

Pitkin County Climate Action Plan

Pitkin County has long been committed to climate action and sustainability to preserve natural resources for current and future generations.

The County recognizes that the changing climate has the potential to significantly affect the environment and the economy. By acting now to reduce greenhouse gas (GHG) emissions, the County can dampen the severity of these impacts.

There are elements of County infrastructure, such as buildings, fleets and the landfill, that generate emissions in the course of providing services to the community. The *Pitkin County Climate Action Plan* focuses on County agencies and initiatives that can reduce emissions. This plan makes an important contribution to emissions reduction and shows the County's leadership. The plan was developed to serve as a guide for departments to drive robust and meaningful reductions.

Relationship to the Strategic Plan

Pitkin County is an organization with a long history of environmental stewardship that values the natural and built environment. This is reflected in the *Pitkin County Strategic Plan*. The Strategic Plan strives for Pitkin County to "continue to be a healthy, safe, vibrant and sustainable community, enhancing the quality of life for everyone who lives, works and visits here, while conserving the natural environment" and prioritizes a "flourishing natural and built environment" as a Core Focus Area. See diagram below:

Figure 1: Pitkin County Strategic Plan



The Strategic Plan action items for achieving the *Flourishing Natural & Built Environment* Core Focus include the following climate-change-related direction:

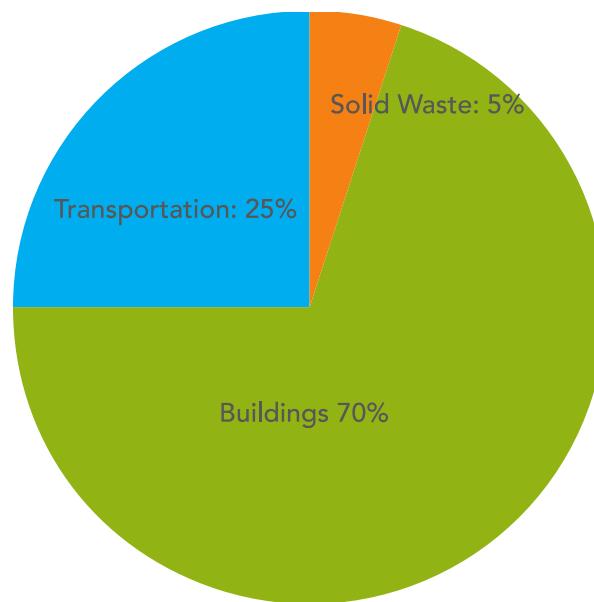
- Adopt responsible land-use and building practices that support a co-existence of natural and built environments.
- Support and encourage food production at a local and regional level.
- Promote activities that are climate-change neutral and supportive of appropriate renewable and alternative energy.
- Preserve the local, regional and global environment through sustainable land-use measures.
 - Ensure that land-use and building codes promote state-of-the-art energy efficiency.

Greenhouse Gas Emissions

In order to support pivotal values defined in the Strategic Plan, Pitkin County prepared the *2014 Pitkin County Greenhouse Gas Emissions Inventory* (attached). This will be updated every three years and is just one part of the ongoing planning process to assess, plan and mitigate emissions.

The *Greenhouse Gas Emissions Inventory* defines the source and the quantity of emissions generated across Pitkin County. In 2014, total community GHG emissions across the Pitkin County community were approximately 551,900 metric tons of carbon dioxide equivalent. The figure below shows the emissions by sector. The largest sector is the energy used to heat and power buildings, at 70 percent, followed by fuel from cars, trucks, public transit buses and aircrafts (25 percent) and the decomposition of solid waste at the landfill (5 percent).

Figure 2: Pitkin County GHG Emissions by Sector



In order to effectively address these emissions, each department in Pitkin County that affects the noted sectors above is working toward reducing its GHGs. In collaboration with one another and as part of this Climate Action Plan, each department has developed a three-year work plan to reduce GHG emissions.

Scope

Emissions from county operations are bundled into the community-wide results. But while county-generated emissions likely represent a small portion of overall emissions, they represent an important piece as the County has a greater ability to influence its own operations than other industries.

The Pitkin County Climate Action Plan does not address all actions to reduce emissions. The County is also collaborating with others in the valley to work together on climate action and to produce an overall climate action plan for the greater community.

With the exception of the Public Health Department, this plan focuses on reducing GHG emissions rather than adapting to the impacts of climate change.

Timeline

This is a three-year work plan to reduce GHG emissions from 2017 to 2020 if approved for funding on an annual basis by the Board of County Commissioners.

