

- 1 - Oct 25, 2022 CBOE and BOCC work session agenda
- 2 - CBOE No01 - Value Stipulation for Boxer F2 LP
 - 2.1 - presented at Oct 25 meeting, 2022 CBOE Area Changes
 - 2.5 - presented at Oct 25 meeting, for Lead King Loop discussion
- 3 - CDOT Annual Meeting Agenda
 - 3.1 - Presented at Oct 25 meeting, R3 Overview Book ([Public Link](#))

GUNNISON COUNTY BOARD OF COMMISSIONERS
MEETING NOTICE

DATE: Tuesday, October 25, 2022

Page 1 of 9

PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
200 E. Virginia Avenue, Gunnison, CO 81230
(Remote Option, below)

GUNNISON COUNTY BOARD OF EQUALIZATION (CBOE) MEETING:

- 8:30 am
- Call to Order
 - Hearing Officer Recommendations for Properties appealed to the CBOE:
 1. CBOE #02; R044150; Patricia F. Del Tredici Living Trust
 2. CBOE #03; R003490; Sue E. Attaway
 3. CBOE #04; R033562; M. Kelley and Janet S. Ribbens
 4. CBOE #05; R033563; M. Kelley and Janet S. Ribbens
 5. CBOE #06; R033564; M. Kelley and Janet S. Ribbens
 - Value Stipulation for CBOE #01; R044717 + 279 Others; Boxer F2 LP (Agent: Ryan LLC) – *see list of 279 other properties at the end of this agenda*
 - Assessor Recommendations for Changes to Properties not appealed to the CBOE
 - Adjourn

>>PORTFOLIO INFORMATION: Please use this SharePoint link to view the individual folders for each 2022 CBOE petition listed above:
https://gcco.sharepoint.com/:f:/s/CBOE-EXT/EIOJFuRkRtOtkSncvFMMv8G8BvjB2F-K_ZVRLBAGDqyVjvQ

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS WORK SESSION:

- 9:00 am
- Lead King Loop Discussion
 - **BREAK**
- 10:30 am
- Sustainable Tourism & Outdoor Recreation Committee (STOR) Update
- 11:00 am
- Colorado Department of Transportation (CDOT); Annual Update
- 12:00 pm
- LUNCH BREAK
- 1:30 pm
- 2023 Gunnison County Budget Discussions:
 1. Local Marketing District
 2. Housing

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

ZOOM MEETING DETAILS (Mountain Standard Time):

Join Zoom Meeting: <https://us02web.zoom.us/j/82753657556?pwd=MjNDbTZHTFNRVdDemZjdC91aVBIZz09>

Meeting ID: 827 5365 7556

Passcode: 471302

(rest of details continued on page 2)

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GUNNISON COUNTY BOARD OF COMMISSIONERS
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Page 2 of 9

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200 E. Virginia Avenue, Gunnison, CO 81230
(Remote Option, below)

Zoom Meeting *Details (continued)* :

One tap mobile

+12532158782,,82753657556#,,,,*471302# US (Tacoma)

+13462487799,,82753657556#,,,,*471302# US (Houston)

CBOE #01; Boxer F2 LP
LIST OF 279 OTHER PROPERTIES

CBOE #	ACCOUNTNO	OWNER	AGENT
CBOE #01;	R044698	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044699	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044701	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044702	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044703	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044704	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044705	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044706	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044707	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044708	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044709	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044710	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044711	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044712	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044713	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044714	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044715	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044716	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044717	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044718	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044719	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044720	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044721	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044722	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044723	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044724	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044725	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044726	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044727	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044728	BOXER F2 LP	(Agent: Ryan LLC)

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Page 3 of 9

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CBOE #01;	R044729	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044730	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044731	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044732	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044733	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044734	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044735	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044736	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044737	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044738	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044739	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044740	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044741	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044742	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044743	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044744	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044745	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044746	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044747	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044748	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044749	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044750	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044751	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044752	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044753	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044754	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044755	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044756	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044757	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044758	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044759	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044760	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044761	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044762	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044763	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044764	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044765	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044766	BOXER F2 LP	(Agent: Ryan LLC)
CBOE #01;	R044767	BOXER F2 LP	(Agent: Ryan LLC)

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AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Value Stipulation for CBOE #01; R044717 + 279 Others;

Action Requested: Motion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

Please find attached for CBOE #01, a stipulation valuation from the Colorado BAA hearing re 2021 valuations (signed by all parties). Also included here. a spreadsheet with 2022 recommended findings and values for Boxer. based upon the 2021 stipulation valuation with the BAA.

Fiscal Impact:

Submitted by: Melanie Bollig

Submitter's Email Address: mbollig@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbollig

Discharge Date: 10/21/2022

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 5

Agenda Date: 10/25/2022

<p>BOARD OF ASSESSMENT APPEALS, STATE OF COLORADO 1313 Sherman Street, Room 315 Denver, CO 80203 Telephone: (303) 864-7710</p>	<p>Docket No.: 2021BAA5799</p>
<p>Petitioner: Boxer F2 LP</p> <p>v.</p> <p>Respondent: Gunnison County Board of Equalization</p>	<p>Schedule No.: Various</p> <p>Tax Year: 2021</p>
<p>Attorney for The Gunnison County Board of Equalization: Matthew R. Hoyt, Atty. Reg. #51792 Alex San Filippo-Rosser, Atty. Reg. #43874 Office of the Gunnison County Attorney 200 East Virginia Avenue Gunnison, CO 81230 Phone Number: (970) 641-5300 Fax Number: (970) 641-7696 E-mail: mhoyt@gunnisoncounty.org asanfilippo-rosser@gunnisoncounty.org</p>	
<p align="center">STIPULATION BY PARTIES</p>	

Petitioner(s) and Respondent, as captioned above, hereby enter into this stipulation regarding the tax year(s) 2021 valuation of the subject property, and jointly move the Board of Assessment Appeals to enter a final agency order based on this stipulation.

Both parties stipulate as follows:

1. Subject property is currently classified as mixed use - commercial/residential.
2. After a timely appeal to the Respondent Gunnison County Board of Equalization, the subject property was valued as follows:

Residential \$ 563,200.00
Commercial \$19,356,430.00
Total \$19,919,630.00

3. After further review and negotiation, both parties agree that the subject property's actual value for tax year(s) 2021 should be as follows:

Residential \$ 537,770.00
Commercial \$18,462,230.00
Total \$19,000,000.00

4. This stipulated value applies to list of schedule numbers attached hereto and part hereof as Appendix A. The residential property is listed on Appendix A on the first line (R044717).

5. Based upon negotiation and analysis of the three approaches to value, the Parties agree that the subject property should be valued at \$19,000,000.

6. Both parties agree that the hearing scheduled before the Board of Assessment Appeals on November 16, 2022 should be vacated and that this case should be dismissed.

7. The foregoing stipulation shall not be deemed an admission or concession as to the contentions or positions of either party, nor be deemed to be binding or have any preclusive effect with regard to any tax year other than 2021, or with regard to any property other than the property at issue in this matter, and then only as to the valuation of that property for *ad valorem* property tax purposes.

Date: 10/17/22

Michelle Tarbell

Michelle Tarbell
Ryan LLC
1999 Broadway, Suite 4100
Denver, Colorado 80202
Telephone: (303) 222-1861
Agent

Date: _____

Alex San Filippo-Rosser
Gunnison County Deputy Attorney
Gunnison County Board of Equalization
200 East Virginia Avenue
Gunnison, Colorado 81230
Telephone: (970) 641-5300
Attorney for Respondent

Residential \$ 563,200.00
Commercial \$19,356,430.00
Total \$19,919,630.00

3. After further review and negotiation, both parties agree that the subject property's actual value for tax year(s) 2021 should be as follows:

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Commercial \$18,462,230.00
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Date: _____

Michelle Tarbell
Ryan LLC
1999 Broadway, Suite 4100
Denver, Colorado 80202
Telephone: (303) 222-1861
Agent

Date: 10/17/22


Alex San Filippo-Rosser
Gunnison County Deputy Attorney
Gunnison County Board of Equalization
200 East Virginia Avenue
Gunnison, Colorado 81230
Telephone: (970) 641-5300
Attorney for Respondent

Date: 19 Oct 2022



Kristy McFarland
Gunnison County Assessor
221 North Wisconsin Street, Suite A
Gunnison, Colorado 81230
Telephone: (970) 641-1085
Respondent

CERTIFICATE OF SERVICE

I hereby certify that on this 19th day of October, 2022, I caused to be served via electronic filing using BAA Case Management System, First Class Mail, postage pre-paid, hand-delivered, electronic mail, or by facsimile a true and correct copy of the **STIPULATION BY PARTIES** addressed as follows:

Michelle Tarbell
Ryan LLC
1999 Broadway, Suite 4100
Denver, Colorado 80202
E-mail: michelle.tarbell@ryan.com
Representative for Petitioner/Petitioner

/s/ Errol B. Davis _____

Errol B. Davis

2022 CBOE RECOMMENDATION AND DECISION SUMMARY - CASE #1 - BOXER F2 LP

Account No	Legal Description	Notice of Determination	Recommended Finding	Recommended Value	CBOE Decision	CBOE Value
R044717	IMPROVEMENT ONLY: EMPLOYEE LIVING SPACES	\$563,200	ADJUST	\$537,770		
R044718	UNIT 101 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044719	UNIT 102 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044720	UNIT 103 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044721	UNIT 104 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044722	UNIT 105 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044723	UNIT 106 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044724	UNIT 107 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044725	UNIT 108 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044726	UNIT 109 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044727	UNIT 110 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044728	UNIT 111 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044729	UNIT 112 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044730	UNIT 113 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044731	UNIT 114 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044732	UNIT 115 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044733	UNIT 116 ELEVATION A PLANNED COMMUNITY	\$36,490	DENY	\$36,490		
R044734	UNIT 117 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044735	UNIT 118 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044736	UNIT 201 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044737	UNIT 202 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044738	UNIT 203 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044739	UNIT 204 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044740	UNIT 205 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044741	UNIT 206 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044742	UNIT 207 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044743	UNIT 208 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044744	UNIT 209 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044745	UNIT 210 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044746	UNIT 211 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044747	UNIT 212 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044748	UNIT 213 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044749	UNIT 214 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044750	UNIT 215 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044751	UNIT 216 ELEVATION A PLANNED COMMUNITY	\$36,490	DENY	\$36,490		
R044752	UNIT 217 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044753	UNIT 218 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044754	UNIT 249 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044755	UNIT 250 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044756	UNIT 251 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044757	UNIT 252 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044758	UNIT 253 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044759	UNIT 254 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044760	UNIT 255 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044761	UNIT 256 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044762	UNIT 257 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044763	UNIT 258 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044764	UNIT 259 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044765	UNIT 301 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044766	UNIT 302 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044767	UNIT 303 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044768	UNIT 304 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044769	UNIT 305 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044770	UNIT 306 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044771	UNIT 307 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044772	UNIT 308 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044773	UNIT 309 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044774	UNIT 310 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044775	UNIT 311 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044776	UNIT 312 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044777	UNIT 313 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044778	UNIT 314 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044779	UNIT 315 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044780	UNIT 316 ELEVATION A PLANNED COMMUNITY	\$36,490	DENY	\$36,490		
R044781	UNIT 317 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		

2022 CBOE RECOMMENDATION AND DECISION SUMMARY - CASE #1 - BOXER F2 LP

Account No	Legal Description	Notice of Determination	Recommended Finding	Recommended Value	CBOE Decision	CBOE Value
R044782	UNIT 318 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044783	UNIT 319 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044784	UNIT 320 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044785	UNIT 321 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044786	UNIT 322 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044787	UNIT 323 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044788	UNIT 324 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044789	UNIT 325 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044790	UNIT 326 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044791	UNIT 327 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044792	UNIT 328 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044793	UNIT 329 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044794	UNIT 330 ELEVATION A PLANNED COMMUNITY	\$34,700	DENY	\$34,700		
R044795	UNIT 331 ELEVATION A PLANNED COMMUNITY	\$21,310	DENY	\$21,310		
R044796	UNIT 332 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044797	UNIT 333 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044798	UNIT 334 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044799	UNIT 335 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044800	UNIT 336 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044801	UNIT 337 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044802	UNIT 338 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044803	UNIT 339 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044804	UNIT 340 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044805	UNIT 341 ELEVATION A PLANNED COMMUNITY	\$38,060	DENY	\$38,060		
R044806	UNIT 342 ELEVATION A PLANNED COMMUNITY	\$33,360	DENY	\$33,360		
R044807	UNIT 343 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044808	UNIT 344 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044809	UNIT 345 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044810	UNIT 346 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044811	UNIT 347 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044812	UNIT 348 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044813	UNIT 349 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044814	UNIT 350 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044815	UNIT 351 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044816	UNIT 352 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044817	UNIT 353 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044818	UNIT 354 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044819	UNIT 355 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044820	UNIT 356 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044821	UNIT 357 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044822	UNIT 358 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044823	UNIT 359 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044824	UNIT 401 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044825	UNIT 402 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044826	UNIT 403 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044827	UNIT 404 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044828	UNIT 405 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044829	UNIT 406 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044830	UNIT 407 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044831	UNIT 408 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044832	UNIT 409 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044833	UNIT 410 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044834	UNIT 411 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044835	UNIT 412 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044836	UNIT 413 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044837	UNIT 414 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044838	UNIT 415 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044839	UNIT 416 ELEVATION A PLANNED COMMUNITY	\$36,490	DENY	\$36,490		
R044840	UNIT 417 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044841	UNIT 418 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044842	UNIT 419 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044843	UNIT 420 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044844	UNIT 421 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044845	UNIT 422 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044846	UNIT 423 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		

2022 CBOE RECOMMENDATION AND DECISION SUMMARY - CASE #1 - BOXER F2 LP

Account No	Legal Description	Notice of Determination	Recommended Finding	Recommended Value	CBOE Decision	CBOE Value
R044847	UNIT 424 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044848	UNIT 425 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044849	UNIT 426 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044850	UNIT 427 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044851	UNIT 428 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044852	UNIT 429 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044853	UNIT 430 ELEVATION A PLANNED COMMUNITY	\$34,700	DENY	\$34,700		
R044854	UNIT 431 ELEVATION A PLANNED COMMUNITY	\$21,310	DENY	\$21,310		
R044855	UNIT 432 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044856	UNIT 433 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044857	UNIT 434 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044858	UNIT 435 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044859	UNIT 436 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044860	UNIT 437 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044861	UNIT 438 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044862	UNIT 439 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044863	UNIT 440 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044864	UNIT 441 ELEVATION A PLANNED COMMUNITY	\$38,060	DENY	\$38,060		
R044865	UNIT 442 ELEVATION A PLANNED COMMUNITY	\$33,360	DENY	\$33,360		
R044866	UNIT 443 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044867	UNIT 444 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044868	UNIT 445 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044869	UNIT 446 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044870	UNIT 447 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044871	UNIT 448 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044872	UNIT 449 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044873	UNIT 450 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044874	UNIT 451 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044875	UNIT 452 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044876	UNIT 453 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044877	UNIT 454 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044878	UNIT 455 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044879	UNIT 456 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044880	UNIT 457 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044881	UNIT 458 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044882	UNIT 459 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044883	UNIT 501 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044884	UNIT 502 ELEVATION A PLANNED COMMUNITY	\$31,880	DENY	\$31,880		
R044885	UNIT 503 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044886	UNIT 504 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044887	UNIT 505 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044888	UNIT 506 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044889	UNIT 507 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044890	UNIT 508 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044891	UNIT 509 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044892	UNIT 510 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044893	UNIT 511 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044894	UNIT 512 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044895	UNIT 513 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044896	UNIT 514 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044897	UNIT 515 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044898	UNIT 516 ELEVATION A PLANNED COMMUNITY	\$36,490	DENY	\$36,490		
R044899	UNIT 517 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044900	UNIT 518 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044901	UNIT 519 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044902	UNIT 520 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044903	UNIT 521 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044904	UNIT 522 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044905	UNIT 523 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044906	UNIT 524 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044907	UNIT 525 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044908	UNIT 526 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044909	UNIT 527 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044910	UNIT 528 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044911	UNIT 529 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		

