

SUSTAINABLE **BRECK** PLAN

September 2022

Sustaining What We Love



Message from the Mayor

Welcome.

Sustainability has been a goal of the Town of Breckenridge for years. We have always valued clean water and clean air in our town, but with the turn that the planet has taken it's important that all of us get engaged. Breckenridge can serve as a model community in terms of sustainability. I hope that visitors take the sustainable innovations they see and experience in Breckenridge to their hometowns to amplify the work that Breckenridge is doing. Join us in the next decade to expand our sustainable footprint to *B Like Breckenridge™* and more!



Mayor Eric Mamula



“

This is a pivotal time for sustainability. We have a choice to seek out a more balanced and healthier future for our community, or we can keep on business as usual. I see hope in that the strategies outlined in this Plan will have big returns for the community our children will inherit.



- Jessie Burley
Sustainability + Parking Manager for
the Town of Breckenridge

”

Acknowledgments

The update of the SustainableBreck Plan would not have been possible without the support and input from the Town of Breckenridge and many contributors including non-profits, local businesses and local subject matter experts. Thank you for your involvement!

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Breckenridge Open Space Advisory Commission
Breckenridge Housing Committee
Breckenridge Social Equity Advisory Commission
Breckenridge Child Care Committee
Mountain IDEAL Stewardship Committee

Local Associations and Non-Profits:

High Country Conservation Center
Breckenridge Lodging Association
Breckenridge Restaurant Association
Breckenridge Tourism Office

Local Businesses:

Breckenridge Grand Vacations
City Market
Vail Resorts, Inc.
Xcel Energy

National Organizations:

Airbnb

Consultant Team:

AECOM
Aspire Sustainability
WestUrb.com

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act	kWh	Kilowatt-Hour
AMI	Advanced Metering Infrastructure	MG	Million Gallons
CAP	Climate Action Plan	mtCO2e	Metric tons of Carbon Dioxide equivalent
C&D	Construction and Demolition	MW	Megawatt
CDOT	Colorado Department of Transportation	NIMBY	Not in My Back Yard
EV	Electric Vehicle	PAYT	Pay-As-You-Throw
GHG	Greenhouse Gas	PV	Photovoltaics
GIS	Geographic Information System	QWEL	Qualified Water-Efficient Landscaper
GPD	Gallons Per Day	REC	Renewable Energy Certificate / Renewable Energy Credit
HC3	High Country Conservation Center	REMP	Renewable Energy Mitigation Program
IDA	International Dark Sky Association	SCRAP	Summit County Resource Allocation Park
IDEAL	Innovation, Diversity, Education, Authenticity, and Leadership	SFE	Single Family Equivalent
IECC	International Energy Conservation Code	Town	Town of Breckenridge Government
IES	Illuminating Engineering Society	URO	Universal Recycling Ordinance
kW	Kilowatt	VMT	Vehicle Miles Traveled
		WEP	Water Efficiency Plan

Executive Summary and Program Highlights

In 2011, the Town created a strategy to use principles of sustainability to preserve and improve what we love about our community through 2030 known as SustainableBreck. This Plan Update has new goals, targets, and strategies to address how our world has changed since 2011. This Plan Update continues our sustainability efforts for the next decade and beyond. Goals and targets have been reframed with the previous Plan in mind and with new community input. There are now five main topic areas — Energy, Water, Material Management, Climate Action, and Mobility. Sustainability embraces all aspects of people's place in the natural world. We cannot talk about sustainability without also understanding the human element. To that end, the Town has individual programs and initiatives addressing our lands, housing, and childcare that are separate from SustainableBreck. We touch briefly on the synergies of those topics and provide additional resources for more information. The new food systems section begins the conversation about how food plays a role in the sustainability of our community.

In addition to this Update, the Town is developing an online reporting tool. This tool includes graphs with data that are regularly updated to show the town's progress toward its sustainability goals and targets. Online reporting is a way for the community to track performance and hold the Town accountable while increasing transparency. The Town will continue to advocate for funding and support related to sustainability and resilience. In addition, we hope that visitors of our town join the *B Like Breckenridge™* movement to implement sustainable living when they go home.

🔗 <https://gobreck.com/b-like-breckenridge>.

Following are the key goals in each focus area:

Focus Area.	Goals.
Energy 	1) Increase renewables 2) Reduce natural gas and gasoline fuel consumption
Water 	1) Reduce potable water demand 2) Reduce peak summer water demand
Material Management 	1) Reduce waste at the source, and increase diversion to recycling and composting
Climate Action 	1) Reduce GHG emissions from buildings 2) Enable EV transition and adoption 3) Reduce GHG emissions from public and private fleet vehicles
Mobility 	1) Reduce vehicle trips and congestion

I. Introduction and Background



The Town of Breckenridge defines "Sustainability" as **the ability of today's community to use and enjoy our resources without compromising the ability of future generations to use them.** This includes looking comprehensively across sectors for synergies that create balance, harmony and livability in Breckenridge.

Background.

In 2011, after years of public process, the Town adopted the first sustainability action plan called the SustainableBreck Plan, which served as a blueprint for how the Town will sustain itself to the year 2030 and beyond. Ten different topic areas were addressed in the Plan: resource conservation, local economy, transportation, water, housing, forest health, child care, land use, wildlife habitat, and recreation/open space. Action items and measurable outcomes were identified for each topic area and have been monitored and reported on an annual basis. This plan was one of the first of its kind for Colorado mountain communities and still serves as the basis for the Town's sustainability initiatives.

Over the past several years, the Town of Breckenridge has adopted action plans related to the ten topic areas described above and has delivered on programs like child care tuition assistance and workforce housing, which have seen tremendous growth and pressure. These plans are all interrelated and build on the original SustainableBreck Plan to further identify and address specific items in need of action.

Plan Update.

The 2011 SustainableBreck Plan was organized into ten topic areas. Based on feedback from the community and the Town Council, these areas have been reorganized. Major topic areas of the Update include: Energy, Water, Material Management, Climate Action, and Mobility. The Plan Update also incorporates more general summaries of the Town's efforts in related areas covered by existing plans and programs including Our Lands and Wildlife, Housing, and Child Care. The Update also includes a new section on the local food system.

A major goal for the Plan Update is to be a long-range plan that summarizes strategies, initiatives, and co-benefits identified so that the Town becomes an economic, environmental, and social sustainability leader.

Goals, Targets, and Strategies.

The Plan Update includes goals, targets, strategies, and key performance indicators for each major topic area (i.e., Energy, Water, Material Management, Climate Action, and Mobility). Key performance indicators will be used to track progress.

What is a Stretch Target?

The Plan Update identifies stretch targets that go beyond the key targets of each focus area. The stretch targets are meant to encourage the Town to strive even further in accomplishing sustainability goals. The stretch targets may not be met by the year identified but will push the Town to be environmental leaders.

The Town of Breckenridge is committed to Diversity, Equity, and Inclusion as seen in the formation of and contributions from the Breckenridge Social Equity Advisory Commission. The Town believes it is our work to bridge the gaps in our community and to surface ways to make Breckenridge a better place to work, live and play for everyone. The Town knows that the process to achieve social equity will require continued long-term focus and attention, and the Breckenridge Town Council is committed to achieving successful social equity outcomes for all with the assistance of the [Social Equity Advisory Commission](#).

“

The work we took to develop the first SustainableBreck Plan in 2009 to 2011 was an early attempt of the community to address issues such as climate change, which at the time was gaining recognition as a growing worldwide problem. Fast forward ten plus years and we have many efforts that the community can be proud of, but at the same time the climate crisis is more evident than ever, as is our need to act boldly and quickly.

”



- Mark Truckey

Director of Community Development for the Town of Breckenridge

Co-Benefits.

Co-benefits are added benefits that go above and beyond the direct benefits from a specific action. They highlight the synergies across various sectors and can help to inform planning decisions based on targeted funding opportunities and organizational priorities. Typical co-benefits that have been referenced throughout this report are illustrated below.



Community Engagement

Encouraging collaboration and engagement across various sectors



Environmental Leadership

Demonstrating action-oriented environmental leadership



Livability

Promoting economic development, affordability, accessibility, and well-being



Local Environmental Health

Supporting local environmental and public health



Operational Cost Savings

Demonstrating economic benefits through reduced costs of operations



Regional Priorities

Aligning with regional efforts



Resilience

Supporting the ability to anticipate, absorb, adapt to, and/or rapidly recover from a disruptive event



Resource Savings

Reducing consumption of natural resources



II. Community Engagement



Photo by Elaine Collins

A robust public engagement process is key to the success of the long-term viability of the Plan Update with comments being solicited from the public, Town Council, local businesses, non-profits, and focus groups. A variety of engagement methods are incorporated in the Update process including public workshops, interviews, a community survey, and regular meetings with the Town Council. Materials for the public workshops and surveys were provided in English and Spanish. Interpretation for Spanish speakers was offered at the public workshops.

Public Workshops.

A public workshop was held on April 13, 2022, and another one was held on July 25, 2022, at Colorado Mountain College to discuss the key topic areas of the Plan. The second public workshop provided an opportunity for the community to review and comment on the draft Plan Update. Participants provided feedback on specific goals, targets, and strategies in small breakout groups. As a result of this feedback, changes were made to the draft plan. In some sections strategies were combined to form a more robust program or recommendation.

Interviews.

Town staff and the consultants met with several topic-specific groups to obtain input related to the Plan Update. Meetings included the Breckenridge Housing Committee, Breckenridge Child Care Committee, Breckenridge Open Space Advisory Commission, Breckenridge Social Equity Advisory Committee, and others. Local associations and non-profits the team met with included High Country Conservation Center, Breckenridge Lodging Association, Breckenridge Restaurant Association, and Breckenridge Tourism Office. Local businesses interviewed include Breckenridge Grand Vacations, City Market, Vail Resorts, and Xcel Energy.

One-on-one interviews were conducted with all Town Council members. Town staff subject matter experts were also interviewed on focus areas related to Energy, Water, Material Management, and Mobility.

Survey.

The Town surveyed residents and workers online on a number of issues related to the Plan Update. The survey was provided in English and Spanish, and 394 people responded on ways to produce desired sustainability outcomes; protect community spaces; and understand behaviors and choices that residents, workers, and visitors may be willing to change to make the community more sustainable. The results of the survey were shared at the second public workshop and can be seen in [Appendix C](#).



III. Environmental Stewardship



Photo by Elaine Collins



Energy

The Town has been an environmental steward by reducing reliance on fossil fuels, improving energy efficiency, and encouraging the adoption and use of renewable energy technologies across the community. The Town has partnered with Xcel Energy and High Country Conservation Center (HC3) to help businesses and residents reduce energy use through programs such as the [Resource Wise](#) business program and [Energy Smart Colorado](#). The Town is expanding its procurement of clean energy, incorporating fuel-switching strategies and adopting energy conservation measures.



Case Study.

Resource Wise is the rebranded SustainableBreck Business Program, conducted in partnership with HC3. The program helps make business operations more efficient through energy and cost savings as well as material management. Workshops, assessments, and business coaching are available to help businesses. Funding is also available to complete energy efficiency projects. As of 2022, 143 businesses across Breckenridge were enrolled in the Resource Wise program, 56 of which were certified Gold, Silver, or Bronze.





Energy Goals.

Goal: Increase % of electricity from renewable sources

Targets.

1 MUNICIPAL RENEWABLES

By 2025, **100%** renewable electricity for municipal facilities



2 COMMUNITY-WIDE RENEWABLES

By 2035, **100%** renewable electricity community-wide



100% Renewable Electricity:

In 2017, the Town adopted by resolution a goal to achieve 100% renewable electricity community-wide by the year 2035. Programs, policies, and partnerships will help achieve the goal. This goal is aligned with that of the **Summit Community Climate Action Plan (CAP)**.

Goal: Reduce natural gas and gasoline fuel consumption in buildings and landscaping

Targets.

3 MUNICIPAL NATURAL GAS USE

Annual **5%** reduction in natural gas use over previous year for municipal facilities



4 COMMUNITY-WIDE NATURAL GAS USE

Annual **5%** reduction in natural gas use over previous year community-wide



5 MUNICIPAL GAS-POWERED LANDSCAPING EQUIPMENT

By 2025, enforce an electric first replacement policy for municipal gas-powered landscaping equipment



Two local community solar gardens totaling 1 MW help power Town facilities, homes, and businesses.

STRETCH TARGETS ★★★

1 NET-ZERO HOUSING

By 2027, new housing built and controlled by the Town will be net-zero energy

2 BUILDING ELECTRIFICATION

By 2030, require all new construction to be all-electric

3 DIESEL CONSTRUCTION EQUIPMENT

By 2032, develop guidance to minimize or replace diesel construction equipment

4 COMMUNITY-WIDE GAS-POWERED LANDSCAPING EQUIPMENT

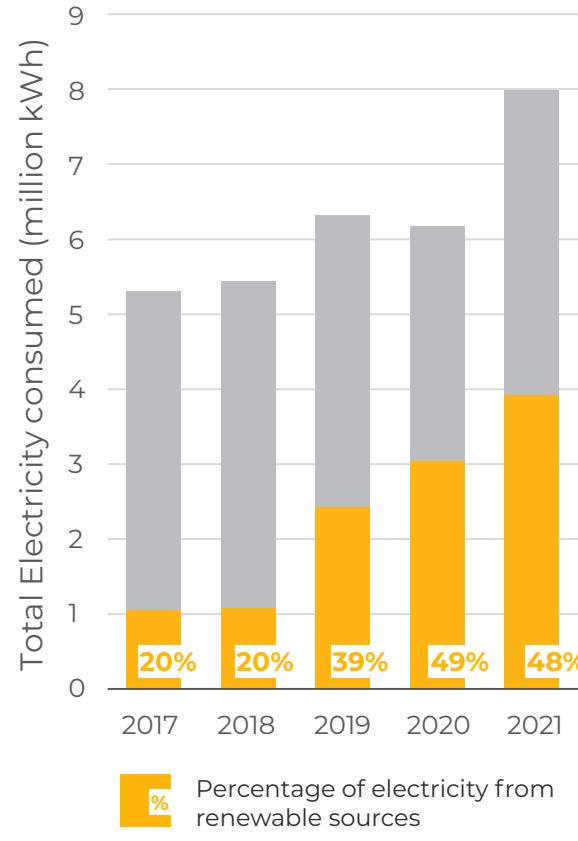
By 2032, phase out gas-powered landscaping equipment community-wide



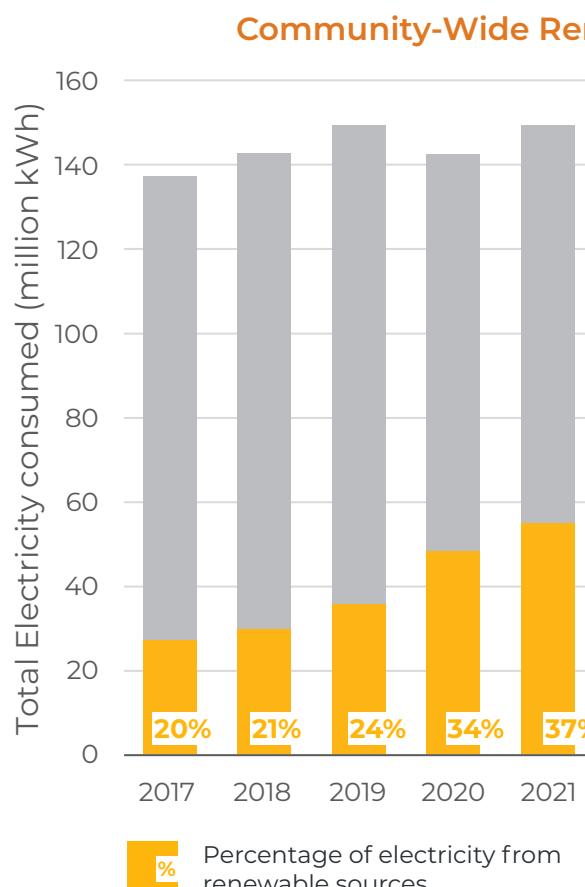
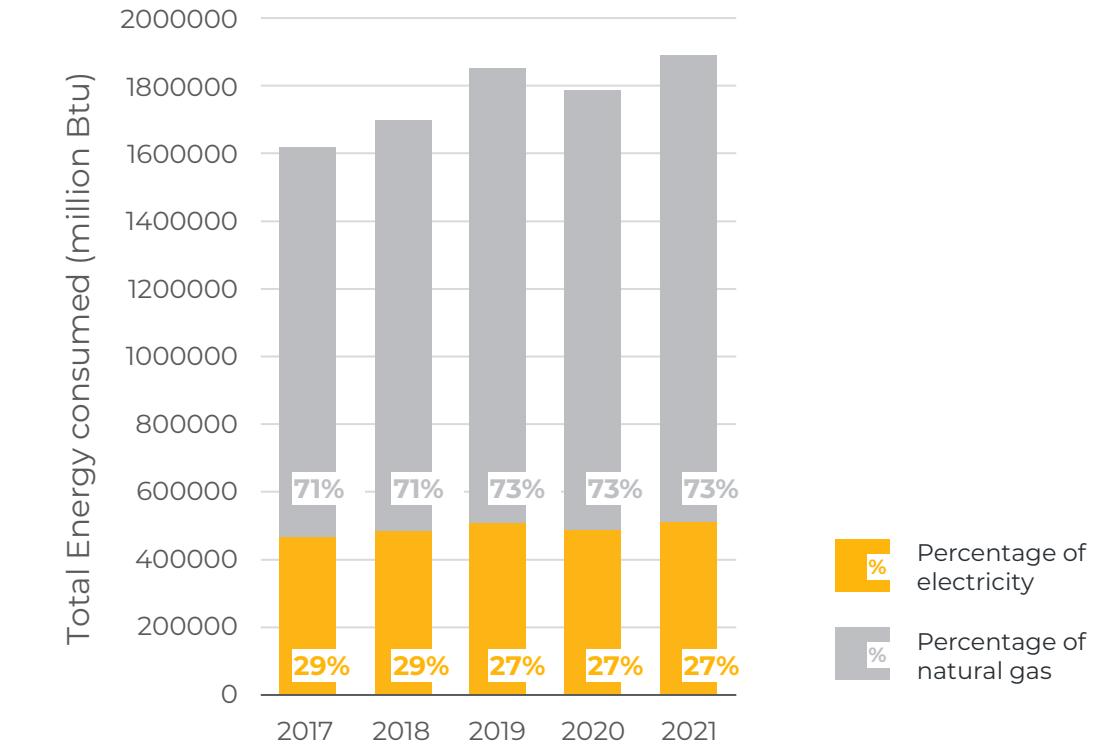
New LED lights at Kingdom Park reduced energy use seven fold



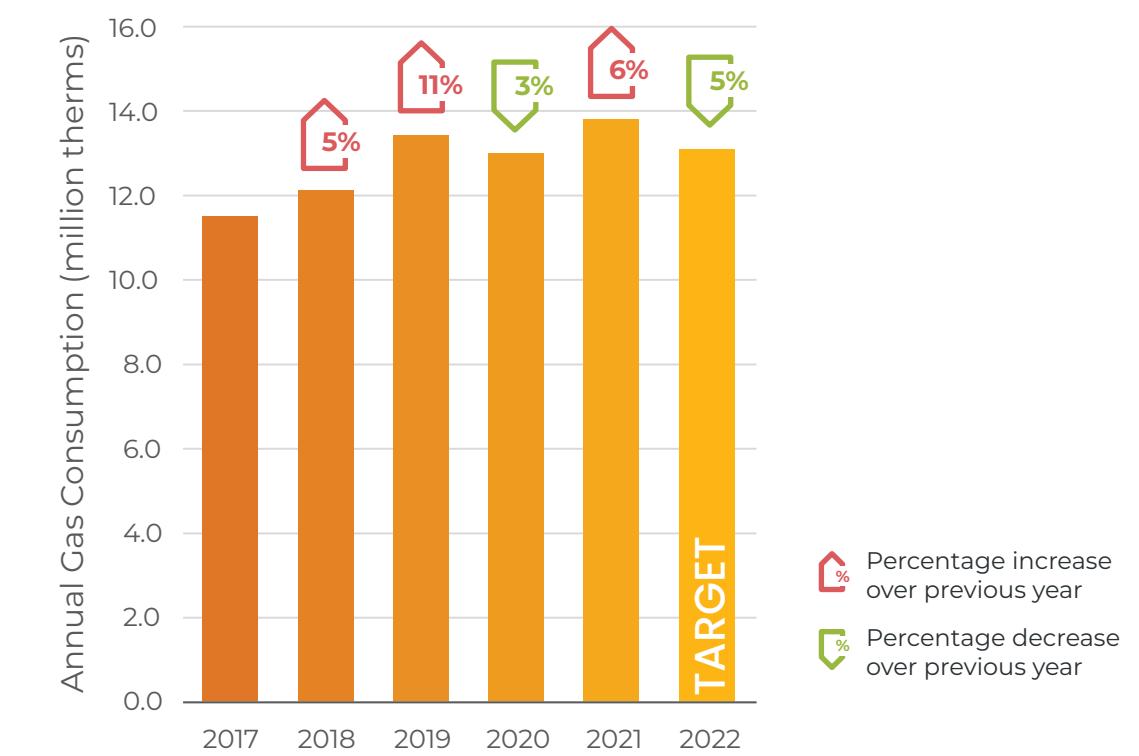
Municipal Facilities Renewable Trends and Target



Community Wide Grid-Tied Fuel by Type



Community-Wide Natural Gas Use





Co-Benefits.

