MOUNTAIN TOWNS 2030

WORKSHOP · WED, OCT 14 · 1:15-2:15 PM

Decarbonizing the Last Mile

Kolby Ward, VP, Business Development, 106West Logistics (moderator); Ryan Kenney, Police Chief, Town of Vail; Jessica Burley, Sustainability & Parking Manager, Town of Breckenridge; Meghan Quinn, Executive Director, Teton Village Resort District

Delivery semis on Main Street, in alleys and at resort bases undercut town goals for walking, biking and safety. Vail, Breckenridge and Teton Village shared how coordinated delivery programs, one small cross-dock plus electric carts for the last mile, removed the conflict instead of just moving it.

KEY TAKEAWAYS

1. **Zones and time windows only move the problem.** Trucks still block sightlines, alleys and trash service. With a cross-dock, distributors unload once and leave in an hour or two instead of six to eight.
2. **There's more than one way to site a dock.** Vail used loading docks it required in redevelopment decades ago. Breckenridge leases temporary space on a redevelopment site. Teton Village built in its maintenance yard.
3. **Tiered dock fees cover part of the cost.** Fees reflect frequency, time at the dock, businesses served and truck size. They cover about 45% of costs in Vail and about 20% in Breckenridge.
4. **Distributors end up saving money.** Vail's largest distributors pay about $30,000 a year; one said it would pay double, since its trucks went from eight hours a day in town to 30 to 40 minutes.
5. **Benefits spread beyond traffic.** Vail freed eight code enforcement officers. Breckenridge's returning carts backhaul clean cardboard, freeing room for composting at five of ten shared enclosures.

WHAT LOCAL OFFICIALS CAN DO

- ☐ **Size the dock for full participation.** Breckenridge's temporary dock fits 15 to 20 of 30-plus vendors. Even if you phase in, plan for full scale.
- ☐ **Don't promise away revenue options.** Telling businesses only vendors would pay closed doors on other cost recovery.
- ☐ **Ground fees in real costs.** Tally curb, asphalt, striping, signage and enforcement costs. Vail ran a full winter of data before charging.
- ☐ **Talk to building officials early.** Teton Village's dock was moved to a higher snow-load risk category late in the process.
- ☐ **Choose the operator carefully.** Alcohol transport approval, state and county health inspections and insurance all need handling.
- ☐ **Survey residents before launch.** Breckenridge added a question only afterward; a baseline would show the change.

BY THE NUMBERS

27,890
Trucks removed from the three downtowns combined

1,000+
Metric tons of tailpipe and reefer emissions removed

~45%
Program costs covered by dock fees in Vail

2,410
Trucks out of Teton Village's core since Nov. 2025

8
Vail code enforcement officers freed from truck duty

60% to 85%
Faster deliveries reported for businesses

WATCH OUT FOR

- ! Vail was sued over its program. A federal temporary injunction was overturned by the 10th Circuit, and Vail has moved to dismiss the case.
- ! Expect warnings that prices will rise or vendors will stop delivering. Vail reports no price increases.

RESOURCES

106West Logistics
106westlogistics.com

Vail and Breckenridge ordinances
Vail's chief offered to share its dock fee ordinance

Peer programs
Vail and Breckenridge, CO; Teton Village, WY

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Summarized from the session recording and presenter slides. Figures are as presented; confirm with presenters before citing.

CONTACTS

Kolby Ward
VP, Business Development, 106West Logistics (moderator)

Ryan Kenney
Police Chief, Town of Vail

Jessie Burley
Sustainability & Parking Manager, Town of Breckenridge

Meghan Quinn
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