2022 CBOE RECOMMENDATION AND DECISION SUMMARY - CASE #1 - BOXER F2 LP

Account No	Legal Description	Notice of Determination	Recommended Finding	Recommended Value	CBOE Decision	CBOE Value
R044912	UNIT 530 ELEVATION A PLANNED COMMUNITY	\$34,700	DENY	\$34,700		
R044913	UNIT 531 ELEVATION A PLANNED COMMUNITY	\$21,310	DENY	\$21,310		
R044914	UNIT 532 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044915	UNIT 533 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044916	UNIT 534 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044917	UNIT 535 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044918	UNIT 536 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044919	UNIT 537 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044920	UNIT 538 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044921	UNIT 539 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044922	UNIT 540 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044923	UNIT 541 ELEVATION A PLANNED COMMUNITY	\$38,060	DENY	\$38,060		
R044924	UNIT 542 ELEVATION A PLANNED COMMUNITY	\$33,360	DENY	\$33,360		
R044925	UNIT 543 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044926	UNIT 544 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044927	UNIT 545 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044928	UNIT 546 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044929	UNIT 547 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044930	UNIT 548 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044931	UNIT 549 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044932	UNIT 550 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044933	UNIT 551 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044934	UNIT 552 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044935	UNIT 553 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044936	UNIT 554 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044937	UNIT 555 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044938	UNIT 556 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044939	UNIT 557 ELEVATION A PLANNED COMMUNITY	\$34,470	DENY	\$34,470		
R044940	UNIT 558 ELEVATION A PLANNED COMMUNITY	\$71,810	DENY	\$71,810		
R044941	UNIT 617 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044942	UNIT 618 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044943	UNIT 619 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044944	UNIT 620 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044945	UNIT 621 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044946	UNIT 622 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044947	UNIT 623 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044948	UNIT 624 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044949	UNIT 625 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044950	UNIT 626 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044951	UNIT 627 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044952	UNIT 628 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044953	UNIT 629 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044954	UNIT 630 ELEVATION A PLANNED COMMUNITY	\$34,700	DENY	\$34,700		
R044955	UNIT 631 ELEVATION A PLANNED COMMUNITY	\$21,310	DENY	\$21,310		
R044956	UNIT 632 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044957	UNIT 633 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044958	UNIT 634 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044959	UNIT 635 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044960	UNIT 636 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044961	UNIT 637 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044962	UNIT 638 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044963	UNIT 639 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044964	UNIT 640 ELEVATION A PLANNED COMMUNITY	\$17,680	DENY	\$17,680		
R044965	UNIT 641 ELEVATION A PLANNED COMMUNITY	\$38,060	DENY	\$38,060		
R044966	UNIT 642 ELEVATION A PLANNED COMMUNITY	\$33,360	DENY	\$33,360		
R044967	UNIT 643 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044968	UNIT 644 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044969	UNIT 645 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044970	UNIT 646 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044972	UNIT 648 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044973	UNIT 649 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044974	UNIT 650 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044975	UNIT 651 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044976	UNIT 652 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044977	UNIT 653 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		

2022 CBOE RECOMMENDATION AND DECISION SUMMARY - CASE #1 - BOXER F2 LP

Account No	Legal Description	Notice of Determination	Recommended Finding	Recommended Value	CBOE Decision	CBOE Value
R044978	UNIT 654 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044979	UNIT 655 ELEVATION A PLANNED COMMUNITY	\$19,160	DENY	\$19,160		
R044709	UNIT C-101 ELEVATION A PLANNED COMMUNITY	\$1,095,220	ADJUST	\$1,022,990		
R044710	UNIT C-102 ELEVATION A PLANNED COMMUNITY	\$2,099,780	ADJUST	\$1,961,230		
R044711	UNIT C-103 ELEVATION A PLANNED COMMUNITY	\$998,450	ADJUST	\$932,580		
R044712	UNIT C-104 ELEVATION A PLANNED COMMUNITY	\$168,430	ADJUST	\$157,340		
R044713	UNIT C-201 ELEVATION A PLANNED COMMUNITY	\$314,610	ADJUST	\$293,880		
R044714	UNIT C-202 ELEVATION A PLANNED COMMUNITY	\$497,510	ADJUST	\$464,700		
R044715	UNIT C-203 ELEVATION A PLANNED COMMUNITY	\$1,090,170	ADJUST	\$1,018,260		
R044716	UNIT C-204 ELEVATION A PLANNED COMMUNITY	\$208,990	ADJUST	\$195,230		
R044701	UNIT C-ML06 ELEVATION A PLANNED COMMUNITY	\$903,830	ADJUST	\$844,210		
R044702	UNIT C-ML07 ELEVATION A PLANNED COMMUNITY	\$247,100	ADJUST	\$230,820		
R044703	UNIT C-ML08 ELEVATION A PLANNED COMMUNITY	\$1,695,530	ADJUST	\$1,583,670		
R044704	UNIT C-ML09 ELEVATION A PLANNED COMMUNITY	\$503,210	ADJUST	\$470,030		
R044698	UNIT C-P101 ELEVATION A PLANNED COMMUNITY	\$572,460	ADJUST	\$534,710		
R044699	UNIT C-P102 ELEVATION A PLANNED COMMUNITY	\$575,640	ADJUST	\$537,680		
R044705	UNIT C-P202 ELEVATION A PLANNED COMMUNITY	\$509,050	ADJUST	\$475,480		
R044706	UNIT C-P204 ELEVATION A PLANNED COMMUNITY	\$1,055,940	ADJUST	\$986,290		
R044707	UNIT C-P205 ELEVATION A PLANNED COMMUNITY	\$516,500	ADJUST	\$482,440		
R044708	UNIT C-P206 ELEVATION A PLANNED COMMUNITY	\$505,370	ADJUST	\$472,050		
TOTAL		\$19,919,630		\$19,000,000		

Account #	Legal Description	Current 2022 Value		CBOE Adjusted 2022 Value		Reason for change
		Classification	Value	Classification	Value	
R003162	LOTS 1 & 2, BLOCK 21, CRESTED BUTTE	Mixed Use	\$1,480,230	Residential	\$1,560,200	No longer commercial
R071874	PARCEL A, BLOCK 14, WEST GUNNISON	Commercial	\$311,940	Residential	\$335,580	No longer commercial
R011160	40 ACRES IN SECTION 27, TOWNSHIP 47N, RANGE 3W	Residential	\$738,240	Residential	\$604,380	Square footage correction
R074045	6.4 ACRES IN SECTION 27, TOWNSHIP 47N, RANGE 7W (AKA PART OF PANORAMA NO. 2)	Mixed Use	\$1,047,000	Agricultural	\$350	Improvements should not be on account
R015233	LOT 27, BLOCK 5, CRESTED BUTTE SOUTH SUBDIVISION	Vacant	\$100,000	Residential	\$190,060	Corrected abstract codes
R042869	LOT 75, DOS RIOS SUBDIVISION, UNIT NO. 3	Residential	\$739,060	Residential	\$686,080	Square footage correction
R071120	UNDIVIDED 20% INTEREST IN: LOTS 14-16, PART OF LOTS 17-20 AND ADJACENT ALLEY, BLOCK 41, PITKIN	Vacant	\$5,020	Residential	\$5,020	Qualifies for contiguous use
R071122	UNDIVIDED 20% INTEREST IN: LOTS 14-16, PART OF LOTS 17-20 AND ADJACENT ALLEY, BLOCK 41, PITKIN	Vacant	\$5,020	Residential	\$5,020	Qualifies for contiguous use
R030316	LOT 19, TRAPPER'S CROSSING AT WILDCAT SUBDIVISION	Vacant	\$284,640	Vacant	\$177,900	Lot does not have a well
R009554	LOT 26, PART OF LOT 27 & ADJACENT STREET, BLOCKS 1 & 5, WHITE PINE	Residential	\$162,590	Residential	\$125,453	Square footage correction
R030991	UNIT 306, WESTHAVEN CONDOMINIUMS, GUNNISON	Residential	\$190,660	Residential	\$158,980	Building type is fourplex, not duplex/triplex
R010354	34.95 ACRES IN SECTION 7, TOWNSHIP 49N, RANGE 1W	Vacant	\$130,290	Residential	\$130,290	M033218 was moved to this parcel in 2021 - should be residential
R033273	0.747 ACRES IN SECTION 9, TOWNSHIP 11S, RANGE 89W	Agricultural	\$100	Agricultural	\$80	Acreage correction
R033394	1.401 ACRES IN SECTION 9, TOWNSHIP 11S, RANGE 89W	Agricultural	\$100	Agricultural	\$40	Acreage correction

In Partnership with
Western Colorado University, Center for Public Lands



WESTERN
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**CENTER FOR
PUBLIC LANDS**

1	Respect	14.58%	14
2	Wildfire prevention	11.46%	11
3	Tranquility	9.38%	9
4	Value and Quality of Life	9.38%	9
5	Wildlife habitat	8.33%	8
6	Volume of users	7.29%	7
7	Local's Priority	5.21%	5
8	Disproportionate impact	5.21%	5
9	Parking	4.17%	4
10	Permits	4.17%	4

- *Wildfire prevention*: Changes in climate may lead to more fire-prone forests. Some motor vehicles could present undue fire threats. Recreation increases wildfire risk.
- *Trailer parking*: Addressing trailer parking (currently below the fire station) in amount and location.
- *Volume of users*: Addressing the volume of users without limiting access to any group.
- *Emergency access*: Includes fire evacuation, emergency response vehicle access “life safety” for emergency vehicle access in town and in the backcountry.
- *Permits*: Consideration of permits or other reservation systems as a way to limit volume.
- *Local’s priority*: Consideration of local access and use of surrounding lands.
- *Public access*: Continued access to national forests for many user groups.
- *Economic sustainability*: Consideration of scale and scope of local business’s activity and pace of growth.
- *Disproportionate impact*: Consideration of the associated noise and pollution of motorized vehicle users as it impacts the experience of other users.
- *Displacement*: Displacement of recreation, wildlife, Crystal residents (consideration of changing user patterns.)
- *Transparent governance*: Transparency is an important value to ensure success and respect for future management actions.
- *Value and quality of life*: Preserving residents’ quality of life and property values.

-4	-3	-2	-1	0	+1	+2	+3	+4
Least important				Neutral				Most important

Figure 1. Q-methodology survey form. Respondents were asked to assign the 24 priorities listed above across a continuum from low to high importance.

			Emergency access	Cultural heritage	Permits			
		Infrastructure	Trailer parking	Soils	Parking	Water quality		
	Education	Enforcement of rules	Space for all users	Wildfire prevention	Displacement	Tranquility	Local's priority	
Economic sustainability	Transparent governance	Road and trail maintenance	Respect	Public access	Wildlife habitat	Volume of users	Disproportionate impact	Value & Quality of Life
-4	-3	-2	-1	0	+1	+2	+3	+4
Least important				Neutral				Most important

Figure 2. Example of what a completed Q-methodology survey could look like.

Table 1. Top 10 priorities selected as “most important” (category +4) in survey responses.

Appendix A: Results from the Q-Methodology Community Survey

Western Colorado University's Center for Public Lands surveyed community members about their diverse concerns and priorities for management of the Lead King Loop. The survey utilized Q-methodology, which is a strategy used in social sciences to assess strength of multiple values held by a group. The survey included 24 terms (see list below) that were informed by the first public listening session and stakeholder workshop. The terms represent 24 priorities related to OHV use on the Lead King Loop. Using the forms shown in Fig. 1, the terms were then ranked and sorted by participants in a digital survey that was active from January to March of 2022. Fig. 2 shows an example of what a completed survey response might look like.

The survey was distributed by stakeholders and through the Center for Public Lands and the Town of Marble websites. In total, 198 individuals participated in the survey. Western Colorado University's Dr. Garrett Smith completed the Q-sort factor analysis of all survey responses. Table 1 shows the top 10 priorities most frequently selected as "most important" by respondents. The five factors that represented the majority of responses were then evaluated and grouped by the Center for Public Lands team. The survey results identified five community priorities: community impact, environmental impact, management, planning and preparedness, and social coexistence. Survey results were shared at the April 28th public listening session, where participants were given rubrics to assess how different management strategies met community priorities.

List of Q-Sort Priorities

- *Respect*: Behavior that shows regard for the environment, residents, and recreationists.
- *Tranquility*: The absence of elements that detract from the desired experience. The quality or state of being calm.
- *Parking*: Safe and legal locations for parking off the road, including adequate turn-around space.
- *Enforcement of rules*: Presence of Forest Protection Officers and Sheriff's Deputies to issue citations regarding speed, noise, parking, etc.
- *Soils*: Protection of soils from erosion, dust, and mudslides. Preventing unstable soils.
- *Wildlife habitat*: Protection of resources that wildlife rely upon for survival.
- *Space for all users*: Space to ensure equitable access for all user groups.
- *Education*: Sources of information for recreators (e.g., signage, social media, website information newsletter) Dissemination and outreach.
- *Cultural heritage*: Properties or qualities of an area that have cultural, historic, or spiritual value unique to any community's way of life.
- *Road and trail maintenance*: Maintaining the quality of the road (e.g., pullouts, the safety of road access, space on the road.)
- *Infrastructure*: Establishing the adequate infrastructure to accommodate users (waste receptacles, signage, toilets); ensuring disability access.
- *Water quality*: Protection of water resources.

Mike Pritchard, non-motorized/mechanized recreation representative

Date

Amber McMahill, Community economic development representative

Date

John Armstrong, Environmental/conservation representative

Date

Major Reservations

Per the group's charter, if a stakeholder representative, votes with major reservations, they have opportunity to articulate those in a comment.

From Environmental/Conservation Representative:

The LKL working group and subsequent stakeholder process has established that the OHV exemption on County Road 3 has created a decline in the quality of life and the health and safety of Marble and Crystal residents, a divisive issue within the community, and road and environmental degradation which no one has the resources to mitigate. The list includes issues of dust, pollution, noise and wildlife and recreationalist displacement.

CVEPA is directed by our mission to protect and preserve the natural environment and its scenic resources as well as restore it and maintain the integrity of the ecosystems within the Crystal River watershed. Consequently, CVEPA cannot endorse any effort that seeks to accommodate or provide infrastructure to the very activity that is causing the problems we are all trying to mitigate. This includes providing special parking for trucks and trailers to import a use that, by state law is prohibited.

While CVEPA recognizes and respects the autonomy of the Town of Marble to make their own decisions on what they allow within their jurisdiction, we believe that the Gunnison County Commissioners must act in the best interest of all Gunnison County residents and lift the exemption to state law prohibiting OHV traffic on county roads, thus providing its citizens with the same protection that benefits the State of Colorado and the rest of Gunnison County.

From Crystal Representative:

My constituents are in agreement with and in favor of supporting the CVEPA LKL position and are in solidarity with our neighbors on and around Daniels Hill. Their main concern, however, is if OHV/ATV use is banned there is, at this time, no legal assurance they would be able to access their private property via those types of vehicles.

Conclusion

The group recognizes that people with a variety of backgrounds and interests love the Upper Crystal River Valley, have chosen to make their homes here, and/or continue to come back to this area year after year. The stakeholder group has worked diligently to listen to public concerns and carefully balance the diverse interests and competing values that pertain to management of the Lead King Loop and its surrounding areas. The recommendations put forward in this document have been reviewed and ratified by the stakeholder group, who offer them as a consensus-based proposal to respond to community concerns. The group believes that these recommendations, if implemented, have high potential to provide exceptional recreation opportunities while mitigating impacts to the community and the environment. With collaborative, thoughtful, and forward-thinking management, the Upper Crystal River Valley will continue to provide a refuge for plants, animals, and humans – visitors and residents alike - for many more years to come.

Signatures

Votes were cast electronically from October 18-24, 2022. Electronic signatures provided.

Manette Anderson, Town of Crystal community member

Date

Stuart Gillespie, Crystal Mill representative

Date

Jason Rusby, Town of Marble community member

Date

Peter Mertz, Gunnison County community member

Date

John Groves, Colorado Parks and Wildlife District Manager

Date

Greg Noss, Motorized recreation representative

Date

Service land and the popular 13-mile Lead King Loop Road. The County exemption will sunset in January of 2023, at which point the Board of County Commissioners will revisit the issue.

Though only covering a 1.5-mile stretch, the County exemption has been the topic of impassioned discussion about OHV use in the Upper Crystal River Valley. Indeed, the future of OHV tourism in the area and Marble's image as an OHV destination may very well hinge on this exemption. Currently, visitors park their trailers and unload their OHVs either in the Town of Marble or at the bottom of Daniels Hill (along County Road 3) to access the Lead King Loop Road. If prohibited from driving OHVs from these parking areas to the Forest Service boundary, access to the Lead King Loop road for OHV users who come from outside the Town of Marble would be severely restricted (access from Schofield Pass north of Crested Butte would still be possible). While OHV use would still be allowed on Forest Service lands and on the Lead King Loop Road, there simply would be no safe places to park trailers and unload OHVs to Forest Service lands from the Marble side of the Lead King Loop.

Many residents in the Upper Crystal River Valley have identified OHV tourism as the principal use negatively impacting their quality of life and the environment. At the same time, many locals own and use OHVs to access their private property, drive around the Town of Marble, and recreate on the Lead King Loop. While a local exemption for OHV use is favored by many, Gunnison County and the Aspen-Sopris Ranger District have questioned the feasibility of such an exemption on the grounds that it might be unconstitutional. At this time, no consensus, or even a majority opinion, has emerged on restricting OHVs for all users (residents and visitors) on County Road 3, the Lead King Loop Road, or within the Town of Marble.