Energy strategies will directly impact greenhouse gas (GHG) emissions reduction. Reducing energy consumption and using clean energy will not only conserve natural resources, but also will provide additional co-benefits such as utility cost savings, and enhanced resilience. They will also reduce source air pollution and improve indoor air quality and comfort.



Resource
Savings



Environmental
Leadership



Regional
Priorities



Operational
Cost Savings



Resilience



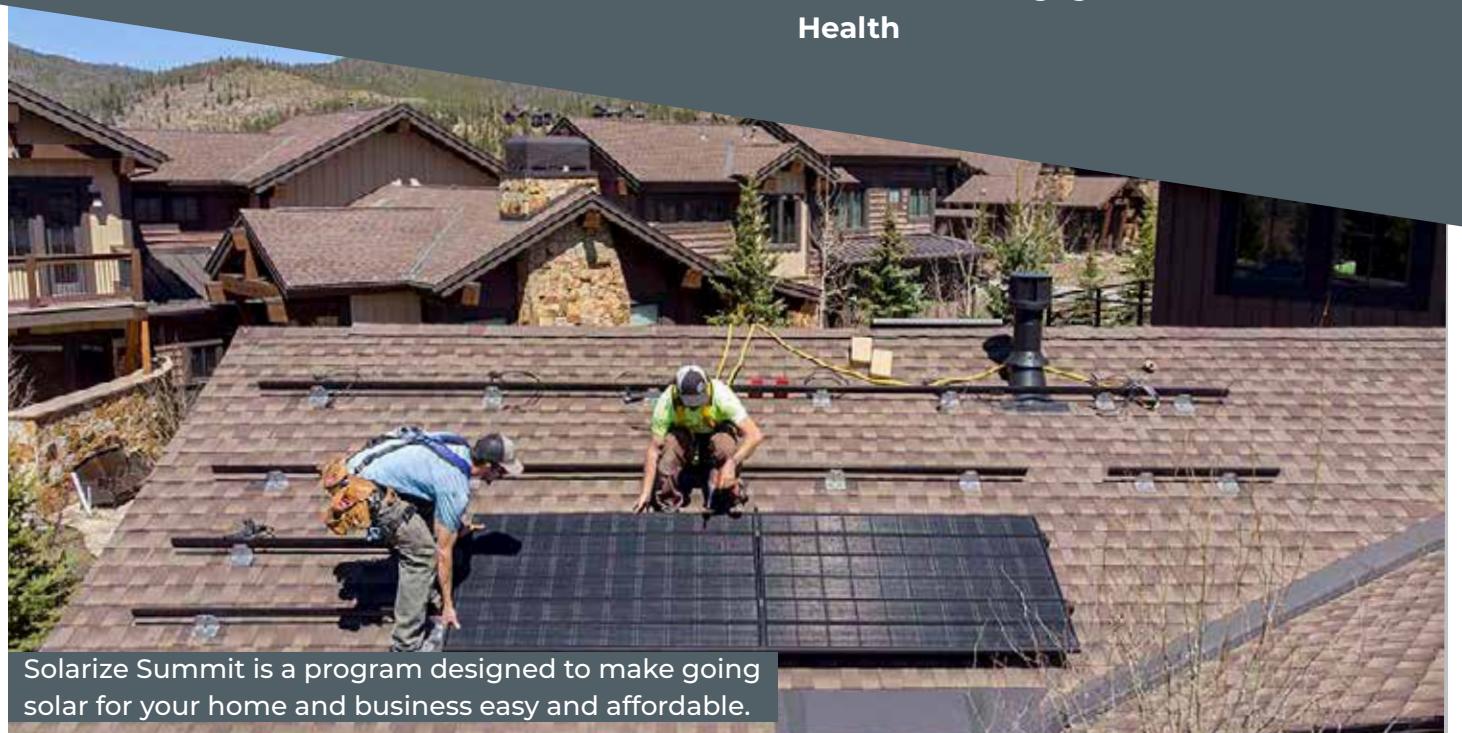
Livability



Local
Environmental
Health



Community
Engagement



Solarize Summit is a program designed to make going solar for your home and business easy and affordable.

Strategies.

MUNICIPAL AND COMMUNITY-WIDE RENEWABLES TARGETS 1&2

BOOST ONSITE RENEWABLE ENERGY GENERATION



Renewable energy provides a more diverse, sustainable, low-cost and local supply of energy to meet present and future needs. The Town has been a proponent of replacing fossil-fueled electricity generation with renewable power through onsite generation using solar photovoltaics (PV) and/or solar hot water, wind, or micro-hydro. In 2022, there is nearly 3 megawatts (MW) capacity of solar PV installed on building rooftops across the community. This strategy addresses the need to continue to highlight the benefits of onsite renewable energy generation through public campaigns and incentives, to alleviate people's concern about barriers to implementation, including capital cost. Further streamlining and fast-tracking of solar permits will also aid in implementation.

PROMOTE COMMUNITY SOLAR GARDENS



Solar gardens are a distributed solar energy deployment model that allows customers to buy or lease part of a larger, offsite shared solar PV system. It provides access to solar without upfront costs, without physical ownership, and without land use constraints. The Town currently has two 500 kilowatt (kW) solar gardens within its jurisdiction—the Breckenridge Sol Array and the Breckenridge Ullr Solar Array. With a small number of viable sites left in the community to install more, the Town will explore subscriptions to solar gardens located beyond its own boundaries. Regional solar garden participation should provide the Town with the remaining amount of clean energy currently needed to achieve its municipal goal of reaching 100% renewable electricity by 2025 as long as the renewable energy certificates are retained. Residents and businesses have the opportunity to participate in solar gardens for low to no cost through various programs to achieve community-wide renewable goals.

Colorado Solar*



SUPPORT SOLAR PROGRAMS SUCH AS SOLARIZE SUMMIT



The Town offers residents and businesses a limited-time rebate on solar panel installation through the Solarize Summit program. Participants can leverage bulk-purchasing power and rebates (\$1,650 per system in 2023) to take advantage of exclusive discounts and the federal solar tax credit. Such programs help to support the local climate and renewable energy goals. They also increase the value of a home without increasing property tax. The Town will continue to incentivize solar programs such as Solarize Summit and other forthcoming programs.

The Town of Breckenridge is subscribed to a community solar program (generating 3.6 MW of clean electricity) that it anticipates will save \$700,000 over 20 years.

The Inflation Reduction Act of 2022 aims to fight inflation, invest in domestic energy production and manufacturing, and reduce carbon emissions by roughly 40% by 2030. The Town will target funding through this Act.

Sources: Summary - The Inflation Reduction Act of 2022, WH.gov



Breckenridge's Solar Garden

Renewable energy certificates (also known as renewable energy credits, or RECs) represent the energy generated by renewable energy sources, such as solar or wind power facilities. Buying RECs is not equivalent to buying electricity. Instead, RECs represent the clean energy attributes of renewable electricity. Additionally, the REC is the piece that verifies claims made regarding renewable energy participation.

energysage

ADVOCATE RENEWABLE CONNECT AND WINDSOURCE PROGRAM PARTICIPATION



Participating in programs such as Renewable Connect and Windsource (electricity sourced from solar and wind energy) offered by Xcel Energy supports the increase in renewable energy generation as part of a growing community of environmentally conscious consumers. This strategy expands the promotion with programs offering outreach and incentives.

ADOPT AND IMPLEMENT RENEWABLE ENERGY MITIGATION PROGRAM



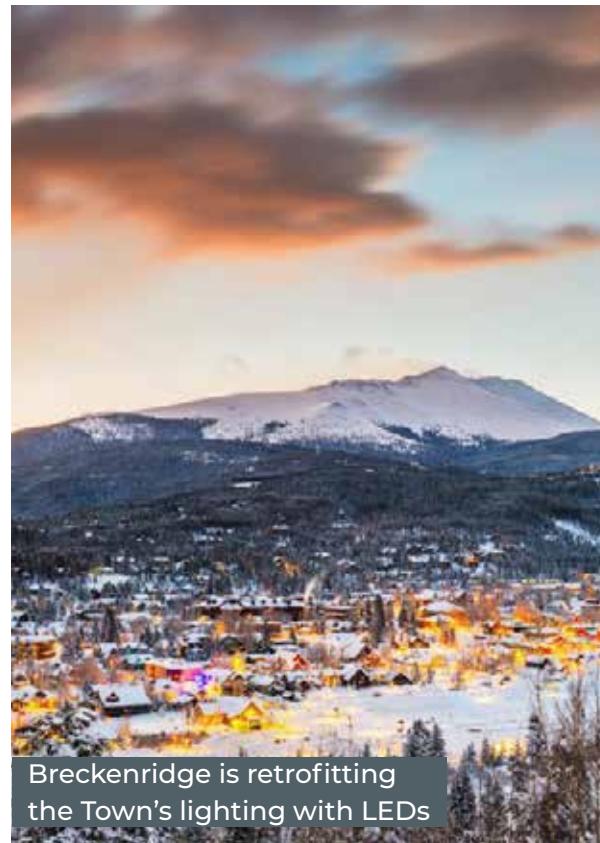
The Renewable Energy Mitigation Program (REMP) addresses GHG reduction from excessive outdoor energy use and meets the GHG targets adopted in Summit County's Climate Action Plan (2019). For a ski town such as Breckenridge, establishing REMP will directly mitigate the carbon impacts of snowmelt systems in particular. Funds raised through the program are reinvested in energy efficiency projects for existing buildings.



HIRE A TOWN RESOURCE COORDINATOR



A dedicated staff member will be responsible for implementing and monitoring energy programs across town, and not restricted to municipal facilities. The Town's Resource Coordinator will help to identify, diagnose, and prescribe areas for improvement while engaging in strategic planning, feasibility studies, awareness communications, data collection, and reporting. The Resource Coordinator should also have responsibilities related to water conservation.



“

I sponsored HB19-1003 with the intent of expanding the scope and capacity of community solar gardens, and I am thrilled for the Town of Breckenridge to begin saving money in energy costs and reducing greenhouse gas emissions as a result of our work on that bill.

”

- Chris Hansen
State Senator for Colorado

PRN Newswire



MUNICIPAL AND COMMUNITY-WIDE NATURAL GAS USE

3&4

DECARBONIZE BUILDINGS THROUGH ELECTRIFICATION



Electrification (a form of fuel switching) in the context of building decarbonization involves replacing fossil-fueled equipment with electric equivalents. This includes switching space and water heating from gas or propane-powered appliances to electric alternatives, such as heat pumps. Fuel switching offers an enormous opportunity to slash GHG emissions and accelerate the race to net-zero carbon. Offering incentives for fuel switching in existing buildings is critical to the success of this strategy, resulting in decreased natural gas consumption. Additional supporting contractor training will be incorporated.

By addressing energy efficiency in new construction and focusing conservation efforts on the existing building stock, the Town can significantly reduce its energy consumption and reduce the amount of renewables needed. This can be done in conjunction with adopting the latest International Energy Conservation Code (IECC), implementing retro-commissioning, and a few other strategies that are outlined further in the Climate Action Section. Funds raised through the REMP program will help pay for energy efficiency projects and provide incentives for larger projects.

TARGET
5**MUNICIPAL GAS-POWERED LANDSCAPING EQUIPMENT****PHASE OUT MUNICIPAL GAS-POWERED LANDSCAPING EQUIPMENT**

California was the first state to ban gas-powered lawn mowers and leaf blowers in 2021. Many other states and cities are following suit. The two-stroke engines in such equipment produce large amounts of GHG emissions and other air pollutants, not to mention noise pollution. In 2022, Parks replaced its first chainsaw and pull saw with electric alternatives. Innovations in electric landscaping equipment and snowblower equipment have made them more viable replacements for gas-powered tools. The Town will stop replacing like for like and will instead purchase electric equipment. It will accelerate replacement so that all gas-powered equipment is retired by 2032.

**STRETCH TARGET 1:
NET-ZERO HOUSING****DEVELOP GUIDELINES FOR NEW CONSTRUCTION HOUSING TO BE NET-ZERO**

This strategy includes all housing that is planned and controlled by the Town, to be designed to be net-zero energy by 2027. That means an energy-efficient building that consumes no more energy than it produces through onsite renewable energy generation. These buildings should also be all-electric.

**STRETCH TARGET 2:
BUILDING ELECTRIFICATION****REQUIRE ALL NEW CONSTRUCTION TO BE ALL-ELECTRIC**

This strategy would allow the Town to lead from the example it sets to require all new construction projects to be all-electric by 2030, within a few years after the Town achieves this for its own new construction.

**STRETCH TARGET 3:
DIESEL CONSTRUCTION EQUIPMENT****DEVELOP GUIDANCE TO MINIMIZE DIESEL CONSTRUCTION EQUIPMENT**

Heavy construction equipment using diesel is a contributor to GHG emissions. This target policy could minimize diesel construction equipment on municipally operated projects. This strategy seeks to influence private contractors to minimize diesel as a fuel source for their equipment including in bids and contracts by 2032.

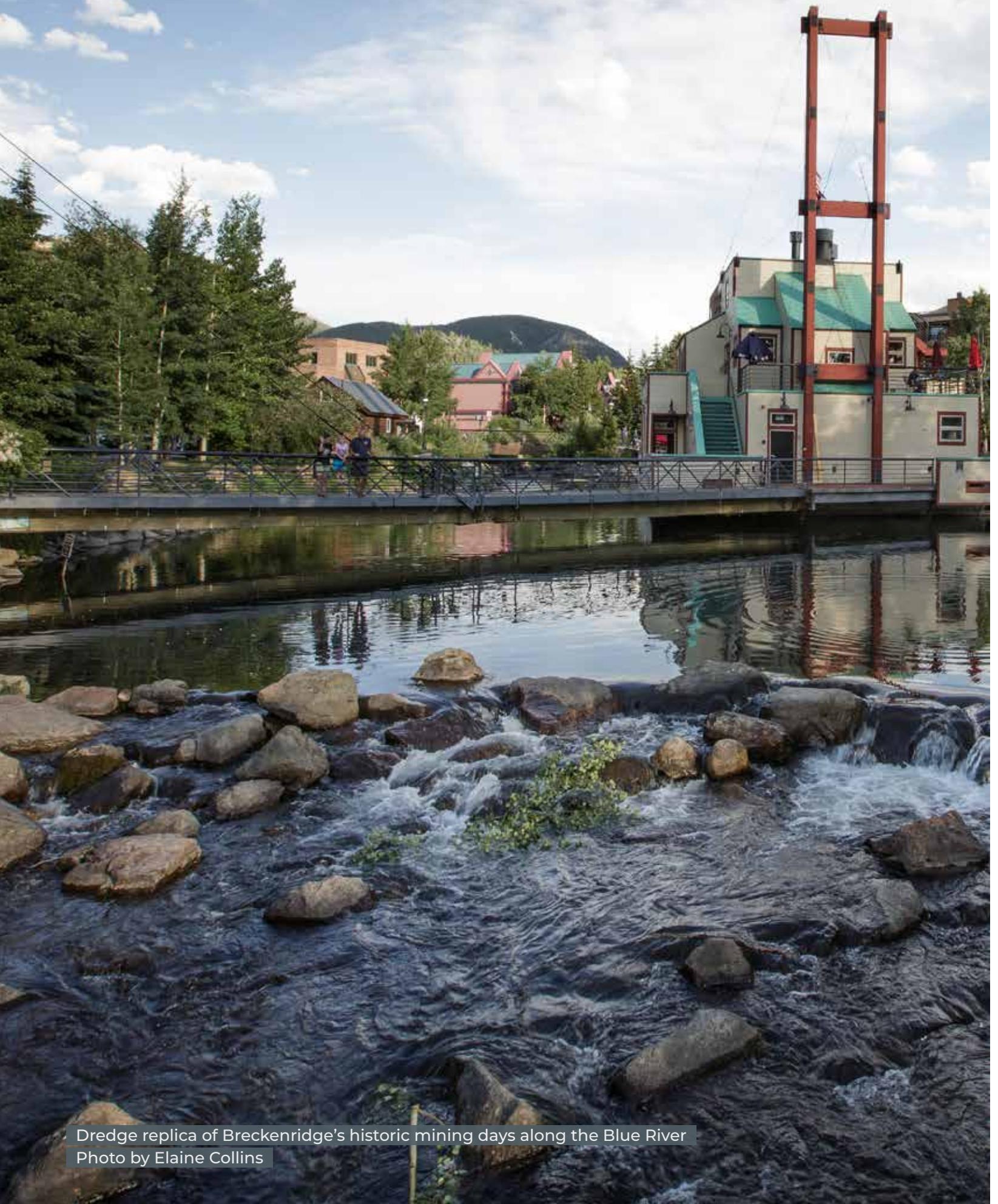
**STRETCH TARGET 4:
COMMUNITY-WIDE GAS-POWERED LANDSCAPING EQUIPMENT****PHASE OUT GAS-POWERED LANDSCAPING EQUIPMENT COMMUNITY-WIDE**

This strategy has the Town leading by the example it will set when it eliminates its gas-powered landscaping and snowblower equipment, to eliminate all such equipment in the community by 2032. The Town should explore partnerships with local hardware manufacturers for a trade-in and rebate program for gas-powered lawn mowers, leaf blowers, weed trimmers, snowblowers, and chainsaws as well as require electric equipment in landscape bids. Adopt a policy to phase out gas-powered landscaping community-wide.

