

RECORD OF PROCEEDINGS

The Regular Meeting of the Meeker Town Board was held Tuesday, July 21, 2026, at Town Hall.

Members Present

Mayor
Trustee

Day
Browning
Day
Lockwood
Madison
Sizemore
Smith

Town Staff Present

Administrator
Public Works Super
Town Clerk
Attorney
Police Chief
Comm Dev/Planner

Joy
Kilduff
Massey
Massih
Thompson
Thomson

CALL TO ORDER

Mayor Day called the meeting to order at 7:00 p.m. and led the Pledge of Allegiance.

ROLL CALL

All Board members were present.

APPROVAL OF THE AGENDA

Mayor Day asked for changes to the agenda. Administrator Joy stated there were some changes that occurred today and would like to postpone the IGA and move the Audit after Public Participation. A motion was made by Trustee Day to accept the agenda as submitted with the changes previously stated. Second by Trustee Smith. All ayes. Motion carried.

APPROVAL OF THE PREVIOUS MINUTES

Mayor Day asked for any corrections, there is an adjustment to a trustee to abstain. A motion was by Trustee Day to approve the minutes of July 7 with the correction. Second by Trustee Lockwood. All ayes. Motion carried.

APPROVAL OF MONTHLY DISBURSEMENTS

Trustee Smith questioned the CRC disbursement and Public Works Superintendent Kilduff answered that it is the first payment, number 12 on the list is a change order. A motion was made by Trustee Browning to approve the disbursements dated July 21, 2026. Second by Trustee Day. All ayes. Motion carried.

PUBLIC PARTICIPATION

Regas Halandras representing MAMBA gave a quick update regarding the trail from Lyons Canyon having a lot of work done and they have used less of their budget than planned. They

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would like to consider potential flood mitigation and realign and continue west and make a loop, so it doesn't flow straight down the hill. MAMBA wants to utilize the Public Works and Parks staff for the trail on the west end. It is prone to flash flooding coming out of the canyon and wants to bypass the flood area. Public Works Superintendent Kilduff said he knows the area Halandras is talking about, Mayor Day and trustees asked Halandras to work with Kilduff on the issue. Halandras was thanked for the update.

The Carroll kids on behalf of 4-H kids were in attendance on behalf of the Rio Blanco County 4H to use Ute Park instead of the fairgrounds if need be. Joy wanted more information and understanding of how the Fair planned to use Ute Park, and what the specific needs were. Would it be used for portions of the Fair? The 4-H kids wanted the board to be aware of the situation. The fire crews are at the fairgrounds and if they are not out by Thursday the Fair will have to make other plans quickly. The Fair Board has everything planned and, according to Kilduff and said they would only use the Ute park for day events and the sale. Trustee Sizemore offered 2 tents for use from the Buford schoolhouse. Kilduff said he asked Justin Carroll and the 4-H kids to speak and get the board's approval to use the parks for the Fair. Trustee Smith suggested being careful with parking, Mayor Day suggested bailing some hay first. Mayor Day said they need to be careful of starting fires with the dryness out there. Sizemore made a motion to allow the 4-H to utilize Ute Park for Fair and the use of the other parks as deemed necessary. Second Trustee Smith. All ayes. Motion passed.

Mayor Day asked if anyone was on the phone for public comment, there was none.