Recommendations:

- *Gunnison County* should continue the current exemption on County Road 3 through the end of 2023. This extension would allow for implementation and evaluation of other recommendations identified in this document.
- *Town of Marble*, in partnership with *Western Colorado University's Center for Public Lands*, should pursue funding to systematically analyze the outcomes of the proposed actions. This analysis could include surveys of residents and visitors, collection of visitor use data, assessment of environmental change, and evaluation of the costs and benefits of the recommendations, and should be reported to the Town of Marble/Gunnison County/U.S. Forest Service by November 2023 to inform the decision on the County Road 3 exemption.
- *Aspen-Sopris Ranger District* continue to collect visitor use data on the Lead King Loop Road and share results with the stakeholder group by the end of 2022 and again in 2023.
- If quality of life issues and environmental concerns do not abate, this group will reconvene and revisit the implications of and processes for restricting OHVs on County Road 3, the Lead King Loop Road, and/or within the Town of Marble.

Recommendations:

- *Gunnison County* further explore the possibility (including legal ramifications) of installing a gatekeeper at the bottom of Daniels Hill. The gatekeeper should be designed to match the most difficult road conditions encountered on the six-mile stretch between the Towns of Marble and Crystal. The gatekeeper should be accompanied by a gated bypass option. Keys for the gate should be distributed to federal, state, and local agencies and private property owners, so that emergency vehicles, government personnel, and landowners can access the Lead King Loop area. The gatekeeper should also be coupled with educational efforts, including signage on both sides of the gatekeeper, informing drivers of the recommended vehicle clearance and roughness of the road ahead.

Trail Construction

Currently, motorized and non-motorized users have to share the Lead King Loop Road. This situation causes safety concerns, degraded recreation experiences, and conflicts between user groups. To address these issues, one suggestion has been to develop a separate walking and biking trail alongside sections of the Lead King Loop. In particular, there has been support at public meetings for constructing a trail that leads from the Town of Marble to the top of Daniels Hill to improve outdoor recreation experiences of both motorized and non-motorized users.

Members of the public and the stakeholder group generally liked the idea of a separate trail that extends from the Town of Marble to the top of Daniels Hill or to the Crystal Mill. However, community members and stakeholders expressed concerns about the feasibility and practicality of such a trail. Due to topographic features, any trail along this route would likely have high exposure in some areas and stay very close to the road in others. A matrix of mixed ownership along the route would also complicate trail design and construction.

Recommendations:

- *Aspen-Sopris Ranger District* explore the possibility of building a separate trail from the bottom to the top of Daniels Hill to enhance experiences of motorized and non-motorized users in the area.
- Groups like the *Roaring Fork Mountain Bike Association* who specialize in trail building actions should be involved in the feasibility analysis for such a trail.

Managing OHV Use

Colorado state law prohibits OHVs on public roads or highways unless a specific section of road is exempted from that ban by the county or city of jurisdiction. In 2015 (and clarified in 2018), Gunnison County passed a resolution applying such an exemption to County Road 3 on a 1.5-mile stretch from the Town of Marble limits at Beaver Lake to the U.S. Forest Service boundary near the top of Daniels Hill. The Town of Marble also has an ordinance that allows OHVs within town limits. Together, the County exemption and the Town of Marble ordinance allow OHV users to ride their vehicles from the Town of Marble along County Road 3 to access Forest

much-needed “law encouragement” and communicate closely with law enforcement agents.

Noise Ordinance

Stakeholders and community members frequently listed noise and dust among their top concerns and impacts to quality of life. A state-wide 96-decibel limit already exists for OHVs in Colorado. Stakeholders discussed the option of implementing a local noise ordinance at the Town or County level following the model provided by the City of Moab, Utah (the noise limit for all vehicles in Moab City is 92 decibels during the day and 85 decibels during nighttime hours).

Recommendations:

- *Aspen-Sopris Ranger District, Gunnison County, and the Town of Marble* purchase affordable devices to measure decibels at a vehicle’s tailpipe to increase enforcement of the 96-decibel limit and educate visitors about noise levels of their vehicles.
- *Town of Marble and Gunnison County* explore the feasibility and impact of implementing a noise ordinance that sets stricter decibel levels for OHVs than those already established at the state level.
- Through work under the Colorado Tourism Office grant, *Town of Marble and Western Colorado University’s Center for Public Lands* identify opportunities to incorporate noise regulations into existing and future enforcement and education efforts. Even with limited enforcement, a noise ordinance, associated media attention, and signage informing visitors of stringent decibel limits could have a desirable effect on visitor behavior.

Road Conditions

Changes in the condition of the Lead King Loop Road itself could encourage or discourage outdoor-based recreation in the Upper Crystal River Valley. Traffic count data shows that most road traffic results from visitation to Crystal Mill and occurs on the six-mile stretch between the Towns of Marble and Crystal. This stretch of road could be improved to allow passenger vehicle travel to the Crystal. Alternatively, the road could be downgraded to make it even more difficult to drive, thus reducing motorized use.

At community listening sessions, members of the public generally expressed a desire to keep the road in its current state, effectively requiring a high-clearance, four-wheel drive vehicle to access the road. One common concern, however, is that vehicles ill-equipped to drive the rugged Lead King Loop Road regularly access it, despite warning signs placed at the base of Daniels Hill. This results in vehicles becoming stuck and creating congestion and safety issues along the road. To prevent these situations, there has been broad public support for a “gatekeeper” (i.e., an obstacle placed at the start of the route that imitates the most difficult terrain a vehicle will face during travel) at the base of Daniels Hill that will discourage and effectively prevent low-clearance vehicles from accessing the loop.

4. Facilitation of two meetings to engage the Lead King Loop Stakeholder Group and interested members of the public in the development and implementation of the sign and communication plans.

The Lead King Loop Stakeholder Group remains committed to supporting development of these grant deliverables, including providing feedback on educational messaging and signage and participating in future trainings and workshops.

Recommendations:

- *Western Colorado University's Center for Public Lands* engage the Stay the Trail organization in development of educational materials to enhance/create/support/promote a culture of responsible OHV use in the Upper Crystal River Valley.
- *Gunnison County, Aspen-Sopris Ranger District, and the Town of Marble* incorporate education whenever possible into all other management approaches listed in this document, such as parking management, reservation system administration, and enforcement.
- *Town of Marble* place an electronic sign at the Junction of 133 and County Road 3 to inform visitors about parking availability.

Capacity to Enforce Existing and Future Regulations

Enforcement remains a challenge for implementation of any management action considered by the group. Without enforcement, parking regulations, reservations systems, noise limits, etc. will likely fall short of achieving management objectives. Therefore, concerns over enforcement are prominent. There is a shared recognition that enforcement requires funding and staffing, both of which are in short supply. In the summer of 2021, community members noted positive results due to an increased presence of law enforcement personnel from the Gunnison County Sheriff's Department and Aspen-Sopris Ranger District in the Town of Marble and on the Lead King Loop.

Recommendations:

- *Gunnison County Sheriff Department* provide increased law enforcement presence in the Upper Crystal River Valley, especially on weekends and during peak season.
- *Aspen-Sopris Ranger District* have a Forest Protection Officer assigned to the Lead King Loop, especially on weekends and during peak season.
- *Towns of Marble and Crystal* explore opportunities to raise funding for increased summer law enforcement presence through private donations offered as matching funds for U.S. Forest Service law enforcement. *Treasure Mountain Ranch* is considered a likely first entity to offer such a contribution.
- *Town of Marble* develop a program to train Upper Crystal River Valley residents to act as ambassadors of the destination and educate both visitors and residents about conserving natural and cultural assets in and around Marble. While these ambassadors would not have the capacity to enforce regulations, they could provide

reservation system could be used to balance visitation across the week and season. Potential fees collected through a reservation system could also fund other programs, such as visitor education or parking enforcement. The group is mindful that a reservation system, depending on its implementation design, can make access to recreation more difficult for some users and potential users, with implications for diversity and inclusivity.

Recommendations:

- *Town of Marble* develop a reservation system for 12 truck and trailer parking spaces across from the Millsite Park. The stakeholder group supports the collection of fees for truck and trailer parking in this area for the purpose of maintaining the reservation system and funding education and enforcement efforts. Reservations should be accompanied by educational information, teaching visitors about the importance of conserving natural and cultural assets in and around Marble.
- Pending outcomes of the OHV ban and an assessment of the effectiveness of delineating clear roadside parking spaces to constrain impacts, *Gunnison County*, *Aspen-Sopris Ranger District*, and the *Town of Marble* study parking lot and parking reservation options on County, Forest Service, and Town lands.

Education

There is broad support from stakeholders and the community for increasing visitor education efforts about topics such as road conditions, responsible recreation behavior, and the importance of conserving natural and cultural assets in and around Marble. At the same time, a sentiment frequently expressed is that education alone is insufficient and needs to be coupled with enforcement and other management strategies.

This summer, the Town of Marble installed a kiosk at the Millsite Park to provide information to visitors. The Marble Crystal River Chamber (MCRC) also received a grant from the Colorado Tourism Office to fund the “More Mindful Marble Tourism Management Project.” Under this grant, MCRC has partnered with Western Colorado University Center for Public Lands to produce several deliverables, including

1. Development of a cohesive plan for interpretive signage to be produced and installed throughout Marble, Crystal, the Highway 33 turnoff to Marble, and at integral points along the Lead King Loop. The signs around Marble and Crystal will be designed to tell cultural heritage-based stories to visitors and highlight the principles of enjoying the community as a responsible and mindful guest. Signs around the Lead King Loop will also include messages about noise restrictions and recreating responsibly, with off-highway vehicle operators as the primary audience.
2. Development of a strategic communication plan to educate visitors and promote responsible recreation behavior both prior to their arrival in Marble and during their on-site experience.
3. Two training sessions to educate both tourism actors and residents about the importance of conserving natural and cultural assets in and around Marble, all while creating a set of standards that allows stakeholders to act as ambassadors of the destination.

Other concerns identified by residents include wildlife disturbance, noise pollution, disproportionate benefits from parking facilities going to OHV users, historical and archaeological site preservation, trespassing, overnight camping, lack of enforcement, and human waste and litter.

Due to these concerns expressed by residents, the stakeholder group backed away from the idea of a parking lot in favor of enhancing and clarifying roadside parking along County Road 3 at the bottom of Daniels Hill.

Recommendations:

- *Gunnison County* and *Aspen-Sopris Ranger District* explore/develop/plan to establish parking spots, landscaping, signage, turn around options, and facilities (e.g., bathrooms, trashcans, kiosks) on land adjacent to County Road 3 at the base of Daniels Hill to accommodate parking for approximately 20 passenger vehicles and 2 horse trailers. All OHV trailer parking will be at Millsite park in Marble.
- *Town of Marble* implement the following measures to reduce truck and trailer parking spaces within the Town limits from an estimated 20-30 poorly regulated spaces to 12 well-managed and reservable spaces by
 - Prohibiting truck and trailer parking at the Millsite Park, so that this parking area is exclusively available to persons visiting the Millsite Park.
 - Providing 12 parking spaces for trucks and trailers across from the Millsite Park and implementing a reservation system for these spaces.
 - Closing truck and trailer parking along street sides within the Town of Marble. This will be accomplished by installing barriers (e.g., large boulders) that will prevent large vehicles (i.e., trucks + trailers) from parking in spaces alongside Town roads, while still allowing passenger vehicles to park in those spaces.
- Pending outcomes of the OHV ban and an assessment of the effectiveness of delineating clear roadside parking spaces to constrain impacts, *Gunnison County*, *Aspen-Sopris Ranger District*, and the *Town of Marble* study parking lot and parking reservation options on County, Forest Service, and Town lands.

Reservation System

At the onset of the process, several stakeholders and community members advocated for a permit system to regulate vehicle access to the Lead King Loop. However, after further discussion and consultation with the Aspen-Sopris Ranger District of the White River National Forest, it has become apparent that there are significant barriers to implementing a permitting system for motorized use of the road, primarily because current use levels do not warrant such a system. The road system and surface have capacity to handle more use than currently experienced.

The stakeholder group agreed that desired outcomes, such as reduced impact of noise and dust, can be accomplished via a reservation system to manage available parking spaces. Such a

Recommendations

The Lead King Loop Stakeholder Group presents the following recommendations to the Town of Marble, Gunnison County, and the Aspen-Sopris Ranger District of the White River National Forest for management of outdoor recreation-based tourism in the Upper Crystal River Valley. The actions recommended seek to protect the quality of life of residents of the Upper Crystal River Valley (including the Towns of Marble and Crystal and residents living along County Road 3), enhance experiences for visitors from all user groups, and mitigate impacts to the ecosystem.

Parking Management

At stakeholder meetings and public listening sessions, concerns over noise, dust, and parking frequently rose to the top of conversations. Members of the community expressed that the demand for parking in Marble exceeds the number of designated parking sites at many times during the summer. Trailers were identified as a particular burden for parking due to their larger size. While some would like to eliminate parking for trailers entirely, most recognized a need to provide parking for visitors to access public lands and the Lead King Loop.

Many Marble residents expressed a desire to limit trailer parking inside the Town limits and create alternative parking options outside of Town. Much of the truck trailer parking inside the Town of Marble has taken place along streets and in front of homes to the dismay of residents, who have shared that their quality of life has been impacted by excessive noise and dust. This summer, the Town of Marble has started to install physical barriers to prevent truck and trailer parking in these locations.

Truck and trailer parking also has occurred at the Millsite Park in the center of the Town of Marble. However, deed restrictions, which were placed on the Millsite property when it was transferred to the Town of Marble, limit parking at this site specifically to persons visiting and using the park. Truck and trailer parking at the Millsite with the purpose of unloading OHVs and recreating on the Lead King Loop violates these deed restrictions and will be prohibited in the future.

Limiting truck and trailer parking within the Town of Marble, however, generates the need to create alternative parking options outside of the Town. During the search for a suitable property to construct additional parking spaces, the stakeholder group identified land administered by the U.S. Forest Service at the base of Daniels Hill as a potential site for a future parking lot.

This parking site, however, was vehemently opposed by residents who live on County Road 3 between Beaver Lake and the top of Daniels Hill and who are among the most impacted by the traffic funneling into the Lead King Loop. The primary concern identified by residents is water pollution, as the parking lot would be centered in a field surrounded by freshwater ditches that provide water to the houses nearby and the subdivisions below.

of implementing a noise ordinance at the city or county level; capacity to enforce existing and future regulations; options for restricting OHV use within the Town of Marble, on the Lead King Loop, and/or on County Road 3; and improving or degrading conditions of the Lead King Loop dirt road to manage visitation. All management strategies were vetted using a rubric based on top priorities identified through analysis of community responses to the Q-methodology survey.

Subsequently, the Center for Public Lands facilitated an in-person public listening session on April 28th, 2022, at the Fire Station in Marble, Colorado. At the meeting, the Center shared the range of management actions that the stakeholder group had workshopped up to this point. Following a presentation, attendees had the opportunity to visit individual stations to learn about and provide feedback on specific actions (e.g., construction of a parking lot, design of educational signage, placing restrictions on OHVs). At each station, members of the stakeholder group and representatives from the convening entities were present to facilitate conversation and record public input. The session was attended by 43 members of the public.

A separate, virtual public listening session was held on May 3rd, 2022, via Zoom and attended by 32 individuals. Following a presentation, attendees had the opportunity to join and switch between virtual breakout rooms to discuss different management actions. Again, each breakout room had members of the stakeholder group and representatives from the convening entities to facilitate discussion and solicit feedback.

The stakeholder group met again virtually on May 9th and 10th, 2022, to debrief public comments received at the listening sessions and discuss next steps.

The next stakeholder workshop was held in-person on June 21st and 22nd, 2022, to formulate recommendations to the Town of Marble, Gunnison County, and the Aspen-Sopris Ranger District of the White River National Forest for management of outdoor recreation-based tourism in the Upper Crystal River Valley.

After listening to all concerns and carefully balancing diverse interests, stakeholder group members came to a series of recommendations described in the next pages. The stakeholder group strove for consensus-based decision-making using a degrees of support continuum (see below). Consensus was reached when all members voted at least 1, 2, or 3. Consensus with Major Reservations was reached when all members vote 1, 2, 3, or 4. Consensus was not reached when one or more members voted 5.

