

**STATE OF COLORADO
COUNTY OF ROUTT**

**OFFICE OF THE CLERK
January 24, 2017**

County Commissioner Timothy V. Corrigan, Chair called the regular meeting of the Routt County Board of County Commissioners to order. Commissioner Douglas B. Monger, Commissioner Cari Hermacinski, County Manager Tom Sullivan, and Deputy County Manager Dan Weinheimer were also present. Those present recited the Pledge of Allegiance. Tegan Anderson recorded the meeting and prepared the minutes.

EN RE: WARRANTS

MOTION

Commissioner Monger moved to approve and authorize the Commissioners to sign the Warrants Sheets that included:

Accounts Payable Check- Cycle Date:	1/16-1/20	\$390,894.31
Accounts Payable Check: Manuals	1/16-1/20	\$723,041.00
Accounts Payable Wires:	1/16-1/20	\$0.00
Total:		\$1,113,935.31
Payroll Checks- Cycle Date:	1/16-1/20	\$0.00
Payroll Checks- Manuals	1/16-1/20	\$2,459.22
Total:		\$2,459.22
Total Disbursements Approved:	1/16-1/20	<u>\$1,116,394.53</u>

Commissioner Hermacinski seconded.

Mr. Sullivan advised of the following Accounts Payable items:

Bratton Enterprises	\$6,643.12	Road and Bridge Scoria
Colorado Energy System	\$24,675.00	Comm Center – Tower site backup batteries, 9 Qty. Purchase and install
Harrington Industrial Plastics	\$8,561.00	Road and Bridge – Magnesium Chloride tank
Jviation	\$50,510.00	YVRA - airside beacon,

		broom, blower. Design and bidding
Northwest Consultants, Inc.	\$51,910.00	Road and Bridge – weed shed

The motion carried 3-0.

EN RE: ITEMS OF NOTE FROM THE PREVIOUS DAY’S WORK SESSIONS

Commissioner Corrigan stated that the Board met with the County Manager, County Attorney and the Communications Manager to hear updates.

EN RE: CONSENT AGENDA

The following items were presented for consideration, approval, and signing on the consent agenda:

- A. Approval of County Commissioners Minutes: Regular Meeting of December 20, 2016;
- B. Approval of and authorization to ratify the Chair’s signature on a fiber optic easement agreement between Routt County and Fred Duckels and Duckels Construction with a payment from Routt County to the Grantor of \$10 for easement acquisition.
- C. Approval of and authorization to sign a Resolution appointing Members to the Northwest Workforce Development Board representing Routt County.

MOTION

Commissioner Hermacinski moved to approve items A, B, and C on the consent agenda and authorize the Chair to sign the related documents. Consent agenda item C is Resolution 2017-003 and noted that it may need to be replaced because there are some outdated names on the document.

Commissioner Monger seconded; the motion carried 3-0.

EN RE: PUBLIC COMMENT

Tony Stich, Nancy Mucklow, Leslie Lovejoy, Nancy White, Julie Shook, and John DiNickolas, citizens; and Janet Hruby, Road and Bridge Director; were present.

Commissioner Corrigan stated that he is aware that there is a group of citizens present to comment on the County snow plowing operations. He wants to inform the group that the Board will gladly listen to these citizens but will not be making any decisions or responding during this public comment time. He requested each person to write down their contact information in case the Board would like to formulate a response to this group.

Mr. Stich read the following statement:

"I'd like to address the Board of County Commissioners in regards to the two head-on collisions on CR16 this month. My purpose here is to ask the Board to increase the level of service one level and to immediately consider increasing the amount of scoria spread on the 9 blind curves and Cole Hill between mile marker 2 and 8.

Before I state my reasons for consideration, I'd like the Board to know that I have traveled this section of road more than 15,000 times since my arrival in Routt County in June 2001 and have spent many a vacation on this road before we moved here. So, I consider myself a quasi-expert on this section of road. Also, for four years I kept track of the location and date where vehicles left the roadway and presented Road and Bridge with these findings. These off road vehicle incidents exceeded 75 per year and doubled when Paul Draper was replaced. That said, Janet Hruby has been very responsive when I've communicated with here and I know that it takes to address close to a 1000 miles of Routt County Roads but scoria was stopped and other cost saving measures were put in place upon her arrival. Snow plowing was suspended on the weekends on CR16 between the end of the pavement and mile marker 8. In my humble opinion the stopping of scoria accounted for this increase of incidents. Road and Bridge has plowed twice on the weekends this year but no scoria truck accompanied the grader. I encourage any member of this Board to travel CR16 when it is snowing or at dusk when the light is flat for a true understanding of our concerns. The reason for my request for consideration are as follows:

- *CR16 is the busiest non-paved road in the County.*
- *Limited signage, no guard rains, narrow roadways and four areas where the road shift abruptly and if distracted for a second you place yourself in immediate peril.*
- *It's a gravel road so snow melt doesn't occur as with paved roads so, snow and ice are present on the road from around December to April or until the temperature takes a turn. The road chatter and or potholes present under this surface intensifies the chance for skid on most any portion of the road and especially the curves with virtually no scoria down. Unequivocally the primary reason for the head on collisions.*
- *Fear of the sharp drop off the west side of the road and the deep ditches on the east side force residents to hug the middle of the road. Graders and plows fill the ditches on the eastern side of the road with snow making them virtually invisible as to where the down slope on the ditch starts.*
- *The chatter on the curves and potholes are not graded deep enough and they immediate return after it rains or start to appear after as little as three days. The one time in 15 years that the Road and Bridge Director had his crew grade the road with a 4" spiked rake and compacted the curves the chatter and potholes didn't return for 9 weeks.*
- *I know that this Board and Road and Bridge considers CR16 to be unsafe and in need of upgrades. If you don't, please take a thrill ride and visit her.*

- *If the Stagecoach Ski Corporation is sold this spring frequency of incidents will only increase and at a dramatic rate as they did in 2005 and 2006.*

I'm very aware that speed and tire wear have an influence on many of these incidents as CR16 is unforgiving. That said, a little snow on top of the ice and or warm temperatures above 30 degrees amplifies that threat of having an accident with or without good tires. I can attest to this fact as I left the road just above the Stagecoach Fire House, three years ago, along with three other residents within 10 days of each other and a year later, a young female nurse lost her life during a summer months in this very same location when her car rolled and she was thrown from her vehicle. The usual hazard location in this area is a dog leg left turn at the intersection of CR18A and CR16 but my accident occurred on a Sunday morning while I was descending the hill just after this intersection, my ABS breaking system kicked in because there wasn't much on any of these turns and the temperature was such that a film of water was on top of the ice even though my ABS system continued trying to break my decent, my speed was increasing so either I chanced rolling my vehicle or take the plunge down the 70 foot hill. We arrived at the bottom of the hill unharmed but had \$6,000 of damage as a t-post raked the side of the vehicle. The driver that stopped told highway patrol that my speed was between 10 and 15 miles per hour. The scoria driver passed less than a minute after the accident and didn't stop or bother to scoria the hill, unforgivable in my opinion. Three more incidents occurred at this location, one having rolled their vehicle before Road and Bridge began spreading scoria on this portion of the road. To say I was upset would be an understatement so I sent a letter to Janet Hruby and copied this Board. Change took place quickly after I sent my letter so please accept my sincere gratitude and I trust that you know that my concerns are not without merit.

In summary, the residents of Stagecoach that utilize CR16 as egress in and out of their subdivision would be extremely grateful for your consideration of these safety measures on this 6 mile section of CR16 to help prevent accidents of this nature. We know that accidents cannot be fully eliminated but these measures would go a long way in helping to prevent many until such time CR16 can be upgraded."

Ms. Mucklow read the following statement:

"Thank you for your consideration of the concerns of many North Routt residents (one of which I have been since moving to County Road 56 in 1991) about the current winter safety of RCR 129, the main artery by which we all travel to our homes, business and schools in North Routt County.

For my part, I see the concerns as being the once daily plowing of RCR 129 in adverse weather conditions. Keeping in mind that North Routt County is home to many full time residents who have only one way in and out of the area they call home AND keeping in mind that North Routt residents share the road with many service vehicles servicing many Businesses that call North Routt home, as well as School and Preschool, AND keeping in mind that North Routt County is a winter haven for skiers, snowmobilers, fishermen and sight-seeing visitors and dude ranch guests, I respectfully suggest that the Main Artery serving North Routt County, namely RCR 129, deserves some consideration for an extra plow on many occasions.

While a morning plow is optimal and necessary, many conditions exist and happen outside of the morning hours which would increase road safety conditions for all. With the technology surrounding weather conditions in this day and age, weather events are seldom a surprise and staffing for a temporary plowing situation could be managed in connection with these weather events as necessary and desirable for the safety of all our drivers.

Afternoon thaws create slushy conditions which do not get plowed away in “only a morning” plow. By morning, the slush has become a RUT of ice that cannot be plowed and is many times NOT in alignment with the traffic ways on the road (IE no one can tell where the center of the two lane narrow road might be). Thus, when a car meets a large truck delivering grocery items to the many North Routt restaurants, business and service venues, neither can get out of each other’s way due to the ICE RUT that has not been dealt with when it was only slush. The rough road of icy sections also means a car that meets one of the multitude of large vehicles pulling snowmobile trailers or the now popular wide vehicles hauling snowmobiles on its flatbed cannot avoid each other, creating a harrowing experience and unsafe situation (ie the ditch!) for both drivers.

Recent weather has also included unprecedented windy conditions, many times making RCR 129 a one lane road in the afternoon. In particular, the section below MM 11 is many times blown nearly shut across that hill.

Please consider this a request for extra plowing provisions for RCR 129, the Main Artery to North Routt County and the only service road available to our North Routt residents, visitors, schools and businesses in winter conditions.”