NEW BUSINESS

2025 Audit Report

Marlo Coates from ColoCPA presented the 2025 audit and stated there was nothing wrong and gave the town a clean opinion. She explained how they got their opinion and highlighted some areas; the statement of net positions. Coates said everything is governmental other than the water fund. She reviewed the Statement of Activities and breakdowns on revenues indicating net position increased. She stated that compensated absences, accruing sick leave are high and are considered a liability. There were 18 reconciled items, no long-term debt, capital assets and depreciated value. She stated the General Fund decreased \$930,000. The town's change in net position increased \$1.6 million and increased cash balance \$284,000. Coates stated there were no bad notes, just more information of funds and investments and changes in fixed assets. She asked if trustees had questions and they did not. For the budget comparison, she stated there were no issues and revenue and expenses were under budget and no issues with the Conservation Trust Fund. The abatement account has no issues, and a supplemental is not required. The water budget for both revenue and expenses was under budget. She included comparisons of last year's budget, HUTF information and some graphs. She said there are two letters in the back of the audit book on what could be done better. Some of the larger adjustments are for how the state wants to see them. Accrued leave is new and the water fund is full accrual, so they make an adjustment for that. They are aware of useful life of capital assets, labor calculation of 3% revenue and there were no hardships getting information from the town and she noted they would like to be informed of our use of any other CPAs, and stated nothing was out of the

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ordinary. The board thanked Coates. Trustee Browning motioned and Trustee Day second. All ayes. Motion passed.

PUBLIC HEARING

a. Consideration of a Conditional Use Request from Tevin Pelloni at 440 Garfield Street

At 7:33 Community Dev./Planner Thomson stated Tevin Ponloni is attending a fire, Mayor Day asked the board if they wanted to move forward with the public hearing and they all agreed to. Thomson read stated Tevin Pelloni is requesting a Conditional Use Permit to operate a Home Occupation at his residence 440 Garfield Street. The proposed home occupation is to offer metal fabrication services. The applicant's business *Pelloni Metalworks, LLC* is a start-up business in the growth phase. The property is located in the Single-Family Residential zone. The lot is approximately 7,500 square feet and contains a single-family dwelling (approximately 1752 square feet) and a detached garage (approximately 864 square feet) both built in 1962. Town Staff visited the site on July 7, 2026, and observed the following: the subject property is flat, the property has both street frontage and alley access, and the proposed location of the Home Occupation in the garage has ample access from the garage including area for parking. Home Occupation is listed as a Conditional Review Use under the SFR zoning code. The applicants have submitted the required application and fee within the required time frame. The request has been advertised as mandated by the Meeker Land Use Development Code including notification of the Public Hearing to property owners within 300 feet, at the subject property and in the Herald Times. During the referral review period the application received zero comments from referral agencies as well as zero comments in favor or against the use from the public. During the July 13 Planning Commission meeting, Marion Jenista, owning property at 465 5th Street, asked the applicant about possible noise created by the Home Occupation. The applicant informed the Planning Commission and public that he has insulated and sealed the garage to decrease noise, as well stating that he will be creating smaller pieces in town to be installed on larger projects off site.

The Planning Commission recommends approval by of vote of 4 in favor and 0 against, for the Conditional Use Permit to a metal fabrication business at 440 Garfield Street because the request meets the conditions of Meeker Land Use Development Code section 18.1.16 and 18.1.20 those being:

- The staff does not foresee adverse effects on public health, safety or welfare
- The applicant is not adverse to the Comprehensive Master Plan
- The applicant does not intend to operate as a retail storefront, and staff does not see any adverse effects on streets, pedestrian facilities or bikeways
- The primary use of the property remains residential and is consistent with surrounding area
- The secondary use of Home Occupation is conditional but consistent with the surrounding area as it neighbor's town core
- Staff does not foresee any adverse effects on other property values
- The applicants does not propose any curb cuts or create traffic hazards
- Staff does not foresee light, noise, vibration or odor that unreasonably interferes with the

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enjoyment of other property in the area.

