



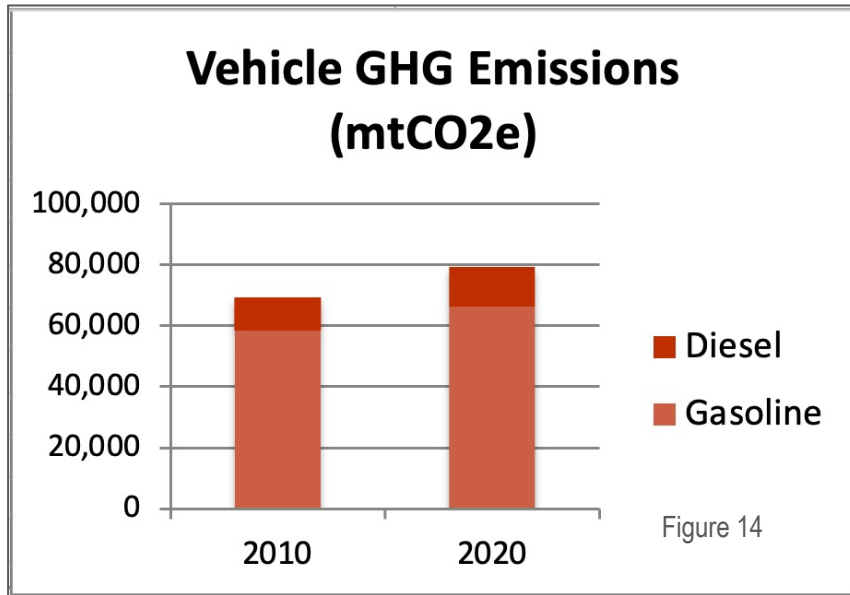
# Transportation & Aviation

## Transportation

The transportation sector encompasses ground transportation of people and goods travelling within, to, from, and passing through San Miguel and Ouray County. GHGs in the transportation sector stem from the combustion of liquid fuels (gasoline and diesel) by a wide range of vehicles and feel impact from a variety of factors (consumer choice, business demand, urban design, housing/business density, transit corridors, commuter and visitor choices, fuel type, etc.). Types of vehicles within this sector include personal vehicles, light trucks, commercial transport vehicles, heavy duty vehicles, and motorcycles. Due to our region's dependence on tourism comprehensively accounting for all GHGs associated with transportation is challenging. In addition, our GHG inventory was not initially set up to account for transit busses/vans, OHVs, RVs, or other vehicles that are increasingly used across the region. Efforts to improve our transportation emissions accounting are underway and will be incorporated starting with the 2020 GHG Inventory. This plan does not intend to decrease tourism in our region, but instead encourages "cleaner" vehicles and recreation opportunities which may reach a wider audience of visitors, without sacrificing our communities' emission reduction goals.

Opportunities and interventions to reduce emissions in the transportation sector span a range of scales and domains. Opportunities include shifting away from single occupancy vehicle use, transitioning to low-emission vehicle options for personal and commercial vehicles, and increasing viability of public transport options. Potential benefits of these changes include reduced congestion, and improved air quality.

## Vehicle Transportation Trends



Vehicle emissions have increased significantly since our 2010 baseline, by approximately 24%. This is mainly associated with an increase in our economy. Commuting workers, services of trades people, and a decrease in local affordable housing have increased the amount of workforce related vehicle transportation. The region has also experienced an increase in tourism, with noticeable visitor and service-related traffic increases throughout the year. During the 2020 and 2021 summer season, as people flocked away from cities, camper, motorhome, and similar vehicles became more prevalent. Jeep and OHV traffic has also been increasing, which is difficult to quantitatively capture in our emissions calculations due to the remote nature of the roads they travel.

## Vehicle Transportation Accomplishments

- Creation of the San Miguel Authority for Regional Transportation (SMART) to manage and improve public transportation serving San Miguel County.
- Development of Region 10's Four County Transit Study Update report in 2013 identifying needs and opportunities for greater regional public transit.
- Government and commercial business – supplied increases in public transportation opportunities for commuters and visitors.
- Ongoing operation of the free gondola service between TMV and Telluride. Gondola electricity emissions are 100% offset through SMPA's Totally Green Program.



# Vehicle Transportation Recommendations

## OBJECTIVE 1: Decrease vehicle travel

ACTION	GHG REDUCTION POTENTIAL				CO-BENEFITS					TIMELINE	PARTNERS
Subsidize bus passes for commuting workers.					=	\$		+		1-3	TSG, SMART, private employers
Increase affordable and available housing for local workers.					=	\$		+		Ongoing	All regional governments
Reduce in-community vehicle use by residents and visitors.					=	\$		+		5	All regional governments, SMART
Continue outreach and education efforts around public transit options.					=	\$		+		Ongoing	SMART, Region 10

## OBJECTIVE 2: Increase use of electric vehicles

ACTION	GHG REDUCTION POTENTIAL				CO-BENEFITS					TIMELINE	PARTNERS
Improve tracking and analysis of EV station use.					=	\$		+		1-3	SMPA
Increase number of EV charging stations when current EV stations are shown to be at peak capacity.					=	\$		+		1-3	Municipal building departments
Electrify fleet vehicles when viable.					=	\$		+		5	SMART, SMPA
Require new construction to be EV ready.					=	\$		+		Ongoing	Municipal building departments
Develop EV readiness plan for region.					=	\$		+		1-3	SMPA, all regional governments

