TOWN OF GRAND LAKE
BOARD OF TRUSTEES – WORKSHOP/SPECIAL MEETING
MONDAY, MARCH 13, 2017 5:00 - 7:00 P.M. – TOWN HALL

Statement of Purpose: Workshops are held in the afternoon prior to each regular Board of Trustees meeting. Workshops are conducted:
1. *To insure that the Board members have adequate information and background to make informed decisions on various agenda items.*
2. *To provide the Trustees with a forum to frame emerging issues and to discuss potential alternatives to address these issues.*
3. *To learn about important events affecting the Town and to provide a chance for citizens to bring "for your information" items to the Trustees.*
4. *To make efficient and effective use of citizens' time at Board meetings but allow citizens time to make their comments known in a recorded evening meeting.*

◄ **Please turn cell phones off during the meeting. Be respectful and take personal conversations outside.** ►

AGENDA

CALL TO ORDER

ROLL CALL

CONFLICTS OF INTEREST

DELEGATIONS

1.) Samantha Bruegger, Outstanding Grand Lake.
* 2.) Elwin Crabtree and Paul Gilbert, Three Lakes Watershed Association. *(Page A2)*

DISCUSSION

* 1.) Items from Town Manager. *(Page A28)*
* 2.) Code Administrator Update. *(Page A63)*
3.) Meeting Updates.
* 4.) Sign Code Draft. *(Page A65)*
* 5.) Trustee Generated Topics of Discussion. *(Page A68)*

BOARD ACTION ITEMS FOR EVENING MEETING

1.) Consideration to officially acknowledge that the "Flowering of Grand Lake" is considered a Town of Grand Lake program, and, therefore, exempt from Town Facility Use Fees. *(Page E35)*
2.) Consideration of the Town of Grand Lake's participation in the Northwest Regional Planning Commission for Transportation Planning and to authorize the Mayor to sign the Certificate of Participation. *(Page E38)*
3.) Consideration of the Town of Grand Lake's participation in the Grand County Noxious Weed Advisory Board through an intergovernmental agreement with Grand County, appoint Randy Lewis to serve as the Town's representative, and authorize the Mayor to sign the intergovernmental agreement. *(Page E43)*
4.) Consideration for the Mayor to sign a Quit Claim Deed for Patterson Street right of way. *(Page E59)*

FOR YOUR INFORMATION

* 1.) Grand County Sheriff's Office Call Analysis Report Nov. 2016 – Feb. 2017. *(Page A74)*
* 2.) GLACC Updated January 23rd Minutes. *(Page A79)*
* 3.) FixitCO Action Alert. *(Page A81)*
* 4.) Northern Water, Water Quality Stakeholders March 22nd Meeting Agenda. *(Page A84)*
* 5.) Can I-70's Mountain Corridor Ever Be Fixed? *(Page A85)*
* 6.) Population and Economic Trends for Grand County. *(Page A92)*
* 7.) Grand Lake Rotary Citizen of the Year Process. *(Page A111)*

*items attached to workshop agenda #items attached to evening agenda

March 1, 2017

Board of Trustees
Town of Grand Lake
Grand Lake, Colorado 80447

Dear Trustees:

The Board of Directors of the Three Lake Watershed Association has been approached by staff from the Grand Lake Chamber of Commerce to support their efforts to obtain from the State of Colorado an "Outstanding" designation for the waters of Grand Lake. It is our understanding that the Town has committed to support that effort. The alphabet description of the designation is ONRW or Outstanding National Resource Water.

After researching the potential implications for property owners in the proposed area we believe that such a designation does not fit the realities of current human activities in the area. ONRW appears to have its roots in the Tier 3 Antidegradation Policy from the EPA. An explanation of that policy and its implications of land and water use in the area is contained in the attached publication "Public Land and Resources Law Review". The relevant section begins on page 18 and the information in the footnotes is important. The highly constrictive nature of the Policy is stated in the first paragraph at the top of page 20. We believe that should give pause to any elected official anywhere in Grand County who is charged with the legal responsibility of enforcing land use regulations within their respective jurisdictions. Outstanding Grand Lake has stated in its promotional materials that examples of affected activities "could include recreation, grazing, farming, ditch maintenance and many others".

We have always and will continue to applaud efforts to improve the quality of water in the lakes and streams in Grand County, and as you know, numerous formal activities are currently underway within Grand County and with the State of Colorado and various agencies of the federal government to achieve that goal. Recent work illustrating this is the establishment of clarity standards in the Lake by the Colorado Water Quality Control Commission. The Town of Grand Lake's continuing contribution and support of water quality in the Three Lakes area is acknowledged and much appreciated. We feel though that designating Grand Lake as an Outstanding National Resource Water would be counterproductive to that effort.

Board of Directors,
Three Lakes Watershed Association

Elwin Crabtree,
Secretary

2

Public Land and Resources Law Review

Volume 20

Antidegradation Policy and Outstanding National Resource Waters in the Northern Rocky Mountain States

Judith M. Brawer

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Antidegradation Policy and Outstanding National Resource Waters in the Northern Rocky Mountain States

Judith M. Brawer, Esq.*

I. INTRODUCTION 13
II. AN INTRODUCTION TO THE CLEAN WATER ACT SCHEME 14
A. *Water Quality Standards* 15
B. *Antidegradation Policy--An Important Component of Water Quality Standards* 17
1. *Tier One: The Water Quality "Floor"* 18
2. *Tier Two: Protection of High Quality Waters* 18
3. *Tier Three: Outstanding National Resource Waters* ... 19
III. CITIZEN NOMINATION AND DESIGNATION OF ONRWS 20
A. *Montana* 22
B. *Idaho* 24
C. *Wyoming* 26
IV. CONCLUSION 29

I. INTRODUCTION

The Outstanding National Resource Waters (ONRW) provision of the Clean Water Act (CWA or "the Act") is an important tool that provides for the protection of our Nation's most treasured water bodies.[1] This provision provides that "[w]here high quality waters constitute an outstanding National resource, such as waters of National Parks, State parks and wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected."[2] Designation of a water body as an ONRW is important because it provides the maximum amount of protection to water quality under the CWA. ONRW classification ensures that no permanent degradation of water quality can occur.[3] This maximum level of water quality protection is essential to the

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* Judith Brawer is the Legal Resource Specialist at American Wildlands, a non-profit conservation organization based in Bozeman, Montana. Special thanks to Richard Levitt a third year law student at Vermont Law School, for his research and assistance as an intern at American Wildlands in the summer of 1998 Also, special thanks to Steve Mashuda, associate attorney at Earthjustice Legal Defense Fund in Bozeman, Montana, for his extensive review and assistance in writing this paper.

1. 40 C.F.R. § 131.12(a)(3) (1998).
2. *Id.*
3. EPA REGION VIII, GUIDANCE: ANTIDEGRADATION IMPLEMENTATION 11 (Aug. 1993) (hereinafter REGION VIII GUIDANCE).

long-term health of the watersheds of the Northern Rocky Mountains. However, the provision is often underutilized and few citizens or clean water advocates have sought to invoke ONRW protection.

In the Northern Rocky Mountain States of Montana, Idaho, and Wyoming, water quality has been, and continues to be, degraded from land management activities such as logging, mining, road building, grazing, and oil and gas development; from unmitigated development; and from dams and water diversions. This Article discusses the potential for the public to use the ONRW provision to protect the Regions' outstanding ecological and recreational waters from further degradation and impairment.

The public plays an essential role in the designation of ONRWs in the Northern Rocky Mountain States. As discussed later in this Article, it is the public that initiates the ONRW designation process by petitioning the state for designation of a water body as an ONRW. This public participation is significant because it enables the public to work proactively for the protection of important watersheds. The ONRW designation procedures established by the Environmental Protection Agency (EPA) and by individual states differ by EPA Region and by state.

Part II outlines the Clean Water Act's antidegradation policy, which houses the ONRW provision. Part III then discusses the ONRW designation procedures for the Northern Rocky Mountain states of Montana, Idaho and Wyoming.

II. AN INTRODUCTION TO THE CLEAN WATER ACT SCHEME

The Clean Water Act (CWA) was enacted to protect and restore the Nation's water resources.[4] The Act's goals are "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters" and to attain "water quality which provides for the protection and propagation of fish, shellfish, and wildlife and provides for recreation in and on the water."[5]

To achieve these goals, the CWA establishes a two-pronged approach to water quality protection and restoration. The first prong places limits on effluent emissions from point sources.[6] The National Pollutant Discharge Elimination System (NPDES) enforces these limits by requiring a permit for any discharge of a pollutant from a point source into the waters of the

4. Federal Water Pollution Control Act of 1972 (Clean Water Act), Pub. L. No. 92-500, 86 Stat. 896 (codified as amended at 33 U.S.C. § 1251-1387 (1994)).

5. 33 U.S.C. § 1251(a) (1994).

6. 33 U.S.C. § 1311 (1994). "The term 'point source' means any discernible, confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include agriculture stormwater discharges and return flows from irrigated agriculture." 33 U.S.C. § 1362(14) (1994).

United States.[7] This permitting system is designed to eventually require polluters to use the "best available technology," to eliminate discharges as technology improves.[8]

The second prong provides additional protections not covered by the technologically based NPDES requirements. The Act and the EPA regulations require states to develop water quality standards that protect public health and welfare, provide protection for fish and wildlife, and enhance water quality.[9] The ONRW provision is found in the water quality standards regulations.

Water quality standards are administered through the federal-state partnership embodied throughout the CWA. States develop the standards and programs required under the Act. States then submit their standards and programs to the EPA, who must ensure compliance with the Act. If a state fails to develop adequate water quality standards, the EPA must step in and develop standards that provide the protection required by the Act.[10] Any time a state revises or adopts new standards, the EPA must again review the new or revised standards to ensure compliance with the Act.[11]

A. *Water Quality Standards*

The state's water quality standards must contain at least three elements:

1. Designated uses for different classes of water;[12]

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7. § 1311.

8. § 1311(b)(2)(A); *see also* § 1311(b)(1)(A); Steve Mashuda, Clean Water Act: Water Quality Standards, Antidegradation Policy and TMDLs, Natural Resource Laws & Public Lands Protection Conference, June 12-13, 1998.

9. 33 U.S.C. § 1313(a) (1994); 40 C.F.R. § 131 (1998).

10. § 1313(a). In addition, Indian tribes may assume administration of a water quality standards program if the tribe can be "reasonably expected to . . . carry out the functions of an effective water quality standards program." 40 C.F.R. § 131.8 (1998). Tribal authority extends only to the Reservation. A Tribe's jurisdiction solely reaches "water resources which are within the borders of the Indian reservation."§ 131.8(a)(3). In order to support tribal governments in assuming authority to manage water quality, the EPA cooperates with the tribes to resolve any deficiencies in their program. Once the EPA determines that a tribe qualifies to administer its own standards program, the tribe is subject to the same CWA requirements and EPA regulations as states. U.S. EPA, WATER QUALITY STANDARDS HANDBOOK 1-17 (2d ed., August, 1994) (Hereinafter, HANDBOOK).

11. § 1313(c)(2)(A).

12. 40 C.F.R. §§ 131.6(a), .10(a) (1998). When designating uses, the states must take into consideration "the use and value of water for public water supplies, protection and propagation of fish, shellfish and wildlife, recreation in and on the water, agricultural, industrial, and other purposes including navigation." § 131.10(a).

There is a distinction, important to antidegradation policy, between existing and designated uses: Designated uses are "those uses specified in water quality standards for each water body or segment whether or not they are being attained." 40 C.F.R. § 131.3(f) (1998). Existing uses are those uses actually attained in the water body on or after November 28, 1975 (the date of EPA's initial water quality regulation), whether or not they are included in water quality standards. § 131.3(e). "Designat-

2. Specific water quality criteria "based on sound scientific rationale" designed to ensure the preservation of the designated uses;[13] and
3. An antidegradation policy regarding water quality standards and procedures for implementation to prevent the further degradation of the states water quality.[14]

Whenever a state reviews, revises or adopts new water quality standards, the state must provide the public with information regarding these changes and an opportunity to be heard.[15] Public participation is an important part of a state's water quality standards program, because it enables the public to have a voice in, and to be informed of, the water quality standards of

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ed uses focus on the attainable condition while existing uses focus on the past or present condition. [The regulation] then links these two broad categories in a manner which intends to ensure that states and tribes designate appropriate water uses, reflecting both the existing and attainable uses of each water body." 63 Fed. Reg. 36,742, 36,780 (1998) (to be codified at 40 C.F.R. pt. 131); § 131.10.

13. 40 C.F.R. §§ 131.6(c), .11(a)(1998). Such criteria must be based on sound scientific rationale and must contain sufficient parameters or constituents to protect the designated use. For waters with multiple use designations, the criteria shall support the most sensitive use. *Id.* Water quality criteria may be expressed either numerically or narratively. Narrative criteria may be used where numerical criteria cannot be established or to supplement numerical criteria. § 131.11(b)(2). Narrative criteria are descriptions of conditions necessary for the water body to attain its designated use. 63 Fed Reg. at 36,762. For example, a narrative criterion might require all waters to be "free from suspended solids or other substances that enter the waters as a result of human activity and that will settle to form putrescent or otherwise objectionable sludge deposits, or that will adversely affect aquatic life." John Harleston, *What is Antidegradation Policy: Does Anyone Know?*, 5 S.C. ENVTL. L.J. 33, 35 (1996). "Water quality criteria are levels of individual pollutants or water quality characteristics, or descriptions of conditions of a water body that, if met, will generally protect the designated use of the water . . .. Water quality criteria are developed to protect aquatic life and human health, and in some cases wildlife, from the deleterious effects of pollutants and other effects of pollution." 63 Fed. Reg. at 36,762.

14. 40 C.F.R. § 131.12 (1998); HANDBOOK, *supra* note 10, at 4-2. Antidegradation policy is not delineated in the text of the CWA. The only explicit reference made to "antidegradation" in the CWA states, "For waters . . . where the quality of such waters equals or exceeds levels necessary to protect the designated use . . . any effluent limitation . . . may be revised only if such revision is subject to and consistent with the antidegradation policy established under this section." 33 U.S.C. § 1313(d)(4)(B) (1994). The first antidegradation policy statement was developed by the Secretary of the Interior in 1968 and was included in EPA's first Water Quality Standards Regulations. 40 Fed. Reg. 55340-41 (Nov. 28, 1975); HANDBOOK, *supra* note 10, at 4-1. The present regulation is a refinement of that policy, which was promulgated by the EPA in 1983. 48 Fed. Reg. 51402 (1983). The 1987 Amendments to the Clean Water Act incorporate EPA's antidegredation policy by reference in 33 U.S.C. § 1313(d)(4)(B). *PUD No. 1 v. Washington Dept. of Ecology*, 511 U.S. 700, 705 (1994). EPA has developed non-binding guidelines which outline and interpret the requirements of the antidegradation policy. *See* HANDBOOK, *supra* note 10, at 4-1 to -13; REGION VIII GUIDANCE, *supra* note 3, at 5-8; Mashuda, *supra* note 8, at 4.

15. EPA regulations require states to "hold a public hearing for the purpose of reviewing water quality standards[,] . . . proposed water quality standards revisions and supporting analyses shall be made available to the public prior to the hearing." 40 C.F.R. § 131.20(b) (1998). The CWA requires that a state "shall, from time to time hold public hearings for the purpose of reviewing applicable water quality standards and, as appropriate, modifying and adopting standards." § 1313(c)(1); HANDBOOK, *supra* note 10, at 6-1.

the state.[16]

B. *Antidegradation Policy--An Important Component of Water Quality Standards*

The EPA's antidegradation regulation specifies the framework to be used by states when making decisions regarding changes in water quality.[17] The regulation delineates three "tiers" of water.[18] Each tier offers a different degree of water quality protection.[19] The state's implementation procedures must be designed to achieve the different degrees of protection by prohibiting any degradation in some waters, minimizing the impacts of degrading activities in other waters, and assuring that existing uses are maintained in all water bodies.[20] "The antidegradation implementation procedures specify how the State will determine on a case-by-case basis whether, and to what extent, water quality may be lowered."[21]

EPA's antidegradation regulation also requires public participation in any decision by the state to change water quality.[22] The EPA allows the states to decide how best to receive public comment--states may hold public hearings or provide public notice and the opportunity for the public to request a hearing.[23] Public participation in antidegradation decisions ensures the public will be aware of, and can provide comment on, any lowering of water quality before the changes are made.[24] Through public comment and hearings, citizens can pressure the state to implement an

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16. At a minimum, states are required to hold a public hearing when reviewing, revising and adopting new water quality standards. However, "[s]tates are urged to involve the public more actively in the review process. Involvement of the public includes the involvement of citizens affected by standards decisions, the regulated community . . ., and inter-governmental coordination with local, State, and Federal agencies, and Indian Tribes with an interest in water quality issues. This partnership will insure the sharing of ideas, data, and information, which will increase the effectiveness of the total water quality management process." HANDBOOK, *supra* note 10, at 6-3.

17. 63 Fed. Reg. at 36,780.

18. *Id.*

19. *Id.*

20. Mashuda, *supra* note 8, at 5.

21. HANDBOOK, *supra* note 10, at 4-2.

22. "Antidegradation, as with other water quality standards activities, requires public participation and intergovernmental coordination to be an effective tool in the water quality management process. [The regulation] contains explicit requirements for public participation and intergovernmental coordination when determining whether to allow lower water quality in high quality waters." *Id.* at 4-13. "Where the quality of the waters exceeds levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water, that quality shall be maintained and protected unless the State finds, after full satisfaction of the intergovernmental coordination and public participation provisions of the State's continuing planning process, that allowing lower water quality is necessary . . .." 40 C.F.R. § 131.12(a)(2) (1998).

23. HANDBOOK, *supra* note 10, at 4-13.

24. "It is inconsistent with the water quality standards regulation to 'back-door' changes in standards through actions on EIS's, waste load allocations, plans, or permits." *Id.*

aggressive antidegradation policy to prevent the lowering of water quality.

1. *Tier One: The Water Quality "Floor"*

Tier One establishes as the floor for water quality, the protection and maintenance of existing uses and the level of water quality necessary to protect them.[25] Tier One classification applies a minimum level of protection to all waters, which protects even seriously degraded water bodies, by prohibiting any additional pollution that would affect existing uses.[26]

2. *Tier Two: Protection of High Quality Waters*

The Tier Two classification adds a second layer of water quality protection to the "floor" of the existing use protection provided by Tier One. Tier Two applies to high quality waters--water bodies where the water quality exceeds the levels necessary to support the propagation of fish, shellfish, and wildlife and recreation in and on the water.[27] The water quality of a Tier Two water body can not be lowered unless it is "necessary to accommodate important economic or social development in the area in which the waters are located."[28] This limited exception is intended to apply only in extraordinary circumstances.[29] Before any lowering of water quality can occur, the state must conduct an antidegradation review with full public participation.[30]

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25. § 131.12(a)(1).

26. HANDBOOK, *supra* note 10, at 4-3 to -4. "No activity is allowable under the antidegradation policy which would partially or completely eliminate any existing use whether or not that use is designated in a State's water quality standards . . .. Water quality should be such that it results in no mortality and no significant growth or reproductive impairment of resident species. Any lowering of water quality below this full level of protection is not allowed." HANDBOOK, *supra* note 10, at App. G.

27. § 131.12(a)(2).

28. "In allowing such degradation or lower water quality, the State shall assure water quality adequate to protect existing uses fully. Further, the State shall assure that there shall be achieved the highest statutory and regulatory requirements for all new and existing point sources and all cost-effective and reasonable best management practices for nonpoint source control." *Id.*

29. "This provision is intended to provide relief only in a few extraordinary circumstances where the economic and social need for the activity clearly outweighs the benefit of maintaining water quality above that required for fishable/swimmable water, and both cannot be achieved. The burden of demonstration on the individual proposing such activity will be very high. In any case, moreover, the existing use must be maintained and the activity shall not preclude the maintenance of a 'fishable/swimmable' level of water quality protection." HANDBOOK, *supra* note 10, at 4-7; Mashuda, *supra* note 8, at 4.

30. "An Antidegradation Review is the process by which the state determines that antidegradation requirements are satisfied for a given regulated activity that may have some effect on surface water quality." REGION VIII GUIDANCE, *supra* note 3, at 6. "[T]here must be an antidegradation review consisting of: a finding that it is necessary to accommodate important economical or social development in the area in which the waters are located . . .; full satisfaction of all intergovernmental coordination and public participation provisions . . .; and, assurance that the highest

3. Tier Three: Outstanding National Resource Waters (ONRW)

Tier Three provides additional protection for "high quality waters [that] constitute an outstanding National resource, such as waters of National and State parks and wildlife refuges and waters of exceptional recreational or ecological significance."[31] These waters are referred to as Outstanding National Resource Waters (ONRWs).[32] While ONRWs are often regarded as having the highest quality water, this is not a requirement. Waters that are of exceptional recreational and/or ecological significance need not have particularly high water quality to be provided status as an ONRW.[33]

Tier Three provides the highest level of protection to water bodies by prohibiting the lowering of water quality.[34] The water quality of an ONRW must be "maintained and protected."[35] The only exception to this is for activities that result in short-term and temporary changes in the

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statutory and regulatory requirements for point sources . . . and best management practices for nonpoint source pollutant controls are achieved . . .." HANDBOOK, *supra* note 10, at 4-7; § 131.12(a)(2).

31. § 131.12(a)(3).

32. "The rationale for this provision is that some water bodies are of such high quality or of such exceptional ecological significance that the commonly applied designated uses such as warm water fishery and primary contact recreation and criteria to protect those uses are not suitable or may not provide adequate protection to maintain the high water quality or ecological significance in a given water body." 63 Fed. Reg. at 36,786.

33. Waters of exceptional significance are water bodies "that are important, unique, sensitive ecologically, but whose water quality as measured by the traditional parameters such as dissolved oxygen or pH, may not be high or whose characteristics can not be adequately described by these parameters, such as wetlands." 48 Fed. Reg. 51400, 51403 (1983); HANDBOOK, *supra* note 10, at 4-10. EPA Region VIII makes it clear that outstanding water quality is not a prerequisite for ONRW designation. "The only requirement is that the segment have outstanding value as an aquatic resource." REGION VIII GUIDANCE , *supra* note 3, at 9.

34. 63 Fed. Reg. at 36,786.

35. § 131.12(a)(3). "The EPA . . . interprets the 'water quality to be maintained and protected' provision of the regulation as requiring no new or increased discharges to ONRWs and no new or increased discharges to tributaries to ONRWs that would result in lower water quality in the ONRWs. The only exception is for short-term and temporary changes. In contrast, some States, Tribes and EPA Regions have interpreted this provision to allow new discharges as long as the water quality is either maintained or improved. Alternatively, some States, Tribes and Regions have interpreted water quality in terms of the characteristics for which the water body was selected to be an ONRW and have strictly maintained those characteristics while allowing other characteristics to become degraded. The EPA has also allowed a proposed activity that will result in a new or expanded source where the applicant agrees to implement or finance upstream controls of point or nonpoint sources sufficient to offset the water quality effects of the proposed activity. This offset is generally called trading . . .. This variability in interpretation has created ONRWs across the Nation that vary in terms of the stringency of point source controls, and types of water bodies considered to be ONRWs. Restrictions on physical changes have also been implemented in an inconsistent manner. The EPA is considering whether the existing ONRW protection program is addressing an appropriate universe of waters and whether the flexibility provided under the regulation, in terms of coverage and protection requirements, needs to be further restricted, maintained, or expanded." 63 Fed. Reg. at 36,786-87.

water quality of the ONRW.[36] In order to meet the antidegradation policy's objective to maintain and protect existing water quality of ONRWs, the state may not issue a permit for an activity that will *permanently* lower the water quality of an ONRW.[37]

EPA Region VIII, which includes Montana and Wyoming, provides guidance on the maintenance and protection of the water quality of ONRWs. This guidance prohibits any activity that would result in a new or expanded *direct* source of pollutant to an ONRW,[38] and on any activity that would result in a new or expanded *indirect* (e.g. upstream) source of pollutant to an ONRW.[39] A direct or indirect source of pollution may be authorized only if the effect on ONRW water quality is temporary and limited.[40]

III. CITIZEN NOMINATION AND DESIGNATION OF ONRWS

The public's infrequent use of the ONRW provision means there are few water bodies designated as ONRWs in the United States.[41] While the current regulations require that each state's antidegradation policy provide a Tier Three (ONRW) level of protection, there is no requirement that any water body be designated as an ONRW outside of National and State parks and wildlife refuges,[42] nor any direction as to how to do so.[43]

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36. HANDBOOK, *supra* note 10, at 4-10; 63 Fed. Reg. at 36,786. While there is no specific direction regarding the meaning of "temporary" and "short term," EPA views them as limiting water quality degradation for weeks or months, but not years. Region VIII guidelines state "[a]s a *non-binding* rule of thumb, activities with durations less than one month *and* resulting in less than 5% change in ambient concentration will be deemed to have temporary and limited effects." REGION VIII GUIDANCE, *supra* note 3, at 11 (emphasis added). The Guidance provides a list of factors upon which decisions on individual proposed activities may be based.

37. REGION VIII GUIDANCE, *supra* note 3, at 12.

38. *Id.* at 10. "This prohibition applies to new sources, expansion of existing sources in which treatment levels are maintained, and expansion of existing sources in which treatment levels are increased to maintain existing pollutant loading levels. Regardless of effluent quality, any new or expanded direct source is prohibited." *Id.*

39. *Id.* The exception to this is "where such source would have *no effect* on the existing quality of the downstream ONRW segment. Effects on ONRW water quality resulting from upstream sources will be determined based on appropriate techniques and best professional judgment." *Id.* The Guidance provides a list of factors that may be considered in judging whether ONRW quality would be affected. The Guidance also provides for "trading" when there is a proposed activity that will result in a new or expanded upstream source of pollution, "where the applicant agrees to implement or finance upstream controls of point or nonpoint sources sufficient to offset the water quality effects of the proposed activity." *Id.* at 10-11. Region VIII "does not believe that an ONRW designation at the middle or bottom of a watershed should prohibit all upstream new or increased sources, *regardless* of water quality effects on the ONRW segment . . . it is reasonable and appropriate to first determine whether ONRW quality will be compromised." *Id.* at 51.

40. *Id.* at 11.

41. "Several States have been reluctant to adopt ONRWs because of concerns regarding the process for adopting ONRW classifications and the level of protection afforded to a water once it is classified as an ONRW." 63 Fed. Reg. at 36,786.

42. *See* 40 C.F.R. § 131.12(a)(3) (1998). States that have designated ONRW's outside of

Many states do not currently have a Tier Three, ONRW level of protection.

The Northern Rocky Mountain region states cover parts of two EPA Regions--Regions VIII and X. EPA Region VIII, which includes Montana and Wyoming, does provide some guidance for designating ONRWs, which includes public participation. Region X, which includes Idaho, does not provide guidance for ONRW designation. There is no nationwide EPA guidance regarding designation of ONRWs.

EPA Region VIII guidance provides that the public may nominate any state water for ONRW protection at any time by written request. The written request should explain why ONRW designation is warranted based on one or more of the following factors:

(a) *Location:* Is the water body on federal land such as a national park, national wilderness area, or national wildlife refuge?

(b) *Previous Special Designations:* Is the water body currently classified as a wild and scenic river?

(c) *Existing Water Quality:* Is the current quality of the water pristine or naturally-occurring?

(d) *Ecological Value:* Are any threatened, endangered, or sensitive species present?

(e) *Recreational or Aesthetic Value:* Is a special recreational use present such as an outstanding fishery or exceptional rafting or boating?

(f) *Other Factors that Indicate Outstanding Ecological or Recreational Resource Value:* Are rare or valuable wildlife habitats present?[44]

These criteria are not absolute, and citizens are encouraged look to any factor that justifies ONRW status.

Each state may also provide their own ONRW designation process, as long as it is consistent with the federal regulations.[45] Both Montana and Idaho outline a process for citizen designation of ONRWs.[46] Wyoming does not currently provide for ONRW designation, however the state is

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National and State parks and wildlife refuges include North Carolina (Chatooga River Outstanding Resource Water Area, Henry Fork Outstanding Resource Water Area, Alligator River Area), Louisiana (57 water bodies designated), and Iowa (49 water bodies designated). Jeff T. Darrow, Protecting Water of Recreational and Ecological significance: An Analysis of State Practices (1995) (unpublished M. of Agriculture thesis, Texas A&M University) (on file with author).

43. *See* 63 Fed. Reg. at 36,786. The EPA recognizes this lack of direction and may address the issue in its revised water quality standards regulation. "One way to address this issue may be for EPA to amend the regulation to require States and Tribes to establish a nomination process with criteria guidelines in which the public could petition the State or Tribe for designation of certain waters as ONRWs." *Id.*

44. REGION VIII GUIDANCE, *supra* note 3, at 9.

45. *See* § 131.12(a)(3).

46. See *infra* part III.A. & III.B.

currently proposing revisions to its water quality standards which delineates a process for citizen designation of ONRWs.[47]

A. *Montana*

In Montana, ONRWs are identified as Outstanding Resource Waters (ORWs). Montana defines ORWs as:

> all state waters that are located in national parks, national wilderness or primitive areas. ORW also means state waters that have been identified as possessing outstanding ecological, or domestic water supply significance and subsequently have been classified as an ORW by the board.[48]

The "board" to which the definition refers is the Montana Board of Environmental Review.[49]

To get a water body designated as an ORW, the public must submit a petition to the board.[50] The board may only classify a water body as an ORW if it accepts a petition and finds that the water body identified in the petition constitutes an ORW based on specific criteria,[51] the classification is necessary to protect the ORW, and there is no other effective process available that will achieve the necessary protection.[52] The board then recommends its findings to the Montana State Legislature who ultimately decides whether or not to designate the water body as an ORW.[53] There are no provisions in Montana law for the board or the legislature to make an independent designation of an ORW without a citizen petition.

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47. See *infra* part III.C.

48. MONT. ADMIN. R. 17.30.702(18) (1999).

49. The board consists of seven members drawn from across the state who are appointed by the Governor and possesses "quasi-judicial" power. MONT. CODE ANN. § 2-15-3502(2), (4) (1997). In compliance with Montana law, the current board is comprised of an attorney, a public health officer, a local government planner, a hydrologist, a scientist, and a member of the public. § 2-15-3502(2).

50. MONT. CODE ANN. § 75-5-316(3)(a) (1997). "A person may petition the board for rulemaking to classify waters as outstanding resource waters. The board shall initially review a petition against the criteria identified in subsection (3)(c) to determine whether the petition contains sufficient credible information for the board to accept the petition." *Id.*

51. "The board shall consider the following criteria in determining whether certain state waters are outstanding resource waters. However, the board may determine that compliance with one or more of these criteria is insufficient to warrant classification of the water as an outstanding resource water. The board shall consider: (a) whether the waters have been designated as wild and scenic; (b) the presence of endangered or threatened species in the water; (c) the presence of an outstanding recreational fishery in the water; (d) whether the waters provide the only source of suitable water for a municipality or industry; (e) whether the waters provide the only source of suitable water for domestic water supply; and (f) other factors that indicate outstanding environmental or economic values not specifically mentioned." § 75-5-316(4).

52. § 75-5-316(3)(c).

53. "A rule classifying state waters as outstanding resource waters under this section may be adopted but is not effective until approved by the legislature." § 75-5-316(8).

There are numerous problems with Montana's ORW program. Since its inception in 1995, the board has not received any ORW petitions. The reason for the lack of petitions to nominate water bodies as ORWs may be the burden placed on the public to meet the extensive petitioning requirements. These requirements make it extremely difficult to successfully petition for the designation of ORWs. In addition to requiring the public to show necessity and the availability of no other effective process to protect the waterbody, the board must require the preparation of an environmental impact statement when classification as an ORW "may cause significant adverse impacts to the environment, including adverse impacts to social or economic values."[54]

In addition, there are no assurances that if the water body meets all of the criteria, it must be designated as an ORW. Even if a petition is filed, both the board and the legislature have unlimited discretion in deciding whether to approve designation of a water body as an ORW.[55]

Other than the petitioning process, there is no other avenue for public participation such as public hearings and comment during the ORW designation process. Therefore, other than the petitioners, the general public has no say in the designation of water bodies as ORWs. The exception is if an environmental impact statement is required. In that case, under Montana law, public participation is also required.[56] Participation of the general public is important during the board and/or legislative review periods. Public hearings and comment enable the citizens of Montana to demonstrate to the board and the legislature their support, or lack of support, for protection of the petitioned water body as an ORW, and provides the opportunity for the board and legislature to address the questions and concerns of the public.