Mountain communities like Breckenridge can be notable for their dark sky and brilliant stars at night. A certified International Dark Sky Community is one that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education, and citizen support of dark skies. As Breckenridge continues efforts to encourage responsible use of the night sky, further examination of the Illuminating Engineering Society (IES) – International Dark Sky Association (IDA) “Five Principles for Responsible Outdoor Lighting” can help Breckenridge be a steward of our natural systems and reduce energy costs. **International Dark-Sky Association**



Water



Dredge replica of Breckenridge's historic mining days along the Blue River
Photo by Elaine Collins

Abundant snowfall, a healthy Blue River watershed, and clean mountain water from the tap are hallmarks of Breckenridge. But these world-class amenities have long been taken for granted in mountain towns. Current climate models project shifts in snowmelt runoff, water quality concerns, and stressed ecosystems in Colorado, the effects of which may be felt most acutely at the state's headwaters in the Rocky Mountains [Water Conservation Board](#). The need for mitigative action is dire for these most critical hydrological and ecological resources for both humans and the environment.

The Town supports effective water management through quantifiable metrics and demonstrated leadership in water conservation. The Town also seeks to leverage regional partnerships to bring about change and encourage all residents and visitors to reduce water use. Through a combination of strategic planning, project execution, and conservation efforts, the Town should reduce its water demand. Key strategies involve reducing potable water use, adopting and enforcing new conservation policies, minimizing distribution losses from leaks, exploring the potential for using recycled water, and reducing overall water demand, both potable and non-potable.

In 2018, the Town adopted a [Water Efficiency Plan](#) (WEP) that was developed using a 2025 planning horizon. The goals outlined in this Plan Update align with and build upon those identified in the WEP to take the Town to the 10-year horizon of this Update.

“

The QWEL (Qualified Water-Efficient Landscaper) training taught the Town of Breckenridge Parks staff many useful and actionable methods to reduce the total gallons of water consumed by our irrigation systems.

From day to day clock programs to adoption of smart irrigation technology, the QWEL training gave my staff the skills to significantly reduce water consumption while still maintaining our high aesthetic standards. This training is a must for any water conscious landscape professional.

”



- Steve Worrall
Streets Assistant Manager for the Town of Breckenridge



Water Goals.

Goal: Reduce potable water demand in buildings and at sites

Targets.

1 ANNUAL WATER DEMAND

By 2025, **10%** reduction in annual demand (below 2016 baseline)¹

2 WATER EFFICIENCY PROGRAMS



Increase water efficiency program participation rates over previous year annually, both in absolute amounts and in percentage of population:

[WaterSmart User Portal](#)

[Indoor Assessments](#)

[Irrigation Assessments](#)

Goal: Reduce peak summer demand associated with outdoor water use

Targets.

3 PEAK SUMMER WATER DEMAND

By 2025, **10%** reduction in annual peak summer water demand for outdoor water use (below 2016 baseline)



4 ANNUAL WATER LOSS

Reduce annual water loss from leaks over previous year



STRETCH TARGETS

1 NON POTABLE WATER USE FOR LANDSCAPING AND SNOWMAKING

By 2032, eliminate potable water use for landscaping and snowmaking

2 WATER MONITORING AND METERING

Implement advanced metering infrastructure when grant funding is available



Case Study.

Offered in partnership with HC3, water assessment programs help identify areas for improvement in terms of water waste. In addition, the WaterSmart dashboard is the portal for tracking water use by the meter. A trained technician will inspect your toilet for leaks, measure water use in your home, install on-the-spot simple fixes, and provide you with a custom water-use report. Coupled with the [WaterSmart portal](#), residents are able to monitor water use and better access conservation resources.

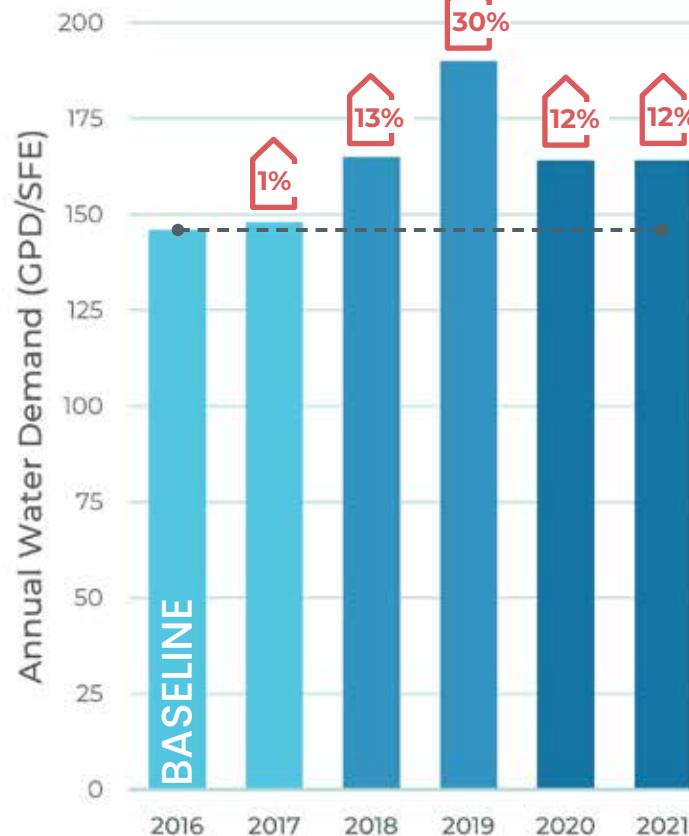
The screenshot shows a user interface for the WaterSmart portal. At the top, there are navigation links: Home, \$ Billing, Track, Take Action (which is highlighted with a blue border), Services & Forms, and Settings. Below this, the service address is listed as 43 Iliff Ct, Breckenridge CO 80424 and the account number is 6.1881.01. A section titled "Recommended Actions" lists several items: "Sign up for a free indoor water ...", "Tree Watering Advice", "Install a xeriscape", "Install Faucet Aerators", "Take a 5-Minute Shower", and "Fill up the Clothes Washer". Each item has a "Read more" button and a small thumbnail image.

¹ Targets aligned with [Water Efficiency Plan](#) (2018)

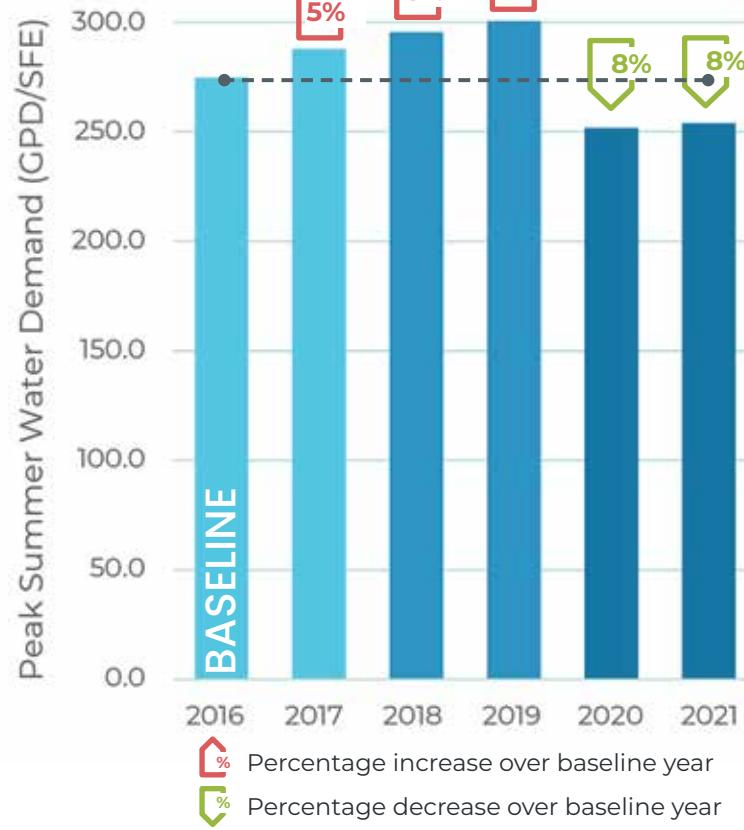


Water

Community-Wide Annual Water Demand Trends and Target



Community-Wide Peak Summer Trends and Target



Co-Benefits.

Water strategies will conserve natural resources, reduce operational and energy costs for producing water, and illustrate better practices that could influence water conservation at local, regional, and national levels. The water/energy nexus provides energy-specific co-benefits. These strategies also provide healthy watershed resilience to wildfire and system redundancy.



Resource Savings



Environmental Leadership



Regional Priorities



Operational Cost Savings



Resilience



Livability



Local Environmental Health



Community Engagement



Celebrating Labor Day along the Blue River



Strategies.

ANNUAL POTABLE WATER DEMAND AND WATER EFFICIENCY PROGRAMS TARGETS 1&2

CONDUCT FEASIBILITY ASSESSMENT ON RECYCLED WATER USAGE TO CREATE RECYCLED WATER SYSTEM



Investigate opportunities for recycled water (also known as non-potable water) use within the Town. Non-potable water includes greywater (wastewater from sinks and showers) and reclaimed water (wastewater treated below drinking water standards). Public education, outreach, and research and development are essential to maintain public support for recycled water. This strategy is supported by Regulation #84 (2018) passed by the Colorado Department of Public Health and Environment, which regulates reclaimed water use, to allow localized non-potable water systems to replace onsite wastewater for toilet flushing and irrigation. Implement policies that will provide direction to pursue the



Goose Pasture Tarn – Breckenridge's drinking water source

use of recycled water, coordinate with regional water supply planning efforts, and evaluate and implement recycled water projects on a case-by-case basis.

INCENTIVIZE OR MANDATE RECYCLED / NON-POTABLE WATER USE FOR LANDSCAPING



Following the feasibility assessment in the strategy above, incentivizing the use of non-potable water for targeted areas with high water use such as landscaping at the recreation center will significantly reduce the demand of potable water. Ideally, over time additional large landscaping areas in the Town's control will switch to non-potable water for irrigation and low-water native plant palettes.

IMPLEMENT LOCAL WATER CONSERVATION MEASURES



In partnership with HC3, the Town offers free water efficiency programs like Irrigation Audits and Indoor Water Assessments that are available to the community. This strategy focuses on expanding outreach to the community to take advantage of these programs and developing a long-term financing mechanism to provide incentives for reducing water use. Future development includes a turf replacement program supported by the Colorado Water Conservation Board.

ADDRESS CONSERVATION FOCUSED ON HOSPITALITY SECTOR AND SHORT-TERM RENTALS



Much of the water in the Town is consumed by or for the benefit of guests at hotels and short-term rentals. It reflects choices made while visiting. Many such guests may not be aware of the dire water challenges we face in the drought-stricken Rocky Mountain West. Working with the hospitality and short-term rental industries, the Town should influence visitor choices to encourage greater water conservation, e.g., encouraging efficient use of laundering and dishwashing.

HIRE A TOWN RESOURCE COORDINATOR



The Town owns and operates the drinking water system for Breckenridge. As a result, a focus has historically been on operation of the water system. This strategy expands the Town's sustainability team to include a full-time onsite Town Resource Coordinator (or team) who will be responsible for tracking and monitoring water use; identifying, budgeting, and implementing water efficiency projects; and focusing on outreach and water reduction awareness. The Town Resource Coordinator (or team) should manage both energy and water services. They would organize training sessions for the Town landscaping staff using Qualified Water-Efficient Landscaper (QWEL) standards and conduct a cost-benefit analysis of replacing the current municipal irrigation system with smart technology.

INCORPORATE MONTHLY BILLING



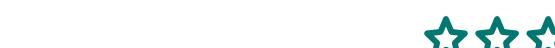
The Town currently bills customers every two months. This strategy, suggested by participants at one of the SustainableBreck public workshops, incorporates monthly billing so individuals can track water usage effectively.

TARGET
3**PEAK SUMMER WATER DEMAND**TARGET
3**IMPLEMENT EFFICIENT LANDSCAPING**

The Town has a detailed landscaping guide and policy (Policy 22) that addresses selection of appropriate plant species suitable for an area with limited precipitation such as Breckenridge. Xeriscaping with native species is encouraged. To reduce outdoor water use, standard sprinkler systems should be converted to low-flow and drip systems with smart irrigation controls—controls that adjust automatically to weather conditions to save water. House Bill 1151 adopted by the Colorado General Assembly in 2022 will provide financial incentives for the voluntary replacement of irrigated turf with water-wise, drought-resistant landscaping. Promoting awareness of the funding available under this new law will be beneficial for Breckenridge. This strategy would also help the Town phase out municipal gas-powered landscaping equipment (see first strategy under the Energy section).

ANNUAL WATER LOSSTARGET
4**ENABLE LEAK DETECTION PROGRAM**

Detecting and repairing leaks in the Town's water distribution system for enhanced water loss control is one of the main components of water conservation. This strategy involves using sonic leak-detection equipment, which identifies the sound of water escaping a pipe. Finding and repairing water losses through an aggressive active leak detection program will reduce water loss and could save substantial operating costs. Without a regular, consistent, and aggressive leak detection program, leaks may only be found when they become visible at the surface, or when water bills appear unusually high. Active leak control will reduce expensive emergency overtime repairs and the associated liability costs.

**STRETCH TARGET 1:
NON-POTABLE WATER USE FOR LANDSCAPING AND SNOWMAKING****ELIMINATE POTABLE WATER USE FOR LANDSCAPING AND SNOWMAKING**

Many towns, cities, and counties have adopted ordinances to eliminate use of potable water to serve irrigation water demands. This stretch target builds on the strategy to incentivize non-potable water use by completely eliminating the use of potable water where appropriate.

The emergency water conservation regulations enacted in California in 2022 to address the state's worsening drought are examples of what types of policies are "going to be needed in this new normal" [New York Times](#). The regulations outlaw the use of potable water for irrigating "nonfunctional" grass at commercial, industrial, and institutional properties [Water Boards](#). Colorado is in a similar hydrological disposition as California, as both are located within the greater Colorado River Basin.

Utilizing non-potable water for snowmaking is also an important component of this strategy.

**STRETCH TARGET 2:
WATER MONITORING AND METERING****IMPLEMENT ADVANCED METERING INFRASTRUCTURE (AMI)**

AMI is an integrated system of equipment, communications, and information management for utilities, such as water and energy, to remotely collect customer water usage data in real time. The Town will continue to apply for grants and implement AMI to more effectively track the Town's water usage. This should be coupled with the requirement to install separate outdoor water use meters for single-family / duplex homes, as the Town currently only has separate meters for commercial, multi-family, and multi-use buildings. Smart meters communicate water usage digitally for processing, analysis, and communication back to customers. Reportable savings of unmetered water usage from utilities has measured 15% to 30% from AMI implementation [Alliance for Water Efficiency](#).



Material Management



The Town is focused on reducing overall material consumption and increasing recycling and composting across the community. An effective material management system requires the coordination of waste collection, handling, education, and prevention. The Town continues to implement measures to improve its material management system, including introducing programs such as Pay-As-You-Throw that have been successful in other towns. The Town will build on these measures by expanding them and adding new ones as well as by partnering with Summit County, which operates the landfill and materials recovery facility.



Case Study.

The Oops Tags project, facilitated by High Country Conservation Center (HC3), inspected over 300 recycling bins and left personalized tips in four neighborhoods in July and September of 2021. Roughly 1/3 of households were tagged on both visits. Visit-over-visit data were compared to determine impact. The project reduced contamination in residential neighborhoods by 38%.



Oops Tags are an effective outreach tool for residential single-stream recyclers. Paired with targeted marketing, it could be especially impactful. For more information, see [Oops Tag Outreach](http://sustainablebreck.com).

 sustainablebreck.com



Material Management Goals.

Goal: Reduce materials going to landfill by reducing waste at the source and increase the proportion of what remains that goes to recycling and composting¹

Targets.

