Outreach and Education actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action O1. Partner on EV informational campaigns and events**
 - Educate the community, businesses, lodging managers, and visitors about EVs through materials and a dedicated website with resources on incentives, charging locations, and cold-weather driving tips.
- **Action O2. Collaborate on EV tourism marketing**
 - Collaborate with Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) to support the development of materials incorporating EV charging and educational resources into regional tourism marketing efforts, such as information on regional EVSE charging locations or electrified scenic byways.
- **Action O3. Engage dealerships and auto shops**
 - Share information about EV and EV charging incentives with regional auto dealerships so dealers can educate customers from Mt. Crested Butte and Crested Butte about what financial benefits are available locally for cost savings opportunities such as GCEA's EV rebate and the State's financial incentives.
- **Action O4. Engage private fleets to explore fleet electrification**
 - Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. Gunnison Valley RTA and Mountain Express participated in this planning process. As technology advances and funding is available, fleets such as Alpine Express and Gunnison Watershed School District can be engaged.

Electrified Mobility (M)

Electrified transportation is about more than just transitioning gas-powered vehicles to EVs. Electrified transportation solutions also include electrifying transit and micromobility such as e-bikes. Partnerships with regional transportation and planning entities will be foundational for successful progress in mobility options.

Listed are the Electrified Mobility actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action M1. Explore the opportunity for regional electric carshare**
 - Explore the feasibility of an EV carshare pilot program, potentially serving low-income and/or multifamily households. Mt. Crested Butte, Crested Butte, and Gunnison County's building codes require new construction and major renovations of larger commercial/multifamily units to include the installation of EV chargers. Designating a parking space or two for carshare at multifamily housing would accommodate a shift towards fractional car ownership.
- **Action M2. Continue support for Towns' micromobility strategies**
 - Continue to support strategies identified in existing Mt. Crested Butte and Crested Butte Transportation and Mobility plans that call to deemphasize vehicle driving and encourage more walking, rolling, and biking.
- **Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit**
 - Explore the feasibility, timing, cost, and potential actions to encourage fleet electrification with regional transit partners, such as the Gunnison RTA, Mountain Express, and the school district,. At the time of writing, Mountain Express is assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study.



Policy (P)

As EV technology evolves and becomes more widespread, policy updates can help reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent. Future policies can include integration of EV considerations into community and regional plans as well as updates to development codes and standards. EV-friendly development codes prepare communities for the EV future and save on costs. The cost to install EV-capable infrastructure during new construction is four to six times less expensive compared to retrofitting the building (Southwest Energy Efficiency Project, Accessed October 2024). As more communities across the state explore EV-related policies, regional collaboration can help ensure that policies are consistent and avoid duplication of efforts.

The Town of Crested Butte has led by example and adopted EV charging readiness requirements as part of their 2021 building code update. Additionally, the whole North Valley has either adopted building codes recently, which state law required enforcing the 2021 International Energy Conservation Code (IECC) and the Colorado Model Electric Ready and Solar Ready Code or adopted the EV-ready provision.

Listed are the Policy actions each with a short description. Full action information is found in **Appendix E. Action Details.**

- **Action P1. Keep current on EV ready requirements to provide regional leadership**
 - Ensures that EV charging is integrated into commercial and residential development by assessing EV ready requirement increases in International Code Council (ICC) code.
- **Action P2. Clarify permitting process for EV charging**
 - Clarify the permitting process and requirements for new and existing residential and commercial EV charging through the development of a “how to” guide.
- **Action P3. Examine pricing structure best practices for public charging**
 - There are a variety of pricing mechanisms for EV charging. By exploring best practices, current local practices, federal standards, and opportunities to provide EV charging to the public, Mt. Crested Butte can develop right-sized pricing for Town-owned EV chargers.
- **Action P4. Evaluate EV parking enforcement need**
 - Explore parking enforcement best practices to best meet goals of public charging by establishing desired charging station behavior.



Leading By Example (L)

The Towns can demonstrate their commitment to EV adoption by expanding charging networks, installing public chargers in visible areas, and exploring fleet electrification. Both Towns require EV chargers in new multifamily and commercial buildings with over ten parking spaces.

Crested Butte leads in low-carbon transportation, encouraging walking, biking, and transit while promoting EVs for driving. The Town of Crested Butte offers cash incentives for short-term rental owners to install chargers and provides several parking spaces with GCEA-managed public chargers. Crested Butte is transitioning its 70-vehicle fleet to EVs, focusing on light-duty vehicles like the Ford F-150 Lightning and Chevrolet Silverado, and exploring medium- and heavy-duty options as technology advances and financing becomes available.

Mt. Crested Butte plans to add more public chargers at Town facilities and is developing a fleet electrification plan, with some hybrid vehicles already in use. These actions highlight the Towns' leadership in electrification.

Listed are the Lead By Example actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action L1. Crested Butte continues to provide leadership in adoption of EVs**
 - The Town of Crested Butte will continue to lead the way in fleet electrification as it makes sense operationally and financially.
- **Action L2. Mt. Crested Butte fleet EV pilot**
 - Mt. Crested Butte's fleet pilots one EV and installs an EV charger in the garage to gain a better understanding of EV operations.
- **Action L3. Mt. Crested Butte fleet electrification plan**
 - Mt. Crested Butte will implement a vehicle replacement plan for the light-duty town fleet vehicles as feasible (meets operational needs and cost-effective) and install fleet charging to match the need.
- **Action L4. Mt. Crested Butte provides EV training for staff**
 - As the Town of Mt. Crested Butte begins to implement actions identified in this REV Plan and prepare for fleet adoption, they will need to train fleet staff and first responders to be familiar with electric vehicles and how to work with them.
- **Action L5. Install public charging at Mt. Crested Butte public facilities**
 - Mt. Crested Butte can execute the strategic implementation plan for the prioritized public EV charger installations.



IMPLEMENTATION

Implementation of the REV Plan will require coordination and collaboration between the Towns of Mt. Crested Butte and Crested Butte and key stakeholders who were involved in the planning process. Success will also require involving and engaging residents, workers, and organizations from across the Towns and region. Below is a proposed approach for implementation.

The Towns can review progress regularly toward strategies and adjust for any material changes or updates in technology, policies and the marketplace. The strategies outline a high-level scope. A strategy implementation plan and timeline will need to be developed by the Town's staff, or the responsible EV action team members, to ensure progress toward objectives.

Tracking Progress

To ensure that this plan continues to be implemented, it is recommended that staff track key elements of the plan broken out into larger overall electric vehicle and infrastructure growth and action progress both with quantifiable metrics if appropriate or qualitative information demonstrating contributions. An example of proposed tracking data might include metrics listed below.

Top-Level Metrics

Tracking the high-level metrics in **Table 3** will provide an understanding of the overall action impact. These metrics track against the State's light-duty EV goals. Additionally, these metrics will provide insight into the development of the Towns' EV landscape and can be used to inform course adjustments, if needed.

Table 3. EV adoption and charging metrics

Metric	Data Source
Light-Duty EVs on the road in Mt. Crested Butte and Crested Butte ZIP codes and rate of adoption	Atlas Public Policy EValueCO dashboard
Public charging need based on peak demand, Growth rate of EV adoption and/or charger utilization, and EV driver feedback	GCEA, Atlas Public Policy EValueCO dashboard, and PlugShare
Level 2 and DC fast charging plugs in Mt. Crested Butte and Crested Butte ZIP codes	Atlas Public Policy EValueCO dashboard

Action Level Metrics

The action level metrics in **Tables 4-8** will support tracking plan progress among the Towns, and stakeholders or partners engaged in actions.

Table 44: Actions and corresponding metrics per action for Strategy Charging Infrastructure

Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Action	Metric
Action C1. Educate homeowners about EV charging	Number of GCEA EV charger rebates at town addresses. Number of electrical permits.
Action C2. Energize multifamily property owners/managers to install EV chargers	Number of multifamily property owners engaged about EV charging. Number of EV charging stations installed at multifamily properties.
Action C3. Engage lodging and rental property owners	Number of lodging and rental property owners engaged about EV charging. Number of EV charging stations installed at lodging and rental properties.
Action C4. Increase short-term rental EV charging infrastructure	Number of STR property owners engaged about EV charging. Number of EV charging stations installed at STR properties.
Lower Priority Action	Metric
Action C5. Encourage employers to install workplace charging	Number of workplaces engaged about EV charging. Number of workplace locations that install EV charging.
Action C6. Support EV charging at regional park and ride locations.	Number of park and ride locations with EV charging stations installed.

Table 55: Actions and corresponding metrics per action for Strategy Outreach and Education



Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Action	Metric
Action O1. Partner on EV informational campaigns and events	Number of social media post interactions. Number of newsletter subscribers. Number of handouts distributed at events attended. Number of website visits. Number of events. Number of test-drives.
Action O2. Collaborate on EV tourism marketing	Number of visitor-focused resources/materials distributed through visitor-specific channels. Social media post impressions from tourism specific accounts.
Lower Priority Action	Metric
Action O3. Engage dealerships and auto shops	Number of dealerships informed about local incentives. Number of outreach events held for dealerships. Number of EV maintenance trainings.
Action O4. Engage private fleets to explore fleet electrification	Number of fleet operators engaged.

Table 66: Actions and corresponding metrics per action for Strategy Electrified Mobility

Electrified Mobility (M)

Encourage electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Action	Metric
Action M1. Explore the opportunity for regional electric carshare	Feasibility study completed and regional electric carshare planned by Mountain Express. Carshare program incorporated by Mountain Express as part of the capital improvement program.
Action M2. Continue support for Towns' micromobility strategies	Increase in number of micromobility trips. Increase in miles of travel ways for micromobility options. Micromobility plan incorporated by Mountain Express as part of the capital improvement program.
Lower Priority Action	Metric
Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit	Town discussion held with transit providers. Participation of towns in Mountain Express transit feasibility study.

Table 77: Actions and corresponding metrics per action for Strategy Policy



Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Action	Metric
Action P-1. Keep current on EV ready requirements providing leadership in region	Number of EV ready parking spaces and EV charging stations installed in new construction, tracked through building permits.
Action P-2. Clarify permitting process for EV charging	Average turnaround time for EV charging permit applications. Number of EV charging stations installed via building permits.
High Priority Action	Metric
Action P-3. Examine pricing structure best practices for public charging	Number of charging station sessions and utilization.
Action P-4. Evaluate EV parking enforcement need	Number of complaints about vehicles parking and not charging or staying after the vehicle is charged. Charging station use and utilization data indicating how long vehicles stay after they finish charging.

Table 88: Actions and corresponding metrics per action for Strategy Leading by Example



Leading By Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Action	Metric
Action L1. Crested Butte continues to provide leadership with electrifying Town fleet	Percent of fleet electric. Number of kWh used. Number of GHG emissions reduced.
Action L2. Mt. Crested Butte fleet EV pilot	Operations performance for 1 EV and 1 Level 2 charger. Number of kWh used. Number of GHG emissions reduced. Cost of maintenance for vehicle and charger.
Action L3. Mt. Crested Butte fleet electrification plan	Percent of fleet electric by a determined date. Number of kWh used. Number of GHG emissions reduced.
Action L4. Mt. Crested Butte provides EV training for staff	Number of staff trained in each department.
Action L5. Install public charging at Mt. Crested Butte public facilities	Number of EV chargers installed for public use to meet needs.

Plan Updates

The REV Plan is intended to function as a living, dynamic document that evolves with technology and changing community needs and priorities. The Towns of Mt. Crested Butte and Crested Butte will regularly evaluate outcomes and will plan to complete a full review and update of the plan as needed so it remains relevant and impactful. Future updates to the REV Plan might include focusing on using renewable energy for EV charging stations, vehicle-to-grid solutions, and increasing EV access to all residents in the region.

APPENDIX A. GLOSSARY OF TERMS

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

E-Bike: A bicycle with an integrated electric motor used to assist or replace pedaling.

Electric vehicle (EV): A vehicle that uses an electric engine for all or part of its propulsion (including both Battery Electric Vehicles and Plug-In Hybrid Vehicles).

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

Fleet: All the vehicles that are owned or leased by a company, government agency or other business to conduct the operational needs of that entity.

Greenhouse Gases (GHG): Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change by trapping heat. The primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Heavy-Duty vehicles: Commercial vehicles over a minimum gross vehicle weight rating (GVRW) of 8,500 lbs.

Hybrid Electric Vehicle (HEV): Vehicles containing both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor, and no external battery charger is used.

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

Level 1 Charging Station: Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery. Typically used in residential settings.

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

DC Fast Charging Station: Sometimes referred to as **Level 3** charging stations that can charge a battery to 80% in 20 to 30 minutes using an industrial 480-volt direct current (DC) outlet. Frequently used in settings where the anticipated charge time is limited (e.g., supermarket, gas station).

Light-Duty Vehicles: Passenger cars with a maximum gross vehicle weight rating (GVRW) of 8,500 lbs.

Micromobility: Any small, low-speed transportation device that is non-electrified or electrified including pedal and electric-assist bicycles, scooters, and other small, lightweight, wheeled conveyances.

Origin Charging: EV charging access at homes, visitor lodging, and short-term rental units.

Plug-in Hybrid Electric Vehicle (PHEV): Vehicle containing both an electric motor and a gasoline engine. An external plug is used to fuel the electric motor which is used until the battery is depleted, at which point the gasoline engine takes over.

Utilization Rate: For a single EV charger, a measure of the percentage of time within a specified period that a vehicle is connected to a charging unit and the maximum time should not include periods where the unit is not in service.





APPENDIX B. EXISTING POLICIES, PROGRAMS, INCENTIVES, AND FUNDING

There is a wide range of funding opportunities and incentives to support EVs and their infrastructure. The following sections summarize some key programs, grants, tax credits, and other financial incentives available as of **November 2024** through GCEA, the State of Colorado, and the Federal government. The resources and funding available are subject to change. Visit [Drive Clean Colorado's website](#) for up-to-date information on available federal and state incentives and grant programs.

Federal Programs

The Biden-Harris Administration set a target that 50% of new cars sales in the U.S. will be electric by 2030 (The White House, 2021). To meet this target funding and programs were established in the Bipartisan Infrastructure Law and the Inflation Reduction Act.

Alternative Fuel Vehicle Refueling Property Credit

The tax credit is available to businesses and individuals that place qualified refueling equipment into service between December 31, 2022, and January 1, 2033. As of January 1, 2023, the available credit for each single item on the property is \$100,000 for businesses and \$1,000 for consumers who purchase items for their home. Additional guidelines are outlined by the Internal Revenue Service.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

The Federal Highway Administration offers a competitive grant program from fiscal year 2022 through fiscal year 2026 distributing \$2.5 billion over five years to strategically deploy EV charging infrastructure and other alternative fueling infrastructure projects in urban and rural

communities in publicly accessible locations. This includes downtown areas and local neighborhoods, focusing on underserved and disadvantaged communities.

Clean Heavy-Duty Vehicles Grants and Rebates

The Environmental Protection Agency via the Inflation Reduction Act offers funding to eligible recipients to replace existing non-zero-emission heavy-duty vehicles with zero-emission vehicles, support zero-emission vehicle infrastructure, and to train and develop workers.

Clean School Bus Program

The Environmental Protection Agency offers rebates to eligible school districts to replace older school buses with new, cleaner models.

Diesel Emissions Reduction

The Environmental Protection Agency offers grants and rebates to eligible entities to help them replace or retrofit older diesel-powered vehicles and equipment with cleaner alternatives.

Elective Pay

Tax-exempt and governmental entities can benefit from certain clean energy investment and production credits including, but not limited to, the Alternative Fuel Vehicle Refueling Property Credit, the Clean Vehicle Tax Credit, and the Commercial Clean Vehicle Credit.

EV, Commercial Clean Vehicle, and EV Infrastructure Tax Credits

Up to a \$7,500 credit for new vehicles under 14,000 pounds, and for commercial vehicles above 14,000 pounds (up to \$40,000). EV chargers are eligible for a tax credit of up to 30% of the cost, or 6% in the case of property subject to depreciation (not to exceed \$100,000). Individuals who purchase qualified residential fueling equipment may receive a tax credit of up to \$1,000.

Low or No Emission Grant Program

The Federal Transit Authority offers the low or no emission competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of required supporting facilities.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

To build and repair critical pieces of our freight and passenger road, rail, transit, and port transportation networks. Criteria for innovation include electric vehicles.

State Programs

The State of Colorado has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030 and 2.1 million by 2035. The State also aims to increase the adoption of medium- and heavy-duty (M/HD) zero emission vehicles (ZEVs) to at least 30% of new sales by 2030, and 100% of new sales by 2050 (State of Colorado, 2022). Expanding adoption of electric micromobility and shared options are also included in the State's transportation electrification plan.

Charge Ahead Colorado

The Colorado Energy Office offers a competitive grant program that provides grant funding for community-based Level 2 (L2) and Direct Current Fast-Charging (DCFC) electric vehicle (EV) charging stations. Maximum amounts vary by the power level. Enhanced incentives increase funding support for income qualified multifamily housing and for qualifying entities located in a disproportionately impacted community.

Clean Fleet Vehicle and Technology Grant Program

The Colorado Department of Public Health and Environment offers funding to incentivize and support the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. Includes a portfolio to provide training and development of a clean transportation workforce to support the adoption of clean fleet vehicles for use in motor vehicle fleets.

Colorado EV Tax Credit

Up to a \$5,000 credit for purchase or lease (minimum two-years initial term) of new vehicles with a manufacturer's suggested retail price (MSRP) up to \$80,000. The tax credit amount will begin to decrease on January 1, 2025. Beginning January 1, 2024, Coloradans purchasing an EV with an MSRP up to \$35,000 will be eligible for an additional \$2,500 tax credit.

Community Accelerated Mobility Project (CAMP)

Colorado Energy Office offers funding to develop community-led mobility solutions that meet needs specific to local communities, including flexible funding that includes electric carshare, electric vanpool, community e-bike share, community charging infrastructure, and others.

Direct Current Fast Charging (DCFC) Plazas Program

Colorado Energy Office offers a competitive grant program designed to increase access to high-speed charging in communities and along highway corridors across Colorado. The program offers enhanced incentives for projects located in disproportionately impacted communities, sites incorporating battery storage and for applicants proposing three or more stations along Federal Highway Administration designated EV corridors.

EV Home Charge

The Colorado Energy Office offers a grant to electric cooperative and municipal utilities to develop utility rebates to upgrade electric panels and wiring in residential homes.

E-Mobility Education and Awareness

This Colorado Department of Transportation (CDOT) grant is designed to expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability.

Fleet Zero-Emission Resource Opportunity (Fleet-ZERO)

The Colorado Energy Office offers Colorado's Fleet-ZERO, a competitive grant that supports charging for fleet owners and operators seeking to electrify their vehicles, as well as public and semi-public fleet charging sites and providers offering EV charging as a service to fleets. The

program prioritizes investments in disproportionately impacted communities and enhanced incentives for qualifying entities.

Vehicle Exchange Colorado (VXC) Program

A state rebate program administered by the Colorado Energy Office encourages income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options. \$6,000 for eligible Colorado residents for purchase or lease of a new electric or plug-in hybrid vehicle, \$4,000 for purchase or lease of a used electric or plug-in hybrid vehicle.

ZEV Workforce Development Grant

This CDOT grant addresses multiple challenges that Colorado and the wider mobility and electrification industry are facing including talent shortages, gaps in new skillsets, and the growing need for training due to technological advances.

Local Incentives

Municipalities, local electric cooperative, or other entities may also offer incentives.

Town of Crested Butte Electric Vehicle (EV) Charger Cash-Back Program for Short Term Rental (STR) Properties

The Town of Crested Butte offers a rebate to property owners with an active Short-Term Rental (STR) business license to support the installation of a Level 2 EV charger.

Town of Mt. Crested Butte E-Bike Rebate Programs

The Mt. Crested Butte E-bike Rebate Program is a sustainability initiative that aims to promote the use of e-bikes as a means of transportation. If you make 100% or less of Area Median Income (AMI) then you may be eligible for rebates between \$1,000 and \$1500.

Gunnison County Electric Association (GCEA)

Gunnison County Electric Association offers their members rebates on electric vehicles, motorcycles, bikes, and utility task vehicles (UTV). They also have an EV charger rebate for residential and commercial customers.

APPENDIX C. COMMUNITY AND STAKEHOLDER ENGAGEMENT

The development of the REV Plan included opportunities for input from key town staff and external stakeholders. This appendix summarizes the results of the following:

- Town staff and external stakeholder workshops
- Mt. Crested Butte fleet staff meetings
- A Halloween-themed Frunk or Treat community EV showcase event
- EV survey

To gain an understanding of the priorities, strategies, barriers, and opportunities related to EV adoption and charging infrastructure in the towns, the Towns of Mt. Crested Butte and Crested Butte identified key stakeholders throughout the process.

Town staff and external stakeholder workshops

Two 90-minute workshops were held with representatives from the Towns of Mt. Crested Butte and Crested Butte and key external stakeholders from Gunnison County Electric Association (GCEA), Crested Butte Mountain Resort, Crested Butte/Mt. Crested Butte Chamber of Commerce, Gunnison Crested Butte Tourism and Prosperity Partnership, Mountain Express, and Gunnison Valley RTA. Attendees are listed in the Acknowledgements.

The objectives of the first virtual workshop were to provide stakeholders:

- A firm understanding of the REV plan process
- A common understanding about the EV baseline for the North Gunnison Valley Region
- Discuss key EV Strategies

The workshop included a presentation which communicated the plan's context, state and federal EV drivers, community characteristics, and the current EV market and existing EV infrastructure. During the presentation there were opportunities to discuss participants' impressions of EVs, to take poll questions about their knowledge, provide time for participants to ask questions and discuss the strategies for the plan.

The objectives of the second virtual workshop were to:

- Review strategies and actions
- Prioritize actions within strategies
- Develop actions plans for prioritized actions

The workshop included a presentation that showed the priorities of strategies and presented actions for each of the strategies. Participants answered polling questions to help prioritize the actions by strategies, first on overall priority and then regarding what might be shorter or longer term. The outcome of that was that the plan strategies should be flexible and able to be implemented as resources and priorities align. The second half of the workshop focused on gathering input for action planning each of the strategies.

Mt. Crested Butte fleet staff meetings

Two discussions with Mt. Crested Butte staff focused on fleet electrification and how the Town can begin to plan a transition to EVs. Engaged staff included representatives from Maintenance, Finance, and capital projects. Discussions helped to gain understanding about the fleet make up and operations as well as potential opportunities and challenges with electrifying the fleet. At the second discussion, Crested Butte Public Works staff attended to share their experience and perspective about what has been successful, and lessons learned in their process. This offered a great peer learning exchange. A pilot EV and charging station became a clear outcome from the discussions in order to better understand and prepare for the needs and operational changes that would be necessary. There was also a strong desire to incorporate training for vehicle and facilities maintenance staff, staff who drive the vehicles, and first responders.

EV ride and drive event

The Towns of Mt. Crested Butte and Crested Butte along with GCEA held a Halloween themed Trunk or Treat EV experience ride and drive event on October 23rd from 2 to 4 p.m. at the Crested Butte Tennis Court parking lot. It was a family-friendly event where attendees dressed in costumes could enjoy test drives, learn about available rebates and tax incentives and learn about the Towns' REV plan. Attendees could also take the community EV survey. Event attendance was high and there were seven survey respondents.

