

Memos of Interest

Budget Supplemental Request

For increases above budgeted revenues or expenditures; new or increased programs, services, or personnel; transfers over \$50,000; or transfers across funds.

Email the completed form to the Department's Fund Specialist

Project/Service Name:	Airport Wildlife Hazard Assessment	Work Session Date:	03/16/10
Department:	Airport	Budget Year:	2010
Request Type:	Adjustment to Operations	Adjustment Type:	One-Time Adjustment
Fund:	Airport		

Staff Responsible:	Jim Elwood	Prepared By:	Francey Jesson
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1) PROJECT DESCRIPTION AND BACKGROUND – Provide a summary description of the proposed project and the objective(s) to be achieved.

In January of 2009, US Airways flight #1549, an Airbus A320, ditched in the Hudson River after striking several birds shortly after take-off from LaGuardia Airport in New York. The event made world news. In June the Federal Aviation Administration (FAA) issued Cert-Alert No. 09-10 (see attached) to all commercial service airport operators to remind them of their obligations under Federal Aviation Regulation (FAR) Part 139 to conduct Wildlife Hazard Assessments (WHA) if certain criteria, or triggering events, are met. The Cert-Alert included a list of nearly 100 airports with a record of triggering events. Aspen Airport was on this list, and as such, is required to conduct a WHA.

Aspen Airport's current record of animal strikes by aircraft has been relatively few and minor compared to some other airports. However, aircraft operating at the airport in the past few months have experienced bird strikes, fortunately with little or no damage to the aircraft. This necessitates the WHA by federal requirements as a proactive safety measure.

A WHA is a year-long evaluation of both local and migratory species, including, but not limited to, birds, rodents and large and small mammals, wildlife attractants that may be present on or near the airport, potential impact of these factors on safe airport operations, and mitigation actions to reduce or eliminate that impact.

By regulation, the WHA must be conducted by a qualified wildlife damage biologist certified and approved by the FAA. The airport will need to solicit bids and contract with a firm meeting these qualifications. The airport also intends to utilize our contracted engineering and project management firm, Jviation, to prepare the federal bid documents.

2) STRATEGIC PLAN GOAL(S) ADVANCED – Identify how the project advances goals in areas of the strategic plan.

The airport is committed to providing the safest aviation environment for our customers, neighbors and users. Birds and other wildlife can pose a risk to safe aircraft operations. Depending upon the results of the WHA, a Wildlife Hazard Management Plan may be developed to establish policy, protocol and procedures airport staff can take to mitigate strike hazards.

3) REVENUE STREAM – Indicate if project can be funded from additional revenues from grants, increased fees, or anticipated savings.

The airport anticipates the cost of the WHA will be funded at 95% through FAA grant money available at the end of the federal budget year 2010, which is September, 2010. However, the since a WHA takes a year to complete and the airport is required to begin immediately by FAA, the airport intends to fund the project as soon as possible through the use of reserve airport funds with the expectation that we will be reimbursed.

4) FUNDING SUMMARY					
Line Item Description	Account Coding	Original Budget Amount	Revenue Increase/ Decrease	Expenditure Increase/ Decrease	Total Adjusted Budget
Wildlife Hazard Assessment		0		140,000	140,000
Anticipated FAA Grant Reimbursement (95% of WHA costs only)		0	133,000		133,000
	Subtotal:	0	133,000	140,000	7,000
*Highlight the cell and press F9 to update the Subtotals and Cost				Net Cost	7,000

IDENTIFY IF SERVICE SUPPORTS:

- a) **ORGANIZATIONAL HEALTH** – Describe how project 1) preserves or manages the County’s physical, financial or human resources, 2) supports other County departments, 3) provides accountability to citizens, and/or 4) monitors compliance.

This project preserves the County and airport’s organizational health by ensuring the airport is in full compliance with federal mandates, specifically FAR Part 139, which is the primary regulatory document for commercial service airports. It provides accountability to citizens because the community has expressed its desire for continued local access to commercial air service. Those same citizens also expect and trust that the airport is operating in as safe a manner as possible.