1 SOURCE REDUCTION



By 2035, **20%** reduction in municipal solid waste generation of all types combined (i.e., source reduction) below 2017 baseline

2 LANDFILL DIVERSION

By 2035, **40%** diversion of landfill waste to recycling and composting



STRETCH TARGET ★★★

1 FLEET ELECTRIFICATION FOR HAULERS

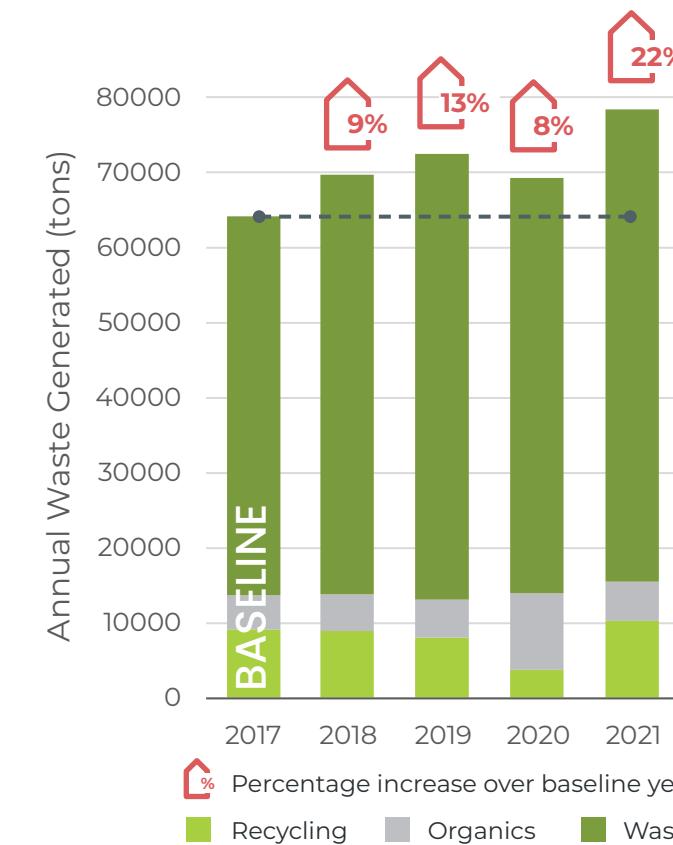
Incentivize waste haulers to electrify fleets by 2032

“ Thanks to the Town’s grant support, HC3 was able to execute the Oops Tag campaign to better understand recycling contamination. Armed with that knowledge, we can design outreach campaigns to improve the community’s recycling rates. ”

- Jen Schenk
Executive Director of
the High Country
Conservation
Center



Annual Solid Waste Generation and Diversion Trends and Target

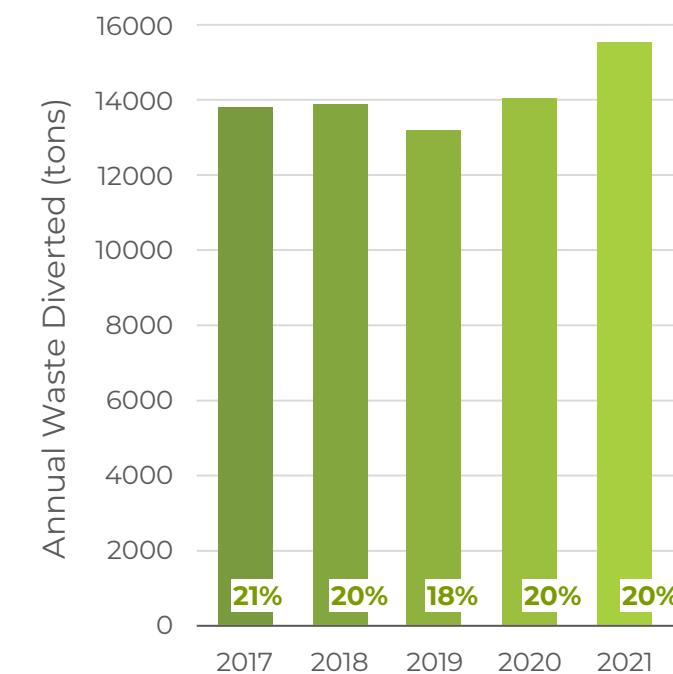


Percentage increase over baseline year

Recycling Organics Waste going to landfill



Annual Waste Diversion (Recycling Rates)



Percentage indicates total waste diverted through recycling





Co-Benefits.

Material Management strategies will reduce GHG emissions, conserve natural resources, reduce operational costs for handling waste, and illustrate better practices that could influence Material Management at local, regional, and national levels.



Resource
Savings



Environmental
Leadership



Regional
Priorities



Operational
Cost Savings



Resilience



Livability



Local
Environmental
Health



Community
Engagement



Recyclers separate glass for better returns

Strategies.

SOURCE REDUCTION AND LANDFILL DIVERSION

TARGETS

1&2

IMPLEMENT PAY-AS-YOU-THROW AND UNIVERSAL RECYCLING ORDINANCE



Currently, residents pay a flat rate for trash services with an additional fee for recycling, so there is no incentive to reduce waste. Adoption, monitoring, and enforcement of programs and ordinances such as Pay-As-You-Throw (PAYT) and Universal Recycling Ordinance (URO) are instrumental when targeting landfill waste reduction. Under the PAYT program, recycling service is included with trash service, and residential customers are charged for

the collection of ordinary household trash based on the amount they put out for disposal at a landfill. This creates a direct economic incentive to recycle and compost more and generate less waste going to the landfill. The URO applies to multi-family housing and businesses, requiring that recycling service be available for all entities with trash service. Such programs have a proven record of success in over 7,000 U.S. communities.



Photo by Elaine Collins

In Colorado, PAYT communities include Vail, Durango, Pitkin County, Carbondale, Aspen, Boulder, Fort Collins, and other small and large communities. The City of Denver will implement PAYT in 2023. Many PAYT communities have recycling rates between 33% and 38% with some over 50%, compared with Summit County's low recycling rate of just 20%. The Town of Vail doubled its recycling rate with PAYT and Universal Recycling Programs in 2014.



Food Scrap and Glass Locations

Food Scrap Locations

- Breckenridge Recycling Center, 284 Coyne Valley Rd.
- Wellington/Lincoln Park, Old Impound Lot, Stables Dr.

Glass Locations

- Breckenridge Recycling Center, 284 Coyne Valley Rd.
- Wellington/Lincoln Park, Old Impound Lot, Stables Dr.
- Kingdom Park Ballfields, 880 Airport Rd.
- Stephen C. West Ice Arena, 189 Boreas Pass Rd.
- Carter Park, 300 S High St.
- Breckenridge Grand Vacations Community Center, 103 S Harris St.



Free food scrap drop off depots allow residents to compost locally, closing the food waste loop



ESTABLISH LANDFILL BANS ON EASILY RECYCLED ITEMS



Based on current projections, Summit County's landfill will be full and have to close in 2056. Without mitigation, that date could come sooner. A closed landfill still incurs ongoing maintenance costs, which must be added to waste hauling

costs for residents and businesses. This strategy looks at extending the life of the landfill through a ban on disposal of targeted materials such as cardboard. Yard waste, food scraps, and aluminum products may also be included in the ban. The Town's existing programs already include electronics, paint, and household hazardous waste. This strategy potentially bears the largest impact among all material management strategies / programs.

DEVELOP AND IMPLEMENT CONSTRUCTION AND DEMOLITION WASTE DIVERSION FOR NEW CONSTRUCTION / MAJOR RENOVATIONS



Specifying and enforcing a diversion threshold with a Construction and Demolition (C&D) ordinance would require all new construction and major renovation projects to divert construction waste from the landfill. General contractors would be required to reuse or recycle the construction debris from affected projects. This diversion threshold should be set as a percentage of total waste generated or pounds per floor area. Example programs include Pitkin County and Fort Collins.

TARGET GLASS FOR RECYCLING AND ORGANICS FOR COMPOSTING



Installing additional glass depots around town should lead to more glass recycling and keep the extra glass out of the landfill. More organics (food and landscaping waste) with composting potential should similarly be kept out of the landfill through expanded drop-off locations. Food scraps are transported to the Summit

County Resource Allocation Park (SCRAP), where they are combined with biosolids and wood chips from beetle-killed pine trees. Composting turns waste into nutrient-rich soil that helps plants grow. In addition, it also reduces methane production that occurs when organic wastes break down in a landfill, keeps a relatively heavy waste stream out of the trash, and reduces trash disposal costs. The key to successful implementation of this strategy includes locating these drop-offs in high-density population areas.

EXPAND FOOD WASTE RESCUE



The Town should expand its food recovery and donation program by engaging the community further and providing the necessary resources and outreach needed for successful implementation. This involves partnering with restaurants and grocery stores to provide regular food rescue services focused on fresh edible produce and highly perishable items that would otherwise end up in landfills because of expired "sell by" dates and cosmetic blemishes. This will ensure the best use of food surplus and improve food access within the community. This program can be modeled on those in cities like Seattle, Ft. Collins, and Denver.



PROMOTE A CIRCULAR ECONOMY BY EXPANDING SECOND-HAND RETAIL AND REPAIR SERVICES



A circular economy reduces material use by intercepting waste before it ever reaches a garbage can, recycling bin, or composting container. Some contributors to landfill waste are products that people throw out because it is too difficult to repair them. Other contributors are usable products such as clothing that are discarded because of changing styles. The Town will help attract second-hand retail and repair services within easy reach of residents and businesses. Extending the life of goods by repairing and reusing them instead of replacing them can supplement recycling and composting to keep waste out of the landfill.

Town code prohibits trash containers from being outside except for the day of pick up to prevent litter and wildlife encounters. Each year, the community gathers for Town Clean Up Day to beautify the town after a long winter. Greater enforcement of existing code will help improve litter and illegal dumping.

PHASE OUT PLASTIC BEVERAGE BOTTLES BY 2024



In 2021, the Town phased out single-use plastic and compostable plastic bags. The Town wants to leverage that momentum and expand the ban to plastic beverage bottles. Steamboat Springs ski resort has a model, but no Colorado municipal government has done it yet.

RE-EVALUATE PROGRAM SCOPE FOR SHARED DUMPSTER ENCLOSURE PROGRAM



The Town provides shared trash and recycling dumpsters for commercial use but has faced challenges in the form of illegal dumping, space constraints, and also inequity in access by all businesses. Through additional funding and staff resources, the Town's comprehensive material management plan should be re-evaluated to look at how the Town manages trash, recycling, and compost/organics management in these areas. It will draw from the successes in cities like Ann Arbor and Charlotte.





CONTINUE PARTICIPATION IN THE COUNTY'S ZERO WASTE TASK FORCE, AND STRONG FUTURE ADVISORY COMMITTEE



The Summit County Zero Waste Task Force is a diverse group of community stakeholders that is working to develop recommendations on recycling and other local waste-diversion programs. Summit County's Strong Future advisory committee looks at funding allocations for five key issues: early childhood education, wildfire mitigation, behavioral health services, recycling, and public infrastructure. As a key stakeholder, the Town will play a significant role in decision making by providing constructive feedback and active engagement.

HIRE A MATERIAL MANAGEMENT COORDINATOR



This strategy expands the Town's material management team to include a full-time onsite material management coordinator who will be responsible for tracking

and monitoring waste generation; identifying, budgeting, and implementing material management projects; and focusing on outreach and recycling awareness.

DEVELOP SUSTAINABLE PROCUREMENT POLICIES



Creating an Environmentally Preferable Purchasing Policy to govern Town government purchasing engenders a more efficient, non-discriminatory, and transparent government spending system. The policy should favor priority products such as those that have increased recycled content. Bid requirements should include preference for bidding entities that demonstrate support. Securing some near-term sustainable procurement wins will help create momentum and demonstrate value. The Town needs to build collaboration among suppliers, agencies, and other stakeholders toward a common goal of environmental stewardship. The effect of such a program can be magnified if other nearby institutions, such as the county government, other municipalities, and the school district, can be persuaded to adopt and align similar purchasing policies.



STRETCH TARGET 1: FLEET ELECTRIFICATION FOR HAULERS

INCENTIVIZE WASTE HAULERS TO ELECTRIFY FLEET



Trucks are a critical component of an effective integrated material management system. This strategy involves conducting interviews with the hauler companies to understand current fleet details such as size and useful life and costs, while using the opportunity to introduce electrification options for their fleet. Xcel Energy currently has a pilot program supporting this analysis for haulers. This strategy will also look into options for providing space for charging enroute.



Local food scraps turned into compost at the High Country Compost Facility

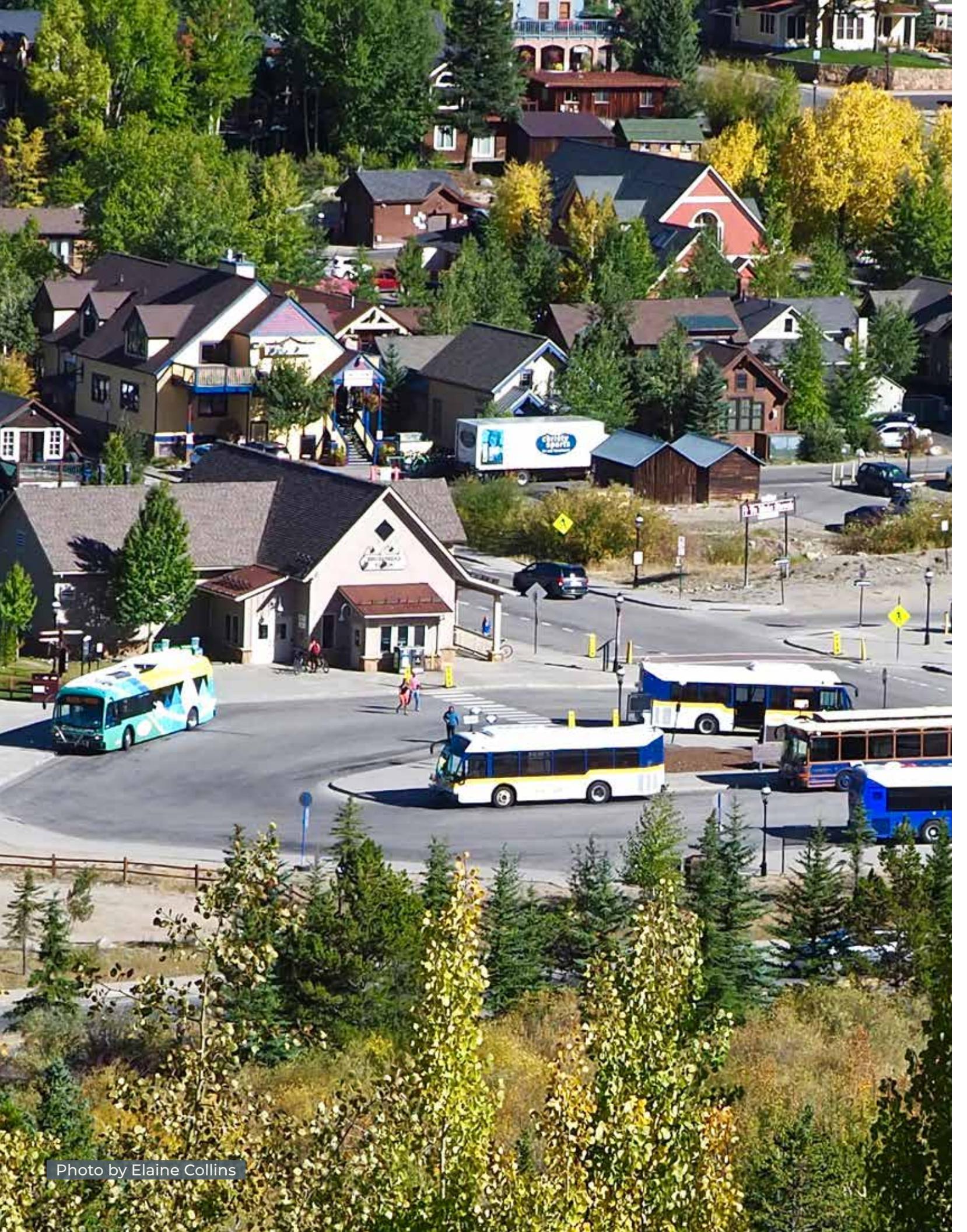


“

People throw away less and recycle more when trash and recycling pickup services are bundled and people are charged more if they put more in the trash bin. ‘Pay-As-You-Throw’ makes it cheaper to be green.

- Jerry Tinianow
Proprietor of WestUrb.com

”



Climate Action



Rapid climate change threatens our natural environment, recreational opportunities, and way of life. Addressing climate change requires a global effort, but each community has to do its part to change the system for a better future. As a destination community, the Town recognizes its responsibility to take a leading role in mitigating climate change and in exporting its ideas to leverage greater change.

Our collective responsibility to mitigate GHG emissions should begin with where we live, work, and play and how we choose to get there.

Our goals, targets, and strategies addressing Climate Action and GHG emissions align with the [Summit Community Climate Action Plan](#) and [EV Readiness in Summit County Plan](#), adopted in 2019 and 2021, respectively. Targets and strategies in other parts of this Plan Update will also contribute to mitigating climate change.



Case Study.

The Town received its first series of light-duty electric vehicles (EVs) in 2022. After a robust fleet analysis in partnership with Xcel and Sawatch Labs, the Town has a roadmap for replacing vehicles and adding charging infrastructure. EVs in Breckenridge are powered by 49% certified renewable electricity as of 2022.





Climate Action Goals.

Goal: Reduce GHG emissions from energy used to operate buildings

Target.

1 ENERGY USED TO OPERATE BUILDINGS

Reduce emissions (Scopes 1 & 2) from building energy use:^{1,2}

- By 2030, **21%** GHG emissions reduction
- By 2050, **36%** GHG emissions reduction



¹ Emission reduction (%) relative to a 2005 baseline, per the [Summit Community Climate Action Plan \(CAP\)](#)

² Target aligned with sector goal of the [Summit Community Climate Action Plan \(CAP\)](#)

³ Target aligned with the [EV Readiness in Summit County Plan](#)

⁴ Light Duty On-Road Class 1 – 2a: 100% by 2028 (e.g., administrative sedan, half-ton pickup truck)

Class 2b: 100% by 2032 (e.g., ¾-ton pickup truck)

Medium Duty On-Road Class 3 – 6: 100% by 2030 (e.g., passenger-carrying bus for Free Ride Transit System)

Heavy Duty On-Road Class 7 – 8: 10% by 2032 (e.g., snow plow, dump truck)

Medium/Heavy Duty Off-Road Class 3 – 8: 10% by 2032

Goal: Enable EV transition and adoption

Target.

2 ELECTRIC VEHICLE CHARGING SPACES

By 2030, provide **200** electric vehicle charging spaces community-wide³



3 TOWN FLEET VEHICLES – FLEET TRANSITION

Transition all municipal fleet vehicles to EVs: by Federal Highway Administration Vehicle Class [Federal Highway Administration Traffic Monitoring Guide](#)^{4, 5}



Goal: Reduce GHG emissions from public and private fleet vehicles

Targets.

4 PUBLIC AND PRIVATE FLEET VEHICLES – GHG EMISSIONS REDUCTION

Reduce emissions (Scope 1) from public and private fleet vehicles:^{1,2}

- By 2030, **25%** GHG emissions reduction
- By 2050, **91%** GHG emissions reduction



STRETCH TARGET ★★★

1 ELECTRIC TRANSIT

By 2030, transition to 100% electric transit services (e.g., *Free Ride*)

¹ Target aligned with the [EV Readiness in Summit County Plan](#)

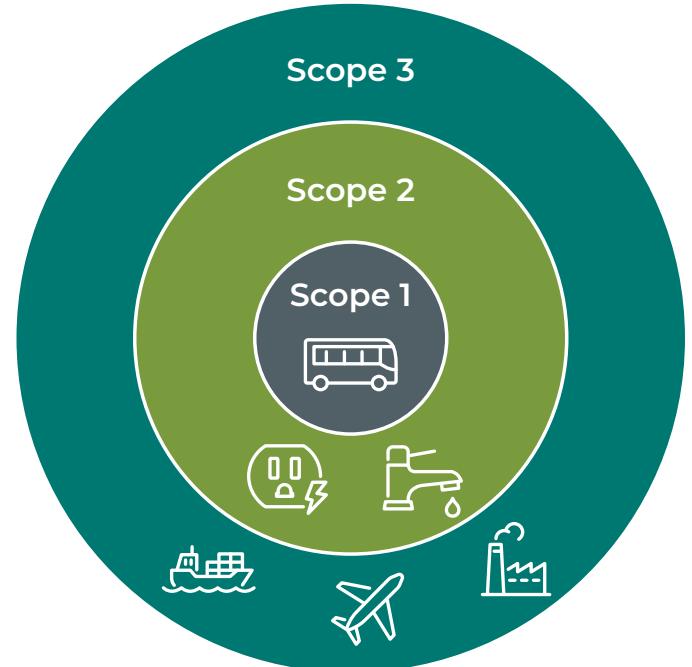
² Target exceeds those of the [Summit Community Climate Action Plan \(CAP\)](#)

Private Fleet Vehicles:

Private vehicle fleets operating within the town include lodging shuttles, private shuttle services, and local and regional delivery services.