Towns' EV survey

The Towns conducted an EV survey between October 23 and November 29, 2024, to gather insight into perceptions and interest in EVs and charging infrastructure from the perspectives of residents, commuters, visitors and business decision-makers. There were 51 respondents, and the survey results are detailed below.

Forty-three percent of respondents were residents of Mt Crested Butte or Crested Butte and 2% also commuted to work outside of Mt Crested Butte or Crested Butte. About 33% of respondents were visitors, and 22% commute to work in Mt Crested Butte or Crested Butte (**Figure 10**).

When asked about their top two primary modes of transportation, 90% of respondents indicated they drive a personal vehicle and the next top modes were taking the bus (27.5%), cycling (25.5%), and walking (25.5%). Riding an e-bike or e-scooter, a motorcycle, or using a company fleet vehicle were each about 2%, while carpooling was not chosen (**Figure 11**).

Transportation costs per month for most respondents ranged between \$0-\$100 or \$101-300. About 18% spend more than \$300 per month on transportation (**Figure 12**).

Over half of respondents (53%) either own an EV already or are planning or considering getting an EV as their next vehicle, and about 14% were interested in an EV, but not as their next vehicle. While 33% of respondents indicated they didn't want an EV or don't plan to buy a vehicle (**Figure 13**). When asked why not an EV, some indicated their driving habits weren't conducive to an EV, or many gave reasons that are not factually true such as the "production and energy use is extremely harmful to the environment", "the carbon footprint is the same", and "the cost and the environmental impacts of an EV are way higher than using a paid off truck that gets good gas mileage". The production of batteries and EVs and environmental impact are areas for further education for the public.

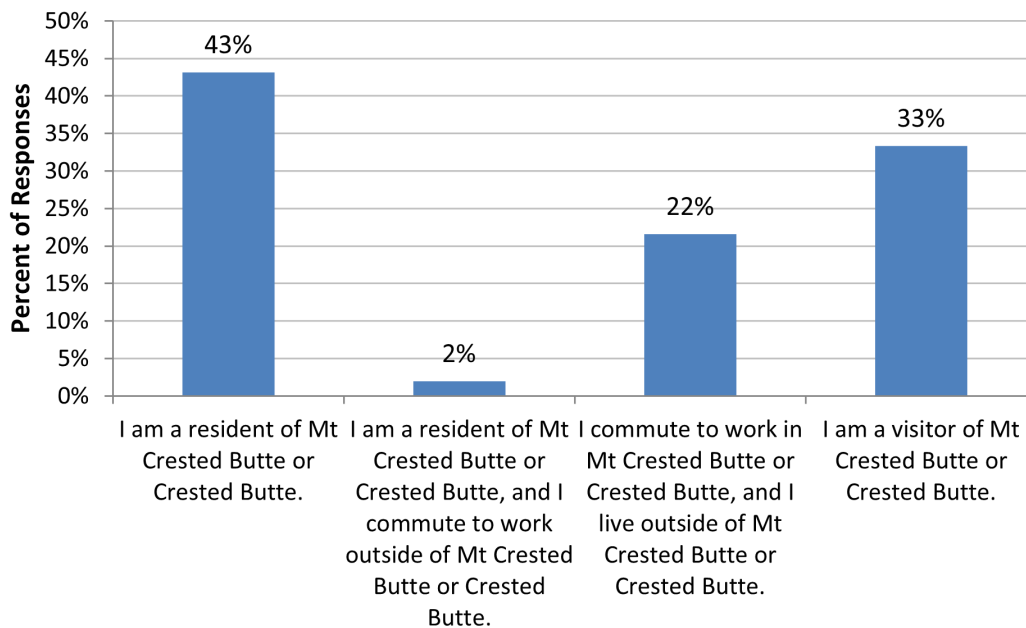


Figure 10. How Respondents Primarily Identified

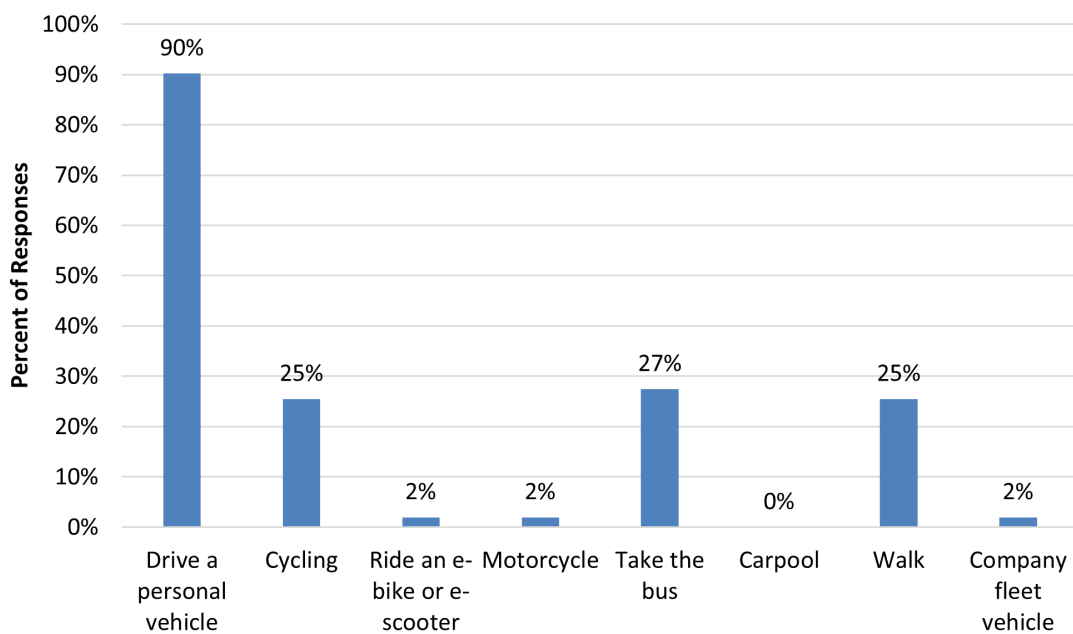


Figure 11. Primary Modes of Transportation

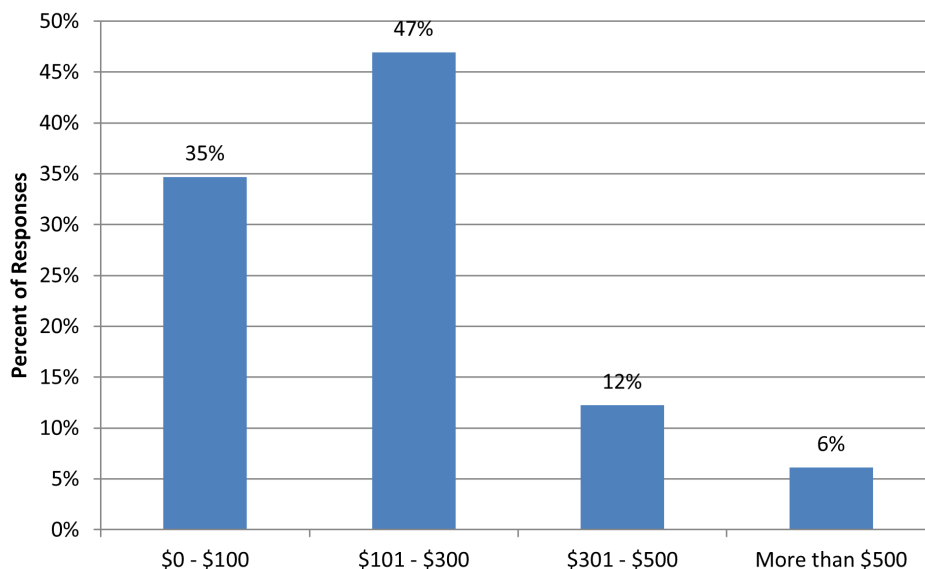


Figure 12. Monthly Budget Spent on Transportation

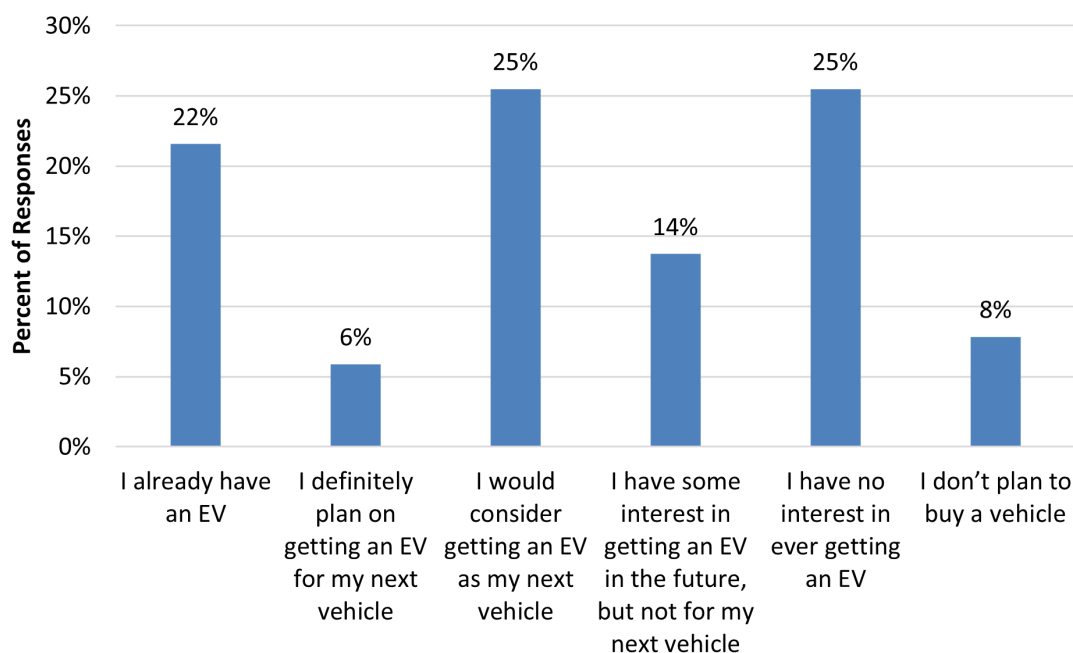


Figure 13. Likelihood Respondent's Next Car Will Be an EV

The top factors that encourage respondents to get an EV are cleaner air and the ability to charge at home. After those, vehicle performance and cost savings from fuel and operations are the next key factors. Other factors include the ability to charge at work or in the community, price parity with a gasoline-powered vehicle, and incentives to lower upfront costs (**Figure 14**). Range anxiety, vehicle model options, and the upfront purchase price of EVs are the top reasons for not considering an EV purchase (**Figure 15**).

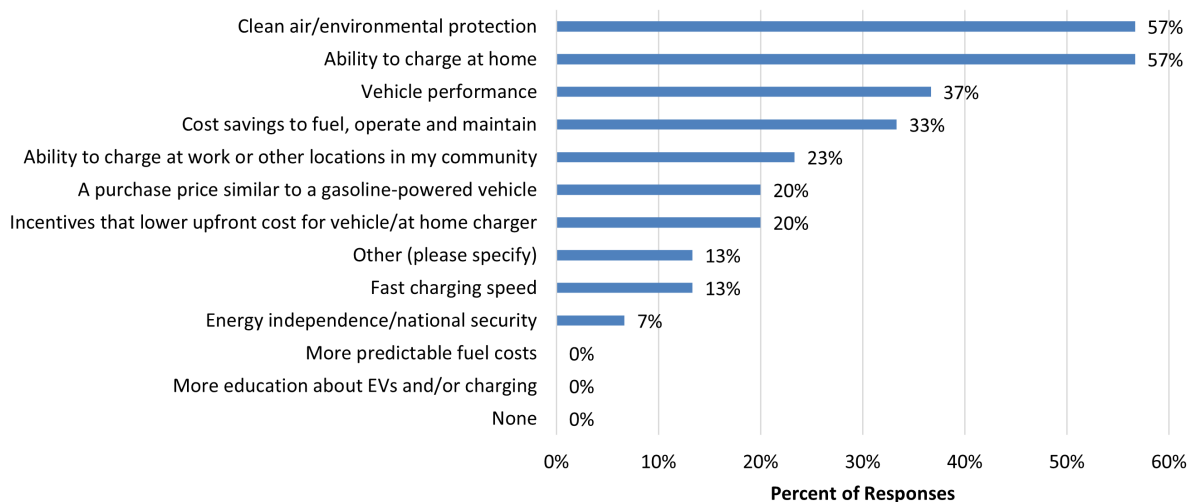


Figure 14. Key Factors that Encourage Getting an EV

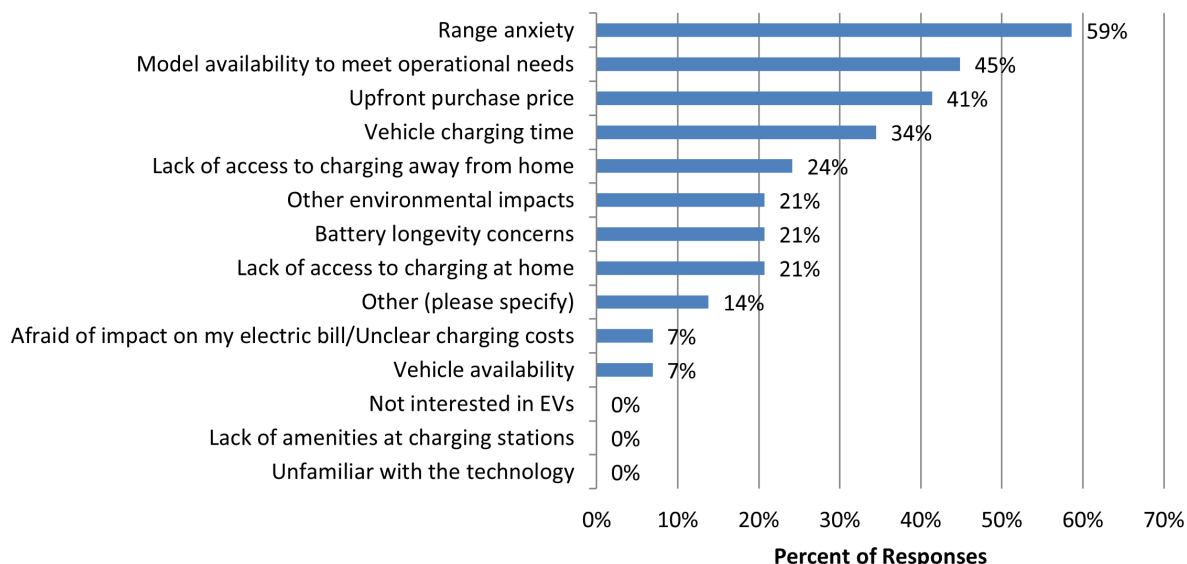


Figure 15. Key Factors that Prevent Getting an EV

When asked what information would help them to decide about getting an EV, responses around cold-weather performance and incentives were the top options (**Figure 16**).

Regarding where respondents primarily park, most respondents indicated they had an off-street parking option with most having a garage at a single-family home. About 17% either shared a driveway, had no assigned spot, or parking along the street curb (**Figure 17**). These parking arrangements likely mean the vehicles may need to use public charging options. About 70% of respondents indicated they have an outlet within 20 feet of where they park indicating that charging may be feasible for these people (**Figure 18**). About 30% said they did not park near an outlet indicating that charging may be harder to access near where they primarily park and may need public charging options. Respondents expect they would do most of their charging at

home either with a standard outlet or a Level 2 charger. Two other locations they expect to charge is at public fast charging and at their workplace with a Level 2 charger (**Figure 19**).

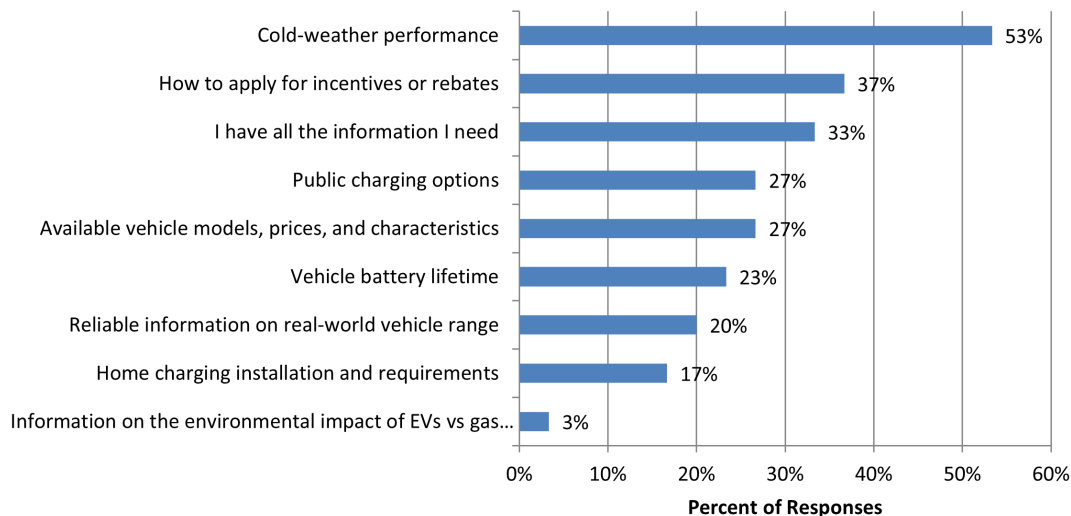


Figure 16. Topics Where More Information is Needed

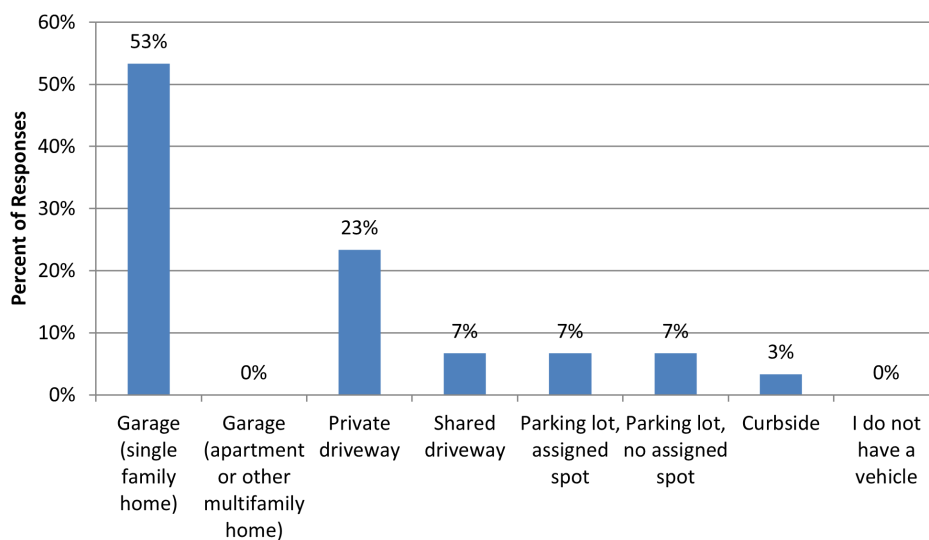


Figure 17. Where Respondent's Primarily Park Their Vehicle

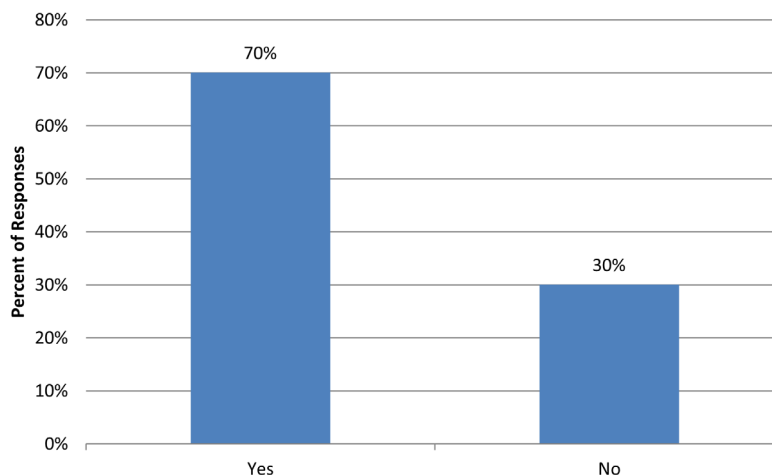


Figure 18. Is an Outlet Within About 20 feet of Where They Park

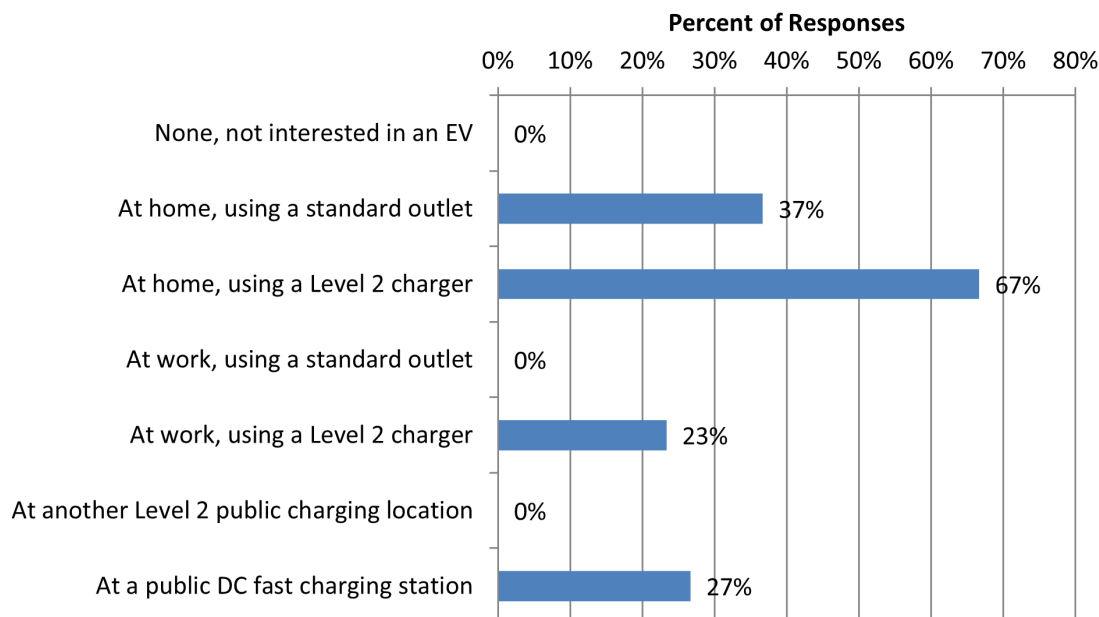


Figure 19. Where Respondent's Expect to Do Most of Their Charging

Survey respondents were asked how familiar they were with certain EV topics. While most respondents indicated they were in some way familiar with most topics, results indicated that participants were least familiar with tax credits or rebates for EVs and charging infrastructure and charging options in the community or workplace (**Figure 20**).