### KEY







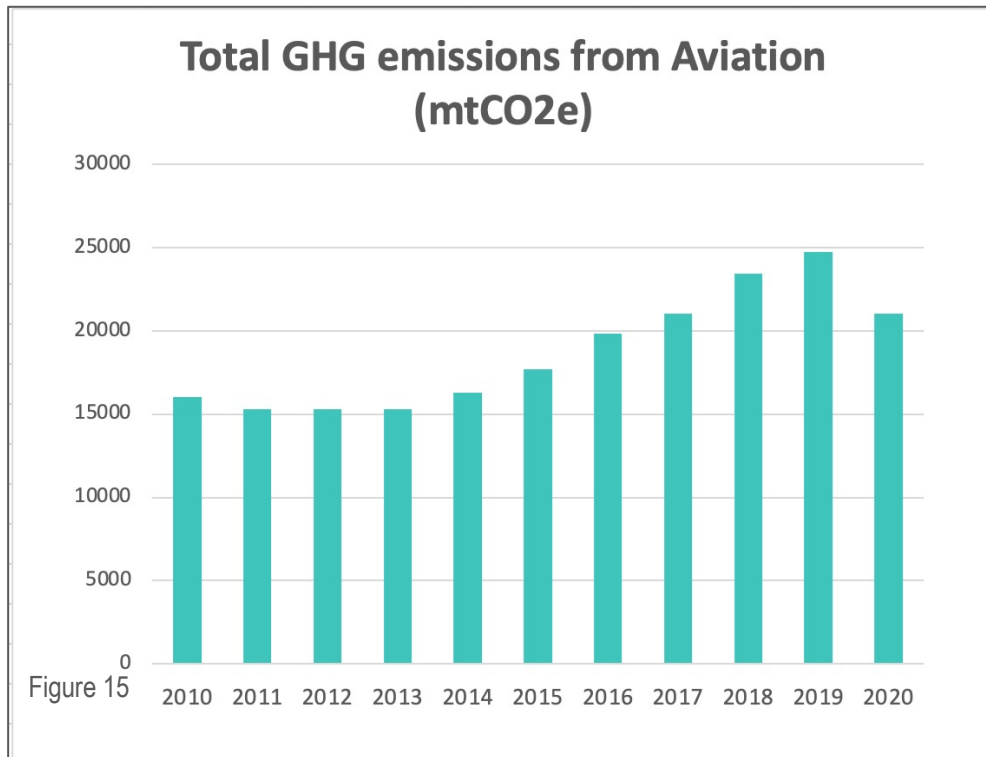
# Transportation & Aviation continued...

## Aviation

GHG emissions with aviation stem from aircraft fuels exclusively. Operational GHG emissions from buildings and vehicles are accounted for in prior sectors. Opportunities to reduce emissions in this sector include increased aircraft efficiency, electrifying ground support equipment, and maximizing capacity on airplanes to reduce fuel consumption per traveler. As aviation primarily serves to bring visitors and part time residents into San Miguel and Ouray County, we expect continued and possibly increased flight volumes. Moreover, as tourism is the primary industry for our region, maintaining its prevalence while optimizing efficiency is our main concern. The Telluride airport is within scope 1+2 of our GHG emissions, as it is within our regional boundaries. The Montrose regional airport is outside of our regional boundaries, but approximately 75% of travelers through the airport are coming to our counties, so we have traditionally included these associated Scope 3 emissions in our GHGI.

Although many airlines intend to reduce GHGs by setting voluntary targets, mandatory fuel efficiency requirements do not exist. Furthermore, because the airline industry operates outside of SEB's direct control, the recommended actions aim to encourage and influence TEX and our regional airports instead of recommending concrete changes. Fortunately, a substantial difference in emissions can be achieved with intentional action when compared to the business as usual scenario.

## Aviation Trends



- After relatively steady aviation travel numbers for a few years, the region has experienced a steady increase in airline travel and associated GHG emissions since 2014.
- Funding from local marketing efforts to increase visitor tourism has increased aviation travel and associated emissions.
- The Montrose Regional Airport (MTJ) reported a noticeable decrease in aviation fuel use and enplanements in 2020.
- The Telluride Airport (TEX) reported a decrease in enplanements, but an increase in aviation fuel use from the airport.



















## Aviation Accomplishments

- TEX began using sustainable aviation fuel (SAF), a biofuel mix, in January of 2020, one of the first airports in Colorado to provide SAF, with a goal of providing it for 25% of fuel sales. Use of SAF will reduce operational emissions of sulfur oxides, particulate matter (both count and mass) and carbon monoxide.
- TEX is preparing a marketing and communications plan for its passengers on the use of SAF with the help of AVFUEL, the fuel supplier, as a means of educating the public & increasing public support.
- Since 2017, TEX has promoted PCI's Carbon offset program to passengers.
- TEX was the first large entity to subscribe to the Last Dollar community solar array to offset emissions.
- While many visitors fly in/out of MTJ, an increase in private shuttle companies has decreased the number of private vehicle rentals.

# Aviation Recommendations



**OBJECTIVE 3: Decrease GHG emissions per passenger associated with airline flights serving our region**

ACTION	GHG REDUCTION POTENTIAL				CO-BENEFITS					TIMELINE	PARTNERS
Educate, conduct outreach, and encourage travelers to support utilization of local carbon offset programs.					=	\$		+		Ongoing	Regional airports, Pinhead Institute
Encourage increased use of bio-jet fuel at all regional airports.					=	\$		+		Ongoing	Regional airports
Support policies that encourage airlines to increase plane capacity while decreasing flights.					=	\$		+		Ongoing	Regional airports

KEY

 GHG Potential 1-4 | 
  Promotes Equity | 
  Economic Sustainability | 
  Environmental Quality | 
  Public Health & Safety | 
  Builds Resilience