- b) **SERVICE DEMAND** – Describe how the level of service is increased, what impacts customers will experience, and how the increase will be evaluated/measured.

The federal mandate notwithstanding, this project will ensure that the airport continues to provide a safe operating environment for our tenants, users and customers. The WHA is an evaluation, which should have little to no direct impact on the experience of our customers while it is being conducted.

- c) **EFFICIENCIES** – Describe the return on investment of this request. Does the project provide any efficiency savings or increased productivity? Will this project reduce costs in another area (in which case the funding should reflect a budget offset)?

The WHA is a proactive safety-related project mandated by federal regulations. It is being conducted because recent minor aircraft wildlife strikes at the airport suggest more serious strikes may occur if the airport does not take proactive action towards prevention.

- 5) **ALTERNATIVE ANALYSIS** –What other approaches are there to achieving the desired outcome? What are impacts of delaying or not doing the project?

There are no other approaches that could achieve the desired outcome. The WHA is mandated and it must be conducted by a qualified wildlife damage biologist approved by the FAA. Neither the airport nor the County have anyone on staff qualified to conduct the WHA.

If the airport were to delay or not conduct the WHA, we would be in non-compliance with our FAA Airport Operating Certificate. Should this happen, we would be subject to fines, suspension of our Certificate and suspension of commercial air service.

BOCC Approval: _____
Date County Manager Signature

For Finance Dept Use:

TRANSACTION #	NAME	DATE ENTERED

CERTALERT

AIRPORT SAFETY AND OPERATIONS DIVISION, AAS-300

FOR INFORMATION, CONTACT John Weller, AAS-300, (202) 267-3778

DATE: June 11, 2009 No. 09-10
TO: Airport Operators, FAA Airport Certification Safety Inspectors
TOPIC: Wildlife Hazard Assessments in Accordance with Part 139 Requirements

Purpose: To remind airport operators of their obligations under Part 139 to conduct Wildlife Hazard Assessments if certain criteria are met.

Background: The risk of wildlife strikes to aircraft has been increasing. Many populations of wildlife species commonly involved in strikes have increased markedly in the last three decades and adapted to living in urban environments, including near airports. Thirteen of the 14 bird species in North America with mean body masses greater than 8 lbs have shown significant population increases during this time. For example, from 1980 to 2006, the resident (non-migratory) Canada goose population in the USA and Canada increased at a mean rate of 7.3 percent per year. In addition, commercial air traffic has increased from about 18 million aircraft movements in 1980 to over 28 million in 2007.

Part 139 requires certificated airports to conduct a Wildlife Hazard Assessment if they experience a triggering event.

According to section 139.337(b):

"In a manner authorized by the Administrator, each certificate holder must ensure that a Wildlife Hazard Assessment is conducted when any of the following events occurs on or near the airport:

- (1) An air carrier aircraft experiences multiple wildlife strikes;*
- (2) An air carrier aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;*
- (3) An air carrier aircraft experiences an engine ingestion of wildlife; or*
- (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraphs (b)(1), (b)(2), or (b)(3) of this section is observed to have access to any airport flight pattern or aircraft movement area."*

The Wildlife Hazard Assessment must be conducted by a qualified wildlife biologist who meets the requirements in Advisory Circular 150/5200-36, *Qualifications for Wildlife Biologists Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards at Airports*. The Wildlife Hazard Assessment must be conducted in accordance with Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* and the Wildlife Hazard Management Manual. The Wildlife Hazard Management Manual can be viewed and downloaded free of charge from the FAA's wildlife hazard mitigation web site: <http://wildlife-mitigation.tc.faa.gov/>. A Wildlife Hazard Assessment should include:

- (1) An analysis of the events or circumstances that prompted the assessment.
- (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
- (3) Identification and location of features on and near the airport that attract wildlife.
- (4) A description of wildlife hazards to air carrier operations.
- (5) Recommended actions for reducing identified wildlife hazards to air carrier

The Office of Safety and Standards (AAS) has conducted a search of the National Wildlife Strike Database. We found a number of airports (see attachment) that appear to have experienced triggering events but we have no record that they have initiated the Wildlife Hazard Assessment (WHA) required by Part 139.