DEGREES OF SUPPORT CONTINUUM



Process and Public Engagement

The convening entities (the Town of Marble, Gunnison County, and the Aspen-Sopris Ranger District of the White River National Forest) partnered with the Center for Public Lands at Western Colorado University to provide skilled neutral facilitation of the Lead King Loop stakeholder process. Between December 2021 and June 2022, the Center organized and facilitated four stakeholder workshops and three public listening sessions. The Center also established a [web home](#) for the project and public meetings.

An initial Public Listening Session was held on Wednesday, December 8th, 2021, at the Fire Station in Marble, Colorado. 34 people attended in person and 19 attended virtually through Zoom. People with a variety of backgrounds and interests shared their reasons for loving the Lead King Loop, and patterns of concern began to emerge.

At the meeting, a team of Western Colorado University graduate students proposed a [survey](#) based on Q-methodology – a strategy used in social sciences to assess strength of multiple values held by a group – to investigate the diverse concerns and priorities of community members for management of the Lead King Loop. With public feedback from the listening session, the students created a list of 24 priorities, which they used to build a survey that asked people to identify how their individual priorities fell across a continuum from low to high importance. Between January and March of 2022, the survey was widely shared with the public, and the group received a total of 198 responses. Survey results informed future stakeholder workshops and were shared with the community during subsequent listening sessions (see Appendix A for a summary of survey results).

Meanwhile, the Center for Public Lands, with assistance from the convening entities, reached out to organizations and individuals representing key interests to form the Lead King Loop Stakeholder Group. The group met virtually for the first time on January 27th, 2022. At this meeting, the group established ground rules for collaboration, identified focal issues, defined the purpose, objectives, and scope of the stakeholder process, and drafted a group charter. These conversations continued into the second stakeholder workshop held on February 16th, 2022, at which point the group charter was finalized.

On March 25th, 2022, the stakeholder group engaged virtually with representatives from communities navigating challenges similar to those faced by residents of the Upper Crystal River Valley. The group heard from Ben Billingsley from the City of Moab on the development of Moab's Noise Ordinance and from Sandy Hines, Hinsdale County Administrator, on her experience of managing the OHV Pilot Program Special Use Permit for Hinsdale County.

The stakeholder group gathered again in-person for a workshop on April 7th and 8th, 2022, to identify and develop management actions to mitigate impacts to the Towns of Marble and Crystal, visitor experiences, and the ecosystem. The top three actions that rose to the surface during the meeting included parking management, implementation of a reservation/permit system, and education. Other topics that were important to the group included: the possibility

Membership

The Stakeholder Group provided membership and voting rights to organizations and individuals representing key interests and perspectives involving, geographic, economic, and social balance, and knowledge of the lands and resources within the Upper Crystal River Valley. The interest groups and individuals representing them were:

The Town of Crystal community member

Manette Anderson

Crystal Mill representative

Christopher Cox, Treasure Mountain Ranch, Inc.
Stuart Gillespie (*Alternate*), Treasure Mountain Ranch, Inc.

The Town of Marble community member

Jason Rusby, Business Owner (UTV Rentals)

Gunnison County community member

Peter Mertz

Colorado Parks and Wildlife staff

John Groves, Colorado Parks and Wildlife Carbondale District Wildlife Manager

Motorized recreation representative

Greg Noss, High Country Four Wheelers

Non-motorized/mechanized recreation representative

Mike Pritchard, Roaring Fork Mountain Bike Association (RFMBA)

Community economic development representative

Amber McMahill

Environmental/conservation representative

John Armstrong, Crystal Valley Environmental Protection Association (CVEPA) President
Suzy Meredith-Orr (*Alternate*), CVEPA Vice-President

Lead King Loop Stakeholder Group

Purpose and Objectives

The Lead King Loop Stakeholder Group formed to balance the interests related to the Upper Crystal River Valley in providing advice and recommendations to the management direction of the Lead King Loop and surrounding areas. The group accomplished this through mutual education; transparency in process; fostering communication between constituents and governmental agencies; and identifying, evaluating, and recommending options that meet the needs of the many stakeholders involved.

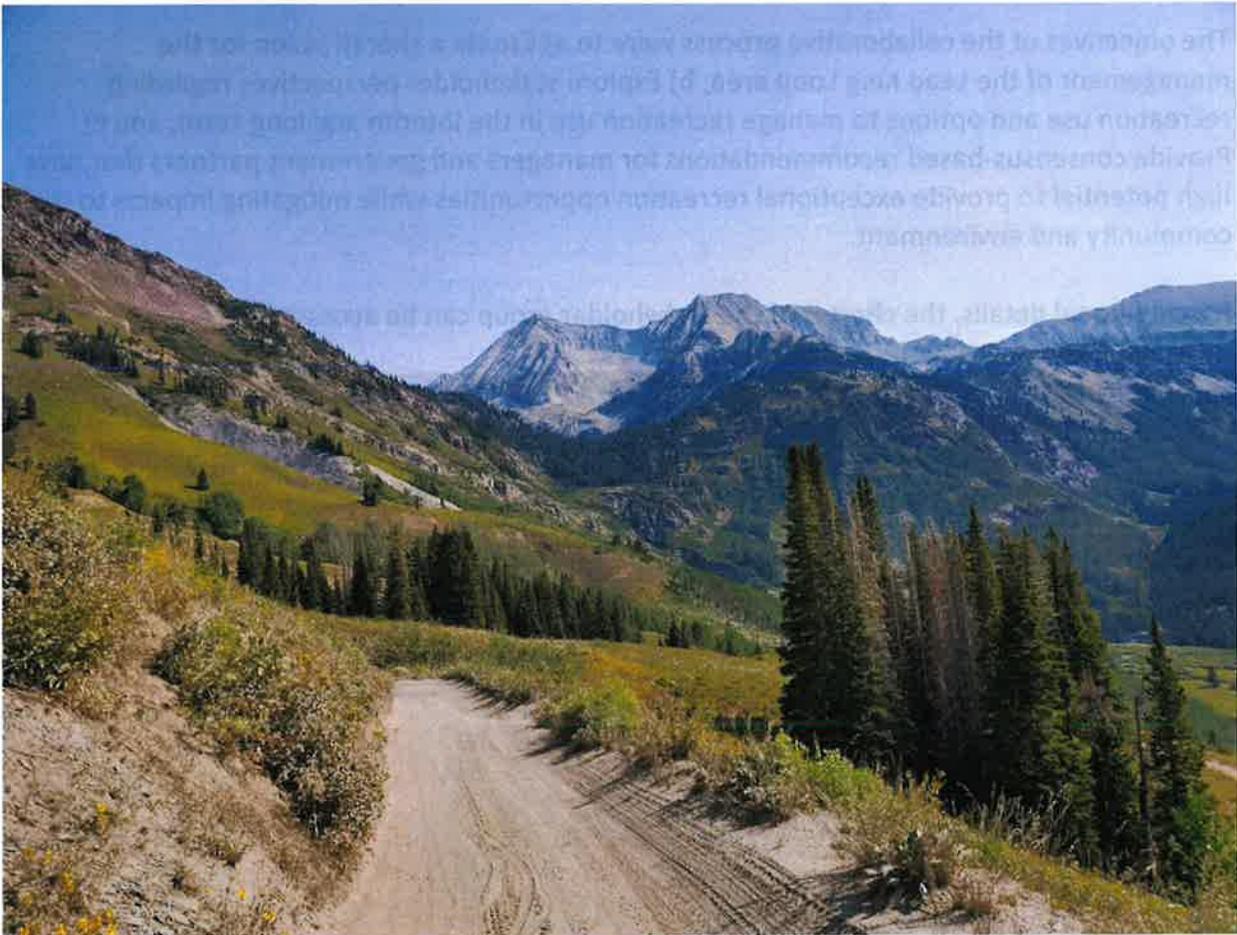
The objectives of the collaborative process were to a) Create a shared vision for the management of the Lead King Loop area; b) Explore stakeholder perspectives regarding recreation use and options to manage recreation use in the interim and long-term; and c) Provide consensus-based recommendations for managers and government partners that have high potential to provide exceptional recreation opportunities while mitigating impacts to the community and environment.

For additional details, the charter of the stakeholder group can be accessed [here](#).



promotion of Marble as a place for diverse recreation and enjoyment of nature and the arts, and history.

To build upon these initial efforts, the working group endorsed beginning a facilitated process to integrate public and stakeholder sentiment into a consensus-based strategy for future management actions. In January of 2021, Gunnison County, the Aspen-Sopris Ranger District of the White River National Forest, and the Town of Marble convened a stakeholder group to address issues and define potential strategies for management of recreation-based tourism on the Lead King Loop and in the Upper Crystal River Valley.



Introduction

The Town of Marble has about 120 year-round residents and is located in the northwest corner of Gunnison County. The White River National Forest surrounds the town with connectivity to National Forest lands by dirt mountain roads. The public lands surrounding the Towns of Marble and Crystal including the Crystal Mill attract more than 17,000 visitors, who through the gateway community of Marble, visit mostly during the months of May to October. Marble is seeing an increase in outdoor recreation-based tourism. This increase in use is putting new pressures on environmental and social-economic systems of the Upper Crystal River Valley, including communities of Marble and Crystal, Gunnison County lands, and U.S. Forest Service lands.

A main attraction of the area is the historic Crystal Mill and Town Site. Images of the picturesque mill perched above the Crystal River spread prolifically on social and traditional media, drawing visitors in four-wheel drive and off highway vehicles (OHVs), as well as hikers, bikers, and horseback riders. Some continue to travel the rugged, scenic 13-mile Lead King Loop Road beyond the Crystal Mill and Town Site. The public has expressed concerns about noise, road safety, parking, decreased user enjoyment, and environmental degradation that are corresponding with the increase in use. These multifaceted pressures prompted local municipalities and governing bodies to initiate a formal planning process.

Three years ago, a working group formed to consider the effects of increased use of the Lead King Loop. The group met monthly to identify issues and priorities, opening up conversation between diverse entities including the U.S. Forest Service, Gunnison County, Town of Marble, Town of Crystal, and other groups. In 2020, Western Colorado University graduate student, Corinne Truesdell, collected visitor use data and conducted interviews and focus groups among residents. Her report can be found [here](#). In 2021, the working group's recommendation to increase enforcement was put into practice, with positive outcomes.

Upon recommendation from the working group, the County and Town are working to assure that town signs and regulations meet County criteria for enforcement. In 2021, an additional County deputy focused enforcement efforts on Somerset, Black Mesa, Kebler Pass, McClure Pass, and Marble, and an additional US Forest Service Forest Protection Officer, funded in part by the Town and County, patrolled the Lead King Loop two days a week from May through September.

The working group also supported a parking and education plan by the Town of Marble. Using a mixture of volunteers and paid staff, the Town placed an attendant at the Millsite Park parking area on weekends in the 2021 summer season. The attendant helped guide and inform visitors and remind them of recreation etiquette. The Town of Marble worked with Wilderness Workshop to produce brochures and informational material to help educate visitors on expectations while visiting Marble and the backcountry surrounding it. Working group members also participated in a workshop hosted by the Colorado Tourism Office to strategize

Summary of Recommendations for Management of the Lead King Loop

	<ul style="list-style-type: none"> • Through work under the Colorado Tourism Office grant, <i>Town of Marble</i> and <i>Western Colorado University's Center for Public Lands</i> identify opportunities to incorporate noise regulations into existing and future enforcement and education efforts. Even with limited enforcement, a noise ordinance, associated media attention, and signage informing visitors of stringent decibel limits could have a desirable effect on visitor behavior.
Road Conditions	<ul style="list-style-type: none"> • <i>Gunnison County</i> further explore the possibility (inc. legal ramifications) of installing a gatekeeper at the bottom of Daniels Hill. The gatekeeper should be designed to match the most difficult road conditions encountered on the six-mile stretch between the Towns of Marble and Crystal. The gatekeeper should be accompanied by a gated bypass option. Keys for the gate should be distributed to federal, state, and local agencies and private property owners, so that emergency vehicles, government personnel, and landowners can access the Lead King Loop area. The gatekeeper should also be coupled with educational efforts, including signage on both sides of the gatekeeper, informing drivers of the recommended vehicle clearance and roughness of the road ahead.
Trail Construction	<ul style="list-style-type: none"> • <i>Aspen-Sopris Ranger District</i> explore the possibility of building a separate trail from the bottom to the top of Daniels Hill to enhance experiences of motorized and non-motorized users in the area. • Groups like the <i>Roaring Fork Mountain Bike Association</i> who specialize in trail building actions should be involved in the feasibility analysis for such a trail.
OHV Management	<ul style="list-style-type: none"> • <i>Gunnison County</i> should continue the current exemption on County Road 3 through the end of 2023. This extension would allow for implementation & evaluation of other recommendations identified in this document. • <i>Town of Marble</i>, in partnership with <i>Western Colorado University's Center for Public Lands</i>, should pursue funding to systematically analyze the outcomes of the proposed actions. This analysis could include surveys of residents and visitors, collection of visitor use data, assessment of environmental change, and evaluation of the costs and benefits of the recommendations, and should be reported to the Town of Marble/Gunnison County/U.S. Forest Service by November 2023 to inform the decision on the County Road 3 exemption. • <i>Aspen-Sopris Ranger District</i> continue to collect visitor use data on the Lead King Loop Road and share results with the stakeholder group by the end of 2022 and again in 2023. • If quality of life issues and environmental concerns do not abate, this group will reconvene and revisit the implications of and processes for restricting OHVs on County Road 3, the Lead King Loop Road, and/or within the Town of Marble.

Summary of Recommendations for Management of the Lead King Loop

Reservation Systems	<ul style="list-style-type: none"> • <i>Town of Marble</i> develop a reservation system for 12 truck and trailer parking spaces across from the Millsite Park. The stakeholder group supports the collection of fees for truck and trailer parking in this area for the purpose of maintaining the reservation system and funding education and enforcement efforts. Reservations should be accompanied by educational information.
Education	<ul style="list-style-type: none"> • Under the “More Mindful Marble Tourism Management Project” funded by the Colorado Tourism Office, <i>Western Colorado University’s Center for Public Lands</i> develop an interpretive signage and communication plan for the Upper Crystal River Valley. • <i>Western Colorado University’s Center for Public Lands</i> engage the Stay the Trail organization in development of educational materials to enhance/create/support/promote a culture of responsible OHV use in the Upper Crystal River Valley. • <i>Gunnison County, Aspen-Sopris Ranger District, and the Town of Marble</i> incorporate education whenever possible into all other management approaches listed in this document, such as parking management, reservation system administration, and enforcement. • <i>Town of Marble</i> place an electronic sign at the Junction of 133 and County Road 3 to inform visitors about parking availability.
Enforcement	<ul style="list-style-type: none"> • <i>Gunnison County Sheriff Department</i> provide increased law enforcement presence in the Upper Crystal River Valley, especially on weekends and during peak season. • <i>Aspen-Sopris Ranger District</i> have a Forest Protection Officer assigned to the Lead King Loop, especially on weekends and during peak season. • <i>Towns of Marble and Crystal</i> explore opportunities to raise funding for increased summer law enforcement presence through private donations offered as matching funds for U.S. Forest Service law enforcement. <i>Treasure Mountain Ranch</i> is considered a likely first entity to offer such a contribution. • <i>Town of Marble</i> develop a program to train Upper Crystal River Valley residents to act as ambassadors of the destination and educate both visitors and residents about conserving natural and cultural assets in and around Marble.
Noise Regulations	<ul style="list-style-type: none"> • <i>Aspen-Sopris Ranger District, Gunnison County, and the Town of Marble</i> purchase affordable devices to measure decibels at a vehicle’s tailpipe to increase enforcement of the 96-decibel limit and educate visitors about noise levels of their vehicles. • <i>Town of Marble and Gunnison County</i> explore the feasibility and impact of implementing a noise ordinance that sets stricter decibel levels for OHVs than those already established at the state level.

Executive Summary

Gunnison County, the Aspen-Sopris Ranger District of the White River National Forest, and the Town of Marble convened a stakeholder group to provide recommendations to the management direction of the Lead King Loop and surrounding areas. The purpose of this report is to present the stakeholder group recommendations and document the process by which the group arrived at these recommendations.

The convening entities partnered with Western Colorado University's Center for Public Lands to provide skilled neutral facilitation of the Lead King Loop stakeholder process. Between December 2021 and June 2022, the Center organized and facilitated four stakeholder workshops and three public listening sessions attended by 123 members of the public. The Center also conducted a community survey and established a [web home](#) for the project and public meetings.