In addition to the procedural impediments to designating ORWs, in 1995, the Montana Legislature attempted to undermine the strong protections afforded to ORWs by allowing for the degradation of the water quality of ORWs.[57] The EPA, however, recently declared that these pro-

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54. § 75-5-316(5).

55. *See supra* note 51. The laws and regulations provide no guidance for, nor restrictions on, the legislature.

56. *See* MONT. CODE ANN. §§ 75-1-201(1)(c); 2-3-103 (1997).

57. Montana attempted to undermine the effectiveness of the ORW designation by declaring activities identified as "nonsignificant" as exempt from antidegradation review and inapplicable to ORWs. MONT. CODE ANN. § 75-5-317 (1997). Some of the activities that Montana attempted to exempt from the protections of its ORW provision include: all nonpoint sources existing before 1993, all nonpoint sources since 1993 that utilize reasonable, land, soil, and water conservation practices, coal, uranium, oil, and gas prospecting, and metallic and nonmetallic mineral exploration. § 75-5-317(2)(a)-(r). In addition, Montana defines "degradation" as "a change in water quality that lowers the quality of high-quality waters for a parameter. The term does not include those changes in water quality determined to be non-significant pursuant to 75-5-301(5)(c)." MONT. CODE ANN. § 75-5-103(5) (1997). As

visions violate the CWA.[58] Although EPA's regulations allow the State to keep these illegal provisions on the books until corrected provisions are adopted, they will eventually be removed from Montana's Water Quality Act.[59]

Despite the difficult ORW petitioning process, and the lack of assurances that a petitioned water body will be designated as an ORW, the public should not be deterred from petitioning for the designation of a water body as an ORW. Because the board has never received a petition, it is not clear whether the process will work, nor whether the board and legislature will actually designate a petitioned water body as an ORW. If the process is tried unsuccessfully, it is up to the public to put pressure on the legislature and the Montana Department of Environmental Quality to create a friendlier ORW designation process.

B. *Idaho*

The ONRW designation process in Idaho is similar to that of Montana. The public petitions the Board of Health and Welfare (board) to consider a stream segment for designation as an outstanding resource

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applied to ORWs, this definition of degradation allows for the lowering of water quality of ORWs and exempts certain activities from compliance with the requirement that the water quality of ORWs be maintained and protected. *See* Region VIII EPA letter to Governor Marc Racicot regarding EPA partial action on amendments to Montana's water quality standards, p. 3-5 (Dec. 1998) (on file with author).

58. In disapproving these provisions EPA states:

> Although non-significant changes in water quality can be exempted from Tier 2 antidegradation review under 40 C.F.R. 131.12(a)(2), this is not an option for protection of [ORWs]. Montana's antidegradation policy and procedure must provide for maintenance and protection of water quality in ORWs consistent with 40 C.F.R. 131.12(a)(3).The Region disapproves the application of the definition of degradation at MCA Section 75-5-103(4) because it potentially would allow changes to the water quality of [ORWs] to be lowered [sic.]. The State should revise its water quality standards such that the water quality of [ORWs] is maintained and protected in a way that will not allow even non-significant, permanent changes in water quality.

Region VIII EPA Letter, *supra* note 57, at 6. Because these regulations have been disapproved by the EPA, the State must revise them. These regulations are in place until such revisions are completed.

59. The Montana legislature recently revised their water quality standards to bring them into compliance with the CWA as required by the EPA. The 1999 revision of the Montana Water Quality Act removes the provision that provides for the exemption of nonsignificant activities from ORW protections. MONT. CODE ANN. § 75-5-316(1). This means that the Montana Water Quality Act no longer specifically allows for the degradation of ORWs from actions--both non-point and point source--considered nonsignificant. In addition, the revision adds a section prohibiting any new or increased point source discharge that would result in a permanent change in the water quality of an outstanding resource water. MONT. CODE ANN. § 75-5-316(2)(b). This new provision specifically protects ORWs from degradation by point sources. What the revisions do not do is to protect ORWs from new or expanded non-point pollution. By not specifically prohibiting degradation from non-point pollution, the Legislature may have opened the door for ORWs to be degraded by nonpoint pollution whether it is considered significant or not. It is now up to the EPA to determine whether the new provisions meet the CWA requirements.

water (ORW).[60] These waters are defined as

> a high quality water, such as water of national and state parks and wildlife refuges and water of exceptional recreational or ecological significance, which has been so designated by the legislature. It constitutes an outstanding national or state resource that requires protection from point source and nonpoint source activities that may lower water quality.[61]

The petitioning process in Idaho is not as great a burden on the petitioner as in Montana. Idaho does not require the board to find that ORW classification is necessary to protect the ORW, nor that there are no other effective processes available that will achieve the necessary protection. It is, therefore, much easier for a water body to meet the requirements for ORW designation.

In addition, Idaho does provide for public participation in the nominating process. The board is required to provide public notice that a water body is being considered for recommendation to the legislature as an ORW.[62] Public comments regarding the potential designation are accepted by the board for at least forty-five days after public notice.[63] The board has discretion as to whether to hold a public hearing.[64] The board then recommends to the legislature those streams with the potential for ORW designation.[65] It is ultimately up to the legislature to determine whether to

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60. IDAHO CODE § 39-3617 (1998).

> The nomination shall include the following information:
>
> a. The name, description and location of the stream segment;
>
> b. The boundaries upstream and downstream of the stream segment;
>
> c. An explanation of what makes the segment a candidate for the designation;
>
> d. A description of the existing water quality and any technical data upon which the description is based as can be found in the most current basin status report;
>
> e. A discussion of the types of nonpoint source activities currently being conducted that may lower water quality, together with those activities that are anticipated during the next two (2) years, as described in the most current basin status reports; and
>
> f. Any additional evidence to substantiate such a designation.

Idaho Admin. Code 16.01.02.055.01 (1998).

61. IDAHO CODE § 39-3602(16) (1998).

62. Idaho Admin. Code 16.01.02.055.02.

63. *Id.*

64. Idaho Admin. Code 16.01.02.55.03.

65. IDAHO CODE § 39-3617 (1998).

> The Board shall review the stream segments nominated for ORW designation and based on the hearing or other written record, determine the segments to recommend as ORWs to the legislature. The Board shall submit a report for each stream segment it recommends for ORW designation. The report shall contain the information specified in Subsection 055.01 and information from the hearing record or other written record concerning the impacts the designation would have on socio-economic conditions; fish, wildlife and recreational values; and other beneficial uses. The Department shall then prepare legislation for each segment that will be recommended to the legislature as an ORW. The legislation shall provide

designate these stream segments as ORWs.[66] There is no specific provision in Idaho law for the board or the legislature to make a designation of an ORW independent of a citizen petition.

While the Idaho ORW designation process sounds relatively simple, in practice it has been impossible for the public to successfully petition for the designation of an ORW.[67] Despite approval by the board, the legislature has refused to designate any of the over 60 water bodies nominated as ORWs. As in Montana, there is no requirement that the board or the legislature designate a water body as an ORW if it meets the criteria. Both the board and the legislature have unlimited discretion of whether to approve designation of a water body as an ORW.

Once designated, ORWs are protected from degradation from new nonpoint sources of pollution by the development and implementation of "outstanding resource water best management practices" (BMPs) which will assure that the water quality of an ORW is not lowered.[68] Existing activities may continue so long as they maintain and protect the current water quality of the ORW. Short-term or temporary nonpoint source activities which do not alter the essential character or special uses of the ORW are allowed.[69] It is unclear how effective the ORW BMPs are at protecting Idaho's ORWs from permanent degradation because the first hurdle of successful designation has yet to be accomplished.

C. *Wyoming*

Currently, Wyoming's antidegradation program is not consistent with the federal three-tiered structure because the State does not provide a Tier Three ONRW provision. However, in the current triennial review,[70] the

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> for the listing of designated segments in these regulations without the need for formal rulemaking procedures . . ..

Idaho Admin. Code 16.01.02.055.04.

66. "The legislature shall determine by law which such stream segments to designate as outstanding resource waters." IDAHO CODE § 39-3617 (1998).

67. Since 1991, the Idaho Conservation League has made numerous attempts to petition for the designation of ORWs in Idaho. The streams petitioned for ORW designation include 46 Idaho stream segments containing bull trout, the Selway River and five tributaries, and the Middle Fork of the Salmon River and 15 tributaries. Despite board approval, the legislature has repeatedly denied ORW designation to all of the petitioned water bodies.

68. IDAHO CODE §§ 39-3618 to -3620 (1998). While the definition of ORW states that it requires protection from both point source and nonpoint source activities that lower water quality, there are no regulations detailing restrictions on point sources of pollution as there are for nonpoint source activities. There is, however, a separate water quality designation called 'special resource waters', which directly addresses point source pollution. The relationship between the two is unclear, but it appears that special resource waters are afforded slightly less protection against degradation than are ORWs.

69. IDAHO CODE § 39-3618.

70. The CWA requires states to review and, as appropriate, revise and adopt water quality

Wyoming Department of Environmental Quality is proposing changes to the state's water quality standards rules which include the addition of an ONRW level of water quality protection.

Wyoming's proposed rules establish ONRWs as Class 1, Outstanding Aquatic Resources (OARs). OARs are defined as:

> [t]hose surface waters which have been determined to have outstanding environmental, ecological, recreational, aesthetic, or economic value. To the greatest extent possible, the water quality and physical and biological integrity which existed on the water at the time of designation will be maintained and protected.[71]

Unlike Montana and Idaho, the Wyoming legislature will not make the final decision of whether to designate a water body as an OAR under the proposed rules. Instead, the Environmental Quality Council (Council) makes the decision.[72] The proposed OAR designation process provides that the public may petition the Environmental Quality Council to designate a water body as an OAR.[73] The petition is made through the administrator of the Water Quality Division.[74]

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standards at least once every three years. 33 U.S.C. § 1313(c)(1) (1994).

71. Wyo. Surface Water Quality Standards (to be codified in Dep't of Envtl. Quality, Water Quality, Quality Standards–Surface Waters, Chap. 1, § 4(a) Weil's Code Wyo. R.) (Draft Aug. 4, 1998).

72. "Class 1 waters are those waters that have been specifically designated by the Environmental Quality Council." *Id.* § 4(e).

73. The proposed regulations provide that:

> Any person may petition the Environmental Quality Council to designate a water as Class 1. A petition to designate a Class 1 water must demonstrate that the water constitutes an outstanding aquatic resource based on one or more of the following criteria:
>
> (i) The water has been designated as wild and scenic, or has been designated as eligible for wild and scenic status under the federal Wild & Scenic Rivers Act;
>
> (ii) The water is within a designated or proposed research natural area, special interest area, area of critical environmental concern or has been designated as a reference stream;
>
> (iii) The presence of endangered, threatened, rare or sensitive species in, or supported by, the waters;
>
> (iv) The presence of an outstanding fishery;
>
> (v) The presence of outstanding recreational opportunities associated with the waters;
>
> (vi) The presence of outstanding scenic value associated with the waters;
>
> (vii) The presence of an outstanding ecological value associated with the waters;
>
> (viii) The waters provide the only source of suitable domestic or municipal drinking water;
>
> (ix) Other factors that indicate outstanding environmental, ecological, recreational, historic or economic values not specifically mentioned.

Id. § 34(b); *see also* § 34(c), (d).

74. "A petition for Class 1 designation shall be made through the administrator of the Water Quality Division . . .." *Id.* § 34(c).

The process provides for public participation by requiring the administrator to request information from other interested parties, and to notify the general public of the receipt of the petition and provide for public comment.[75] The Council receives a copy of the petition and the record, as well as an analysis from the Department of Environmental Quality of the merits of the petition for designation as an OAR.[76]

When making the determination of whether to designate a petitioned water body as an OAR, the Council is required to consider numerous aspects of the water body, including water quality, aesthetic, scenic, recreational, ecological, agricultural, municipal, industrial, and historical uses, fish and wildlife, the presence of significant quantities of developable water and other values of present and future benefit to the people, and the economic consequences relative to the designation.[77] The proposed regulations do not say to what extent the economic and development considerations outweigh the outstanding resource considerations.

The proposed regulations provide for the protection and nondegradation of OARs through applicable water quality permits and the

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75.

> After a determination that a petition is complete, the administrator shall circulate copies of the petition to, and request submissions of relevant information from, other interested governmental agencies, interveners, persons with an interest of record in the water, property owners and other persons known to the administrator to have an interest in the water. The administrator shall also notify the general public of the receipt of the petition and request submissions or relevant information by a newspaper advertisement . . .. Beginning immediately after a complete petition is filed, the administrator shall compile and maintain a record consisting of all documents relating to the petition filed with or prepared by the Council. The administrator shall make the record available for public inspection . . ..

Id. § 34(e) (ellipses in text).

76. "The Director shall submit a copy of the complete petition and record to the Council with the Department's analysis of the merits of the petition for designation as a Class 1 water." *Id.* § 34(f).

77.

> Class 1, or 'outstanding aquatic resources,' are waters that have been determined to have outstanding environmental, ecological, recreational, aesthetic, or economic value. In designating Class 1 waters, the environmental Quality Council shall consider water quality, aesthetic, scenic, recreational, ecological, agricultural, botanical, zoological, municipal, industrial, historical, geological, cultural, archaeological, fish and wildife, the presence of significant quantities of developable water and other values of present and future benefit to the people. The Council shall also consider economic consequences relative to the designation.
>
> * * *
>
> Outstanding water quality is not necessarily a prerequisite for Class 1 designation. The principal requirement may be that the segment has outstanding value as an aquatic resource, which may derive from the presence of exceptional scenic or recreational attributes, exceptional fisheries value or from the presence of unique or sensitive aquatic species or ecosystems, including those that may have naturally low water quality for some parameters, low flows, or flows of a non-perennial nature.

Id. § 34(a).

application of best management practices.[78] Because the triennial review is not complete, and the final rules and regulations have not been promulgated, these draft provisions may change. The final rules and regulations must comply with the CWA and EPA regulations. Once the new or revised rules are adopted by the State, the EPA is required to review the final regulations in order to ensure their compliance.[79] If the EPA determines that the revised rules are not consistent with the Act, the EPA must notify the state of the necessary changes.[80]

IV. CONCLUSION

ONRW designation is essential to the long-term health of the watersheds of the Northern Rocky Mountain states. No other provision of the CWA ensures that water quality will not be permanently degraded. The ONRW provision provides the maximum protection of water quality of ecologically and recreationally significant water bodies under the Clean Water Act, preserving healthy watersheds for future generations.

The ONRW designation process is important because it involves the public in the protection of water quality. In fact, it is the only provision of the Act to provide for proactive citizen action in the protection of water quality. While other provisions allow for public comment and review of water quality management decisions, such as changes to water quality standards, the ONRW petitioning process requires direct public action to protect those water bodies most important to them.

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78. The proposed water quality standards provide the following protections for Class 1 waters:

> (a) Except as authorized in paragraph (b), no new point sources other than dams, may discharge, and no existing point sources, other than dams, may increase their quantity of pollution discharge, to any water designated as Class 1.
>
> (b) Storm water and construction-related discharges of pollution to Class 1 waters may be authorized and shall be controlled through applicable water quality permits, Section 401 certifications and/or by the application of best management practices. Such discharges shall not degrade the quality of any Class 1 water below its existing quality or adversely affect any existing use of the water. Temporary increases in turbidity that are within the limits established in Section 23 of these regulations and that do not negatively affect existing uses can be permitted. For purposes of this section, temporary increases in turbidity shall not exceed the actual construction period. The Department shall impose whatever controls and monitoring are necessary on point source discharges to Class 1 waters and their tributaries to ensure that the existing water quality and uses of the Class 1 water are protected and maintained.
>
> (c) Nonpoint source discharges of pollution to Class 1 waters or tributaries of Class 1 waters shall be controlled by application of best management practices adopted in accordance with the Wyoming Continuing Planning Process. For Class 1 waters, best management practices will maintain existing quality and water uses.

Id. § 7(a)-(c).

79. 33 U.S.C. § 1313(c)(2)(A) (1994); 40 C.F.R. § 131.21(a) (1998).

80. § 1313(c)(3).

However, the use of this important water quality protection tool in the Northern Rocky Mountain states is limited by the lack of state implementation of procedures for ONRW designation, the difficulty of state petitioning procedures, and the refusal of state legislatures to designate any ONRWs. The failure to adequately implement the ONRW program eliminates this maximum level of protection for water quality from state water quality programs, leaving important waters vulnerable to degradation.

One reason for the states' reluctance to adopt an effective ONRW program is the level of protection afforded to a water body once it is classified as an ONRW. The fear is that ONRW classification will unreasonably restrict or prohibit all development and management activities (such as logging, mining, road building, and grazing). However, this fear is unfounded. While ONRW classification will likely restrict development and management activities in the watershed of the ONRW, it will not necessarily prohibit nor unreasonably restrict these activities. Effective BMPs and responsible management practices can adequately prevent water quality degradation. In addition, current land management practices are allowed so long as they do not degrade water quality.

According to the EPA regulations, ONRW classification is automatically provided to waters of National and State parks and wildlife refuges. In addition, ONRW classification is reserved for water bodies of outstanding recreational and or ecological significance. These water bodies are important to the public who use them for recreational purposes, and for the long-term protection and restoration of aquatic species. Protection of water bodies for recreation or ecological purposes provides economic benefits outside of development and land management. The ecological and socioeconomic health of the Northern Rocky Mountain region is dependent on its water quality. People come from around the world to recreate and experience the cold, clean water of the Northern Rockies. The economic benefits of recreation and native fish are well known, and should provide incentives for states to provide for ONRW protection.

Wyoming, Idaho and Montana must be motivated to protect ecologically and recreationally important water bodies through effective ONRW programs. Currently, the legislatures of both Idaho and Montana have unlimited discretion to deny ONRW designation even if the petitioned water body meets all of the criteria. Therefore, politics can triumph over ecological and recreational importance. The state legislatures should be required to designate ONRWs if the petitioned water body meets all or some of the criteria delineated in each state's ONRW regulations. Such a requirement can come from the EPA, and/or can be added to the state's ONRW provision. The public should pressure both the EPA and the states to include this requirement in the ONRW regulatory provisions.

P.O. Box 2308 • Silverthorne, Colorado 80498

Northwest Colorado
COUNCIL OF GOVERNMENTS
WATER QUALITY / QUANTITY COMMITTEE

970 468-0295 • Fax 970 468-1208 nqwater@nwccog.org

March 3, 2017

Dear Outstanding Grand Lake Coalition,

I understand that the Outstanding Grand Lake Coalition ("Coalition") plans to request that the Water Quality Control Commission (WQCC) designate Grand Lake as Outstanding Natural Resource Waters, often referred to as Outstanding Waters. Northwest Colorado Council of Governments ("NWCCOG") is the designated management agency for Region 12, which includes Grand Lake, and the agency responsible for the regional water quality plan ("208 Plan"). We want to make sure the Coalition understands that at this time, an Outstanding Waters designation for Grand Lake is not consistent with the 208 Plan.

The 208 Plan, adopted pursuant to Section 208 of the federal Clean Water Act, and Section 25-8-203 of the Colorado Water Quality Control Act, functions as a master plan for water quality management in Region 12. It provides demographic information, descriptions of wastewater treatment facilities, summaries of transmountain diversions, recommendations for State water quality standards and classifications, and an overview of the Region's water quality. It also provides policy recommendations for future water quality management in the region. Consistency with the 208 Plan is a primary consideration when the WQCC evaluates proposed changes to water quality classifications, standards, and designations.

The 208 Plan states that "NWCCOG does not currently recommend any additional waterbodies to the list of 'Outstanding Waters' designation."[1] For an Outstanding Waters designation proposal to be consistent with the 208 Plan, NWCCOG would need to amend the 208 Plan. The Coalition may initiate a 208 Plan amendment at any time by sending me a letter. I will then work to schedule a time for a hearing with proper notice before the NWCCOG board.

At this time, I have some question as to the impact a designation would have on local Grand County dischargers, potential additional storm water requirements, and existing agreements regarding improved clarity in Grand Lake. It may be helpful for us to discuss these questions before you request a 208 Plan amendment.

[1] 2012 Upper Colorado River Water Quality Management Plan, C-40, available at http://nwccog.org/wp-content/uploads/2016/04/Upper-Colorado-Watershed-2012-208-Plan.pdf.

Please let me know if this is something the group would like to request, and I am happy to talk with you at any time.

Sincerely,

Lane Wyatt, 208 Administrator

CC:

Grand County BOCC, c/o Ed Moyer
Jim White, Town of Grand Lake
Ken Fucik, Outstanding Grand Lake Coalition member
Samantha Brugger, Grand Lake Chamber of Commerce Executive Director and Outstanding Grand Lake Coalition member
Samantha Miller, Outstanding Grand Lake Coalition member
Geoff Elliot, Grand Environmental and Outstanding Grand Lake Coalition member
Jon Stavney, Executive Director, NWCCOG
Barbara Green, counsel, NWCCOG and QQ
Torie Jarvis, Staff Attorney, NWCCOG/ QQ

March 10, 2017

Board of Trustees

Town of Grand Lake

To the Board:

Attached are pros and cons of the Outstanding Waters designation as our Board sees it. Also attached is a copy of the relevant portion of Section 31 of the State of Colorado Water Quality Control Commission regulation describing the criteria for establishing Outstanding Waters. The entire 231 page document is available on the web.

We highly encourage you to visit directly with Grand County officials who are most familiar with the ongoing water clarity process to fully understand how the Outstanding Waters proposal is affecting current efforts and to evaluate further action. There are many players involved in this very complicated process.

Thank you very much,

Elwin Crabtree, Secretary

Three Lakes Watershed Association

~~ONRA~~ ONRW

Pros

- it could make violating the water quality standard a Clean Water Act violation instead of how it is now (no teeth, nothing happens to Northern or BOR if they do not meet the clarity standard)
- it could give the Bureau of Rec some regulatory teeth for funding the NEPA Process (identifying a corrective alternative) and then providing the regulatory support for a congressional mandate that would be required in order to fund the final fix (by-pass tunnel, by-pass pipeline, etc.)
- it could force the development of a much stronger water quality standard for Grand Lake with higher clarity standards then what was recently passed by Colorado Water Quality Control Comission (CWQCC) .
- it could provide the basis for finally fixing Grand Lake and making sure the by-pass is created and the lake is restored to its original water quality

Cons

- Opponents will lawyer up to fight the status (Northern, WAPA, and Energy Coop Companies), which will force our side to also lawyer up (City of Grand Lake and Grand County) - very expensive fight and will push the process to fix the clarity problem out forever
- compliance of a new water quality standard could be forced onto the county and city to maintain which will be very expensive and may force many new requirements causing an increase in taxes to pay for the provisions
- it could force the development of a required Environmental Impact Statement onto the proponents (City and County) or onto the State of Colorado, which would be very expensive (BOR is currently paying for the NEPA Process)
- it would stop the current NEPA process driven by BOR in its tracks and all the work we have done over the past two years with all the stakeholders would dissolve and see bullet one
- it could force a new water quality standard that we don't like (encumbers development and management activities)

regulatory requirements for point sources and, if applicable control regulations have been adopted, all cost-effective and reasonable best management practices for nonpoint sources shall be met.

(c) At a minimum, for all state surface waters existing classified uses and the level of water quality necessary to protect such uses shall be maintained and protected. No further water quality degradation is allowable which would interfere with or become injurious to these uses. The classified uses shall be deemed protected if the narrative and numerical standards are not exceeded.

The antidegradation review requirements in section 31.8(3) are not applicable to waters designated use-protected pursuant to section 31.8(2)(b). For these waters, only the protection specified in this subparagraph applies.

(d) Water quality designations and reviewable water provisions shall not be utilized in a manner that is contrary to the provisions of sections 25-8-102 and 25-8-104, C.R.S.

(2) Water Quality-Based Designations

Waters which satisfy the criteria in subparagraph (a) below may be designated by the Commission as "outstanding waters". Waters which satisfy the criteria in subparagraph (b) below may be designated "use-protected." Waters not satisfying either set of criteria will remain undesignated, and will be subject to the antidegradation review provisions set forth in section 31.8(3), below.

(a) Outstanding Waters Designation

Waters may be designated outstanding waters where the Commission makes all of the following three determinations:

(i) The existing quality for each of the following parameters is equal to or better than that specified in tables I, II, and III for the protection of aquatic life class 1, recreation class P and (for nitrate) domestic water supply uses:

Table I: dissolved oxygen, pH, *E. coli*

Table II: chronic ammonia, nitrate

Table III: chronic cadmium, chronic copper, chronic lead, chronic manganese, chronic selenium, chronic silver, and chronic zinc

The determination of existing quality shall be based on adequate representative data, from samples taken within the segment in question. Data must be available for each of the 12 parameters listed; provided, that if *E. coli* samples from within the segment are infeasible due to its location, and a sanitary survey demonstrates that there are no human sources present that are likely to impact quality in the segment in question, *E. coli* data will not be required. "Existing quality" shall be the 85th percentile of the data for ammonia, nitrate, and dissolved metals, the 50th percentile for total recoverable metals, the 15th percentile for dissolved oxygen, the geometric mean for *E. coli*, and the range between the 15th and 85th percentiles for pH.

In addition, the foregoing notwithstanding, this test shall not be considered to be met if the Commission determines that, due to the presence of substantial natural or irreversible human-induced pollution for parameters other than those listed above, the quality of the waters in question should not be considered better than necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water.

(ii) The waters constitute an outstanding natural resource, based on the following:

(A) The waters are a significant attribute of a State Gold Medal Trout Fishery, a National Park, National Monument, National Wildlife Refuge, or a designated Wilderness Area, or are part of a designated wild river under the Federal Wild and Scenic Rivers Act; or

(B) The Commission determines that the waters have exceptional recreational or ecological significance, and have not been modified by human activities in a manner that substantially detracts from their value as a natural resource.

(iii) The water requires protection in addition to that provided by the combination of water quality classifications and standards and the protection afforded reviewable water under section 31.8(3).

(b) Use-Protected Designation

These are waters that the Commission has determined do not warrant the special protection provided by the outstanding waters designation or the antidegradation review process.

(i) Waters shall be designated by the Commission use-protected if any of the criteria below are met, except that the Commission may determine that those waters with exceptional recreational or ecological significance should be undesignated, and deserving of the protection afforded by the antidegradation review provisions of section 31.8(3):

(A) The use classifications of the waters include aquatic life warm water class 2, except as provided in subsection (iii) below;

(B) The existing quality for at least three of the following parameters is worse than that specified in tables I, II and III for the protection of aquatic life class 1, recreation class P and (for nitrate) domestic water supply uses:

Table I: dissolved oxygen, pH, *E. coli*

Table II: chronic ammonia, nitrate

Table III: chronic cadmium, chronic copper, chronic lead, chronic manganese, chronic selenium, chronic silver, and chronic zinc

The determination of existing quality shall be based on adequate representative data, from samples taken within the segment in question. Data must be available for each of the 12 parameters listed; provided, that if *E. coli* samples from within the segment are infeasible due to its location, and a sanitary survey demonstrates that there are no human sources present that are likely to impact quality in the segment in question, *E. coli* data will not be required. "Existing quality" shall be the 85th percentile of the data for ammonia, nitrate, and the dissolved metals, the 50th percentile for total recoverable metals, the 15th percentile of such data for dissolved oxygen, the geometric mean of such data for *E. coli*, and the range between the 15th and 85th percentiles for pH; or

(C) The water body was an effluent-dominated or effluent-dependent stream during the period 2000-2009, except that the Commission may determine that the water body should be undesignated, and subject to the protection provided by the antidegradation review process, based on the water body's public resource value and ecological significance.

TOWN OF
GRAND LAKE

March 13, 2017

To: Mayor Peterson and Town Trustees

From: Jim White, Town Manager

RE: Items from the Town Manager

1. **Invasive Zebra and Quagga Mussel Management Plan**

On Tuesday, March 7, 2017, a meeting was held at the USFS office in Granby to discuss plans for the 2017 summer season boat inspections. The meeting was prompted by the funding shortfall to monitor boats for aquatic nuisance species (ANS). Representatives from the Bureau of Reclamation, USFS, Northern Water, the Town of Grand Lake, Colorado Parks and Wildlife, and others met to discuss possible reductions in spending and opportunities for funding. Some of the options considered were reduction in hours of inspection; closing several boats ramps on certain days of the week; consideration of installation of gates, including one at Grand Lake's boat ramp. More work will be done in the next few weeks to determine a course of action. Longer term, efforts at the State Legislature are under consideration to improve funding sources (SEE ATTACHMENT).

2. **Community House Lighting**

We have placed our order for new lighting equipment for the Community House with Barbizon Lighting out of Denver. We are working with our Public Works Director, Bernie McGinn, with Ken Stasco, and with a local electrician to improve the lighting conditions and remove some of the old electrical wires left from past use. We hope to receive the equipment we need for the renovations in the next week or two.

3. **Streetscape Project**

On March 3, 2017, Bernie McGinn, Public Works Director, Dave Johnson, Water Superintendent, and I met again with John Enochs, Diamondback Engineering to review plans for Phase 1 of the Streetscape Project. We set our goals to develop a bid packet by mid- March; open bids by mid-April; and award a contract by May 1, 2017. On Friday, March 10, 2017, we plan to meet with Mountain States Lighting to discuss options for dark sky lighting.

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4. **Off Highway Vehicles**

   Town staff continues its research of other local municipal Ordinances and we plan to bring this topic forward for further discussion at the next Town Board meeting on March 27, 2017. Issues raised at the last meeting when this was discussed included but were not limited to: safety issues; the need to specify the requirement for a valid driver's license; insurance; time restrictions about when they can be driven; where they can be driven; and so on.

5. **Special Use Permit**

   The Town has sent correspondence to the United States Department of Interior through our contacts at Rocky Mountain National Park requesting reauthorization of our Special Use Permit for a Snowmobile Crossing Sign along the west side of Highway 34 Right of Way between County Road 48 and County Road 49. We are awaiting a response.

ANNOUNCEMENTS

- We have published notice of a Public Hearing and scheduled the Zoning Board of Adjustment meeting for Wednesday, April 5, 2017 at 5:30pm.

- The Town's Annual Clean Up Day will be held on Saturday, May 20, 2017. On that same day, we will celebrate Arbor Day in Grand Lake. Further details will be forthcoming soon.

- The Town's Franchise Agreement with Comcast will expire on March 29, 2018. With the Board's approval, we will be initiating contact with Comcast to begin discussions toward renewal of the Franchise Agreement. The process can be done informally. However, Comcast has evoked Section 626 of the Federal Cable Act which preserves its statutory rights to a formal process in the event an informal process is not successful.

- At a recent Town Board meeting, the Fire District proposed a Fire Hydrant Testing and Maintenance Agreement. Minor modifications to the proposed agreement were shared with Fire Chief Mike Long. I will ask him to incorporate the changes and bring the document back to the Town Board for approval. The most significant change was to list Grand Lake as the "Town" rather than the "Water District". The other change was to clarify responsibility for any potential damages to fire hydrants.