Actions: Airports that have experienced a triggering event, but have yet to undertake a wildlife hazard assessment, should be immediately contacted by their FAA Airport Certification Safety Inspector. Airport operators should be directed to review the FAA Wildlife Strike Database at http://wildlife_mitigation.tc.faa.gov/public_html/index.html#access. No password is required. Airport operators must immediately initiate action to start a Wildlife Hazard Assessment if they confirm their airport has experienced a triggering event

Airport Improvement Funds (AIP) for FY 2009 have been identified to assist airports doing WHAs. The money is available on a first come first served basis. For more information about funding options, airport operators should contact their nearest FAA Airports District Office.

As we move to Safety Management Systems, it is incumbent upon airports to be proactive and understand the risk of wildlife strikes before they experience a triggering event. In this regard, the FAA has initiated a rulemaking project that will require certificated airports to conduct WHAs and to periodically update them. However, as the rulemaking process will take a number of years, operators of 139 airports that have not experienced a triggering event, and who have not done a WHA are encouraged to do one. The FAA also asks airports that have WHAs that are more than five years old to voluntarily update them.

Attachment:



Michael W. Brown
Manager, Airport Safety
And Operations Division

June 11, 2009
DATE

DISTRIBUTION CERTALERT

DISTRIBUTION LIST

REGION	STATE	AIRPORT NAME	ASSOCIATED CITY	AIRPORT CODE	TRIGGERING EVENT
CENTRAL	Kansas	Liberal Muni	Liberal	LBL	1
CENTRAL	Missouri	Columbia Reg	Columbia	COU	12
CENTRAL	Nebraska	Central Nebraska Reg	Grand Island	GRI	1
CENTRAL	Nebraska	McCook Muni	McCook	MCK	4
EASTERN	Maryland	Salisbury-Ocean City Wicomico Reg	Salisbury	SBY	3
EASTERN	New York	Elmira/Corning Reg	Elmira	ELM	123
EASTERN	New York	Ithaca Tompkins Reg	Ithaca	ITH	1
EASTERN	New York	Massena Int'l - Richards Fld	Massena	MSS	1
EASTERN	Pennsylvania	John Murtha Johnstown-Cambria Co	Johnstown	JST	4
EASTERN	Pennsylvania	Lancaster	Lancaster	LNS	1
EASTERN	Pennsylvania	University Park	State College	UNV	123
EASTERN	Virginia	Lynchburg Reg/ Preston Glenn Fld	Lynchburg	LYH	4
NEW ENGLAND	Maine	Bangor Int'l	Bangor	BGR	1
NEW ENGLAND	Massachusetts	Barnstable Muni	Hyannis	HYA	1
NEW ENGLAND	Massachusetts	Worcester Reg	Worcester	ORH	1
NEW ENGLAND	New Hampshire	Lebanon Muni	Lebanon	LEB	1
NEW ENGLAND	New Hampshire	Manchester	Manchester	MHT	13
NEW ENGLAND	New Hampshire	Pease Int'l Tradeport	Portsmouth	PSM	14
NORTHWEST MOUNTAIN	Colorado	Aspen-Pitkin Co Sardy	Aspen	ASE	14
NORTHWEST MOUNTAIN	Colorado	Montrose Reg	Montrose	MTJ	1
NORTHWEST MOUNTAIN	Colorado	Pueblo Muni	Pueblo	PUB	134
NORTHWEST MOUNTAIN	Colorado	Rocky Mountain Metropolitan Airport	Denver	BJC	2
NORTHWEST MOUNTAIN	Colorado	Yampa Valley	Hayden	HDN	14
NORTHWEST MOUNTAIN	Idaho	Lewiston- Nez Perce Co	Lewiston	LWS	1
NORTHWEST MOUNTAIN	Idaho	Magic Valley Reg	Twin Falls	TWF	1
NORTHWEST MOUNTAIN	Montana	Bert Mooney	Butte	BTM	4
NORTHWEST MOUNTAIN	Montana	Great Falls Int'l	Great Falls	GTF	1