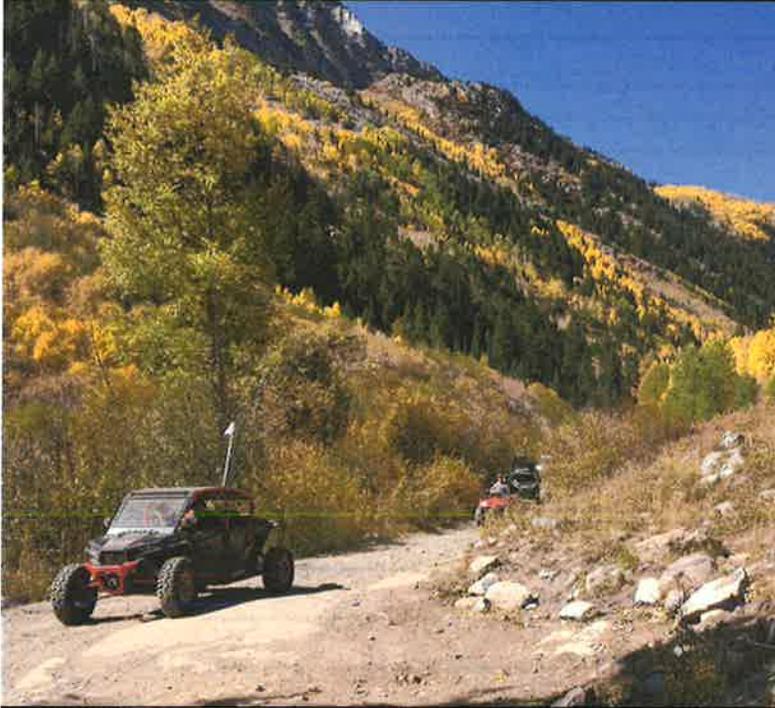
After listening to public concerns and carefully balancing diverse interests, stakeholder group members issued the series of consensus-based recommendations described in this document. The group believes these actions, if implemented, have high potential to provide exceptional recreation opportunities while mitigating impacts to the community and the environment. Recommendations span a wide variety of strategies including parking management, reservation systems, education, enforcement, noise regulations, road conditions, trail construction, and OHV management.

Summary of Recommendations for Management of the Lead King Loop	
Parking	<ul style="list-style-type: none">• <i>Gunnison County and Aspen-Sopris Ranger District</i> explore/develop/plan to establish parking spots, landscaping, signage, turn around options, and facilities (e.g., bathrooms, trashcans, kiosks) on land adjacent to County Road 3 at the base of Daniels Hill to accommodate parking for approximately 20 passenger vehicles. All OHV trailer parking will be at Millsite park in Marble.<ul style="list-style-type: none">• Implement signage clarifying where it is legal and illegal to park at the base of Daniels Hill• Gunnison County and the Aspen-Sopris Ranger District to work closely with residents local to Daniels Hill during parking planning, especially in regard to environmental concerns.• <i>Town of Marble</i> reduce truck and trailer parking spaces within the Town limits from an estimated 20-30 poorly regulated spaces to 12 well-managed and reservable spaces.• Pending outcomes of the OHV ban and an assessment of the effectiveness of delineating clear roadside parking spaces to constrain impacts, <i>Gunnison County, Aspen-Sopris Ranger District, and the Town of Marble</i> study parking lot and parking reservation options on County, Forest Service, and Town lands.

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Lead King Loop Stakeholder Group
Recommendations to the Town of Marble,
Gunnison County, and the U.S. Forest Service



October 2022

AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Colorado Department of Transportation (CDOT); Annu

Action Requested: Discussion

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

For your review is an agenda sent by Program Assistant Kimberly Wood, for their 11am to 12 noon updates. Also to note: at the bottom of their agenda is a link to CDOT's live R3 overview book. Kimberly has stated that they will bring hard copies of the book to the meeting as well for you.

Fiscal Impact:

Submitted by: Melanie Bollig

Submitter's Email Address: mbollig@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbollig

Discharge Date: 10/21/2022

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 60

Agenda Date: 10/25/2022

Annual CDOT/Gunnison County Meeting

10/25/2022

11:00 am - Noon

Time Allotted	Topic
11:00 am – 11:05 am Commissioner Hall/ R3 Director Jason Smith	Welcome, Introductions, Purpose & Goals
11:05 am– 11:15 am R3 Director Jason Smith/R3 Planner Mark Rogers	CDOT Updates and 10 Year Plan
11:15 am – 11:25 am	Traffic/Program Projects &Maintenance
11:25 am - Noon County and City/Town Government	County Project Priorities/Issues Sent Via Email:

For your review: A link to our live R3 overview book is found at <https://bit.ly/CDOTRegion3>



COLORADO
Department of Transportation

Region 3

2022

County Meeting

Region 3 Headquarters
222 S. 6th Street, Room 308
Grand Junction, CO 81501
Customer Service Hotline:
(970) 243-2368
<https://bit.ly/CDOTRegion3>



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- **Region 3 At-a-Glance**
 - Regional Info
 - Regional Leadership

- **Program Updates**
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- **Revenue & Budget**

- **Planning**
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- **Engineering**
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- **Maintenance**
 - Section 6
 - Section 2
 - Special Crews/Hanging Lake Tunnel

- **Traffic Operations**
 - Design & Construction
 - FAQ

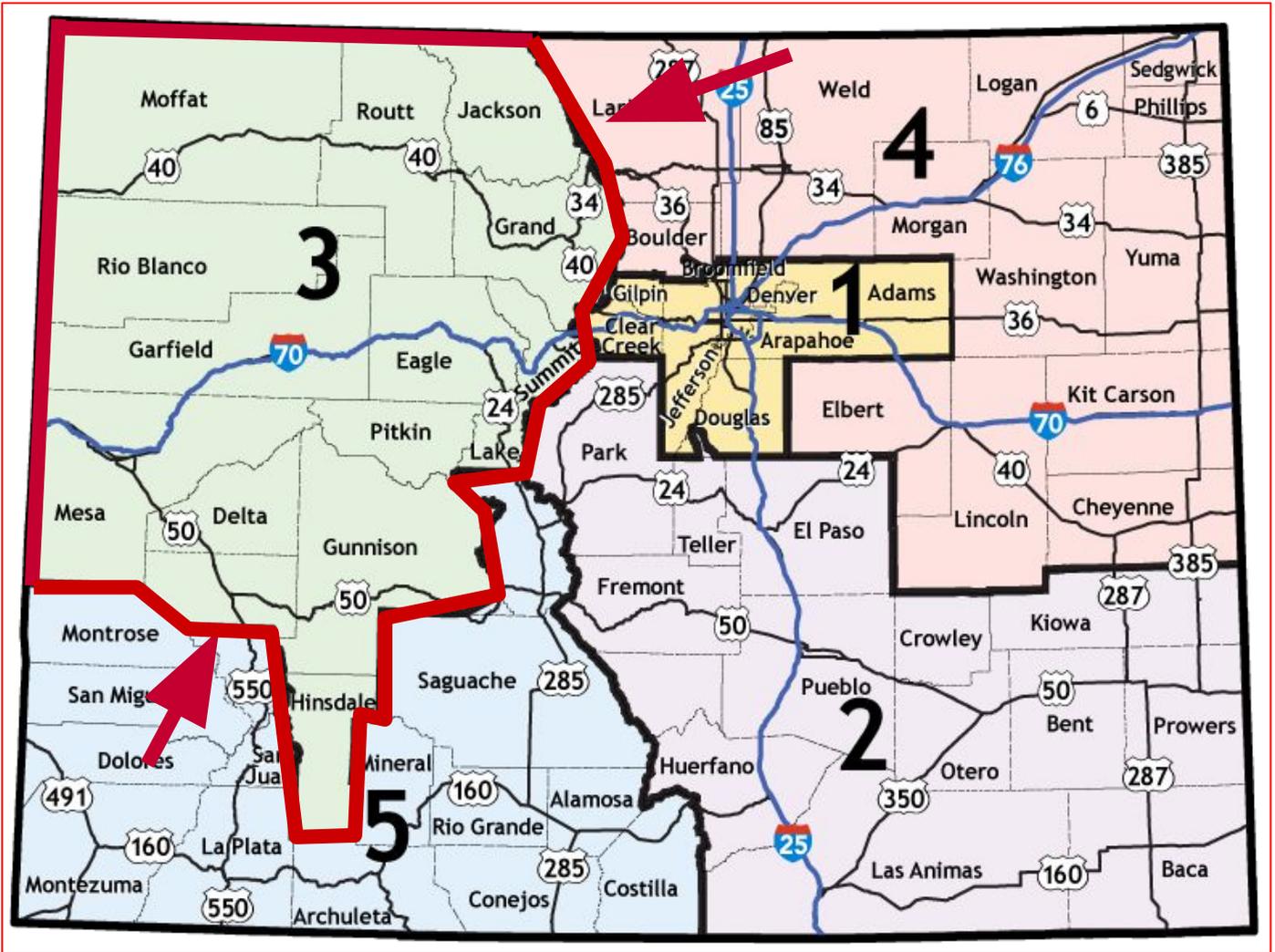
- **COtrip & Social Media**

- **Commonly Used Transportation Acronyms & Initialisms**

** This document will continue to be updated and is available at <https://bit.ly/CDOTRegion3>*



Region 3 Location





Region 3

- ❑ 15 Counties
- ❑ 50+ Municipalities
- ❑ 706 Bridges
- ❑ 13 Mountain Passes
- ❑ 7 Tunnels
- ❑ 13 Rest Areas
- ❑ 5,161 Lane Miles of State Highway
- ❑ CDOT's largest region (square miles)
- ❑ 580 Full-Time Employees
 - ❑ 2 Maintenance Sections
 - ❑ 3 Engineering Program Areas
 - ❑ Materials Program
 - ❑ Right of Way Management
 - ❑ Utility Program Management
 - ❑ Traffic Management
 - ❑ Business Office
 - ❑ Civil Rights Office
 - ❑ Planning & Environmental, Local Agency Management



Regional Leadership

*Transportation Commission Chair-Commissioner &
District 7 Transportation Commissioner*
Kathy Hall

District 6 Transportation Commissioner
Barbara Vasquez

District 8 Transportation Commissioner
Mark Garcia

Regional Transportation Director
[Jason Smith](#)

Program Assistant II
[Kimberly Wood](#)

Program Engineer West
[Rob Beck](#)

Business Manager
[Rocky Baker](#)

Program Engineer Central
[Roland Wagner](#)

Civil Rights Manager
[Karl Lehmann](#)

Program Engineer East
[Karen Berdoulay](#)

Safety Officer
[Marty Medina](#)

Materials Engineer
[Coulter Golden](#)

Utility Engineering Program Manager
[Joe Carter](#)

Planning & Environmental Manager
[David Cesark](#)

Right of Way Manager
[Lisa Gerondale](#)

Traffic & Safety Program Engineer
[Zane Znamenacek](#)

Communications Manager
[Elise Thatcher](#)

Section 2 Maintenance Superintendent
[John "Sage" David](#)

Region 3 Planner
[Mark Rogers](#)

Section 2 Maintenance Deputy Superintendent
[Todd "TJ" Blake](#)

Section 6 Maintenance Superintendent
[Randy McIntosh](#)

Section 2 Maintenance Deputy Superintendent
[Fred Cummings](#)

Section 6 Maintenance Deputy Superintendent
[Spencer Dickey](#)

Section 2 Maintenance Deputy Superintendent
[Kane Schneider](#)



I-70 Corridor: Glenwood Canyon

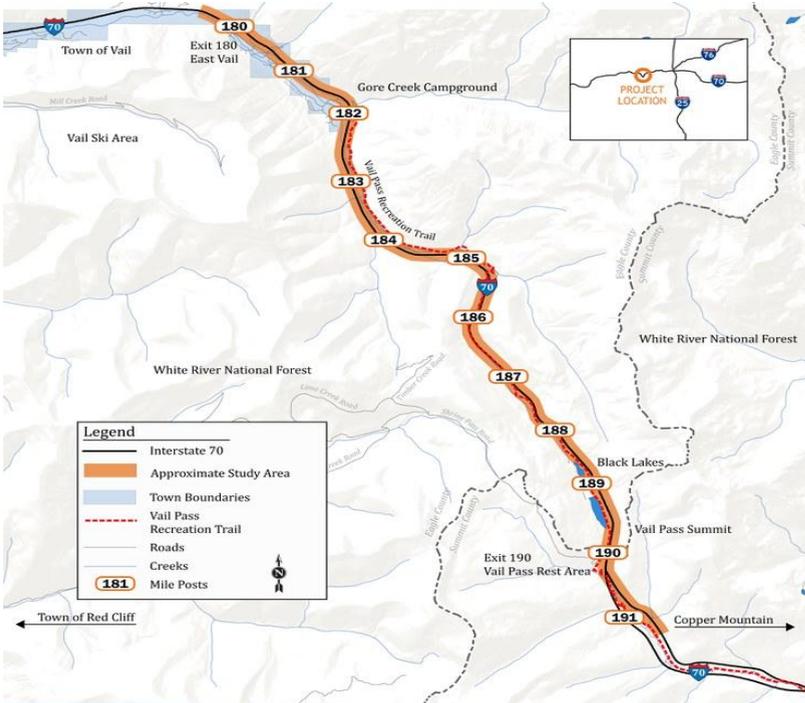


- ❑ 2020 Grizzly Creek Fire & 2021 post-fire debris flow/rock fall events caused extensive damage
- ❑ Expended over \$36.6 million total for emergency response and repairs after the fire and debris flows. The majority of those costs came after the 2021 debris flow/rockfall (\$32 million)

- ❑ Protocols are now in place in conjunction with local, city, and county stakeholders, NOAA and CSP
- ❑ Staging for canyon closures beginning when Flash Flood Watches are issued
- ❑ Closure of Interstate 70 between Dotsero (Exit 133) and Glenwood Springs (Exit 116) during Flash Flood Warnings



I-70 Corridor: West Vail Pass



In June 2020, CDOT was awarded a \$60.7M Infrastructure for Rebuilding America (INFRA) grant to improve safety and traffic operations on Vail Pass. The INFRA dollars are combined with other funding to complete more than \$200M worth of improvements.

Work items include:

- An eastbound auxiliary lane with widened shoulders between Mile Points 185 & 190
- Westbound curve modifications with widened shoulders at MP 186 & 188
- Bridge replacement eastbound and westbound at MP 185.3
- Truck ramp reconstruction at MP 182
- Variable speed limit signs
- Six wildlife underpasses and fencing
- Vail Pass recreational trail relocation between MP 185 & 187

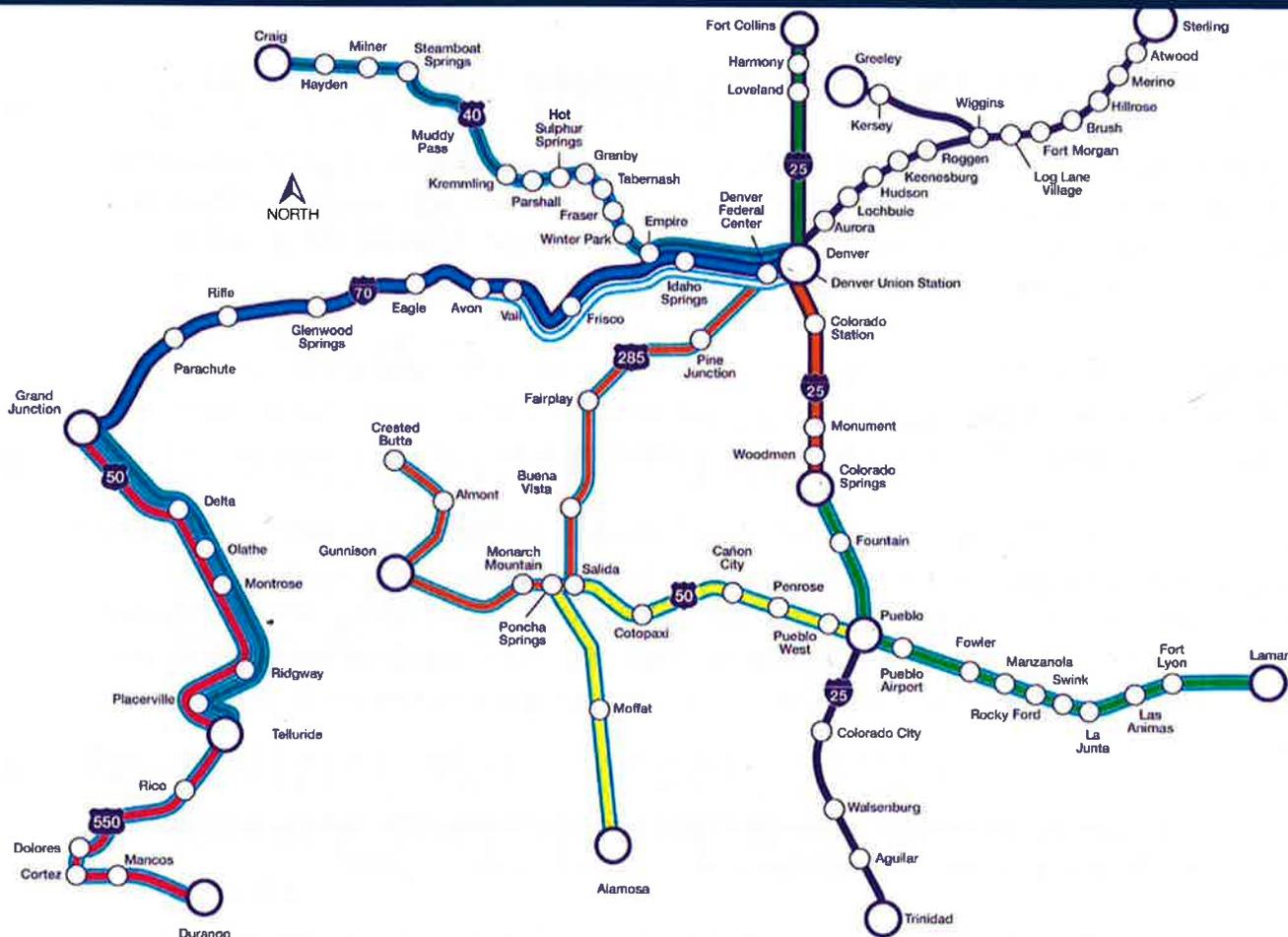
Schedule

CM/GC (Construction Manager/General Contractor) was the original alternative delivery method that includes four Construction Packages (CP) that are delivered in stages. The work under this contracting method is fiscally constrained so a second standard delivery method DBB (Design Bid Build) - that is used to deliver most CDOT projects - was added to handle the added work and cost increases due to inflationary pressures. The table below shows the timeline for the four CM/GC CPs currently underway and the DBB work that will be advertised in 2023. Currently, all CPs are on time.