Timberline Learning Center's renewable power generation teaches children about clean energy
Photo by Elaine Collins



GHG is influenced by Scope 1, 2, and 3 emissions. The Town is currently focusing on Scopes 1 and 2 emissions because it has direct control over the ability to reduce them.



Advocacy

There are limits to the authority and resources that the Town can devote to pursuing sustainability. Sometimes state or federal laws make it hard for the Town to do what it wants to promote sustainability. Removing barriers that those laws

create would make things easier. The state and federal governments can also make grants and other funding available to places like Breckenridge to pursue sustainability.

For these reasons, the Town is prepared to continue to lobby the state and federal governments to upgrade laws related to sustainability and to provide additional resources to places like Breckenridge. The Town may correspond with legislators and agency officials, visit them, and offer testimony at hearings. It may endorse specific bills and amendments. It may also oppose some bills and amendments.

Whenever possible, the Town seeks to join with other municipalities and groups to magnify the strength of its message. Lobbying efforts will be done transparently so that residents know what the Town is advocating, who it's talking to, and why. The Town of Breckenridge is a member of the Colorado Communities for Climate Action, a coalition of local governments advocating for state-level climate action.

Scope 1

Direct emissions from activities, buildings, and vehicles

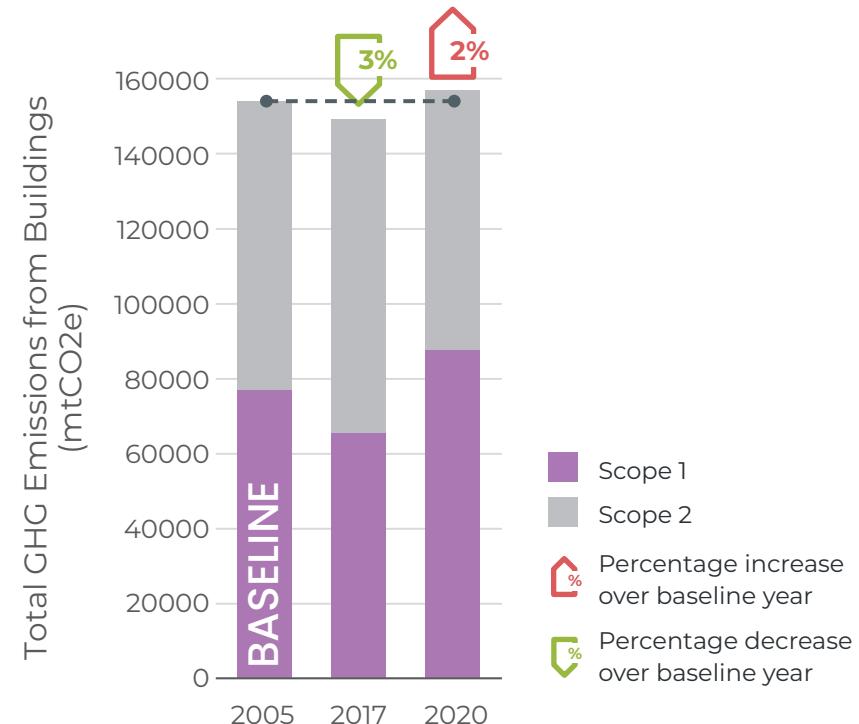
Scope 2

Indirect emissions from purchased energy; purchased electricity, heat, and steam

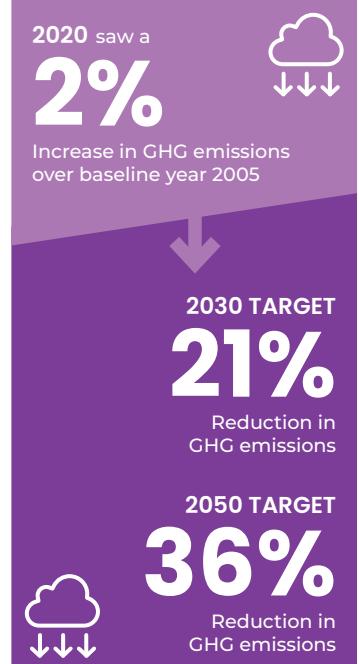
Scope 3

All other emissions from activities; purchased goods and services, and commuting

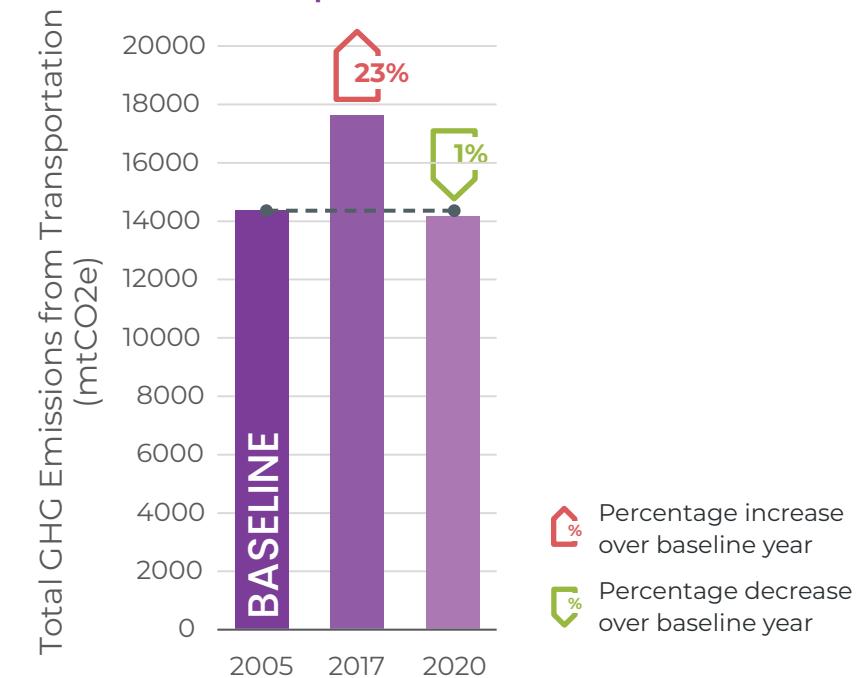
GHG Emissions Over Baseline Year in Buildings*



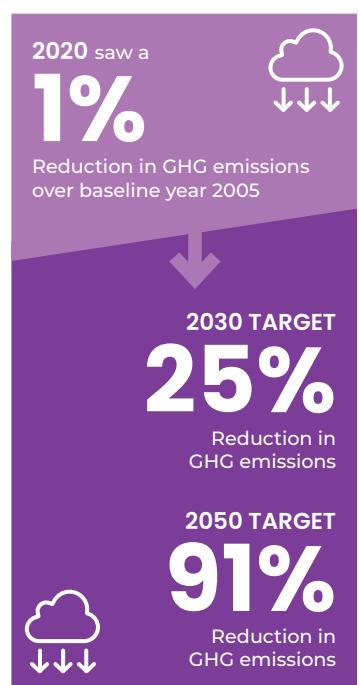
*CAP prescribes GHG inventory updates every 3 years



GHG Emissions Over Baseline Year from Transportation*



*CAP prescribes GHG inventory updates every 3 years



Co-Benefits.

Climate Action and GHG emissions reduction strategies will directly address climate change, improve the Town's resilience (the ability to respond to shocks and stressors), demonstrate environmental leadership, reduce source air pollution, and improve indoor air quality and comfort.



Resource
Savings



Environmental
Leadership



Regional
Priorities



Operational
Cost Savings



Resilience



Livability



Local
Environmental
Health



Community
Engagement



EV charging supports the growing market

Strategies.

ENERGY USED TO OPERATE BUILDINGS

TARGET 1

FASTRACK ADOPTION OF LATEST BUILDING CODE



Building codes for new construction and retrofits will increase energy conservation within a municipality. The International Energy Conservation Code (IECC) is a model code adopted by many states and municipal governments in the United States to establish minimum design and construction requirements for energy efficiency. Adopting and enforcing the most current IECC within one year after each new one is promulgated will ensure that the most current building energy standards for residential and

nonresidential buildings in town are maintained. Ongoing training will be needed with adoption. The Town will direct contractors and other stakeholders to available training opportunities on how to comply with code updates. The Colorado Energy Office, for example, provides such trainings for free [Building Energy Codes](#). Moreover, the Town continues to develop and adopt local building codes reflecting the unique climatological conditions of Breckenridge, some of which contain minimum design requirements that exceed those of the IECC, such as those of the U.S. Department of Energy [Zero Energy Ready Home Program](#) and current [Energy Code Amendments](#).

Code requirements can, and will continue to promote and require the energy transition of building systems in addition to efficiency improvements.

Zero Energy Ready Home Program:

Building standards of the U.S. Department of Energy's Zero Energy Ready Home program maximize building energy efficiency, indoor air quality, and water conservation for new construction. Adopted by the Town in 2020, this code requires new residential construction to be among the most energy efficient in the nation.

[Zero Energy Ready Home](#)



ENFORCE ENERGY BENCHMARKING AND REPORTING REQUIREMENTS



Benchmarking measures the energy performance of individual buildings over time, relative to other similar buildings, or to applicable codes and standards. The State of Colorado is beginning to require benchmarking for larger commercial buildings with gross square footage $\geq 50,000$ square feet.

To improve performance and promote awareness of building energy use, the Town may develop, adopt, and enforce a benchmarking requirement for buildings beyond those covered by the state law. For example, the [Summit Community Climate Action Plan](#) (CAP) posits adoption of local ordinances to require energy reporting for large commercial and industrial buildings, specifically all buildings with gross square footage $\geq 10,000$ square feet. Benchmarking and reporting programs will empower building owners and managers to make smarter decisions about building energy usage.



“ Internal combustion vehicles cause air pollution, climate change, traffic congestion, and have intensive land use and capital costs from all the pavement needed to accommodate them. We need to provide robust alternative transportation options that are affordable, convenient, and sustainable. ”



- Teddy Wilkinson
Sustainability Administrator for the
Town of Breckenridge

IMPLEMENT RETRO-COMMISSIONING



Technologies for more energy-efficient building systems are commercially available on an ever-increasing basis. To ensure that building system efficiency is optimized, even for existing structures, policy to require periodic “retro-commissioning” for all buildings in town with gross square footage $\geq 10,000$ square feet could be adopted. Retro-commissioning is a process that goes beyond benchmarking by studying how the energy performance of a building can be improved and then requiring that certain improvements be made.

DEPLOY ENERGY MANAGEMENT SYSTEMS



Specialized equipment and management systems to monitor and control building energy usage are commercially available and scalable from single-family homes to commercial facilities. Management system components include computer-based control systems, energy storage technologies (e.g., battery energy storage systems), and even renewable generation assets, among other distributed energy resources. Policies and programs to improve awareness, commercial availability, and implementation of building energy management systems should be developed.



INCREASE PARTICIPATION IN UTILITY PROGRAMS



Energy-efficiency rebates and incentives designed to help end-users use less energy are often widely available from utilities and equipment manufacturers. Specifically, per its “Energy Future Collaboration” with Xcel Energy, the Town should partner with the utility to expand the availability of, and increase participation in, rebate programs for Town residents and businesses. Doing so will reduce energy usage community-wide, as well as save residents and businesses money.

ELECTRIC VEHICLE (EV) CHARGING SPACES

TARGET
2

PURSUE GRANT OPPORTUNITIES FOR EV SUPPLY EQUIPMENT



While its commercial availability and technological feasibility are commonplace, funding for electric vehicle supply equipment can often be a limiting factor for implementation. To achieve its targets for electric vehicle adoption, and aligned with the goals and strategies of the [EV Readiness in Summit County Plan](#), the Town will monitor and pursue grant-funding opportunities for electric vehicle supply equipment installation and work with the utility on its evolving EV charging programs.

PROVIDE PREFERRED PARKING



To promote the replacement of gas and diesel vehicles with electric vehicles, via the Town’s strategic parking plan or otherwise, allocate priority parking locations or implement pricing strategies for electric vehicle charging spaces in town.

TOWN FLEET VEHICLES – FLEET TRANSITION

TARGET
3

ADOPT EV FIRST POLICY



Formalization of an “EV first” procurement policy for Town fleet vehicles is recommended, as long as the EV performs the duties needed (e.g., having enough horsepower to perform the action required such as snow removal).

INVESTIGATE FUNDING OPTIONS FOR FLEET ELECTRIFICATION



While commercial availability of medium and heavy duty on- and off-road vehicle types remains limited, the need for supplementary financing plans for targeted fleet transitions is already anticipated. The Town will apply for additional funding sources (e.g., grants, New Enterprise funds, group purchasing programs) to meet fleet transition goals. The Town will also consider participation in Xcel Energy programming.

PUBLIC AND PRIVATE FLEET VEHICLES – GHG EMISSIONS REDUCTION

TARGET
4

ENFORCE POLICY ON RIGHT SIZING FLEET AND IDLING



Formalization of a “right sizing” policy for the fleet vehicles (so a vehicle isn’t too big or too small for its intended duty) is needed. Enforcement of local idling requirements for municipal vehicles will be improved with increased education of Town staff.

ESTABLISH A PROGRAM TO REMOTELY MONITOR MUNICIPAL VEHICLES



Telematics technologies allow managers to monitor vehicle use remotely. Telematics for logging and analyzing data of fleet vehicle operation can be a tool for achieving reductions in GHG emissions associated with fuel use, idling, and inventory management. Establish a telematics program for the *Free Ride* Transit System, and other vehicles, to optimize safety, operational efficiency, and fuel efficiency.



DEVELOP PROGRAM FOR PARTNERSHIP WITH PRIVATE FLEET OPERATORS



Several private vehicle fleets, associated with local lodging providers, delivery services, and other businesses, operate within the town. Although the Town does not own these fleets, it will develop and foster collaboration for improved performance and efficiency. Reporting cycles, annual or otherwise, should be instituted to maintain a continual understanding of vehicle-related GHG emissions within the Town. Moreover, the Town should provide incentives for the transitioning of these fleets to EVs or alternative fuel vehicles, in accordance with local and regional goals.

TRACK/MONITOR TECHNOLOGY ADVANCEMENT



EV charging technologies are constantly evolving. The Town will monitor advancement of vehicle-to-grid and vehicle-to-building technologies, programming, and funding opportunities. For fleet management, of both private and municipal fleets, the commercial availability and feasibility of battery-swapping technologies, as an alternative to plug-in chargers, will also be monitored to support peak demand rates and critical demand pricing. Additional tracking of resources will also support leveraging additional financing to implement EV charging.

STRETCH TARGET 1: ELECTRIC TRANSIT



BY 2030, TRANSITION TO 100% ELECTRIC TRANSIT SERVICES



The Town is aggressively pursuing grants for buses and public transit. The opportunity to provide 100% electric transit is within reach by 2030 providing grants can be obtained and route optimization and reorganization occurs.



Breckenridge commissioned its first two-battery electric buses in 2018

IV. Livability



Photo by Daniel Milchev



Mobility



The Town has a robust multi-purpose and multi-surface trail network, a growing electric bus fleet, a free transit system called *Free Ride*, and strategic partnerships with neighboring transit providers. The Town also has ambitious plans to reduce vehicle miles traveled within its borders and carbon emissions by reducing vehicle trips and congestion community-wide.

The [Breckenridge Free Ride Transit Master Plan](#) outlines three key goals:

1. Make transit the first choice;
2. Provide simple and legible information; and
3. Keep the Town moving on busy days.

Electrification of transit and vehicles is part of a larger GHG reduction strategy in Summit County. [EV Readiness in Summit County, Colorado: Guidance for Local Communities and Business](#).

Join the Mayor's Challenge!

Breckenridge residents and employees are being challenged by Mayor Eric Mamula to bike, walk, or take transit at least one day a week. It may take some getting used to, but it will reduce vehicular congestion in town, reduce GHG emissions, and improve your health!





Mobility Goals.

Goal: Reduce vehicle trips and congestion community-wide

Targets.