NORTHWEST MOUNTAIN	Montana	Helena Reg	Helena	HLN	2
NORTHWEST MOUNTAIN	Montana	LM Clayton	Wolf Point	OLF	234
NORTHWEST MOUNTAIN	Oregon	Klamath Falls Int'l	Klamath Falls	LMT	13
NORTHWEST MOUNTAIN	Utah	Cedar City Muni	Cedar City	CDC	24
NORTHWEST MOUNTAIN	Wyoming	Natrona Co Int'l	Casper	CPR	14
SOUTHERN	Alabama	Mobile Reg	Mobile	MOB	13
SOUTHERN	Florida	Eglin Air Force Base	Valparaiso	VPS	1
SOUTHERN	Florida	Gainesville Reg	Gainesville	GNV	13
SOUTHERN	Florida	Pensacola Reg	Pensacola	PNS	123
SOUTHERN	Georgia	Middle Georgia Reg	Macon	MCN	23
SOUTHERN	Georgia	Valdosta Reg	Valdosta	VLD	1
SOUTHERN	Kentucky	Owensboro-Davies Co	Owensboro	OWB	123
SOUTHERN	Mississippi	Jackson Int'l	Jackson	JAN	13
SOUTHERN	North Carolina	Albert J Ellis	Jacksonville	OAJ	13
SOUTHERN	North Carolina	Smith Reynolds	Winston-Salem	INT	14
SOUTHERN	Puerto Rico	Luis Munoz Marin Int'l	San Juan	SJU	3
SOUTHERN	Puerto Rico	Mercedita	Ponce	PSE	1
SOUTHERN	South Carolina	Charleston International	Charleston	CHS	1
SOUTHERN	South Carolina	Columbia Metro	Columbia	CAE	134
SOUTHERN	South Carolina	Greenville-Spartanburg	Greer	GSP	1
SOUTHERN	South Carolina	Myrtle Beach Jetport	Myrtle Beach	MYR	1
SOUTHERN	Tennessee	Lovell Fld	Chattanooga	CHA	134
SOUTHERN	Tennessee	McGhee Tyson	Knoxville	TYS	13
SOUTHERN	Tennessee	Tri-City Municipal	Bristol/ Johnson/ Kingsport	TRI	14
SOUTHERN	Virgin Islands	Cyril E King	Charlotte Amalie	STT	4
SOUTHWEST	Arkansas	Adams Fld	Little Rock	LIT	13
SOUTHWEST	Arkansas	Fort Smith Reg	Fort Smith	FSM	13
SOUTHWEST	Arkansas	Memorial Fld	Hot Springs	HOT	1
SOUTHWEST	Arkansas	Northwest Arkansas	Fayetteville	XNA	1234
SOUTHWEST	Arkansas	Texarkana Reg-Webb Fld	Texarkana	TXK	4
SOUTHWEST	Louisiana	Baton Rouge Metro-Ryan	Baton Rouge	BTR	1
SOUTHWEST	Louisiana	Lafayette Reg	Lafayette	LFT	14
SOUTHWEST	Louisiana	Lake Charles Reg	Lake Charles	LCH	1
SOUTHWEST	Louisiana	New Orleans Int'l	New Orleans	MSY	1234
SOUTHWEST	New Mexico	Grant Co	Silver City	SVC	4
SOUTHWEST	Texas	Austin Bergstrom Intl	Austin	AUS	1234