Additionally, the request meets the goals of the Comprehensive Master Plan all of the criteria are outlined in detail in the staff report. Town Staff agrees with the recommendation. Trustee Day asked about clarification on the detached garage, Trustee Lockwood asked about enforcement hours, and Thomson said noise enforcement is 10 pm confirming with Chief Thompson. Mayor Day asked about parking and Thomson said there is parking in the back by the garage. Trustee Browning said it is for fabricating, Mayor Day said it is for home-based business. No public comment. Mayor Day closed the hearing at 7:39. Trustee Browning moved to approve. Second by Trustee Day. Joy called roll, Trustee Day, Trustee Smith, Trustee Browning, Trustee Lockwood, Trustee Sizemore stated she is his neighbor but has no conflict, Trustee Madison. All ayes. Motion carried.

b. Consideration of Variance and Encroachment Requests from Grants and Weeldreyer

Mayor Day opened the hearing at 7:40pm. Community Dev./Planner Thomson stated the applicants are here. She said the applicants have submitted a variance request and encroachment request. However, due to the complexity of the issue Town Staff decided to use a Minor Subdivision process for sufficient review Section 18.2.6(2)(a): *The Town Planner has the authority to determine that an Administrative Subdivision application shall be processed as a Minor Subdivision where the character of the subdivision application or multiple applications presents issues which, in the opinion of the Town Planner, warrant review as a Minor Subdivision.* Under current configuration Sage Hills Subdivision, including its 55 residents, is serviced by one point of egress. Beginning in early 2025, Town Staff and Trustees began discussion on Secondary Emergency Access for Sage Hills Subdivision via Robert Street and Sanderson Drive, which included meetings, workshop and preliminary engineering (not complete for construction). In the 2026 adopted budget, the Town Board of Trustees approved \$215,000 in Systems Development for furthering the development of Secondary Emergency Access. On May 5, 2026, during a regularly scheduled Board of Trustees meeting Town Staff presented the Board with options for Secondary Emergency Access. Options for access were as follows:

- Scenario 1 - Take No Action: This option keeps the area as it is today, with informal OHV/pedestrian trails and a few unapproved private access points crossing Town's right-of-way.
- Scenario 2 - Construct a 12-foot Trail Connector: This would be a narrow gravel route primarily intended as a walking path but available for one-way emergency evacuation. Gates, controlled by Town Staff and emergency personnel) at each end would limit daily use.
- Scenario 3 - Construct a 16-foot Gravel Road: This would be a wider gravel route primarily intended as a walking path but available for one-way emergency evacuation. Gates, controlled by Town Staff and emergency personnel) at each end would limit daily use.
- Scenario 4 - Build a 20-24 foot Gravel Road Meeting IFC (International Fire Code) Standards: This road creates a two-way gravel emergency access road, built by Town crew using gravel and mag-chloride for stabilization.
- Scenario 5 - Construct a Standard Road: This is a complete road built to Town standards with curb, gutter, utility and drainage infrastructure.

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Following lengthy discussion, the Board of Trustees voted to move forward with Scenario 4 with the addition of placing gates at the end of Robert Street (in Sage Hills) and Sanderson Drive (in Sanderson Hills north of Mimi Circle), visual representation shown in the staff report. Following this decision, Town Staff notified property owners in Sage Hills and Sanderson Hills of the upcoming construction of Secondary Emergency Access, a copy of the letter was included in your packet for tonight.

On May 19, 2026, during a regularly scheduled Board of Trustees meeting the applicants (Dr. Justin Grant and Kay Weeldreyer) approached the Board stating that they are grateful for the Secondary Emergency Access but asked if the Board would consider relocating the gates to allow property owners access. The Board directed the applicants to bring an official proposal to the Board for consideration at which time it was discussed that it would be an Encroachment request being processed as a Minor Subdivision.

Town Staff visited the site on July 7, 2026, and observed the following: the subject properties vary in topography but generally slope in a southerly direction, on the Grant property excavation and grading exist that may impact proper drainage and erosion control and the Weeldreyer Property is vacant and has had little disturbance. During the referral review process the Town received the following comments and will read these letters for the public record:

- Meeker Sanitation District (Kurt Nielsen, Plant Manager)
- Town of Meeker Public Works (JAK Kilduff, Public Works Superintendent)
- White River Electric Association (Alan Michalewicz, General Manager)

Since receiving the application and providing public notice staff have received the following public comments which will be read for the public record.