Quotable Quote(s):

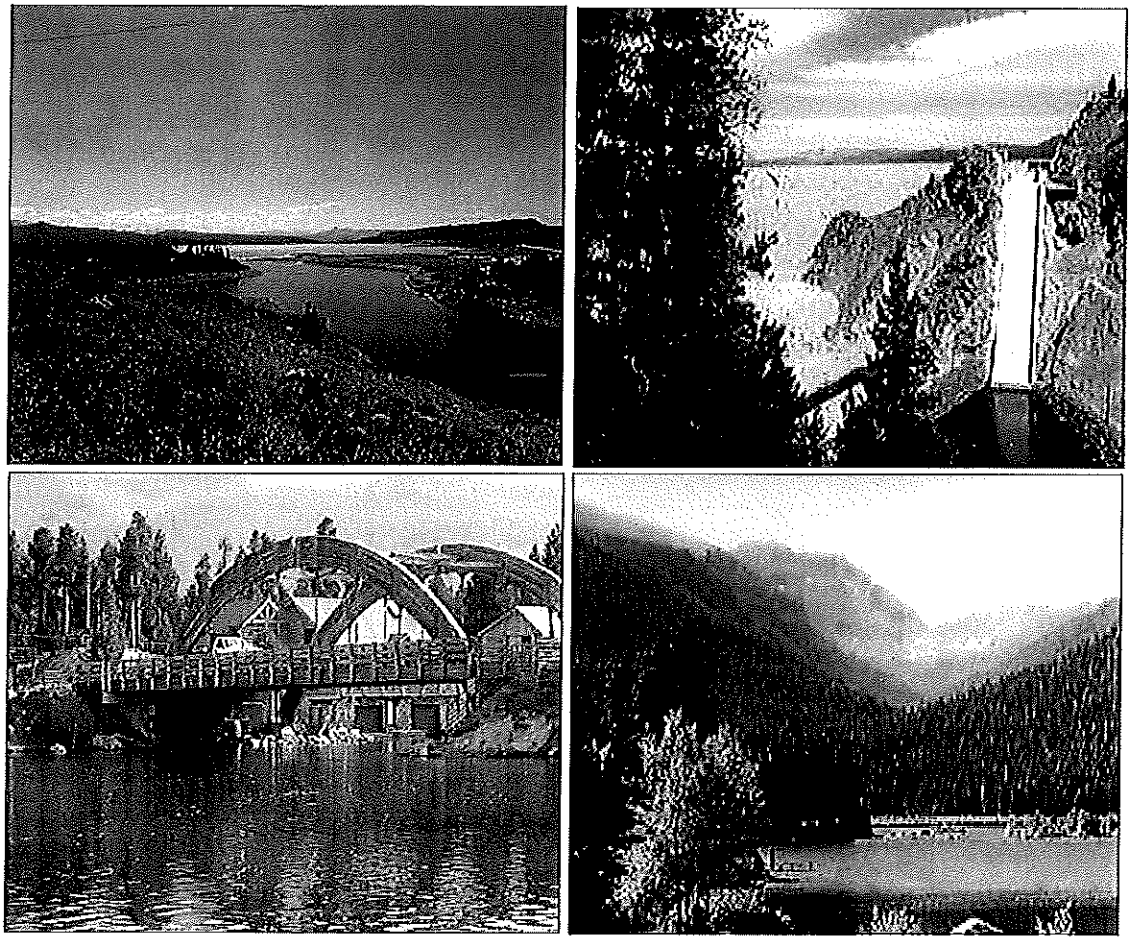
"He who knows that enough is enough will always have enough"

- Lao Tzu

INVASIVE ZEBRA & QUAGGA MUSSEL MANAGEMENT PLAN

Grand Lake, Shadow Mountain Reservoir,
Granby Reservoir, Willow Creek Reservoir

Colorado-Big Thompson Project
Grand County, Colorado



Original Draft Completed May 26, 2008 by Reclamation,
Colorado Division of Wildlife and the U.S. Forest Service

Revised annually by Colorado Parks and Wildlife
Last Revision February 21, 2017 by Colorado Parks and Wildlife

Colorado Parks and Wildlife
Invasive Species Program – ANS
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Table of Contents

INTRODUCTION 1

PARTNERS 1

DESCRIPTION OF WATERS 3

- Grand Lake 3
- Granby Reservoir 3
- Shadow Mountain Reservoir 4
- Willow Creek Reservoir 5

MANAGEMENT ACTIONS 5

- Education and Outreach 5
- Sampling and Monitoring 6
- Facility Assessment 8
- Watercraft Inspection and Decontamination (WID) Program 8
- Containment Watercraft Inspection and Decontamination (WID) Program 9
- Operational Plan for Inspection Stations: 15

ROLES AND RESPONSIBILITIES 17

ACKNOWLEDGEMENTS 19

INTRODUCTION

Zebra and quagga mussels (mussels) are an aquatic nuisance species (ANS) whose presence was first confirmed in Colorado in January 2008. At that time, the state implemented an aggressive the spread. There have been no additional detections in Grand County water bodies since the program began. In fact, all of the previously listed water bodies in CO have been de-listed to negative prevention classification. Prevention efforts, alongside sampling and monitoring for these harmful invasive species are ongoing. The mussels have negative impacts on natural resources, fisheries, water distribution infrastructure and recreation.

The purpose of this site-specific management plan is to document the state's ongoing efforts to prevent a mussel introduction at these reservoirs, as well as outline a strategy to maintain or improve the program into the future. Finally, if mussels were to be introduced into these reservoirs in the future, this plan outlines the containment strategy as required in the ANS regulations to contain mussels at Grand Lake (Grand), Granby Reservoir (Granby), Shadow Mountain Reservoir (Shadow) and Willow Creek Reservoir (Willow). These water bodies are collectively referred to as the C-BT. The goal is to provide opportunities for 100% of the trailered watercraft to be inspected and decontaminated, if necessary, prior to entering and exiting the lakes according to the current *State of Colorado Watercraft Inspection and Decontamination Procedures*. This plan has been developed as part of a larger state-wide and national effort to take action against the spread of invasive *Dreissena* mussels.

Recognizing that no single entity is solely responsible or has complete resources to implement pre- and post- infestation management actions, a stakeholder group has come together to develop recommendations for management and coordinate responsibilities as documented in this plan. In order to implement the actions identified, execution of separate agreements between parties may be needed to transfer funds, services, or property; however, the implementation of any actions outlined in this plan will be contingent upon the availability of funding and resources.

Reservoir on May 29, 2010.

PARTNERS

The following parties have pertinent ownership, management, or jurisdictional responsibility relative to these waters.

U.S. Bureau of Reclamation (Reclamation)

Reclamation owns and operates Willow, Granby and Shadow as part of the Colorado-Big Thompson (C-BT) Project. Grand Lake is used for conveyance of C-BT water.

U.S. Forest Service (USFS)

The USFS administers the lands surrounding the reservoirs and is responsible for managing recreation through provision of public access and recreational facilities either directly or through private sector concessionaires.

Colorado Parks and Wildlife (CPW)

The Colorado Division of Wildlife (CDOW) and Colorado State Parks (CDPOR) were merged on July 1st, 2011 to become Colorado Parks and Wildlife (CPW). The mission of CPW is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. Any reference to CDOW in this document occurred before the merger. CPW coordinates the State ANS Program, which includes implementation of the State Zebra and Quagga Mussel Plan. CPW manages the contract for watercraft inspection and decontamination (WID) at these waters, and conducts sampling, monitoring, lab analysis and education.

Grand County and Town of Grand Lake

The physical location of the reservoirs is in Grand County. There is a direct economic relationship to Grand County and the Town of Grand Lake to recreation at these waters.

Western Area Power Administration (Western)

The Western Area Power Administration markets and transmits the power generated at the Mary's Lake, Estes, Pole Hill, Flatiron, and Big Thompson Power Plants of Reclamation's Colorado Big-Thompson Project. The establishment of invasive mussels in the subject waters could impact generation at those five power plants.

Northern Colorado Water Conservancy District (Northern Water)

Northern water is responsible for capturing runoff from the watersheds above the C-BT Project's primary West Slope collection facilities. Northern Water continually re-positions the collected water into Shadow Mountain and Grand Lake for diversion by Reclamation through the Adam's Tunnel to the C-BT Project's East Slope terminal reservoirs. Northern Water is then responsible for the delivery of water to its water users in Northeastern Colorado.

Colorado River Water Conservation District (CRWCD)

The River District is concerned with conservation, use and development of the water resources of the Colorado River and its principal tributaries.

Bureau of Land Management (BLM)

The area below the Grand Lake conservation pool is public land retained in BLM ownership. The top of the conservation pool is 8,367ft. Per Senate Doc 80 Reclamation's operations could only cause it to drop by 1 ft max (8,366ft).

DESCRIPTION OF WATERS

Grand Lake

Grand Lake is the largest and deepest natural lake in Colorado. Grand is a high altitude lake located in Grand County and contains a volume of 68,621 acre feet, 507 acres of surface area, and a maximum depth of 265 ft. Surface water elevation of Grand does not fluctuate greater than 1 ft. Grand is used for conveyance of C-BT water.

Native inflows entering Grand Lake include the major tributaries, East Inlet and North Inlet. Water is pumped to the eastern slope of the Continental Divide via the Adams Tunnel from Grand Lake. For most of the year, water flows from the western to the eastern slope due to water demands from Eastern Slope communities. Only during periods of high run-off and when reservoir pumping is halted does water flow by gravity from Grand Lake through a small canal, and into Shadow Mountain Reservoir.

The Town of Grand Lake operates the Headwaters Marina. The Town also operates the Grand Lake Boat Ramp, and courtesy docks. A private entity operates the Grand Lake/Boater's Choice Marina. Grand Lake Yacht Club has a private boat ramp and marina for members. The lake is also encircled by many private residences with boat docks and boat houses and various businesses including marinas.

Granby Reservoir

Granby is located on the Colorado River about 5.5 miles northeast of the town of Granby. It collects and stores most of the C-BT Project water supply, including the flow of the Colorado River and water pumped from Willow. The reservoir has a capacity of 539,800 acre-feet. Water is discharged from the hypolimnion (bottom water layer in a thermally-stratified lake) of the reservoir into the Colorado River through the dam. Water is also pumped from the reservoir via Granby Pump Canal at the Farr Pumping Plant to Shadow Mountain Reservoir.

Native inflow waters entering Granby include Arapaho Creek, Stillwater Creek, Columbine Creek, and Roaring Fork. Other inflow waters that are pumped into Granby come from the small Willow Creek and Windy Gap reservoirs mainly during spring months, coinciding with spring run-off.

There are 3 boat ramps on Granby. Stillwater Boat Ramp is a paved ramp with paved parking and access road. Stillwater has electricity on site but not readily accessible and work would be required to furnish service. Sunset Point Boat Ramp is paved with paved parking and access road but with no electric service on site. Arapaho Bay Boat Ramp has a paved ramp with gravel parking and access road and no electric service on site.

There are four marinas that operate under a Special Use Permit in the Arapaho National Recreation Area (ANRA); one on Shadow and three on Granby. Portions of all four marinas above the conservation pools are private. Portions of the marinas below the conservation pools are public. When the reservoirs are full, the marina operator determines whether and where to allow boats to be launched. When reservoirs are less than full, the launch site is proposed by the marina operator and approved by the Forest Service. All four marinas provide launch sites for their own uses as well as for their customers. However, in the case of the three Granby marinas, launching is not always feasible depending on the water level at any given time. In cases when it is not feasible to launch at the marinas, customers are directed to the USFS-operated ramps (Stillwater or Sunset Point).

There are 91 Special Use Permits for private and association boat docks on Granby and Shadow combined, representing well over 100 on-water storage facilities (some permits are for multiple boat slips). Most, if not all, boat dock users launch at USFS-operated ramps. At Granby, driving on the dry lake bed is strictly prohibited under the terms of the permit. Therefore, unless Granby were completely full, which rarely occurs, it would be impossible to launch from private land without violating the terms of the permit.

Shadow Mountain Reservoir

Shadow Mountain Reservoir is located on the Colorado River below its confluence with the Grand Lake outlet. The reservoir is shallow and part of the C-BT Project with a total capacity of 18,400 acre-feet, 1,852 acres of surface area, 8 miles of shoreline, and a maximum depth of about 20 ft. Shadow is used for maintaining water surface elevation levels in Grand, and therefore the reservoir fluctuates very little.

The reservoir is interconnected to Granby by way of the Granby Pump Canal and linked to Grand via a small channel. Depending on the water demand downstream, water is pumped at various times throughout the year from Shadow through Grand to the eastern slope via the Alva B. Adams Tunnel. During spring run-off the majority of native inflow waters enter Shadow from the North Fork of the Colorado River. Water also flows by gravity from Grand into Shadow particularly during spring run-off and when pumping operations are halted. Shadow outflows are discharged from the hypolimnion at the dam into the Colorado River and eventually are returned to Granby. The majority of return flows from Shadow are delivered to Granby in early spring coinciding with mountain snowmelt.

There are two boat ramps on Shadow. Hilltop Boat Ramp is a paved ramp with a gravel/dirt parking and access road. There is electric service available at a restroom and fee machine. Green Ridge Boat Ramp is a paved ramp with paved parking and access road and electric service is available at a restroom and fee machine.

One marina operates under Special Use Permit in ANRA. There are special use permits for private and home-owner association boat docks on Shadow Mountain. Boats in Shadow may enter the lake via the channel from Grand. There is also the possibility that individual boat dock permittees may launch their boats from their own private land rather than using a public ramp.

Willow Creek Reservoir

Willow is part of the Colorado-Big Thompson (C-BT) Project. Willow Creek, a tributary below Granby, is diverted by Willow Creek Dam and Canal. The dam diverts an average of 40,000 acre-feet of water each year from Willow Creek into Granby. The reservoir capacity is 10,600 acre-feet. Willow Creek inflows enter the reservoir mostly during spring snow melt. Willow Creek Pumping Plant lifts the water 175 feet; it then flows by gravity to Granby.

Willow Creek Boat Ramp is paved with gravel parking and access road. There is a cabin and fee machine that has electric service adjacent to the gravel parking area. A primitive launch site also exists with a gravel parking and access road but with no electric service. There are also campgrounds in the area that are managed by a concessioner.

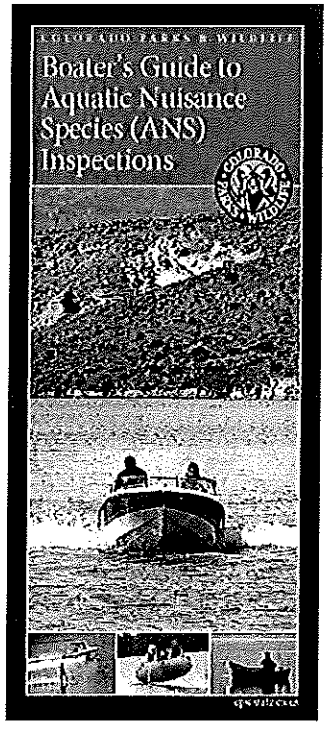
MANAGEMENT ACTIONS

During the 2008 sampling season, all four lakes were sampled for zebra and quagga mussels. Zebra or quagga mussels were positively identified using microscopy and two forms of DNA analysis (PCR and Gene Sequencing) in all four lakes. A mandatory containment program was implemented by CPW, and sampling was conducted every three weeks.

In the 5 years following the initial detection, each sampling effort resulted in negative testing. Grand Lake, Granby Reservoir, Willow Creek Reservoir, and Shadow Mountain Reservoir were de-listed for mussels per Western Regional Panel guidelines in January 2014 and are now considered negative or prevention water bodies. It is still of the utmost importance to maintain boat inspections and to continue to pass along the "Clean, Drain, Dry" message to members of the public.

Education and Outreach

Reclamation drafted the Colorado-Big Thompson Project Public Information Outreach Plan in summer 2008-2009. Reclamation will periodically update the outreach plan with input from the stakeholders group. The plan will focus on key messages and talking points that can be used by all stakeholders when dealing with the public.



All reservoirs have signs alerting the public about mussels. Signs were published and posted in 2008 by the CDOW when the inspection and decontamination program was established at the reservoirs. Development of the sign plan, signs and installation is shared responsibility between the CPW and the USFS. An updated sign plan was implemented by CPW in 2015, following the waters being de-listed.

Paper educational materials, such as brochures, handouts and rack cards, are available at the reservoirs and offices for distribution. All stakeholders should refer interested public members to the state invasive species website www.cpw.state.co.us. Grand County briefed local government officials and their constituents, particularly boaters, on the mussel issue and their participation in prevention in the past.

Sampling and Monitoring

Monitoring of these lakes is conducted by CPW. This includes annual plankton tows, substrate checks, and shoreline surveys.

A summary of the CPW sampling efforts for Grand Lake by year:

Grand Lake

Total number of each sampling type conducted each year

	2008	2009	2010	2011	2012	2013	2014	2015	2016
Plankton Tows	7	24	18	37	36	29	41	37	38
Water Quality Measurement Sites	0	6	12	23	0	0	0	6	8
Substrates	4 substrates, 18 checks Avg 4.5 chk/sub	2 substrates, 12 checks Avg 6 chk/sub	3 substrates, 11 checks Avg 3.7 chk/sub	3 substrates, 10 checks Avg 3.33 chk/sub	3	3	3	3	3
Shoreline Surveys	0	1	7	7	8	7	11	12	16
Crayfish	0	0	0	0	0	1	0	0	0

A summary of the CPW sampling efforts for Granby Reservoir by year:

Granby Reservoir

Total number of each sampling type conducted each year

	2008	2009	2010	2011	2012	2013	2014	2015	2016
Plankton Tows	27	43	38	81 (incl. Colorado River at dam outlet)	70	58	83	78	78
Water Quality Measurement Sites	0	7	25	27	0	0	0	6	8

Substrates	13 substrates, 46 checks Avg 3.5 chk/sub	4 substrates, 30 checks Avg 5.2 chk/sub	6 substrates, 31 checks Avg 5.2 chk/sub	6 substrates, 20 checks Avg 3.33 chk/sub	29	6	6	6	6
Shoreline Surveys	1	0	10	7	10	6	12	12	16
Crayfish	0	0	0	0	0	1	0	0	2

A summary of the CPW sampling efforts for Shadow Mountain Reservoir by year:

Shadow Mountain Reservoir

Total number of each sampling type conducted each year

	2008	2009	2010	2011	2012	2013	2014	2015	2016
Plankton Tows	25	33	24	57 (incl. Colorado River at dam outlet)	48	40	56	54	52
Water Quality Measurement Sites	0	6	16	36	0	0	0	6	8
Substrates	6 substrates, 17 checks Avg 3.8 chk/sub	1 substrates 8 checks	4 substrates 17 checks Avg 4.3 chk/sub	4 substrates 22 checks Avg 5.5 chk/sub	20	4	4	4	4
Shoreline Surveys	0	3	8	6	7	7	11	12	16
Crayfish	0	0	0	0	0	1	0	0	2

A summary of the CPW sampling efforts for Willow Creek Reservoir by year:

Willow Creek Reservoir

Total number of each sampling type conducted each year

	2008	2009	2010	2011	2012	2013	2014	2015	2016
Plankton Tows	2	20	17	35 (incl. Willow Creek at dam outlet)	42	34	36	33	39

Water Quality Measurement Sites	0	7	9	18	0	0	0	5	8
Substrates	0	1 substrate, 7 checks	3 substrates, 12 checks Avg 4 chk/sub	4 substrates, 8 checks Avg 2 chk/sub	15	3	4	3	3
Shoreline Surveys	0	0	7	3	5	7	6	10	16
Crayfish	0	0	0	0	0	1	0	0	0

Facility Assessment

Reclamation completed a facility risk assessment for each of these reservoirs in 2009. The assessments identified areas of risk and provided recommendations for future actions to minimize impacts from mussels. The recommended actions included modifications to structures, and control methods such as reoperation of the reservoirs. The report was distributed to the stakeholder group. The water users may be able to apply these recommendations to their downstream facilities.

Watercraft Inspection and Decontamination (WID) Program

On July 10, 2008, a sample taken from Lake Granby was positively identified through microscopy and DNA testing to be quagga mussels. Throughout the remainder of the summer, Grand Lake, Shadow Mountain and Willow Creek also tested positive for mussel veligers (juveniles).

According to State Regulations (Parks-Chapter 8) and the *State Zebra and Quagga Mussel Management Plan*, all trailered watercraft must submit to an inspection prior to leaving positive waters. It is of the utmost importance that the overland spread of mussels on watercraft be prevented. The recommended action to accomplish this was to implement a watercraft inspection and decontamination program, coupled with strong education and outreach.

Initially, there was great concern that the temporary full time employees (tFTE) needed to implement this program would be difficult to recruit, hire and maintain. Over the last few years, it has become obvious that the boat inspector positions are quite competitive and over 50% of staff return each year. The stations provide valuable jobs to the local communities.

There was also uncertainty originally about which agency would supervise the program. The result was that CDOW implemented the containment response in 2008, the full time boat inspection program in 2009, and continue to do so today despite not having any ownership or management authority over the lakes. CPW does this because these are high risk waters and a very high priority for the state's water resources to prevent future mussel detections downstream, as well as protect other waters.

Beginning in 2012, CPW awarded a contract to Heeney Marina to run inspection stations at the C-BT. In 2015, the contract was awarded to Wolford, LLC after Heeney Marina owners moved to Oregon.

USFS has contributed money for cost sharing with CPW since 2009 to fund inspection stations at the C-BT. However, funding from the USFS has steadily decreased, leaving CPW with the burden of funding inspections at these high-risk headwaters. In 2016, a Supreme Court decision eliminated severance tax, the source used by CPW to fund ANS WID Stations. Without a new funding source in place for 2017, CPW has engaged a stakeholder process statewide and is asking all partners to contribute funding to continue the prevention program at these waters. CPW is working through DNR to secure a new funding source legislatively for 2018 and future years.

CPW certifies inspectors and decontaminators each year according to state regulations and provides equipment for inspection and decontamination stations and other field support services. In addition, law enforcement support is necessary and is provided, as available by CPW.

Containment Watercraft Inspection and Decontamination (WID) Program

In the future if mussels are detected again in any of these water bodies, containment will be mandatory as stipulated in the state ANS regulations. Containment entails that all trailered, motorized watercraft leaving the reservoir will be required to be inspected prior to exiting. The logistics of containment WID is similar to the prevention WID program, except a few important changes. Boats will still be inspected upon entry. Upon exit, boaters will go through inspection station and depending on a variety of risk factors; they will receive an inspection and possibly decontamination on the way out. Boats must be cleaned, drained and dried following use in any water (per regulation), but this is especially important in positive or infested waters. Containment is more labor intensive and much more expensive than prevention due to a significant increase in decontaminations of boats exiting the waters.

If mussels were to establish and ultimately infest these waters, all aspects of the Colorado Big-Thompson project will be in jeopardy. It is recommended that facilities and operations assessments be completed to determine the depth of impacts mussels or other ANS could result in. Once introduced it is likely that millions will have to be spent to maintain current operations to operate hydropower, irrigation, municipal and industrial water systems.

Beacon Landing Marina, Grand Elk Marina and Highline Marina were originally certified from 2009-2011. Beacon Marina is the only local marina that re-certifies every year. CPW drafts a letter to the marinas each year which is provided to them by USFS. The marinas work together with CPW, USFS and the contractor to ensure all boats entering and exiting these waters are inspected.

2009 Inspections and Decontaminations			
	Grand Lake	**Granby Reservoir**	**Shadow Mountain Reservoir**
Inspection Data			
Total Boats In & Out	5,912	13,023	2,012
Standard Inspection	3,142	7,188	1,496
High Risk Inspection	121	216	89
Clean Drain Dry Inspection	2,649	5,619	427
Decontamination Data			

Full Decontamination	0	4	0
Standing Water Decontamination	73	228	79
Bait Treatment/Decontamination	0	0	0
Plant Decontamination	0	0	0

2010 Inspections and Decontaminations			
	Grand Lake	**Granby Reservoir**	**Shadow Mountain Reservoir**
Inspection Data			
Total Boats In & Out	1,965	15,916	2,626
Standard Inspection	734	6,716	1,540
High Risk Inspection	605	4,306	333
Clean Drain Dry Inspection	626	4,894	753
Decontamination Data			
Full Decontamination	0	2	9
Standing Water Decontamination	45	133	12
Bait Treatment/Decontamination	1	3	0
Plant Decontamination	1	1	0

2011 Inspections and Decontaminations			
	Grand Lake	**Granby Reservoir**	**Shadow Mountain Reservoir**
Inspection Data			
Total Boats In & Out	2,771	9,969	2,812
Standard Inspection	623	1,754	239
High Risk Inspection	2,004	7,737	2,520
Clean Drain Dry Inspection	144	478	53
Decontamination Data			
Full Decontamination	0	2	2
Standing Water Decontamination	157	956	199
Bait Treatment/Decontamination	0	1	1
Plant Decontamination	0	4	7

2012 Inspections and Decontaminations			
	Grand Lake	**Granby Reservoir**	**Shadow Mountain Reservoir**
Inspection Data			
Total Boats In & Out	3800	11683	4342
Standard Inspection	1396	4981	2054
High Risk Inspection	581	855	123
Clean Drain Dry Inspection	1764	5539	2084
Decontamination Data			
Full Decontamination	0	54	4

Standing Water Decontamination	372	1033	197
Bait Treatment/Decontamination	0	0	0
Plant Decontamination	1	2	7

2013 Inspections and Decontaminations			
	Grand Lake	**Granby Reservoir**	**Shadow Mountain Reservoir**
Inspection Data			
Total Boats In & Out	5290	12425	5013
Standard Inspection	30	556	275
High Risk Inspection	3246	48	2727
Clean Drain Dry Inspection	300	7123	38
Decontamination Data			
Full Decontamination	703	19	4
Standing Water Decontamination	663	1194	428
Bait Treatment/Decontamination	4	4	0
Plant Decontamination	4	7	0

2014 Inspections and Decontaminations			
	Grand Lake	**Granby Reservoir**	**Shadow Mountain Reservoir**
Inspection Data			
Total Boats In & Out	3313	10889	3864
Standard Inspection	296	1400	390
High Risk Inspection	183	156	57
Clean Drain Dry Inspection	1564	5254	1876
Decontamination Data			
Full Decontamination	0	11	1
Standing Water Decontamination	171	88	71
Bait Treatment/Decontamination	0	0	0
Plant Decontamination	3	16	15

2015 Inspections and Decontaminations			
Inspection Data	**Grand Lake**	**Granby Reservoir**	**Shadow Mountain Reservoir**
Total Boats In & Out	3502	10307	3462
Entrance Inspection	366	1126	301
High Risk Inspection	139	174	93
Exit Inspection	1680	4929	1608
Decontamination Data			
Full Decontamination	15	12	17
Standing Water Decontamination	138	165	89

Bait Treatment/Decontamination	0	0	0
Plant Decontamination	13	7	5

2016 Inspections and Decontaminations			
Inspection Data	**Grand Lake**	**Granby Reservoir**	**Shadow Mountain Reservoir**
Total Boats In & Out	3325	10688	3925
Entrance Inspection	255	730	249
Seal Removals	1294	4233	1556
High Risk Inspection	197	390	206
Exit Inspection	1573	5335	1914
Decontamination Data			
Full Decontamination	0	1	0
Standing Water Decontamination	192	280	235
Bait Treatment/Decontamination	0	0	1
Plant Decontamination	2	15	4

In addition, several private marinas (Grand Lake Marina, Trail Ridge Marina, Beacon Landing Marina, Highland Marina) on the lakes conducted watercraft inspections for their customers. In 2009, the marinas conducted a total of 468 inspections and 8 decontaminations. In 2010, the marinas conducted a total of 222 inspections and no decontaminations. From 2011 – 2016 the Beacon Landing Marina has continued to offer inspections to their customers and have averaged between 50 – 100 inspections per season.

Grand Lake WID Annual Hours of Operation

2009 Hours of Operation at Grand Lake

May 15, 2009 - Unknown	6:00am-8:00pm	7 Days a Week	Main Boat Ramp

2010 Hours of Operation at Grand Lake

May 14, 2010 - Unknown	6:00am-8:00pm	7 Days a Week	Main Ramp

2011 Hours of Operation at Grand Lake

May 13, 2011 - Oct 30, 2011	7:00am-7:00pm	7 Days a Week	Main Ramp

2012 Hours of Operation at Grand Lake

May 14, 2012 - Oct 31, 2012	6:00am-8:00pm	7 Days a Week	Main Ramp

2013 Hours of Operation at Grand Lake

May 17, 2013 - Oct 31, 2013	6:00am-8:00pm	7 Days a Week	Main Ramp

2014 Hours of Operation at Grand Lake

May 16, 2014 - Sep 14, 2014	6:00am-8:00pm	7 Days a Week	Main Ramp
Sep 15, 2014 - Oct 17, 2014	7:00am-7:00pm	7 Days a Week	Main Ramp

2015 Hours of Operation at Grand Lake

May 16, 2015 - Sep 14, 2015	6:00am-8:00pm	7 Days a Week	Main Ramp
Sep 15, 2015 - Oct 17, 2015	7:00am-7:00pm	7 Days a Week	Main Ramp

2016 Hours of Operation at Grand Lake

May 16, 2016 - Sep 11, 2016	6:00am-8:00pm	7 Days a Week	Main Ramp
Sep 12, 2016 - Oct 16, 2016	7:00am-8:00pm	7 Days a Week	Main Ramp

Granby Reservoir WID Annual Hours of Operation

2009 Hours of Operation at Granby Reservoir

May 15, 2009 - Unknown	6:00am-8:00pm	7 Days a Week	Sunset Point, Stillwater, Arapahoe Bay Ramps

2010 Hours of Operation at Granby Reservoir

May 14, 2010 - Unknown	6:00am-8:00pm	7 Days a Week	Sunset Point & Stillwater Ramps

2011 Hours of Operation at Granby Reservoir

May 13, 2011 - Oct 30, 2011	6:00am-8:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
May 13, 2011 - Unknown	6:00am-8:00pm	Friday-Sunday	Arapahoe Bay Ramp

2012 Hours of Operation at Granby Reservoir

May 14, 2011 - Oct 31, 2012	6:00am-8:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
June 1, 2012 - Sep 2, 2012	6:00am-8:00pm	Friday-Sunday	Arapahoe Bay Ramp

2013 Hours of Operation at Granby Reservoir

May 17, 2013 - Oct 31, 2013	6:00am-8:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
June 1, 2013 - Unknown	6:00am-8:00pm	Friday-Sunday	Arapahoe Ramp

2014 Hours of Operation at Granby Reservoir

May 16, 2014 - Sep 14, 2014	6:00am-8:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
Sep 15, 2014 - Oct 17, 2014	7:00am-7:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
June 1, 2014 - Sep 1, 2014	6:00am-8:00pm	Friday-Sunday	Arapahoe Bay Ramp

2015 Hours of Operation at Granby Reservoir

May 16, 2015 - Sep 14, 2015	6:00am-8:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
Sep 15, 2015 - Oct 17, 2015	7:00am-7:00pm	7 Days a Week	Sunset Point & Stillwater Ramps
June 1, 2015 - Sep 1, 2015	No Info	Friday-Sunday	Arapahoe Bay

2016 Hours of Operation at Granby Reservoir

May 16, 2016 - Sep 5, 2016	6:00am-8:00pm	7 Days a Week	Unknown
Sep 6, 2016 - Oct 16, 2016	7:00am-7:00pm	7 Days a Week	Unknown

Shadow Mountain Reservoir WID Annual Hours of Operation

2009 Hours of Operation at Shadow Mountain Reservoir

May 15, 2009 - Unknown	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp

2010 Hours of Operation at Shadow Mountain Reservoir

May 14, 2010 - Unknown	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp

2011 Hours of Operation at Shadow Mountain Reservoir

May 13, 2011 - Oct 30, 2011	7:00am-7:00pm	Monday-Friday	Green Ridge Ramp
May 13, 2011 - Oct 30, 2011	6:00am-8:00pm	Saturday-Sunday	Green Ridge Ramp

2012 Hours of Operation at Shadow Mountain Reservoir

May 13, 2012 - Oct 31, 2012	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp

2013 Hours of Operation at Shadow Mountain Reservoir

May 17, 2013 - Unknown	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp

2014 Hours of Operation at Shadow Mountain Reservoir

May 16, 2014 - Sep 14, 2014	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp
Sep 15, 2014 - Oct 17, 2014	7:00am-7:00pm	7 Days a Week	Green Ridge Ramp

2015 Hours of Operation at Shadow Mountain Reservoir

May 16, 2015 - Sep 14, 2015	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp
Sep 15, 2015 - Oct 17, 2015	7:00am-7:00pm	7 Days a Week	Green Ridge Ramp

2016 Hours of Operation at Shadow Mountain Reservoir

May 15, 2016 - Sep 11, 2016	6:00am-8:00pm	7 Days a Week	Green Ridge Ramp
Sep 12, 2016 - Oct 16, 2016	7:00am-7:00pm	7 Days a Week	Green Ridge Ramp

Operational Plan for Inspection Stations:

As stated earlier, the CDOW began operating the inspection stations following the positive designation as an emergency response from 2008 through 2013. Inspections at the C-BT followed a preventive plan from 2014 to present and are consistent with the current State ANS WID protocols; trailered watercraft will be inspected and, when necessary, decontaminated prior to and after launching.

All inspectors are certified to conduct proper inspections according to the state regulatory protocols. State certification training takes place annually in mid-May, with additional on-the-job training the remainder of the first week.

There are five boat ramps on the three lakes that must be staffed for inspections: Grand Lake Public Ramp (East Inlet), Green Ridge, Stillwater, Sunset and Arapahoe Bay (inspections were added at Arapahoe Bay in 2010 and are not full time). The station operations are conducted with the use of temporary full time and part time contracted staff. Inspectors report directly to the boat ramp daily between the hours of 6:00 am to 8:00 pm between the second week of May and the second week of October (opening and closing dates are pending weather, ice off or on, and available funding).

From 2008-2010, inspectors worked out of their cars with no shelter on the ramps. Small sheds have since been installed to offer shelter and a safety to inspectors as well as a secure site to store equipment. This also provides a more cohesive, professional appearance to the public.