SOUTHWEST	Texas	Brownsville/ South Padre Island	Brownsville	BRO	1
SOUTHWEST	Texas	Bush Intercontinental	Houston	IAH	1234
SOUTHWEST	Texas	Corpus Christi Int'l	Corpus Christi	CRP	134
SOUTHWEST	Texas	Dallas Love Fld	Dallas	DAL	1234
SOUTHWEST	Texas	Easterwood Fld	College Station	CLL	1
SOUTHWEST	Texas	El Paso Int'l	El Paso	ELP	1234
SOUTHWEST	Texas	Gregg Co	Longview	GGG	1
SOUTHWEST	Texas	Jefferson Co	Beaumont/ Port Arthur	BPT	1
SOUTHWEST	Texas	Laredo Int'l	Laredo	LRD	12
SOUTHWEST	Texas	Lubbock Int'l	Lubbock	LBB	13
SOUTHWEST	Texas	Mathis Fld	San Angelo	SJT	3
SOUTHWEST	Texas	Midland Int'l	Midland	MAF	134
SOUTHWEST	Texas	San Antonio Int'l	San Antonio	SAT	123
SOUTHWEST	Texas	Shepard AFB/Wichita Falls	Wichita Falls	SPS	1
SOUTHWEST	Texas	Tyler Pounds Fld	Tyler	TYR	1
SOUTHWEST	Texas	Valley Int'l	Harlingen	HRL	123
SOUTHWEST	Texas	Waco Reg	Waco	ACT	123
SOUTHWEST	Texas	William Hobby	Houston	HOU	1234
WESTERN PACIFIC	Arizona	Ernest Love Fld	Prescott	PRC	1
WESTERN PACIFIC	Arizona	Show Low Muni	Show Low	SOW	24
WESTERN PACIFIC	Arizona	Tucson Int'l	Tucson	TUS	134
WESTERN PACIFIC	California	Arcata	Arcata/Eureka	ACV	1
WESTERN PACIFIC	California	Chico Muni	Chico	CIC	1
WESTERN PACIFIC	California	Fresno Yosemite Int'l	Fresno	FAT	1
WESTERN PACIFIC	California	Jack McNamara Fld	Crescent City	CEC	1
WESTERN PACIFIC	California	Long Beach/ Daugherty Fld	Long Beach	LGB	1234
WESTERN PACIFIC	California	Meadows Fld	Bakersfield	BFL	1
WESTERN PACIFIC	California	Monterey Peninsula	Monterey	MRY	134
WESTERN PACIFIC	California	Ontario Int'l	Ontario	ONT	1234
WESTERN PACIFIC	California	Oxnard	Oxnard	OXR	1
WESTERN PACIFIC	California	Redding Muni	Redding	RDD	1
WESTERN PACIFIC	Nevada	Elko Muni	Elko	EKO	1
WESTERN PACIFIC	Nevada	McCarran Int'l	Las Vegas	LAS	134

Trigger Codes

1. An air carrier experiences multiple wildlife strikes.
2. An air carrier experiences substantial damage from striking wildlife.
3. An air carrier experiences an engine ingestion of wildlife.
4. Wildlife of a size, or in numbers, capable of causing an event described in 1-3 above is observed to have access to any airport flight pattern or aircraft movement area.

Request to BOCC for Legislative Action

Please email to susanm@co.pitkin.co.us.
Call Susan Murphy, 920-5213 if you have questions.

Date:	March 8 th , 2010
Deadline for action, if any:	ASAP. There is a rolling deadline depending on Committee hearing schedules. The first Committee hearing is Transportation and Energy on March 16 th . The support letter can be changed depending on when the Board is able to support the Bill.
Your Name and Dept:	Dylan Hoffman, Energy Management
State or Federal Legislation (check one)	<input checked="" type="checkbox"/> state <input type="checkbox"/> federal
Bill Number:	SB 10-100
Bill Sponsor(s), if known:	SENATE SPONSORSHIP: Schwartz, Carroll M., Foster, Gibbs, Heath, Newell, Romer HOUSE SPONSORSHIP: Miklosi,
Bill Status, if known:	01/20/2010 Introduced In Senate - Assigned to Local Government and Energy 01/28/2010 Senate Committee on Local Government and Energy Refer Unamended to Senate Committee of the Whole 02/02/2010 Senate Second Reading Laid Over Daily 02/12/2010 Senate Second Reading Passed with Amendments 02/15/2010 Senate Third Reading Passed 02/17/2010 Introduced In House - Assigned to Transportation & Energy
Bill Title:	A BILL FOR AN ACT CONCERNING GREATER FINANCING FLEXIBILITY FOR LOCAL DISTRICTS ORGANIZED FOR PURPOSES RELATED TO ENERGY
Brief Summary of Bill: Current law prohibits local improvement districts for energy efficiency improvements and renewable energy improvements (energy LIDs) to cross county boundaries. Sections 1, 2, and 5 of the bill allow such a district formed by a county to be created in 2 or more counties. Sections 1 and 7 also expand the definition of "renewable energy improvement" for energy LIDs formed by both counties and municipalities to include improvements located at a qualified community location rather than directly on a residential or commercial building. Sections 3 through 6 exempt energy LIDs formed by a county from a variety of inappropriate requirements that are otherwise generally applicable to local improvement districts.	
BOCC position desired: (check one) <input type="checkbox"/> oppose <input checked="" type="checkbox"/> support <input type="checkbox"/> amend	