- Paula and Raymond Pfister, 1361 Robert Street
- Trudi and Wayne Burri, 1153 Mimi Circle
 - Additional Comments: Prefers that the gates remain in place. Since the temporary gates have been placed, notices much lower OHV traffic and more people walking or riding bikes on Secondary Emergency Access.
- Jeni and Dave Morlan, 1348 Robert Street
- Lindsey Short, 1154 Mimi Circle: read Board of Trustees minutes from June 16, 2026

The applicants have been made aware of these comments.

Following review of the applicant, Town Staff presented the two preferred options to the Planning Commission to review and recommend:

- Grant the applicants an Encroachment Permit, which would be used if no gates are installed
- Grant the applicants a revokable license, which would be used if gates were installed.

Following lengthy discussion, the Planning Commission voted by a vote of 4 in favor and 0 against, recommending that the board approves the Encroachment request which would be granted if no gates are installed. Included in your packet is an updated draft of the encroachment permit that includes recommendations from the Planning Commission. If this option is not approved Town Staff recommend installing gates on Secondary Emergency Access at the original locations and granting a revokable license to the applicants. A draft of an encroachment permit and a revokable license that were presented to the Planning Commission have also been included in the packet for review.

After Community Dev./Planner Thomson gave her overview she read letters from Meeker Sanitation, Public Works Superintendent Jak Kilduff, WREA, public comments received, and

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Thomson also read the minutes from Lindsey Short's public comment from a previous meeting and her letter received earlier in the day.

Thomson then stated that the applicants have been made aware of these comments. Following review of the application, town staff presented 2 preferred options to the planning commission to review and recommend. First being, grant the applicants an encroachment agreement, which would be used if no gates were installed. Second, grant the applicants a revokable license, which would be used if gates were installed. Following the discussion, the planning commission voted by a vote of four in favor, and 0 against recommending the board approves the encroachment request, which would be granted if no gates were installed. Thomson stated to the Trustees; included in your packet is an updated draft of an encroachment permit that includes recommendations from the planning commission. She said if this option is not approved, town staff recommend installing gates on the secondary emergency access at the original locations and granting a revokable license to the applicants. A draft of the encroachment permit and revokable license that were presented to the planning commission have also been included in your packet for review.

Mayor Day: That was mouthful. Good job, Carly. I think it's important to say that in 2019, Sage Hills was identified as a high-risk area, since it only had one road in and out. We've been working since then to try to figure out some solutions. And this is all part of that process. I'm glad that you put in the application, and I believe that we can come up with some good solutions. Everybody may not be ecstatic, but I think we can come up with some good solutions that everybody can live with. Melody, do you want to add a little bit more on the revokable license?

Attorney Massih: So, the difference between the revokable license and the encroachment permit? I consulted with Sam Light from CML on this, just to get his perspective. He's the attorney, CIRSA, not CML. He said that revokable licenses are used in these kinds of cases. They allow the town to give permission but allow the town to revoke the permission if needed. And we worked from some examples that Sam gave us. He said they're used in these situations often. The encroachment permit is to be used without the gates. And that does have some of the portions of the revokable license agreement in it. So, they're similar-ish documents, but the revokable license is the term that Sam used, and, again, that would be used with the gates.

Mayor Day: Dr. Grant, do you have anything you want to add?

Justin Grant Applicant: Yeah, so, um, I need to, Justin and Grant, at 1308 at Sage Ridge Road. Thanks for going through all this. I really do appreciate the whole process and the underlying goals and intents of everything. I wanted to make clear, a lot of the concerns have been brought up, and it has never been my intention to make this whole thing about me. Originally, the variance request that I put forward was to simply ask if the town's going to make a road there, I would like to be able to get to my property. I'm not asking for any special treatment, and as I've thought through a lot of this, I think there's really a few different issues that kind of come together.