	2021				2022				2023				2024				2025			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
CP 1 - Truck ramp & WB Hwy Closure		CAP	Construction																	
CP 2 - Recreation Path		Design			CAP		Construction													
CP 3 - F-12-AT (WB) Bridge Replacement		Design			CAP		Construction													
CP 4 - Roadway		Design			CAP		Construction													
CP 5 - F-12-AS (EB) Bridge Replacement		Design							AD	Construction										



Program Updates: Bustang & Outrider



Bustang services include:

- Hourly service planned on I-25 Corridor - Anticipated 2026
- 12 buses planned along I-70 for future service from Denver to Grand Junction - Anticipated 2026
- Outrider expansion planned for Gunnison-Montrose and Craig-Grand Junction. Gunnison-Montrose service will expand following completion of US 50 Little Blue Creek Canyon project.
- Pegasus shuttle vans currently provide weekend service along I-70. Service is anticipated to expand to seven days a week once I-70 Floyd Hill project is underway.

- Bustang: Colorado Springs -- Denver
- Bustang: Fort Collins -- Denver
- Bustang: Grand Junction -- Denver
- Outrider: Alamosa -- Pueblo
- Outrider: Craig -- Denver
- Outrider: Crested Butte -- Denver
- Outrider: Durango -- Grand Junction
- Outrider: Lamar -- Colorado Springs
- Outrider: Telluride -- Grand Junction
- Pegasus: Avon -- Denver



Routes, tickets and info:
ridebustang.com



Program Updates: Greenhouse Gas Program

CDOT Greenhouse Gas Program Update (Sept. 15, 2022)

On December 16, 2021 the Transportation Commission voted to approve a groundbreaking new rule, the [GHG Pollution Reduction Planning Standard](#), which will reduce pollution and greenhouse gas (GHG) emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options for Coloradans.

The GHG Pollution Reduction Planning Standard is one of many transportation strategies identified in the state's [GHG Pollution Roadmap](#) and is a key requirement established in the 2021 [Senate Bill 21-260](#) - the state transportation funding bill.

The Standard requires CDOT and the state's five Metropolitan Planning Organizations (MPOs) to determine the total pollution and GHG emission increase or decrease expected from future transportation projects and to take steps to ensure that GHG emission levels do not exceed set reduction amounts. This policy recognizes that the transportation projects we build have an impact on how Coloradans travel and encourages choices for travelers across the state.

The state transportation funding bill requires CDOT and the Transportation Commission to adopt a 10-Year Plan that complies with the new GHG by October 1, 2022.

On September 15, 2022, the Transportation Commission voted to approve CDOT's newly updated 10-Year Plan and associated GHG Transportation Report, which shows compliance with the GHG reduction levels in the rule. The Transportation Commission also voted via resolution to accept Denver Regional Council of Governments and North Front Range Metropolitan Planning Organization's GHG Transportation Report which also shows compliance with the GHG reduction levels with the rule. These three agencies are in compliance with the GHG Planning Standard.

The planning documents of PPACG, PACOG, and GVMPO will be subject to the rule following October 1, 2022.

Resources:

- [GHG Standard Fact Sheet](#)
- [Frequently Asked Questions](#)
- [April Transportation Commission Materials - GHG Mitigation Measures](#)



Program Updates: GHG

Greenhouse Gas Program Update (July 14, 2022) cont.

The Rule also provides the option to commit to one or more voluntary “mitigation measures” to help achieve the reduction levels. On May 19, 2022 the Commission voted to adopt [Policy Directive 1610](#) on GHG Mitigation Measures. GHG Mitigation Measures are projects and strategies whose GHG and travel benefits cannot be accurately or easily quantified in travel demand models, such as bicycle lanes, sidewalks, transit fare reduction strategies, transportation demand management (TDM) programs, and more. Appendix A in Policy Directive 1610 includes the full list of GHG Mitigation Measures that have been reviewed, vetted, and scored by subject matter experts and formally approved by the Commission. These approved GHG Mitigation Measures are “scored”, which reflects the ability of a project to reduce GHG emissions relative to a certain metric, while providing a way to distinguish and value the location and context. One point is equivalent to one metric ton of avoided GHGs.

In the event that CDOT or an MPO are unable to demonstrate that they have met the reduction levels, a portion of their capital funds becomes restricted to projects or programs that are demonstrated to reduce pollution and improve mobility. No entity would lose funds as a result of not meeting the reduction targets.

What’s next?

By October 1, 2022, CDOT, Denver Regional Council of Governments, and North Front Range Metropolitan Planning Organization must update their transportation plans in order to comply with the GHG reduction levels. At present, the three agencies have modeled their plans and made adjustments, and are currently analyzing GHG Mitigation Measures to meet their individual reduction levels. The state’s three remaining MPOs (PACOG, PPACG and GVMPO) have until their next regularly scheduled Regional Transportation Plan update to comply with the GHG Rule

Resources:

- [GHG Standard Fact Sheet](#)
- [Frequently Asked Questions](#)
- [April Transportation Commission Materials - GHG Mitigation Measures](#)



Program Updates

- **Transportation Alternatives Program (TAP)**
 - Projected call for projects will be Fall 2022 for fiscal years 2024-2026
 - <https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2023-25>
- **Multimodal Options Fund (MMOF)**
 - Yearly call from TPR/MPO
 - <https://www.codot.gov/programs/planning/grants/mmof-local>
- **Revitalizing Main Streets (RMS)**
 - Allocation from State Legislature with two types of grants
 - <https://www.codot.gov/programs/revitalizingmainstreets>
- **Safe Routes to School (SRTS)**
 - Deadline Friday, November 4, 2022
 - Q&A session August 23, 2022
 - <https://www.codot.gov/programs/bikeped/saferoutes/grantapplication>



Program Updates: Local Agency

New LA Project	TPR	Funding Type	Amount	Funding - State/Federal
Summit County - CR 30 Heeney RD Rockfall Mitigation	Intermountain	HSIP - BRO	\$450,000	Federal
City of Rifle - Gateway Pedestrian & Traffic Safety Improvements	Intermountain	RMS	\$1,800,000	State
City of Fruita - S Mesa St Gateway - Multimodal Transportation	Grand Valley	RMS - ARPA	\$1,736,000	Federal
Town of Minturn - Main St Pedestrian Improvements	Intermountain	RMS	\$1,402,000	State
City of Glenwood Springs - 6th St Corridor Safety Improvements	Intermountain	RMS	\$1,167,000	State
Town of Palisade - Connecting Our Community	Grand Valley	RMS	\$1,100,000	State
Mesa County - Orchard Ave Safety & Connectivity	Grand Valley	RMS - ARPA	\$1,080,000	Federal
City of Grand Junction - Crosby Ave Multimodal Improvement	Grand Valley	RMS	\$1,000,000	State
Town of Hayden - US 40 Pedestrian/Multimodal Safety	Northwest	RMS - ARPA	\$1,000,000	Federal
Town of Paonia - Safe Pathways for Paonia	Gunnison Valley	RMS	\$792,961	State
Town of Basalt - Midland Ave Streetscape Revitalization	Intermountain	RMS	\$500,000	State
Town of Walden - Fifth St Sidewalks	Northwest	RMS	\$488,800	State
Town of Craig	Northwest	MMOF	\$426,498	Federal
Town of Hayden	Northwest	MMOF	\$175,000	Federal
Town of Steamboat Springs	Northwest	MMOF	\$588,679	Federal
Town of Walden - Fifth St Sidewalks	Northwest	MMOF	\$950,000	State
Town of Winter Park - Streetscape and Pedestrian Improvements	Northwest	MMOF	\$279,679	State
Town of Breckenridge - Blue River Rec - Underpass and Bridge Design	Intermountain	MMOF		



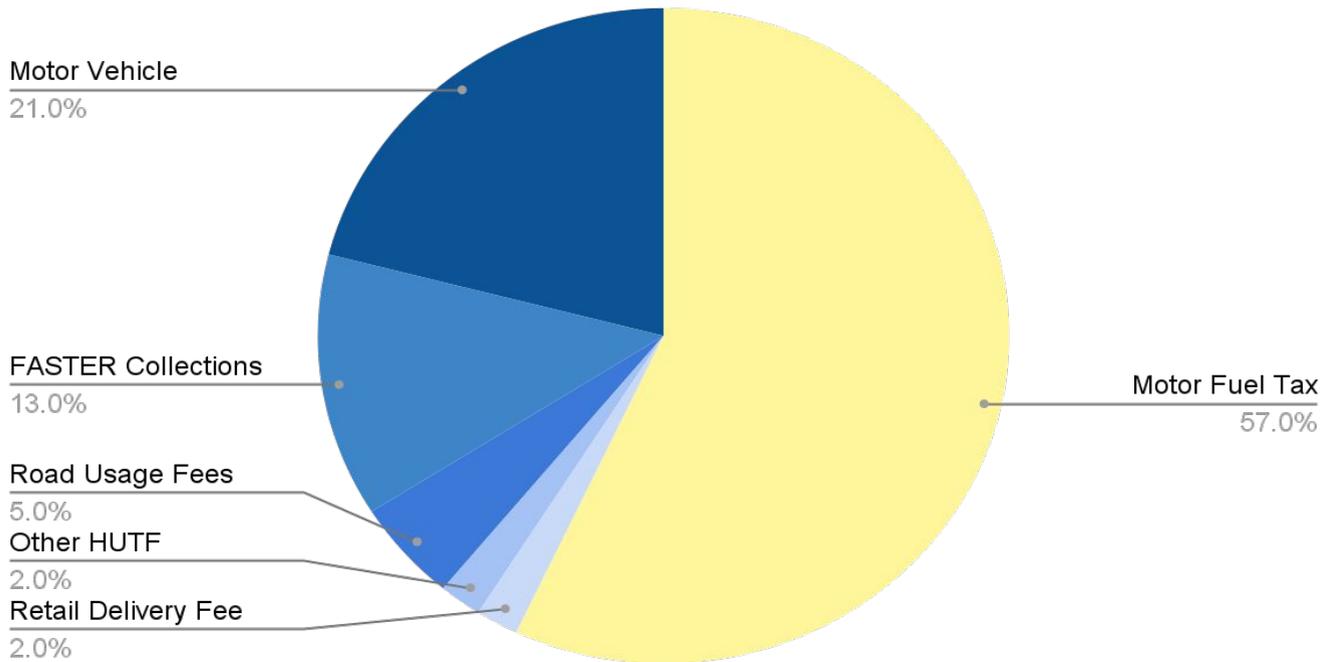
Program Updates: Local Agency

New LA Project	TPR	Funding Type	Amount	Funding - State/Federal
Town of Parachute - 1st St/Downtown Development Plan	Intermountain	MMOF		
Town of Avon US 6 Multimodal Safety and Mobility Improvement	Intermountain	MMOF		
Ecotrails - Eagle Valley Trail	Intermountain	MMOF		
Town of Glenwood Springs - US 6 & 24 Shared Use Path Improvement	Intermountain	MMOF		
Lake County - Multimodal Mitigations Planning Project	Intermountain	MMOF		
RFTA - CO 82/27th Underpass - Snowmass Transit Center	Intermountain	MMOF		
Town of Snowmass Village - Snowmass Transit Center	Intermountain	MMOF		
Town of Vail - Vail E-Courier Pilot Program Expansion	Intermountain	MMOF		
Town of Vail - Vail Intermodal/Mobility Hub Site Expansion	Intermountain	MMOF		
Gunnison - Ohio Ave Multimodal and Safe Routes to School - Phase 1	Gunnison Valley	MMOF	\$760,000	State
Delta County - North Fork Miners Trail	Gunnison Valley	MMOF	\$1,415,000	State
Hinsdale County - CR 30 - Bike Land and Chip Seal Overlay	Gunnison Valley	MMOF	\$720,000	State
Summit County - Little Beaver Trail Connection Engineering & Design Project	Intermountain	MMOF	\$75,000	
Lake County - Transit Implementation	Intermountain	MMOF	\$1,340,000	



Revenue & Budget

Highway User Tax Fund Revenue History (millions)



HUTF Revenue History (millions)

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
	Actual	Actual	Actual	Budget	Budget
HUTF Distribution – CDOT Allocation*	\$580.7	\$552.2	\$536.5	\$534.1	\$476.0
Motor Fuel Taxes	\$325.4	\$307.0	\$295.9	\$309.5	\$304.8
Vehicle Registration Fees	\$116.2	\$109.6	\$105.7	\$110.5	\$108.9
Miscellaneous	\$23.2	\$21.9	\$21.1	\$22.1	\$21.8
Road Usage Fees	\$0	\$0	\$0	\$0	\$33.9
Retail Delivery Fee	\$0	\$0	\$0	\$0	\$6.6
FASTER Revenue – CDOT Allocation	\$115.8	\$113.7	\$113.8	\$92.0	\$84.8
Road Safety Surcharge	\$80.0	\$80.6	\$80.3	\$62.7	\$54.4
Late Registration Fees	\$13.1	\$11.8	\$17.9	\$13.0	\$13.2
Daily Vehicle Rental Fee	\$21.9	\$20.4	\$14.9	\$15.6	\$16.6
Oversize/Overweight Surcharge	\$0.8	\$0.9	\$0.7	\$0.6	\$0.6
Unregistered Vehicle Fine	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

*HUTF Distribution Allocation totals are comprised of Motor Fuel Taxes, Vehicle Registration fees, Miscellaneous and FASTER Revenue Allocations



Revenue & Budget

Budget Category/Program	FY 2022-23 Final Budget
COLORADO DEPARTMENT OF TRANSPORTATION	
Capital Construction	\$647.9 M
Asset Management	\$392.3 M
Safety	\$121.6 M
Mobility	\$134.1 M
Maintenance and Operations	\$372.3 M
Asset Management	\$336.1 M
Safety	\$12.2 M
Mobility	\$24.0 M
Multimodal Services & Electrification	\$55.1 M
Mobility	\$55.1 M
Suballocated Programs	\$373.2 M
Aeronautics	\$35.3 M
Highway	\$143.9 M
Transit and Multimodal	\$194.1 M
Administration & Agency Operations	\$105.3 M
Debt Service	\$0.0 M
Contingency Reserve	\$0.0 M
Other Programs	\$29.5 M
Total - CDOT	\$1,583.3 M

FY 2022-2023 Final Budget Allocation Plan:

<https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy2022-2023-final-budget-allocation-plan>



Revenue & Budget

Types and allocation of *capital* and *asset* funds within Region 3

Strategic Funding (anything other than HUTF)

Regional Priority Program (RPP)

- Surface Treatment
- Bridge On-System
- Culvert
- Walls
- Geo-Hazard
- Hazard Elimination
- Hot Spots
- Signal
- FASTER Safety
- Tunnels
- Transit
- (HUTF of Registration Funds)

Maintenance

Prioritization guidelines and allocation distribution is determined by the Transportation Commission (TC) or legislative bodies.

Allocation is determined by the TC. Flexible funding with guidelines is determined by the Region. It is divided equally between the planning regions & they assist in prioritizing projects.

