



Minutes

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| Laila Benitez, Mountain Village | Ryan Mahoney, Basalt |
| Matthew Birnie, Gunnison County | Eric Mamula, Breckenridge |
| Amber Blake, Durango | Jeanne McQueeney, Eagle County |
| Dean Brookie, Durango | Kathi Meyer, Steamboat Springs |
| Jen Brown, Beaver Creek Resort Company | Ann Mullins, Vail |
| Todd Brown, Telluride | Drew Nelson, Salida |
| Michael Buccino, Steamboat Springs | Keith Riesberg, Winter Park |
| Dick Carleton, Breckenridge | Scott Robson, Vail |
| Daniel Caton, Mountain Village | Matt Scherr, Eagle County |
| Dave Chapin, Vail | Jim Schmidt, Crested Butte |
| John Crone, Grand Lake | Dan Shore, Salida |
| Jennie Fancher, Avon | Carolyn Skowrya, Dillon |
| Debra Figueroa, Glenwood Springs | Heather Sloop, Steamboat Springs |
| Joe Fitzpatrick, Mt. Crested Butte | Karn Stiegelmeier, Summit County |
| Russ Forrest, Gunnison | Jane Templeton, Salida |
| Jonathan Godes, Glenwood Springs | Torre, Aspen |
| Eric Heil, Avon | Scott Vargo, Summit County |
| Ross Herzog, Telluride | Tom Watkinson, Telluride |
| Rick Holman, Breckenridge | Jacque Whitsitt, Basalt |
| Sarah Smith Hymes, Avon | Gary Wilkinson, Frisco |
| Liz Jones, Beaver Creek Resort Company | P.T. Wood, Salida |
| Nancy Kerry, Frisco | Delanie Young, Telluride |
| Elisabeth Lawrence, Summit County | |
| Dara MacDonald, Crested Butte | |

Wednesday, January 22, 2020

I. Call to Order & Introductions, Dean Brookie, President

II. Electric Vehicle Panel

A. Local Governments & EV Implementation: Matt Frommer, Southwest Energy Efficiency Program (SWEEP)

Electric Vehicles (EVs) are only as clean as the grid they get plugged into. As the grid gets cleaner, EVs get cleaner. EVs are expected to reach price parity with gasoline cars by 2025 and 100 models of SUVs are anticipated by 2022. Currently EVs are 2.6% of car purchases and will be 17% of all vehicles by 2030. Colorado has the highest tax credit incentive in the country, but public awareness is low. There are significant plans to build out fast charging stations throughout the state. Utilities like that EV charging is something that can be done at off peak times and they will incentivize this with “time of use” rates. Other ways utilities are encouraging EVs is rebates for vehicles, customer education and outreach. Holy Cross has been a leader in Colorado but others like Xcel are close behind.

Local governments can drive change. SWEEP is working with local governments on a GoEV resolution to commit to electrifying city fleets, transit fleets, school buses, TNCs and then all vehicles in the community.

Consumer education and outreach will be critical to electrifying all vehicles. Actions local governments can take to support EVs include streamlining the permitting process, develop EV-Ready building codes, build charging stations on city-owned property, and advocate for clean energy and climate policy at the state level. Coordination with utilities is also an opportunity, particularly on the implementation of last year's HB 1261.

B. Electric Vehicle Readiness Plan: Eva Wilson, Mobility Director, Town of Avon

The Town of Avon provides fare free transit with robust connections with Beaver Creek Resort and they have a bike share program. They are working to provide sufficient charging stations and setting land use regulations for the future. The Federal Highway Administration established a network of charging stations that helps Colorado be competitive for grants. Colorado is a leader in EV-related incentives and is ranked 7th in the U.S. for the number of charging stations. Avon has worked in partnership with the local utility provider. Research shows that home charging will suffice for the majority of EV drivers. Eagle County needs 20,000 new EVs, 10,000 electric ports and 102 fast chargers by 2030 to meet the Eagle County Climate Action Plan (CAP) goals.