Number one, there's the overall intent of improving public safety, right? And that has nothing to do with my property access. And I think that that's what we should be moving forward with. There's also the original intent of the plat and the town's goal of growth that has the opportunity to be addressed here as well. And then 3rd, and honestly much less important, is my

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goal to use that back there as far as, you know, not any town funds or anything. If it was just me trying to get access back there, I'd be happy to pay for whatever is necessary to do that when to be asking the town to do anything about that.

When it comes to the public safety side of it in line with the intent of things, I do have an opinion, if it's possible to be separated from the wish of the variance. And that is simply that as someone who works in the emergency room, I know firsthand that seconds save lives. And if we're, you know, we have two gates, and for some reason we can't get out that other side. And there's two gates there and we're waiting on the town to come let us in or let people out. Those seconds can be important. And I understand that the intention of the gates, I think, is great with trying to respect property owners in the area. But I think it goes against the intention of providing that safety.

As far as the town's intent of having a road, they're eventually improving the subdivision as what's platted, and I understand it was done like the 1970s, I believe, like a super long time ago, right? That's deeded as a public road. It kind of feels unnecessary to now suddenly name it an emergency access, especially if it's going to be built to the standards that's been described. There are multiple places in town where for different reasons, there's roads like that now that at least prove that even those for different reasons, it can physically be there and still be safe and be well maintained.

So those are my thoughts and comments, and I would personally ask that all of you respectfully consider doing the full road as you originally intended, leave off the gates, more for the emergency side of it. Not necessarily call it an emergency access road, as deeded as a public through street. So just treat it as such.

Um, and then as far as the encroachment, there was only one thing that Mrs. Weeldryer and I recently noticed. I didn't notice before, and that's on the transferability thing. I don't understand that. I guess I don't understand the reason for it, you know, if I am going to sell my property now, that person whoever buys it can't use that access back there. And my understanding was that the encroachment access was similar to anyone else wanting to have a driveway on the old-de-sac or something. And I don't recall that being a thing if someone sells that property, the new person has to go through this whole process again. I was just going to ask for clarification on that. That by itself is not a make it or break a deal for me, but I'd like to understand it better.

Mayor Day: Okay. Thank you. Mrs. Weeldryer, do you have anything to say?

Kay Weeldryer: No. I am on board with what Justin said.

Mayor Day: Okay. Is there anybody online that wishes to speak up for public comment? There was no response from the phone line.

Arturo Rodríguez Resident: Yes, I, am Arturo Rodriguez. so I didn't really come down for this whole thing. Obviously, this was platted in the 70s as a road and then access. I agree with Justin 100%. Emergency access will be removed. If you're going to spend money on this and then you gate it off, then why do you spend money on it? It's not, I don't feel that it's a good use.

Regas Halandras Resident: The reason this has never been built in the past and it goes way beyond 2019 and 2025 is our codes have always said that to build the street, it falls to the developer that's trying to build something around it, which when it's a main thoroughfare, that

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part has always been something to me that makes no sense. This is the access to Sage Hills other than, you know, out front, which has always been what it is. But, um, I don't understand why it's taken this long to get to this point. But this should have been done 20 years ago, and I know it was discussed many times, but it kept falling back to the developers after building. Well, it's a thoroughfare. It is not an access to their houses. There's no houses off of this. We've got an encroachment permit, but now we've also got full blocks taken off of that one side for housing and stuff like that. So, in my mind, you know, this is a great thing. This has been needed forever. 2019 proved that with the fire. You know, but it definitely shouldn't be left to the developer to build the main thoroughfare that is going through to feed another subdivision. Anyway, my feeling is that no gates, 16-foot gravel road is great. I grew up in Meeker. We had gravel roads until they all got paved, but I mean, the whole west side of town was gravel for a long time. You know, it's not a big deal. To be maintained, they'll be magged, maybe they'll be black oil, whatever it is. You know, it's a good thing for our town. It's a good thing for the subdivision of Sage Hills, uh, and will add traffic through Sanderson, as people will try to use that. But I think that it can be signed and it'll have to be up to the police to worry about people speeding through there or whatever, but you know, put a 15 mile an hour speed limit on it and some gravel control and go with it. And I'm just feeling that it's a long time coming and it should be done. It holds sewer, holds water, holds electricity.