1 TRANSIT RIDERSHIP & MICROMOBILITY

Increase local transit ridership by **10%** each year and provide options for micromobility and last mile connections

2 PRIVATE SHUTTLE FLEETS

Increase efficiencies among private shuttle fleets year over year



STRETCH TARGETS ★★★

1 REGIONAL TRANSIT RIDERSHIP

Increase regional transit ridership 10% over previous year

2 CAR-FREE AREAS

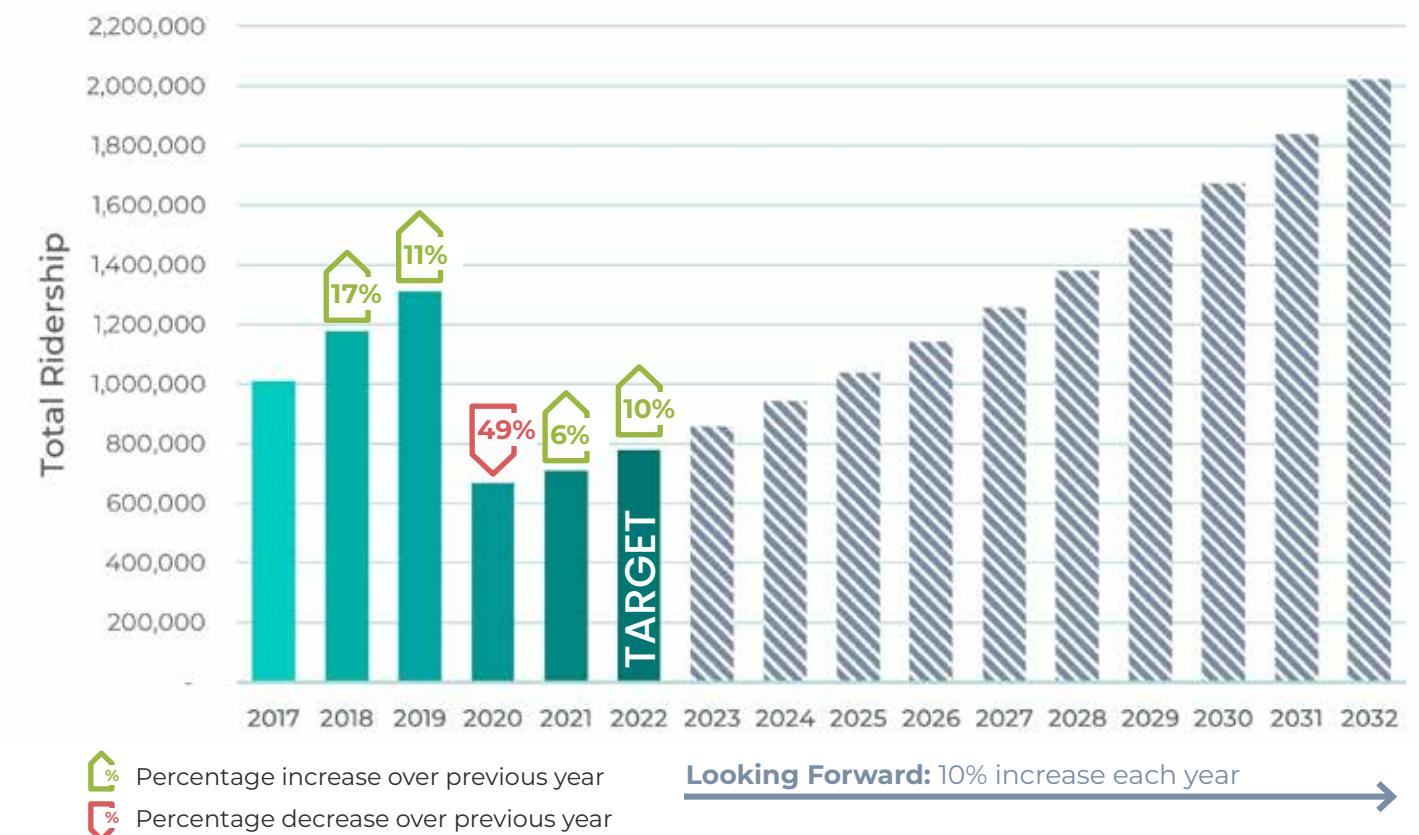
Create permanent or temporary car-free areas

Micromobility:

Any small, low-speed, human- or electric-powered transportation device, including bicycles, electric-assist bicycles (e-bikes), and other small, lightweight, wheeled conveyances

- U.S. Department of Transportation

Town's Annual Transit Ridership Trends and Target



Case Study.

The Town of Breckenridge is honored to be designated a **Gold level Bicycle Friendly Community** by the League of American Bicyclists. Breckenridge is proud of this designation and is working to improve the Town's bicycling facilities and educate bicyclists and motorists regarding bicycling [rules and responsibilities](#), [Town's Bike Route Map](#).



Photo by Elaine Collins

Co-Benefits.

Mobility strategies will directly reduce GHG emissions that would otherwise occur and create co-benefits that enhance quality of life, support community engagement, address pollution from congestion, increase resilience, and create a healthier environment for town residents and workers.



Resource
Savings



Environmental
Leadership



Regional
Priorities



Operational
Cost Savings



Resilience



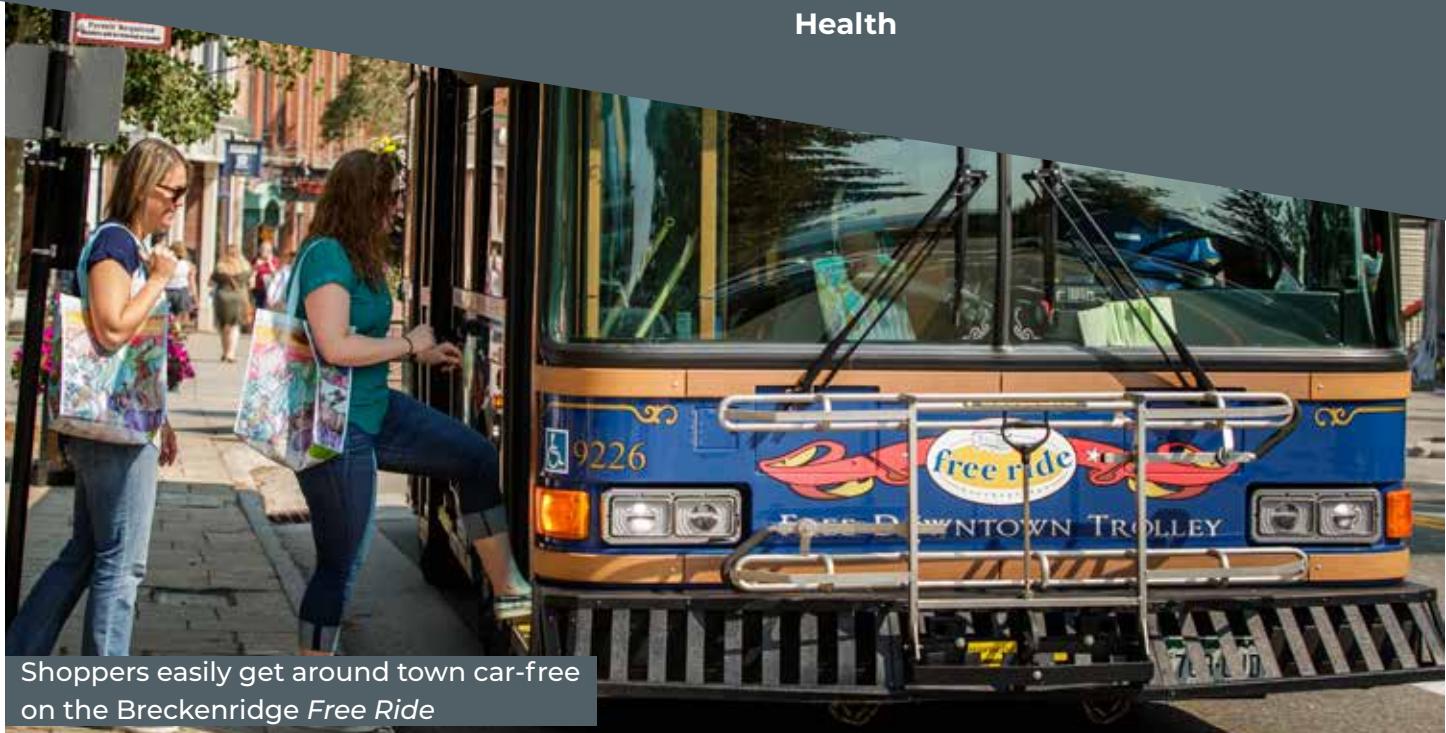
Livability



Local
Environmental
Health



Community
Engagement



Shoppers easily get around town car-free on the Breckenridge Free Ride

Strategies.

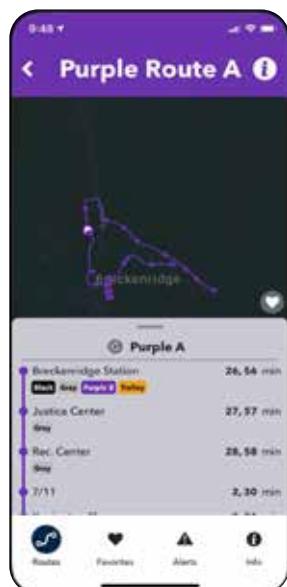
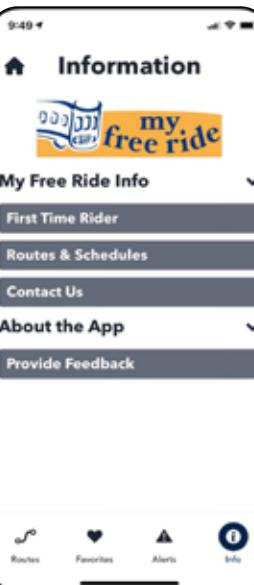
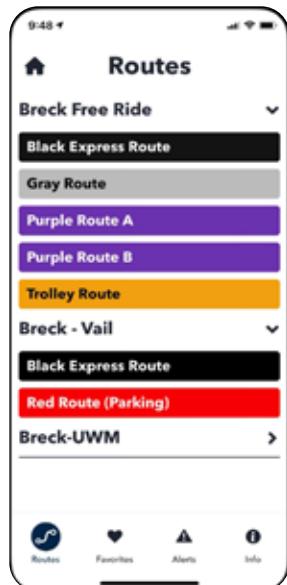
INCREASE TRANSIT RIDERSHIP & MICROMOBILITY

TARGET 1

ENHANCE LOCAL TRANSIT SERVICES



Free Ride is an efficient network of routes and stops to serve the community with a ridership of approximately 700,000 trips in 2021, down from nearly over 1.3 million pre-pandemic. *Free Ride* connects to Summit Stage to service Summit, Park, and Lake counties and the Colorado Department of Transportation's (CDOT's) Bustang and Pegasus to access communities on the I-70 corridor. Target ridership increases through outreach, multi-lingual information, awareness, and incentives. Continue to improve the rider experience. Enhance accessibility and ease of use for all riders including Americans with Disabilities Act (ADA) access routes and information in non-English languages.



Free Ride Mobile App



ENHANCE ROUTE OPTIMIZATION AND FREQUENCY



The [Breckenridge Free Ride Transit Master Plan](#) has identified route optimization and increased efficiency to enhance ridership. Currently, routes with the greatest demand have a frequency of every 20 minutes. Enhance route optimization with new technologies using GIS tracking to reduce Vehicle Miles Traveled (VMT) and to save on operating costs. Reinvest savings and promote equity by adding frequency of transit to increase ridership, especially for second- and third-shift workers.



ALLOCATE FUNDING FOR MICROMOBILITY



Increase of micromobility services, such as e-bikes and other first to last mile mobility solutions, will support reducing vehicle trips. In addition, funding for increased pedestrian and bike connectivity intended less for recreation and more for commuting (e.g., at Alta Verde) will support this measure. Allocate funding for micromobility management operations and costs, such as e-bike share, to move people from cars to e-bikes, and evaluate and enhance infrastructure that supports this mode of travel. Ensure that provided services are affordable to locals and do not clutter streets or sidewalks, by, for example, exploring docked e-bikes and varying pricing structures. As vendors for micromobility are introduced to the Town, data sharing agreements will be needed with vendors and operators to track usage and monitor effectiveness.

IMPLEMENT PARKING STRATEGY TO REDUCE VEHICLE MILES TRAVELED



Update land use requirements to reduce parking required or allowed by code for transit-accessible neighborhoods to encourage transit use and micromobility, save on construction costs, and increase residential density where appropriate, as well as look at expanding shared parking opportunities across use types. Parking strategies such as long-term parking in intercept lots on the outer boundaries of town, incentivizing long-term parking stays (location based), and reviewing permit parking requirements to disincentivize VMT will support congestion reduction.

INCREASE AVAILABILITY OF GROCERY DELIVERY SERVICES



Work with local grocers to expand reliable, affordable grocery delivery services for groceries and necessities to provide convenience and minimize vehicle trips. The total VMT and GHGs associated with residents and visitors has the potential to be reduced by working with delivery service providers to optimize routes, enhance convenience, and ideally utilize electric vehicles. In addition, the Town should perform a feasibility analysis for a centralized loading and delivery system such as the one recently implemented by the Town of Vail.

“

I own three bikes, road, mountain, and electric. I ride my road and mountain bikes for fun and exercise and my e-bike for errands around town. I would estimate it has reduced my VMT by about 2/3 year-round. For winter use, I have wider studded tires that work great. Though I'd never ride my e-bike on our non-motorized trails, around town it saves gas, money, parking hassles, and time.

- Jeffery Bergeron
Town Council Member

”



INCREASE EFFICIENCIES AMONG PRIVATE SHUTTLE FLEETS YEAR OVER YEAR

TARGET
2

REDUCE TRAFFIC VOLUME RELATED TO PRIVATE LODGING SHUTTLE FLEETS



Private lodging shuttle fleets provide an important service, particularly to



visitors. Through route optimization and ongoing collaboration, reduce shuttle traffic volume while serving a growing number of shuttle users. Manage lodging shuttle stops to reduce time at each stop. Work with private shuttle providers to develop a program to report shuttle performance metrics and ridership to the Town in order to optimize fleet vehicle performance, vehicle usage, and service route configuration.

Monitoring and tracking using the latest technology will help to optimize performance and reduce costs.

INCENTIVIZE FLEET CONSOLIDATION, COLLABORATION, AND ELECTRIFICATION



Offer incentives and group buying power to help private shuttle providers consolidate and electrify their fleets. The benefits of achieving this target are:

1. Enhanced customer service with more frequent service;
2. Optimized routes to reduce redundant VMT and congestion; and
3. Reduced GHG emissions with the longer-term goal of electrifying private shuttle fleets.

ENCOURAGE OTHER SHARED-MOBILITY SERVICES



There are several innovative new shared-mobility options beyond traditional transit bus systems. Carpool apps help connect drivers with passengers who want to carpool and share trip costs. Car Share programs allow people to use a vehicle when needed without having to own a car of their own, and on-demand microtransit can help cover service gaps for locations or during hours outside of Free Ride's regular operation. By promoting shared mobility options like these, the Town will expand options for guests and visitors to travel without taking a single-occupancy vehicle, which will help reduce overall VMT.

STRETCH TARGET 1: REGIONAL TRANSIT RIDERSHIP



OFFER INCENTIVES FOR SERVICE USE



Incentives to use regional transit service (such as *Summit Stage*, Bustang, Pegasus, private shuttles, and carpool apps) should reduce congestion coming into town. Local and regional incentives should be coupled to create double the benefits to keep personal vehicles from contributing to congestion and air pollution.

INCREASE REGIONAL COLLABORATION BETWEEN TRANSIT PROVIDERS TO OPTIMIZE USER EXPERIENCE



Partner with regional programs such as the I-70 Coalition and CDOT (Bustang, Pegasus), and private shuttle companies to raise awareness, create cost efficiencies and increase ridership. Ensure that service routes and times for the different regional and local transit



providers (including school bus services) align to provide seamless transition between services. Create agreements and a platform for sharing ridership data with regional providers such as Bustang, Pegasus, and *Summit Stage*. The data will then be used to improve efficiency, expand services, enhance user experience, and ultimately increase ridership.

INCREASE MODE SHARE OF CARPOOL AND TRANSIT SERVICES



Increase the methods or “modes” of getting to town via carpools and transit services from the Front Range—for both residents of that area and visitors arriving by plane. In particular, target visitors from Denver International Airport to intercept guests before they arrive in town with a personal vehicle. Increase use of carpool and transit services with incentives such as cash cards, discounts, and lift tickets to grow ridership.



- Matt Hulsey
Assistant Mobility Director
for the Town of Breckenridge



STRETCH TARGET 2: IMPLEMENT CAR-FREE / WALKABLE AREAS

CREATE PERMANENT OR TEMPORARY CAR-FREE AREAS



After consultation with local businesses, create permanent or temporary car-free areas to increase pedestrian activity and reduce vehicle congestion, similar to the Town’s response during COVID on Main Street and the long-standing Ciclovía program in Bogota, Colombia, and other towns.

“

Sustainability as it relates to mobility is taken one step at a time and every human can help the world. Take that first step, then another. Leave the car at home; take advantage of boots, bikes, and buses.

”





Our Lands and Wildlife



People come to Breckenridge because of its dramatic natural setting. The mountains that tower nearby, the forests that cover much of the landscape, the rivers and streams that flow through the area, and the wildlife that shares our land are incredible amenities.

Increased visitation is putting greater pressure on our natural areas every year. This trend is likely to continue during the next 10 years. Our residents understand that protecting these features of our region requires constant vigilance and active management. Protecting these features also requires working with a variety of other local and regional entities, as nature pays no attention to political boundaries.

The Town's efforts in this area have been advised for over a quarter century by its [Open Space Advisory Commission](#). The Commission is developing a detailed open space and trails master plan that will continue guiding the Town's efforts. This master plan is being developed concurrently with a similar plan at the county level. The targets and strategies identified in these plans should be considered adjuncts to this SustainableBreck Plan Update.

[Open Space & Trails, Town of Breckenridge](#)

[Open Space & Trails Master Plan \(TBD\), Town of Breckenridge](#)

[Trails Plan \(2009\), Town of Breckenridge](#)

[Open Space & Trails Master Plan, Summit County](#)



Case Study.

Since 2006 the White River National Forest and local land managers, such as Summit County Open Space & Trails and Town of Breckenridge Open Space have been working with The Nature Conservancy to pilot fire protection programs on open space parcels through the planting of aspen trees as natural fuel breaks. Started on the 46-acre Barney Ford site, just outside of downtown Breckenridge, the project is testing aspen's ability to reduce fire severity through increased moisture content, increased species diversity, and decreased flammability.





Food System



Photo by Elaine Collins

Affordable access to healthy food is essential to a community's sustainability. Such access needs to be available to everyone, every day. Breckenridge is not capable of meeting everyone's nutritional needs from food grown entirely within its own borders; it needs to depend on others to grow, process, and distribute its food. Therefore, community sustainability requires an understanding of the food system on which the town depends.

The production, processing, and distribution of food also have profound consequences for our environment. These processes put substantial demands on our land and water. They contribute to GHG emissions, with some food choices (e.g., beef) having a particularly large carbon footprint. Food waste is among the largest contributors to such emissions. Much of that waste is "pre-consumer." It occurs when grocers, institutions, and restaurants throw out food that never reaches a refrigerator, skillet, or plate because it is past its "sell-by" date or has cosmetic flaws. Through Strong Future funding, Summit County expanded a free food scrap to compost program to assist individuals with post-consumer waste.

Food Scraps Program

In the next 10 years, the Town hopes to develop a comprehensive food system plan that will address those needs and ensure both affordable access to healthy food and resilience of the food system in the face of regional, national, and international disruptions that are becoming increasingly frequent.



Case Study.

Hearthstone has been partnering with Uncle John's Farm Stand since 2007. They receive over 100 pounds produce every week throughout the summer; delicious peaches, juicy cherries, colorful heirloom tomatoes and perfectly ripe squash. They also source goat cheese from Buena Vista, micro greens from Park County, lamb from numerous northwestern Colorado farms and mint from right here in Breckenridge!





Housing



Housing affordability has been an issue both nationally and in mountain towns like Breckenridge for years. The problem is worse now than it was when the original SustainableBreck Plan was released in 2011. Housing has a close connection with community sustainability. If workers can't afford to live near where they work, the work force is going to erode. Essential services may become more expensive or disappear entirely.

Young adults and families with children, as well as retirees, are particularly vulnerable to a lack of affordable housing. Many Breckenridge residents have stories about losing neighbors in recent years because those neighbors could no longer afford to live here.