Since 2009, the USFS has implemented a Forest Supervisor's Order to close Willow Creek Reservoir and Hilltop Boat Ramp to trailered and motorized watercraft use. The CPW requests annually that the Forest Supervisor's Orders for Willow Creek and Hilltop be re-issued and the USFS has agreed to continue these closures through 2017.

The CPW has annually requested the USFS close the boat ramps to trailered, motorized watercraft use overnight from 8:00 pm to 6:00 am, and during shoulder seasons. Resources are not available to staff these ramps overnight, nor is it safe to do so, so CPW has requested ramp closures at night to protect all water resources from possible infestation. Currently the ramps are open and remain unstaffed overnight while boats using these waters could potentially be introducing mussels into new waters in Colorado and the West. The USFS has not instituted a night closure to date.

Beginning in 2010, the USFS began providing funding to the CDOW to assist with the temporary boat inspection staff. This was accomplished through a challenge cost-share agreement. CPW provides additional funds for the remainder of the temporary staff costs, equipment and operational costs.

The point of contact for the USFS is Dan Matthews and all communication regarding the program should be directed through him. The point of contact for CPW is Robert Walters and all communication regarding this program should be directed through him. Other key personnel within CPW include: Elizabeth Brown (Invasive Species Coordinator), Robert Walters (Invasive Species Specialist), Brad Clements (WID Trainer and Support Staff), Lyle Sidener (Area Wildlife Manager) and Jon Ewert (Aquatic Biologist).

In 2015, a private contractor, Wolford, LLC was selected to operate the inspection stations in the three lakes area. This privately run operation has been paid by both CPW and USFS through a contract run by CPW. The table below shows the amount of funding provided by USFS each year

to help running WID stations. However, USFS cost-sharing has continually decreased and funding from USFS ceased in 2016. It is crucial that USFS continues to fund these operations as CPW cannot continue to carry the burden of funding into the future. It is recommended that USFS and the BOR contribute at least 50% of the funding to continue operation of these stations.

Year	USFS Funding of WIDS at ARNA (C-BT)
2010	$100,000.00
2011	$100,000.00
2012	$164,000.00 (includes Taylor and McPhee)
2013	$163,098.00 (includes Taylor and McPhee)
2014	$205,000.00 (includes Taylor and McPhee)
2015	$75,000.00
2016	$50,000.00

Total Cost of CBT Inspection and Decontamination Program*

Year	Total Cost of C-BT WID Program
2009	$425,000
2010	$410,738
2011	$300,154 (reduced season, hours and program by 7 staffers)
2012	$325,178
2013	$345,000
2014	$360,000
2015	$377,966
2016	$378,000

** CPW annually provides 6 decontamination units on loan that must be returned at the end of the season to headquarters (one for each WID station), educational materials, signage, certification training, QC, and on the job training. These field support services, along with administration, sampling, monitoring and laboratory services, are not included in the above costs.*

De-Listing

The regional *Building Consensus* standards set timelines for de-listing detected waters. After adopting the regional standard of 5 years of sampling with negative results, Colorado de-listed Granby, Grand Lake, Shadow Mountain, and Willow Creek in 2014. Now all four lakes are operating as prevention waters, with emphasis on preventing introduction of harmful invasive species such as mussels.

ROLES AND RESPONSIBILITIES

U.S. Bureau of Reclamation (Reclamation)

- Update the CBT Project Public Information Outreach Plan, as needed.
- Complete and Distribute the CBT Facilities Assessment (December 23, 2009)
- Provide education on ANS, specifically zebra and quagga mussels, to customers. Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.

U.S. Forest Service (USFS)

- Continue to provide cost-share funds, at least $150,000 annually, but preferably 50% of the total cost pending available funds, per the approved Challenge Cost Share Agreement with CPW, toward the contract for standardized watercraft inspections for trailered watercraft entering and exiting the CBT.
- Maintain closures to motorized, trailered watercraft at Hilltop and Willow Creek Reservoirs.
- Continue providing education in Arapahoe Bay Campground to boaters that need to go to another location to get their exit inspection before entering and exiting.
- Provide an educational/informational product to overnight boaters.
- Coordinate site layout with the CPW with respect to the location of the inspector shelter, signs, decontamination station and barriers for effective traffic management and facilitation of the inspection process.
- Act as the liaison between the CPW and the private marinas and concessioners regarding ANS.
- Provide a facility for the CPW's annual certification training in May.
- Provide support to WID program in terms of education to the public, and assistance to the contractor when needed.
- Post signage and distribute educational materials at the local events.
- Consider the CPW's request for the ramps to be closed at night and in shoulder seasons when inspectors are not present. Consider the possible installation of additional access barriers at the designated boat ramps.
- Place WID program information and web links to CPW zebra and quagga mussel page on USFS website. Also place information on National Campsite Reservation Webpage.

Colorado Parks and Wildlife (CPW)

- Manage contract with Wolford, LLC to operate inspections and decontaminations.
- Provide educational materials to Wolford, LLC to inform and educate the public about the problems posed by aquatic invasive species and steps that can be taken to prevent their spread.
- Cost-share personnel and equipment funds necessary to operate stations.
- Provide State Watercraft Inspection and Decontamination Certification Training and WID field support services (e.g. Quality Control, on the job training, etc.)/
- Provide decontamination units and equipment to the WID station per the contract.
- Perform all monitoring for ANS and suspect sample identification.

- Coordinate site layout with the USFS with respect to the location of the inspector shelter, and decontamination station for effective traffic management and facilitation of the inspection process.
- Provide law enforcement support, as needed, to the inspection station.

Grand County, Colorado

- Provide education on ANS, specifically zebra and quagga mussels, to residents. Distribute and maintain stock of brochures and rack cards.
- Consider sending out a postcard or informational page alerting county residents to the threat of zebra and quagga mussels, and the importance of *Clean, Drain, and Dry.*
- Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.
- Consider contributing funding or in-kind services to the ANS Program.

The Town of Grand Lake

- Provide education on ANS, specifically zebra and quagga mussels, to residents. Distribute and maintain stock of brochures and rack cards.
- Consider sending out a postcard or informational page alerting county residents to the threat of zebra and quagga mussels, and the importance of *Clean, Drain, and Dry.*
- Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.
- Obtain and maintain WID certification for the operator of the Grand Lake Marina. Attend the annual training at the Village put on by the CPW.
- Consider contributing funding or in-kind services to the ANS Program.

Western Area Power Administration (Western)

- Provide education on ANS, specifically zebra and quagga mussels, to residents. Distribute and maintain stock of brochures and rack cards.
- Consider sending out a postcard or informational page alerting county residents to the threat of zebra and quagga mussels, and the importance of *Clean, Drain, and Dry.*
- Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.
- Consider contributing funding or in-kind services to the ANS Program.

Northern Colorado Water Conservation District (NCWCD)

- Provide education on ANS, specifically zebra and quagga mussels, to residents. Distribute and maintain stock of brochures and rack cards.
- Consider sending out a postcard or informational page alerting county residents to the threat of zebra and quagga mussels, and the importance of *Clean, Drain, and Dry.*
- Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.
- Consider contributing funding or in-kind services to the ANS Program.

Colorado River Water Conservation District (CRWCD)

- Provide education on ANS, specifically zebra and quagga mussels, to residents. Distribute and maintain stock of brochures and rack cards.
- Consider sending out a postcard or informational page alerting county residents to the threat of zebra and quagga mussels, and the importance of *Clean, Drain, and Dry.*
- Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.
- Consider contributing funding or in-kind services to the ANS Program.

Bureau of Land Management (BLM)

- Provide funding for the decontamination units to be used in the wild spawn and hatchery procedures.
- Provide education on ANS, specifically zebra and quagga mussels, to residents. Distribute and maintain stock of brochures and rack cards.
- Consider sending out a postcard or informational page alerting county residents to the threat of zebra and quagga mussels, and the importance of *Clean, Drain, and Dry.*
- Provide approved talking points from the outreach plan to customer service reps to provide consistent messaging.
- Place web links to CPW zebra and quagga mussel page on individual websites.
- Consider contributing funding or in-kind services to the ANS Program.

ACKNOWLEDGEMENTS

Many people have given a great deal of time to help with the mussel response in Colorado and specifically for Grand Lake, Granby Reservoir, Shadow Mountain Reservoir and Willow Creek Reservoir. Those that contributed to this planning process are listed below:

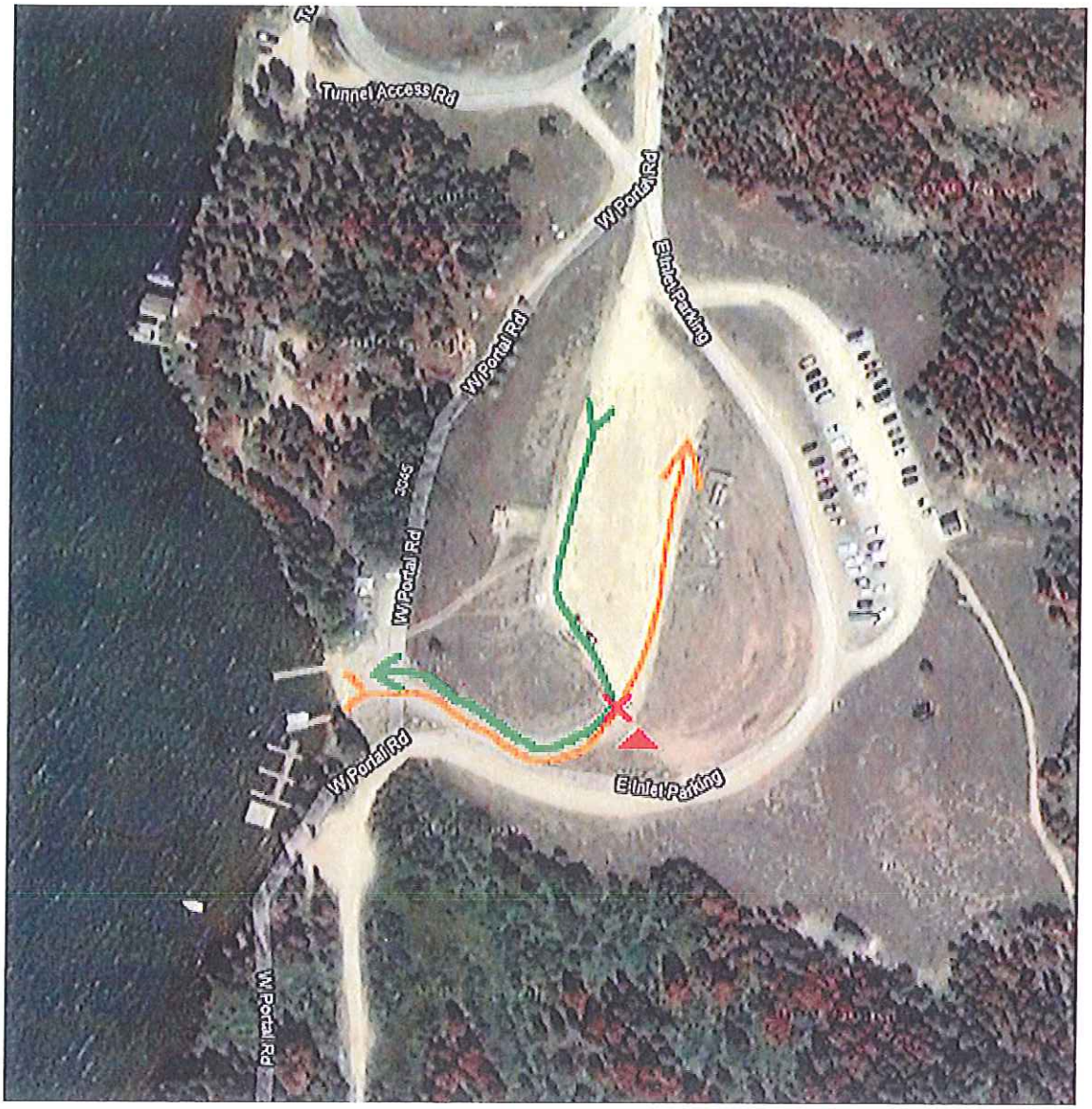
Jill Boyd, Northern Colorado Water Conservancy District
Elizabeth Brown, Colorado Parks and Wildlife
Brad Clements, Colorado Parks and Wildlife
Jon Ewert, Colorado Parks and Wildlife
Shane Hale, Town of Grand Lake
Sherman Hebein, Colorado Parks and Wildlife
Davine Lieberman, Bureau of Reclamation
Craig Magwire, United States Forest Service
Dan Matthews, United States Forest Service
Anita Martinez, Colorado Parks and Wildlife
Norval Olsen, Colorado Parks and Wildlife
Carlie Ronca, Bureau of Reclamation
Lyle Sidener, Colorado Parks and Wildlife
Robert Walters, Colorado Parks and Wildlife
Brad Wind, Northern Colorado Water Conservancy District

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May	99.3333333	46.6666667	26.3333333	25	34	44	113.333333
June	140.25	42.75	43.25	43	50.4	71.5	155.25
July	196	75.5	70	76.25	58.25	76.6	182.2
August	141	40.8	40.6	37.4	40.25	46.5	123
September	96.25	48.5	33.5	27.25	27.2	19.6	95.25
October	48.6666667	17.5	6	9	7	19	70

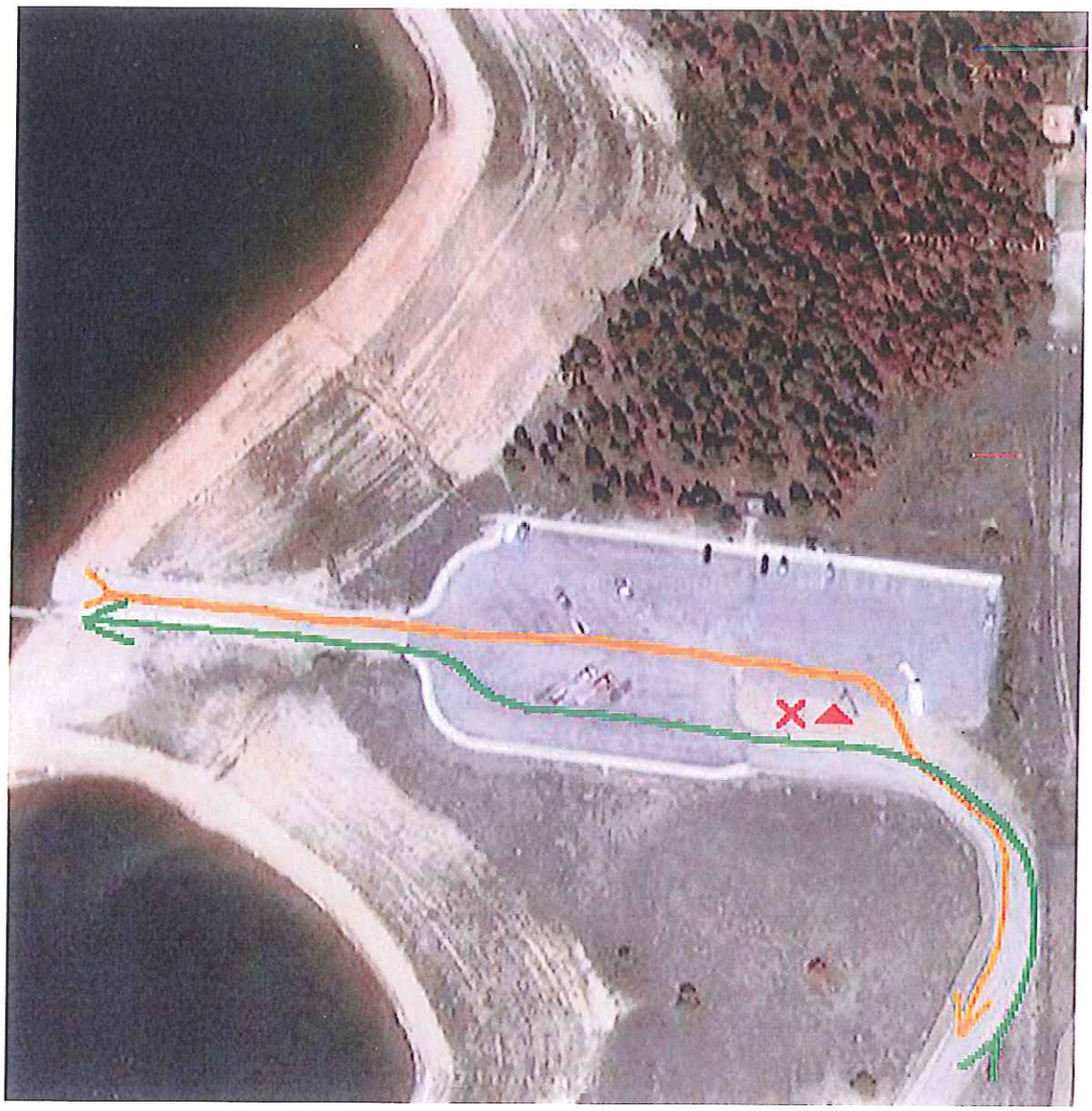
CBT Boat Ramp Inspection Stations

- shelter
- inspection point
- vehicle / boat entry
- vehicle / boat exit

Grand Lake East Inlet Boat Ramp (Grand Lake)



Sunset Point Boat Ramp (Lake Granby)



Arapaho Bay Boat Ramp (Lake Granby)

Stillwater Boat Ramp (Lake Granby)

Green Ridge Boat Ramp (Shadow Mountain Reservoir)

Shadow Mountain

Inspections Per Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May	23.00	9.67	13.00	7.00	6.00	14.00	31.67
June	43.25	12.25	11.75	12.60	15.20	24.25	69.00
July	78.00	39.75	24.75	17.75	21.75	33.80	65.60
August	55.00	20.20	11.60	16.80	9.50	19.75	69.00
September	42.25	27.75	7.50	9.00	8.40	6.40	37.50
October	13.67	4.00	6.50	6.00	2.00	5.00	16.33

Inspections Per Hour

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
May	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.0	2.2	3.8	1.9	3.8	2.8	2.5	2.1	1.5	1.7	1.2	1.0	0.0	0.0	0.0	0.0	0.0
June	0.0	0.0	0.0	0.0	1.0	1.2	1.3	1.4	3.0	3.5	4.0	3.6	2.9	3.2	2.9	3.0	2.5	2.8	1.7	1.5	0.0	0.0	0.0	0.0
July	0.0	0.0	0.0	0.0	1.0	1.0	1.2	1.8	3.8	5.0	4.7	5.6	6.3	5.7	4.0	4.1	4.9	4.3	2.5	1.0	0.0	0.0	0.0	0.0
August	0.0	0.0	0.0	0.0	1.0	1.0	1.0	2.0	2.4	3.5	4.3	4.7	4.3	4.6	3.8	4.3	4.2	3.5	3.9	3.0	0.0	0.0	0.0	0.0
September	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	2.3	3.6	5.0	3.5	3.2	3.3	2.5	3.4	2.5	2.3	0.0	0.0	0.0	0.0	0.0
October	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.7	3.8	1.7	3.1	2.6	1.6	1.8	2.0	2.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Granby – Arapahoe Bay

Inspections Per Day

	Sunday	Friday	Saturday
June	9.7	7.7	8.3
July	8.8	4.8	6.4
August	7.8	5.3	3.8
September	9.0	3.0	11.0

Inspections Per Hour

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
June	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	2.0	2.0	1.4	1.4	1.2	1.2	1.4	1.3	1.5	1.7	1.0	0.0	0.0	0.0	0.0	0.0
July	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	2.0	1.8	1.9	1.9	1.7	1.7	1.4	1.9	1.8	1.0	1.0	0.0	0.0	0.0	0.0	0.0
August	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.5	1.0	1.5	1.4	1.8	1.9	1.2	1.0	2.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
September	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	3.0	3.0	2.0	1.0	2.5	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Granby – Stillwater

Inspections Per Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May	53.33	28.67	12.00	12.50	19.50	26.67	68.67
June	68.25	23.25	24.50	21.20	25.40	35.50	63.75
July	96.20	34.75	33.25	33.50	25.67	38.80	94.40
August	73.75	21.60	21.00	20.80	25.50	24.25	72.00
September	60.25	26.75	18.50	16.75	16.20	13.60	57.25
October	28.33	10.00		6.00		15.00	47.00

Inspections Per Hour

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
May	0.0	0.0	0.0	0.0	0.0	3.3	6.0	4.2	3.7	4.5	3.1	5.2	4.1	4.1	4.8	3.6	2.0	7.9	3.4	1.0	0.0	0.0	0.0	0.0
June	0.0	0.0	0.0	0.0	1.0	3.0	3.1	3.4	3.8	3.5	5.8	5.9	3.7	2.9	6.3	7.3	2.1	2.3	5.2	1.5	0.0	0.0	0.0	0.0
July	0.0	0.0	0.0	0.0	1.0	2.1	3.4	4.3	6.9	6.0	6.9	6.0	7.5	9.4	5.6	4.1	4.8	5.6	11.5	4.5	0.0	0.0	0.0	0.0
August	0.0	0.0	0.0	0.0	0.0	2.5	3.2	2.9	4.6	5.3	5.6	4.6	3.4	6.4	4.9	4.4	6.1	4.9	6.9	0.0	0.0	0.0	0.0	0.0
September	0.0	0.0	0.0	0.0	0.0	2.0	5.3	4.4	3.2	6.0	5.9	4.6	4.4	6.8	4.1	7.4	5.2	4.6	5.4	0.0	0.0	0.0	0.0	0.0
October	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	11.0	4.0	8.0	5.0	9.5	10.1	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Granby – Sunset

Inspections Per Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May	44.3	17.7	12.3	12.5	13.0	16.7	41.7
June	63.0	18.0	18.3	21.6	24.4	28.5	73.5
July	85.0	34.8	26.5	26.3	26.5	27.8	80.0
August	58.8	18.6	19.0	15.8	14.5	17.5	44.5
September	33.0	21.3	14.0	10.5	10.2	6.3	32.3
October	20.3	7.5	6.0	6.0	7.0	2.5	19.7

Inspections Per Hour

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
May	0.0	0.0	0.0	0.0	0.0	3.2	2.5	2.6	2.4	1.6	2.8	4.4	2.9	2.9	4.8	3.5	2.9	4.3	3.9	0.0	0.0	0.0	0.0	0.0
June	0.0	0.0	0.0	0.0	0.0	1.6	2.4	2.3	4.7	3.2	3.8	3.2	5.6	4.4	3.7	5.0	3.5	3.4	6.0	1.0	0.0	0.0	0.0	0.0
July	0.0	0.0	0.0	0.0	1.0	1.9	3.1	2.9	3.8	4.1	5.6	4.8	5.4	5.5	5.5	4.5	3.8	4.5	3.6	0.0	0.0	0.0	0.0	0.0
August	0.0	0.0	0.0	0.0	0.0	1.8	1.9	1.9	2.2	3.7	3.4	4.3	3.0	3.4	3.5	2.7	5.0	3.7	3.3	0.0	0.0	0.0	0.0	0.0
September	0.0	0.0	0.0	0.0	0.0	1.5	1.9	1.8	2.5	3.6	2.6	3.1	2.9	4.4	2.2	3.1	5.0	4.3	3.1	0.0	0.0	0.0	0.0	0.0
October	0.0	0.0	0.0	0.0	0.0	0.0	1.4	2.7	2.5	1.9	2.0	1.3	2.5	2.2	4.5	1.0	4.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0

Grand Lake

Inspections Per Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May	28.67	12.33	7.00	4.00	5.50	13.33	19.67
June	42.00	16.25	13.50	12.75	16.20	24.75	50.25
July	53.60	45.25	26.75	26.25	16.75	26.20	58.60
August	39.25	13.60	8.60	12.20	10.00	11.25	43.00
September	30.50	21.00	10.75	7.00	9.20	7.00	31.25
October	20.50	7.00	3.50	5.00	1.00	7.00	20.50

Inspections Per Hour

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
May	0.0	0.0	0.0	0.0	0.0	1.3	1.1	1.3	1.8	1.8	2.4	2.2	4.3	1.9	1.9	1.8	1.7	1.9	1.1	0.0	0.0	0.0	0.0	0.0
June	0.0	0.0	0.0	0.0	0.0	1.2	1.6	1.6	2.3	2.8	3.3	4.2	2.4	3.5	2.9	2.2	3.7	2.7	2.5	0.0	0.0	0.0	0.0	0.0
July	0.0	0.0	0.0	0.0	0.0	2.1	1.8	2.4	3.0	4.8	5.5	5.2	3.8	4.3	4.2	2.1	3.1	3.6	2.9	0.0	0.0	0.0	0.0	0.0
August	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.8	1.8	2.1	2.9	3.0	3.8	2.5	2.4	2.6	2.2	2.6	2.2	0.0	0.0	0.0	0.0	0.0
September	0.0	0.0	0.0	0.0	0.0	1.0	1.5	1.8	2.0	2.2	2.3	2.3	2.9	2.7	2.6	2.0	1.8	3.8	5.0	0.0	0.0	0.0	0.0	0.0
October	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.5	1.0	1.3	2.0	1.8	2.6	1.3	1.4	2.8	4.6	2.2	0.0	0.0	0.0	0.0	0.0	0.0

TOWN OF
GRAND LAKE

To: Board of Trustees
From: Erin ORourke - Code Administrator
Date: March 13, 2017
Re: Code Admin Update

Complaints

- Two warning tags were issued for parking violations in Town parking lots. One resolved, one pending. **Code States:** 7-10-2 Parking on Public Right of Way
  No owner or operator of a vehicle shall permit such vehicle to remain parked on the public right of way for a continuous period of greater than 72 hours, regardless of whether the vehicle is operable or inoperable, licensed or unlicensed. **Code Admin note – the 72 hours also applies to Town parking lots. Board should consider applying same regulation to the GLC parking lot – it is not currently posted.**

- The picnic tables in front of Grumpy's have been moved to the back of the building which is progress. Two new topics have come up as a result of the picnic tables. First, it has been suggested that all picnic tables be reviewed to ensure consistent compliance on Grand Ave. Picnic tables and greenway use should be part of the greater Streetscape plan for Grand Ave. Second, a plan to promote alley clean up throughout Town needs to be created. Code Admin will follow up with a goal to implement the plan this spring and be ready for summer visitors.

- Received a resident complaint about an exterior light on the Conoco building. Light is flooding into condo windows. Sent a courtesy letter (2/21/17) to business owner asking that light be changed or altered to comply with "Dark Sky" concept of the Town. In progress.

Sign Applications

- The current sign code is currently being updated to come into compliance with Supreme Court ruling in the *Reed vs. Gilbert, AZ.* court case which states that signs cannot be regulated based on content. Additionally, Code Admin is working with the Planning Commission and Board of Trustees to update design standards (materials, colors, etc.). A summary of recommended changes is included in the workshop packet for discussion. Reminder – the BOT is scheduled to make a decision on the Shadow Mountain Yacht Club stone sign at the March 27th meeting. If the Sign Code updates are approved we may eliminate the need for the applicant to reappear before the Board.

- Code Admin is working with Greg Barnes to determine if the Daven Haven sign can be relocated to a Town parcel on the corner of W. Portal Road and Center Drive. It is a Town parcel, however, Western Area Power Authority has a utility easement there and we are checking with them on whether there are any restrictions to that easement. If there are no restrictions this item will be brought to the Board via Encroachment Application.

Nightly Rental Licenses

• NRLs Issued to Date	**68**
Incomplete renewal apps require Code follow up	**8** (in process)
Renewal applications not received	**3** (follow up letters sent 3/7)
Number of properties sold since 2016	10 (new owners have not applied for NRL)
Number of licenses not renewed by Town 2017	**1**
New NRL Applications Pending 2017 YTD	**1**

Total NRLs issued in **2016**	**90**
Total NRLs issued in **2017**	**79** (includes issued, incomplete and 3 not yet received)
Difference in fees collected	**$6,600**

Special Event Permits

- Trailblazers Snowmobile Club Poker Run fundraiser was a great success. Trailblazers reported that 173 people participated in their event and they raised over $8,000 for Colorado Flight for Life, their designated charity this year.
- The Grand Lake Fire Department has submitted a Special Event Permit for use of Town Park for their Annual Easter Egg Hunt on Saturday, April 15th. This is a recurring event and will be approved administratively.

Grand Lake Center

- Met with the Grand Lake Center staff, Jim White and DiAnn Butler on March 8th to review the GLC business/marketing plan created for the Center by O2 Creative. We will begin implementing the plan first with the an introduction to the new website www.grandlakecenter.com, new logo and greater presence on social media to help drive room rentals for meetings and other special event that will drive revenue for the Center. Crystal, Bea, and Erin O. will participate in website training on March 17th.

TOWN OF
GRAND LAKE

To: Board of Trustees
From: Erin ORourke - Code Administrator
Date: March 13, 2017
Re: Sign Code Updates

Purpose

To update the Grand Lake Municipal Code – Chapter 6 Article 2, Sign Code. Specifically, to bring the Sign Code into compliance with the Supreme Court ruling *in Reed v. Gilbert, AZ* which says that "Municipal governments may not restrict expression because of its message, its ideas, its subject matter, or its content" and to update the intent of the Sign Code along with allowable materials and colors for signs within the Town of Grand Lake.

Goal for March 13th Workshop

1. Part 1 - Review general updates for Sign Code compliance so that Town Staff may make appropriate changes.
2. Part 2 - Review suggested language for materials and color changes (see Attachment A) – approve, edit or deny.
3. Once the review by the Board is complete and comments/changes are incorporated a draft copy will be sent to the Town Attorney for review.
4. Staff requests that Board of Trustees considers meeting in advance of the March 27th workshop to review a final draft of the Sign Code.

Part 1 - General Updates

1. ***Authority to administer the Sign Code is given to the Town Manager or his designee.*** This language is consistent with the current Municipal Code. Board agrees or disagrees.
2. ***Section 60. (b) Signs shall be considered "abandoned" on property which becomes vacant or unoccupied for a period of 180 or more.*** Current Code allows 30 days. This section does not apply to seasonal businesses – that is addressed in a different section. Board agrees, disagrees or edit_____.
3. ***Section 60 (d) (1-4) Signs in disrepair - delete this section.*** Recommend it be replaced with language in Attachment A. Board agrees or disagrees.
4. ***Section 60 (j) Recommend Banners only be allowed for Special Events.*** Board agrees or disagrees.
5. ***Section 60 (p) Remove silly language*** -*"... between the hours of 10pm and 11pm".* Board agrees
6. ***Section 80 (f) Decorative/holiday lighting may not be displayed longer than three consecutive months in all zoning districts.*** Decorative lighting is not currently addressed in the Code. Board agrees, edit or disagree.

7. ***Section 80 (k) Real estate signs – add language to include "for sale" signs posted by owner.*** Currently states parcel must be listed on MLS. Board agrees or disagrees.
8. ***Section 80 (g) Allows Sandwich Boards on the public right of way.*** Current Code does not allow Sandwich Boards on public property, boardwalk, sidewalk or street. Staff recommends maintaining the current Code restriction. Board agrees or disagrees.
9. ***Section 150 (8) Street number must be affixed to the structure they are meant to identify.*** Staff recommends adjusting language to include additional locations based on Fire Department recommendations. Board agrees or disagrees.
10. ***Section 140 Permit and Appeal Process*** – both the current Code and suggested language from Town Attorney outline the following Sign application process:
    a. Sign application with fee submitted and required information
    b. Reviewed by Staff
    c. If denied, appeal to BOT

    Staff asks that the Board consider two changes:

    1. Allow 10 days for application review by Staff. Current Code allows 5 days and suggested Code allows 30 days with the added condition that if application is neither approved nor denied that the application shall be deemed approved. Recommend omitting the approval condition. Board agrees or disagrees.
    2. Consider appeals being heard by Planning Commission instead of BOT. Board to discuss.

11. Staff recommends maintaining allowable sign dimensions, by zone, outlined in current Code.

Part 2 – Materials and Color change recommendations

Staff has identified Sign Code language related to materials and colors of sign construction that have made it difficult to approve sign applications that generally meet the natural and rustic feel of Grand Lake. The only design guideline in the current Sign Code is listed under *General Restrictions* and states that "*All Signs shall have a wood-like appearance with a natural flat wood tone background.*"

Staff recommends that the Board consider incorporating new language that expands the types of materials that signs may be built out of as well as the color palette. To that end, Attachment A contains general design guidelines that may assist Staff with upholding the Grand Lake aesthetic as it relates to signs.

Attachment A

Intent of Sign Code

A. Be consistent with the scale and architecture already present in the town: Sign location, configuration, design, and size should be aesthetically harmonious with the mountain setting and the rustic atmosphere of the town.