C. EV Charging Stations: John Gitchell, Environmental Manager, Eagle County

Eagle County is focused on greenhouse gas reduction. They do that in part through the Eagle County Climate Action Plan (CAP), and Transportation is one of the sectors of that plan. Eagle County is looking to influence transportation through EV charging stations. They have one new fast charge station which is the only one between Frisco and Glenwood. This new technology will charge for 250 miles in one hour. Eagle County will apply for the next round of Charge Ahead grants which reimburses local government for up to 80% of the charging station cost. Eagle County only has five fleet EV vehicles so they have a lot of work to do within the local government. Three electric EcoTransit buses are coming online, and they are about to double the number of charging stations in Eagle County.

Tips for installing charging stations: Check with the utility supplier on incentives. Holy Cross is offering free transformers. There is a lot of guidance out there on where to locate stations. The County is working with property owners at key locations to build future stations. Finding a good installer is a big timesaver. Emerging businesses are offering turn-key charging stations. Cost is about \$30K for fast charge station and with electrification, road work and transformer the total cost is \$70,000. Charge Ahead grants cover \$30,000.

D. Open Discussion

Avon will match Eagle County's fare for charging. Level II stations are no-cost. DC Fast Charging will pass on the \$.10/kwh cost. There is no statewide standard on fares but there is an effort to standardize at the state level. Owners of stations can set a price, but many are offering it for free as it attracts business (ie. convenience stores and gas stations). Right now, there is no privatized, for-profit model for charging stations, but that might come. Holy Cross came up with Time of Use cost structure, down to \$.06/kwh.

The technology of stations is improving and becoming more powerful. Install larger conduit so you can more easily upgrade stations or add more stations in the future. Plug Share is working to map all stations. Local governments should reach out to the Colorado Energy Office to partner. The cost to install a 240V outlet is \$100 or less for new construction, but it is more expensive to retrofit. Battery disposal is a concern, but the recycling of batteries is growing. The life of a battery is rated for a million miles. The mining of battery components such as Lithium and Cobalt have environmental and social considerations. The Charge Ahead grant is available to private businesses. You are starting to see hotels and shopping malls install stations.

There are three different plug-in configurations: Asian, Euro, Tesla. Due to the ZEV standards Colorado adopted, models will expand. Tesla is expected to lead the way.

EVs will become the least-cost option, just like solar is now the least-cost option for energy. This will help drive change and adoption. Set climate goals, then policy follows, and then the economics follows that. California has a cap and trade program on pollution and that revenue is invested in renewable energy. The big three utilities in CA are collectively investing in charging infrastructure. California is also leading the way on Hydrogen Fuel. Other countries are banning future sales of gas vehicles and auto makers are responding.

EVs is only one transportation effort. Improving and expanding transit is another opportunity. Western State University is working with Eagle County on some modeling. Tying development to transit is important.

La Plata Electric just announced that, as part of Tri State, they are selling off their coal-fired plants. This new direction began with a concerted effort to shift the balance on the Coop board.

There is an 18 month wait for Proterra buses but they are expanding their production capacities. BYD is the biggest manufacturer.

Durango is requiring chargers in new development. Aspen is aggressively electrifying their city fleet, have lots of new charging station, and a Car to Go program as well.

Increasing the EV registration fee is being considered at the state level.

App technology might be developed that could alert the owner when their car is charged and encourage them to move the car. California has a penalty fee for leaving cars in a charging spot longer than needed.