The 2011 SustainableBreck plan included multiple strategies for addressing housing affordability. Many have been implemented or are being implemented, with some success. The Town has reported on progress annually. For example, in 2020 the Town added [new deed restricted units](#) through construction. There were also units added through programs for existing stock like buy downs, Housing Helps, and Leap Into Housing.

In February 2022, the Town Council endorsed a new [Five-Year Housing Blueprint](#). The Town believes that this Blueprint will lead to \$300 million in new construction of workforce housing. About 600 new units (some owned, some rental) will be developed, and another 370 market-rate existing units will be converted to affordable units through various Town programs.

Looking beyond the end of the new Blueprint in 2027, the Town will explore further growth in its housing programs. It will consider other changes that could lead to greater housing availability, such as the elimination of single-family zoning (districts where the only allowed residences are single-family homes). Elimination of single-family zoning would not require any existing single-family homes to be converted to multi-family, nor would it prevent the construction of new single-family homes. It would simply create the possibility of having multi-family homes (for example, duplexes) where they are not allowed today.



“

Breckenridge has been very fortunate to collaborate with many different partners to construct new workforce housing. The Town and our like-minded partners are committed to net zero neighborhoods to support carbon reduction and to lower utility costs for residents. Working with like-minded partners helps the Town achieve the ambitious goals established in the Breckenridge Housing Blueprint adopted in February of 2022.



- Laurie Best
Housing Manager for the Town of Breckenridge
- Kimball Crangle
Gorman & Company

Alta Verde 2 Groundbreaking August 2022

”



Case Study.

In the fall of 2022, the Town's latest net-zero workforce housing, Alta Verde II, will break ground. The project will provide 174 units in four buildings of new workforce housing. Alta Verde II follows Alta Verde I, which offers 80 workforce housing units that are net-zero energy with onsite 650 kW solar panels.



Alta Verde I brings the first all-electric, net zero workforce housing development to Breckenridge



Child Care



Photo by Leslie Davis

Affordable child care is just as essential for sustainability in a community as affordable housing. Lack of either makes it difficult for workers and young families to stay in town. Lack of both makes it even more difficult. This is why the Town has a team in charge of both its housing and its child care programs.

As with housing, the Town has been working actively to increase the availability of affordable child care since the first SustainableBreck Plan was released in 2011. Two years later, the Town created its [Child Care Advisory Committee](#). Thanks in part to the efforts of this Committee, there are now five non-profit child care centers available to residents and workers, up from just two in 2008. Based on a needs assessment done in 2016, the Town worked with a developer to reserve a site at the entrance to Lincoln Park in the Wellington neighborhood for an additional child care facility.

Despite having more facilities, child care is still expensive in Summit County, and staffing shortages exacerbate the problem. The Town estimates that local parents pay \$1,800 per month on average for 5-day care at licensed child care facilities. This can amount to 20 to 30% of family income. The Town has addressed this challenge by providing [tuition assistance](#). It has provided over \$10 million in such assistance since the program began. The Town also supports teacher salaries, making them more competitive in the market.

Early in 2022, the Town Council provided additional assistance to allow families to get child care down to 10 to 13% of family income. This is not a permanent solution, but it demonstrates the continuing resolve of the Town to make child care affordable. The Town is also participating with a county-wide group to better understand the child care demands as a regional system.

 “ The Town of Breckenridge realizes supporting our child care programs is critical to ensuring high-quality care and supporting the local workforce - helping people to continue living and working in the community. The people are what makes Breckenridge special and we look forward to seeing what this next generation can achieve! ”

- Kelly Owens
Mayor Pro Tem for the Town of Breckenridge

SUSTAINABLEBRECK PLAN

Sustaining What We Love

v. Online Reporting



Online Reporting.

The Town has been at the forefront of sustainability transparency since the release of SustainableBreck in 2011 with consistent annual reporting. The Town will continue to lead in sustainable reporting with the release of an online dashboard to:

- Provide simple and clear real-time reporting;
- Provide updates to performance on a quarterly and annual basis (depending on data availability); and
- Engage the community in tracking progress toward achieving targets.

Following are examples of the Town's SustainableBreck dashboard to be launched September 2022 along with the Update.



Water

Our community will protect our waterways and the livelihoods that depend on it.

[Learn More](#)



Material Management

Our community will reduce materials going to landfill by reducing the total weight of waste.

[Learn More](#)

SUSTAINABLEBRECK

Snapshot
Environmental Stewardship
Livability
ImagineBreck
Resources

MOBILITY

The Town has a robust multi-purpose and multi-surface trail network, a growing electric bus fleet, a free transit system called *Free Ride* and strategic partnerships with neighboring transit providers. The Town also has ambitious plans to reduce vehicle miles traveled within its borders and carbon emissions by reducing vehicle trips and congestion community-wide.



Goal.

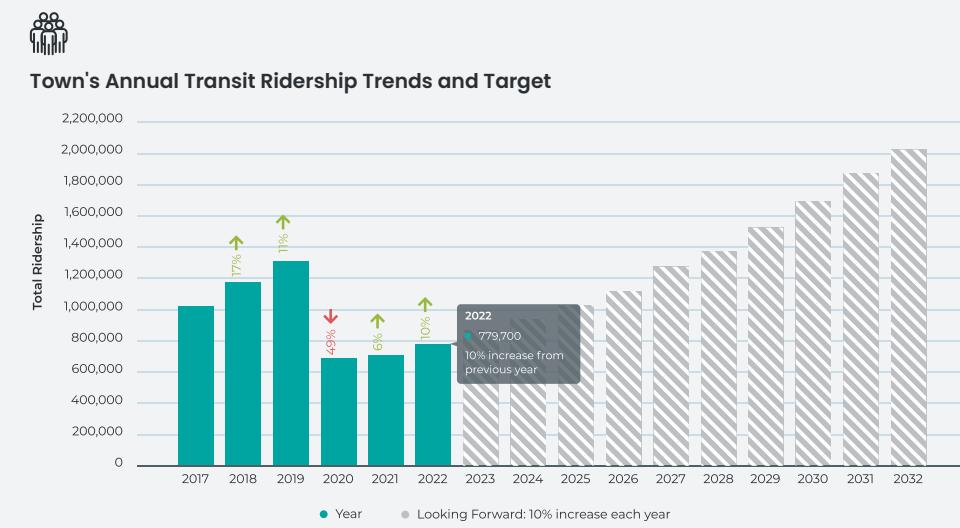
Reduce vehicle trips and congestion community-wide

Targets.

10%
Increase in local transit ridership each year and provide options for micromobility and last mile connections

Increase
Efficiencies among private shuttle fleets year over year

Town's Annual Transit Ridership Trends and Target



Year	Total Ridership	Change (%)
2017	1,000,000	-
2018	1,170,000	+17%
2019	1,300,000	+11%
2020	779,700	-49%
2021	700,000	+6%
2022	779,700	+10% increase from previous year
2023	850,000	+10%
2024	930,000	+10%
2025	1,000,000	+10%
2026	1,080,000	+10%
2027	1,160,000	+10%
2028	1,240,000	+10%
2029	1,320,000	+10%
2030	1,400,000	+10%
2031	1,480,000	+10%
2032	1,560,000	+10%

● Year ● Looking Forward: 10% increase each year

VI. Moving Forward



“

An integral part of tourism revolves around guests being truly welcomed by local residents of a destination. Our *B Like Breckenridge*™ initiative invites guests into our local culture while explaining what stewardship means in our mountain community. The stronger this alignment between locals and guests, the stronger the base for regenerative tourism.

”

- Lucy Kay
President / CEO of the Breckenridge Tourism Office



Mountain IDEAL Standard

Mountain IDEAL is a standard for mountain resort communities that provides a sustainability framework. IDEAL stands for Innovation, Diversity, Education, Authenticity, and Leadership. Mountain IDEAL is a globally recognized code of conduct to elevate the practices among community members and visitors of mountain towns. The structure is a scientifically based standard that encourages the values that all mountain resort communities aspire to showcase. The standard is organized into four categories: 1) Sustainable tourism management and monitoring, 2) Destination planning and asset protection, 3) Community engagement, culture, and social equity, and 4) Environmental resources, energy and water conservation, and waste reduction. The framework broadens the scope of what a sustainable community means and addresses everything from economic indicators to diversity to traditional environmental criteria. Breckenridge was certified in March 2021 as a Mountain IDEAL sustainable destination and was the second town in the world to be certified.  **Mountain IDEAL Standard**

INNOVATION
DIVERSITY
EDUCATION
AUTHENTICITY
LEADERSHIP

Moving Forward.

The original SustainableBreck plan has been a success. It has aged well; it still puts our community among the leaders worldwide in mountain town sustainability. We haven't accomplished everything we had hoped for in 2011, but we've accomplished a lot. Our community is better off as a result.

We cannot rest on our laurels. New challenges have arisen. The pace of climate change is accelerating. This 2022 Update gives us the opportunity to keep up, and hopefully do even better.

Under this Update, the Town government will show the way with its buildings, its fleet, and its operations. We expect it will shrink its demands on the environment even as it continues to improve services for residents, workers, and visitors. The Town's actions alone, however, will never be enough to keep the community sustainable. The Town will lead, but the community needs to be a trusted partner, as we work together to ensure that what we love about this place not only remains, but also gets better.

With our new online reporting tools, the community will get more timely information about how our sustainability efforts are going. The community will have greater opportunities to engage with the Town government and with each other.

2032 may seem a long way off, but if the original 2011 Plan has taught us anything, it's that time passes quickly and our efforts must not flag. We are confident that this Update builds on the strong foundation of the 2011 Plan to provide hope for a bright future.

“

As a tourism-based economy, our community's success is dependent upon the volume and values of the guests who choose to spend time in Breckenridge. The Breckenridge Tourism Office prioritizes sustainability messaging, including educating visitors on car-free vacations and public transportation, reducing single-use plastics by encouraging reusable bags and refillable water bottles, and reducing trail impacts through Leave No Trace / Care for Colorado principles. The *B Like Breckenridge*™ messaging is designed to help guests understand what good stewardship means in our mountain community and invites them to participate along with residents while they are here.



- Tessa Breder
Director of Community Affairs & Destination Management
for the Town of Breckenridge's Tourism Office

Appendices



Photo by Tomas Cohen

Appendix A

Summary of Goals, Targets, and Strategies.

Focus Area	Goals	Targets	Strategies	Focus Area	Goals	Targets	Strategies
Energy 	1) Increase % of electricity from renewable sources	1) Municipal Renewables: By 2025, 100% renewable electricity for municipal facilities 2) Community-Wide Renewables: By 2035, 100% renewable electricity community-wide	- Boost onsite renewable energy generation - Promote community solar gardens - Support solar programs such as Solarize Summit - Advocate Renewable Connect and Windsource program participation - Adopt and implement renewable energy mitigation program - Hire a town resource manager	Water 	1) Reduce potable water demand in buildings and at sites	1) Annual Water Demand: By 2025, 10% reduction in annual demand (below 2016 baseline) 2) Water Efficiency Programs: Increase water efficiency program participation rates over previous year annually, both in absolute amounts and in percentage of population: WaterSmart + Tame the Tap + Irrigation Assessments	- Conduct feasibility assessment on recycled water usage to create recycled water system - Incentivize or mandate recycled / non-potable water use for landscaping - Implement local water conservation measures - Address conservation focused on hospitality sector and short-term rentals - Hire a town Resource Manager - Incorporate monthly billing
	2) Reduce natural gas and gasoline fuel consumption in buildings and landscaping	3) Municipal Natural Gas Use: Annual 5% reduction in natural gas use over previous year for municipal facilities 4) Community-Wide Natural Gas Use: Annual 5% reduction in natural gas use over previous year community-wide 5) Municipal Gas-Powered Landscaping Equipment: By 2025, enforce an electric first replacement policy for municipal gas-powered landscaping equipment	- Decarbonize buildings through electrification - Phase out municipal gas-powered landscaping equipment		2) Reduce peak summer demand associated with outdoor water use	3) Peak Summer Water Demand: By 2025, 10% reduction in annual peak summer water demand for outdoor water use (below 2016 baseline) 4) Annual Water Loss: Reduce annual water loss from leaks over previous year	- Implement efficient landscaping - Enable leak detection program
Stretch Targets and Strategies:							
<p>1) Net-Zero Housing: By 2027, new housing built and controlled by the Town will be net-zero energy. To achieve this target, the Town will develop guidelines for new construction to be net-zero.</p> <p>2) Building Electrification: By 2030, require all new construction to be all-electric</p> <p>3) Diesel Construction Equipment: By 2032, develop guidance to minimize diesel construction equipment</p> <p>4) Community-Wide Gas-Powered Landscaping Equipment: By 2032, phase out gas-powered landscaping equipment community-wide</p>							

Focus Area	Goals	Targets	Strategies
Material Management 	1) Reduce materials going to landfill by reducing waste at the source and increasing the portion of waste that is diverted to recycling and composting	1) Source Reduction: By 2035, 20% reduction in municipal solid waste generation of all types combined (i.e., source reduction) 2) Landfill Diversion: By 2035, 40% diversion of landfill waste to recycling and composting	<ul style="list-style-type: none"> - Implement Pay-As-You-Throw (PAYT) and Universal Recycling Ordinance (URO) - Establish landfill bans on easily recycled items - Develop and implement construction and demolition waste diversion for new construction / major renovations - Target glass for recycling and organics for composting - Expand food waste rescue - Promote a circular economy by expanding second-hand retail and repair services - Phase out plastic beverage bottles by 2024 - Re-evaluate program scope for shared dumpster enclosure program (e.g., compost, grease) - Continue participation in the county's Zero Waste Task Force, and Strong Future advisory committee - Hire a Material Management Coordinator - Develop sustainable procurement policies
Stretch Target and Strategy:			
1) Fleet Electrification for Haulers: Incentivize waste haulers to electrify fleet by 2032			

Focus Area	Goals	Targets	Strategies
Climate Action 	1) Reduce GHG emissions from energy used to operate buildings	1) Energy Used To Operate Buildings: Reduce emissions (Scopes 1 & 2) from building energy use <ul style="list-style-type: none"> - By 2030, 21% GHG emissions reduction - By 2050, 36% GHG emissions reduction 	<ul style="list-style-type: none"> - Fastrack adoption of latest building code - Enforce energy benchmarking and reporting requirements - Implement retro-commissioning - Deploy energy management systems - Increase participation in utility programs
Stretch Target and Strategy:			
1) Electric Transit: By 2030, transition to 100% electric transit services (e.g., Free Ride)			

Focus Area	Goals	Targets	Strategies
Mobility 	1) Reduce vehicle trips and congestion community-wide	1) Transit Ridership & Micromobility: Increase local transit ridership by 10% each year and provide options for micromobility and last mile connections	<ul style="list-style-type: none"> - Enhance local transit services - Enhance route optimization and frequency - Allocate funding for micromobility - Implement parking strategy to reduce Vehicle Miles Traveled (VMT) - Increase availability of grocery delivery services
Stretch Targets and Strategies:			
1) Regional Transit Ridership: Increase regional transit ridership 10% over previous year <ol style="list-style-type: none"> Offer incentives for service use Increase regional collaboration between transit providers to optimize user experience Increase mode share of carpool and transit services 2) Car-Free Areas: Create permanent or temporary car-free areas			



Photo by Elaine Collins

Appendix B

Implementation Roadmap.

This appendix identifies the strategies per focus area and their associated goals, the responsible party or department to implement each strategy, the time horizon, and the order of magnitude cost to implement each strategy if the Town chooses to do so.

Time horizon is identified as the time frame needed to implement each strategy. It applies to municipal and community goals so that if one will take longer, the longer time horizon is chosen. Some of the strategies are currently underway but may take years to fully execute. A  noted in the time horizon indicates an ongoing effort. Note that a short time horizon does not imply this strategy is a priority, i.e., which strategy to implement first. The time horizon is meant to showcase how long a strategy will take once it starts. The order in which to tackle the strategies is up to the Town.

Key:

Time Horizon

0-2 years: Short

2-5 years: Medium

5-10+ years: Long



Town's Cost to Implement



Low



Medium



High

List of responsible party / department:

- Community Development
- County Partners
- Facilities
- Finance
- Fleet
- Mobility
- Municipal Services
- Parks
- Sustainability
- Town Council
- Water Department

Energy

Strategy	Goal Area Addressed	Responsible Party / Department	Time Horizon	Town's Cost to Implement
Boost onsite renewable energy generation	Renewable energy	Sustainability	Long	\$
Promote community solar gardens	Renewable energy	Sustainability	Long	\$
Support solar programs such as Solarize Summit	Renewable energy	Sustainability	Long	\$
Advocate Renewable Connect and Windsource program participation	Renewable energy	Sustainability	Long	\$
Adopt and implement renewable energy mitigation program	Renewable energy	Sustainability + Community Development	Medium	\$
Hire a town resource coordinator	Renewable energy	Town Council + Sustainability	Short	\$\$
Decarbonize buildings through electrification	Natural Gas	Sustainability + Community Development	Long	\$\$\$
Phase out municipal gas-powered landscaping equipment	Natural Gas	Parks	Medium	\$

Water

Strategy	Goal Area Addressed	Responsible Party / Department	Time Horizon	Town's Cost to Implement
Conduct feasibility assessment on recycled water usage to create recycled water system	Annual Potable Water Demand	Water	Short	\$
Incentivize or mandate recycled / non-potable water use for landscaping	Annual Potable Water Demand	Water + Community Development	Medium 	\$\$
Implement local water conservation measures	Annual Potable Water Demand	Water + Community Development + Parks	Short 	\$
Address conservation focused on hospitality sector and short-term rentals	Annual Potable Water Demand	Sustainability + Finance	Medium 	\$
Hire a town resource coordinator	Annual Potable Water Demand	Town Council + Sustainability	Short	\$\$
Implement efficient landscaping	Reduce Peak Summer Demand	Community Development + Parks	Short 	\$
Implement leak detection program	Reduce Peak Summer Demand	Water	Short 	\$
Implement monthly billing	Annual Potable Water Demand	Water	Short	\$

Material Management

Strategy	Goal Area Addressed	Responsible Party / Department	Time Horizon	Town's Cost to Implement
Implement Pay-As-You-Throw (PAYT) and Universal Recycling Ordinance (URO)	Reduce Waste & Increase Diversion	Sustainability	Short	\$
Establish landfill bans on easily recycled items	Reduce Waste & Increase Diversion	Sustainability + County Partners	Medium	\$\$
Develop and implement construction and demolition waste diversion for new construction / major renovations	Reduce Waste & Increase Diversion	Sustainability + County Partners	Medium 	\$\$
Target glass for recycling and organics for composting	Reduce Waste & Increase Diversion	Sustainability	Short 	\$
Expand food waste rescue	Reduce Waste & Increase Diversion	Sustainability	Short	\$
Promote a circular economy by expanding second-hand retail and repair services	Reduce Waste & Increase Diversion	Sustainability	Medium 	\$
Phase out plastic beverage bottles by 2024	Reduce Waste & Increase Diversion	Sustainability	Short 	\$\$
Re-evaluate program scope for shared dumpster enclosure program (e.g., compost, grease)	Reduce Waste & Increase Diversion	Sustainability	Short	\$
Continue participation in the county's Zero Waste Task Force, and Strong Future advisory committee	Reduce Waste & Increase Diversion	Sustainability	Short 	\$
Hire a material management coordinator	Reduce Waste & Increase Diversion	Town Council + Sustainability	Short	\$\$
Develop sustainable procurement policies	Reduce Waste & Increase Diversion	Sustainability + Finance + Municipal Services	Short	\$