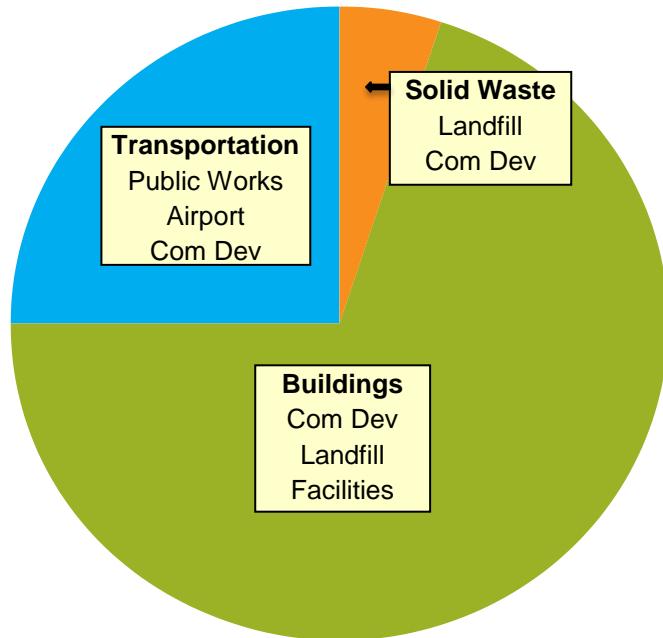
The following Pitkin County Climate Action Plan will be presented to the BOCC upon each budget review and will be reported on at each department update.

Responsible Departments

The process for developing this plan involved the following departments: Aspen/Pitkin County Airport, Building Department, Planning/Zoning/Engineering Departments, Landfill, Environmental Health Department, Public Works Department, and Public Health Department.

The following chart illustrates Pitkin County departments primarily responsible for each sector of the GHG emission reduction work plan:

Figure 3: Pitkin County Departments



Note: The Public Health Department is not included in the above chart. The Public Health Work Plan is primarily concerned with building local resilience and adapting to the impacts of the changing climate rather than reducing emissions.

AIRPORT CAP – DRAFT JUNE, 2017

| CLIMATE ACTION PLAN 2017-2020 | | | | | | | |
|--------------------------------------|--|--|--|--|---|--|----------------------------------|
| Rank # | Goal & Sub Tasks (if needed) | Collaboration Needs Internal/External | Resource Needs (Staff, Equipment) | Start Year/Quarter End Year/Quarter | Anticipated Obstacle(s) | Com Dev Anticipated Solution(s) | Anticipated Budget Needed |
| | Terminal/Building Energy – dominant source is existing terminal | | | | | | |
| 1. | Replace the new terminal with larger and notably more energy efficient terminal | CORE collaboration/grants; Potentially add CORE representative to terminal design team | Funding | Envir: 2017 Design: 2018-2019 Const: 2019-2022 | Cost of the terminal relative to other airport needs – could use additional funding sources | | \$89M |
| 2. | Consider geo thermal or other renewables as part of the terminal complex | CORE collaboration/grants; Potentially add CORE representative to terminal design team | Funding | Envir: 2017 Design: 2018-2019 Const: 2019-2022 | Cost of the terminal relative to other airport needs – could use additional funding sources | | Unknown |
| | Airport Fleet Vehicles | | | | | | |
| 3. | Identify high emission vehicles that are in line for replacement, and replace earlier | Infrastructure requirements; grants (VALE, VW potential options) | Potential funding sources review | 2018 | Airport's need to be consistent in its procurement with County specifications/vendors | | Unknown |
| | Airfield Electrical | | | | | | |
| 4. | Consider replacing airfield lighting with LED lighting | CORE collaboration/grants; review of LED ROI relative to ASE climate (may need heater to keep clear of snow) | Funding/Review of ROI relative to LED due to weather | With proposed airfield changes (2023-2028) | Funding availability; Potential operational barriers due to climate at ASE (snow could require use of heaters which may offset the benefits of this option) | | Unknown |
| | Tenant Owned and Controlled Sources | | | | | | |
| 5. | Aircraft: Encourage reliance on alternative fuels | Meet with Rocky Mountain Institute to discuss collaboration | Ability to manufacture in the valley | Unknown | Ability to manufacture fuel near its use. Transporting from Denver is not cost effective. | | Unknown |
| 6. | APU use of apron parking – installation of preconditioned air and electric GPUs | Examine use of FAA VALE grants/CORE grants | Funding | Unknown | Cost effectiveness and potential need for an expanded apron with fixed/less flexible parking positions | | Unknown |
| 7. | Rental Cars: With new facility, include energy efficiency and water conservation in the QTA | Coordination with rental car companies/lease agreements | Funding and specification to be developed | Unknown | Cost effectiveness | | Unknown |
| | Ground Access Vehicles | | | | | | |
| 8. | Investigate rewards for increase vehicle occupancy/ride share | Potential for County employees | Partnership with local entity (SkiCo) to provide rewards | Unknown | Value of the rewards/multi seasonal, number of merchants/businesses participating | | Unknown |
| 9. | Increase ridership of public transportation | Work with planning process to provide easier access to BRT station in future | RFTA, funding | Unknown | Cost and social norms of riding public transportation with luggage, solving the luggage transport and frequency of travel | | Unknown |
| 10. | Require taxi and airport shuttles to meet a MPG standard | | Legal review and development of an ordinance | Unknown | Opposition from providers, requirement to change vehicles | | Unknown |
| 11. | Rental Cars: require rental car operators to meet a MPG standard for on-site rental agreements | Coordination with rental car companies/lease agreements | Legal review and development of lease requirements. | Unknown | Opposition from providers, requirement to change vehicles | | Unknown |