<p>Specific action requested: (Check appropriate box) Please attach suggested language for letter or email.</p>	<p><input type="checkbox"/> phone call <input type="checkbox"/> email, <input checked="" type="checkbox"/> letter <input checked="" type="checkbox"/> other (staff also urges the BOCC to contact Rep. Curry directly to express support.</p>
<p>Reasons why the County should take the requested position: This legislative change is needed to allow counties to join together to administer and bond for energy LID's (like the Energy Smart Loan Program) Without the benefits that come from economies of scale - reduced administrative costs, reduced marketing and community education costs, increased credit-worthiness of the bonds and thus lower interest rates for participants - we likely won't see these programs implemented as effectively in our smaller communities. With such authority, Gunnison, Pitkin, and Eagle counties could join together to run their energy LID programs.</p> <p>The Board has previously sent a letter of support for this bill (dated January 27th, 2010 to Senate Local Government and Energy Committee)</p>	
<p>BOCC action:</p>	

March 8th, 2010

Representative Miklosi and Members
Colorado House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, CO 80203

RE: SB 10-100 (CONCERNING GREATER FINANCING FLEXIBILITY FOR LOCAL DISTRICTS ORGANIZED FOR PURPOSES RELATED TO ENERGY)

Dear House Transportation and Energy Committee:

We thank you for your consideration of SB 10-100 concerning greater financing flexibility for local districts organized for purposes related to energy. We are convinced that these programs are crucial for our community, region, state and the national well-being. As you are probably aware, recent ballot measures were passed in Eagle, Pitkin, and Gunnison Counties granting the authority to implement a Property Assessed Clean Energy (PACE) program, the Energy Smart Loan Program. Our counties have also been working closely with Governor Ritter's Energy Office and the success of the program could have very positive results and provide an example for future statewide adoption. However, relative to our small populations, the cost of bonding and other funding costs have proven to be significant obstacles in the successful implementation of our programs.

This legislative change is needed to allow counties to join together to administer and bond for energy LID's (as without the benefits that come from economies of scale - reduced administrative costs, reduced marketing and community education costs, increased credit-worthiness of the bonds and thus lower interest rates for participants - we likely won't see these programs implemented as successfully in our smaller communities). With such authority, Gunnison, Pitkin, and Eagle counties could join together to run their energy LID programs.

Your sponsored bill will allow cross boundary districts that will be able to share in the cost of program implementation. Such a statutory revision is critical to counties such as Pitkin County, which strongly desire such a program which will see increased success with a consolidation of resources with other partnering counties.

We commend and strongly support you in your efforts. Please do not hesitate to contact us if we can be of any assistance in your endeavors.

Sincerely,

George Newman
Chairman
Pitkin County Board of County Commissioners

MEMO OF INTEREST

WORK SESSION DATE: March 16, 2010

TOPIC: Aspen Village & Highway 82

STAFF RESPONSIBLE: Catherine Berg and GR Fielding

ISSUE STATEMENT:

The Aspen Village Metro District and the Aspen Village Home Owners Association requested, in a letter dated November 18, 2009, that the County initiate a review of the intersection of Aspen Village and Hwy 82. Their specific concern was pedestrian safety for residents and school children. GR Fielding and Catherine Berg met with the Metro District and the Association on February 16, 2010.