Climate Action

Strategy	Goal Area Addressed	Responsible Party / Department	Time Horizon	Town's Cost to Implement
Fastrack adoption of latest building code	Reduce Emissions from Building Sector	Community Development	Short	\$
Enforce energy benchmarking and reporting requirements	Reduce Emissions from Building Sector	Sustainability + Community Development	Short	\$
Implement retro-commissioning	Reduce Emissions from Building Sector	Facilities	Medium	\$\$
Deploy energy management systems	Reduce Emissions from Building Sector	Sustainability + Facilities	Short	hourglass
Increase participation in utility programs	Reduce Emissions from Building Sector	Sustainability + Facilities	Short	hourglass
Pursue grant opportunities for EV supply equipment	EV Transition and Adoption	Sustainability	Short	hourglass
Provide preferred parking	EV Transition and Adoption	Mobility	Short	\$
Adopt EV first policy	EV Transition and Adoption	Fleet	Short	\$\$
Investigate funding options for fleet electrification	EV Transition and Adoption	Mobility + Fleet	Short	hourglass
Enforce policy on right sizing fleet and idling	Reduce Emissions from Fleet Vehicles	Fleet	Short	\$
Establish a program to remotely monitor municipal vehicles	Reduce Emissions from Fleet Vehicles	Fleet	Short	\$\$
Develop program for partnership with private fleet operators	Reduce Emissions from Fleet Vehicles	Sustainability	Medium	\$
Track/monitor technology advancement	Reduce Emissions from Fleet Vehicles	Mobility + Fleet	Short	hourglass

Mobility

Strategy	Goal Area Addressed	Responsible Party / Department	Time Horizon	Town's Cost to Implement
Enhance local transit services	Reduce Congestion	Mobility	Short 	\$\$
Enhance route optimization and frequency	Reduce Congestion	Mobility	Medium 	\$\$\$
Allocate funding for micromobility	Reduce Congestion	Mobility	Medium 	\$\$
Implement parking strategy to reduce Vehicle Miles Traveled (VMT)	Reduce Congestion	Mobility	Medium	\$\$
Increase availability of grocery delivery services	Reduce Congestion	Mobility	Medium	\$\$
Reduce traffic volume related to private lodging shuttle fleets	Reduce Congestion	Mobility	Medium	\$
Incentivize fleet consolidation, collaboration, and electrification	Reduce Congestion	Mobility + Fleet	Medium 	\$\$\$
Encourage other shared-mobility services	Reduce Congestion	Mobility	Short	\$

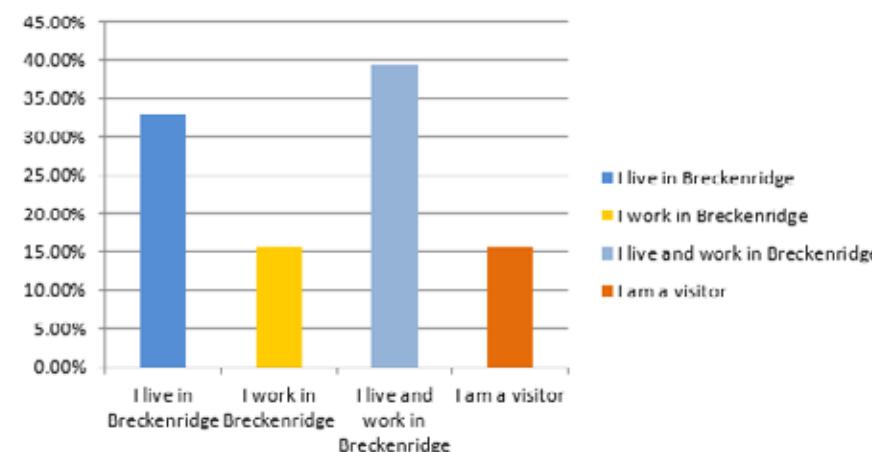
Appendix C

Town Survey Results.

As part of its community engagement to support the update process, the Town conducted a survey of residents, workers, and visitors between June and July of 2022. The objective was to get a sense of public opinion on fundamental questions that would guide how the update was constructed. It was advertised on the SustainableBreck website and through various media outlets and the mailing lists of the Town and its partners. The survey was available in both English and Spanish. The large number of responses on the survey suggests that the results are fairly representative of public sentiments.

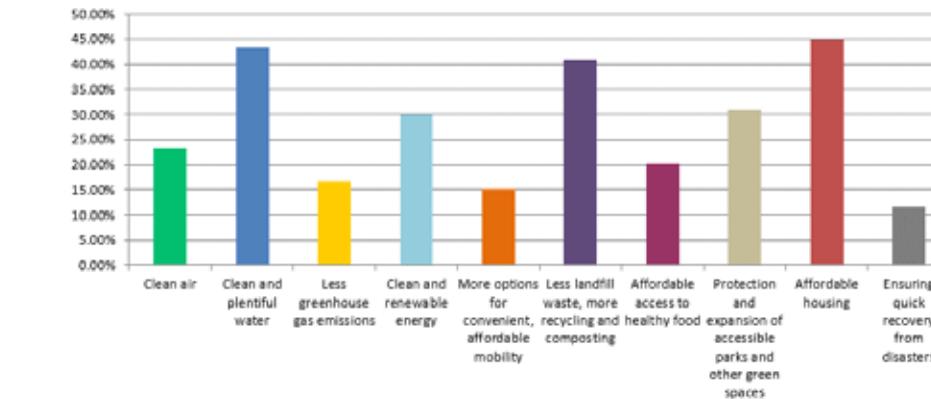
The survey was filled out by 394 people, an outstanding response that equals to nearly eight percent of the total population of Breckenridge. About 15% of respondents were visitors and another 15% were people who worked in Breckenridge but did not live there. The other 70% of respondents were residents, more than half of whom also worked in town.

Tell us about yourself...



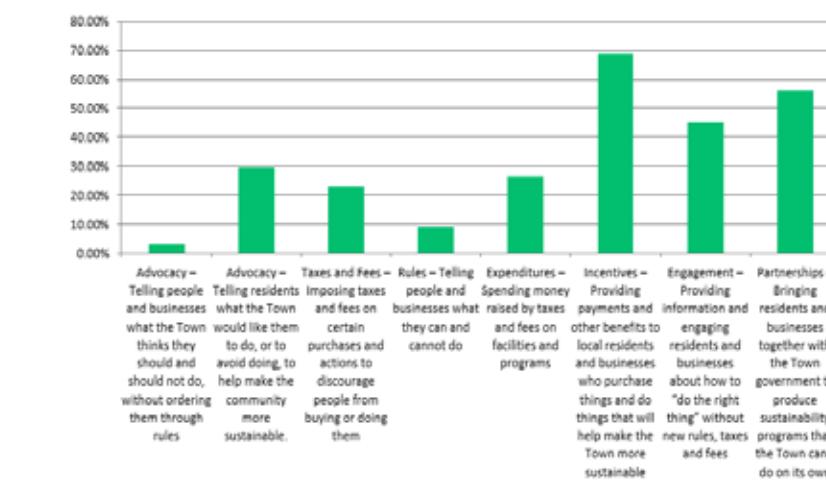
The updated SustainableBreck Plan could have positive effects in several areas. Respondents indicated that some areas of the plan were more important to them than others. The top three areas of interest were clean and plentiful water, less waste going to the landfill, and affordable housing. Quick recovery from disasters drew the least interest, possibly because the area has not experienced any major disasters recently. Greater mobility options also drew limited support, suggesting that residents are relatively satisfied with the options that already exist.

The updated SustainableBreck plan will seek to produce positive outcomes in several areas. Which areas do you feel are the most important? Choose no more than three.



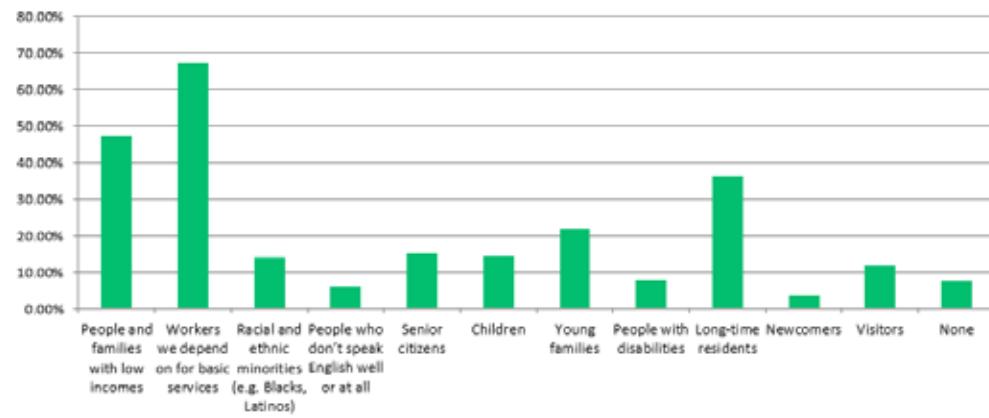
Governments have many tools available for solving problems. They can vary in both effectiveness and popularity. Sometimes the most effective tools are the least popular, and vice versa. Respondents to Question 3 expressed a clear preference for the Town using “softer” tools, such as incentives and partnerships, over harder ones, such as rules changes, taxes, and fees. This is consistent with public attitudes elsewhere.

Our Town government has several ways to help produce desired sustainability outcomes. Of the following ways, which would you prefer the Town use in the updated Plan? Choose no more than three.



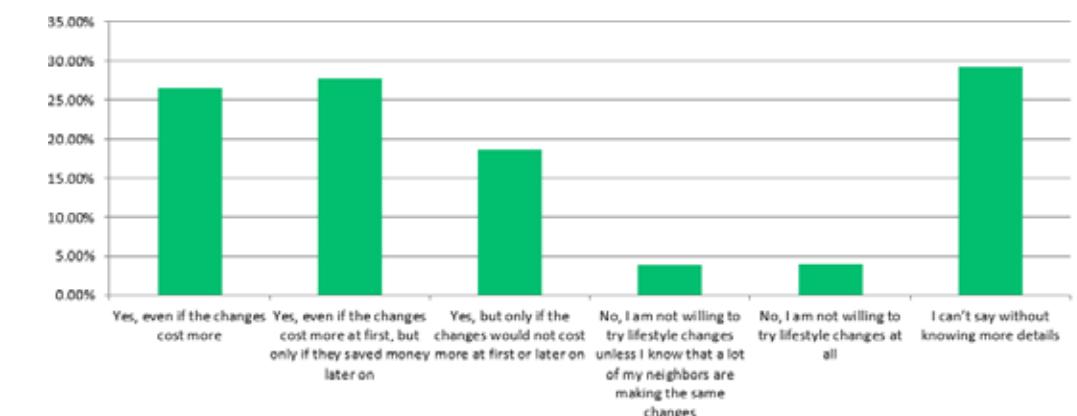
The Town wants its sustainability programs to be infused with a sensitivity to, and a promotion of, equity. Survey respondents put a priority on protecting and favoring local workers – the people who do the jobs on which the local economy relies. Families with children were also given a high priority, as were long-time residents. This suggests that families of workers who have children and have lived in the area for a long time should be a particular focus of sustainability efforts.

Strategies used to make a community more sustainable can affect some parts of the community more than others. Which parts of our community do you think it's most important to protect in the updated SustainableBreck Plan? Choose no more than three:



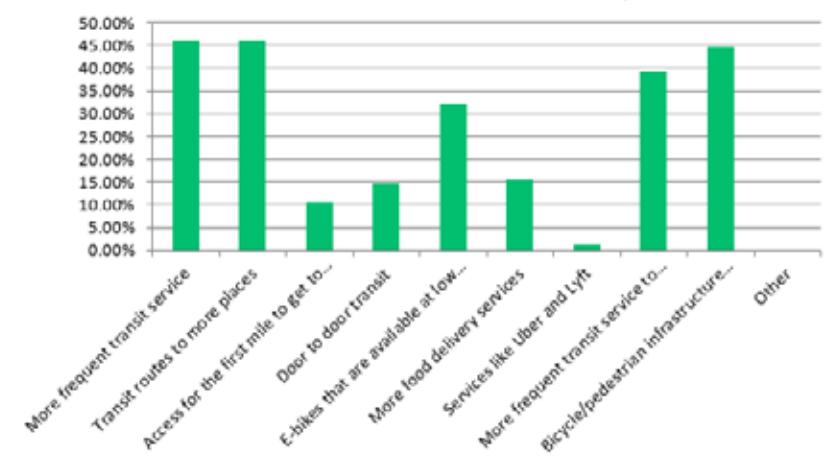
Virtually all survey respondents indicated a willingness to make some changes in their personal lives in order to promote community sustainability, and over half are willing to make those changes even if they cost more. Some prefer solutions that cost more up front but reduce expenses later on. About a third of respondents, however, want to know more about the costs of specific programs before deciding whether they would participate.

Some of our daily activities like driving, powering buildings, handling waste, using water and shopping choices can affect our community's sustainability. Would you be willing to try changes in your daily activities if you were confident that doing so would make the community more sustainable?

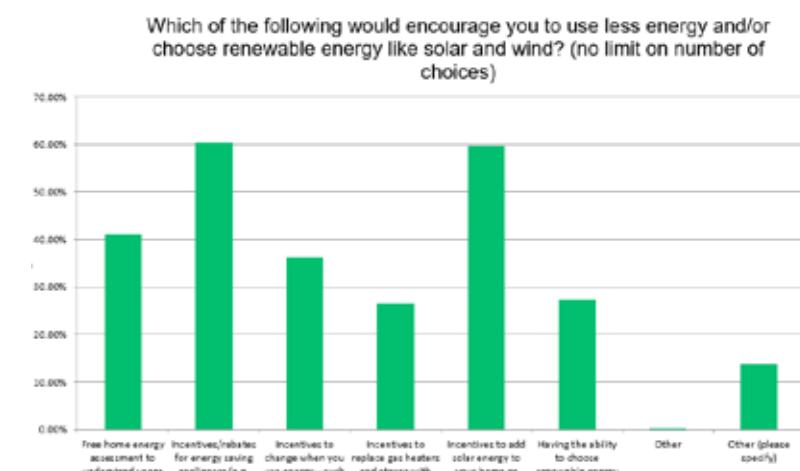


Survey respondents suggested that the nature of transit service – where it goes, when it goes, and what amenities are provided to riders – may be the most effective way to get people to choose to leave the car in its parking spot. E-bikes also drew interest from about a third of respondents, which is interesting considering how recently they have gained popularity. Food delivery services have also begun to draw interest as a way to get the same amount of food into homes with fewer vehicles.

Which of the following would encourage you to use a car less than you do now? (no limit on number of choices)

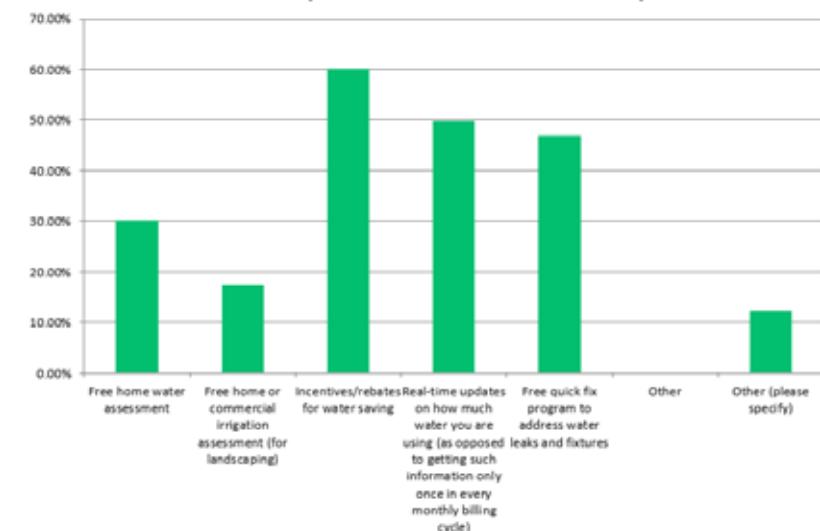


Respondents are open to a variety of incentives for greater investment in energy efficiency and renewable energy. This is consistent with the general preference for incentives shown in responses to Question 3. Which incentive program will be the most effective for a specific resident will likely depend on that person's individual circumstances. A resident that has already had a home energy audit, for example, is more likely to be interested in incentives for taking the next step, investing in renewable energy, than in doing another audit.



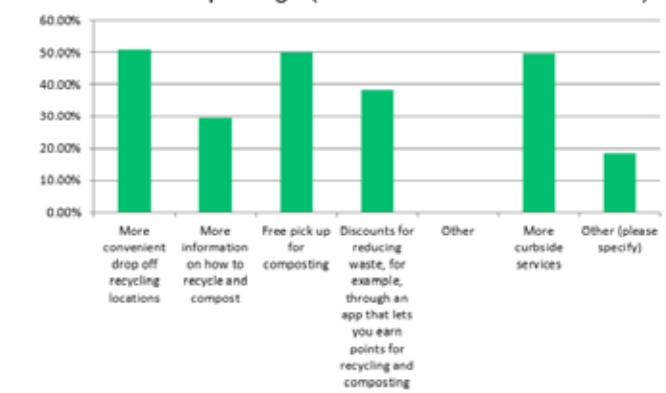
Incentives also appear to be the most effective tool to get people to use less water; 60% of respondents indicated that incentives would motivate them. It would also be useful for them to get data on their consumption that is closer to near real-time data. There was far less interest in free assessments for home irrigation systems, possibly because many homes do not have them.

Which of the following would encourage you to use less water? (no limit on number of choices)



While some people feel they would recycle and compost more if they had better information about options and methods, more people feel that they know what to do but need enhanced access to recycling and composting services. The combination of a new Pay-As-You-Throw program combined with a Universal Recycling Ordinance, as proposed in the Material Management section, would take advantage of this by enhancing the availability of curbside recycling while providing greater financial incentive to waste less and recycle more.

Which of the following would encourage you to send more of your household and yard waste to recycling / composting? (no limit on number of choices)



SUSTAINABLEBRECK