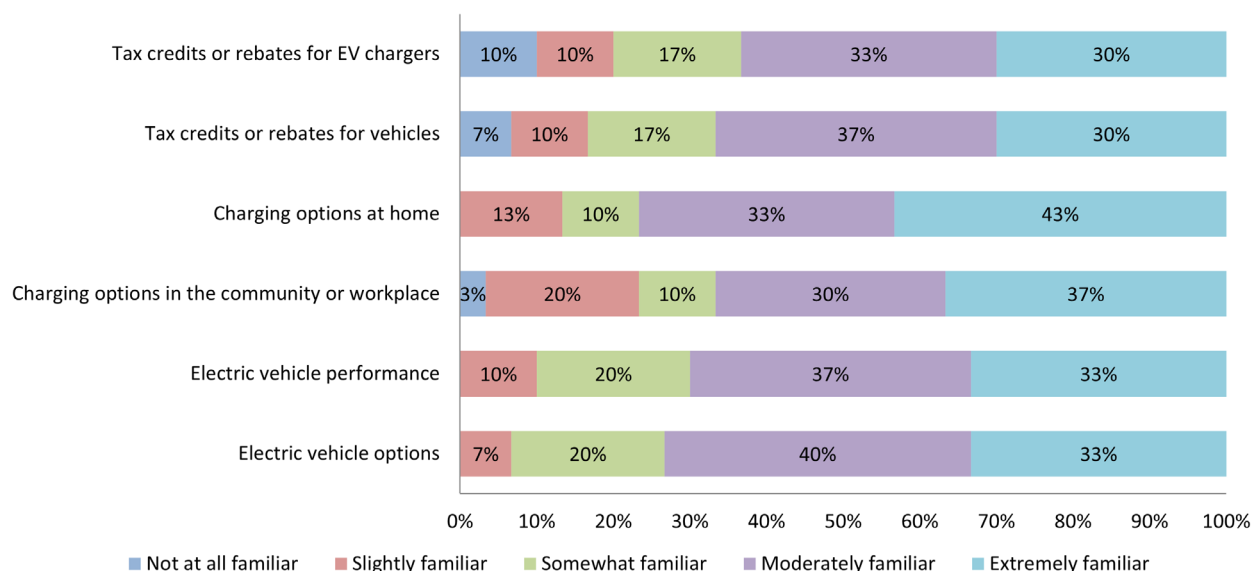


Figure 20. How Familiar Respondents Were with Certain EV Topics

EV website and fact sheets

A shared EV website and two separate fact sheets available in English and Spanish were developed as part of the planning process. The website introduces the REV Plan and why Mt. Crested Butte and Crested Butte developed the plan. It gives a snapshot about EVs in the Towns and provides information about EV charging and available incentives and the benefits and considerations of EVs in cold weather. The fact sheets provide similar information in a downloaded format.

Business Interest in EV Charging and EV Fleets

The survey also asked questions specific to decision-makers for fleets, businesses, organizations, or multifamily building or lodging in Mt Crested Butte or Crested Butte. Over 20% of respondents said they own, manage, or make decisions for a business, organization, or multifamily building or lodging in Mt Crested Butte or Crested Butte. And from those respondents, over 60% said financial incentives would encourage them to install EV charging (**Figure 21**). Another key factor for 40% of respondents was to promote sustainability and corporate social responsibility. Finances also were top reasons that would prevent the installation of EV chargers naming the cost of installation and the maintenance or servicing of the EV charger (**Figure 22**).

About 11% of respondents said they own, manage, or make decisions for a business or organization's fleet in Mt Crested Butte or Crested Butte. **Figure 23** depicts the three top factors that would encourage to switch a fleet to electric including:

1. A reduction in carbon footprint
2. Fuel cost savings
3. Improved employee retention and satisfaction

Factors preventing fleets from switching to EVs include vehicle purchase price include battery capacity being too small for operational needs, charge time is too long, and for some there are no factors preventing them from switching to EVs (**Figure 24**).

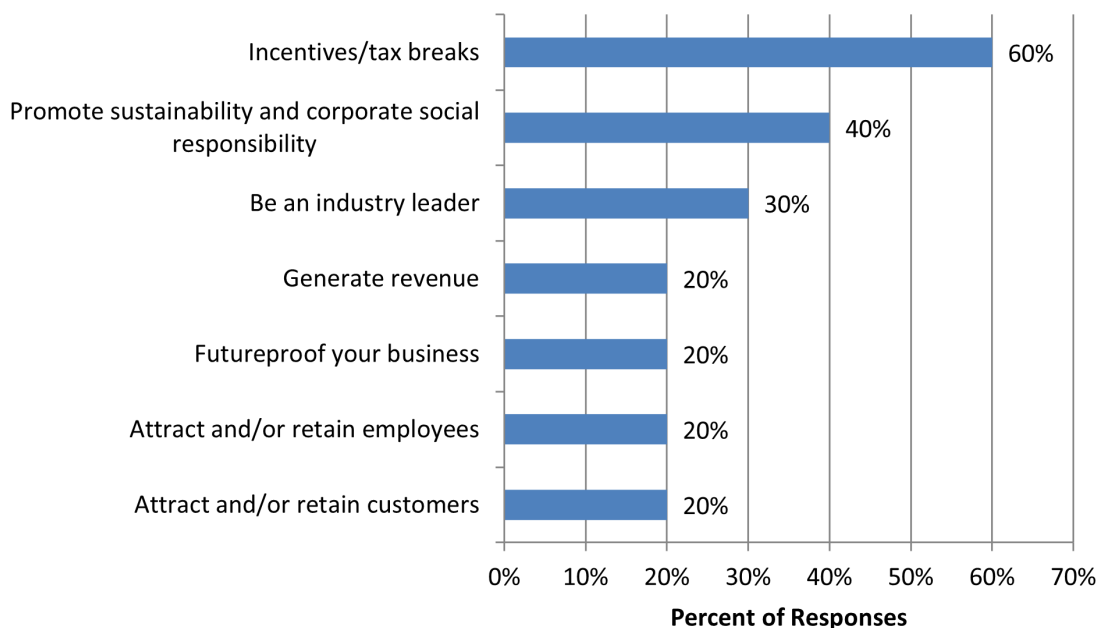


Figure 21. Key Factors Encouraging Businesses to Install EV Chargers

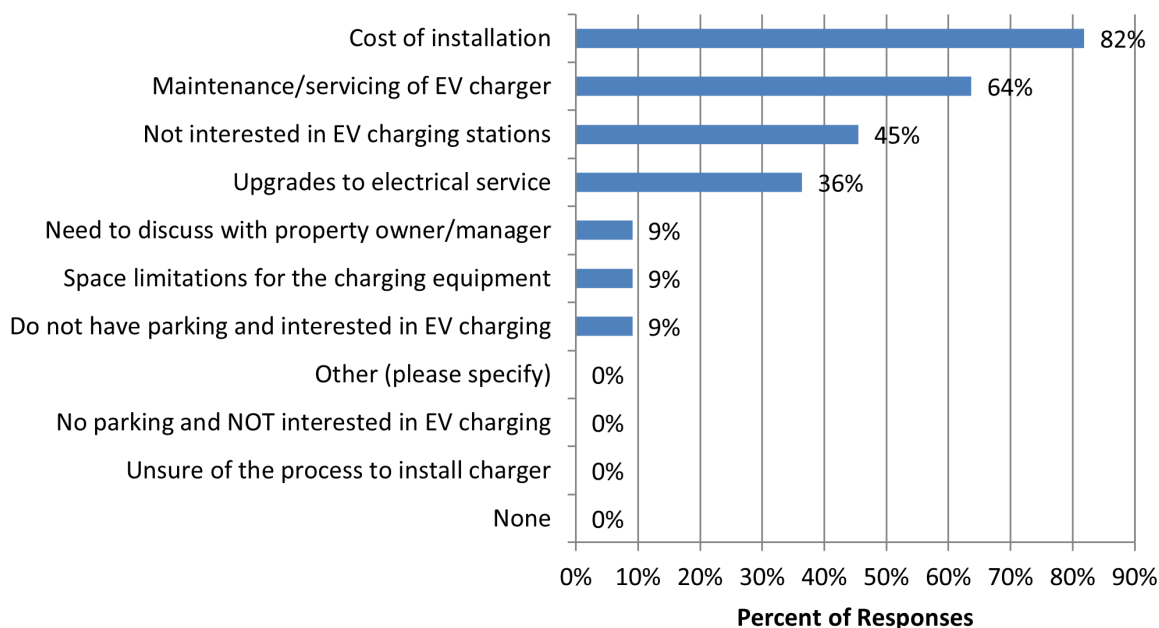


Figure 22. Key Factors Preventing Businesses from Installing EV Chargers

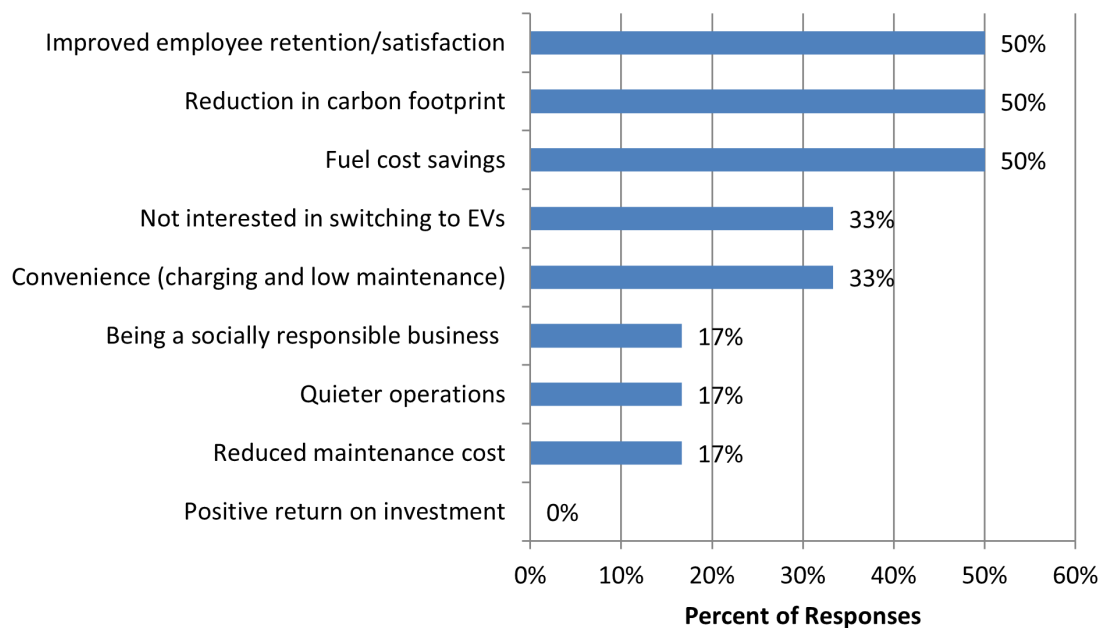


Figure 23. Key Factors Encouraging Fleets to Switch to EVs

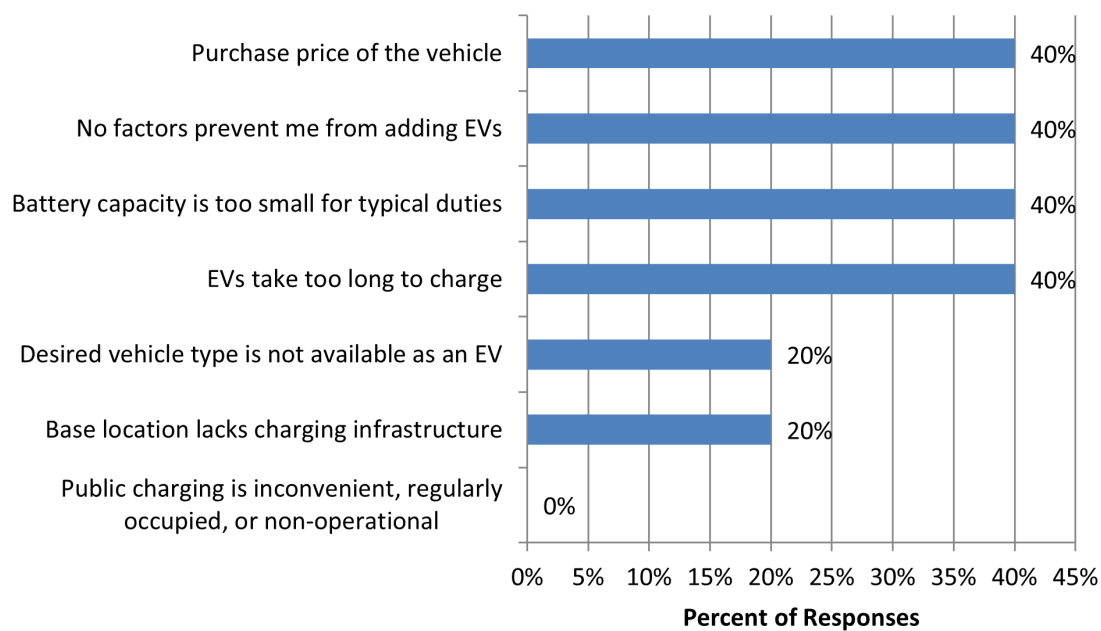


Figure 24. Key Factors Preventing Fleets from Switching to EVs

APPENDIX D. EV FACT SHEETS










ELECTRIC VEHICLES (EV) ¹⁰²

Charging Information and Cold Weather Performance

EV Charging Basics

EV charging is very easy. Where, when and for how long depend on what type of charging equipment you use. The time to charge an EV depends on multiple different factors. The table below describes the different types of chargers.

Learn more about where you can find public EV chargers at AFDC.Energy.gov/stations

Level 1	Level 2	DC Fast Charger
		
Range Added 5 miles / hour*	Range Added 25 miles / hour†	Range Added 100-200+ miles / 30 minutes‡
Voltage 120 Volts	Voltage 240 Volts	Voltage 480 Volts
Location Home, Workplace	Location Home, Workplace, Public	Location Public, Travel Corridors
Connector Type	Connector Types	Connector Types
 J1772	 J1772  J3400 (NACS)	 CCS  CHAdeMO  J3400 (NACS)

*Assumes 1.9 kW charging power

† A Level 2 unit can range from 2.9 to 19.2 kW power output.

‡ A DC charging unit can provide up to 500 kW. Charging range varies by vehicle and battery state of charge.



Cold Weather Info



EV Benefits and Considerations¹⁰³ in Cold Weather

EVs do just fine in cold weather, but cold weather affects how far your EV can drive. With a bit of preparation and planning, your EV will be reliable through the winter. Here are some tips to help keep an EV running smoothly in the winter.

- **How does an EV handle in snow?** EVs drive and handle very well in snow, ice and slush. EVs deliver the power needed very quickly and consistently for the traction control system compared to a gas-powered car which has a delay in response.
- **How do I heat my vehicle in the cold?** Many electric vehicles have a preheat or precondition mode. You can schedule this through the car's mobile app to warm the cabin while it's still plugged in and charging. This helps prevent the battery from draining as it heats the interior. And since there are no emissions, you can safely preheat in your garage.

While you drive, use the heated seats and steering wheel features instead of cabin heating to reduce the decrease of driving range in the winter and cold temperatures. Many EVs will tell you what percent of overall energy used went to heating or cooling.

- **How do I charge my vehicle in the cold?** To increase the charging speed during colder temperatures, the battery needs to be primed before charging. Many EVs have an option to tell the vehicle to precondition the battery and prepare it for charging. Some may automatically do this if the car's navigation destination is a DC fast charger.

Parking in a garage or covered parking can make a big difference in keeping your battery warm during cold weather. Warmer temperatures help your battery charge more quickly and hold the charge longer.

- **How does charging time change?** No matter what type of charger you're using, it will take longer to charge your EV in colder weather. An Idaho National Laboratory study found it may take about an extra 20 minutes per every hour of charging you would normally spend to get to the same level of charge.
- **How often will I need to charge?** Plan for more frequent charges to account for lost range. Charge at home overnight. Find public charging stations through your vehicle's navigation system or mobile apps to find nearby stations and plan stops before and during a trip.

The information is current as of October 2024. Please visit the website for the most current information and speak to your local dealership for details on available savings.

Sources:

<https://arstechnica.com/cars/2023/12/electric-vehicles-are-better-than-gas-powered-cars-in-winter-heres-why/>
<https://www.caranddriver.com/features/a60344222/does-an-ev-work-as-well-in-cold-weather/>
<https://insideevs.com/features/703378/how-cold-affects-electric-vehicles/>



VEHÍCULOS ELÉCTRICOS (VE) ¹⁰⁴










Información Sobre Recarga, Rendimiento En Climas Fríos

Conceptos Básicos De La Recarga De VE

Cargar un VE es muy fácil. Dónde, cuándo y cuánto tiempo depende del tipo de equipo de carga que utilice. El tiempo de carga de un VE depende de múltiples factores. La siguiente tabla describe los distintos tipos de cargadores.

Más información sobre dónde encontrar cargadores públicos de VE en:

[AFDC.Energy.gov/stations](https://afdc.energy.gov/stations)

Nivel 1	Nivel 2	Cargador Rápido de CC
		
Gama Añadida 5 millas / hora*	Gama Añadida 25 millas / hora†	Gama Añadida 100-200+ millas / 30 minutos‡
Voltaje 120 Volts	Voltaje 240 Volts	Voltaje 480 Volts
Ubicación Hogar, Trabajo	Ubicación Hogar, Trabajo, Público	Ubicación Público, Corredores de Transporte
Conectores de Carga del Vehículo	Conectores de Carga del Vehículo	Conectores de Carga del Vehículo
 J1772	  J1772 J3400 (NACS)	   CCS CHAdeMO J3400 (NACS)

*Supone una potencia de carga de 1,9 kW.

† Una unidad de Nivel 2 puede variar entre 2,9 y 19,2 kW de potencia de salida.

‡ Una unidad de carga de CC puede proporcionar hasta 500 kW. La capacidad de carga varía en función del vehículo y del estado de carga de la batería.

Información De Climas Fríos



Beneficios Y Consideraciones ¹⁰⁵ De Los Vehículos Eléctricos En Climas Fríos

Los vehículos eléctricos funcionan bien en climas fríos, pero el clima frío afecta la distancia que puede conducir su VE. Con un poco de preparación y planificación, su vehículo eléctrico será confiable durante el invierno. Estos son algunos consejos para ayudar a que un vehículo eléctrico funcione sin problemas en el invierno.

- **¿Cómo se comporta un VE en la nieve?** Los vehículos eléctricos se conducen y manejan muy bien en nieve, hielo y aguanieve. Los VE aportan la potencia necesaria de manera muy rápida y constante en su sistema de control de tracción en comparación con un coche de gasolina que tiene un retraso en la respuesta.
- **¿Cómo caliento mi vehículo cuando hace frío?** Muchos vehículos eléctricos tienen un modo de precalentamiento o precondition. Puedes programarlo a través de la aplicación móvil del coche para calentar el interior mientras está conectado y cargando. Esto ayuda a evitar que la batería se descargue al calentar el interior. Y como no hay emisiones, puedes precalentar con seguridad en tu garaje.

Mientras usted conduzca, utilice los asientos y el volante calefactados en lugar de la calefacción de cabina para reducir la disminución del rango de manejo en invierno y con temperaturas frías. Muchos VE te dirán qué porcentaje de la energía total utilizada se dedicó a calefacción o enfriamiento.

- **¿Cómo puedo cargar mi vehículo en el frío?** Para aumentar la velocidad de carga cuando hace frío, es necesario preparar la batería antes de cargarla. Muchos VE tienen una opción para indicar al vehículo que acondicione la batería y la prepare para la carga. Algunos pueden hacerlo automáticamente si el destino de navegación del coche es un cargador rápido de CC.

El estacionamiento en un garaje o en un espacio cubierto puede hacer una gran diferencia a la hora de mantener la batería caliente cuando hace frío. Las temperaturas más cálidas ayudan a que la batería se cargue más rápidamente y mantenga la carga durante más tiempo.

- **¿Cómo cambia el tiempo de carga?** Independientemente del tipo de cargador que utilices, tardarás más en cargar tu VE cuando haga frío. Según un estudio del Laboratorio Nacional de Idaho, por cada hora de carga normal se tardan unos 20 minutos más en alcanzar el mismo nivel de carga.
- **¿Con qué frecuencia tendré que cargar?** Planifique cargas más frecuentes para tener en cuenta la pérdida de alcance. Cargue en casa durante la noche. Encuentre estaciones de carga públicas a través del sistema de navegación de su vehículo o aplicaciones móviles para encontrar estaciones cercanas y planificar paradas antes y durante un viaje.

Fuentes:

<https://arstechnica.com/cars/2023/12/electric-vehicles-are-better-than-gas-powered-cars-in-winter-heres-why/>

<https://www.caranddriver.com/features/a60344222/does-an-ev-work-as-well-in-cold-weather/>

<https://insideevs.com/features/703378/how-cold-affects-electric-vehicles/>





VEHÍCULOS ELÉCTRICOS (EV) ¹⁰⁶

Tipos y Ahorros en Compras

Tipos de Vehículos Eléctricos

Los vehículos eléctricos enchufables son todos aquellos que pueden conducir con electricidad obtenida de un enchufe y que se almacena en baterías. Los vehículos eléctricos híbridos tienen un motor eléctrico y un motor de combustión interna a gasolina. Usan gas y no se enchufan para cargar, por lo que no están incluidos en la hoja informativa.

Tipo	Fuente de Energía	Rango de Viaje
 Vehículo Eléctrico de Batería (VE)	Motor Eléctrico	150-500 millas Promedio = 270 millas
 Vehículo Eléctrico Híbrido Enchufable (HEV)	Motor Eléctrico + Motor de Gasolina	20-50 millas solo eléctrico 300-600 millas combinadas de electricidad y gas

Opciones de Tracción en Todas Las Ruedas

Hay opciones de vehículos eléctricos en todas las categorías de vehículos de pasajeros. Visite PlugInAmerica.org para obtener más información y encontrar el vehículo eléctrico adecuado para usted. A continuación, se muestran algunos ejemplos de vehículos utilitarios deportivos (SUV) eléctricos o PHEV con opciones de tracción total o tracción en las 4 ruedas: Chevrolet Blazer EV, Toyota RAV4 Prime, Hyundai Ioniq 5, Jeep Grand Cherokee 4XE, Jeep Wrangler 4XE, Kia EV6, Mitsubishi Outlander PHEV, Subaru Solterra, Ford Mustang Mach-E, Tesla Model Y, Volkswagen ID.4, and Ford Lightning.



Subaru Solterra



Volkswagen ID.4



Jeep Wrangler 4XE



Ahorros en Compras



Ahorros en La Compra de Vehículos Eléctricos¹⁰⁷

Hay formas de ahorrar dinero en vehículos eléctricos nuevos, usados y alquilados, y cargadores de casa. También se ofrecen descuentos para vehículos comerciales. Un crédito fiscal es una cantidad de dinero que los contribuyentes pueden deducir directamente de los impuestos que deben. Mientras que una rebaja es un reembolso parcial que se concede a un comprador tras adquirir un bien o servicio. Ambos tienen por objeto incitar la compra de un VE. Hable con su concesionario local para obtener información detallada sobre los ahorros disponibles.