Thursday, January 23, 2020

I. Call to Order & Introductions, Dean Brookie, President

II. Welcome to Avon, Mayor Sarah Smith Hymes

Avon started out as a service town for the ski area but has since developed a local identity of its own. The Nottingham family bought a homestead here and the family eventually owned all of Avon, Beaver Creek and Eagle-Vail. Lettuce was a huge crop but disease and the depression ended the lettuce industry. Avon is a very diverse community with diverse housing developments. They passed a bond to build a public safety building in 2017. The town moved into the current LEED certified building in 2018. The Avon fireworks might be biggest display in Colorado and 25,000 people attended last year. The town hosts lots of special events. They are working hard on climate action. They passed a bag ban in 2018 and more recently took a lead on a tobacco and cigarette tax increase. The County has followed their lead and it has generated more revenue than expected. The Walking Mountains Science Center is a fantastic local non-profit with a highly visited museum. They are building employee housing for 18 employees. The town is starting a Spanish language initiative for town employees.

III. New Business

The October 2019 Meeting Minutes were unanimously approved.

IV. Implementation of Nicotine Taxing, Licensing and Minimum Age

Scott Wright, Asst. Town Manager, Avon

Pete Strecker, Finance Director, Aspen

CJ Oliver, Director of Health & Sustainability, Aspen

Aspen: They really focused on public outreach in advance of the effort. They implemented a one-time \$500 business license (in addition to regular business license) in 2017 and tax collection began in 2018. A full flavor ban passed in 2019. The revenue will be spent on the things the voters approve.

They credit engagement with key stakeholders with their success on their "T21" ballot question. They identified which businesses would be affected and invited them to the table, as well as schools, kids and medical/health representation. This gave Council a good overview of the issue and its broad impacts. Conversations with the business community and other stakeholders happened before the Council meetings. Each business had 1-2 one-on-one meetings and 3-4 Council meeting opportunities. The one-time license fee wasn't very controversial. The nine businesses that sold tobacco products were pretty supportive in general, but the tax increase was not well-received. The flavor ban was the most controversial as store owners said it really cut into their profitability. Coordination of regulations with neighboring jurisdictions is key so sales aren't simply moving to the next door jurisdiction. Community messaging on how the money would be spent was important. None of the money will go into the Aspen general fund. They had two Council work sessions and two readings. Online access to tobacco/nicotine is still a weak point. Data is scarce so it is hard to estimate what the tax revenue will be. Go big on your estimations as that was the experience of Aspen and Basalt.

They used T21 as a reference. There are five common path strategies. Any one is good, but all are better. 1. Age raise 2. License fees 3. Enforcement. 4. Tobacco Tax 5. Flavor ban. An upcoming Healthy Kids Survey will give an idea on how well this is working. The dominos have fallen quickly and almost the whole valley has passed similar actions.

HB 19-1033 addressed the issue of if a local government raises taxes locally, are they still able to collect the local portion of the state tax collected on the same products. The Dept. of Revenue says that since Aspen is taxing locally, they are not eligible for the state share back. CORA says they see Aspen's perspective, but they will not change their opinion. They said they might look for clarifying language to be added if they get enough push back, but no legislation is expected this session. If other communities are concerned about this, Aspen would prefer not to go alone on this. How will the state spend the additional money that they are no longer distributing to local communities?

Avon: T21 came to Avon Council and started the interest. The town adopted regulations in 2018 that created definitions for "tobacco product" and established a minimum age of 21. Law enforcement has to check retailers 2x per year to confirm they have the appropriate license. Also in 2018, they raised the tax by \$3/pack and 40% on sales of all other tobacco and nicotine products. They had to adopt an emergency ordinance to clarify the regulation. Financial implications: They lost their state share-back immediately. They have seen a 62% reduction in cigarette packs sold. An unexpected consequence was the migration of sales to nearby communities, and that also resulted in a reduction in liquor sales as folks were purchasing their cigarettes there. Now that Eagle County has passed a tax, this should reduce migrations. Walmart is located within the public improvement district, so the town doesn't get the tax from those sales.