B. Be composed of predominately natural materials which may include, but are not limited to, painted, stained, solid, or carved wood; brick; stone; wrought iron or metals such as copper or brass that have been treated to prevent reflective glare; no reflective glass and stained glass; other naturally textured building materials.

   Plastic and other synthetic materials that are not naturally textured, such as sign foam, vinyl or Plexiglas, are discouraged.

C. Use natural colors:

   1. Earth tones: Full spectrum of soil, clay, and metallic colors;

   2. Neutrals: Off whites to deep brown and black;

   3. Bright colors should be used only as accents.

DESIGN STANDARDS:

Any sign erected within the town of Grand Lake shall conform to the following standards:

A. Compatibility: Sign location, configuration, design, and size should be aesthetically harmonious with the mountain setting and the rustic atmosphere of the town.

B. Colors: Fluorescent, Day-Glo and neon colors are prohibited.

C. Reflective Surfaces: Sign surfaces that reflect light are prohibited and shall instead be comprised of matte or flat finishes.

D. Sign Maintenance: All signs, including their support structures and related fixtures, shall be kept in good repair; this includes replacement of lighting, repainting when appropriate, and other actions that contribute to attractive signage. The display surfaces and hardware of all signs shall be properly painted, finished, or posted at all times. The glass surfaces on which window signs are affixed shall be well maintained.

E. Electrical Wiring: Electrical wiring shall be concealed. In addition, all signs that contain electrical wiring shall be subject to the provisions of the adopted electrical code of the town and the electrical components shall bear the label of an approved testing agency.

F. Sign Inspection: Each sign for which a permit is required shall be subject to inspection by the staff.

TOWN OF GRAND LAKE
TRUSTEE GENERATED TOPICS OF DISCUSSION*
Monday, March 13, 2017 – Board of Trustees Workshop

**This is an ongoing list of topics the Trustees would like discussed. Topics may not necessarily be discussed at this workshop and postponed until a later workshop depending on time constraints and at the Board's discretion.*

TRUSTEE	TOPIC
Goodfellow – (3/8/17)	Fireworks logistics for the 4th of July.
Goodfellow – (3/8/17)	Fireworks barge proposal.
Goodfellow – (3/8/17)	East Inlet dock proposal.

GRAND LAKE FIRE PROTECTION DISTRICT
PO BOX 1408 GRAND LAKE, CO 80447
970-627-8428 PH. 970-627-9323 FAX

FEB 6 - 2017

January 21, 2017

Ms. Doris Braun
P.O. Box 1698
Grand Lake, CO 80447

Dear Doris,

On behalf of the Grand Lake Fire Protection District (GLFPD) Board of Directors and the members of the Fire Department I'd like to thank you for attending our monthly meeting on Wednesday, January 11th, 2017. I was pleased to see your well-crafted presentation and I was grateful that you provided an opportunity for the members of the board to respond to your concerns.

The GLFPD supports fireworks displays in Grand Lake and recognizes the patriotism, community spirit and tourism dollars they represent. It is the position of the Board of Directors that the GLFPD and Chief Mike Long should continue to act in an advisory capacity to the Town of Grand Lake as it relates to fireworks shows taking place in the town. The GLFPD will support fireworks shows as long as the entities providing them (display vendor, Fireworks Committee, Town, State Regulators, etc) follow minimum safety standards as established by the appropriate regulating body, in this case, the Colorado Division of Fire Prevention and Control – Fire and Life Safety Section.

The GLFPD has an inherent responsibility to follow guidelines recommended by the State Fire and Life Safety Section, as represented currently by Section Chief Rob Geislinger and the code described in the 2014 edition of NFPA 1123 Code for Fireworks Display which in part prescribes that "Preparation areas for display fireworks shall be secured from public access by at least 100 ft." (4.2.2.2.) Mr. Geislinger indicated that this distance must be maintained from transporting vehicles, magazines, barges and any walkways between these areas. (*Please see the image attached for the approximate radius of this perimeter*). Mr. Geislinger also warned, "I believe that if property damage, injuries, or deaths occurred while knowingly

violating the national consensus code the town would likely be subject to penalties for negligence, if not gross negligence. It is also possible that criminal charges would apply to those who knowingly violate the code, placing the public at risk." GLFPD acknowledges that the liability Mr. Geislinger references would be extended beyond the Town of Grand Lake (who issues the Special Event permit) to all entities and individuals with knowledge of any violations up to and including the Fire Department and Fireworks Committee.

We have every reason to believe that the town is as eager as we all are to provide fireworks displays for our community, provided the display adheres to the recommendations above. We will continue to support the Fireworks Committee and related town initiatives and are committed to providing resources to that end.

As for the location of fireworks loading and launch areas we will follow the town's direction as they consider the impact to tourism dollars, citizenry and safety, provided the NFPA Section above is followed.

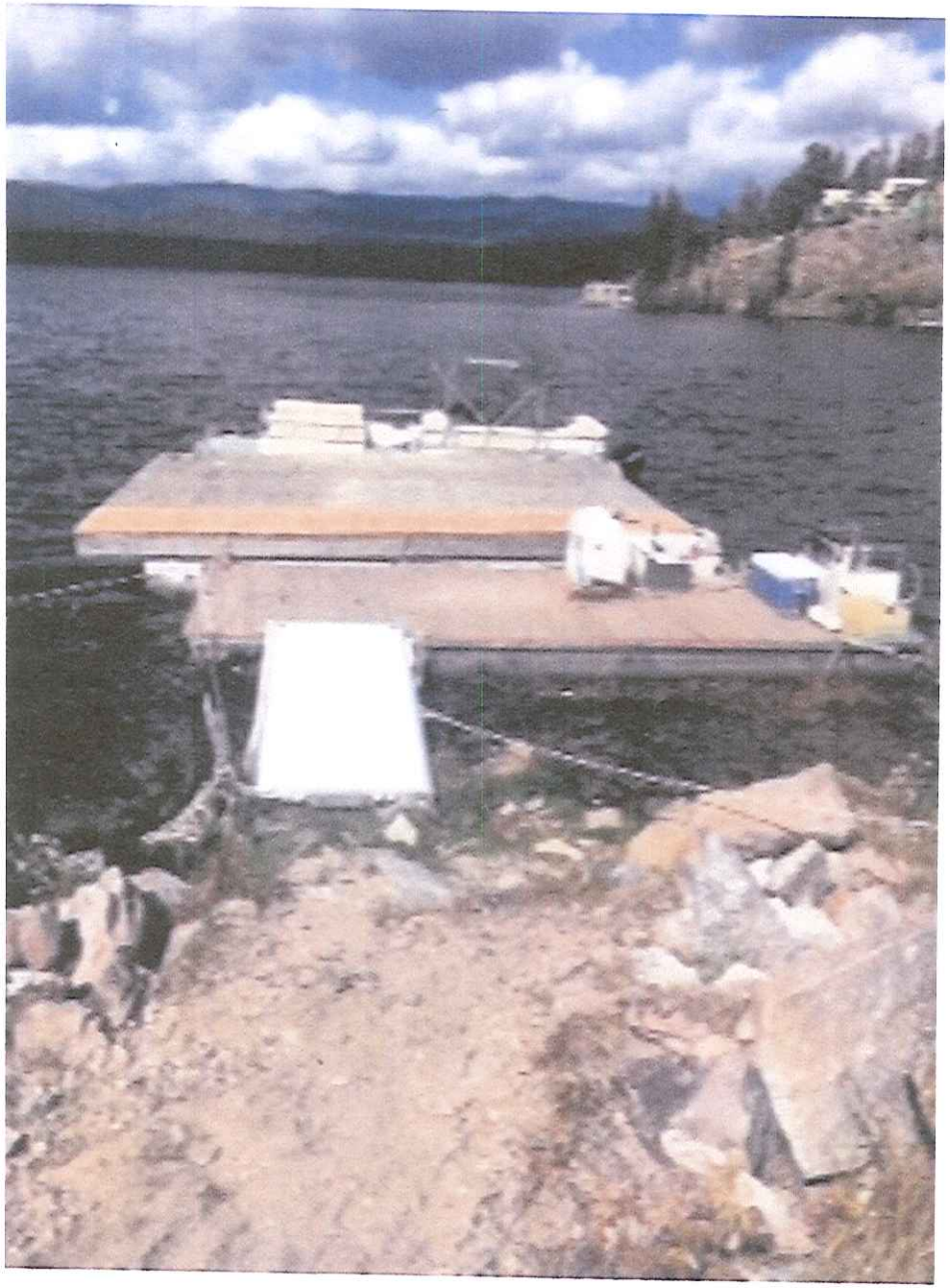
Thank you for your passion with regard to providing fireworks for our community. We look forward to working together with the Fireworks Committee, Town of Grand Lake, State of Colorado and other related entities to a mutually agreeable solution.

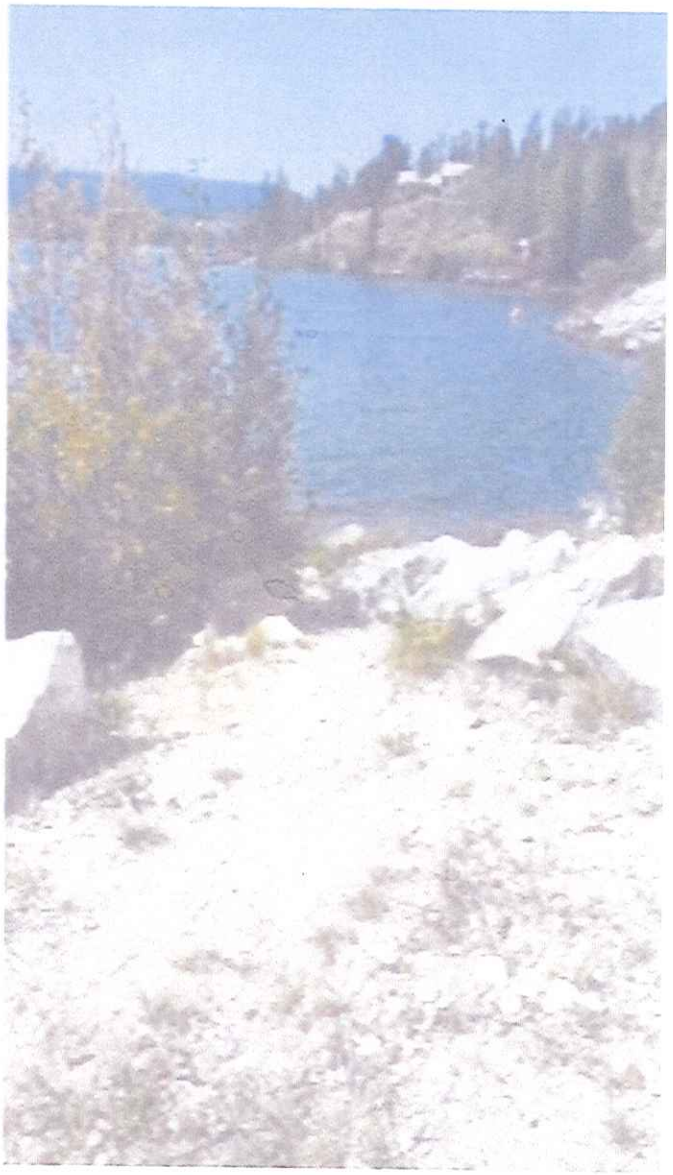
Sincerely,

David Craig, Board Chairperson
Grand Lake Fire Protection District Board of Directors

CC: Town of Grand Lake
Attn: Jim White, Town Manager
Division of Fire Prevention and Control
Attn: Rob Geislinger, Fire and Life Safety Section Chief

100' Radius
Distance
approximate





Call Analysis Report

11/01/2016 - 11/30/2016 | Grid: Town of Grand lake

Call No	Call Date	Call Type	Call Address	City, State	Call Taker
16015849	11/01/2016 13:15:33	VIN INSPECTION	220 TALL PINE CIR	GRAND LAKE, CO	S1203
16015923	11/03/2016 08:07:58	ALARM: RESIDENTIAL	625 OLD TONAHUTU RIDGE RD	GRAND LAKE, CO	S1203
16015963	11/04/2016 10:31:43	AMBULANCE CALL	1141 GRAND AVE	GRAND LAKE, CO	S1203
16015992	11/04/2016 18:48:09	AMBULANCE CALL	400 GRAND AVE	GRAND LAKE, CO	S0001
16016020	11/05/2016 14:51:41	CRIMINAL MISCHIEF	1246 LAKE AVE	GRAND LAKE, CO	S0001
16016042	11/05/2016 21:17:30	AMBULANCE CALL	0 W PORTAL RD	GRAND LAKE, CO	S0001
16016043	11/05/2016 21:39:13	TRAFFIC STOP	PORTAL RD & CENTER DR	GRAND LAKE, CO	S0001
16016047	11/05/2016 23:02:18	TRAFFIC STOP	613 GRAND AVE	GRAND LAKE, CO	S0005
16016048	11/05/2016 23:23:49	HAZARD	829 GRAND AVE	GRAND LAKE, CO	S0005
16016090	11/07/2016 11:19:45	ALARM: BUSINESS	316 GARFIELD ST	GRAND LAKE, CO	S9901
16016151	11/09/2016 08:30:24	AMBULANCE CALL	721 GRAND LAKE LN	GRAND LAKE, CO	S1101
16016161	11/09/2016 14:01:11	THEFT	928 GRAND AVE	GRAND LAKE, CO	S1101
16016169	11/09/2016 18:08:54	WELFARE CHECK	344 ELK LN	GRAND LAKE, CO	S9901
16016170	11/09/2016 18:39:30	THEFT	430 LAKE AVE	GRAND LAKE, CO	S9901
16016217	11/11/2016 00:19:52	WELFARE CHECK	1101 GRAND AVE	GRAND LAKE, CO	S1402
16016237	11/11/2016 17:08:14	FIRE CALL	300 MARINA DR	GRAND LAKE, CO	S0001
16016265	11/12/2016 09:37:53	SUSPICIOUS INCIDENT	200 MOUNTAIN AVE	GRAND LAKE, CO	S1101
16016303	11/13/2016 13:39:25	FOUND PROPERTY	400 GRAND AVE	GRAND LAKE, CO	S1101
16016325	11/14/2016 07:33:21	ALARM: RESIDENTIAL	625 OLD TONAHUTU RIDGE RD	GRAND LAKE, CO	S1203
16016376	11/15/2016 11:55:19	VIN INSPECTION	217 MARINA DR	GRAND LAKE, CO	S1203
16016387	11/15/2016 15:54:18	THEFT	700 W PORTAL RD	GRAND LAKE, CO	S0001
16016417	11/16/2016 13:03:09	ANIMAL AT LARGE	516 SHADOW MOUNTAIN DR	GRAND LAKE, CO	S9901
16016425	11/16/2016 16:37:51	CIVIL PROBLEM	431 LAKE AVE	GRAND LAKE, CO	S9901
16016463	11/17/2016 12:53:38	ACCIDENT: TRAFFIC	39 COUNTY RD 48	GRAND LAKE, CO	S1203
16016465	11/17/2016 13:16:37	ACCIDENT: TRAFFIC	PORTAL RD & GARFIELD ST	GRAND LAKE, CO	S1203
16016480	11/17/2016 19:34:09	ASSIST OTHER AGENCY	813 LAKE AVE	GRAND LAKE, CO	S1402
16016512	11/18/2016 18:28:01	SEX OFFENDER VERIFICATION	928 GRAND AVE	GRAND LAKE, CO	S0001
16016544	11/19/2016 15:21:49	DRUNK SUBJECT	419 GARFIELD ST	GRAND LAKE, CO	S0001
16016752	11/25/2016 10:46:48	FIRE CALL	701 GRAND AVE	GRAND LAKE, CO	S1101
16016786	11/25/2016 21:16:13	ASSIST OTHER AGENCY	813 LAKE AVE	GRAND LAKE, CO	S0005
16016887	11/28/2016 12:24:55	CRIMINAL MISCHIEF	1117 GRAND AVE	GRAND LAKE, CO	S9901
16016958	11/30/2016 11:57:01	CRIMINAL MISCHIEF	316 GARFIELD ST	GRAND LAKE, CO	S9901
16016978	11/30/2016 17:41:51	AMBULANCE CALL	2032 GRAND AVE	GRAND LAKE, CO	S1101

Total Calls: 33

Call Analysis Report

12/01/2016 - 12/31/2016 | Grid: Town of Grand lake

Call No	Call Date	Call Type	Call Address	City, State	Call Taker
16017101	12/04/2016 00:48:09	AMBULANCE CALL	616 SHADOW MOUNTAIN DR	GRAND LAKE, CO	S0005
16017102	12/04/2016 07:36:27	AMBULANCE CALL	1101 GRAND AVE	GRAND LAKE, CO	S1101
16017111	12/04/2016 12:54:57	VIN INSPECTION	304 W PORTAL RD	GRAND LAKE, CO	S1101
16017297	12/09/2016 08:11:22	PARKING PROBLEM	2050 W PORTAL RD	GRAND LAKE, CO	S1203
16017487	12/14/2016 00:56:33	FIRE CALL	316 GARFIELD ST	GRAND LAKE, CO	S1402
16017519	12/14/2016 18:40:48		325 VINE ST	GRAND LAKE, CO	S9901
16017520	12/14/2016 18:54:24	TRAFFIC STOP	PARK AVE & GARFIELD ST	GRAND LAKE, CO	S9901
16017532	12/15/2016 01:14:21	ALARM: BUSINESS	904 GRAND AVE	GRAND LAKE, CO	S1402
16017797	12/21/2016 13:47:20	ASSIST CITIZEN	1246 LAKE AVE	GRAND LAKE, CO	S1203
16017805	12/21/2016 15:55:27	ACCIDENT: SNOWMOBILE	304 W PORTAL RD	GRAND LAKE, CO	S1101
16017846	12/22/2016 13:27:21	ACCIDENT: SNOWMOBILE	829 GRAND AVE	GRAND LAKE, CO	S1203
16017897	12/23/2016 15:18:40	ASSIST OTHER AGENCY	919 GRAND AVE	GRAND LAKE, CO	S1101
16017915	12/23/2016 23:52:31	SUSPICIOUS PERSON	915 LAKE AVE	GRAND LAKE, CO	S0005
16017957	12/24/2016 17:55:37	FOLLOW-UP	829 GRAND AVE	GRAND LAKE, CO	S0001
16018033	12/25/2016 20:49:01	MOTORIST ASSIST	200 W PORTAL RD	GRAND LAKE, CO	S0001
16018072	12/26/2016 18:07:57	TRAFFIC STOP	PITKIN ST & GRAND AVE	GRAND LAKE, CO	S0001
16018074	12/26/2016 18:36:29	TRAFFIC STOP	GRAND AVE & GARFIELD ST	GRAND LAKE, CO	S0001
16018080	12/26/2016 19:34:54	TRAFFIC STOP	VINE ST & GRAND AVE	GRAND LAKE, CO	S0001
16018162	12/28/2016 14:37:42	LOCKOUT	400 GRAND AVE	GRAND LAKE, CO	S9901
16018273	12/30/2016 15:32:12	FOUND PROPERTY	1120 GRAND AVE	GRAND LAKE, CO	S1101
16018373	12/31/2016 17:16:13	ACCIDENT: SNOWMOBILE	304 W PORTAL RD	GRAND LAKE, CO	S0001
16018383	12/31/2016 19:28:53	TRAFFIC STOP	200 W PORTAL RD	GRAND LAKE, CO	S9901

Total Calls: 22

Call Analysis Report

01/01/2017 - 01/31/2017 | Grid: Town of Grand lake

Call No	Call Date	Call Type	Call Address	City, State	Call Taker
17000014	01/01/2017 01:14:38	DISTURBANCE	613 GRAND AVE	GRAND LAKE, CO	S1402
17000068	01/01/2017 16:46:17	ACCIDENT: SNOWMOBILE	304 W PORTAL RD	GRAND LAKE, CO	S0001
17000106	01/02/2017 08:51:45	ATTEMPT TO LOCATE	1027 MOUNTAIN AVE	GRAND LAKE, CO	S1203
17000128	01/02/2017 17:52:12	FIRE CALL	504 PARK AVE	GRAND LAKE, CO	S0001
17000159	01/03/2017 10:22:43	THEFT	201 W PORTAL RD	GRAND LAKE, CO	S9901
17000219	01/04/2017 15:55:42	ACCIDENT: TRAFFIC	200 W PORTAL RD	GRAND LAKE, CO	S1101
17000294	01/06/2017 09:30:38	DISTURBANCE	305 MARINA DR	GRAND LAKE, CO	S1203
17000356	01/07/2017 09:16:04	ACCIDENT: TRAFFIC	PITKIN ST & GRAND AVE	GRAND LAKE, CO	S1101
17000376	01/07/2017 16:24:48	ALARM: BUSINESS	316 GARFIELD ST	GRAND LAKE, CO	S0001
17000418	01/08/2017 12:50:21	ACCIDENT: SNOWMOBILE		WINTER PARK, CO	S1101
17000439	01/08/2017 19:41:16	ANIMAL MISC	813 LAKE AVE	GRAND LAKE, CO	S0001
17000594	01/12/2017 00:22:08	WELFARE CHECK	1101 GRAND AVE	GRAND LAKE, CO	S1402
17000605	01/12/2017 10:13:13	AMBULANCE CALL	513 SHADOW MOUNTAIN DR	GRAND LAKE, CO	S1203
17000654	01/13/2017 17:32:38	PARKING PROBLEM	205 BELLA VISTA CT	GRAND LAKE, CO	S0005
17000689	01/14/2017 13:36:16	ACCIDENT: SNOWMOBILE	304 W PORTAL RD	GRAND LAKE, CO	S9901
17000701	01/14/2017 16:32:24	DEATH INVESTIGATION	508 GRAND AVE	GRAND LAKE, CO	S9901
17000745	01/15/2017 14:08:43	ACCIDENT: HIT & RUN	1101 GRAND AVE	GRAND LAKE, CO	S0005
17000749	01/15/2017 14:08:43	DUI	1101 GRAND AVE	GRAND LAKE, CO	S0005
17000747	01/15/2017 15:35:12	RECKLESS REPORT	1101 GRAND AVE	GRAND LAKE, CO	S0001
17000815	01/16/2017 18:42:32	DOMESTIC VIOLENCE	501 SHADOW MOUNTAIN DR	GRAND LAKE, CO	S0001
17000845	01/17/2017 12:28:55	CIVIL STANDBY	501 SHADOW MOUNTAIN DR	GRAND LAKE, CO	S1203
17000897	01/19/2017 09:27:08	ALARM: BUSINESS	316 GARFIELD ST	GRAND LAKE, CO	S1203
17000923	01/19/2017 17:15:01	NEIGHBOR PROBLEM	516 PARK AVE	GRAND LAKE, CO	S1402
17001065	01/23/2017 13:59:53	AMBULANCE CALL	431 LAKE AVE	GRAND LAKE, CO	S9901
17001173	01/26/2017 14:00:05	CIVIL PROBLEM	301 MARINA DR	GRAND LAKE, CO	S0005
17001188	01/26/2017 21:40:36	WELFARE CHECK	505 GRAND AVE	GRAND LAKE, CO	S1101
17001197	01/27/2017 08:14:56	OPEN DOOR/WINDOW	1112 GRAND AVE	GRAND LAKE, CO	S1203
17001228	01/27/2017 18:07:00	FIRE CALL	101 LAKE AVE	GRAND LAKE, CO	S0005
17001261	01/28/2017 12:46:25	CIVIL PROBLEM	325 VINE ST	GRAND LAKE, CO	S9901
17001270	01/28/2017 15:37:02	ACCIDENT: SNOWMOBILE	829 GRAND AVE	GRAND LAKE, CO	S9901
17001430	01/31/2017 23:45:29	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1402

Total Calls: 31

Call Analysis Report

02/02/2017 - 02/28/2017 | Grid: Town of Grand lake

Call No	Call Date	Call Type	Call Address	City, State	Call Taker
17001595	02/04/2017 01:08:19	DUI	1026 PARK AVE	GRAND LAKE, CO	S1101
17001603	02/04/2017 09:57:23	ABANDONED VEHICLE	200 W PORTAL RD	GRAND LAKE, CO	S0005
17001635	02/04/2017 21:25:09	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S1101
17001729	02/06/2017 09:50:37	CIVIL STANDBY	325 VINE ST	GRAND LAKE, CO	S1203
17001803	02/07/2017 23:16:44	UNWANTED SUBJECT	401 GRAND AVE	GRAND LAKE, CO	S1402
17001835	02/08/2017 16:46:16	FIRE CALL	1121 GRAND AVE	GRAND LAKE, CO	S0005
17001845	02/08/2017 21:07:23	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S0005
17001865	02/09/2017 09:09:21	OPEN DOOR/WINDOW	322 LAKESIDE DR	GRAND LAKE, CO	S1203
17001873	02/09/2017 14:38:34	ALARM: BUSINESS	902 GRAND AVE	GRAND LAKE, CO	S0005
17001919	02/10/2017 13:48:33	FRAUD	1116 GRAND AVE	GRAND LAKE, CO	S1203
17001921	02/10/2017 14:35:23	CIVIL PROBLEM	808 PARK AVE	GRAND LAKE, CO	S0005
17001965	02/10/2017 22:03:15	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17001994	02/11/2017 08:32:31	ACCIDENT: TRAFFIC	PORTAL RD & COUNTY RD 663	GRAND LAKE, CO	S0005
17002009	02/11/2017 13:57:22	AMBULANCE CALL	1246 LAKE AVE	GRAND LAKE, CO	S0005
17002084	02/12/2017 18:55:37	FIRE CALL	200 W PORTAL RD	GRAND LAKE, CO	S0001
17002100	02/12/2017 23:30:38	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002104	02/13/2017 03:19:42	AMBULANCE CALL	203 BELLA VISTA CT	GRAND LAKE, CO	S1101
17002173	02/14/2017 20:54:05	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S0001
17002189	02/15/2017 09:46:31	CIVIL SERVICE	325 VINE ST	GRAND LAKE, CO	S1203
17002232	02/16/2017 07:14:41	AMBULANCE CALL	1101 GRAND AVE	GRAND LAKE, CO	S1203
17002247	02/16/2017 09:58:37	CIVIL SERVICE	431 LAKE AVE	GRAND LAKE, CO	S1203
17002248	02/16/2017 10:12:04	HARASSMENT	520 CENTER DR	GRAND LAKE, CO	S1203
17002259	02/16/2017 14:02:08	ALARM: RESIDENTIAL	625 OLD TONAHUTU RIDGE RD	GRAND LAKE, CO	S1203
17002271	02/16/2017 23:09:30	BAR CHECK	920 GRAND AVE	GRAND LAKE, CO	S1101
17002273	02/16/2017 23:11:55	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002309	02/17/2017 16:32:59	AMBULANCE CALL	LAKOTA / 128	GRAND LAKE, CO	S0005
17002335	02/17/2017 23:05:49	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002379	02/18/2017 19:01:04	THEFT	605 LAKE FRONT RD	GRAND LAKE, CO	S0001
17002397	02/18/2017 23:10:51	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002453	02/20/2017 05:00:18	FOUND PROPERTY	1121 GRAND AVE	GRAND LAKE, CO	S1101
17002466	02/20/2017 10:08:07	ACCIDENT: TRAFFIC	2140 W PORTAL RD	GRAND LAKE, CO	S1203
17002592	02/22/2017 19:22:16	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S0005
17002649	02/23/2017 21:50:55	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S1101
17002650	02/23/2017 21:58:20	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002711	02/24/2017 23:17:37	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002736	02/25/2017 10:34:22	FIRE CALL	300 N INLET RD	GRAND LAKE, CO	S0005
17002786	02/25/2017 23:24:25	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002787	02/25/2017 23:37:59	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S1101
17002825	02/26/2017 20:07:40	TRAFFIC STOP	HASKELL ST	GRAND LAKE, CO	S9901
17002830	02/26/2017 22:31:57	DIRECTED PATROL	COUNTY RD 669 & COUNTY RD 697	GRAND LAKE, CO	S1101
17002837	02/26/2017 23:13:15	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S1101
17002851	02/27/2017 05:20:35	911 HANGUP	613 GRAND AVE	GRAND LAKE, CO	S1101
17002881	02/27/2017 18:15:21	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S0001
17002939	02/28/2017 20:42:26	DIRECTED PATROL	700 LAKE FRONT RD	GRAND LAKE, CO	S0001

Call Analysis Report (continued)

02/02/2017 - 02/28/2017 | Grid: Town of Grand lake

Call No	Call Date	Call Type	Call Address	City, State	Call Taker
Total Calls: 44					

Grand Lake Area Chamber of Commerce

Minutes

Regular Meeting
Monday, January 23rd 2017
12:00 PM
Pancho and Lefty's
Contact (970) 627-3402

MISSION STATEMENT

The Grand Lake Area Chamber of Commerce Supports and promotes its membership and the community while encouraging a sustainable year-round economy.

Meeting Called to Order at 12:02pm

ROLL CALL

Board Present: Jim Kroepfl, Treasurer; Bob King, Vice President; JT Piribek, Board Member; Jackie Tompkins, Board Member; Hayden Burke, President

Staff Present: Samantha Bruegger, Executive Director; Katelyn Stahl, Marketing and Events Director

Others Present: Steph Wall

PRESENTATIONS: N/A

APPROVAL OF THE MINUTES M: Jim Kroepfl S: Bob King,– Unanimous Approval

APPROVAL OF THE FINANCIALS Motion Tabled until February Meeting

DISCUSSION AND ACTION CALENDAR

1. *Katelyn Introduction:* Katelyn introduced herself to the board and presented her marketing plan for the month.
2. *Financials:* Jim Kroepfl presented the monthly financials; there is $10,458 in bank accounts. Jim said the $10k will increase to $30k after ~~they get paid the correct amount~~ after they receive the first check from ~~from~~ the town. Jim said he was still working on the end of the year reports, said he was 90% done. Financials have been tabled until February meeting.
3. *Winter Carnival:* Hayden asked for help decorating for Winter Carnival, said he needed help the week before Winter Carnival. Staff commented that they are willing to help out as needed. Staff said they have a marketing plan in order; an advertisement in the Boardwalk, Ski-High and on multiple sites online. Will also keep marketing via social media until the event date. Staff commented that the fireworks were all taken care of for Winter Carnival and that if any businesses in town wanted snow dropped for the snow sculptures they need to contact Bernie from the town.

ADDITIONAL DISCUSSION TOPICS

1. *Paying for a New Barge:* Staff commented that we have to make $20,000 before July 4th in order to proceed with the fireworks as planned. Staff said they were going to request a $10,000 grant from the county and get the additional

$10,000 from the town. Staff commented that the barge needs resurfaced and brought up the importance for an 'L Dock' so there is something more stable to shoot fireworks off of. Staff said that the fire department should be the ones towing the boat for safety purposes. Bob agreed.

2. *Grand Lake Center:* Steph Wall commented that there are two new hires at the Grand Lake Community Center. One full time lead coordinator and one part time maintenance person. Steph also said that the Center is opening up a social room and starting to put together a club membership.
3. *501(c)(3):* Staff commented that they were still in the process of going through the paperwork and would have it for the February Meeting.

ADJOURNMENT M: Bob King S: JT. Piribeck
Meeting Adjourned at 12:46pm

ACTION ALERT

March 2, 2017

Colorado TRIP Report Launched

Yesterday, FixItCO launched the Colorado TRIP Report. The report spotlights the state of our transportation infrastructure. Thanks to coalition members around the state, the report received extensive news coverage and reached voters in all parts of the state. According to the TRIP report, driving on deficient roads costs Colorado motorists a total of $6.8 billion annually in the form of additional vehicle operating costs, congestion-related delays and traffic crashes. Check out some of the coverage:

Colorado's bad roads are costing drivers more than frustration and stress
The Denver Post
Deteriorating, congested and unsafe roads and bridges are costing Colorado drivers a total of $6.8 billion annually in additional vehicle maintenance, fuel and accelerated vehicle depreciation overall. According to a report released Wednesday by TRIP, ...

Colorado drivers lose billions to bad roads, report says
Denver Business Journal
Colorado drivers lose $6.8 billion a year in time, operating costs and crashes due to roads and bridges that are deteriorated, congested or lack desirable safety features, according to a new study from TRIP, a Washington, D.C.-based national .

Bad roads costing Coloradans $6.8 billion a year, national transportation report finds
KMGH 7
Roads and bridges that are falling apart, congested or otherwise lack safety improvements are costing Coloradans $6.8 billion a year, according to a report released Wednesday...