Detalles de Ahorros en Vehículos Eléctricos

Nombre del Crédito	Ahorros Para VE Nuevos	Ahorros en VE Usados	Calificaciones
Federal: Crédito Fiscal	Hasta \$7,500	Hasta \$4,000	Ciertos vehículos califican en función del lugar de ensamblaje final, el componente de la batería y/o los minerales críticos, el precio de venta y el precio de compra. La elegibilidad también depende de sus ingresos.
Estado: Crédito Fiscal	2024: Hasta \$7,500 2025: Hasta \$5,000	N/A	Ciertos vehículos y precios de venta cumplen los requisitos. Los ahorros dependen del año en que se compre o alquile el vehículo.
Estado: Vehicle Exchange Colorado (VXC)	\$6,000	\$4,000	Disponible para los habitantes de Colorado que cumplan los requisitos de ingresos para cambiar su vehículo antiguo o de altas emisiones. El reembolso VXC cubre parcialmente el coste inicial de un VE que cumpla los requisitos en el momento de la compra o el alquiler en un concesionario de automóviles autorizado.
Local: GCEA EV Reembolso de compra de VE	VE Y HEV: \$1,000	VE: Hasta \$1,000 HEV: Hasta \$500	Debe ser miembro de la GCEA. Ciertos vehículos y precios de compra califican. Debe solicitar el reembolso dentro de los 90 días posteriores a la compra.

Detalles Del Ahorro En Cargadores Para Vehículos Eléctricos

Nombre del Crédito	Ahorros de cargadores domésticos de nivel 2	Calificaciones
Federal: Crédito Fiscal	Hasta \$1,000	El cargador debe instalarse en una ubicación que califique y el crédito permitido se basa en la fecha de puesta en servicio del cargador elegible.
Local: GCEA EV Reembolso de compra de VE	Hasta \$1,250	Debe ser miembro de GCEA e inscribirse en la tarifa de tiempo de uso. Debe solicitar el reembolso dentro de los 90 días posteriores a la instalación.

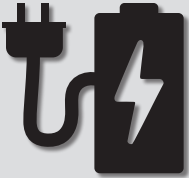
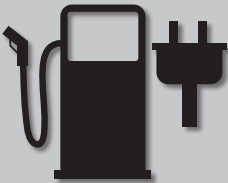


ELECTRIC VEHICLES (EV) ¹⁰⁸

Types and Purchase Savings

Electric Vehicle Types

Plug-in electric vehicles are any vehicles that can drive on electricity from a power plug and stored in batteries. Hybrid electric vehicles have both an electric motor and a gas-powered internal combustion engine. They use gas and don't plug-in to charge, so they are not included in the fact sheet.

Type	Power Source	Travel Range
 Battery Electric Vehicle (BEV)	Electric Motor	150-500 miles Average = 270 miles
 Plug-In Hybrid Electric Vehicle (PHEV)	Electric Motor + Gasoline Engine	20-50 miles electric only. 300-600 miles combined electric and gas.

All Wheel Drive Options

There are EV options in all categories of passenger vehicles. Visit [PlugInAmerica.org](https://www.PlugInAmerica.org) for more information and to find an EV right for you. Here are a few examples of either all electric or PHEV sport utility vehicles (SUV) with all-wheel drive or 4-wheel drive options: Chevrolet Blazer EV, Toyota RAV4 Prime, Hyundai Ioniq 5, Jeep Grand Cherokee 4XE, Jeep Wrangler 4XE, Kia EV6, Mitsubishi Outlander PHEV, Subaru Solterra, Ford Mustang Mach-E, Tesla Model Y, Volkswagen ID.4, and Ford Lightning.



Subaru Solterra



Volkswagen ID.4



Jeep Wrangler 4XE



Purchase Savings



EV Purchase Savings

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There are ways to save money for new, used, and leased EVs and home EV chargers. Savings are also available for commercial vehicles. A tax credit is an amount of money that taxpayers can subtract directly from the taxes they owe. While a rebate is a partial refund given to a buyer after they purchase a good or service. Both aim to encourage

For the most current information visit [FuelEconomy.gov](https://www.fueleconomy.gov) and speak to your local dealership for details on available savings.

Electric Vehicle Savings Details

Credit Name	New EV Savings	Used EV Savings	Qualifications
Federal: Tax Credit	Up to \$7,500	Up to \$4,000	Certain vehicles qualify based on final assembly location, battery component and/or critical minerals sourcing and sale price and the purchase price. Eligibility also depends on your income.
State: Tax Credit	2024: Up to \$7,500 2025: Up to \$5,000	N/A	Certain vehicles and sale prices qualify. Savings amounts depend on the year when the vehicle is purchased or leased.
State: Vehicle Exchange Colorado (VXC)	\$6,000	\$4,000	Available to income-qualified Coloradans to trade in their old or high-emitting vehicle. The VXC rebate partially covers the upfront cost of a qualifying EV at the time of purchase or lease from an authorized automobile dealer.
Local: GCEA EV Purchase Rebate	BEV and PHEV: \$1,000	BEV: Up to \$1,000 PHEV: Up to \$500	Must be a GCEA member. Certain vehicles and purchase prices qualify. Must apply for rebate within 90 days of purchase.

Electric Vehicle Charger Savings Details

Credit Name	Level 2 Home Charger Savings	Qualifications
Federal: Tax Credit	Up to \$1,000	Charger must be installed in a qualifying location and the credit allowed is based on the placed-in-service date for the qualifying charger.
Local: GCEA EV Charger Rebate	Up to \$1,250	Must be a GCEA member and sign up for the time of use rate. Must apply for rebate within 90 days of installation.



APPENDIX E. ACTION DETAILS

This appendix includes the actions and plans for each of the five strategies in the REV Plan: Charging Infrastructure, Outreach and Education, Electrified Mobility, Policy, and Leading by Example.

Each action identifies the following:

- Audience
- Scope of work
- Key metrics
- Partners
- Impacts to electrified transportation access, and;
- Available resources

Electrified transportation access was assessed based on support for those without charging infrastructure, EVs, or vehicles. The available resources listed are subject to change and include potential funding opportunities that are accurate as of November 2024. Program details can be found in **Appendix B. Existing Policies, Programs, Incentives, and Funding**.



Charging Infrastructure (C)

Action C1. *Educate homeowners about EV charging*

Compile and develop resources to educate and inform homeowners and residents about installing EV chargers, the resources available and include a resource that describes the Town requirements for installing an EV charger.

Who is impacted?

- Residents
- Homeowners

How do we measure?

- Number of GCEA EV charger rebates at town addresses
- Number of electrical permits

What are the steps to take?

- Review available resources for home charging from GCEA, Drive Clean Colorado, Rewiring America.
- Develop or compile resources to share with homeowners.
- Develop an outreach plan for distributing materials (i.e. host on website, social media posts, newsletter articles, distribute at events).

How does this increase charging access for the community?

- Educates HOAs and property owners of the benefits of adding EV charging so multifamily residents and renters have access to convenient, reliable, affordable home charging.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Permitting, Sustainability)
- Town of Crested Butte (i.e., Communications, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- GCEA [EV Charging Rebate program](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)
- [EVCO](#) Colorado statewide EV educational website
- Rewiring America [EV resources](#)

Action C2. Energize multifamily property owners/managers to install EV chargers

Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging including affordable housing developments.

Who is impacted?

- Multifamily property owners
- Multifamily property managers

How do we measure?

- Number of multifamily property owners engaged about EV charging
- Number of EV charging stations installed at multifamily properties

What are the steps to take?

- Develop a list of multifamily properties and owners that do not have EV charging for outreach.
- Review available resources for multifamily charging from GCEA, Drive Clean Colorado, the Joint Office of Energy and Transportation.
- Develop or compile resources to share with property owners/managers.
- Develop an outreach plan to conduct outreach to property owners and managers and distribute materials (i.e. host on website, add to events focused on this audience, include in mailings, etc.).

How does this increase charging access for the community?

- The outreach will inform multifamily property owners and managers and may lead to increased access to convenient, reliable, affordable home or origin charging.
- Chargers installed at multifamily properties provide residents and visitors that live or stay convenient, reliable, affordable charging access.
- EV chargers can be a service that attracts and retains renters.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant and New Multifamily Housing Portfolio \(Pilot Lane\)](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)

Action C3. Engage lodging and rental property owners

Provide targeted outreach and resources to lodging and rental property owners and managers to support the installation of charging for visitors.

Who is impacted?

- Lodging property owners
- Lodging property owners
- Rental property owners
- Rental property managers

How do we measure?

- Number of lodging and rental property owners engaged about EV charging
- Number of EV charging stations installed at lodging and rental properties

What are the steps to take?

- Develop list of lodging properties and owners that do not have charging for outreach.
- Review available resources for lodging charging from GCEA, Drive Clean Colorado, the Joint Office of Energy and Transportation.
- Develop or compile resources to share with lodging and rental property owners/managers including the benefits, potential funding sources, process for installing EV charging stations, etc.
- Develop an outreach plan to conduct outreach to and distribute materials to the target audience (i.e. host on website, hold workshop or events focused on the target audience, include in mailings, etc.).

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- Crested Butte [EV charger cash back program for short-term rental \(STR\) properties](#)
- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant and New Multifamily Housing Portfolio \(Pilot Lane\)](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

Action C4. Increase short-term rental (STR) EV charging infrastructure

Increase awareness and target outreach to STR owners about the benefits of installing EV charging at their properties and the resources and incentives available to them such as Crested Butte's cash back program for installing EV charging.

Who is impacted?

- Short-term rental property owners

How do we measure?

- Number of STR property owners engaged about EV charging
- Number of EV charging stations installed at STR properties

What are the steps to take?

- Develop a list for outreach of STR properties and owners who do not have charging.
- Review available resources for lodging charging from GCEA, Drive Clean Colorado, Rewiring America.
- Develop or compile resources to share with lodging and rental property owners/managers including the benefits, process for installing EV chargers, and resources to help offset the cost.
- Develop outreach plan to make connections and distribute materials (i.e. host on website, hold workshops or events focused on the target audience, include in mailings, etc.).

Who could be partners in implementation?

- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado
- Crested Butte/Mt. Crested Butte Chamber of Commerce

What resources are available?

- Crested Butte [EV charger cash back program for short-term rental \(STR\) properties](#)
- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant and New Multifamily Housing Portfolio \(Pilot Lane\)](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)

Action C5. Encourage employers to install workplace charging

Compile or develop resources through targeted outreach to large employers about installing EV chargers.

Who is impacted?

- Employers with a parking lot
- Large employers
- Employers who own their own building

How do we measure?

- Number of workplaces engaged about EV charging
- Number of workplace locations that install EV charging

What are the steps to take?

- Develop list of workplaces for outreach that do not have EV charging.
- Engage workplaces to understand interest and barriers for installing EV charging.
- Determine what workplaces to target (i.e., have a parking lot, employ a certain number of employees, own building and parking lot, etc.).
- Develop resources based on needs determined and targeted employers about workplace charging benefits and opportunities.
- Develop an outreach plan to educate and distribute resources to identified employers.

How does this increase charging access for the community?

- Support an increase in reliable and convenient charging access for people who commute or who may not have access to home charging (i.e. renters, live in multifamily developments).

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Mount Crested Butte Downtown Development Authority
- Crested Butte/Mt. Crested Butte Chamber of Commerce

What resources are available?

- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)
- Drive Clean Colorado [Watts@Work Program](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

Action C6. Support EV charging at regional park and ride locations

Adding EV chargers at park-and-rides makes EV ownership easier and encourages transit use. Drivers can charge while commuting, reducing emissions and congestion while promoting sustainable travel. Who is impacted?

- Public EV charging site hosts

How do we measure?

Number of park and ride locations with EV charging stations installed. What are the steps to take?

- Coordinate with broader climate action efforts on park and ride locations and EV charging installation.
- Research and assess available EV charging options.
- Choose a suitable solution for the pilot based on criteria.
- Choose a site to install the pilot.
- Collaborate with GCEA and regional partners on any requirements for connection to the electrical infrastructure.
- Launch pilot.
- Collect data on reliability, emissions saved, customer experience, etc. Assess the feasibility of expanding the pilot if the pilot has favorable outcomes.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- Gunnison County
- City of Gunnis
- GCEA
- Potential public charging site hosts

What resources are available?

- [The City of Pueblo is investing in Sustainable Electric Vehicle Chargers](#)
- World Resources Institute [4 Emerging Ways to Pair Electric Vehicles and Renewable Energy](#)



Outreach and Education (O)

Action O1. *Partner on EV informational campaigns and events*

Educate the community, businesses, lodging managers, and visitors about EVs through materials and a dedicated website with resources on incentives, charging locations, and cold-weather driving tips (see **Appendix D. EV Fact Sheets**). Collaborate on EV ride-and-drive events to boost interest and perceptions, leveraging regional events for engagement. Consider fleet-specific events to inform regional fleets about EV technology.

Who is impacted?

- Residents
- North Gunnison Valley regional residents
- Businesses
- Lodging managers
- Visitors
- Regional fleet managers and staff

How do we measure?

- Number of social media post interactions
- Number of newsletter subscribers
- Number of handouts distributed at events attended
- Number of website visits
- Number of events
- Number of test-drives

What are the steps to take?

- Review existing educational resources related to EVs and EV charging, including EVCO, GCEA, Drive Electric Colorado, Rewiring America.
- Develop or compile resources to share with residents, workers, and visitors.
- Develop an outreach plan to guide the distribution of materials, including for example:
 - Schedule and roles for EV website maintenance and updates
 - Hosting materials on the dedicated EV website
 - Posting materials in highly visited locations
 - Sharing materials with lodging establishments
 - Creating a schedule and content for coordinated sharing of material through both Town's social media accounts
 - Identifying events to attend and share materials.
- Event activities
 - Partner with other community events for education opportunities that coincide with other local activities to draw new audiences
 - Arrange for a variety of vehicle types to showcase and drive at the events
 - Work with local partners such as GCEA to organize the events
 - Develop a short before and/or after survey to understand perceptions of EVs and after seeing the vehicles in-person.

How does this increase EV education for the community?

- Educating those who live, work, and visit the North Gunnison Valley about EVs and EV charging can help make EV access more convenient, reliable, and affordable.
- Information and resources can be targeted to highlight income-qualified incentives, used EVs, and lower priced EV models.
- Bring together a variety of EV drivers at events who can speak about their own experience.

Who could be partners in implementation?

- Mt. Crested Butte (i.e., Communications, Community Development, Sustainability)
- Crested Butte (i.e., Communications, Community Development)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Gunnison Crested Butte Tourism and Prosperity Partnership

What resources are available?

- CDOT [E-Mobility Education and Awareness Grant Program](#)
- Crested Butte [EV charger cash back program for short-term rental \(STR\) properties](#)
- GCEA [EV programs](#)
- West Central [ReCharge coach](#)
- State of Colorado [EVCO](#) EV education campaign which has information on state and federal incentives
- Rewiring America [EV resources](#)
- Drive Electric Tennessee [Electric Vehicle Ride & Drive Event Guide](#)

Action O2. *Collaborate on EV tourism marketing*

Collaborate with Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) to support the development of materials incorporating EV charging and educational resources into regional tourism marketing efforts, such as information on regional EVSE charging locations or electrified scenic byways.

Who is impacted?

- Visitors to the North Gunnison Valley

How do we measure?

- Number of visitor-focused resources/materials distributed through visitor-specific channels
- Social media post impressions from tourism specific accounts

What are the steps to take?

- Meet with TAPP and research the EV tourism market (i.e., where visitors with EVs are coming from, where they stay).
- Determine what information and materials to develop to inform visitors about the availability of EV charging in the Towns.
- Review available EV education resources, for example those available through EVCO, GCEA, Drive Electric Colorado, and Rewiring America.
- Develop or compile resources to share in materials aimed at visitors, for example the location of charging stations within the North Gunnison Valley and on major driving routes or scenic byways to the region.
- Develop an outreach plan for distributing materials through visitor-focused channels, for example, through the Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) website, highly visited locations, lodging establishments, social media posts, and local events.

How does this increase EV education for the community?

- Visitor-focused education can help inform where EV charging opportunities are for those who are visiting the area.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Community Development)
- Town of Crested Butte (i.e., Communications, Community Development, Planning, Sustainability)
- GCEA
- CLEER
- TAPP

What resources are available?

- [EVCO](#) Colorado statewide EV education website
- [GCEA EV charging station locations](#)
- CLEER [Decarbonize Transportation](#)

Action O3. *Engage dealerships and auto shops*

Share information about EV and EV charging incentives with regional auto dealerships so dealers can educate customers from Mt. Crested Butte and Crested Butte about what financial benefits are available locally for cost savings opportunities such as GCEA's EV rebate and the State's financial incentives. This may become more essential with changes to federal programs and incentives. The Town's vehicle technicians could potentially share EV-related training opportunities they become aware of that might be relevant to auto shops.

Who is impacted?

- Regional vehicle dealerships
- Regional auto shops

How do we measure?

- Number of dealerships informed about local incentives
- Number of auto shops EV informed about EV-related trainings

What are the steps to take?

- Research what regional dealerships residents choose to purchase vehicles.
- Develop a list of these dealerships to share local incentives information.
- Develop local incentives information materials and distribute to dealerships identified.
- Develop a list of regional auto shops (i.e., where Town vehicles are serviced).
- As municipal fleet staff become aware of any EV-related trainings, share those opportunities with identified auto shops and dealerships.

How does this increase EV education for the community?

- Informing dealerships of local incentives can support more people to maximize savings when purchasing or leasing an EV.
- Sharing resources and training opportunities with auto shops can support their education and support the development of a trained EV workforce.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Community Development)
- Town of Crested Butte (i.e., Communications, Community Development, Sustainability)
- GCEA
- CLEER
- Local educational institutions (e.g., Colorado Mountain College, Western Colorado University)

What resources are available?

- Colorado Department of Transportation (CDOT) [Zero Emission Vehicle Workforce Development Grant Program](#)
- West Virginia University [National Alternative Fuels Training Consortium](#)
- [EVCOLORADO](#) Colorado statewide EV education website

Action O4. *Engage private fleets to explore fleet electrification*

Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. Gunnison Valley RTA and Mountain Express participated in this planning process. As technology advances and funding is available, fleets such as Alpine Express and Gunnison Watershed School District can be engaged. Engaging with Gunnison Watershed School district connects to **Action M-4. Explore feasibility for electrifying school bus fleet.** Explore feasibility for electrifying school bus fleet.

Who is impacted?

- Businesses and organizations in the North Gunnison Valley with fleet vehicles.

How do we measure?

- Number of fleet operators engaged

What are the steps to take?

- Identify fleet operators in the region.
- Develop targeted outreach to encourage local fleet operators to consider switching to electric vehicle where financially and operationally viable.
- Work with existing communication channels to distribute information to local businesses, for example by presenting at a Chamber of Commerce meeting.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- GCEA
- CLEER
- Chamber of Commerce

What resources are available?

- Colorado Energy Office (CEO) [Fleet Zero-Emission Infrastructure Program](#)
- Colorado Department of Public Health and Environment (CDPHE) [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts
- Federal [Clean vehicle and EV charging tax credit](#) direct payments
- U.S. Federal Highway Administration (FHWA) Discretionary Grant Program for [Charging and Fueling Infrastructure](#)
- U.S. EPA [Clean Heavy-Duty Vehicle Program](#)
- U.S. EPA [Diesel Emission Reduction Funding](#)
- CEO [E-Cargo Bike Grant Program](#)

Electrified Mobility (M)

Action M1. *Explore the opportunity for regional electric carshare*

Explore the feasibility of an EV carshare pilot program, potentially serving low-income and/or multifamily households. Mt. Crested Butte, Crested Butte, and Gunnison County's building codes require new construction and major renovations of larger commercial/multifamily units to include the installation of EV chargers. Designating a parking space or two for carshare at multifamily housing would accommodate a shift towards fractional car ownership.

Who is impacted?

- People who live in multifamily developments
- People who don't have access to a personal EV or home charging
- People who do not own a personal vehicle or need an additional vehicle for trips

How do we measure?

- Feasibility study completed and regional electric carshare planned by Mountain Express
- Carshare program incorporated by Mountain Express as part of the capital improvement program

What are the steps to take?

- Mountain Express conducts feasibility for regional electric carshare, including identification of potential customers and site hosts.
- Mountain Express provides an evaluation of the feasibility of their partnership in a carshare program as part of their five-year plan.
- If feasible, Mountain Express to develop a regional electric carshare.

How does this increase electrified transportation access for the community?

- Electric carshare provides a zero-emissions, lower-cost transportation option for those who don't have a vehicle or need a second vehicle.

Who could be partners in implementation?

- Mountain Express and their funding partners, the Towns of Mt. Crested Butte and Crested Butte
- GCEA
- Gunnison Valley RTA
- Gunnison County staff

What resources are available?

- CEO [Community Accelerated Mobility Project \(CAMP\)](#) funding

Action M2. *Continue support for Towns' micromobility strategies*

Continue to support strategies identified in existing Mt. Crested Butte and Crested Butte Transportation and Mobility plans that call to deemphasize vehicle driving and encourage more walking, rolling, and biking.

Who is impacted?

- Town of Mt. Crested Butte departments
- Town of Crested Butte departments
- Residents
- Visitors

Metrics How do we measure?

- Increase in number of micromobility trips
- Increase in miles of infrastructure (i.e., bike lanes) for micromobility options
- Micromobility plan incorporated by Mountain Express as part of the capital improvement program

What are the steps to take?

- Towns to make progress toward micromobility goals from approved plans.
- Explore expanding on existing Mt. Crested Butte e-bike rebate program.
- Towns discuss with relevant regional partners (i.e., Mountain Express) opportunities for a micromobility feasibility study to address first and last mile travel.
- From the results of the study, discuss opportunities for electric micromobility options.
- Based on discussed opportunities, determine collaboration for any needed charging infrastructure installation, site host locations.
- If feasible, Mountain Express develops micromobility program.
- Coordinate/collaborate with Gunnison County on possible Crested Butte to Crested Butte South trail.

How does this increase electrified transportation access for the community?

- Micromobility options can offer lower-cost options for electrified transportation and encourage fewer single-occupancy vehicle trips.

Who could be partners in implementation?

- Mountain Express
- Gunnison Valley RTA
- Town of Mt. Crested Butte
- Town of Crested Butte

What resources are available?

- Colorado [E-bike tax credit](#)
- CEO [E-Cargo Bike Grant Program](#)
- GCEA [E-Bike Rebate](#)
- Mt. Crested Butte [E-Bike Rebate Programs](#)
- CEO [Community Accelerated Mobility Project \(CAMP\)](#) funding

Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit

Explore the feasibility, timing, cost, and potential actions to encourage fleet electrification with regional transit partners, such as the Gunnison RTA, Mountain Express, and the school district. At the time of writing, Mountain Express is assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study.

Who is impacted?

- Gunnison Valley RTA
- Mountain Express Transit
- Gunnison Watershed School District

How do we measure?

- Town discussion held with transit providers
- Participation of Towns in Mountain Express transit feasibility study

What are the steps to take?

- Towns discuss opportunities for electric transit pilot on shorter or specific routes with transit providers.
- Towns participate in Mountain Express transit feasibility study.
- Mountain Express conducts feasibility study for zero emission buses.
- Discuss collaboration for infrastructure sharing among transit, school, and municipal fleets.

How does this increase electrified transportation access for the community?

- Transit electrification represents a way to expand the benefits of electrification beyond personal EV ownership.

Who could be partners in implementation?

- Mountain Express
- Gunnison Valley RTA
- GCEA
- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison Watershed School District

What resources are available?

- U.S. Federal Transit Administration (U.S. FTA) [Low or No Emissions Vehicle Program](#)
- CDOT [Clean Transit Enterprise funding](#) (anticipated)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

Policy (P)

Action P1. Keep current on EV ready requirements providing leadership in region

Ensures that EV charging is integrated into commercial and residential development by assessing EV ready requirement increases in International Code Council (ICC) code.