These programs have either a management system or specific qualification requirement that determines how funding is distributed & prioritized

Funding for Maintenance is determined by Maintenance Levels Of Service (MLOS) goals and approved by TC.

IFASTER Bridge Enterprise, Strategic Projects, CMAQ, Bridge-Off, and Discretionary funds are assigned to specific locations or projects.

IFASTER Transit, TAP, Bridge Off and Safe Routes to School are state grant programs.



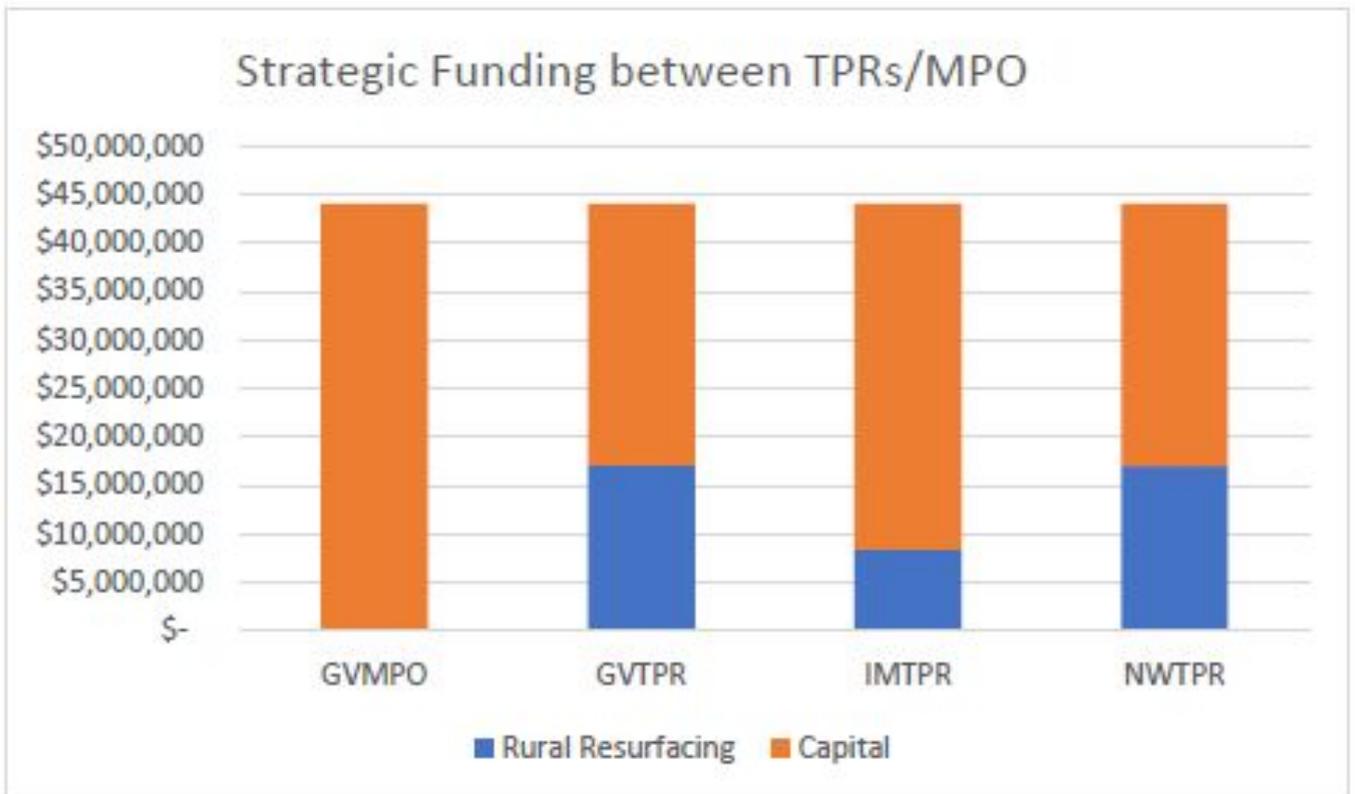
Planning: 10-Year Plan for Strategic Funding Plan for FY 23-26

Region 3	Transit	Capital	Total
FY 2023-2026 funding	\$19,591,000	\$176,319,000	\$195,910,000
Rural Resurfacing (RR) 25% Target		\$44,079,750	Required
Remaining		\$132,239,250	

- ❑ Region 3 TPR/MPO Chairs made the decision to break out the RR proportionally to the area in which the projects were completed.
- ❑ Any strategic funding savings will be prioritized to fulfill the RR commitment.

Rural Resurfacing Choices

US 24 North of Leadville	IM	\$8,404,750.00
US 40 Hayden East	NW	\$9,000,000.00
US 50 Olathe Business Loop	GV	\$1,200,000.00
SH 65 Between SH 92 and Orchard City	GV	\$5,900,000.00
SH 317 East of Hamilton	NW	\$8,079,750.00
SH 348 West of Olathe	GV	\$10,000,000.00
		\$ 42,584,500





10-Year Plan for FY 23-26

Project	TPR/MPO	Type	Funding Allocation
CO 348 West of Olathe	GVTPR	RR	\$10,000,000
US 50 Olathe Business Loop	GVTPR	RR	\$1,200,000
CO 65 Between SH 92 and Orchard City	GVTPR	RR	\$5,900,000
CO 317 East of Hamilton	NWTPR	RR	\$8,079,750
US 40 Hayden East	NWTPR	RR	\$9,000,000
US 24 North of Leadville	IMTPR	RR	\$8,404,750
I-70 B 1st to 15th	GVMPO	H	\$31,079,750
US 6 Mesa County	GVMPO	H	\$13,000,000
CO 92 Phase I	GVTPR	H	\$26,979,750
I-70 Exit 203	IMTPR	H	\$25,000,000
I-70 Exit 105	IMTPR	H	\$10,675,000
US 40 Steamboat Downhill Dr.	NWTPR	H	\$8,000,000
US 40 Passing Lanes W. of Kremmling	NWTPR	H	\$12,000,000
US 40 Red Dirt Hill	NWTPR	H	\$7,000,000

Key	
H	Highway
RR	Rural Resurfacing
T	Transit

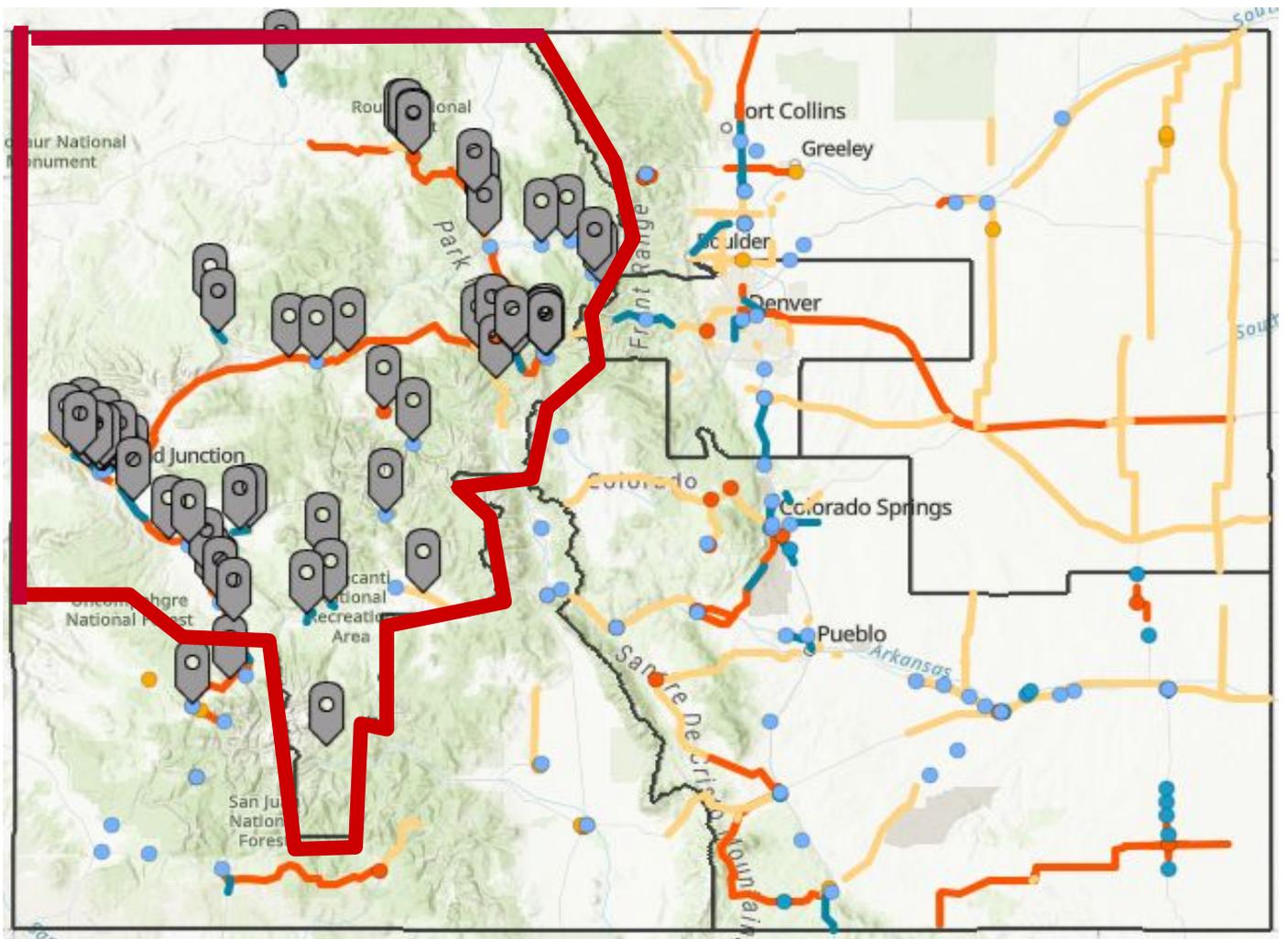


10-Year Plan for FY 23-26

Project	TPR/MP O	Type	Funding
Vail Intermodal Site	IMTPR	T	\$6,400,000
Steamboat Springs Transit Fleet Expansion	NWTPR	T	\$2,400,000
Redesign and Construct the Steamboat Springs Transportation Center - Phase 1	NWTPR	T	\$2,300,000
Mountain Express Transit Center	IMTPR	T	\$500,000
Western Slope Maintenance Facility	GVTPR	T	\$2,700,000
Grand Valley Transit Bus Replacement	GVMPO	T	\$1,200,000
Grand Valley Transit System Enhancements	GVMPO	T	\$1,250,000
Grand Valley Transit Maintenance Facility	GVMPO	T	\$1,500,000
Gunnison Transit Center	GVTPR	T	\$1,000,000

Key	
H	Highway
RR	Rural Resurfacing
T	Transit

10-Year Plan for FY 23-26



Screenshot of the map for the Northwest Projects from 10-Year Plan story

Map Key

Funded/Partially Funded

- Transit ● Bridge ■ Highway ■ Rural Paving

Unfunded

- Transit ■ Transit ○ Bridge ■ Highway ■ Rural Paving

10-Year Vision Plan & Story Map:

www.codot.gov/programs/your-transportation-priorities/your-transportation-plan

<https://storymaps.arcgis.com/stories/d19d51e237e04733805a8ec5f037f7d0>



Region 3 Engineering Areas

CDOT Region 3 Program Engineering Areas





Program Engineering Central

Program Engineer
[Roland Wagner](#)

Program Assistant
[Betty “BJ” Braaten](#)

Professional Engineer
Glenwood Residency
[Andrew Knapp](#)

Professional Engineer
Craig Residency
[Justin Kuhn](#)

Professional Engineer
Materials
[Coulter “Cole” Golden](#)

Design Team Manager
[Bart Necessary](#)



Central Program: Projects in Design

Projects in Design	Funding Category	Cost Est	Year Est
Glenwood Springs South Bridge	Earmark	TBD	TBD
I-70 Exit 105 US 6 Garfield County Phase I	Strategic	\$15,000,000	Fall 22
I-70 Rifle to Silt Slab Replacement Phase 3	Asset Mgmt	\$12,700,000	Fall 22
I-70 East of DeBeque	Asset Mgmt	\$4,600,000	Fall 22
CO 133 Rockfall North of McClure	Asset Mgmt	\$3,000,000	Winter 23
CO 82	Asset Mgmt	\$900,000	Fall 22
CO 64 Meeker Bridges D-03-A & D-04-G	Asset Mgmt	\$15,120,000	Fall 22
CO 318 Browns Park East Rural Resurfacing	Strategic	\$9,500,000	Fall 22
CO 64 and CO 13 at Meeker	Asset Mgmt	\$6,000,000	Fall 22
US 40 Downhill Drive (Steamboat Springs)	Strategic	\$8,000,000	TBD



Program Engineering East

Program Engineer
[Karen Berdoulay](#)

Program Assistant I
[Angela Springer](#)

Professional Engineer
Eagle Residency
Vacant

Professional Engineer
Special Projects
[Peter Lombardi](#)

Professional Engineer
Mountain Residency
[Grant Anderson](#)

Design Team Manager
[John Kronholm](#)



East Program : Projects in Design

Projects in Design	Funding Category	Cost Est	Year Est
Eagle Residency ADA Ramp Improvements	Asset Mgmt	\$1,250,000	Winter 23
I-70 Wall Repair MP 170.5	Asset Mgmt	\$2,000,000	Fall 22
US 24 South of Minturn Resurfacing	Asset Mgmt	\$14,000,000	Winter 24
US 6 Post Blvd Roundabout	Safety	\$4,000,000	Fall 23
CO 9 South of Breckenridge	Asset Mgmt	\$2,200,000	Fall 22
US 40 Passing Lanes	Strategic	\$12,000,000	TBD
CO 9 North of Silverthorne	Asset Mgmt	\$7,000,000	Fall 22
I-70 Exit 203	Strategic	\$44,000,00	2026
US 40 Red Dirt Hill Phase 1	Strategic	\$7,000,000	TBD
I-70 Silverthorne to EJMT Phase 2	Asset Mgmt	\$8,700,000	Fall 23



Program Engineering West

Program Engineer

[Rob Beck](#)

Technician IV

[Sherry Dunn](#)

*Professional Engineer
Grand Junction Residency*

[Kaitlyn Clark](#)

*Professional Engineer
Montrose Residency*

[Raelene Shelly](#)

Design Team Manager

[Nathan Jean](#)

*Program Manager
Right of Way*

[Lisa Gerondale](#)

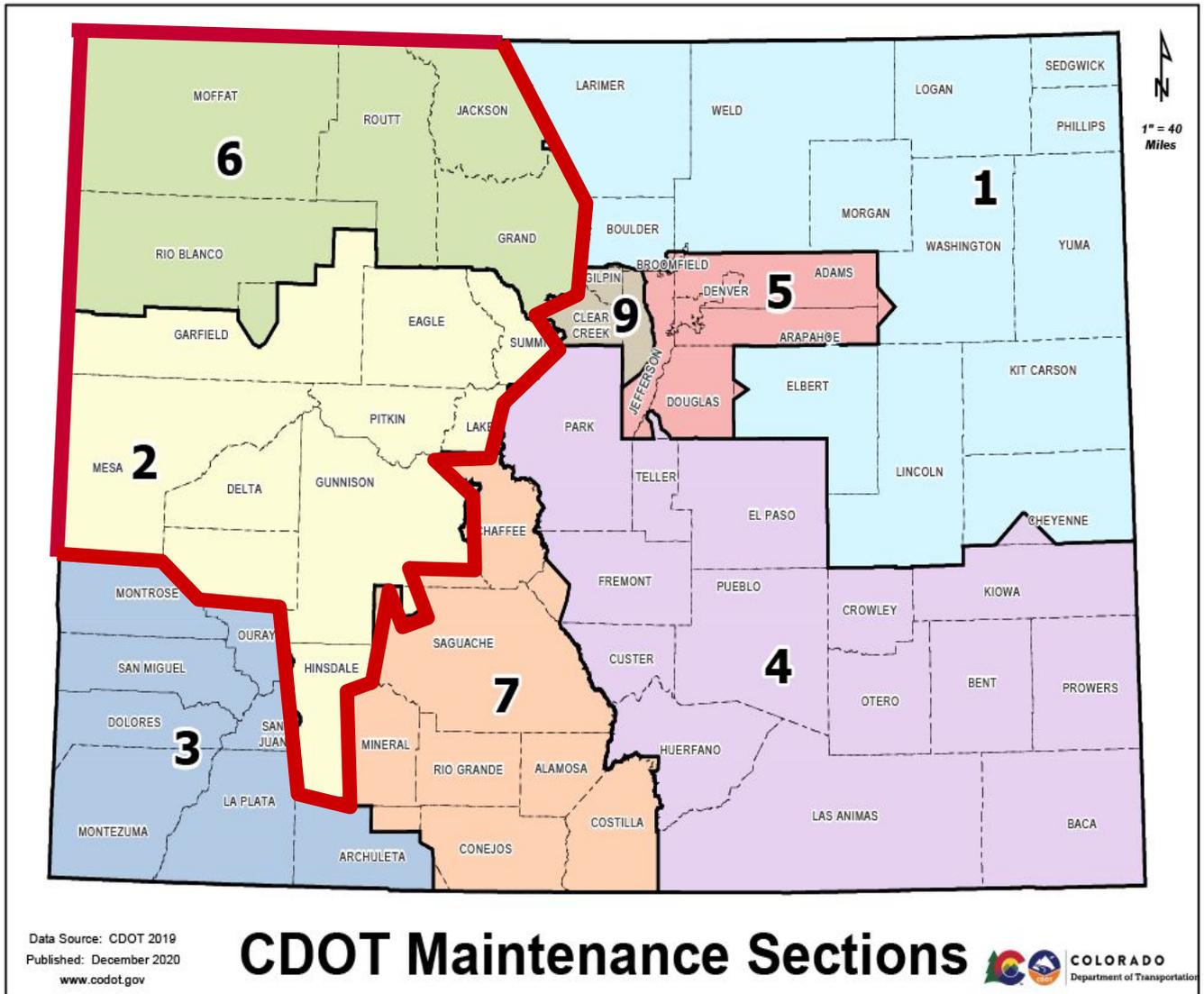


West Program: Projects in Design

Project	Funding Category	Cost Est	Year Est
US 6 & 20 Rd Intersection Improvement	Strategic	\$6,400,000	Fall 22
I-70 Salt Wash Bridges	Asset Mgmt	\$5,800,000	Fall 22
CO 141 Gateway MP 120 South	Asset Mgmt	\$8,200,000	Fall 22
I-70 Mt Garfield CBC Replacement	Asset Mgmt	\$9,000,000	TBD
I-70B DDI to 29 Various Resurfacing	Asset Mgmt	\$7,000,000	Fall 22
I-70B South of Rood	Strategic	\$15,000,000	TBD
US 6 Palisade Improvements	Strategic	\$4,000,000	Fall 24
US 6 Widening West of 20 Rd	Strategic	TBD	TBD
US 6 North Ave Improvements (City of GJ)	Transit	\$1,350,000	TBD