Colorado drivers lose billions to bad roads, report says
9NEWS.com
In Denver, that amounts of $2,162 per driver, according to the study "Colorado Transportation by the Numbers: Meeting the State's Need for Safe, Smooth and Efficient Mobility." The average driver in the Denver metro area spends 49 hours a year stuck in....

Report: Congested, deteriorating roads cost Colorado drivers $6.8 billion a year
The Colorado Statesman

State officials say Colorado needs $9 billion in transportation spending over the next decade. In his state of the state address in January, Gov. John Hickenlooper called on lawmakers to come up with a way to raise the money. "Voters are tired of us ...

New report highlights road woes in Colorado
KRDO
But that's what happened Wednesday in Colorado Springs. Carolyn Bonifas Kelly, a researcher with Washington, D.C.-based TRIP, a national nonprofit transportation group, joined Chamber of Commerce President Dirk Draper to talk about the release of a ...

Advocates say NoCo traffic congestion costs each driver $1,396 yearly
Loveland Reporter Herald
A national transportation research group has released a study showing Northern Colorado drivers pay nearly $1,400 each because of road and bridge congestion in the region.

National report says 76 percent of Colorado Springs roads are in Colorado Springs and Pueblo **KOAA**
The new study by a national transportation research group says Colorado Springs residents are paying more because of poor road conditions. "Here in the Colorado Springs urban area, 76 percent of major roads -- nearly three out of every four miles ...

Report: Over 75% of Colorado Springs' roads are in poor or mediocre shape
FOX21News.com
COLORADO SPRINGS, Colo. — The average driver in Colorado Springs loses nearly $2,000 every year as a result of deficient roads, according to a new report from TRIP, a national nonprofit transportation research group. In total, Colorado drivers are ...

Press conference, report address transportation issues
Colorado Springs Business Journal
"At its very core, transportation is about economic and community development," Colorado Springs Chamber & EDC President and CEO Dirk Draper concluded. "Businesses need the assurance of an efficient, effective, and reliable transportation system to be confident they can accomplish their own work. We must act swiftly and intentionally to ensure that the transportation system we depend on is sound."

Deficient Fort Collins/Greeley roads cost drivers nearly $1400 per year
Fort Morgan Times
The TRIP report, "**Colorado Transportation** by the Numbers: Meeting the State's Need for Safe, Smooth and Efficient Mobility," finds that throughout **Colorado**, 41 percent of major, locally and state-maintained urban roads are in poor condition and six **...**

Study: Insufficient infrastructure costs Coloradans $6.8 billion per year
Greeley Tribune
"This report underscores that our state must act to solve Colorado's transportation challenges," said David May, president and CEO of the Fort Collins Area Chamber of Commerce. "In addition to commuter frustration, there are real costs associated ...

Report findings show need for road, bridge fixes in Northern Colorado
BizWest Media
"This report underscores that our state must act to solve Colorado's transportation challenges," said David May, president and chief executive of the Fort Collins Area Chamber of Commerce. "Residents and businesses need a reliable, efficient ...

Want to Help? Spread the Message…

Thanks to coalition members who shared the TRIP Report with their members. You can still help us spread the message.

- Send the TRIP report to your network. Download it here: http://www.tripnet.org/
- Take a minute to TRIP report news articles on your social media networks (FaceBook, Twitter, Etc.) and use the hashtag #FixItCO.

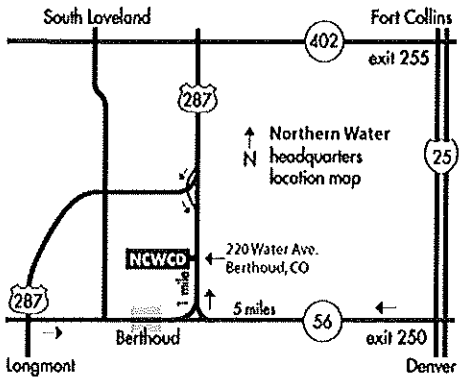
FixItCO is a coalition of stakeholders *from all four corners of Colorado and includes everyone from truckers to environmentalists. Learn more by following the conversation on Twitter #FixItCO and follow us @TeamFixItCO.*

WQP
Northern Water
Water QualityProgram

Water Quality Stakeholders Meeting
March 22, 2017
9:30 AM – 2:30 PM
Northern Water Headquarters, Berthoud, CO

AGENDA

9:30 AM	Introductions	Esther Vincent	5 min
9:35 AM	Regulatory Updates *303d/M&E Listing Methodology* *Temperature* *Transfer Rule & WOTUS*	Katherine Ryan Jen Stephenson	30 min
10:05 AM	Water Quality Overview: From the Adams Tunnel to Horsetooth Reservoir and the Poudre River	Judy Billica	30 min
10:35 AM	What does it take to collect good water quality data?	Alan Halley	30 min
11:05 AM	BREAK		15 min
11:20 AM	Highway 34 construction and Big Thompson water quality	Jennifer Gorek, CDOT	30 min
11:50 AM	LUNCH (LUNCH BOXES PROVIDED)		40 min
12:30 PM	Grand Lake Clarity Update	Esther Vincent	30 min
1:00 PM	WGFP Water Quality Updates *401 Certification* *Learning By Doing*	 Esther Vincent Jeff Drager/Jen Stephenson	20 min
1:20 PM	What do bugs tell us about our waters?	Dave Rees, Timberline Aquatics	30 min
1:50 PM	2017-18 Water Quality Outlook	Esther Vincent	30 min
2:20 PM	ADJOURN WATER QUALITY STAKEHOLDERS MEETING		
2:30 PM	**ANNUAL HERBIDICE AND PESTICIDE APPLICATIONS MEETING**		
	Questions/Wrap Up	All	



Published on *5280* (http://www.5280.com)

Can I-70's Mountain Corridor Ever Be Fixed? [1]

With CDOT's dreadfully inadequate coffers and Colorado's soaring population, our state's most critical east-to-west highway is on a serious collision course.

By

- Michael Behar [2]

March 2017

The dreadfully inadequate I-70 corridor, free from its usual weekend gridlock. Photography by Benjamin Rasmussen

- facebook [3]
- [4]
-
- Print
- E-mail

Shailen Bhatt is hungry. The executive director of the Colorado Department of Transportation [5] is at the wheel of a white Dodge Durango SUV—an official CDOT vehicle, retrofitted with flashing amber emergency lights—when he exits Interstate 70 in Idaho Springs, swoops into a McDonald's drive-thru, and orders an Egg McMuffin. I'm sitting in the passenger seat. "Do you want anything?" he asks. Bhatt clean-shaves his scalp and is a snappy dresser—he's wearing a pinstripe oxford, a linen sport jacket, blue jeans, and square-toe leather loafers. At 41, Bhatt is the youngest (and undeniably the most fashionable) director to lead the transportation agency. He is also the kind of man who listens to his wife.

In fall 2014, then CDOT executive director Don Hunt was speaking with Bhatt, who was the secretary of Delaware's department of transportation. "Don and I were colleagues. We hit it off, and he asked me if I wanted his job," Bhatt says. "I wasn't sure. I was like, 'Been there, done that.' But my wife always said she wanted to live in Colorado, so I came out and talked to the governor."

John Hickenlooper was impressed. Bhatt had helped dig Delaware's transportation department out of deep debt. He had also proven to be resourceful, having dealt with two major hurricanes that severely damaged roadways across his state. It was a first-rate curriculum vitae. But Delaware's problems weren't Colorado's problems. In the Centennial State, Bhatt would be facing a far more difficult challenge: a booming population that has overwhelmed aging highways in a state where voters have repeatedly opposed taxes to fund transportation infrastructure.

Although almost all of the state's major roads need attention, the traffic-choked I-70 mountain corridor is one of the most urgent problems. The interstate is the principle artery to Colorado's high-elevation recreation areas (specifically Clear Creek, Eagle, Garfield, Grand, and Summit counties), which not only slake Coloradans' thirst for playing outside but also generated over 12 percent of the state's $19.1 billion in direct travel spending in 2015. And therein lies the issue: CDOT estimates that westbound I-70 travel times will triple by 2035; eastbound drivers should expect their commutes to quadruple.[1] By any measure, an increasingly inefficient I-70 will be catastrophic, robbing Coloradans of their access to the Rockies and costing the state about $839 million annually in 2005 dollars, according to a study done that year by the Denver Metro Chamber of Commerce [6] and the Metro Denver Economic Development Corporation [7].

If that weren't enough, consider this: There is no major construction currently under way on the mountain corridor, and no new projects are scheduled to break ground in at least the next half-decade. A little more than two years into a job he wasn't sure he wanted, Bhatt is now keenly aware that this is not a "been there, done that" situation. In fact, it's pretty likely that no one has ever been in a predicament quite like this one.

In August, I asked Bhatt to take me on a road trip through the mountain corridor so he could show me the effort it takes to both maintain and modernize what is perhaps the most geographically extreme and weather-racked section of interstate in the nation. Rather than covering the entire 144-mile route from C-470 to Glenwood Springs, we confine our outing to an infamously gridlocked stretch—from Morrison to the Eisenhower-Edwin C. Johnson Memorial Tunnel. In the summer, when the worst traffic occurs, weekend backups begin midmorning on Friday and rarely relent until late

Sunday evening. The timetable is similar in the winter but is often exacerbated when snowstorms trigger pileups that close the interstate and strand motorists for hours.

About 15 minutes before our stop in Idaho Springs, while driving west, Bhatt pulls into a turnout midway down Floyd Hill. The grade is treacherous, especially for truckers, some of whom drive too fast on snowy roads, lose control, and then jackknife their rigs. "This is wreck central right here," Bhatt says. But mangled tractor trailers aren't the area's only problem. Bhatt gestures toward a wooded slope looming 800 feet above I-70's eastbound lanes and informs me the entire hillside is creeping toward the roadway, like an advancing glacier. "They call that a moving slide," he explains. "Before we do anything, we have to stabilize that." Next he points to the valley below, where an overpass on the interstate crosses Clear Creek. "That bridge is in terrible shape; it's the second worst in our state." The price tag to repair both the unstable mountainside and the span over the creek: approximately $500 million. A few miles later, Bhatt directs my attention to several rock slabs that frequently drop boulders onto the roadway—another multimillion-dollar headache.

Bhatt and Hickenlooper, along with the 12 million or so drivers who use the mountain corridor every year, certainly recognize that I-70 no longer functions in its current form during peak travel times. But before it tackles any major upgrades, CDOT must first deal with these more pressing fixes. "You don't build an addition onto your house—no matter how big your family is—if your furnace is out and your roof is leaking," Bhatt says. Only after the immediate threats are addressed would it make sense to expand the mountain corridor to three lanes in both directions, a project estimated to cost about $2 billion. Even if Bhatt could rustle up that much cash, a considerable bottleneck would remain: the Eisenhower Tunnel. Until a third shaft is added—which would cost between $1.2 billion and $2 billion—more lanes elsewhere won't do much good because vehicles would have to squeeze into the existing two-lane tunnel—a tricky uphill merge certain to cause lengthy backups.[2]

For a bit of context, CDOT's total annual budget is $1.4 billion, an amount that's hardly enough to cover basic road upkeep, snow plowing, and employee paychecks. The department barely has enough money to keep its existing system going, Bhatt says, much less remedy a long list of pricey problems. So what exactly is the deficit? To address all statewide transportation infrastructure needs, CDOT says it would require approximately $25 billion.

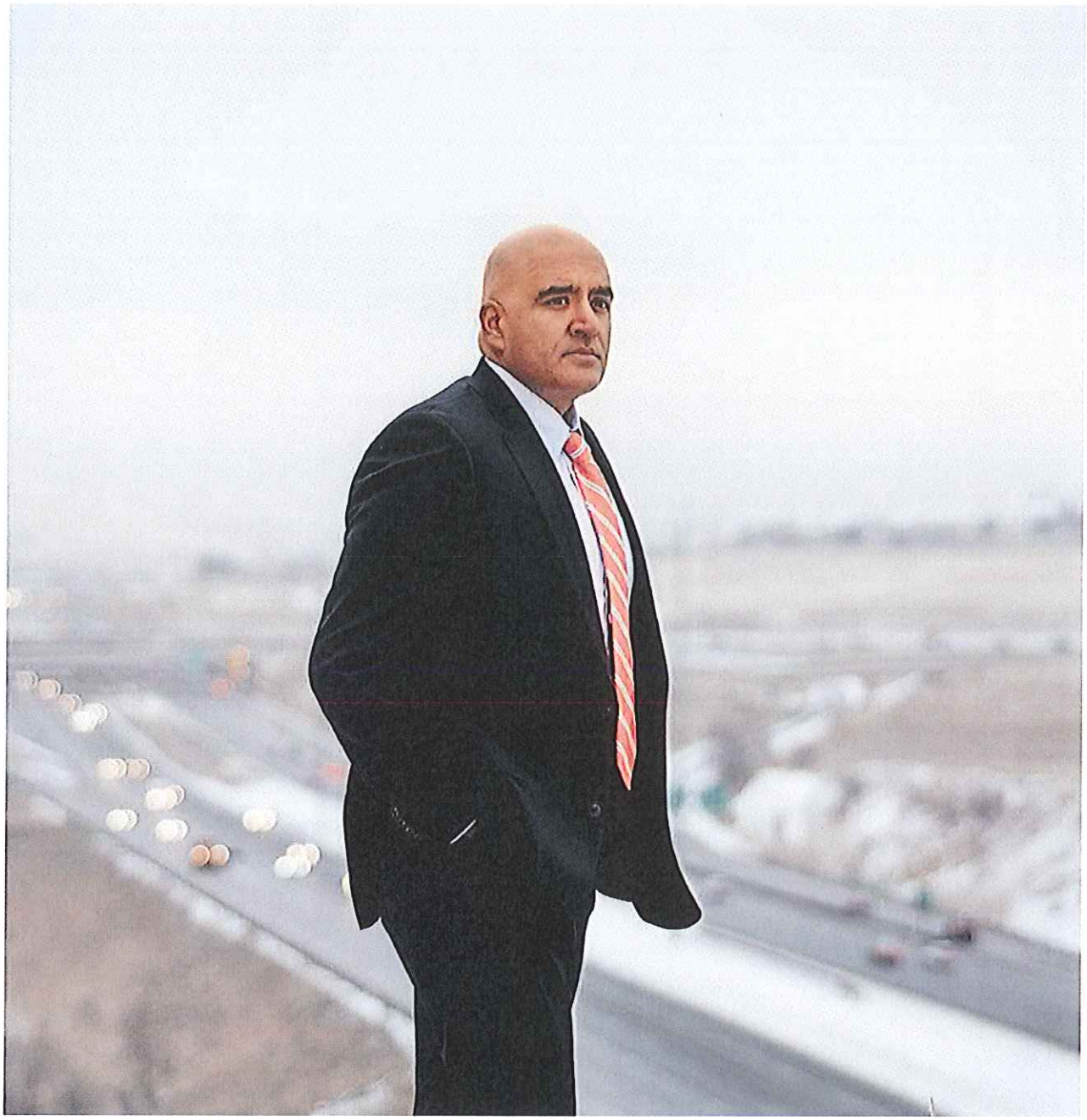
Coloradans themselves are chiefly to blame for the funding shortfall. The state's residents voted for the Taxpayer's Bill of Rights in 1992, a constitutional amendment that hamstrings government spending on infrastructure; they tend to loathe tolls; and they haven't voted to raise the state's gas tax in more than 25 years. A majority of states tax their gas at rates higher than Colorado.[3] Next-door neighbor Utah has raised it twice in the past two decades—all for transportation—and Bhatt notes that the most recent hike was last year. Additionally, Utah siphons a portion of its sales tax revenues to fund highway projects.

When I ask Utah Department of Transportation executive director Carlos Braceras what he's doing with all that extra money, he says part of the plan is to attract skiers and snowboarders who might otherwise head for Colorado to the Beehive State by making it painless to reach resorts in Big Cottonwood and Little Cottonwood canyons via roomy freeways and new bus routes. Braceras likes to advertise that anyone traveling from Salt Lake City to Park City Mountain, which Vail Resorts purchased in 2014, will enjoy a six-lane interstate—plus passing lanes on the inclines. Braceras also references the snarky billboards that have, at one time or another, popped up along I-70 telling people they could be skiing instead of driving.

Although his state is politically red—a place where voters would typically reject big government spending—infrastructure has been treated differently. "Good roads cost less," Braceras says. "If you can keep them in good condition, you're passing on less liability to future generations—and that's Utah's principle behind funding transportation adequately." Braceras and Utah's Republican governor, Gary R. Herbert, have teamed up to successfully pitch this philosophy to state legislators, who have consistently supported transportation funding. That is not the case in Colorado. Braceras sympathizes with Bhatt, saying, "Shailen is in a very difficult position."

That's an understatement, especially with regard to the functionally obsolete I-70. To wit: During the three 2016 winter holidays—Christmas week and Presidents Day and Martin Luther King Jr. Day weekends—the combined number of vehicles on the mountain corridor was 605,518, just slightly less than the entire population of the city of Denver.[4] "It's a system that was designed in the '50s and built in the '60s for a population that they thought would be about three million statewide in the '80s," Bhatt says.

There are now about 5.5 million people living in Colorado, and the population increased by 1.68 percent from 2015 to 2016, according to a 2016 United States census, which makes it the seventh-fastest-growing state in the country.* "I probably ski six to 10 weekends a year, and I have raged in this traffic," confesses Bhatt, who is betting, in part, on technology—including a new CDOT partnership with Panasonic aimed at creating the nation's first smart highway[5]—to alleviate some of the snarls. But his boss concedes that with so little tax revenue, a comprehensive solution isn't imminent. "Everybody is always talking about, *Why can't we have nice things like Utah?*—wider highways, light rail, and more transit options—but they don't want to pay for any of those things," Hickenlooper says. "To play with our competitors, we probably are going to have to raise our taxes a little bit. It's political suicide to say so—but of course, I'm not running for re-election."



CDOT executive director Shailen Bhatt hopes technoogy will help solve some of I-70's myriad woes. Photo by Benjamin Rasmussen

About an hour into our drive, Bhatt pulls off I-70 into a CDOT staff parking area at the east portal of the Eisenhower Tunnel. He stops abruptly, churning up dust that startles a worker, who grumbles at us, not realizing it's his superior in the offending vehicle. Looking at the tunnels before us and the lanes of asphalt behind us, Bhatt says, "It's ridiculous that with all the tourism dollars generated by outdoor recreation, the artery that feeds them is in its original configuration."

He's referring to I-70's four-lane design. Except for added lanes along two short stretches—one near C-470, the other east of Silverthorne—the highway has remained nearly unchanged for roughly half a century. There have only been two major modifications: widening the 900-foot-long Veterans Memorial Tunnels (formerly called the Twin Tunnels) at Idaho Springs, a project that was completed in 2015, and then shortly thereafter converting 13 miles of eastbound shoulder into the new I-70 Mountain Express Lane. With the propensity to become the nation's highest-priced toll road (it uses a congestion-based pricing scheme that's generally no more than $5 but has a hypothetical max of $30), it has cut about 15 to 30 minutes from the average weekend commute. "I couldn't be prouder of that project," says Bhatt's predecessor, Hunt, who was a strong advocate for the shoulder-lane toll. "It takes the edge off, but it's a short-term solution."

Why it took approximately 50 years to make any meaningful improvements to the interstate's capacity was not solely a result of funding deficits. First, traffic didn't become a material factor until the mid-1990s, when Denver's population began steadily climbing after having flatlined for the previous 25 years. Second, and more consequential, local communities—from Silver Plume to Georgetown to Idaho Springs—were constantly disagreeing about how to move forward once it became clear the highway's size was insufficient. "All the parties up and down the corridor were battling," says Steve Coffin with GBSM, a strategic communications consulting firm that represents Clear Creek County. Many of those who live in Clear Creek believed that a six-lane interstate would negatively impact the county. If the government exercised eminent domain to expand the highway, it could wreak havoc on the downtown business corridor in Idaho Springs and irreparably harm some of the smaller towns, like Silver Plume and Georgetown.

Their concerns weren't just speculation; I-70 had been a community killer in the past. When the highway was originally constructed, 80 historic buildings in Clear Creek County were lost, and Silver Plume was robbed of 20 percent of its land. Idaho Springs and Dumont were similarly affected. "The problem we can't change is that the highway doesn't belong where it is," says Cynthia Neely, the former executive director of the Georgetown Trust for

Conservation and Preservation. So in 1989, when CDOT first proposed a six-lane, flattop freeway barreling through the county, Neely and other Clear Creek County residents were naturally resistant. Much of the interstate between Silver Plume and Idaho Springs is already wedged into a narrow valley, obscuring scenic Clear Creek, amplifying the din of traffic, and concentrating pollution. "We live with the congestion and a horrendous amount of noise," Neely says. "In the summer, you can't carry on a conversation on my patio when trucks go by."

In 2004, CDOT and the Federal Highway Administration [8] (FHWA) announced their intention to conduct an environmental impact study to ensure that future highway development in the mountain corridor met with National Environmental Policy Act [9] (NEPA) provisions, requirements the highway did not have to contend with when it was originally built.[6] But the local communities, who felt they'd long been excluded from the process, "went on the offensive," says Tim Mauck, one of three Clear Creek County commissioners. CDOT staff held town hall meetings in corridor communities to present the proposed FHWA study. "County commissioners in Clear Creek, Summit, and Eagle counties worked together to oppose it, submitting public comments and arranging PowerPoint presentations that identified glaring [NEPA] problems," Mauck recounts in a recent email. "I attended a couple of the meetings and recall the public being pretty hostile."

Former CDOT executive director Russell George, who came in a few years after the environmental impact study debacle and served until 2011, was determined to break the I-70 deadlock during his tenure. After taking over the directorship in 2007, George formed a coalition called the Collaborative Effort. It comprised 27 different stakeholders, including representatives from city and county governments, the U.S. Army Corps of Engineers, the FHWA, environmental groups like the Sierra Club, and private interests, such as Vail Resorts and Colorado Ski Country USA.

George figured if he could get the various parties to hash out their concerns in person, a plan for how to finally move the mountain corridor forward would emerge. Despite three separate requests, George declined to be interviewed for this story. But Coffin, who was involved in the process, recalls, "Russ told them to stop bickering and arguing and that if they could come up with a consensus approach for the corridor, CDOT would back it. He put the ball in their court."

The bottom-up strategy worked, and by early 2011 members of the Collaborative Effort had mapped out a detailed framework—which included an environmental impact study that took the communities' concerns into account—for expanding I-70 through 2050. In June of the same year, the FHWA signed off on the plan, which became known as the Record of Decision, or ROD. It was historic: "It provided a road map that all corridor stakeholders could agree on," Mauck says. "Rather than being held up in lawsuits [i.e., mountain towns suing the state and/or CDOT], it enabled CDOT to move into construction, saving a tremendous amount of time and money."

Although many Coloradans may not have heard of the ROD, it is a momentous document—a comprehensive blueprint to make mountain travel on I-70 easy and, dare we say, even enjoyable. The ROD gave CDOT the go-ahead to begin some projects—funded mostly through the department's regular budget as well as through other CDOT programs and partnerships—immediately. The Veterans Memorial Tunnels were first; then came the Mountain Express shoulder toll lane.

The ROD also sanctioned other improvements, such as a new bore at the Eisenhower Tunnel; upgrades to 26 interchanges; special lanes for slow-climbing trucks; more pullouts, parking, and chain-up stations; a high-speed train that levitates on magnets; more buses, vans, and shuttles; an infusion of new technologies to better inform drivers when road and traffic conditions deteriorate; and ample police to make sure everyone is playing nicely. There's just one enormous problem: The ROD didn't provide a way to pay for any of it.

As we head farther west, Bhatt spots a cyclist pedaling furiously along the interstate's eastbound shoulder. "That's illegal!" he declares, and while keeping his eyes on the road, he yanks out his iPhone and speed-dials CDOT operations, alerting them to the biker. "Here in Colorado, people see the need for transportation infrastructure investment," says Bhatt, resuming our grim conversation about funding. "It's the *how* that gets very contentious."

A few weeks earlier, I had spoken with Margaret Bowes, director of the I-70 Coalition, a nonprofit advocate for local governments and businesses along the mountain corridor, who explained that the contention isn't about anything except money—or, more specifically, the lack thereof. She also said we can't depend on federal dollars alone to resolve things. Colorado gets about $560 million in yearly appropriations from the FHWA. That's a start, but it's nowhere near enough cash to break ground on the multibillion-dollar improvements outlined in the ROD. "I-70 is the lifeblood of Colorado's tourism industry," Bowes says. "But it's only one of many corridors nationwide that needs investment."

Hickenlooper knows acutely that I-70 requires serious, immediate attention, but he wants some kind of guaranteed state-generated revenue stream to ensure CDOT can finish whatever projects it starts. While gas taxes are an obvious source, they're also a diminishing one. Automobiles are more fuel-efficient than ever, averaging about 34.2 miles per gallon as of 2014. Plus, some estimates say almost 35 percent of new car sales globally will be electric or hybrid by 2040. That's much less gas consumption overall, a trend that undermines the effectiveness of a tax.[7]

Joe Mahoney, who works in CDOT's Office of Major Project Development, has the unenviable responsibility of trying to figure out how to finance transportation projects in penny-pinching Colorado. He concurs with the notion that the gas tax is not a viable long-term revenue source and will become increasingly obsolete. Instead, Mahoney supports tolling because it's something that can be implemented immediately. "We need money that can be put to use starting next year, not six years from now," he says. "The policies for tolling are already in place, and they have been for years."

Still, federal regulations on tolling an existing interstate are complex. There is a flexible provision in FHWA rules, however, that lets states toll noninterstate highways and interstate bridges and tunnels to cover the future costs of upgrading those structures. One of the ways to increase much-needed revenue in Colorado would be to set up tolling stations at the Eisenhower Tunnel, which had 11.7 million vehicles steer through its passageways in 2015. That sounds impressive until you do the math, which, for a typical toll of $4 a pop, generates only $46.8 million annually, leaving the state a couple of billion dollars short. CDOT doesn't have to have all the money in the bank before it commences digging a new Eisenhower bore, estimated to take at least five years, but it must have a mechanism in place that replenishes its ledgers with enough money to pay for day-to-day construction costs. For tolling to generate that kind of cash—on average, about $1 billion annually—CDOT would have to use variable rates that crank up during peak periods, a so-called congestion charge. Head up skiing on Saturday morning and you'll pay dearly.

"One way you could get a third bore built is by tolling the existing tunnel," Bhatt says. "But politically, that's going to be a challenge." Hickenlooper could decide to toll the tunnel, but an incoming governor—who might consider campaigning on a promise to repeal the toll—would deal with the repercussions. "There is no magic bullet," Hickenlooper says. "The solution is going to be in a number of things, all done in concert."

On July 1, 2015, Oregon instituted the country's first road-usage charge, an innovative revenue-generating tool also sometimes called a VMT (vehicle-miles traveled) fee. The concept is to charge drivers in the same manner utility companies bill households for electricity: You pay for consumption. A matchbox-size GPS-enabled device plugged into your vehicle's on-board diagnostic system tracks miles; then you get billed monthly. Oregon has enrolled 1,000 drivers in its voluntary VMT pilot program. "Historically, [VMTs] have been very unpopular with drivers for a variety of different reasons," Hickenlooper says. "Some people are very concerned about privacy—they don't want Big Brother to know exactly where they are driving. Some people are concerned that anytime they go anywhere, they're costing themselves money. But I like them as a philosophical framework because somebody's got to pay. And if there is a resistance to making the investment, it seems to make more sense to charge the most money to those people who are getting the greatest benefit."

Hickenlooper realizes it's not going to be easy to get Coloradans onboard with new tolls, gas taxes, and/or VMT fees. "The way you get something like this funded is by having people believe that the new revenues will really make a difference in their lives," the governor says. For this reason, Hickenlooper once again looks to our neighbor to the west. The governor is a big fan of Envision Utah, a nonprofit, nonpartisan group that organized several workshops in the late 1990s that brought together Utah residents, business leaders, developers, elected officials, and others to discuss growing their transportation infrastructure—and, just as important, how to pay for it. "They went all over and made sure they got everybody into these town hall meetings—Republicans, Democrats, liberals, conservatives—and had them really haggle and get down into the weeds," he says. "What came out is a plan that pretty much everybody—every mayor, every county commissioner—had signed off on."

Hickenlooper wants to do the same thing in Colorado. "It would be a statewide conversation about how we are going to deal with transportation infrastructure in our future," he says. Although Hickenlooper has already met with two potential funders for the program, it's uncertain whether he can get the money or momentum required to make it happen before his term ends next year. Until then, he's going to have to listen to Bhatt's nagging. "Shailen keeps pointing out these things that are very irritating," Hickenlooper says. "Things that we should have fixed long ago—and haven't."

I've been driving with Bhatt for almost two hours when we round Dead Man's Curve, located at the end of the steep, seven-mile descent into Morrison. Hundreds of crashes, some of them fatal, have occurred here since the highway was built. If this section of road were being constructed today, engineers would never combine such a sharp bend with a precipitous grade. In 1990, CDOT erected several bright yellow signs with warnings like "Truckers, don't be fooled: 4 more miles of steep grades and sharp curves." The signage helped, and CDOT has outlined design improvements to further safen this section of highway—but dollar signs are getting in the way of preventing collisions.

When pileups do occur, Bhatt wants drivers to know immediately. Currently, that information comes almost exclusively from technologies that require drivers to take their eyes off the road while careening down overcrowded interstates: CDOT's Twitter feed and text alerts, its website (cotrip.org), and its 21 variable message boards. (Not to mention third-party, crowd-sourced apps such as Waze.) Eventually, however, Bhatt imagines a world of self-driving cars, connected and communicating over a wireless transportation network—a bona fide information superhighway.

That may sound like a fantasy, but it's one Bhatt willingly entertains—and with good reason. CDOT research shows that by 2025, even a six-lane I-70 won't have enough capacity to keep traffic flowing during peak periods. More public transportation is needed—an armada of regional buses that depart from Park-n-Rides on weekends and perhaps a high-speed mag-lev train from Union Station to many of the mountain resorts (CDOT says feasibility studies show the train would never pay for itself)—but it likely won't be enough on its own. Bhatt knows this, which is why he's banking on technology to relieve some of the traffic—and to do so for much less money than massive construction projects.

"Widening roads all the time is just a 20th-century mindset," Bhatt told the *Denver Post* in January 2015, shortly after accepting the executive director position. To provide an example of how technology—not more asphalt—might be implemented to alleviate congestion, Bhatt points to a new vehicle-to-vehicle data protocol called dedicated short-range communications, or DSRC. "Normally, I have to keep a safe distance from the person in front of me," Bhatt explains. But, in theory, self-driving autos equipped with DSRC could drive 70 mph with just inches between them. Should the car in front tap its brakes, the DSRC technology would transmit this action in a fraction of a second to the trailing vehicle, which would respond by automatically slowing down to avoid a collision. Bhatt says the elimination of those gaps—the prevailing three-second rule—could more than triple the capacity of a roadway.

In early December, the National High-way Traffic Safety Administration (NHTSA), part of the U.S. Department of Transportation, announced a proposed federal mandate that would require automobile manufacturers to install DSRC systems in all new cars. The NHTSA solicited public comments on the proposal until the end of January; a multiyear phase-in period was scheduled to begin shortly thereafter. While it may take a decade before all new vehicles are equipped, Bhatt wants CDOT to be ready, so he launched a new program called RoadX in 2015.

I spoke with RoadX director Peter Kozinski in November, a few days after Panasonic had announced its new partnership with CDOT to create the nation's first smart highway—or "integrated connected vehicle platform," in industry jargon—on the mountain corridor. Panasonic will work with CDOT to convert an ordinary blacktop interstate into a sophisticated communications network. The basic idea is to collect and disseminate data from multiple sources, including embedded pavement sensors and roadside weather towers (many of both are already in place) that can detect things like rain and snow. Meanwhile, DSRC-equipped vehicles can dispatch their speeds, locations, and other useful tidbits, like whether their drivers are slamming on the brakes. All this intelligence will get fed into a cloud computing platform "where it will be ingested, analyzed, evaluated, cleansed, and returned in a very rapid time frame," Kozinski says. And by "rapid," he means within a matter of seconds.

The upshot is that 15 or 20 years from now, the majority of SUVs, campers, police cars, snowplows, trucks, ambulances—you name it—will be in constant communication with every other vehicle, with CDOT, and even with the roadway itself. Anyone driving from C-470 to Glenwood Springs will be alerted immediately when there is an accident or road closure, or her self-driving car will reduce its speed because the network notified it to an upcoming patch of black ice. It's likely Panasonic will be supplying much of the hardware and software at a heavily discounted cost as well as kicking in other significant resources (CDOT is committing $7.5 million). "It could be the national model for how vehicles, infrastructure, and systems all talk to one another," Kozinski says.