BACKGROUND:

As Aspen Village and Pitkin County have grown the quick-mart and parking area at the base of Aspen Village have been gaining popularity. In recent years two businesses, other than the traditional quick-mart, have begun conducting business from this location, under annual temporary permits. The vehicle trips created from residences, the quick-mart, fruit stand and landscaping business result in congestion issues during peak hours. The residents of Aspen Village are concerned about pedestrian safety due to the high volume of traffic.

County Staff received direction from the BOCC to meet with concerned parties to review improvement options for the area.

On February 16th, 2010, GR Fielding and Catherine Berg met with the Aspen Village Metro District and the Home Owners Association. Staff listened to concerns about the volume of traffic during summer months, the concerns about potential conflicts with school children and other residents. The District and Association made recommendations for helping the problem; building a footpath behind the quick-mart, creating a raised pedestrian path along Aspen Village Road and developing further parking.

GR Fielding informed the District and Association of Pitkin County's limited budget for these types of pedestrian improvements, and it was concluded that when the fruit stand and landscaping businesses reapply to the Pitkin County Community Development Department for their Special Use Permits this spring, County Staff will work with the citizens of Aspen Village, and the businesses, on developing a more detailed parking management plan. Don Crouch, the owner of the quick-mart, also agreed with this decision.

GR Fielding also let the District and Association know that they could write a letter asking to put a Capital Improvement Project for the proposed pedestrian amenity on the Capital Project List and that the project's priority would be determined at a later date.

LINK TO STRATEGIC PLAN:

Regional Transportation

Provide funding necessary to sustain safe, efficient, and high-quality County Roads.

Safe and Healthy Community

Pitkin County residents, employees and visitors will live in a safe, secure and healthy environment.

BUDGETARY IMPACT:

There is no budgetary impact at this time.

STAFF ACTION:

Staff will proceed with working with the residents of Aspen Village to finalize a more detailed parking management plan unless otherwise directed.

MEMO OF INTEREST

WORK SESSION DATE: March 16, 2010

TOPIC: Update from the Pitkin County Library

STAFF RESPONSIBLE: Kathleen Chandler, County Librarian

LINK TO STRATEGIC PLAN:

Safe and Healthy Community

This spring the library will begin to provide courier service to deliver library materials to the Recreation Center in Snowmass Village. Library users who are not planning a trip into Aspen will have the option to request that items be delivered there. Materials can be requested on-line from this library's collection or from any Marmot member library on the Western Slope.

Staff continue to work on ways to help the public keep current with changes in the way information is now available. A video has been produced to introduce people to the library's services. It can be viewed on the library's website (www.pitcolib.org), and staff also maintain an active blog on the site. Once a month staff hosts a public training program called "e-Thursday." A different topic is covered each month. The March program will be on Ancestry.com, a genealogy database the library subscribes to on behalf of the public. The database is currently being featured on a television series called, *Who do You Think You Are?*

Community Involvement

The Library Board has been working with the draft report from Susan Kent, the library consultant who conducted public forums last summer on behalf of the library. Several changes are underway in response to the forums. Additional shelving has been purchased by Friends of the Library, and furniture will be rearranged this month to take better advantage of views in the reference area and to feature new books more prominently. Computers are going to be added for student use in the children's room, and lots of shelving will be added to the rapidly growing young adult area on the mezzanine. Staff are investigating the possibility of adding a coffee cart to the adult reading area.

City staff members have been meeting with representatives from the library to discuss plans for repair of the roof of the parking garage. The Library Board is preparing to issue a Request for Qualifications to engage an architectural firm to work with the library consultant to study whether the library can accomplish the goals of its strategic plan within the current footprint of the building, or whether it will soon be necessary for the library to expand onto its easement atop the parking garage. If the latter is the case, then the library wishes to coordinate its plans for expansion along with the plans for repair of the garage roof.

Organizational Excellence

The library closed for Presidents' Day this year and that day was used for staff training day. The Library Board is reviewing policy changes that will ultimately make it easier for individuals to use the self checkout machines, and adjustments are being made in the way materials are handled in the library. The goal will be to free up more staff time in order to provide more direct reference service to people in search of information.