Region 3 Maintenance Sections



Data Source: CDOT 2019
Published: December 2020
www.codot.gov

CDOT Maintenance Sections





Maintenance Section 6

Superintendent
[Randy McIntosh](#)

Deputy Superintendent
[Spencer Dickey](#)

Office Manager
[Janelle Zimmerman](#)

Admin Assistant
[Lottia Koenig](#)

Admin Assistant
[Christine Mixon](#)

Meeker - John Area
LTC Ops
[Paul Anderson](#)

Craig - Lincoln Area
LTC Ops
[Billy McDermott](#)

Transportation Maintenance III
[Shannon Merriam](#)
[Tina Hayes](#)

Transportation Maintenance III
[Lynn Powell](#)

Kremmling - King Area
LTC Ops
[Jason Simpson](#)

Transportation Maintenance III
[Tom Dickerson](#)
[George O'Neil](#)



Region 3 Maintenance Sections

County Reports Calendar Year 2021: Section 6

County	Roadway Surface	Roadside Facilities	Roadside Appearance	Traffic Services	Structure Maintenance	Snow & Ice Control	Totals
Garfield	\$206,609	\$50,750	\$26,616	\$27,444	\$0	\$190,186	\$498,605
Grand	\$913,149	\$224,987	\$21,168	\$53,785	\$2,870	\$1,034,642	\$2,250,601
Jackson	\$45,447	\$75,965	\$24,358	\$43,388	\$11,345	\$534,548	\$735,051
Moffat	\$276,887	\$127,846	\$44,336	\$113,702	\$17,966	\$655,125	\$1,235,862
Routt	\$528,628	\$117,079	\$32,530	\$98,279	\$3,856	\$1,569,355	\$2,349,727
Rio Blanco	\$207,713	\$143,047	\$34,113	\$61,302	\$10,885	\$472,128	\$929,188



Maintenance Section 2

Superintendent
[John “Sage” David](#)

*Deputy Superintendent
Operations West*
[Fred Cummings](#)

*Deputy Superintendent
Operations East*
[Kane Schneider](#)

*Deputy Superintendent
Systems*
[Todd “TJ” Blake](#)

Technician V
[Stephanie “Dede” Blake](#)



Maintenance Section 2

Grand Junction - John Area

LTC Ops

[Tim Holbrook](#)

Admin Assistant

[Pat VanTeylingen](#)

Montrose - Lincoln Area

LTC Ops

[Eric Langford](#)

Admin Assistant

[Catherine Ruybal](#)

Transportation Maintenance III

[Michael Baugh](#)

[Dan Sanchez](#)

[Jeff Haile](#)

Transportation Maintenance III

[Mark Bacialli](#)

[Justin Mangum](#)

[Jared Kehmeier](#)

Glenwood Springs - King Area

LTC Ops

[Don Poole](#)

Admin Assistant

[Kristine Bannister](#)

Gypsum - Mary Area

LTC Ops

[Joseph Bajza](#)

Admin Assistant

[Kirstie Bajza](#)

Transportation Maintenance III

[Kirk Mardesen](#)

[Michael Bosshardt](#)

Transportation Maintenance III

[David Kuhn](#)

[Derek Scovill](#)

Silverthorne - Paul Area

LTC Ops

[Dean Decker](#)

Admin Assistant

[Jhari Sander](#)

Transportation Maintenance III

[Kevin McWhirt](#)

[Gleede "Buster" Skeen](#)

[Floyd Strader](#)



Region 3 Maintenance Sections

County Reports Calendar Year 2021: Section 2

County	Roadway Surface	Roadside Facilities	Roadside Appearance	Traffic Services	Structure Maintenance	Snow & Ice Control	Totals
Delta	\$183,343	\$115,259	\$83,162	\$199,056	\$20,185	\$378,588	\$979,593
Eagle	\$192,786	\$484,218	\$64,016	\$481,935	\$46,273	\$5,144,251	\$6,413,479
Summit	\$503,153	\$523,915	\$55,660	\$474,452	\$37,730	\$4,402,865	\$5,997,778
Gunnison	\$203,456	\$374,769	\$98,083	\$344,661	\$28,463	\$1,292,556	\$2,341,988
Hinsdale	\$19,412	\$78,151	\$3,771	\$30,369	\$7,038	\$155,070	\$293,811
Lake	\$15,546	\$960,925	\$5,455	\$199,584	\$5,434	\$549,592	\$866,536
Mesa	\$455,076	\$590,103	\$199,789	\$656,061	\$67,482	\$1,187,853	\$3,156,364
Montrose	\$354,591	\$329,582	\$73,293	\$448,966	\$27,015	\$636,482	\$1,869,929
Pitkin	\$90,022	\$243,176	\$13,880	\$252,773	\$4,845	\$510,982	\$1,115,678
Garfield	\$328,720	\$1,678,099	\$99,433	\$1,319,987	\$60,277	\$1,832,640	\$5,319,156



Maintenance Special Crews & Hanging Lake Tunnel

HLT Area

LTC Ops
[Trevor Allen](#)

Admin Assistant
[Kristine Bannister](#)

Transportation Maintenance III
[Gregg Slone](#)
[Lee Degraffenreid](#)

Grand Junction
Maintenance/Shop

LTC Ops
[Otto Whisner](#)

Equipment Mechanic IV
[Daniel Long](#)

Machine Trades III
[Daniel Raffensperger](#)
[Robert Pauletich](#)
[Bill Dean](#)

Special Crews/Storeroom

LTC Ops
[Jered Morgan](#)

Transportation Maintenance III
[Jerry Gammill](#)

Material Handler III
[Kenneth Puls](#)

Craig
Maintenance/Shop

LTC Ops
[Robert Daniels](#)

Equipment Mechanic IV
[James Rossi](#)

Machine Trades III
[Joseph Vasquez](#)
[Clinton Dunlap](#)



Traffic & Safety Operations

Program Engineer
[Zane Znamenacek](#)

Program Assistant
[Eleshia Carpenter](#)

Traffic Operations Engineer
[Andi Staley](#)

Signing/Peds & Bikes
[Bill Crawford](#)

Traffic Signals
[David Oldham](#)

Striping
[Andres Micolta](#)

LTC Ops
[Marc Travis](#)

Transportation Maintenance III
[Andre Pelletier](#)

Electrical Trades III
[Don Olmstead](#)
[Steve Smith](#)

*Traffic Design & Construction
Engineer*
[Mark Bunnell](#)

Access Program Manager
[Brian Killian](#)

*Special Events/Bike
Tours/Outdoor Advertising*
[Alan Clubb](#)

*Utility Engineering Program
Manager*
[Joe Carter](#)

*Utilities/Special Use
Permits/HazMat Cleanup*
[Joel Berschauer](#)



Traffic Operations: Design

North Ave/I-70B Signal Replacements

Replacement of traffic signals in Grand Junction at North Ave and 5th Street, 23 Road, 28 Road and 28 ¼ Road. Construction begins in spring 2023 and finishes in fall 2025.

Garfield and Eagle Counties Signal Upgrades

Conduit, wiring and detection upgrades at Colorado Highway 82 intersections with Catherine Store and Original Road. Construction begins in spring 2025 and finishes in fall 2025.

Craig Signal Replacements

Signal upgrades at 4th Street and Ranney Street, as well as replacement of traffic signal at 9th Street and Yampa Ave. Construction begins in spring 2025 and finishes in late 2025.

Dowd Canyon Variable Speed Limit Signs

Installation of VSL signs along I-70 in Dowd Canyon. Construction begins in spring 2023 and finishes in late 2023.

US Highway 40 Passing Lanes

Construction of passing lanes on US Highway 40 near Mile Point 172.6 (north of Kremmling) in both directions. Depending on funding, construction may begin as early as 2023 by the Mountain Residency.

US Highway 50 Passing Lanes

Construction of passing lanes on US Highway 50 near MP 136 (east of Sapinero) in both directions. Depending on funding, construction may begin as early as 2023 by the Montrose Residency.

US Highway 50/550 Dual Left Turns

Construction of dual southbound to eastbound left turns in Montrose from US Highways 50/550 onto San Juan Ave. Depending on funding, construction may begin as early as 2024 by the Montrose Residency.

I-70B and 31 ½ RD Left Turn Lane

Extension of the westbound left turn lane and pedestrian crossing improvements in Grand Junction. Construction begins spring 2023.



Traffic Operations: Construction

I-70 Wrong Way Detection

Cost: \$2.9M

Contractor: RDP Barricade

Work: Install signage, markings and active detection at all off-ramps on I-70

Project Benefits: Prevent wrong-way entries onto I-70 from off-ramps

Work Hours/Impacts: TBD

Project Email: mark.bunnell@state.co.us

I-70 Centerline Tape

Cost: \$700k

Contractor: TBD

Work: Install centerline skip stripe tape on I-70 from MP 155 to 180 and MP 195 to 207

Project Benefits: Upgraded centerline visibility and retroreflectivity

Work Hours/Impacts: Minor delays during weekdays

Project Email: William.Crawford@state.co.us

Region 3 Roundabout Markings

Cost: \$400k

Contractor: TBD

Work: Install refreshed markings at all roundabouts in Region 3

Project Benefits: Upgraded marking visibility and retroreflectivity

Work Hours/Impacts: Minor delays during the week at night

Project Email: William.Crawford@state.co.us

Region 3 Epoxy Striping

Cost: \$1.5M

Contractor: TBD

Work: Install refreshed striping on I-70, MP 75-116 and CO 82

Project Benefits: Upgraded marking visibility and retroreflectivity

Work Hours/Impacts: Minor delays during the day

Project Email: Andres.Micolta@state.co.us

Delta Conduit Upgrades

Cost: \$1.2M

Contractor: Sturgeon Electric

Work: Install conduit and devices to interconnect signals on US 50 through Delta

Project Benefits: Improved traffic efficiencies and system reliability

Work Hours/Impacts: Minor delays during the day

Project Email: Andres.Micolta@state.co.us

I-70 Sign Replacement

Cost: \$1.75M

Contractor: CC Enterprises

Work: Install new sign panels and hardware on I-70, MP 0 to 118 on the mainline and auxiliary facilities

Project Benefits: Upgraded sign visibility and retroflecivity

Work Hours/Impacts: Minimal delays during weekdays

Project Email: William.Crawford@state.co.us



Traffic Frequently Asked Questions

Q: When is an access permit required?

A: A permit is required when any new access to a state highway or a change in use that increases traffic volumes by 20% or more. Visit our permit page [here](#).

Q: Where can one find information about safety-related funding?

A: The Highway Safety Office mission, programs, and funding information can be found [here](#).

Q: How are speed limits set on our state highways?

A: All speed limits on state highways in Region 3 have been set according to Colorado Revised Statutes 42-4-1102. By law, a traffic investigation/speed study is required to change a current speed limit. Click [here](#) to view the brochure.

Q: How does one go about requesting a traffic signal?

A: Speak with your elected officials to request signals. View signal information [here](#).

Q: What if we have questions about School Zone Traffic Safety?

A: The assessment for School Zone Traffic Safety can be found [here](#).

Q: How can one request a marked pedestrian crosswalk?

A: The guidelines for pedestrian crossing are outlined [here](#).

Q: Can artwork be constructed in the public right of way (ROW)?

A: CDOT has finalized its guidelines on placing art in the public ROW, which can be viewed by clicking [here](#).

Q: How does one advertise businesses (LOGO) or tourist attractions (TODS) on the state roads?

A: The requirements for advertisements along state roads can be found by clicking [here](#).

Q: What if we have general Traffic-related questions and/or concerns?

A: Contact our Traffic section at (970) 683-6271 or visit the safety documents [here](#).



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Commonly Used Transportation Acronyms & Initialisms

260	Colorado Funding Bill 260
267	Colorado Funding Bill 267
4P	Project Priority Planning Process
7th Pot	CDOT's Strategic Investment Program and Projects (utilizing S.B. 97-01 funds)
AASHTO	American Association of State Highway and Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic (7 Days)
AIMS	Asset Investment Management System
AMP	Access Management Plan
ARPA	American Rescue Plan Act (2021)
ARRA	American Recovery and Reinvestment Act (2008)
BE	Bridge Enterprise (part of the FASTER program)
BMP	Best Management Practice
CDC	Capital Development Committee
CMAQ	Congestion Mitigation and Air Quality
CMGC	Construction Management General Contractor
DBE	Disadvantaged Business Enterprise
DTD	Division of Transportation Development within CDOT (planning)
DTR	Division of Transit and Rail
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (S.B. 09-108 State Funding)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gases
HPTE	High Performance Tolling Enterprise
HUTF	Highway Users Tax Fund (state funding source)
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America grant



Commonly Used Transportation Acronyms & Initialisms

LRP	Long-Range Plan
MLOS	Maintenance Level of Service
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
	NEPA Documents:
	Cat Ex Categorical Exclusion
	EA Environmental Assessment
	EIS Environmental Impact Statement
	FONSI Finding of No Significant Impact
	ROD Record of Decision
OFMB	Office of Finance, Management and Budget (CDOT)
PE	Preliminary Engineering
PM10	Particulate Matter Less than 10 Microns in Size
PPP	Public Private Partnership
RAISE	Rebuilding American Infrastructure with Sustainability and Equity grants
RAMP	Responsible Acceleration of Maintenance and Partnerships (expired)
RPC	Regional Planning Commission
RPP	Regional Priority Program
RR	Rural Resurfacing Program
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan
STAC	Statewide Transportation Advisory Committee
STP-Metro	Surface Transportation Program-Metro
STIP	State Transportation Improvement Program
SUR	Surface Treatment Pool
TABOR	Taxpayer's Bill of Rights
TAC	Technical Advisory Committee (commonly utilized by MPOs)
TAMS	Transportation Asset Management System
TAP	Transportation Alternatives Program
TIFIA	Transportation Infrastructure Finance and Innovation Act of 1998
TMA	Transportation Maintenance/Management Area



Commonly Used Transportation Acronyms & Initialisms

TPR	Transportation Planning Region (15 within the state)
	CF Central Front Range
	DR Denver Regional Council of Governments
	EA Eastern
	GJ Grand Valley MPO (Grand Junction/Mesa County)
	GV Gunnison Valley
	IN Intermountain
	NF North Front Range MPO
	NW Northwest
	PB Pueblo Area Council of Governments
	PP Pikes Peak Area Council of Governments
	SC South Central
	SE Southeast
	SL San Luis Valley
	SW Southwest
	UF Upper Front Range
TSM&O	Transportation Systems Management & Operations
VMT	Vehicle Miles Traveled