Ms. Lovejoy stated that she has lived in Columbine for 10 years and she believes Ms. Mucklow summarized the feelings of many North Routt residents very well. Ms. Lovejoy has been very happy with the plowing in the morning this season. As a traveling nurse she drives all over North Routt regularly and big weather conditions can make it very difficult to reach her clients although it seemed like plowing was increased during the big storms a few weeks ago and she would like to see that continue.

Mr. DiNickolas stated that he is a resident of South Routt. He feels that there were times over the holidays when the plowing was suspect and it seemed as though no roads were plowed for two long holiday weekends in a row. He would like the roads to be plowed at least once a day and he believes CR16 needs a lot of work.

Ms. Shook stated that she is a Fedex courier and her route covers North Routt, the lower Elk and County Roads 33 and 33A. For the most part she is very pleased with the road plowing. Usually the morning plowing is sufficient but on January 4th there was 54 inches of snow in North Routt and people could not see the road. Had a plow come up later in the day it would have been better because the road conditions were scary and unsafe. Concern is about the school buses. On January 11th passed a plow at about 3:30pm but the Charter school bus leave at 3:15. A second plow does not need to always happen but during significant weather events seems necessary.

Commissioner Monger added that the Road and Bridge Director is present to listen to the comments and questioned if gravel roads have ever received scoria. Ms. Hruby responded that only very small portion of certain gravel roads have received scoria.

Commissioner Corrigan commented that he would like Mr. Sullivan and Ms. Hruby to schedule some time to further discuss this issue in a work session.

EN RE: PLANNING / CHAD PHILLIPS

Alan Goldich, Planning, was also present.

DELEGATION OF AUTHORITY TO RELEASE SECURITIES; PL-17-100

Mr. Goldich stated that this item is the delegation of the authority of the Board to release bonds, cash collaterals, and securities required through land use approvals. Currently only the Board has the authority to release those securities but for the Boards consideration is a statement of policy that would delegate that authority to the Planning Director and a Resolution that would accompany that statement of policy. There are certain requirements that would need to be met in order for the Planning Director to release those securities such as an inspection of the site to make sure all the conditions of approval have been met related to the securities, a monthly report informing the Board when securities have been released. The Board would also be able to rescind the delegation of authority at any point although it would not be possible to reverse released securities.

Commissioner Corrigan asked what the motivation behind this policy is. Mr. Goldich stated this is to expedite the release of securities.

Commissioner Monger asked if the County Attorney has reviewed this. Mr. Goldich responded yes, both the policy statement and the resolution have been reviewed. Commissioner Monger added that he would like the Board notified a few days prior to the release of any securities via email or some other means. Mr. Goldich asked if the Board would like the policy statement amended to reflect that request. Commissioner Corrigan responded no, he is comfortable with the policy statement as it is written.

PUBLIC COMMENT

Mr. Hoffman stated that this is removing some transparency from the process and in the current process he appreciates notice and public consideration. He also finds it concerning that a notification will only happen after the securities are released. He suggests that maybe this information should be put on a consent agenda. Because all of this happens within the Planning Department it would be appreciated if there were some oversight or delegate the authority to the Deputy County Manager.

MOTION

Commissioner Monger moved to approve Resolution 2017-004, a Resolution adopting a policy statement delegating the authority for the release of cash collateral, securities, or bonds associated with land use approvals.

Commissioner Hermacinski seconded; the motion carried 3-0.

EN RE: ENVIRONMENTAL HEALTH / SCOTT COWMAN

Ken Leib and Steven Anders, USGS; Lyn Halliday, volunteer watershed coordinator; Mike Zopf, citizen; Kelly Romero-Heaney, City of Steamboat Springs; Kevin

McBride and Andy Rossi, Upper Yampa Water Conservancy District; Frank Alfone, Mt. Werner Water; and Tom Ross, Steamboat Pilot & Today; were present.

WATER QUALITY PRESENTATION

Mr. Cowman stated that Mr. Leib and Mr. Anders are here from the USGS and they have prepared a presentation regarding the Upper Yampa Water Quality Monitoring Program. The presentation focuses on why we monitor, the importance on monitoring, and what can be done with the data. There will not be a lot of emphasis on that data itself in this presentation. Representatives from the funding partner are present and following the Commissioners' meeting they will meet to discuss the data more in depth.

Mr. Leib and Mr. Anders presented on the topic of the Upper Yampa Water Quality Monitoring Program. The role of the USGS in regards to water quality was addressed and the multi-phase approach of water quality monitoring was discussed. The phases are:

1. Gather and Analyze existing data.
2. Determine objectives.
3. Design the monitoring plan.
4. Collect and publish data.
5. Re-evaluate and adjust as necessary.

Further, they discussed trend analysis based upon multiple years of data collection as well as the practice of loading analysis. Examples of how the phases are followed and of changes that can affect the water quality in the Upper Yampa Basin were discussed. The data from the monitoring is stored on the USGS website and the USGS likes to meet with the stakeholders each year to discuss the data.

Multiple stakeholders present expressed interest in meeting with the USGS to discuss the water monitoring program more regularly.

No further business coming before the Board, same adjourned sine die.

Kim Bonner, Clerk and Recorder

Timothy V. Corrigan, Chair

Date