Lesson learned: Prepare the ballot question properly and estimate your Tabor revenues high. Make sure the special sales tax requires a separately stated line for the tax. If taxing both cigarettes and other tobacco products, exclude cigarettes from the definition of tobacco. Be sure to state whether the taxes are in lieu of or in addition to regular local sales tax. Avon put these funds in their general fund. Give merchants lots of time to get their point of sale computers programmed. Prepare your staff to follow up. If you have a public improvement company within your town, make sure they are aware of any applicable changes to their declarations to charge regarding fees. Regarding County taxes, they have an intergovernmental agreement for the collection of the tax. The per pack price is an excise tax according to case law so they would have done those definitions differently if they could go back again. They haven't discussed going to \$4/pack as the County has.

Open Discussion: Glenwood Springs did no public outreach with local businesses and no public comment – they just did it. Crested Butte passed similar laws and it was not very controversial but banning paraphernalia was. In Basalt, revenue far exceeded their expectations and they are challenged with spending it. They also ran into a Tabor issue. Summit County and towns worked together on the effort and put it on the ballot.

V. Avon Polystyrene Ban & Legislative Effort

Repeal of & Avon Polystyrene Ordinance:

Eric Heil, Town Manager; Sarah Smith Hymes; Paul Wisor, Town Attorney

Avon is working without a template in looking to ban polystyrene/Styrofoam. This works towards specific actions of the Climate Action Plan and is a specific goal in the policy Avon adopted. This is part of a larger, national movement. Maine and Maryland have done this, and New Jersey is soon to follow. Council also approved strict vendor guidelines for catering and food sales at all town events including no plastic bottles.

Avon's proposed ban would apply only for prepared food containers but not raw foods like at the grocery store meat counter. The raw food exemption was due to sanitation concern from supermarkets. The second reading is scheduled for end of January to see if CRS 25-17-104 is repealed. They did lots of community outreach in advance of first and second reading. Compostable containers are about two times the cost of EPS. Town clean-up day always yielded a huge number of plastic bags in their river but a year following the bag ban, there was a noticeable difference. They looked at charging a fee for Styrofoam, but they don't want more money they want less Styrofoam. Council did look at a blanket of all plastics but decided to start with one material.

Avon is encouraging CAST member support on SB 20-010 that repeals CRS 25-17-104. The Senate Local Government Committee hearing is February 4. If you can't testify, sponsor Senator Kerry Donovan will read all submitted letters into the record. The legislation would take effect August 2020, but Avon's ordinance would take effect when the bill passes.

Aspen was sued on the TABOR side of this, but no one has been sued in relation to the ban on plastic bags. It is unclear if the Styrofoam industry is more powerful than plastic bag manufacturers.

Breckenridge is talking about a water bottle ban. Telluride has a significant voluntary removal of single use plastics, so they haven't passed an ordinance. Avon is seeing local movement from local businesses to change the products they purchase.

VI. Avon Urban Renewal District

Eric Heil, Town Manager

Avon is halfway through this effort. It started with a 2007 Conditions Survey including identifying blight. The Urban Renewal Plan was adopted in 2007. The Council acts as the Urban Renewal Authority. A 2008 Park Plan was a component of this effort as was a proposed new town hall. They did a west town center district investment plan to encourage civic art, a main street, and new commercial. Pedestrian corridors were considered and implemented in conjunction with the 2009 Wyndam project. At this time, the Westin Hotel was in development and the PUD included a public plaza, public trails and a gondola up to the ski area. The recession resulted in an issue with debt payments, so they refunded some money and reduced the debt to a sustainable level. Residential is under construction and they expect a condo project may start in next two years.

VII. Heat Exchange Recovery System - Waste Water Treatment Plant

Justin Hildreth, Town Engineer, Town of Avon

One of goals was to find a sustainable way to implement the urban renewal plan and be a leader in sustainability. The Avon Heat Recovery Project puts wastewater heat to beneficial use and heats four rec center pools and three small buildings. The system is run with renewable electricity from Holy Cross so it went from a carbon-based system to a carbon-free system. These projects are common in more industrial settings.