Who is impacted?

- Building Code update team

How do we measure?

- Number of EV ready parking spaces and EV charging stations installed in new construction, tracked through building permits

What are the steps to take?

- Review best practices for EV readiness.
- Based on research, develop best practice policy recommendations.
- Town of Crested Butte: Implement best practice recommendations in 2025 as part of 2024 ICC adoption.
- Regularly evaluate as practices evolve to prepare to meet demand.

How does this encourage electrified transportation access for the community?

- Ensuring EV charging is incorporated in plans and new development can help prepare for increased EV adoption and meet charging demands.
- Incentivizing or requiring EV charging at new residential development can increase charging access, particularly for renters and multifamily housing residents who may face barriers to charging installation.
- Incentivizing or requiring EV charging at affordable housing developments can increase access for lower-income residents.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison County
- Building & Construction Businesses

What resources are available?

- [Colorado's Building Energy Codes and Toolkit](#)

Action P2. Clarify permitting process for EV charging

Clarify the permitting process and requirements for new and existing residential and commercial EV charging through the development of a “how to” guide.

Who is impacted?

- Residents
- Developers

How do we measure?

- Average turnaround time for EV charging permit applications
- Number of EV charging stations installed via building permits

What are the steps to take?

- Evaluate the current permitting process to document current EV charging review processes and identify opportunities to clarify the process and requirements.
- Develop a public facing “how to” guide documenting when a permit is required for EV charging and the steps involved.
- Engage electricians, businesses, and charging installers to review the guide and support distribution.

How does this encourage electrified transportation access for the community?

- Providing a clear permitting process helps to ensure EV charger installations are done correctly and safely.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison County

What resources are available?

- Report: [Colorado Electric Vehicle Charging Permitting Study](#)

Action P3. *Examine pricing structure best practices for public charging*

There are a variety of pricing mechanisms for EV charging. By exploring best practices, current local practices, federal standards, and opportunities to provide EV charging to the public, Mt. Crested Butte can develop right-sized pricing for Town-owned EV chargers. Towns can align on a pricing structure that supports their goals and make EV charging more economically viable for residents by considering funding and/or prioritizing EV station plans that offer low-cost or free charging, particularly when they are in low-income or disadvantaged communities or support underserved populations.

Who is impacted?

- Town of Mt. Crested Butte (Finance, Sustainability, Community Development)
- GCEA

How do we measure?

- Number of charging station sessions and utilization

What are the steps to take?

- Coordinate discussions with GCEA about rates, demand charges, and trends they are seeing as a leader managing many EV charging stations in the North Valley.
- Inventory existing pricing requirements and opportunities.
- Research EV pricing best practices.
- Based on research, develop best practice policy for EV charging pricing for Town-owned stations.
- Implement best practice policy for EV charging at Town-owned stations.
- Regularly evaluate regional EV charging market to stay current.

How does this encourage electrified transportation access for the community?

- EV drivers feel confident with the pricing expectations for charging with a clear and consistent pricing structure that won't surprise them.
- EV charging operators can provide free or reduced pricing for users that qualify for other forms of low-income assistance.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- GCEA

What resources are available?

- N/A

Action P4. *Evaluate EV parking enforcement need*

Explore parking enforcement best practices to best meet goals of public charging by establishing desired charging station behavior.

Who is impacted?

- Town of Mt. Crested Butte
- Town of Crested Butte

How do we measure?

- Number of complaints about vehicles parking and not charging or staying after the vehicle is charged
- Charging station use and utilization data indicating how long vehicles stay after they finish charging

What are the steps to take?

- Inventory existing parking requirements and opportunities.
- Research EV parking best practices.
- Based on research, develop best practice guidelines for EV parking enforcement.
- Implement best practice guidelines for EV charging at Town-owned facilities.
- Evaluate opportunities for implementation and enforcement of updated EV parking policy based on best practice guidelines.

How does this encourage electrified transportation access for the community?

- Ensures charger is most effectively being used to support EV drivers who may not have charging at origin locations.

Who could be partners in implementation?

- EV charger software providers

What resources are available?

- The [State of Colorado](#) provides two signs for the enforcement of [HB19-1298](#), which prohibits drivers from parking in a designated EV space if their vehicle is not electric and from using a charging station for parking if the electric vehicle is not charging.

Leading By Example (L)

Below are the actions and plans for the Lead by Example strategy. Action L1 is targeted for Crested Butte. Actions L2 through L5 are targeted for Mt. Crested Butte.

Action L1. Crested Butte continues to provide leadership with electrifying Town fleet

The Town of Crested Butte will continue to lead the way in fleet electrification as it makes sense operationally and financially.

Who is impacted?

- Crested Butte Public Works (maintenance, facilities), Finance, Sustainability

How do we measure?

- Percent of fleet electric
- Number of kWh used
- Number of GHG emissions reduced

What are the steps to take?

- Continue to use an EV-first procurement approach with the fleet replacement schedule.
- Research EV replacements that would be a best fit.
- Assess and install EV charging infrastructure as needed with fleet transition.
- Grow maintenance and service knowledge.
- Train staff who will drive on how to operate and charge electric vehicles.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle

What resources are available?

- CEO [Fleet Zero-Emission Infrastructure Program](#)
- CDPHE [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts
- Federal [Clean vehicle and EV charging tax credit](#) direct payments
- U.S. EPA [Clean Heavy-Duty Vehicle Program](#)
- U.S. EPA [Diesel Emission Reduction Funding](#)

Action L2. *Mt. Crested Butte fleet EV pilot*

Mt. Crested Butte's fleet pilots one EV and installs an EV charger in the garage to gain a better understanding of EV operations.

Who is impacted?

- Mt. Crested Butte Public Works (maintenance, facilities), Finance, Planning

How do we measure?

- Operations performance for 1 EV and 1 Level 2 charger
- Number of kWh used
- Number of GHG emissions reduced
- Cost of maintenance for vehicle and charger

What are the steps to take?

- Research operationally suitable EV options to replace the gas-powered Subaru vehicle (i.e., Subaru Solterra PHEV, Volkswagen ID.4, Chevrolet Equinox EV or Blazer EV, etc.).
- Work with GCEA and an electrician to determine electrical upgrades needed to install a Level 2 charger in the garage for the pilot vehicle.
- Research EV charger provider and if getting one with analytics consider one that does not use proprietary software.
- Determine the vehicle and charging infrastructure and associated cost and timeline for each to align so both will be operational at about the same time.
- Apply for funding to offset the costs of the vehicle and infrastructure and determine requirements and process for eligible tax credits.
- Procure vehicle and equipment.
- Train staff who will be driving on how to use and charge the vehicle. Educate all staff about the pilot.
- Put into operation and collect data on operational performance, adjust as the learnings are gained. Consider weather and seasons will impact the vehicle.
- Evaluate the vehicle's performance and recommend how to handle future replacements.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle
- Town of Crested Butte for peer learning

What resources are available?

- CEO [Fleet Zero-Emission Infrastructure Program](#)
- CDPHE [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts

- Federal [Clean vehicle and EV charging tax credit](#) direct payments

Action L3. *Mt. Crested Butte fleet electrification plan*

Mt. Crested Butte will implement a vehicle replacement plan for the light-duty town fleet vehicles as feasible (meets operational needs and cost-effective) and install fleet charging to match the need.

Who is impacted?

- Mt. Crested Butte Public Works (maintenance, facilities), Finance, Sustainability, Police department, Planning

How do we measure?

- Percent of fleet that is electric by a determined date
- Number of kWh used
- Number of GHG emissions reduced

What are the steps to take?

- Vehicles
 - Implement an EV-first procurement policy which prioritizes adoption of vehicles. For example, 1. EV; 2. PHEV; 3. Hybrid; 4. Internal combustion engine vehicle when vehicles are due for replacement. Start with an EV if the options do not meet the operational needs, then it moves to the next level (PHEV, etc.).
 - Using data and information gathered from the pilot EV strategy, implement a fleet electrification plan with identified vehicles.
 - Research EV replacements that would be a best fit.
 - Develop maintenance and service plan.
 - Procure EVs.
 - Train staff who will drive vehicles on how to operate and charge.
- Infrastructure
 - Using data and information gathered from the pilot EV strategy, implement a fleet charging plan with additional identified locations.
 - Coordinate electrical service and need with GCEA.
 - Research EV charger that would be a best fit.
 - Develop maintenance and service plan.
 - Procure EV charging equipment.
 - Install EV charging equipment.
 - Train staff how to operate and maintain.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle

What resources are available?

- [Public Sector Fleet EV Procurement Examples](#)

- Albuquerque, NM [Zero Emissions First vehicle adoption policy](#)
- Massachusetts [EV Acquisition Policy](#)
- CEO [Fleet Zero-Emission Infrastructure Program](#)
- CDPHE [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts
- Federal Commercial Clean Vehicle tax credit direct payments
- U.S. EPA [Clean Heavy-Duty Vehicle Program](#)
- U.S. EPA [Diesel Emission Reduction Funding](#)
- Federal [Clean vehicle and EV charging tax credit](#) direct payments

Action L4. *Mt. Crested Butte provide EV training for staff*

As the Town of Mt. Crested Butte begins to implement actions identified in this REV Plan and prepare for fleet adoption, they will need to train fleet staff and first responders to be familiar with electric vehicles and how to work with them.

Who is impacted?

- Mt. Crested Butte (Public Works, Police, Planning)
- Crested Butte Fire Protection District

How do we measure?

- Number of staff trained in each department

What are the steps to take?

- In coordination with the implementation of Strategy L-2, develop EV 101 and targeted training materials for staff in different roles (e.g., vehicle operator, planner, leadership, etc.) training could include:
 - Financial costs and funding opportunities
 - EV and electric mobility benefits
 - EV operation and maintenance
 - EV charging station operation and maintenance
 - EV charging management software
 - Permitting
 - Parking best practices.
- Fleet staff such as vehicle technicians, operations staff, and first responders will need more technical training to service and respond to incidents involving EVs.
- Develop an assessment or survey to evaluate completion and effectiveness of training.
- Deliver training program for Town staff and leadership.
- Administer assessment or survey to evaluate completion and effectiveness of training.
- Adjust training as needed based on year one evaluation.
- Have ongoing annual training for Town staff and leadership.

Who could be partners in implementation?

- Dealerships and automakers
- EV charging station providers
- Police department

- Crested Butte Fire Protection District
- Tow truck operators

What resources are available?

- The Department of Energy's Alternative Fuels Data Center hosts a webpage, [Electric Vehicle Safety Training Resources for First and Second Responders](#), of known available training and educational resources specific to alternative fuel vehicles, with a particular focus on EV resources.
- The [National Alternative Fuels Training Consortium \(NAFTC\)](#) provides training for vehicle technicians and first responders.
- The [National Fire Protection Association \(NFPA\)](#) has training and information resources available including automakers [emergency response guides](#) for their vehicles.
- Automakers also offer some training to first responders. General Motors has resources available at <https://gmevfirstrespondertraining.com/>.
- Ask your fleet dealer(s) if the automaker offers any training for their vehicles.

Action L5. Install public charging at Mt. Crested Butte public facilities

Mt. Crested Butte can execute the strategic implementation plan for the prioritized public EV charger installations.

Who is impacted?

- Mt. Crested Butte (Public Works, Finance, Community Development, Planning)

How do we measure?

- Number of EV chargers installed for public use to meet needs

What are the steps to take?

- Using data and information gathered and recommended from the planning process, implement strategic plan for public EV chargers.
- Use the Mt. CB EV Charging Prioritization Workbook that identified locations and scored them based on criteria
 - The top locations identified included:
 - Matterhorn Lot
 - CBMR Paid Parking Lot (skier lot)
 - Elevation Hotel Parking Garage
 - Town Hall - Ted Schetze Park / Pickleball / Wedding Garden Parking (upper paved lot)
 - Snodgrass Trailhead.
- Identify any planned construction timelines at the targeted site to coincide installing EV charger(s) to be cost effective.
- Determine the best fit charging level for a vehicle based on the typical length of time parked, charging use and the electrical service capacity at the location.
 - The Charging Prioritization Workbook uses dwell time criteria to help identify the level of charger. Typical parking time of less than 30 minutes would be ideal for fast chargers.

- Coordinate identifying electrical service, need, and upgrades with GCEA.
- Coordinate with local partners.
- Research EV charger equipment that would be a best fit.
- Apply for grant funding for identified locations.
- Develop maintenance and service plan.
- Procure EV charging equipment.
- Install EV charging equipment.
- Train staff on how to operate and maintain charging equipment.

How does this increase charging access for the community?

- Public charging increases access to convenient, reliable, affordable charging for those who may not have access to home charging, commute, or visit

Who could be partners in implementation?

- GCEA
- Local partners (businesses, lodging, community-based organizations)
- Crested Butte/Mt. Crested Butte Chamber of Commerce
- Downtown Development Authority
- Gunnison Crested Butte Tourism and Prosperity Partnership

What resources are available?

- CEO [Charge Ahead Colorado grant](#)
- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- U.S. FHWA Discretionary Grant Program for [Charging and Fueling Infrastructure](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

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Staff Report

April 7, 2025

To: Mayor and Town Council

Thru: Dara MacDonald, Town Manager

From: Lynelle Stanford, Town Clerk

Subject: 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.

Date: March 28, 2025

Summary:

Sakara Sullivan submitted the special event application for Crested Butte Art Market on behalf of Artists of Crested Butte. The Art Market is located within the 1st and Elk parking lot, which would be closed on Sundays, beginning June 16, 2025, through September 21, 2025, except for Sunday, September 21, 2025, to allow for the ARTumn special event. Vendors begin their set up at 8:00AM on Sundays, and the event would be broken down by 3:30PM each day.

The three ADA accessible parking spaces and the electric vehicle charging station would remain available for the duration of the closure of the remainder of the parking lot used for the event, as reflected in the diagram included in the packet. Accessibility to the parking lot would be maintained by keeping the staircase clear on both the sidewalk and on Elk Avenue with the cooperation of the organizers of the Farmers Market.

Recommendation:

To approve the Crested Butte Art Market special event application as part of the Consent Agenda.

Special Event Permit Application

Name of Event: _____

Date(s) of Event: _____

Location of Event: _____

Name of Event Organizer (must be a person): _____

Cell Phone: _____ Email: _____

Emergency Contact (person who will be at the event): _____

Cell Phone: _____ Email: _____

Event Permittee (must match the Certificate of Good Standing): _____

Mailing Address: _____

Number of People to attend (include Staff, Volunteers & Attendees) : _____

What are you requesting of the Town? (check all that apply):

- ☐ Road Closures (requires Council approval) ☐ Parking Lot Closure ☐ Use of a Town Park
- ☐ Barricades/cones (street closure, block traffic, route indication, etc.) ☐ Rolling Closure (parade)
- ☐ CBFPD (medical aid, fire prevention) ☐ Marshals (safety, escort) ☐ interruption of Mt. Express Bus Route
- ☐ Other: _____
- ☐ None

Do you intend to participate in the Climate Response Special Event program? ☐ Yes ☐ No

If no, you will be responsible for paying the \$150 fee. If yes, you must complete the [Climate Responsible Special Event Worksheet](#) and turn it in with this application. You also may be eligible for a CRSE Rebate!

Do you plan to use a Town Park or other recreation facility? ☐ Yes ☐ No

If yes, please contact the Parks, Rec, Open Space and Trails Department at 970-349-7197 or recreation@crestedbutte-co.gov to obtain a park permit. Facility use fees apply. Rates can be found on the [Fee Schedule](#).

Will your event affect ADA parking spots? ☐ Yes ☐ No

If yes, describe in your event description how many spaces are being affected and how you plan to replace them. Please request signage if needed.

Are you serving or selling liquor at your event? ☐ Yes ☐ No

If yes, complete the Special Event Liquor Permit application and include a map of your liquor area layout, security measures and a continuous, bold, black line outlining your liquor boundary.

Will you be selling products (food, drink, and/or merchandise)? ☐ Yes ☐ No

If yes, attach your current Town of Crested Butte Sales Tax License and list of vendors.

Is your event a parade or includes a parade? ☐ Yes ☐ No

If yes, include a DETAILED map of the route. Coordination with the Marshals is necessary.

Will there be amplified sound at this event: ☐ Yes ☐ No

If yes, complete the online Notice of Amplified Sound. If you create your own notice, you must include a copy as an attachment to your application. Please be aware of the Town Sound Ordinance.

Do you wish to advertise your event with a banner on the fence at Pitsker Field? ☐ Yes ☐ No

If yes complete the online [Banner Application](#) form. If you want additional banners advertising your event, include the request in your event description.

In consideration for being permitted by the Town to engage in the permitted event, the Permittee, its heirs, successors, executors, assigns, transferees, employees, officers, directors, members, managers, representatives, contractors, subcontractors, agents, assigns, guests and invitees (collectively, the "Releasor/Indemnitor") hereby acknowledge and agree to the following: (i) Releasor/Indemnitor assume all risk of injury, loss or damage to Releasor/Indemnitor, any of them, arising out of or in any way related to the permitted event, whether or not caused by the act or omission, negligence or other fault of the Town, or by any other cause; (ii)

Releasor/Indemnitor waive and release the Town from any and all claims, demands and actions for injury, loss or damage arising out of or in any way related to the permitted event, whether or not caused by the act or omission, negligence or other fault of the Town, or by any other cause; (iii) Releasor/Indemnitor agree to defend, indemnify and hold harmless the Town from and against any and all liability, claims, damages and demands, including any third party claim asserted against the Town, on account of injury, loss or damage, including, without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, arising out of or in any way related to the permitted use, whether or not caused by the act or omission, negligence or other fault of the Town, or by any other cause. For purposes hereof, the term "Town" shall include, individually and collectively, its officers, employees, agents, insurers, insurance pools, contractors and subcontractors. By signing this Special Event Application, the Permittee acknowledges and agrees that this assumption of risk, waiver and indemnity extends to all acts, omissions, negligence or other fault of the Town and that said assumption of risk, waiver and indemnity is intended to be as broad and inclusive as is permitted by the laws of the State of Colorado. If any portion hereof is held invalid, it is further agreed that the balance shall, notwithstanding such invalidity, continue in full legal force and effect.

The undersigned Permittee certifies that all the statements and answers to the above questions are true without any reservations or evasions. The undersigned also understands that the Town of Crested Butte reserves the right to require payment for additional services for major impact events.

Signature of Applicant (Permittee)

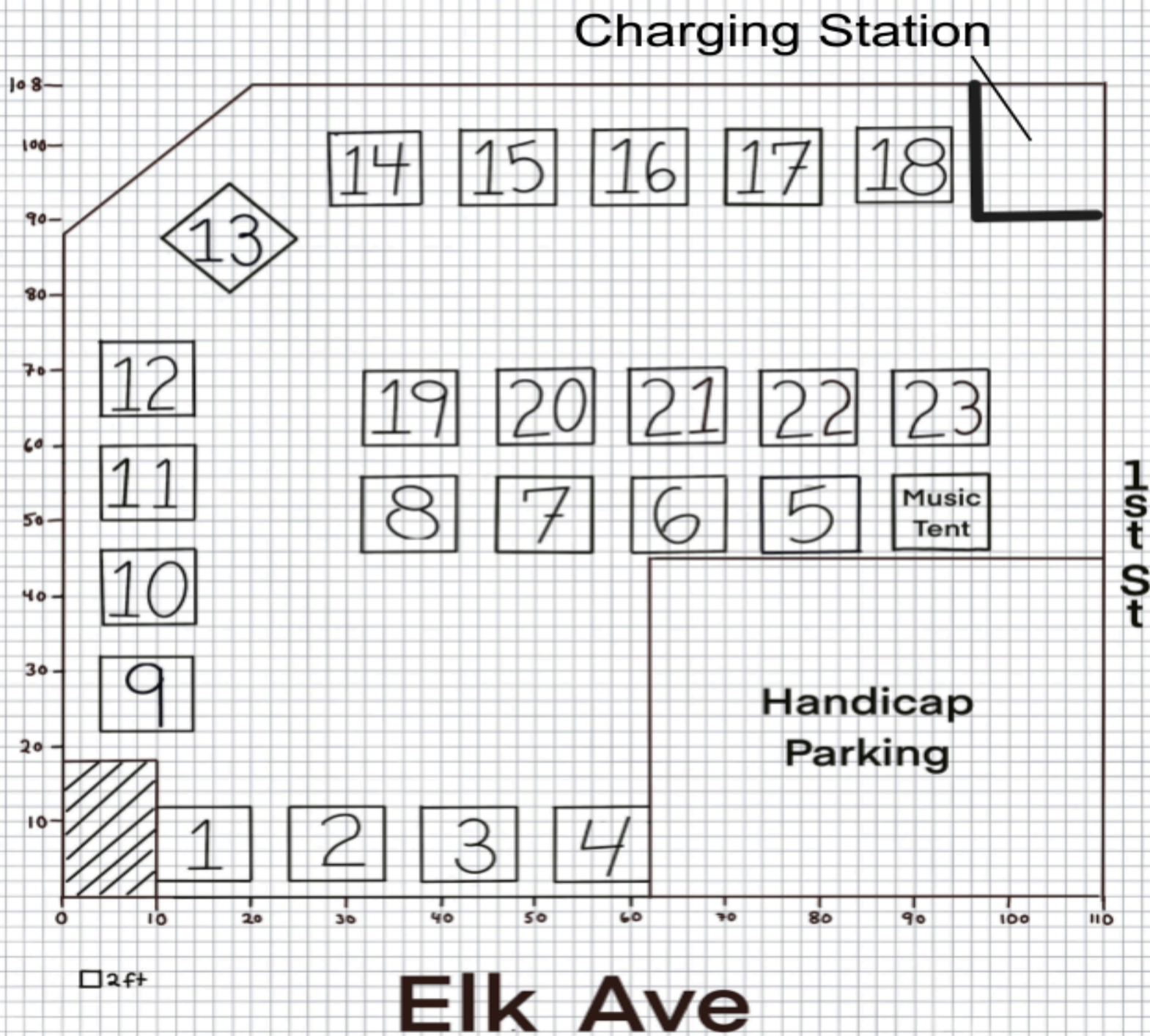
Date

Print Name Clearly

Every Sunday June 15th - September 28th on the top block of Elk Avenue, join us with creative vendors and performers presenting a variety of work. In conjunction with the Crested Butte Farmer's Market this event features local and regional artists from 9am - 2pm, rain or shine. The Art Market will not occur on September 22nd as the ARTum event will be using the lot that weekend.

Vendors will begin setting up at 8am and begin taking down no earlier than 2pm. The event will be broken down by 3:30pm.

Our staff will set up all barricades and signs each day as well as return them to store promptly at 2pm. Vendors set up and take down their own tents and a staff member ensures there is no trash/material left behind.



DEPARTMENT APPROVALS (*For Official Use Only*)

Note: Please clearly state in your comment area what requested services your department will/will not provide for the event.