Later this year, CDOT will outfit 500 vehicles in its fleet (and potentially the same number of private cars) with DSRC devices to act as "probes"—part of a test to determine how to collect and disseminate data. The agency also launched a pilot program this winter, enlisting 1,000 frequent mountain corridor drivers to evaluate a system that promptly delivers traffic info to smartphones over existing cellular networks—a measure that will complement DSRC once it becomes less of a fantasy and more of a reality.

Several of I-70's bridges in the mountain corridor are in need of repair. Adequate funding to renovate them remains elusive. Photo by Benjamin Rasmussen.

Before heading back to CDOT's headquarters in downtown Denver, Bhatt swings by the agency's Traffic Management Center in Golden and invites me inside. Staffers at computer terminals are monitoring highways around the state, primarily by watching a wall-to-wall video projection that displays live feeds from roadside cameras. Today, when an accident occurs, the information is conveyed manually: Traffic managers compose warnings for physical message boards, send texts and tweets, update CDOT's travel website and 511 information line, and alert emergency personnel. Eventually, says Bhatt, the facility in Golden (along with a similar center located above the Eisenhower Tunnel) will share data with drivers automatically.

"If an RV ahead of me blows a tire, that vehicle would start broadcasting that it's stopped," Bhatt says. CDOT would receive that information and then transmit it to vehicles on the affected roadway. At this point, hypothetically, your self-driving car would quickly change lanes to avoid rear-ending the disabled RV. Or if you're a few miles back, it would preemptively reroute you—and everyone else—onto a frontage road to help thwart a major backup.

Bhatt's vision is compelling. But CDOT's track record for leveraging technology isn't exactly stellar. I'm a regular I-70 traveler and can confirm, at least anecdotally, that CDOT's existing systems aren't consistently reliable. The agency's 511 line is an analog holdover with time-lagged reports offering limited usefulness, and CDOT currently doesn't have a functioning smartphone app.

The overhead signboards along the mountain corridor aren't always effective, either. On I-70 in Vail, I've seen them displaying two-hour drive-time estimates to Denver only to discover the interstate is closed a few miles ahead. While heading home from skiing with my family recently, the signboard message at Empire Junction read, "Heavy traffic. Slower speeds to Idaho Springs." But we did 65 mph to Idaho Springs, where we stopped for dinner. An hour later, the warning remained despite zero congestion—an avoidable hiccup that caused precautionary braking because drivers were expecting to come to a screeching halt at any moment.

When I ask Amy Ford, director of communications for CDOT, about this, she tells me that operators working in the control center at the Eisenhower Tunnel update the signs every 30 to 60 minutes. "[They] are also doing a variety of other tasks, including maintenance, dispatch, emergency response, and running the express lanes." That's fair, but one has to wonder how CDOT could possibly be trusted to deliver real-time data to my car so I can safely drive three inches from the guy in front of me if the agency cannot even refresh its freeway message boards more than once or twice an hour.

Then again, with its laughably small budget, CDOT's ability to keep its road system operating is nothing short of a miracle. Even during major blizzards, its plows somehow get the major highways cleaned up in a few hours, with rare exceptions. And lately, the agency has been working with tow-truck drivers to halve the time it takes to clear wrecks. Even with those minor wins, CDOT's top brass rarely get to relax. Hunt explains it this way: "My wife

and I would read tweets on CDOT's traffic-information website over the weekend as we sat and watched how I-70 was operating, living in fear I was going to get a phone call at any minute on a Sunday afternoon."

When Hunt was at CDOT's helm, he occasionally spoke with Bhatt to talk shop because they shared a common philosophy: that interstates are catalysts for a state's economic growth and prosperity. "The Denver metro area stays competitive in the country because of what we have to offer—access to incredible outdoor recreation," Hunt says. To ensure that access remains, he says, "you need to make the mountain corridor a priority, and you have to be creative to make the situation better." But Hunt and Bhatt, and Hickenlooper too, will tell you that it's imprudent to add capacity to I-70 without also addressing critical shortcomings elsewhere in the state. And there are plenty—Colorado's road system ranks among the 10 worst in the United States.

All this is to say that it may be a while before the mountain corridor gets the attention it so desperately needs—and we all so desperately want but haven't been willing to pay for. Which, Bhatt says, makes it critical to implement programs like RoadX as soon as possible. Until then, I'm abandoning modern technology and going old-school. I carry a VHF radio in my SUV to eavesdrop on highway chatter between local and state police and CDOT snowplows in the winter. It's remarkably handy because I learn about I-70 closures and accidents the instant they occur. The tactic impresses Bhatt, who says to me, only half-jokingly, "You're like the road whisperer."

Michael Behar is a Boulder-based freelance writer. This is his first article for 5280. Email him at letters@5280.com [10].

**Editor's Note:* An earlier version of this article reported that Colorado's population is six million; it is actually closer to 5.5 million. The story also reported that Colorado's population is increasing at seven percent annually when in actuality it increased by 1.68 percent from 2015 to 2016, making it the seventh-fastest-growing state in the nation, not the second. The article has been updated to reflect the accurate numbers.

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1. Unless the roadway is expanded—adding both extra lanes and extensive mass transit—the roughly 60-mile drive from Denver to Copper Mountain, for instance, could take four hours one way on a typical winter weekend.
2. This is already evidenced by the bumper-to-bumper crawl that occurs every weekend on the three-lane eastbound climb from Silverthorne to the Tunnel.
3. About 22 percent of CDOT's budget comes from the state's gas tax.
4. The Eisenhower Tunnel set a record in July 2016 when 153,503 drivers made their way through during a single weekend.
5. Smart highways will incorporate technology to help monitor road conditions, mitigate traffic, and work in concert with autonomous vehicles, among other things.
6. Today, NEPA rules would mean building a much more expensive roadway possibly modeled after the elevated portion of I-70 that cuts through Glenwood Canyon. It's this type of low-impact design that Neely and Clear Creek County residents have longed for—but will likely never see.
7. Utah gets around this in part because its gas tax is variable, indexed to inflation; the state also diverts the revenues it earns from taxing automobile sales and services to transportation spending.

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Transitions

Population and Economic Trends for Grand County

Elizabeth Garner & Chris Akers
State Demography Office
Colorado Department of Local Affairs
February 28, 2017
www.colorado.gov//demography

COLORADO
Department of Local Affairs

Big Picture - 2015-2016 Pop Change

- US - 323.1 million, + 2.2 million or .7%
- Colorado - 5,540,500
- Ranked 7th fastest 1.7% - UT, NV, ID, FL, WA, OR
- 8th absolute growth 91,700 - TX, FL, CA, WA, AZ, NC, GA
- Range in Colorado
  - +14,000
  - -50

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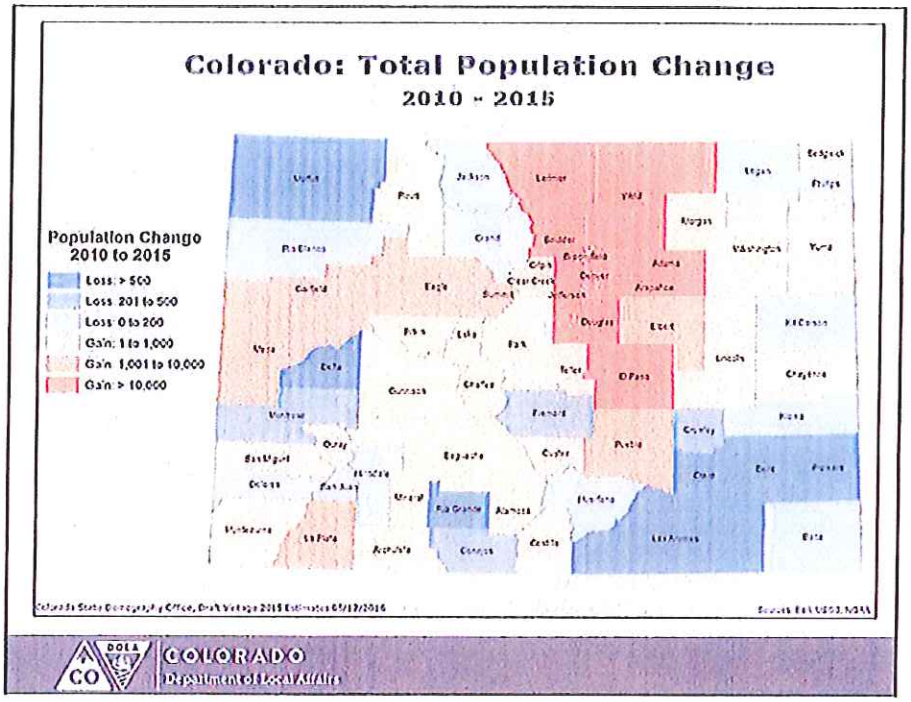
Colorado: Total Population Change
2010 - 2015
Population Change
2010 to 2015
Loss: > 500
Loss: 201 to 500
Loss: 0 to 200
Gain: 1 to 1,000
Gain: 1,001 to 10,000
Gain: > 10,000
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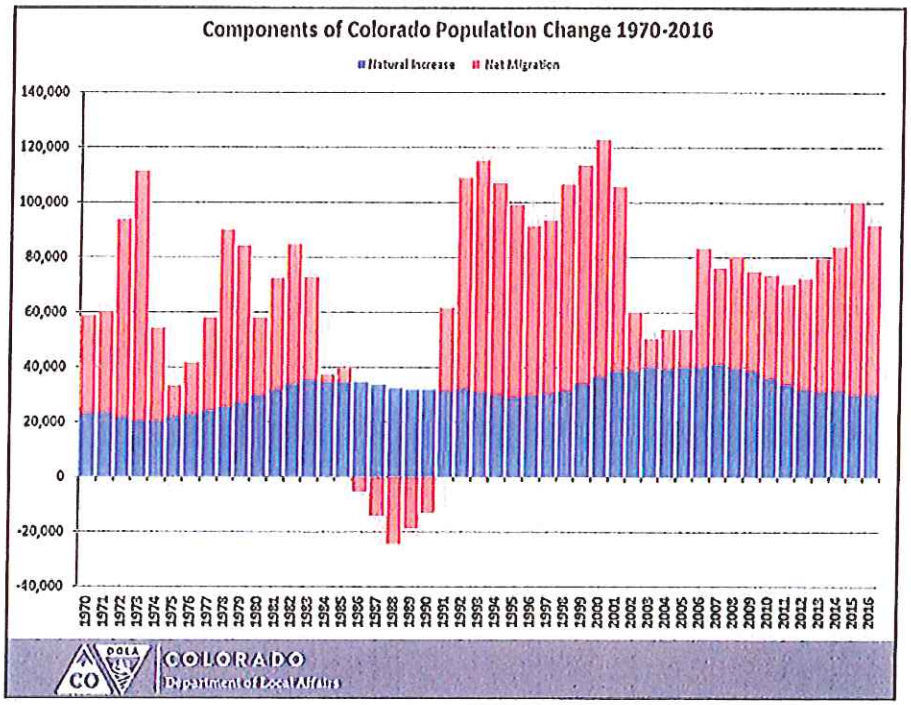
Components of Colorado Population Change 1970-2016
Natural Increase
Net Migration
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
-20,000
-40,000
1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016
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What is a resident?

- Start with Census 2010 count
  - Where do you live most of the year?
  - 2nd home owners - in or out (6+ month rule)
- Add births, subtract deaths
- Migration flows - Ins minus Outs using IRS and ACS data.
- Temporary worker visas (J-1 and H2B) - not counted as resident.

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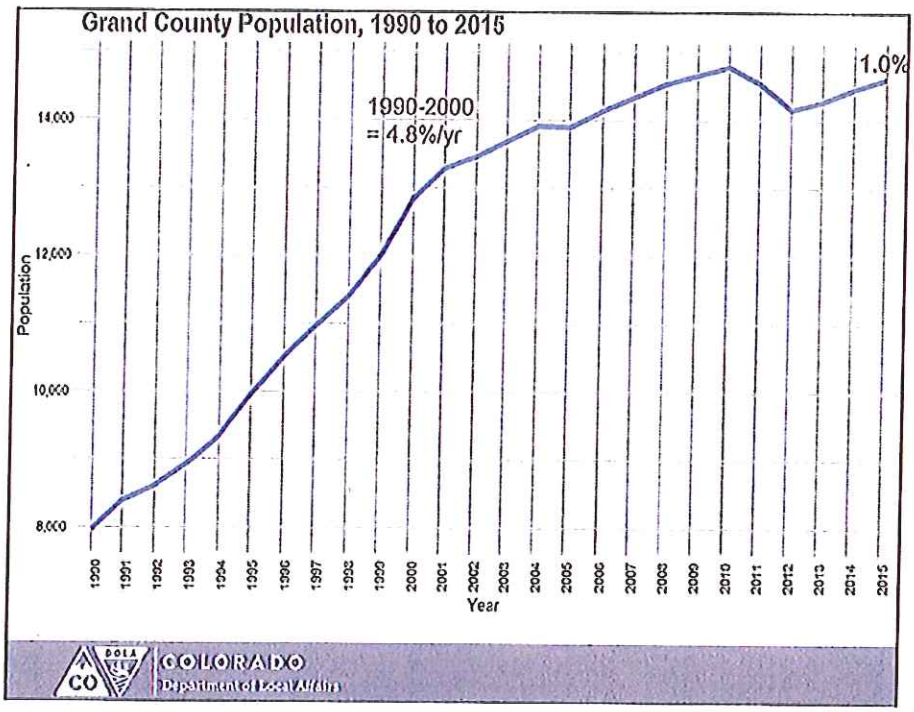

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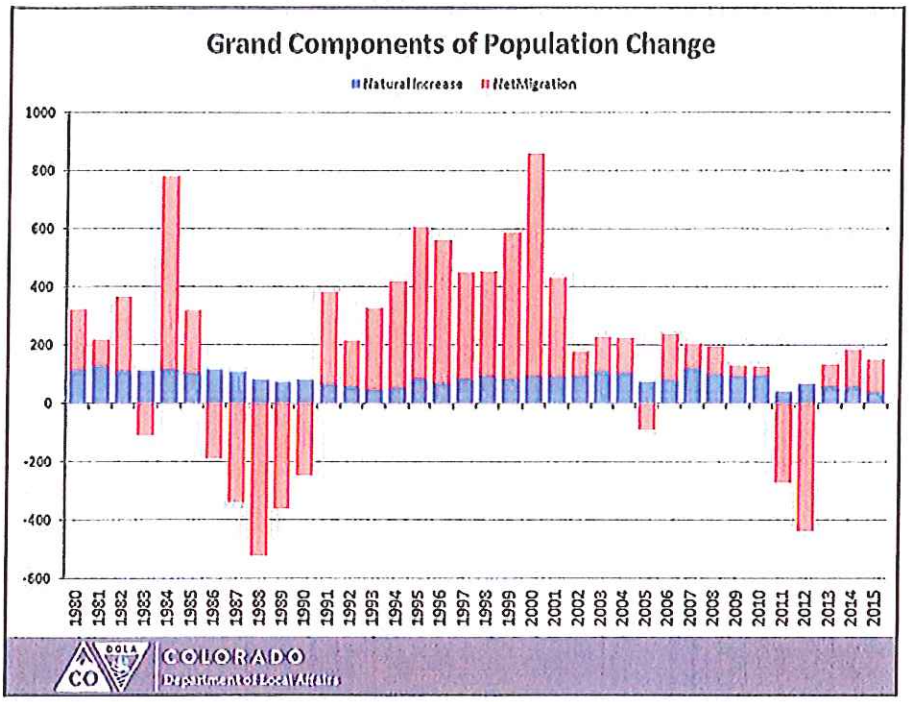
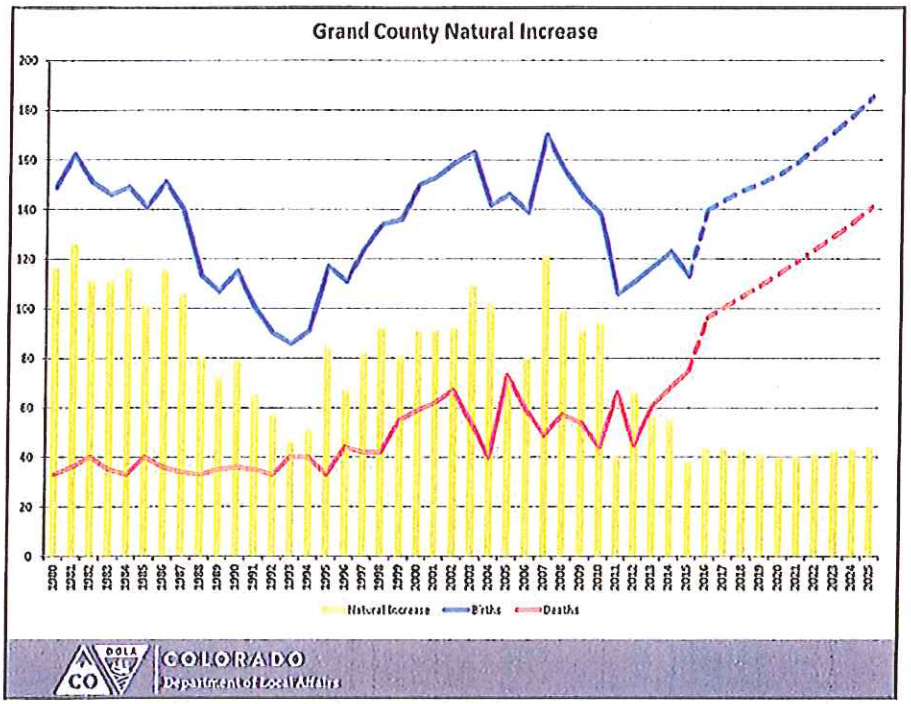
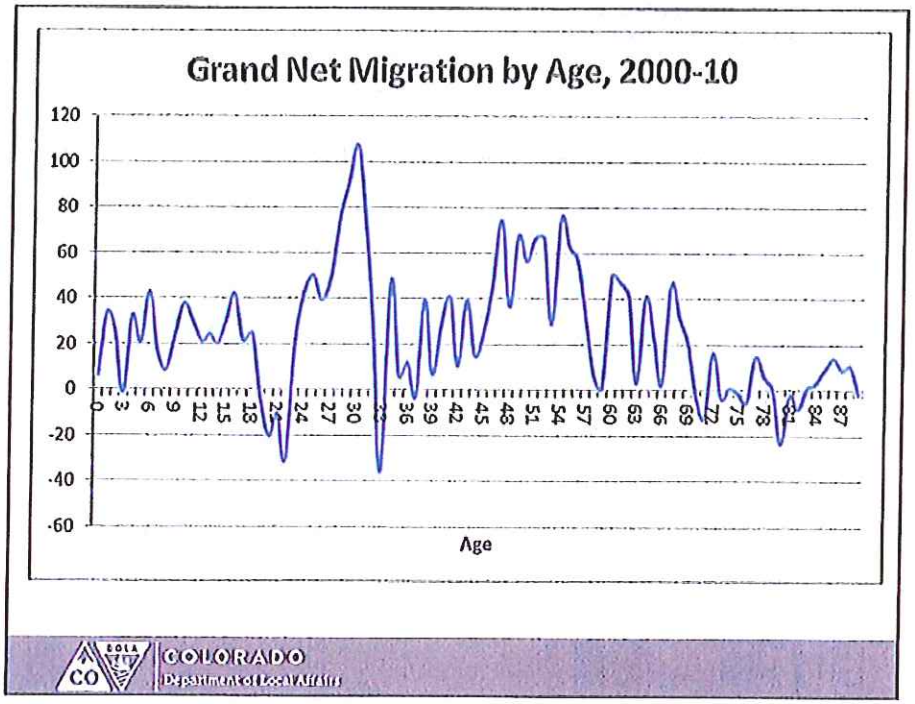
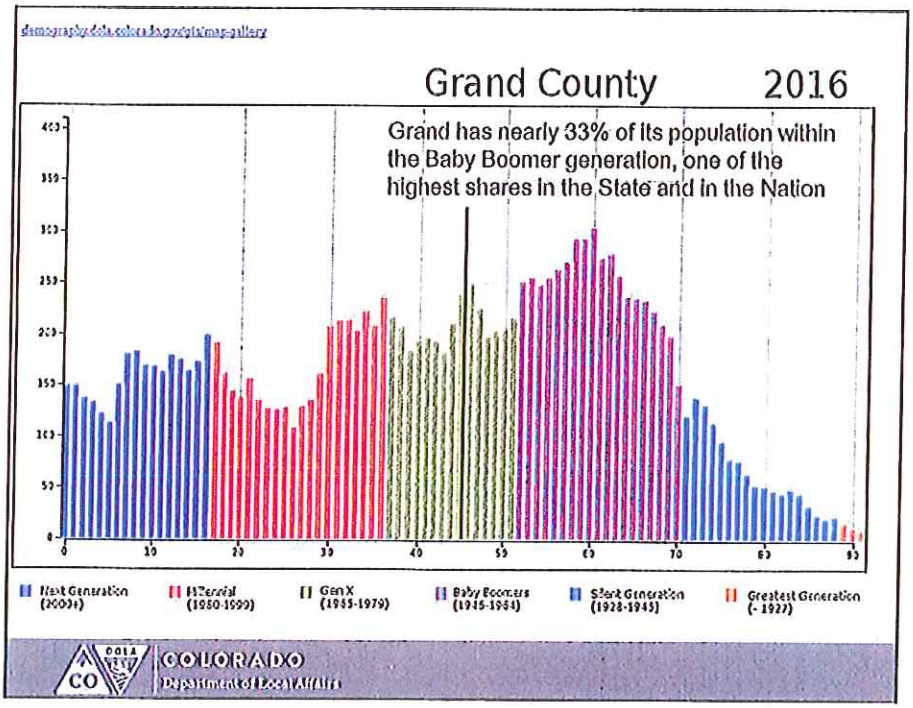
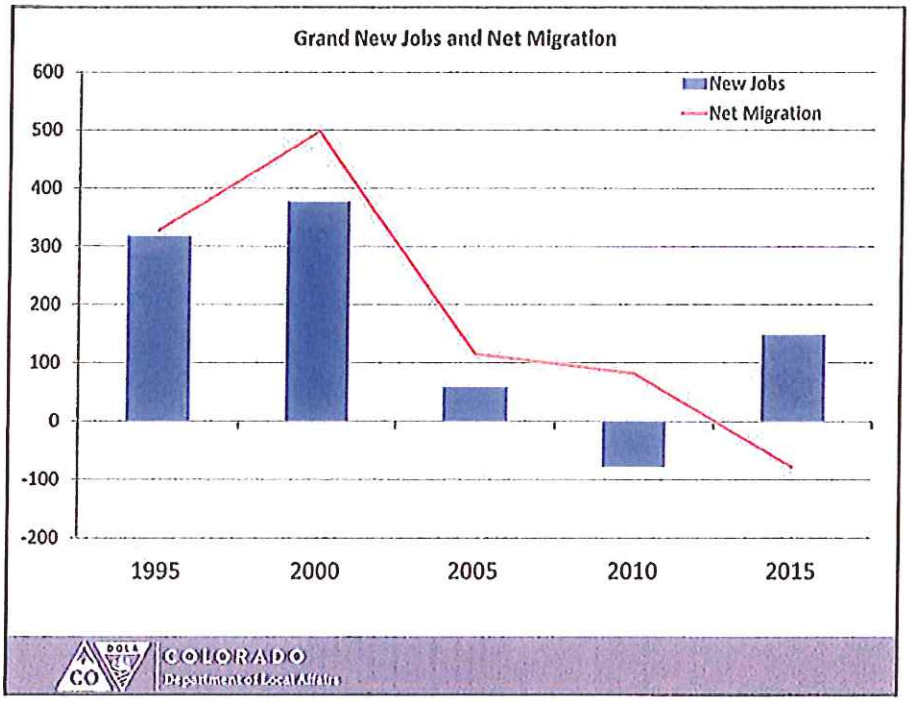
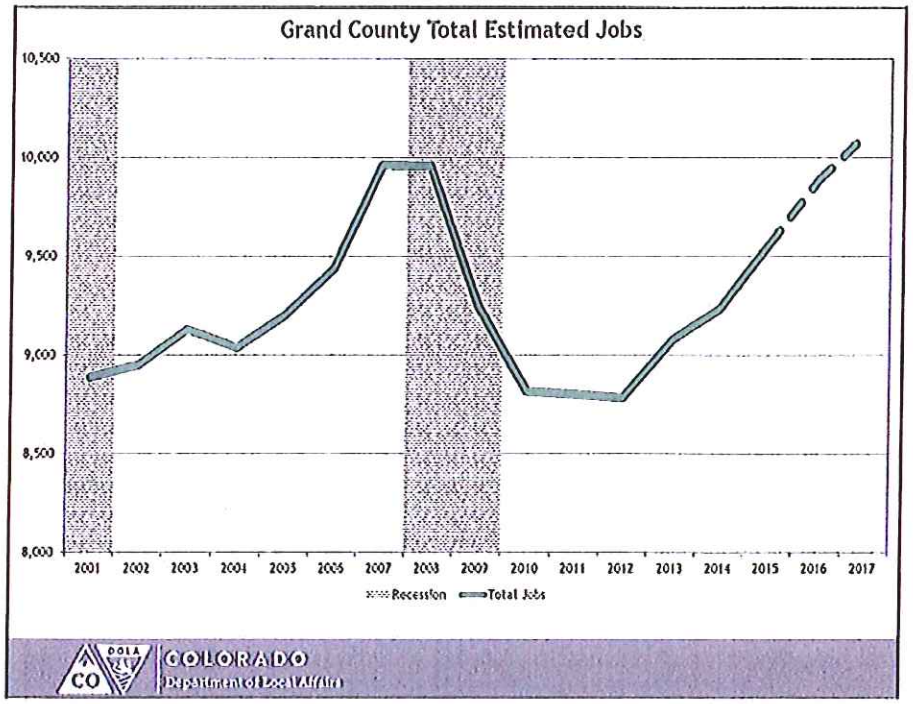

Grand Components of Population Change
Natural Increase
Net Migration
1000
800
600
400
200
0
-200
-400
-600
1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015
COLORADO


Grand County Natural Increase
200
180
160
140
120
100
80
60
40
20
0
Natural Increase
Births
Deaths
COLORADO


Grand Net Migration by Age, 2000-10
120
100
80
60
40
20
0
-20
-40
-60
0 3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60 63 66 69 72 75 78 81 84 87
Age
COLORADO
Department of Local Affairs


demography.dola.colorado.gov/gis/map-gallery
Grand County 2016
Grand has nearly 33% of its population within the Baby Boomer generation, one of the highest shares in the State and in the Nation
0 10 20 30 40 50 60 70 80 90
Next Generation (2000+)
Millennial (1980-1999)
Gen X (1965-1979)
Baby Boomers (1945-1964)
Silent Generation (1928-1945)
Greatest Generation (- 1927)
COLORADO
Department of Local Affairs


Grand New Jobs and Net Migration
600
500
400
300
200
100
0
-100
-200
New Jobs
Net Migration
1995
2000
2005
2010
2015
COLORADO


Grand County Total Estimated Jobs
10,500
10,000
9,500
9,000
8,500
8,000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
Recession
Total Jobs
COLORADO

Jobs By Industry

Industry	2005	2015
Total	9,204	9,559
Accommodation and food	1,658	1,981
Government	1,209	1,418
Arts, Entertainment & Recreation	976	1,202
Construction	1,289	1,076
Retail Trade	979	776
Real estate	779	668
Other Services	425	481
Professional and business services	357	385
Admin and waste	223	343
Agriculture	272	309
Health Services	263	246
Finance activities	206	156
Transportation and warehousing	133	142
Manufacturing	124	136
Wholesale trade	101	72
Utilities	70	70
Information	67	63
Mining	22	18
Education	33	15
Management of companies	8	-

	Wage and Salary	Sole Proprietor	% Sole Proprietor
2005	7,218	1,985	22%
2015	7,704	1,855	19%

COLORADO
Department of Local Affairs

Industries Explained

- **Accommodation** - 4 Recreation/Vacation Camps, 2 B&Bs, 2 RV Parks, 30 hotels - Largest are Snow Mountain Ranch and Zephyr Mountain Lodge
- **Food Service & Drinking Places** - 51 Full-Service Restaurants, 18 Limited Service Restaurants, 10 Bars, and 8 Coffee Shops
- **Government** - 170 Federal workers, 70 State workers, 1,180 Local Gov. (Hospitals, Schools, Rec Districts, Administrative & Fire Protection)
- **Arts, Entertain & Recreation** - 2 ski areas, Theatre, Marinas, Rafting, Guides, NSCD
- **Construction** - Roofers, Painters, Remodelers, Builders - 30% are Proprietors
- **Retail** - Grocery, Liquor, Hardware, Sporting Goods, & Thrift Stores
- **Real Estate (Rental & Leasing)** - Property Management, Time Shares, HOAs, Ski Rental Shops, Realtors, Appraisers - 45% Proprietors

COLORADO
Department of Local Affairs

Industries Explained Cont.