VIII. Climate Action

A. Kim Schlaepfer, Project Manager, Climate Action Collaborative

The Climate action Plan was written in 2018. Goals are to reduce greenhouse gas emissions by 25% by 2025 and 80% by 2050 which is in line with international recommendations. This is based on a 2014 baseline greenhouse gas inventory. The plan engaged Colorado Mountain College, the school district, special district, water and energy utilities, nonprofits, local governments, contractors, health, media and more. They have working groups: education, built environment, power supply, waste transportation. They will add a citizen and water working group. Locally, 86% surveyed think local government should take action on climate initiatives. There was a 4% drop in emissions from 2014-2017, primarily due to movement towards more renewables. Transportation is the #1 target sector as it continues to grow while other sectors are going down. Western State University did some GHG modeling on if Holy Cross reaches their goal of 100% renewable by 2030. Models show the CAP could hit their goal in 2025 but surface travel will derail their emission goals.

Intangible accomplishments: They have accelerated the climate conversation in the value. Partners have started or are expanding their sustainability efforts and positions. They are connecting partners to resources and have county-wide collaboration.

They launched a Waste Wizard recycling app that is specific to Eagle County, including an education effort. They are focused on energy efficiency in buildings and are piloting a benchmarking program. In the future they hope communities will adopt building code standards. The top two behavior changes that can have the biggest impact are purchasing renewable energy and carpooling to work twice per week. A new Behavior Change working group will launch to tackle this, a social campaign is planned to encourage leaving car behind, and they are working with business and community to incentivize carpooling.

B. CAST Member Dialog

Eagle County made an initial push for the Collaborative and funded 1/3 of it with the rest coming from partners. They are always working on bringing in new partners and then they are asked to pay into effort. Local commuter rail is a conversation that has circulated over last 40 years but is a potential opportunity. All entities looking at climate action are engaged in the Collaborative so there are no outliers going solo.

Salida asked how to get partners to the table to even form a collaborative. They have no sustainability staffers in any towns or county. Breck hired a sustainability coordinator and that cost was well worth it to at least focus the Council. Look at sharing a position between the county and city. An intern is another option, and CMC has a great sustainability program. Summit County had a planner working for part of their hours on sustainability. Avon doesn't have a local sustainability coordinator so each individual department heads are tasked with considering sustainability. Gunnison County doesn't have dedicated staff but have scientific resources with Western State University. Gunnison County and City along with Crested Butte realized it takes a regional approach and had a two-day process with speakers and technical aspects and formulated goals and strategies.

Sustainability programs cost money but can come back in tourism dollars as visitors value sustainable tourism. Bring the voice of youth to Council. Go directly to power providers and waste haulers.

MountainTowns2030 will be in Breckenridge Sept 29-Oct 2 and will include more break-out sessions to build on next steps. There will also be more time for interaction. Park City will be engaged in the Breck conference. One idea is, like the Tree City designation, signs at town entrances could note involvement in MT2030 climate efforts.

IX. Board of Directors' Report

The Board of directors is recommending CAST support SB 20-010 Preemption of Ban on Plastics. Dara MacDonald made a motion that CAST endorse SB 20-010. Eric Mamula seconded and the motion carried unanimously.

SB 20-109 would change the tax classification of short term rentals from residential to commercial, although the property is exempt if the owner use the property 30 days or more per year. The Board recommended supporting this bill. It is unlikely to pass but it would make a statement. This bill is targeting investors that are buying multiple properties for the purpose of investing. The membership felt they didn't have enough information on this bill to take a position so CAST will simply monitor the bill at this time.

Many CAST members will attend Mountain Town 2030 in early October and will not be able to also travel to a CAST meeting in Park City just a few weeks later. Margaret will talk to Park City, make sure they haven't already started planning the CAST meeting and ask if we could postpone meeting there until later in the fall 2020 or summer 2021. There was no interest in combining the fall CAST meeting with MT2030.

X. Tour: Walking Mountains Science School