MARSHALS:

Conditions/Restrictions/Comments:

Signature

Date

PUBLIC WORKS:

Conditions/Restrictions/Comments:

Signature

Date

PARKS AND RECREATION:

Conditions/Restrictions/Comments:

Signature

Date

TOWN CLERK:

144

Conditions/Restrictions/Comments:

Signature

Date

TOWN MANAGER:

Conditions/Restrictions/Comments:

Signature

Date

CRESTED BUTTE FIRE PROTECTION DISTRICT:

Conditions/Restrictions/Comments:

Signature

Date

MT. EXPRESS BUS SERVICE:

Conditions/Restrictions/Comments:

Signature

Date



Memorandum

To: Town Council

From: Dara MacDonald, Town Manager

Subject: Manager's Report

Date: April 7, 2025

Town Manager

- 1) Leadership People & Culture with Path Collective – We have kicked off the Town-wide effort to follow up on employee feedback in the 2024 Employee Experience Survey. It's designed to help us understand where our culture is today and where we want it to go—so we can keep doing what works and improve where it matters most. Staff have participated in the Collective Leadership survey and there will be two workshops in April to continue advancing this work. Our expected outcomes in 2025 include more clarity in performance expectations, opportunities for leadership development, a stronger workplace culture, and more employee support for resources and growth.
- 2) Matthew Schwarte v. Crested Butte et al - Following our filing of a Motion to Dismiss, the plaintiff elected to voluntarily dismiss their case entirely.
- 3) Case No. 21CW3021, Application of Mt. Emmons Mining Company – Please see the attached letter from the Town's water counsel, Scott Miller, regarding settlement of the latest diligence proceedings in this case. As Scott summarizes, the mining company has abandoned substantial water rights while the Town has agreed to lease them water from Lake Irwin for augmentation.

Sustainability

- 1) **2030 CAP Adoption** – Town staff held a subcommittee meeting on Friday, March 21, 2025, to discuss revisions to the 2030 Climate Action Plan following the March 17 Town Council Meeting. In addition to Town staff, three Council members and two Climate Action Plan committee members attended. Staff is revising the Climate Action Plan according to their recommendations and expects to return to Town Council with the plan for proposed adoption on April 21, 2025.
- 2) **Elective Pay Tax Credits** – Town received \$39,943.12 in Elective Pay Tax Credits (also known as "Direct Pay") for 2023 electric vehicle (EV) purchases. Staff will continue to work with Finance to

apply annually for these IRS tax credits for eligible Town renewable energy generation projects or EV purchases should these credits remain available.

- 3) **Oh Be Joyful Solar Array** – GCEA’s Board has approved the Oh Be Joyful Solar Array project to move forward. GCEA is now purchasing equipment for the site, and Outshine Solar and GCEA have agreed in principal to Outshine Solar acting as the general contractor. GCEA will own and operate the array following construction completion. Project timelines are developing, but GCEA assured staff they are moving “as fast as possible” to construct the array. Staff will continue to provide updates to Council as this project progresses.
- 4) **Staff Maternity Leave** – Sustainability Coordinator Dannah Leeman Gore is expected to go on maternity leave on or around May 13, 2025, and will return to work approximately mid-August. Please note this extended absence and plan accordingly.

Public Works

- 1) Town Hall construction project update – The interior remodel is progressing with completion of the rough-in electrical inspections and installation of drywall in the newly partitioned offices. Painting is scheduled the week of March 31st with electrical trim to follow. The project is still anticipated to be complete the first half of May.

The Town has also contracted with a second contractor to perform some sorely needed maintenance on the exterior brick of Town Hall, as well as the replacement of the two bay windows on each stairwell. Both the refurbishment of the brick and replacement of the bay windows are required maintenance projects aimed at increasing the efficiency and/or longevity of the facility.

- 2) Source Water Protection Projects - The Town has two significant source water protection planning projects this year. First, the Wildfire Ready Action Plan (WRAP) looks to proactively mitigate and respond to wildfire threats through the identification and preliminary development of cost-effective actions and investments to help protect the Town’s drinking water supply and the greater Coal Creek Watershed. Second, the Town is developing the second phase of the Alternate Source Water Feasibility Project. This project looks to analyze the viability of installing a well field within the Slate River drainage, which would act as a secondary water source. In October of 2024, the Town recieved a \$150,000 grant from CWCB for the WRAP. In March 2025, the Town was awarded \$342,000 from the CWCB Water Plan Grant for the Alternate Source Water Project.
- 3) Whetstone Update – Starting the week of March 31st, the County’s contractor will begin construction of the off-site portion of the Whetstone Utilities. Based on initial construction schedules, work is to commence near the County shops and move south towards the Slate River, along the west side of SH135. This portion of the installation is estimated to take the better part of April and May.

Marshals

- 1) No updates

Parks, Recreation, Open Space and Trails

- 1) Parks Manager Jack Morgan, and Park Leads Dylan Bova and Tom Savini attended an irrigation tradeshow and training in Grand Junction on March 18th. They were able to learn from Rainbird experts on best practices and equipment to best meet the Town's needs.
- 2) The PROST Plan kick-off is scheduled for Monday, April 7th with the Advisory Committee and SE Group. The community engagement portion of the plan will begin this summer.
- 3) Mountain Pine Beetle Update from Mike Tarantino, CO State Forester:
 - Temperatures under the tree bark between -13F and -30F have been correlated with MPB mortality.
 - MPB phenology dictates this range of lethal temperatures, meaning certain populations are better adapted to withstand cold temperatures than others.
 - Mid-winter instars (life-stages) produce glycol, a natural antifreeze, that minimizes the impacts of extreme cold temperatures in December, January and February.
 - Dramatic temperature drops in autumn and spring can result in the death of a significant number of individuals.

In summary, certain populations of mountain pine beetle may have been affected by temperatures this winter. It is possible that the below freezing temperatures in November, following the winter storm around Thanksgiving, may have had a bigger impact on pine beetle populations than the extreme cold we experienced in January. The CSFS has ongoing trapping and surveying projects to monitor insect activity, we will be interested to see if we detect any downward population trends following this winter.

Community Development

- 1) **Professional Development:** Mel Yemma and Jessie Earley attended the National Planning Conference, hosted by the American Planning Association, in Denver from March 29 – April 1.
- 2) **Guidelines Update and Paradise Park Tenant Selection Plan:** Rather than updating the Affordable Housing Guidelines to encompass the policies and procedures for the Paradise Park Workforce Rental project, staff is modifying the approach for guiding documents. The Paradise Park project will be operated under a Tenant Selection Plan, which will provide policies and procedures, such as application, qualification, lottery and lease up, for the project that are specific to its operation as a rental project with state funding sources. This change protects against the potential for conflicts within the larger Guidelines and homeownership programs, streamlines administration by property management, and given staffing constraints, allows for adoption timing that aligns with lottery and lease up for the next phase of units. The Tenant Selection Plan will be presented to Council to review and discuss on April 21st and for consideration of adoption by resolution on May 5th. An update to the Guidelines will be subsequent to the adoption of the Tenant Selection Plan.
- 3) **Paradise Park Update:** Temporary certificates of occupancy (TCO) have been issued on six units with three more units on schedule to achieve TCOs by the end of April. The two units are anticipated to achieve TCO by the end of June and construction will start on the final triplex on the east side of 10th Street in coming weeks.

Two of the original nine households selected at the lottery relinquished their units. The first position waitlisted households on the two-bedroom and three-bedroom units confirmed interest and are working through preleasing. Assuming both households pass background checks, all units of the first phase of nine units will be occupied by mid-May. Staff anticipates opening the application window for the next two after adoption May of the Tenant Selection Plan with the lottery in early June.

- 4) **Community Plan Update:** The Community Plan feedback survey will close at 5 p.m. on April 3. In addition to collecting survey responses, staff has actively engaged the community through various outreach efforts. These include hosting an Open House at the Center for the Arts, which drew approximately 50 participants ([view the presentation recording here](#)), convening a focus group with architects, designers, contractors, and builders with 8 participants ([view the recording here](#)), meeting with the Friday Afternoon Club, and holding individual feedback sessions with large property owners and developers. Staff continues to respond to email inquiries and comments.

The Advisory Committee will meet on April 10 to review community input and discuss potential refinements to the draft plan. Staff will then present feedback and proposed revisions to the Town Council on May 5, followed by a refined draft for review on May 19.

Town Clerk

- 1) The application deadline for parklets is April 1, 2025. So far, most businesses that utilized parklet spaces in previous years have applied for 2025. The next step will be to work with GIS to develop a parklet map that will allow special events such as the Farmers Market and Arts Festival to advance their event planning.
- 2) Staff met with Heather Leonard from the Chamber to discuss 4th of July. The plan, specifically the water fight location at Big Mine, is largely staying the same, with Heather working on some additional enhancements.
- 3) The Pepitas in the USA food truck will return to the Four Way this spring/summer. Interest has been expressed by multiple food truck vendors for vending space at the Four Way; however, none has received approval from the Gunnison County Health Department. Two cart/booth applicants have filed applications to vend at the Four Way: Log Dawgs and the Burrito Bike. There is space at the Four Way for three cart/booth vendors.
- 4) CB State of Mind submitted a special event application for the Green Light Campaign – 5th Annual Gunnison Valley Mental Health Awareness Month, to wrap the lamp posts on Elk Avenue with green lights, from March 30, 2025, to May 1, 2025. The application will be approved administratively.

Finance/HR/IT

- 1) February Preliminary Revenue report

TOWN SALES TAX FEBRUARY 2025								
Business Category	Total Amount 2025	Total Amount 2024	\$ Diff	% Diff	YTD 2025	YTD 2024	\$ Diff	% Diff
BARS/REST	208,106	204,337	3,769	1.84%	387,860	374,969	12,891	3.44%
ECOMMERCE	17,963	18,514	(551)	-2.98%	48,356	41,519	6,837	16.47%
GROCERY	68,426	71,509	(3,083)	-4.31%	134,441	144,925	(10,484)	-7.23%
RETAIL	100,113	97,150	2,963	3.05%	192,613	184,275	8,338	4.52%
RETAIL:MMJ	10,784	10,982	(198)	-1.80%	21,692	24,082	(2,390)	-9.93%
LODGING	79,093	84,092	(4,998)	-5.94%	154,092	151,491	2,601	1.72%
CONST/HRDWR/AUTO	33,081	27,858	5,223	18.75%	70,344	67,022	3,322	4.96%
SERVICE	30,312	30,845	(533)	-1.73%	63,258	64,548	(1,290)	-2.00%
Grand Total	547,878	545,288	2,591	0.5%	1,072,656	1,052,831	19,825	1.9%
OTHER REVENUE SOURCES								
Vacation Rental Excise Tax	83,542	87,952	(4,409)	-5.0%	169,347	172,318	(2,971)	-1.7%
Tobacco & Nicotine Tax	16,296	15,851	445	2.8%	32,407	32,669	(262)	-0.8%
RETT	90,750	36,000	54,750	152.1%	622,901	122,205	500,696	409.7%
Carry Out Bag Fee	453	630	(176)	-28.0%	888	1,232	(344)	-27.9%
prepared 3.31.25								

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

Upcoming Agenda Items

See attached **draft** 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.

DISTRICT COURT, WATER DIVISION 4, STATE OF COLORADO Montrose County Justice Center 1200 N. Grande Ave., Bin A Montrose, Colorado 81401-3146 Telephone: (970) 252-4336	DATE FILED February 27, 2025 2:46 PM CASE NUMBER: 2021CW3021
CONCERNING THE APPLICATION FOR MT. EMMONS MINING COMPANY, a Delaware corporation and a subsidiary of Freeport McMoRan, Inc., IN GUNNISON COUNTY	▲ COURT USE ONLY ▲ Case No. 21CW3021 (08CW81, 96CW311)
FINDINGS OF FACT, CONCLUSIONS OF LAW, RULING OF THE REFEREE, AND DECREE OF THE WATER COURT	

This matter comes before the Court for consideration upon the Application of Mt. Emmons Mining Company for a finding of reasonable diligence for conditional water rights.

All matters contained in the Application have been reviewed, all pleadings and motions have been considered, and all necessary evidence has been taken. Being otherwise fully advised of the premises, the Court hereby enters the following Findings of Fact, Conclusions of Law, Ruling of the Referee, and Decree of the Water Court.

FINDINGS OF FACT

Based upon a preponderance of the evidence, the Court finds the following:

1. Name, Address, and Telephone Number of Applicant

Mt. Emmons Mining Company
 c/o Francis McAllister, V.P. Liability Management and Land & Water
 Freeport McMoRan
 333 North Central Avenue
 Phoenix, AZ 85004
 Telephone: (602) 366-8100

2. The Application. The Application was filed with this Court on April 30, 2021, and was published in the April 2021 Water Division 4 Resume, pursuant to section 37-92-302(3)(a) of the Colorado Revised Statutes.

2.1. Slate River Direct Flow Right. The decrees entered in Case Nos. 96CW311 and 08CW81 granted and continued as conditional the Slate River Direct Flow Right in the amount of

30 c.f.s. The Applicant re-evaluated the flow rate decreed for this water right and determined that only 20 c.f.s. of the water right was necessary for Applicant's continued beneficial use. Therefore, this Application sought to continue as conditional 20 c.f.s of the Slate River Direct Flow Right. Since filing the Application, the Applicant has determined that it has no need for the Slate River Direct Flow Right. Therefore, the Applicant withdraws its claim to continue the Slate River Direct Flow Right as conditional.

3. Summary of Consultation of the Division Engineer. On July 27, 2021, the Division Engineer for Water Division 4 filed his Summary of Consultation concerning the Application. All comments by the Division Engineer have been addressed by this Decree.

4. No Designated Groundwater. The land and water rights involved herein are not included within the boundaries of any designated groundwater basin.

5. Notice and Jurisdiction. Timely and adequate notice of the Application was published, as required by law, and the Court has jurisdiction over the subject matter of this proceeding and over all persons and water rights affected thereby, whether they have appeared or not. The time for filing statements of opposition has expired.

6. Statements of Opposition. Timely Statements of Opposition to the Application in this matter were filed by: Coal Creek Watershed Coalition, Gunnison County, High Country Conservation Advocates, Western Resource Advocates, the Town of Crested Butte, and the United States of America.

7. Stipulations and Withdrawals. The following parties have withdrawn their Statements of Opposition or entered into a Stipulation with Applicant on the basis that those parties will not further oppose entry of a decree herein, provided such decree is consistent with the requirements of the stipulations and said stipulations have been approved by the Court by separate orders that shall bind the parties to each said stipulation:

7.1. Coal Creek Watershed Coalition, Stipulation approved on January 24, 2025.

7.2. Gunnison County, Stipulation approved on January 24, 2025.

7.3. High Country Conservation Advocates and Western Resource Advocates, Stipulation approved on January 24, 2025.

7.4. The Town of Crested Butte, Stipulation approved on January 24, 2025.

7.5. The United States of America, Stipulation approved on January 24, 2025.

8. Original Decree. The original decree was entered by the Water Court, Water Division 4, on July 25, 2002, in Case No. 96CW311 ("96CW311 Decree").

9. Subsequent Diligence Case. On April 16, 2015, the Water Court for Water Division 4 continued the conditional water rights as conditional in Case No. 08CW81 (“08CW81 Decree”).

10. Consent to Abandon and Cancel Conditional Water Rights. The decrees entered in Case Nos. 96CW311 and 08CW81 granted and continued as conditional the water rights described in this paragraph. This Application sought to continue those water rights as conditional. Since filing the Application, the Applicant has determined that it has no need for the water rights in this paragraph; and therefore, abandons and cancels the following conditional water rights:

10.1. Carbon Creek Direct Flow Right

10.1.1. Name of Structure: Carbon Creek Intake.

10.1.2. Legal Description of Structure: The Carbon Creek Intake will divert at a point on Carbon Creek from which the Southwest corner of Section 28, Township 14 South, Range 86 West of the 6th P.M., bears South 51° 56’ 38” West, a distance of 3,617.89 feet, in Gunnison County, Colorado.

10.1.3. Source of Water: Carbon Creek, a tributary of Ohio River.

10.1.4. Appropriation Date: November 11, 1996.

10.1.5. Amount: 10 c.f.s., conditional.

10.1.6. Use of Water: Use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities.

10.2. Carbon Creek Reservoir Storage Right

10.2.1. Name of Structure: Carbon Creek Reservoir.

10.2.2. Legal Description of Structure: Carbon Creek Reservoir will be an on-stream reservoir located on Carbon Creek. The location of the dam will be a point on the South abutment of the dam axis from which the Southwest corner of Section 28, Township 14 South, Range 86 West of the 6th P.M., bears South 54° West, a distance of 3,300 feet, in Gunnison County, Colorado. Total capacity of Carbon Creek Reservoir will be 1,000 acre-feet. The dam will be approximately 115 feet high. The anticipated length of the dam will be 990 feet.

10.2.3. Source of Water: Carbon Creek, a tributary of the Ohio River; and the Slate River, a tributary of the East River.

10.2.4. Appropriation Date: November 11, 1996.

10.2.5. Amount: 1,000 acre-feet, conditional.

10.2.6. Use of Water: Use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities.

10.3. Mill Water Reservoir Storage Right

10.3.1. Name of Structure: Mill Water Reservoir.

10.3.2. Legal Description of Structure: Mill Water Reservoir will be an on-stream reservoir located on an unnamed tributary of Ohio Creek. The location of the dam will be a point on the South abutment of the dam axis from which the Southwest corner of Section 19, Township 14 South, Range 86 West of the 6th P.M., bears South 81° East, a distance of 3,856 feet, in Gunnison County, Colorado. The total capacity of Mill Water Reservoir will be 1,000 acre-feet. The dam will be approximately 185 feet high. The anticipated length of the dam will be 710 feet.

10.3.3. Source of Water: An unnamed tributary of Ohio Creek, and the Slate River, a tributary of the East River.

10.3.4. Appropriation Date: November 11, 1996.

10.3.5. Amount: 1,000 acre-feet, conditional.

10.3.6. Use of Water: Use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities.

10.4. Elk Creek Reservoir Storage Right

10.4.1. Name of Structure: Elk Creek Reservoir.

10.4.2. Legal Description of Structure: Elk Creek Reservoir will be an on-stream reservoir located on Elk Creek. The location of the dam will be a point on the north abutment of the dam axis from which the Southwest corner of Section 6, Township 14 South, Range 86 West

of the 6th P.M., bears South 77° East, a distance of 2,720 feet, in Gunnison County, Colorado. The total capacity of Elk Creek Reservoir will be 1,600 acre-feet; provided, however, that the volume of water diverted into storage in Elk Creek Reservoir from the natural flow of Elk Creek is limited to a maximum of 1,000 acre-feet. The dam will be approximately 220 feet high. The anticipated length of the dam will be 960 feet.

10.4.3. Source of Water: Elk Creek, a tributary of Coal Creek; Carbon Creek, a tributary of Ohio Creek; and the Slate River, a tributary of the East River.

10.4.4. Appropriation Date: November 11, 1996.

10.4.5. Amount: 900 acre-feet, conditional.

10.4.6. Use of Water: Use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: the mining, grinding, and processing of ore; the transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities.

11. Conditional Water Right Continued by this Decree

11.1. Elk Creek Reservoir Storage Right

11.1.1. Name of Structure: Elk Creek Reservoir.

11.1.2. Legal Description of Structure: Elk Creek Reservoir will be an on-stream reservoir located on Elk Creek. The location of the dam will be a point on the north abutment of the dam axis from which the Southwest corner of Section 6, Township 14 South, Range 86 West of the 6th P.M., bears South 77° East, a distance of 2,720 feet, in Gunnison County, Colorado.

11.1.3. Source of Water: Elk Creek, a tributary of Coal Creek; a tributary of the Slate River, a tributary of the East River.

11.1.4. Appropriation Date: November 11, 1996.

11.1.5. Amount: 100 acre-feet, conditional. The dimensions, volumes and capacity of the reservoir originally described in Case No. 96CW311 are correspondingly reduced commensurate with 100 acre-feet of the remaining storage right. The average annual depletions augmented by releases from the Elk Creek Reservoir Storage Right shall be limited to 140 acre-feet over a ten-year period, not including the initial fill of the reservoir or subsequent fill made necessary as a result of reservoir releases to address maintenance or safety issues.

11.1.6. Use of Water: Use and reuse for replacement and augmentation purposes associated with water management; water treatment; maintenance and restoration; and mine reclamation purposes, including, but not limited to, the transportation of tailings; evaporation replacement; dust suppression; and domestic use and lawn and park irrigation at the Mount Emmons Mine.

11.1.7. Term and Condition: This decree describes water diversion and/or conveyance facilities located on, or to be located on, federal lands managed by the United States Department of Agriculture (“USDA”) Forest Service. The Applicant acknowledges that entry of a decree in this matter does not create any right, title, or interest in the use of federal lands. Any use of federal land is contingent on and subject to Applicant having or obtaining appropriate authorization issued by the USDA Forest Service pursuant to pertinent statutes, regulations, and policies applicable to the occupancy and use of the federal public lands. Applicant recognizes that the consideration of and action on requests for necessary federal permits and authorizations shall be carried out pursuant to all pertinent statutes, regulations, and policies applicable to the occupancy and use of the involved federal public lands, including, but not limited to the National Forest Management Act, Federal Land Policy and Management Act, National Environmental Policy Act, and the Endangered Species Act. Applicant agrees that the entry of the decree herein shall not in any way limit the authority of the USDA Forest Service with respect to the agency’s consideration of and action on such requests for permits, approvals, or authorizations. Applicant recognizes that the USDA Forest Service can impose terms and conditions and/or deny such requested contracts, approvals, or authorizations in accordance with applicable laws and regulations, and is not in any way limited or affected by the entry of the requested conditional water rights decree. If a Special Use Permit is issued by the USDA Forest Service with respect to the water diversion and/or conveyance facilities described herein which are located on National Forest System lands and acceptance by the Applicant, the Applicant shall comply with the terms of any such Special Use Permit.

12. Claim for Finding of Reasonable Diligence

Pursuant to C.R.S. § 37-92-301(4)(b), for purposes of demonstrating diligence, work on one feature of the project or system shall be considered in finding that reasonable diligence has been shown in the development of all water rights conditionally decreed herein and shall constitute diligence toward the development of the conditional water rights decreed herein. During the diligence period Applicant has done, at a minimum, the following work towards completion or for completion of the appropriations and application of water to a beneficial use as conditionally decreed (expenditure numbers are rounded to the nearest \$1,000):

12.1. On February 12, 2016, Applicant acquired from the previous owner, U.S. Energy (“USE”), all of USE’s properties and interests related to the Mt. Emmons mine site, including the mine, water rights, and water treatment plant.

12.2. The Applicant spent the rest of 2016 analyzing the mine site to determine what is necessary to keep the water quality in good condition and make the operation run more efficiently.

12.3. In 2018, the Applicant established various levels of drainage systems on the property to better mitigate the water, and retained Trout Unlimited and the Colorado Division of Reclamation Mining and Safety to design and oversee implementation of onsite reclamation work, including reclamation of two waste rock areas.

12.4. The majority of 2019 was spent evaluating how to overall best improve the wastewater treatment plant for the long term, while Applicant also finished ditch and road improvements along with some slope improvements and additional waste rock reclamation. Applicant also conducted repairs to the re-vegetation work done in 2018, and projects to improve stormwater management.

12.5. In 2020 and 2021, the Applicant continued with road, slope, and channel improvements, waste rock reclamation, as well as recontouring tailing dams to improve stormwater management.