- Other Services - Chamber of Commerce, Country Clubs, Auto Repair, Religious Organizations, Doggie Day Care, Barbers, Nail Salons, Day Spas
- Professional & Business- Surveyors, Architects, Interiors designers, Vets, Lawyers, Consultants, Bookkeeping, Accountants
- Admin & Waste - Cleaners/Janitorial, Landscapers, Snow Removal, Carpet Cleaning, Waste Removal & Septic Services
- Agriculture - Ranches, Greenhouses, Logging - 60% Proprietors
- Health Services - Assisted Living, Social Assistance, Doctors, Dentists, Preschools, Mental Health, Fraser Dispensaries
- Financial Activities - Banks, Insurance, Investments/Wealth Mgt.
- Transportation & Warehousing - Taxis, Senior Transport, Fed Ex, Distributors, Trucking / Transport

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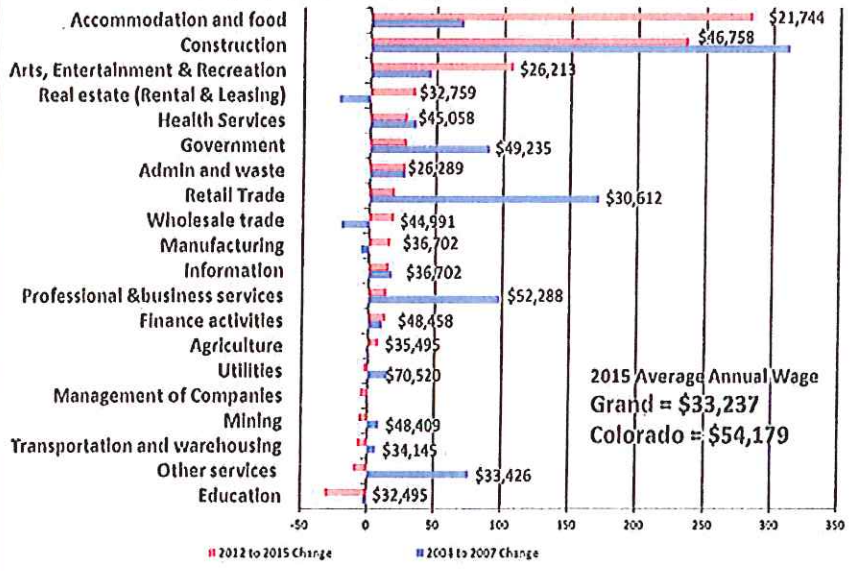
Department of Local Affairs

Employment Change by Industry & 2015 Annual Wage



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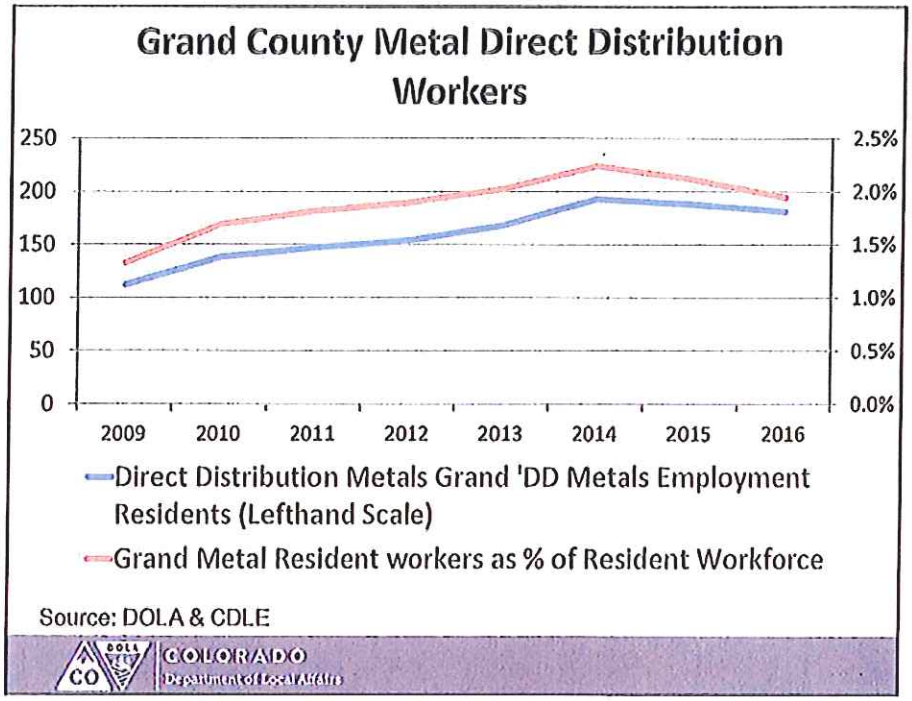
Source: DOLA Total Estimated Jobs & QCEW


Grand County Metal Direct Distribution Workers
250
200
150
100
50
0
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
2009
2010
2011
2012
2013
2014
2015
2016
Direct Distribution Metals Grand 'DD Metals Employment Residents (Lefthand Scale)
Grand Metal Resident workers as % of Resident Workforce
Source: DOLA & CDLE
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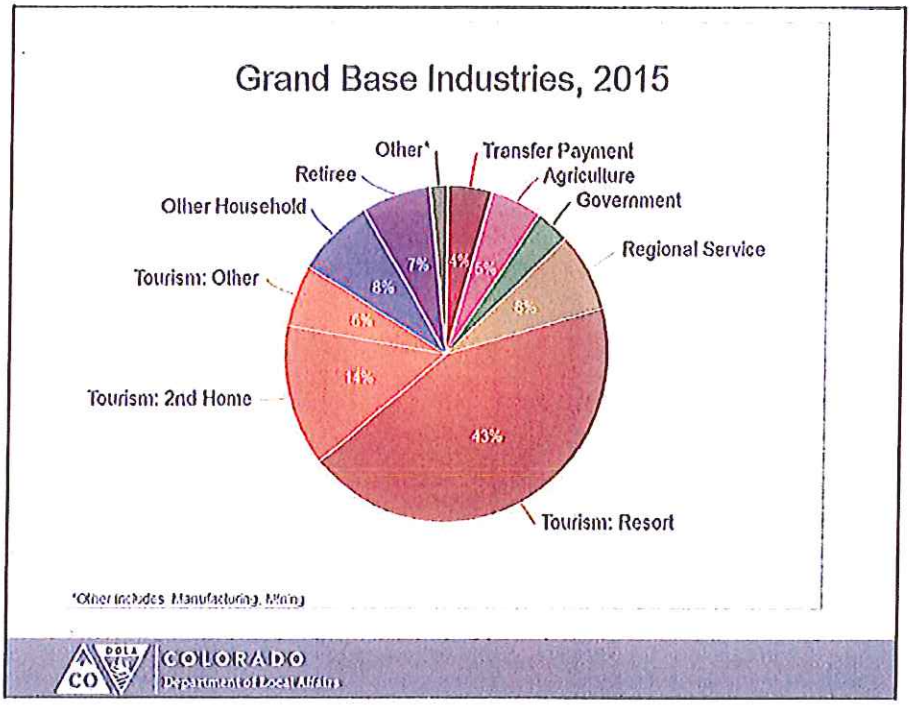
Grand Base Industries, 2015
Other*
Transfer Payment
Retiree
Agriculture
Other Household
Government
Regional Service
Tourism: Other
7%
4%
6%
8%
6%
6%
14%
Tourism: 2nd Home
43%
Tourism: Resort
*Other includes Manufacturing, Mining
COLORADO
Department of Local Affairs

Base Industry Explanation

- Tourism: Resort - Winter Park, Granby Ranch, C Lazy U, Hotels
- Tourism: 2nd Home - Construction - new, repairs, remodel, Property Management, Caretakers, Furnishings, Landscaping
- Tourism: Other - Transportation, Health Care, Restaurants, Ski Shops
- Agriculture - Cattle, Hay, Timber, and etc.
- Regional Services - Health Care, Professional Services, Software
- Non-Basic - Local Resident Services
- Retirees - Health Care, Food Services, & Retail (funded through Soc. Security, Medicare, Pensions, and savings)
- Other Household - Dividends, Interest, Rent, Gifts

COLORADO
Department of Local Affairs

Health Care & Social Asst.

- 2 Hospitals covering most of county:
- Kremmling Memorial - Western Grand and Middle Park Medical Central in Granby
- Winter Park - East Grand Community Clinic & Winter Park Rehab Clinic
- 5 Dentists and 5 Offices of Physicians
- 2 Chiropractic Clinics
- Multiple Mental Health / Counseling Offices
- Cliffview Assisted Living - Kremmling
- 5 Preschools / Day cares + Summer Camps & in-home providers

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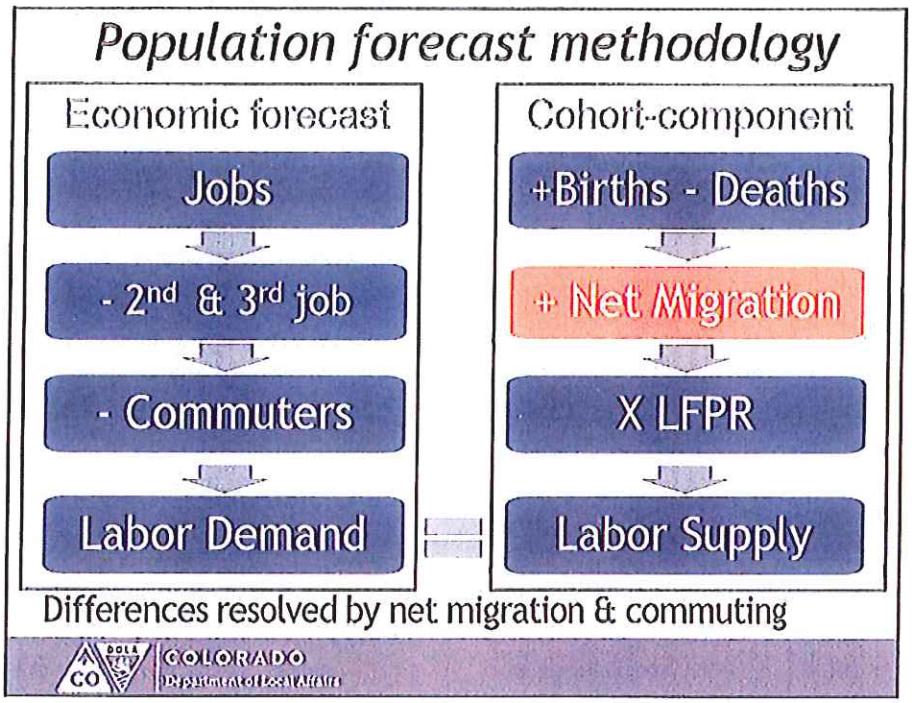
Population forecast methodology
Economic forecast
Jobs
- 2nd & 3rd job
- Commuters
Labor Demand
Cohort-component
+Births - Deaths
+ Net Migration
X LFPR
Labor Supply
Differences resolved by net migration & commuting
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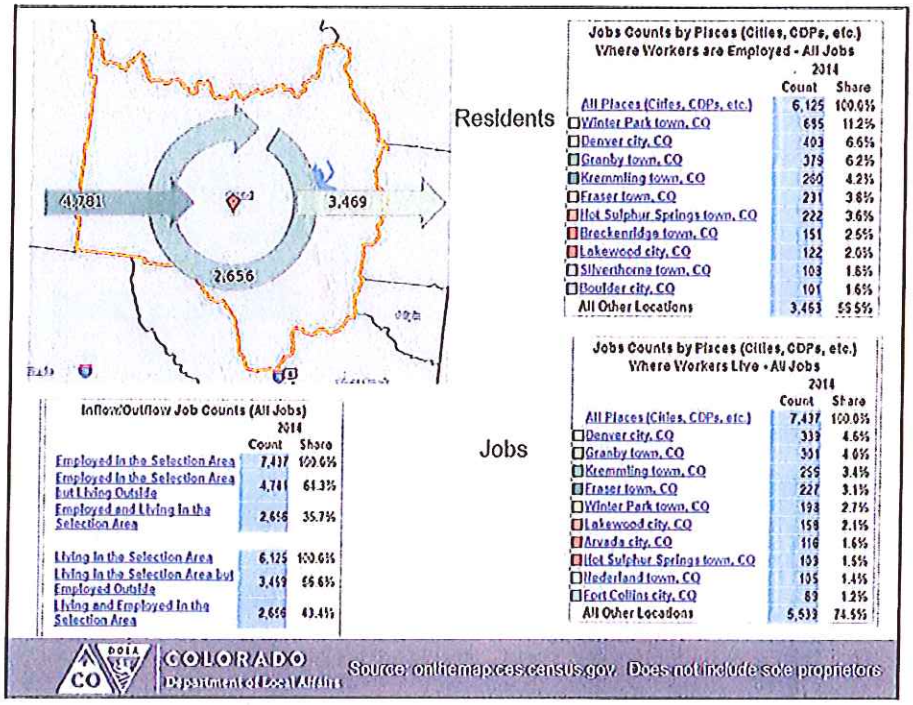
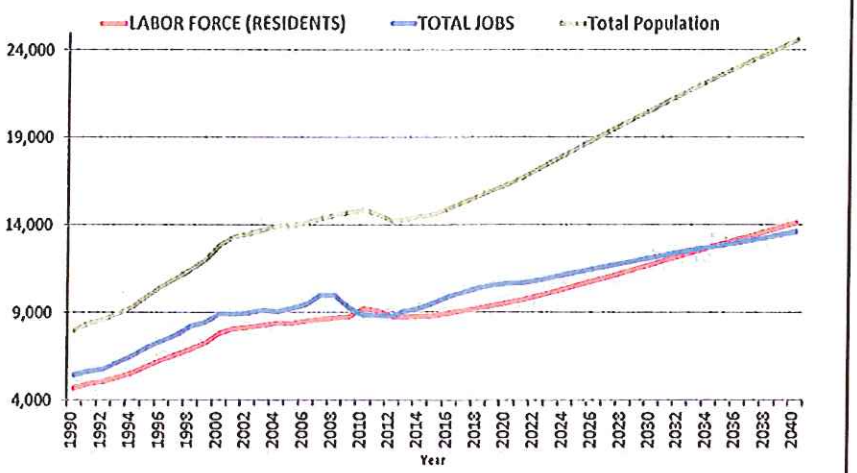
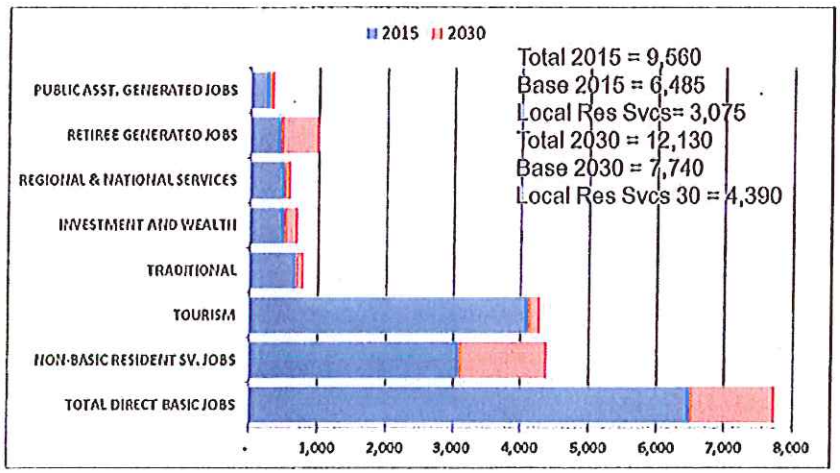

4,781
3,469
2,656
Residents
Jobs
Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - All Jobs
2014
Count Share
All Places (Cities, CDPs, etc.) 6,125 100.0%
Winter Park town, CO 695 11.2%
Denver city, CO 403 6.6%
Granby town, CO 379 6.2%
Kremmling town, CO 260 4.2%
Fraser town, CO 231 3.8%
Hot Sulphur Springs town, CO 222 3.6%
Breckenridge town, CO 151 2.5%
Lakewood city, CO 122 2.0%
Silverthorne town, CO 103 1.6%
Boulder city, CO 101 1.6%
All Other Locations 3,463 56.5%
Inflow/Outflow Job Counts (All Jobs)
2014
Count Share
Employed in the Selection Area 7,437 100.0%
Employed in the Selection Area but Living Outside 4,781 64.3%
Employed and Living in the Selection Area 2,656 35.7%
Living in the Selection Area 6,125 100.0%
Living in the Selection Area but Employed Outside 3,469 56.6%
Living and Employed in the Selection Area 2,656 43.4%
Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs
2014
Count Share
All Places (Cities, CDPs, etc.) 7,437 100.0%
Denver city, CO 339 4.6%
Granby town, CO 301 4.0%
Kremmling town, CO 255 3.4%
Fraser town, CO 227 3.1%
Winter Park town, CO 198 2.7%
Lakewood city, CO 158 2.1%
Arvada city, CO 116 1.6%
Hot Sulphur Springs town, CO 103 1.5%
Nederland town, CO 105 1.4%
Fort Collins city, CO 89 1.2%
All Other Locations 5,533 74.5%
COLORADO
Department of Local Affairs
Source: onthemap.ces.census.gov. Does not include sole proprietors

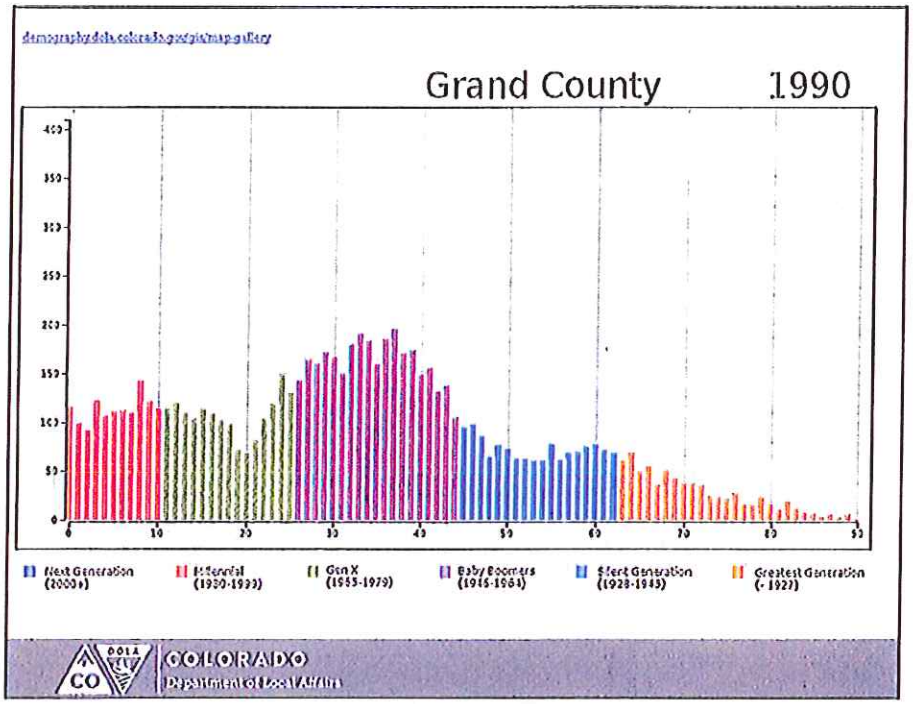
Jobs & Labor Force - Forecast



Job Forecast by Industry



Age


demography.dola.colorado.gov/gis/map-gallery
Grand County 1990
Next Generation (2000+)
Millennial (1980-1999)
Gen X (1965-1979)
Baby Boomers (1946-1964)
Silent Generation (1928-1945)
Greatest Generation (- 1927)
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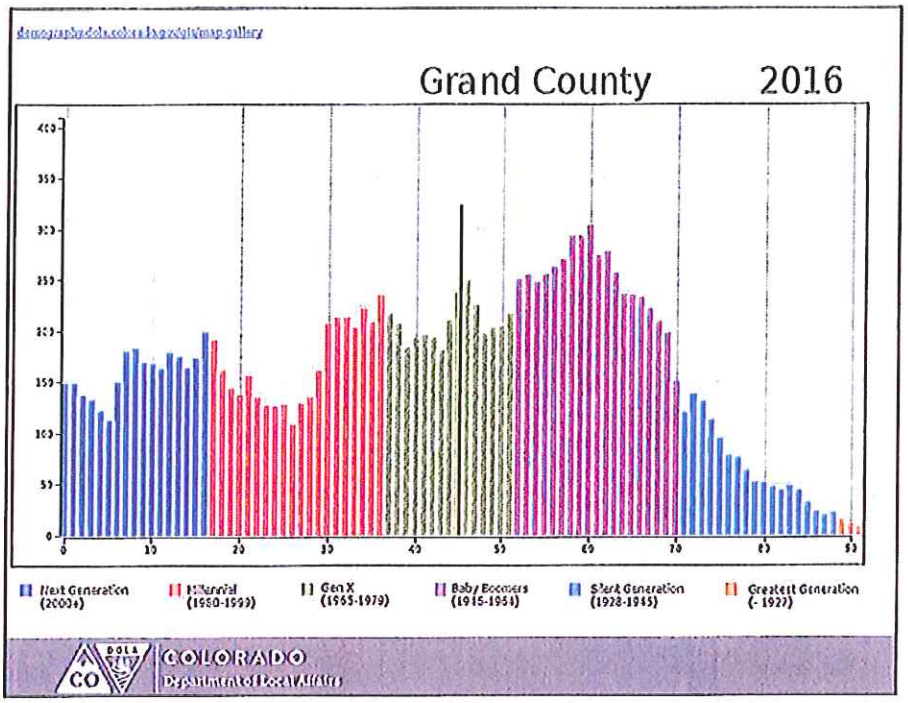
demography.dola.colorado.gov/dashboard/map-gallery/
Grand County
2016
0
50
100
150
200
250
300
350
400
0
10
20
30
40
50
60
70
80
90
Next Generation (2000+)
Millennial (1980-1999)
Gen X (1965-1979)
Baby Boomers (1946-1964)
Silent Generation (1928-1945)
Greatest Generation (- 1927)
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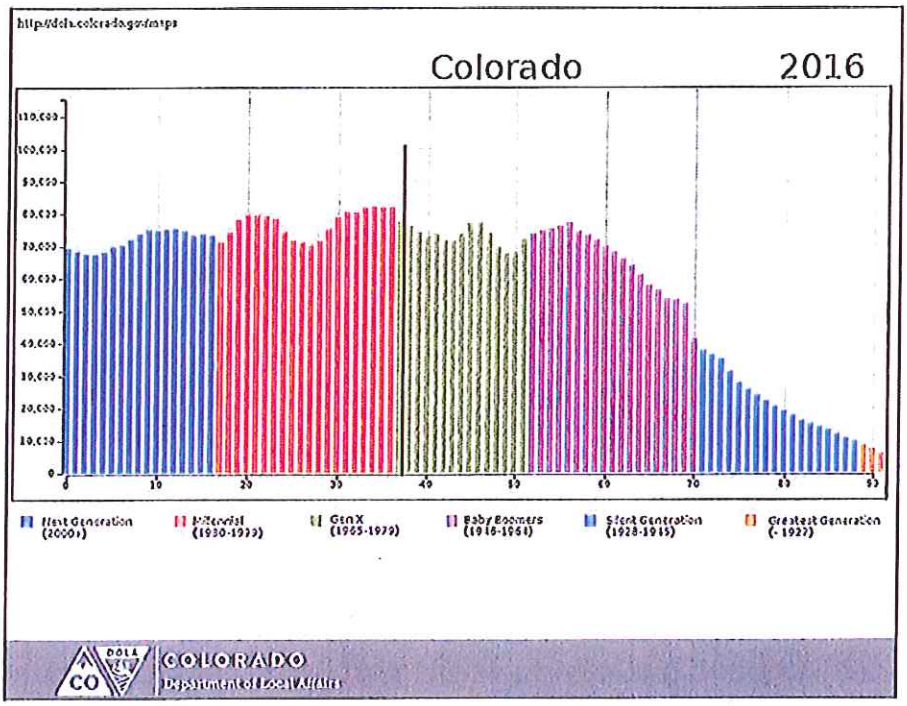
http://dola.colorado.gov/demog
Colorado
2016
0
10,000
20,000
30,000
40,000
50,000
60,000
70,000
80,000
90,000
100,000
110,000
0
10
20
30
40
50
60
70
80
90
Next Generation (2000+)
Millennial (1980-1999)
Gen X (1965-1979)
Baby Boomers (1946-1964)
Silent Generation (1928-1945)
Greatest Generation (- 1927)
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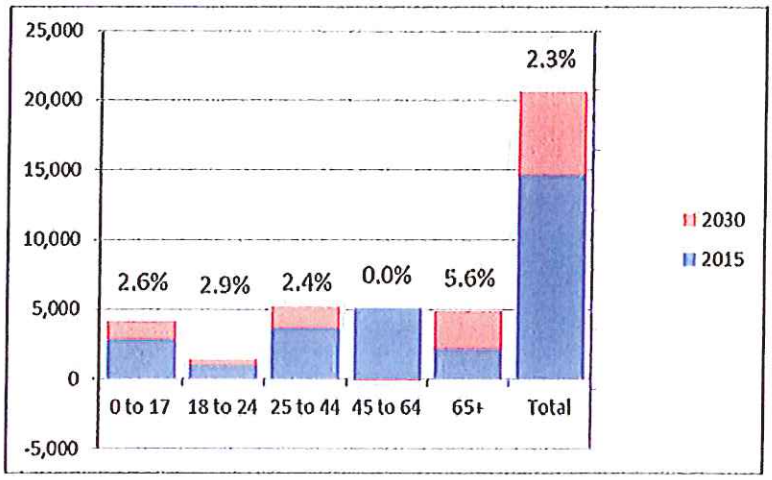
Grand Population Forecast by Age



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Aging Issues

- Numbers
- **Economic Driver - wealthier...depends**
  - Impact on occupational mix
  - Can you keep them?
- **Labor Force**
- Housing
- Income - downward pressure
- Health
- Disabilities
- **Transportation**
- Public Finance - downward pressure

COLORADO
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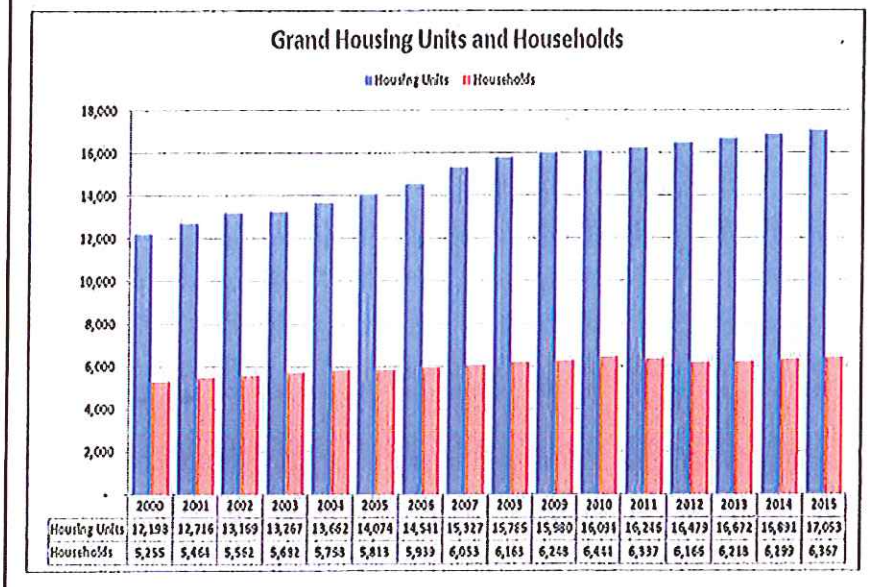
Grand Housing 2011-15 Census ACS		
Total housing units	16,209	
Occupied housing units	5,250	32%
Vacant housing units	10,959	68%
For rent	541	5%
Rented, not occupied	259	2%
For sale only	265	2%
Sold, not occupied	86	1%
For seasonal, rec, occ. use	8,999	82%
For migrant workers	27	0%
Other vacant (uninhabitable?)	782	7%
Occupied housing units	5,250	5,250
Owner-occupied	3,818	72.70%
Renter-occupied	1,432	27.30%

COLORADO Department of Local Affairs

ACS 5-year Estimates 2011-15



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Housing Units	12,193	12,716	13,169	13,267	13,662	14,074	14,541	15,327	15,765	15,980	16,091	16,246	16,479	16,672	16,891	17,053
Households	5,255	5,461	5,552	5,692	5,753	5,813	5,939	6,053	6,163	6,248	6,411	6,337	6,165	6,218	6,299	6,367

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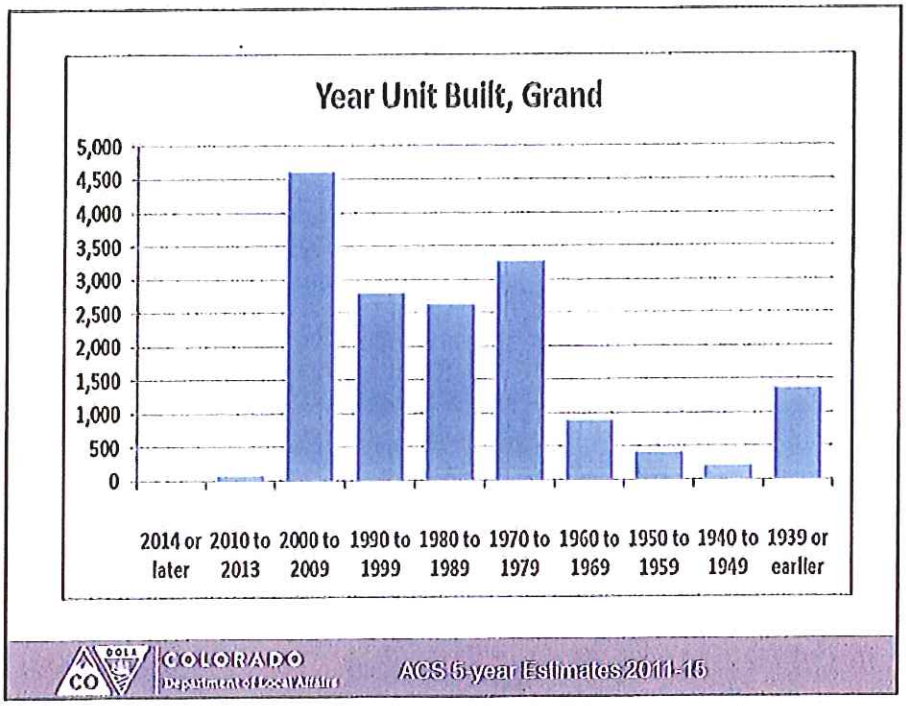
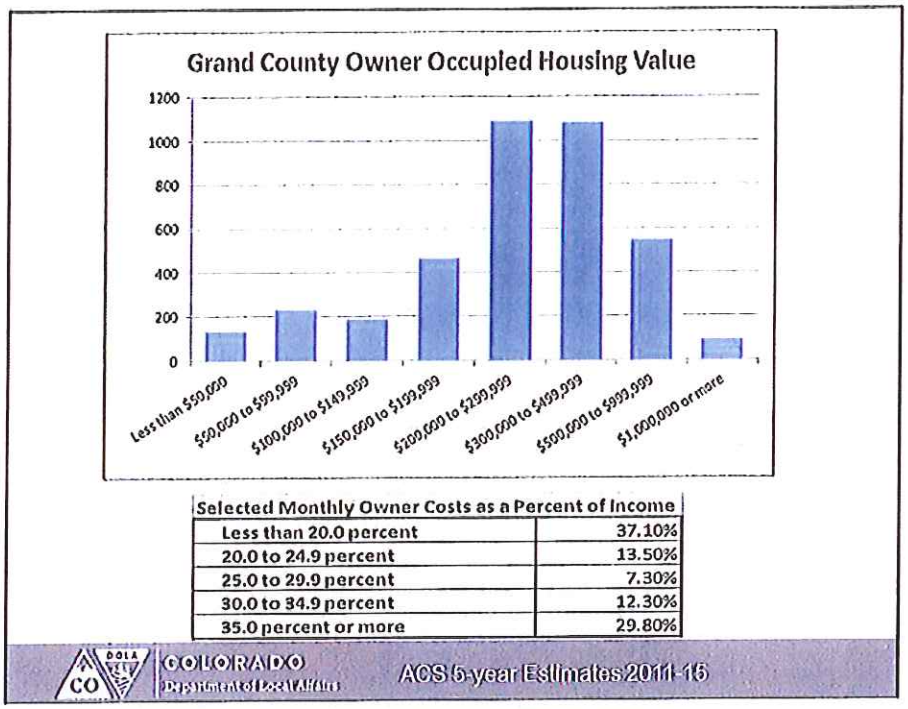
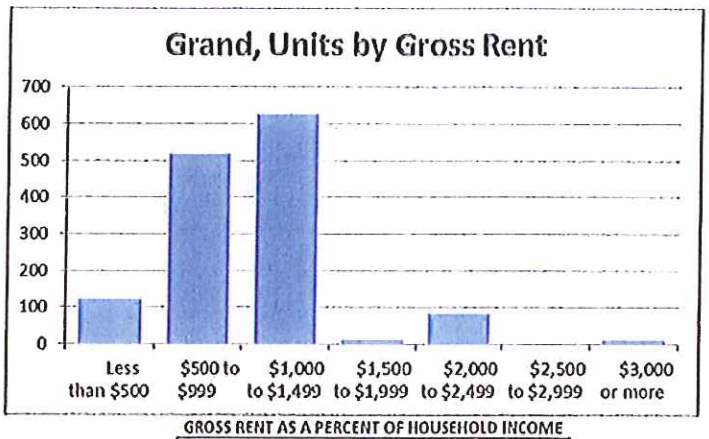
ACS 5-year Estimates 2011-15





Selected Monthly Owner Costs as a Percent of Income	
Less than 20.0 percent	37.10%
20.0 to 24.9 percent	13.50%
25.0 to 29.9 percent	7.30%
30.0 to 34.9 percent	12.30%
35.0 percent or more	29.80%



GROSS RENT AS A PERCENT OF HOUSEHOLD INCOME

Occupied units paying rent	1,348
Less than 15.0 percent	18.5%
15.0 to 19.9 percent	20.4%
20.0 to 24.9 percent	12.3%
25.0 to 29.9 percent	12.5%
30.0 to 34.9 percent	6.2%
35.0 percent or more	30.1%

COLORADO Department of Local Affairs ACS 5-year Estimates 2011-15

Summary Points

- Population growth is slowly recovering from declines in the early 2010s.
- The economy is highly dependent on tourism, households, and retirees.
- There is significant commuting, could include telecommuting as well as part-time workers.
- Better understanding of Labor Force and Commuters is needed
- Grand is aging - can it retain the 65+, can it fill jobs opened by retirees leaving as well as the jobs seniors create?
- Forecast is for the state and Grand to continue to grow (+ 5,000 by 2030)
- Can Grand attract and retain a population and labor force? What are potential constraints? Housing for younger workers?!?

COLORADO Department of Local Affairs

Thank you
State Demography Office
Department of Local Affairs
Elizabeth Garner / Chris Akers
Elizabeth.Garner@state.co.us
Chris.akers@state.co.us
E: 303-864-7750 or C: 303-864-7751
https://demography.dola.colorado.gov
COLORADO
Department of Local Affairs

Grand Lake Rotary

Citizen of Year Nomination Form

Purpose of Award – To recognize and honor local Grand Lake citizens whose actions have contributed to the quality of life and sense of civic pride in our community.

The winner of this award is selected by an independent committee of previous recipients. The process is managed and sponsored by Grand Lake Rotary. All residents of the Grand Lake area are eligible for nomination.

Nominee's Name _____

Nominee's Address _____

Nominee's Phone Numbers _____

Nominee's Email Address _____

Reasons for Nominating This Person(s) (Use attachments as necessary):

Person/Organization Making Nomination:

Name _____

Address _____

Phone _____

Return Nominations to:

Grand Lake Rotary

P. O. Box 723

Grand Lake, CO 80447

For Info Call 970-531-4457

All nomination forms must be received by no later than 9/15/2017

111