CONCLUSIONS OF LAW

13. Based upon and fully incorporating herein the Findings of Fact set forth above, this Court concludes as a matter of law that:

14. A finding of diligence requires proving an intention to use the water, coupled with concrete actions amounting to diligent efforts to finalize the intended appropriation. *Upper Gunnison River Water Conservancy Dist. v. Bd. of Cnty. Comm'rs of the Cnty. of Arapahoe*, 841 P.2d 1061, 1065 (Colo. 1992); *Colorado River Water Conservation Dist. v. City and Cnty of Denver*, 640 P.2d 1139, 1142 (Colo. 1982).

15. To maintain a conditional water right an applicant for a finding of reasonable diligence must show that it “can and will” complete the project. *Natural Energy Res. Co. v. Upper Gunnison River Water Conservancy Dist.*, 142 P.3d 1265, 1277 (Colo. 2006); *Mun. Subdist. v. Getty Oil Exploration Dist.*, 997 P.2d 557, 565 (Colo. 2000).

15.1. The factors a court considers under the “can and will” requirement in diligence proceedings include, but are not limited to: (1) economic feasibility; (2) status of requisite permit applications and other required governmental approvals; (3) expenditures made to develop the appropriation; (4) ongoing conduct of engineering and environmental studies; (5) design and construction of facilities; and (6) nature and extent of land holdings and contracts demonstrating the water demand and beneficial uses which the conditional right is to serve when perfected. *Pagosa Area Water and Sanitation Dist. v. Trout Unlimited*, 170 P.3d 307, 316 (Colo. 2007). Whether an applicant has met the “can and will” requirement is a mixed question of fact and law.

16. The measure of reasonable diligence is the steady application of effort to complete the appropriation in a reasonably expedient and efficient manner under all the facts and circumstances. C.R.S. § 37-92-301(4)(b). To maintain conditional water rights, an applicant must show continued intent and progress toward finalizing the conditionally decreed appropriation. *Vermillion Ranch Ltd. P'ship v. Raftopoulos Bros.*, 307 P.3d 1056, 1066-67 (Colo. 2013).

17. When a project or integrated system is comprised of several features, work on one feature of the project or system shall be considered in finding that reasonable diligence has been shown in the development of water rights for all features of the entire project or system. C.R.S. § 37-92-301(4)(b). Work on one part of a system may constitute diligence on the completion of the entire system. *City of Lafayette v. New Anderson Ditch Co.*, 962 P.2d 955, 961 (Colo. 1998).

18. Application Lawful. This Application is authorized by the Water Right Determination and Administration Act of 1969, C.R.S. §§ 37-92-101 to -602, and can be administered pursuant to this Decree in accordance with the Act.

19. Satisfaction of Burden of Proof. The Applicant has complied with all requirements and met all standards and burdens of proof for finding of reasonable diligence. It therefore is entitled to a decree continuing as conditional 100 acre-feet of the Elk Creek Reservoir Storage Right that is the subject of this Decree.

RULING OF THE REFEREE AND DECREE

Based upon the foregoing Findings of Fact and Conclusions of Law, it is hereby ordered, adjudged, and decreed by the Court that:

20. Fully Incorporated Judgment and Decree. The foregoing Findings of Fact and Conclusions of Law are hereby fully incorporated into this Judgment and Decree.

21. Personal and Subject Matter Jurisdiction. Timely and adequate notice of the pendency of these proceedings has been given in the manner required by law. Time for filing statements of opposition and for seeking leave to intervene has expired. This Court has subject matter jurisdiction over the application and this proceeding, and jurisdiction over all persons who would have standing to appear as parties, regardless of whether they have appeared.

22. Conditional Water Right Continued. The Applicant has exercised reasonable diligence in the development of the Elk Creek Reservoir Storage Right. This Decree confirms a finding that the Elk Creek Reservoir is continued conditional in the amount of 100 acre-feet for augmentation use to replace out-of-priority depletions associated with reclamation and water quality remediation activities at the Mount Emmons Mine property, as further set forth above.

23. Conditional Water Rights Cancelled and Abandoned. The Court confirms the cancellation and abandonment of the following conditional water rights:

23.1 Slate River Direct Flow Water Right: 30 c.f.s., conditional, for all uses decreed to the Slate River Direct Flow Water Right in Case No. 96CW311.

23.2 Carbon Creek Direct Flow Water Right: 10 c.f.s., conditional, for all uses decreed to the Carbon Creek Direct Flow Water Right in Case No. 96CW311.

23.3 Carbon Creek Reservoir Storage Right: 1,000 acre-feet, conditional, for all uses decreed to the Carbon Creek Reservoir Storage Right in Case No. 96CW311.

23.4 Mill Water Reservoir Storage Right: 1,000 acre-feet, conditional, for all uses decreed to the Mill Water Reservoir Storage Right in Case No. 96CW311.

23.5 Elk Creek Reservoir Storage Right: 900 acre-feet, conditional, for all uses decreed to the Elk Creek Reservoir Storage Right in Case No. 96CW311.

24. Decree Administrable. The conditional water rights applied for in this case are contemplated by law. If implemented in accordance with the terms and conditions of this Decree, there will be no material injury to vested or conditionally decreed water rights of others.

25. Administration of Priorities. The Elk Creek Reservoir Storage Right was filed with the Water Court in the year 1996 in Case No. 96CW311 and the priority for the conditional water right awarded therein shall be administered as having been filed in that year and shall be junior to all priorities awarded based on applications filed in previous years. As between all rights, filed in the same calendar year, priorities shall be determined by the dates of appropriation and not affected by the date of entry of ruling.

26. No Modification of Previous Decrees or Stipulations. Except as specifically set forth in this Decree or modified by Stipulation, any terms and conditions for the use and operation of the Elk Creek Reservoir Storage Right initially adjudicated in Case No. 96CW311 and continued as conditional in Case No. 08CW81 by this Court are not changed or modified this Decree, nor are the findings of fact and conclusions of law of the 96CW311 Decree or 08CW81 Decree as related to the Elk Creek Reservoir Storage Right.

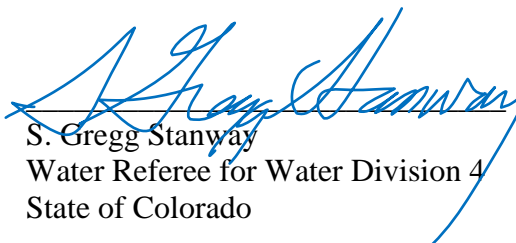
27. The continued portion of the Elk Creek Reservoir storage right continued conditional, or any portion continued as conditional or made absolute as part of a future water rights proceeding, may not be changed to any other use other than reclamation and water quality remediation at the Mount Emmons Mine in any future proceeding by any water rights applicant.

28. Stipulations. To the extent not already approved, the stipulations entered into between Applicant and Opposers are approved by the Court and are incorporated herein. However, such stipulations are only enforceable by the parties to the stipulations and are not subject to administration by the Division Engineer or water commissioners.

29. Filing of Copies. A copy of this Decree shall be filed with the Water Clerk for Water Division 4, and it shall become effective upon filing.

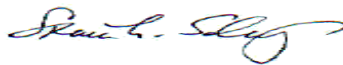
30. It is ordered that 100 acre-feet of the Elk Creek Reservoir Storage Right is hereby continued. If the Applicant desires to maintain such conditional decree, an application for a finding of reasonable diligence shall be filed on or before **February 2031**, or a showing made on or before such date that the conditional water right has become absolute by reason of the completion of the appropriation.

Dated: January 30, 2025


S. Gregg Stanway
Water Referee for Water Division 4
State of Colorado

THE COURT finds that no protest was filed in this matter. The foregoing ruling of the Water Referee is confirmed and approved and is hereby made the Judgment and Decree of this Court. A copy of the Judgment and Decree shall be filed with the Water Clerk for Water Division 4, and the Decree shall become effective upon filing. Copies shall also be filed with the State Engineer and the Division Engineer for Water Division 4.

BY THE COURT:


Steven L. Schultz
Water Court Judge for Water Division 4
State of Colorado



March 14, 2025

Dara MacDonald, Town Manager
Town of Crested Butte
dmacdonald@crestedbutte-co.gov

Via Email

Scott C. Miller*
Shareholder
miller@waterlaw.com

Reply to Aspen or Basalt Office
*licensed in CO

RE: Case No. 21CW3021, Application of Mt. Emmons Mining Company

Dear Dara:

We are pleased to enclose for your records a copy of the final decree in Case No. 21CW3021, for which the Town was an Opposer. The Town stipulated with Applicant on January 24, 2025, and the water judge issued the final decree on February 27, 2025. We reviewed the decree and our stipulation, and the decree is consistent with what we agreed upon with Applicant.

To briefly summarize, the decree abandons and cancels the following water rights:

- Slate River Direct Flow Water Right for 30 c.f.s. for use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities;
- Carbon Creek Direct Flow Water Right for 10 c.f.s. for use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities;
- Carbon Creek Reservoir Storage Right for 1,000 acre-feet for use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities;
- Mill Water Reservoir Storage Right for 1,000 acre-feet for use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities; and

ASPEN:
197 Prospector Dr.
Suite 2104 A
Aspen, CO 81611
T. 970.920.1030
F. 970.925.6847

BASALT:
Waterlaw Riverwalk
229 Midland Avenue
Basalt, CO 81621
T. 970.920.1030
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DENVER:
999 18th St.
30th Floor
Denver, CO 80202
T. 303.893.9700
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SCOTTSDALE:
16427 N. Scottsdale Rd.
Suite 410
Scottsdale, AZ 85254
T. 800.282.5458
F. 970.927.1030

www.waterlaw.com
Professional Corp.



- Elk Creek Reservoir Storage Right for 900 acre-feet for use and reuse for all industrial purposes associated with mining and milling molybdenum at the Mount Emmons molybdenum property, including without limitation: mining, grinding, and processing of ore; transportation of tailings; evaporation replacement; cooling and dust suppression; fire suppression; and domestic use and lawn and park irrigation at mine and mill facilities.

Next, the decree continues the following conditional water right through the next diligence period:

- Elk Creek Reservoir Storage Right for 100 acre-feet with average annual depletions augmented by releases from the Elk Creek Reservoir Storage Right limited to 140 acre-feet over a ten-year period, not including the initial fill of the reservoir or subsequent fills necessary to address maintenance or safety issues, for use and reuse for replacement and augmentation purposes associated with water management; water treatment; maintenance and restoration; and mine reclamation purposes, including, but not limited to, the transportation of tailings; evaporation replacement; dust suppression; and domestic and lawn and park irrigation at the Mount Emmons Mine.

The Elk Creek Reservoir right is subject to the conditions of our Stipulation, which includes the prohibition on constructing such reservoir so long as the Town provides replacement water through Lake Irwin; and even then, subject to all further necessary permitting. The final decree concludes our work on this particular case. The Stipulation notes that MEMC will soon apply for approval of a plan for augmentation. We will continue to monitor this activity and advise the Town on any other outstanding MEMC water matters. As always, thank you for the opportunity to serve the Town, and please contact us with any questions.

Very truly yours,

Patrick | Miller | Noto
A Professional Corporation

By: 

Scott C. Miller
miller@waterlaw.com

Lauren N. Hoover
hoover@waterlaw.com

SCM/lnh

cc: Shea Early
Karl Hanlon, Esq.
Ian Billick, Mayor

Crested Butte Town Council Upcoming Agenda

April 21 - Packets out Monday, April 14th

Work session – Begin early?

- SAYT program discussion – timeline and cost – Dannah & Shea
- PPRA discussion – Dannah

Regular Meeting

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. <u>Consent Agenda</u> <ol style="list-style-type: none"> a. Minutes – Lynelle b. DC Fast Charging installation contract – Shea c. Ord 3, Amendment to Provide Outside Agency Collection Authority on Parking Tickets, 1st reading – Mike R. d. Easement agreement with Gunnison County for water main extension across Town property adjacent to CBCS – Shea e. CBCS Easement Agreement – Shea f. Ord 4, Update map for vacation rentals in Town, 1st reading – Lynelle g. Extinguishment Agreement for deed restriction – Karl & Jessie h. | <ol style="list-style-type: none"> 2. <u>Presentation</u> <ol style="list-style-type: none"> a. Yale student project - transit strategies 3. <u>Public Hearing</u> <ol style="list-style-type: none"> a. 4. <u>New Business</u> <ol style="list-style-type: none"> a. Evaluation of Community composting program - Dannah b. Discussion Paradise Park Community Rentals Tenant Selection Plan – Erin c. Ord, Chapter 13 – Utilities, 1st reading – Shea d. Adoption of Climate Action Plan – Dannah e. 5. <u>Exec Session</u> - Possible land acquisition |
|---|--|

May 5 - Packets out Monday, April 26th

Work session –

- Refined Draft Community Plan – Mel
- Marshals Facility Plan – Mel/Mike

Regular Meeting

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. <u>Consent Agenda</u> <ol style="list-style-type: none"> a. Minutes – Lynelle b. 2. <u>Presentation</u> <ol style="list-style-type: none"> a. 3. <u>Public Hearing</u> <ol style="list-style-type: none"> a. Ord 3, Amendment to Provide Outside Agency Collection Authority on Parking Tickets – Mike R. | <ol style="list-style-type: none"> b. Ord 4, Update map for vacation rentals in Town, 2nd reading - Lynelle 4. <u>New Business</u> <ol style="list-style-type: none"> 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

- e.
5. Exec Session

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 –

- Refined Draft Community Plan – Mel

Regular Meeting

- | | |
|--|---|
| <p>1. <u>Consent Agenda</u></p> <ul style="list-style-type: none"> 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 <p>2. <u>Presentation</u></p> <ul style="list-style-type: none"> a. | <p>3. <u>Public Hearing</u></p> <ul style="list-style-type: none"> a. Ord, Chapter 13 – Utilities, 2nd reading – Shea b. <p>4. <u>New Business</u></p> <ul style="list-style-type: none"> a. Annual update of Affordable Housing Guidelines – Erin (Dependent on HUD release of AMIs) <p>5. <u>Exec Session</u></p> |
|--|---|

June 2 - Packets out Tuesday, May 27th

Work session –

- Long-range financial planning work session #3

Regular Meeting

- | | |
|--|--|
| <p>1. <u>Consent Agenda</u></p> <ul style="list-style-type: none"> a. Minutes – Lynelle b. <p>2. <u>Presentation</u></p> <ul style="list-style-type: none"> a. <p>3. <u>Public Hearing</u></p> <ul style="list-style-type: none"> a. Ord. Avalanche Park lease with GCEA for solar project, 2nd reading – Dannah/Dara | <ul style="list-style-type: none"> b. <p>4. <u>New Business</u></p> <ul style="list-style-type: none"> a. Community Plan Adoption Consideration - Mel b. SH 135 Corridor Plan IGA – Mel c. Resolution, IGA with Mt CB Water & San for Solids Processing – Shea d. <p>5. <u>Exec Session</u></p> |
|--|--|

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

Work session –

- Continue discussion on Community grants – purpose and administration – Dara/Kathy/Grants Committee

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b.
2. Presentation
 - a. Annual Report on Visitor Center operations – Chamber Director
3. Public Hearing
4. New Business
 - a. Community Plan Adoption Consideration – Mel (TBD hold)
 - b.
5. Exec Session

July 7 - Packets out Monday, June 30th

Work session –

-

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b.
2. Presentation
 - a.
3. Public Hearing
4. New Business
 - a.
5. Exec Session

July 21 - Packets out Monday, June 14th

Work session –

- Long-range financial planning work session #4

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b.
2. Presentation
 - a.
3. Public Hearing
4. New Business
 - a.
5. Exec Session

August 5 Tuesday - Packets out Monday, July 28th

Work session –

-

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle

- | | |
|--|--|
| b.
2. <u>Presentation</u>
a.
3. <u>Public Hearing</u>
a. | b.
4. <u>New Business</u>
a.
5. <u>Exec Session</u> |
|--|--|

August 18 - Packets out Monday, August 11th

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.
4. <u>New Business</u>
a.
5. <u>Exec Session</u> |
|--|--|

Future/Annual Items

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



March 31, 2025

To: Crested Butte Town Council

From: Jillian Liebl, Executive Director of the Center for the Arts

Subject: Public-Private Partnership between the Center for the Arts and Town of Crested Butte

Summary:

After the work session on February 3, 2025, Council invited the Center to return and report back on specific questions regarding transferring title of the Center for the Arts facility from the Town to the Center. Title transfer of improvements the Center built (and those we may build in the future) will allow the Center to better leverage private donations to: 1) maintain the current facility, and 2) increase programming and eventually construct a new facility on the site of the original Center for the Arts.

What problems are we trying to solve?

To help identify the best partnership moving forward, Mayor Billick encouraged the Council and Center to consider what problems we are each trying to solve.

The Center for the Arts is trying to solve the following problem:

How can we attract consistent funding, ensuring long-term financial stability to:

1. Deliver our mission,
2. Support community needs,
3. Maintain the facility/facilities in perpetuity, and
4. Make sustainable progress toward redevelopment of the original Center facility?

After listening to the Council and staff discussion and questions, as well as those of other community members, **we heard the Town articulate these problems:**

1. How can we protect a public asset and ensure it meets community needs now and long in the future?
2. How can we mobilize philanthropy in support of the community?

3. What should the Town's role be in managing the Center for the Arts property?

To help answer these questions, Council requested that the Center return to report on the following topics:

1. Examples of other performing arts center public-private partnerships
 2. Donors' willingness to support current facility and future expansion
 3. Financial impact of title transfer on the Center
 4. How can the Town be a good partner?
-

Other performing arts center public-private partnerships

We spoke to the following leaders and performing arts organizations in our region who have extensive experience with a variety of public-private partnership structures regionally and nationally:

- The Arts Campus at Willits (TACAW), Basalt, CO
- The Center for the Arts, Jackson, WY
- Gerald R. Ford Amphitheater (Vail Valley Foundation), Vail, CO
- Mia Vlaar, Director of Economic Development, Town of Vail
- Wheeler Opera House, Aspen, CO (the current ED formerly ran NYU's Skirball Center for the Performing Arts)
- Silverthorne Performing Arts Center (Theatre SilCo), Silverthorne, CO
- Dairy Arts Center, Boulder, CO
- Vilar Performing Arts Center (Vail Valley Foundation), Beaver Creek, CO
- Palm Theatre, Telluride, CO
- Ah Haa School for the Arts, Telluride, CO (the current ED formerly ran multiple higher education PACs including at Stanford and University of Maryland)
- Gene Sobczak, former CEO of Colorado Symphony Orchestra and Arvada Center for the Arts and Humanities
- Josh Blanchard, Director of Colorado Creative Industries (part of OEDIT)

Each of these leaders and organizations have different experiences with arts facility public-private partnerships, but none were aware of an arrangement like Crested Butte's. Of these institutions, there are three we can look to as case studies:

- The Arts Campus at Willits (TACAW), Basalt, CO - built 2021
- The Center for the Arts (The Center), Jackson, WY - built 2004
- Gerald R. Ford Amphitheater (The Amp), Vail, CO - built 1987

These performing arts centers share the following basic partnership structure:

1. The municipality owns the land.

2. The nonprofit fundraised for, built, and owns the improvements.
3. The nonprofit has sole responsibility for operating and maintaining the facility.

Leaders from these three communities indicated that they have not experienced problems with the ownership structure. Please see attached letters from Basalt and Jackson.

Key Lease Terms

An analysis of these organizations' land leases reveals terms that: protect the facilities' use for public benefit in perpetuity; allow the nonprofits to borrow against their facilities as an emergency financial tool; provide for reporting and transparency; and revert the facility back to public ownership in the event of lease termination or surrender.

1. **Use of Premises.** All three organizations are required to use the improvements for a specific purpose or purposes.
 - **TACAW:** "The use of the Premises as a performing arts campus is a requirement of this lease, and the Tenant's failure to utilize the Premises for this purpose shall constitute a default in the Tenant's obligations pursuant to this Lease. The Tenant shall allow the RE-1 School District to have at least three performances per year at the Building including two rehearsals for each event for a fee to cover all reasonable associated costs."
 - **The Amp:** The Foundation may only use the property for maintenance and operation of the Amphitheater and for uses that include concerts, performances, dance, lectures, classes, and other events of community interest. Private functions are permitted provided they are compatible with the community's values.
 - **The Center, Jackson:** "...Lessee shall utilize the Leased Premises and Building Improvements primarily for the benefit of the public and at all times for legally permissible purposes. The leased Premises and Building Improvements shall be used primarily for the study and presentation of performing and fine arts and developing public interest and participation therein, and for public auditorium, civic center and community meeting facilities purposes in conjunction with governmental or educational agencies or community organizations."
2. **Encumbrance and Assignment.** All three organizations are allowed to encumber the improvements but must seek permission from the municipality first.
 - **TACAW:** "Tenant shall not let, sublet, transfer, assign, or otherwise in any way alienate, encumber or suffer the Premises, or any part of portion thereof, to be used by others without the prior written approval of the Landlord which may be granted or denied in the Landlord's sole subjective discretion."

- **The Amp:** This lease cannot be transferred or subleased without the Town's prior written consent. However, it may be assigned specifically for securing financing for property improvements, subject to the Town's approval of the assignment terms. The Foundation is responsible for funding and repaying any loans used for construction on the property. Additionally, the Foundation agrees to protect and reimburse the Town against any liability arising from failure to repay such loans.
 - **The Center, Jackson:** "Except as set forth herein, Lessee shall not assign, mortgage, hypothecate, transfer or otherwise encumber the Leased Premises, the Building Improvements, this Lease or any interest therein, without the written consent of the Lessor in each instance."
- 3. Reporting and Public Transparency.** All three organizations are required to provide some level of regular reporting and the municipalities all retain some amount of oversight and control.
- **TACAW:** "The Landlord entered into this Lease Agreement with the Tenant as a result of the Social Capital and Community Benefits to be provided to the Basalt Community. In order to further mutual goals, the Tenant agrees to meet with the Landlord at least once a year at the Landlord's request to review how the Tenant is furthering the goals of the Town of Basalt to increase vitality in the Town of Basalt area and make the objectives of the Performing Arts Campus available to all citizens and tourists in the Basalt area. The Tenant also agrees to provide financial information to the Landlord including yearly revenues, expenditures and fund balances in a building maintenance and capital repairs fund."
 - **The Amp:** The Town may appoint a representative of its choice to serve on the Vail Valley Foundation committee responsible for planning and scheduling events at the amphitheater. Additionally, each year throughout the lease term and any extensions, the Foundation must submit its financial statement to the Town, including balance sheets, profit and loss statements, and designated endowment funds.
 - **The Center, Jackson:** "...Lessee shall provide to Lessors annually a report detailing the activities at The Center for the previous fiscal year (the 'Annual Report'). The Annual Report shall include the program of rents, admissions, fees and charges collected by Lessee over the prior fiscal year together with the general program of scheduling and uses of the Leased Premises by Lessee and those of its lawful sub lessees over the prior fiscal year. The Annual Report shall also include a summary of the amount of the number of events held by Private Profitable Users and Private Not-for-Profit Users versus the total number of events held at the Center in each fiscal year."

4. Termination and Surrender. In the event of lease termination, each of these facilities revert to public ownership.

- **TACAW:** “Upon termination of this Lease Agreement, whether based upon its expiration, lease violation, abandonment, mutual agreement or otherwise, the Building and any other improvements attached to the Land shall automatically and without additional consideration become the property of the Landlord. Tenant shall, at that time, deliver to Landlord a Bargain and Sale Deed conveying any interest Tenant has in the Premises, Building and the property.”
- **The Amp:** Upon the lease's expiration, the Foundation must transfer possession of the property, along with all improvements, including any furnishings, fixtures, and equipment it has installed, to the Town.
- **The Center, Jackson:** “Upon termination of this Lease, all Building Improvements (other than movable furniture and movable trade and theater fixtures...) shall transfer to Lessors to be held by Lessors thereafter for the benefit of the citizens of the Town of Jackson and Teton County. Upon termination of this Lease for any reason, any additional improvements to the Leased Premises constructed after the Effective Date hereof...shall transfer to Lessors to be held by Lessors thereafter for the benefit of the citizens of the Town of Jackson and Teton County.”

Philanthropy for Public Good

The Center relies on philanthropy to deliver our mission, which includes providing reduced-rate facility use for local groups and nonprofits, and creating community access to the arts with free and low-cost programs and events. As mentioned previously and in the letters from both TACAW and The Center in Jackson, private donors are unlikely to make significant, long-range gifts unless the Center and Town restructure our public-private partnership.

Town Council asked the following questions to better understand this need.

1. Are there other instruments of financial stability that would be satisfactory?

At this time, no other financial structures would provide the same level of stability as transferring ownership of the facility to the Center for the Arts. While we have heard suggestions that the Town take a more active role in maintaining the facility it owns, or even explore tax or bond measures to support the arts in Crested Butte, these measures are speculative and likely unachievable anytime soon.

In contrast, transferring ownership to the Center would unlock \$1 million in immediate

debt relief and create an opportunity to fundraise for a working capital fund, directly strengthening the organization's financial position in the near term (see financial impact data below). Additionally, ownership would allow the Center to secure long-term funding and financing options that are currently unavailable under Town ownership. TACAW and the Center in Jackson both have agreements that allow financial autonomy while ensuring community oversight; both of those facilities are currently used as collateral for construction loans secured after receiving municipal approval.

2. **Would previous top donors participate in another campaign?**

Yes. At least five of the top 10 donors to the original capital campaign have expressed willingness to support another fundraising initiative. However, they have made it clear that this support is contingent upon the Center owning the building.

3. **Why are philanthropists reluctant to make gifts while the Town owns the building?**

When private donors make gifts to nonprofit organizations, they do so with the confidence that their contributions will be stewarded in accordance with donor restrictions, thereby building trust and long-term support. Private donors want to give their restricted gifts to a chosen entity that is legally required to honor the intent of the gift. When the Town owns the facility, these capital gifts are effectively supporting the entity of the Town of Crested Butte, not the nonprofit.

When questions arise about whether the Town might repurpose the building in the future, it creates uncertainty and weakens donor confidence. Philanthropists often give to create a legacy and want to ensure that their gifts remain dedicated to the intended purpose. Without such a guarantee, many donors will hesitate to participate in capital funding and legacy giving (e.g. for an endowment or planned giving).

Furthermore, donors recognize that ownership of the facility is critical to the Center's long-term viability. The ability to own, borrow against, and invest in the property ensures the organization's ability to sustain itself without continual emergency fundraising efforts. Without ownership, the Center remains financially vulnerable, deterring both immediate and future contributions.

Financial impact of title transfer

Financial stability protects our community asset and ensures it is used for its intended purpose in perpetuity. Title transfer of the Center's facility represents a path to this stability, offering immediate and long-term benefits.

- **Immediate Benefits:** If completed, title transfer would provide \$1 million in immediate debt relief, freeing up approximately \$140,000 in cash each year over the next decade, a total savings of \$1.4 million. This would allow for reinvestment in programming and

infrastructure, and ultimately support a trend toward a modestly cash-positive budget, allowing the Center to build capital reserves that act as a safeguard against variable economic conditions.

- **Long-Term Benefits:** More broadly, title transfer is necessary to deliver the Center's mission long-term. The Center is responsible for all liability insurance, utilities, and maintenance of both the new facility and the shuttered old building, at a cost of \$300k annually as of fiscal year 2024, not inclusive of staffing. Capital planning indicates an increase of 6% annually over the next ten years as the facilities age. This conservative estimate projects around \$500k in annual building maintenance costs by 2035. However, we anticipate that our revenue will only increase by 2% annually under our current ownership structure, leaving a gap.

The best way to fill that gap is through long-term philanthropic gifts. However, our current structure has stalled legacy giving (in which individuals direct money to nonprofits in their wills) and the establishment of an endowment to provide ongoing support for building maintenance.

Additionally, title transfer would also enable the eventual planning and construction of Phase II of the Center campus. We cannot fundraise for Phase II without title transfer.

The Center has faced significant financial pressure in recent years, including a significant drop in liquidity in the last fiscal year. However, we have demonstrated strong fundraising capacity and financial resilience through strategic debt restructuring and successful donor and community engagement, bringing our capital reserves back to a positive trend. **To remain viable and continue to steward our facility as a public amenity, the Center needs to be able to fundraise as effectively as possible.** We have already significantly cut expenses to minimal levels. The only other option to drive higher revenues is through increased ticket and rental fee pricing, which is not practicable; doing so would strain accessibility and contradict our community-focused mission.

Title transfer is a transformative opportunity which we estimate could have a \$12 million total potential impact in operating, endowment, and capital contributions. It addresses critical financial needs, unlocks donor-restricted assets, enables legacy planning, and ensures the Center's continued service to the community. Without it, the Center risks uncertain financial health, along with a missed opportunity to fulfill our mission at the scale and permanence our community deserves.

How can Town be a good partner?

The Town has indicated that the current ownership structure is working for the Town—but it is not working for the Center. We ask the Town to work with us as a partner to address growing community needs.

Thanks to generous investment from the Town and private donors, the Center for the Arts provides vital community services. To fully realize this investment's potential, we need a sustainable financial structure. Comparable municipalities have successfully addressed similar challenges, offering clear models for success.

Without a transfer of facility ownership to the Center—or the Town assuming maintenance responsibilities—the growing financial deficit will become unsustainable. Without long-term stability to attract major donors, rising maintenance costs will force us to redirect operating funds away from programming and staff. At some point, this could jeopardize the Center's ability to operate, potentially leaving the Town to assume responsibility in an emergency.

Securing ownership would unlock private funding for maintenance and future capital campaigns, ensuring long-term viability. The Town made a critical investment in constructing the new Center; now, we ask for continued partnership to secure its future as a growing asset, not a potential financial burden.

By restructuring our partnership, we can strengthen the Center's financial position while answering the Town's questions regarding ensuring the facility remains a well-maintained community asset. Proven legal mechanisms from other communities offer a path forward, such as:

- Use restrictions to guarantee nonprofit arts, cultural, community, and educational purposes.
- Oversight frameworks to align with community priorities.
- A maintenance funding agreement to ensure facility upkeep.
- Town Council approval for any future financial leveraging of the property.
- Reversion to Town ownership if the lease is ever terminated.

We look forward to continued collaboration with the Town to address key considerations and shape a partnership that secures the success of this community asset for generations to come.

Questions for Council:

1. Is the Council open to considering a transfer of the title under the conditions suggested above?
2. If so, is the Council open to directing the Town Attorney to draft deed restrictions and lease terms or identify potential issues or roadblocks?
3. What is the timeline for this process?



City of Gunnison City Council Agenda

Regular Session

Tuesday, March 25th, 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: 90 minutes

The public may attend this City Council meeting in-person or via Zoom with phone or computer access. For remote access please use [Zoom Registration](#).

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. Proclamations, Recognitions, and Appointments

None.

VI. 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. Authorization for out-of-state travel for Elise Garcia, Ben Cowan, and Mike Lee;

B. Excuse Mayor Pro Tem Ballesteros from the April 8, 2025 meeting due to work obligations.

Estimated Time: 5 minutes

VII. Old Business

A. Water Treatment Plant (WTP) Project Delivery Method

Background: Following a detailed analysis of project delivery methods, staff recommends proceeding with Progressive Design-Build delivery to implement the Water Treatment Plant for the purposes of cost control, risk reduction, and efficiency compared to other methods.

Staff contact: Pete Rice, P.E., Public Works Director

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to approve the use of the Progressive Design-Build project delivery approach for implementing the Water Treatment Plant project and authorize staff to proceed with drafting associated procurement documents for City Council's consideration.

Estimated time: 20 minutes

B. Contract Award, Construction Manager (CM) Services for the N. 12th Street Mill and Overlay Project

Background: In March 2025, the City solicited for construction manager services to assist staff during the construction periods on 12th Street. Three proposals were received. SGM, Inc.'s proposal was for \$67,700 and was ranked highest out of three proposals based on the weighted criteria.

Staff contact: Cody Tusing, P.E., City Engineer

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider granting approval for the City Manager to execute a contract with SGM Inc., for the construction management services for the N. 12th St. Mill and Overlay Construction project, with an amount not to exceed \$67,700.

Estimated time: 10 minutes

C. Resolution No. 8; Public Meeting Procedures and Conduct

Background: On April 9, 2024, City Council reviewed draft procedures to clarify the City's practices at public meetings, such as but not limited to the order of meeting agendas, conduct, and public comment and hearing procedures. For the past year, the City has functioned in general alignment with the draft procedures.

Staff contact: Amanda Wilson, City Manager

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to approve Resolution No. 8 formally establishing a policy for Public Meeting Procedures and Conduct.

Estimated time: 15 minutes

VIII. New Business

A. Region 10 Enterprise Zone Presentation and Letter of Support

Background: The State's Enterprise Zone Program provides tax incentives for businesses and non-profits. The City of Gunnison is currently designated as an Enterprise Zone. Generally, every ten years, Enterprise Zones designations are re-evaluated for eligibility based upon the latest census data. The majority of the City of Gunnison will no longer qualify as an Enterprise Zone based upon the most recent evaluation and redesignation. Region 10 will provide an update and request a letter of support to continue serving as the Enterprise Zone Program Administrator in our six-county region.

Staff contact: Amanda Wilson, City Manager

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to authorize the Mayor to sign and submit the presented letter to the Colorado Economic Development Commission in support of Region 10 continuing to serve as the Enterprise Zone Administrator.

Estimated time: 20 minutes

B. Investment Policy Amendment, Resolution No. 7

Background: The City of Gunnison Investment Policy, originally adopted on January 23, 2014, establishes guidelines for the prudent management of public funds. As part of the regular policy review process, areas have been identified to improve clarity, better align with best practices, and ensure compliance with applicable laws.

Staff contact: Ben Cowan, Finance Director

Public Comment: limited to 3 minutes per speaker.

Action Requested of Council: Consider a motion to approve Resolution No. 7, the revised City of Gunnison Investment Policy as presented, and authorize the Finance Director to implement the updated policy provisions.

Estimated time: 10 minutes

C. 2025 Legislative Session

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: Possible action to formally oppose or support a bill(s). Alternatively, City Council may elect to continue monitoring the bills; the next opportunity for action is scheduled for April 8th, 2025, at City Council's regularly scheduled meeting.

Estimated time: 15 minutes

IX. 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 www.gunnisonco.gov. 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 [City of Gunnison Colorado - YouTube City of Gunnison](#)

City Council official audio recordings and publicly noticed meetings minutes can be viewed at www.gunnisonco.gov

**GUNNISON COUNTY BOARD OF COMMISSIONERS
REGULAR MEETING AGENDA**

179

DATE: Tuesday, March 18, 2025 **Page 1 of 3**
PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

GUNNISON COUNTY LOCAL LIQUOR LICENSING AUTHORITY MEETING:

8:30 am

- Call to Order
- 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. Alcohol Beverage License #03-06291; Three Rivers Smokehouse dba Three Rivers Smokehouse; 4/17/2025 to 4/17/2026
 2. Alcohol Beverage License #03-02906; Irwin Backcountry Guides LLC dba Movie Cabin; 5/20/2025 to 5/20/2026
 3. Alcohol Beverage License #03-02907; Irwin Backcountry Guides LLC dba Parking Barn; 5/20/2025 to 5/20/2026
- Adjourn

GUNNISON RIVER VALLEY LOCAL MARKETING DISTRICT MEETING:

8:31 am

- Call to Order
- Gunnison River Valley Local Marketing District Agreement; Marble Crystal River Chamber of Commerce; 1/1/2025 to 12/31/2025; \$25,000
- Adjourn

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS REGULAR MEETING:

8:35 am

- Call to Order; Agenda Review
- Minutes Approval
 1. March 4, 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. Resolution; Authorizing a Temporary Weight Restriction for a Portion of County Road 38 also known as Gold Basin Road
 2. Resolution; Authorizing a Temporary Weight Restriction for a Portion of County Road 734 also known as Slate River Road
 3. Contract Amendment #3; Contract No 24 IBEH 183800; Juvenile Services; 9/11/2023 to 6/30/2025; \$698,862
 4. Scope of Work Amendment; Cover All Coloradans Community Health Ambassador Program Agreement; 2/1/2025 to 6/30/2025
 5. Ratification of Commissioner Houck's signature; Stirrup Bar Ranch Letter of Support; Great Outdoor Colorado Trust Fund's (GOCO) Land Acquisition Grant Program
 6. Amendment 1; Charter Airline Operating Agreement and Lease of Airport Facilities; 6/1/2025 to 5/31/2026

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**GUNNISON COUNTY BOARD OF COMMISSIONERS
REGULAR MEETING AGENDA**

180

DATE: Tuesday, March 18, 2025 **Page 2 of 3**
PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

7. Grant Application; Caring for Colorado Foundation; Health and Human Services; 7/1/2025 to 12/31/2026; \$125,000
8. Resolution; Authorizing an Intergovernmental Agreement Between the County of Gunnison, Colorado, the City of Gunnison, Colorado and the Colorado Department of Transportation (CDOT) Regarding United States Highway 50 Access Control Plan and Colorado Highway 135 Access Control Plan

8:40 am

- County Manager's Reports

8:45 am

- Hearing; Petition for Abatement or Refund of Taxes; Property Tax Years 2023; R007698; Parcel No. 3525-000-00-174; 59 Mining Claims in Quartz Creek Mining District; Myrna Dodd

8:50 am

- Hearing; Petition for Abatement or Refund of Taxes; Property Tax Years 2023; R070956; Parcel No. 4045-000-00-062; 283.22 Acres in Section 32 & 33, Township 47N, Range 6W; Skyjack Ranch LLC

8:55 am

- Plat Signature; LUC-24-00035; Graham Subdivision
- Lot Cluster; LUC-24-00052; Gunnison Bank & Trust Company
- Boundary Line Adjustment; LUC-24-00051; Proffitt

9:10 am

- Resolution; Adjusting Ground Rent for Use of Premises at the Gold Basin Industrial Park

9:15 am

- Resolution; Authorizing a Temporary Closure for a Portion of County Road 10 also known as Walker Lane at Gunnison County Bridge #GUN10-01.20

9:20 am

- Amendments to the Crested Butte South Special Area Regulations, aka the CB South Commercial Area Mater Plan (CAMP); LUC-24-00006; Resolution Approving an Amendment to the Crested Butte South Special Area Regulations

9:40 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.

GUNNISON COUNTY BOARD OF HEALTH REGULAR MEETING:

10:10 am

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**GUNNISON COUNTY BOARD OF COMMISSIONERS
REGULAR MEETING AGENDA**

181

DATE: Tuesday, March 18, 2025 **Page 3 of 3**
PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

- Call to Order
- Gunnison County Board of Health Schedule and Meeting Topics Approval
- Board of Health Member CDPHE Training
- Senior Services
- Consumer Protection
- Adjourn

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS REGULAR MEETING (cont'd):

10:40 am

- Executive Session, pursuant to C.R.S. § 24-6-402(4)(b): Conferences with the County Attorney or Deputy County Attorney for Gunnison County for the purpose of receiving legal advice related to In re McCloud Placer, LLC, Gunn. Cnty. Dist. Ct. Cause No. 2024CV030004 (including appellate case 24CA002019), McCloud Placer LLC v. Gunnison Cnty. Bd. of Cnty. Cmrs., Gunn. Cnty. Dist. Ct. Cause No. 2024CV30002 (including appellate case 24CA001290), and 24CV30031, McCloud Placer LLC v. the Bd. of Adjustment for Gunnison County et al
- Adjourn

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <https://gunnisoncounty-org.zoom.us/j/89798905619>

One tap mobile

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**GUNNISON COUNTY BOARD OF COMMISSIONERS
WORK SESSION MEETING AGENDA**

182

DATE: Tuesday, March 25, 2025 **Page 1 of 1**
PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

8:30 am

- Human Resources Performance Update

8:50 am

- Emergency Management Performance Update

9:10 am

- Veteran Services Performance Update
- Adjourn

10:00 am

- Gunnison County Detention Center Walkthrough

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <https://gunnisoncounty-org.zoom.us/j/89798905619>

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**GUNNISON COUNTY BOARD OF COMMISSIONERS
REGULAR MEETING AGENDA**

183

DATE: Tuesday, April 1, 2025

Page 1 of 2

**PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)**

GUNNISON COUNTY LOCAL LIQUOR LICENSING AUTHORITY MEETING:

8:30 am

- Call to Order
- 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. Alcohol Beverage License #04-00106; Elk Creek Marina LLC dba Lake Fork Marina; 6/3/2025 to 6/3/2026
 2. Alcohol Beverage License #04-00107; Elk Creek Marina LLC dba Elk Creek Marina; 6/3/2025 to 6/3/2026
 3. Alcohol Beverage License #03-01378; Elk Creek Marina LLC dba Pappy's Restaurant; 6/3/2025 to 6/3/2026
- Adjourn

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS REGULAR MEETING:

8:32 am

- Call to Order; Agenda Review
- 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. Contract Amendment #3; Contract No 24 IBEH 182014; Health and Human Services; 8/29/2023 to 6/30/2026; \$181,679.67
 2. Grant Application; Colorado Department of Transportation (CDOT); Gunnison County Substance Abuse Prevention Project; Juvenile Services; \$140,144.40
 3. Temporary Road Use Agreement; Gunnison Nordic Club; Public Works; 5/22/2025 from 8:00 am to 4:00 pm
 4. Option Letter #7; CSBG 24-026; Health and Human Services; 3/11/2025 to 9/30/2027; \$16,166
 5. Opt-in Letter; COVID-19 ELC 2.3; Health and Human Services; 8/1/2025 to 4/30/2026; \$35,443
 6. Professional Services Agreement; Advanced Chemical Transport, LLC dba ACTenviro; Public Works; 3/18/2025 to 7/1/2025; \$52,912.53
 7. Grant Application; Health Resources and Services Administration; Juvenile Services; FY 2025-2026; \$400,000
 8. Acknowledgment of County Manager's Signature; Professional Services Agreement; JEO Consulting Group, Inc.; Emergency Management; 3/21/2025 to 1/30/2026; \$73,150
 9. Ratification; Letter of Support; Congressional Directed Spending
 10. Acknowledgment of County Manager Signature; Monitoring Service Agreement; Johnson Controls; Sawtooth Apartments; \$600 Annually

8:35 am

- County Manager's Reports

8:40 am

- **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

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**GUNNISON COUNTY BOARD OF COMMISSIONERS
REGULAR MEETING AGENDA**

184

DATE: Tuesday, April 1, 2025 **Page 2 of 2**
PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

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From: [Darcie Perkins](#)
To: [Lynelle Stanford](#)
Subject: Re: Audio?
Date: Tuesday, March 4, 2025 3:16:17 PM

You don't often get email from perkinsforgcea@gmail.com. [Learn why this is important](#)

Lynelle,

Thank you. I tried to drive in but there was an accident on 135 and the roads were slick. I didn't realize I couldn't hear until about 30 min before the portion I was wanting to attend. I had someone call me with their phone a that allowed me to hear 90% of the discussion.

Thank you,
 Darcie Perkins
perkinsforgcea@gmail.com
 970-433-8835

On Mar 4, 2025, at 2:59 PM, Lynelle Stanford <lstanford@crestedbutte-co.gov> wrote:

Hi Darcie,

Thank you for your email. You are absolutely correct that the audio was not working during last night's Council meeting. With the (second floor) remodel at Town Hall, there appears to be a disconnected or cut wire in the ceiling. Crews are investigating. Apologies for the inconvenience with the disruption in technology. The Council meeting itself takes place in person with the technology being an extra option to include at many people as possible.

Thank you for your understanding!

Lynelle Stanford
 Town Clerk
 Town of Crested Butte, Colorado
 970.349.5338 Ext. 103 (phone)
lstanford@crestedbutte-co.gov

From: Darcie Perkins <perkinsforgcea@gmail.com>
Sent: Monday, March 3, 2025 7:23 PM
To: Town Council <towncouncil@crestedbutte-co.gov>
Subject: Audio?

Some people who received this message don't often get email from perkinsforgcea@gmail.com. [Learn why this is important](#)

Hi all,

I don't think the audio is working?

Darcie Perkins
perkinsforgcea@gmail.com
 970-433-8835

Congress of the United States
Washington, D.C. 20510

March 13, 2025

Mr. Louis DeJoy
Postmaster General
United States Postal Service
475 L'Enfant Plaza SW, Room 10300
Washington, D.C. 20260-1000

Dear Postmaster DeJoy:

We write to urge the U.S. Postal Service (USPS) to swiftly address the Town of Crested Butte's (the Town's) need for a new post office facility. The existing facility serves approximately 4,000 households in the northern Gunnison Valley, including the Towns of Crested Butte and Mt. Crested Butte. The lease for this facility runs out in February 2026.

In 2022 given limited real estate options in the area, the Town purchased land to secure a site to build a new post office. Since then, the Town has requested details from the USPS on their plan for a new post office once the current lease expires. Despite these repeated inquiries, the Town has received limited information from the USPS on a timeline for the future of the post office or plans for how they will provide mail service in the future.

Now, the Town faces imminent closure of its post office with no apparent USPS plans to build or lease another facility. Since January 2025, the USPS has not responded to any inquiries from leaders in Crested Butte, Mt. Crested Butte, or Gunnison County. Closing this post office would be catastrophic since this area does not receive any home delivery. The Gunnison Post Office, a small facility located 30 miles away, is not a viable alternative. Attached are letters from Crested Butte, Mt Crested Butte, and Gunnison County explaining how the post office's closure would hurt their communities.

We are concerned that USPS is not taking the appropriate actions to ensure continuous service to the northern Gunnison Valley. In light of these concerns, we request your response on the following questions:

- When does the USPS expect to make a decision on whether to proceed with the construction of a new Post Office facility in the Town of Crested Butte?
- Will USPS be able to design and construct a new Post Office before its lease expiration in 2026? If USPS cannot meet this timeline, how do you plan to provide service during construction?
- How will USPS provide service to the northern Gunnison Valley if it does not choose to proceed with construction?
- If USPS plans on signing a lease for a new location, what are the potential locations? If no locations have been identified, when will USPS identify and share these locations?

Congress of the United States
Washington, D.C. 20510

- Can USPS commit to regularly scheduled meetings with the Towns of Crested Butte and Mt. Crested Butte, and Gunnison County, and representatives from our Congressional offices until this critical issue is addressed?

USPS provides critical services to our constituents, from delivering life-saving medications to helping our small businesses ship their goods across the country. It is deeply concerning that the USPS is not working with these communities to address their urgent need for continued and reliable mail service. We look forward to working with you to address this community concern and for your prompt response by March 28, 2025.

Sincerely,



Michael F. Bennet
United States Senator



John Hickenlooper
United States Senator



Jeff Hurd
Member of Congress