Mayor Day: So, I can speak to that because one of the reasons that we're approaching it this way is budget. This is something that we can afford to do. If we turn it into a full-blown, and correct me if I'm wrong. If we turned it into the primary access, which we would have to do the traffic counts, we would have to have a lot of engineering. We'd have to meet our standards and everything else. Calling it a secondary road without doing all of those studies. And really just flat out open enough to the public, it puts town in a bunch of liability because we haven't done the traffic counts. We don't have the roads engineered for daily cars and everything else for heavy trucks and for getting pounded every day. So, it costs a whole lot more, which makes it out of our budget. This is something that we, since Chris and I are the oldest ones on the board talking about all this, it's attainable right now, is this the perfect solution for 100 years down the road? No. It's not. If the town can get some good grants, you know, a couple years ago we thought we had grants to pay for that. Full development, asphalt, curbs, gutters, everything, but the funding got pulled. You know, if something like that comes along or if we can work up a really good public, private partnership somewhere. But to really take that full street out of our budget. We just can't afford it. We got other projects, water lines and everything else. But what's the amount of engineering that would have to go into it?

Grant: Could you do the gravel and mag chloride or how far into the construction do you have to do? Do you have to do black top and everything if you're going to do it that way? Because my understanding that wasn't necessarily the case, but I'm also very ignorant on the issue.

Mayor Day: Correct me, if I'm wrong. If you're going to open it up to where just anybody can drive on it, you have to do your traffic, your daily traffic studies, which they'll use that to design the subgrade, real width, your base, weight, design it off the road, for weights and everything else. It takes several layers more of engineering.

Joy: And there's tipping points that tell you what standards you have to use. In this case, saying it is a secondary emergency access, the standards you have to build it to are the 20- to 24-foot-wide

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gravel and sub-base that can hold a 75,000, 80,000-pound vehicle. If then you start getting more traffic, then you have to start ramping up what those standards are, and that's where the engineering and stuff come in. Some of what you're balancing out is the more traffic you put on it. The more you have to start getting towards that paved, guttered, and engineered drainage, et cetera. So, if that kind of helps, understand, there's a process, the more usage you have, the more requirements in your standards. And as well, part of that is how you identify it, the difference between a street and thoroughfare is one set of standards, which is your engineered paved versus a secondary emergency access. How you name it is an important part, or not name it, but your purpose and how you are using it.

Mayor Day: And that was, that was the idea of the gates, is to, um, because, you know, all the firefighters have them, keep the keys. It's not just the town staff that would be up there opening up gates as, you know, sanitation, everybody has keys to be able to access that.

Grant: I understand the numbers thing, but I mean, there was just not even barely a year ago that we all experienced how difficult it can be when everyone is spread out thin, managing all kinds of things. I feel like from a safety standpoint, it really does kind of go against the goal. And then like the snow removal thing too. And like the utilities and everything being able to get up there just seems like it would create more of a burden for the town.

Mayor Day: For the snow removal and we'd have to probably come up with some guidelines with JAK. You know, and he didn't have to treat it like the regular asphalt where, you know, it might be a requirement if you get 8 inches of snow, he goes up there and plows once or not just every 2 inches, he has to plow it.

Grant: I guess, I was saying, because of where the snow is piled, there, if there's a gate, um, I'm sure you'll be really creative, but then if you have a big snow pile plus a gate, now like it's double blocked, you know?

Trustee Lockwood: Honestly, we plow every year we plow those things shut.

Grant: But there was no access to before, right? There was no way to drive through it before. Right. So, plowing it shut in the past, like that has no bearing on now. The goal is to make it emergency access. Now you have an 8-foot pile of snow.

Lockwood: No, we would keep that open and push this down through. We just may not do it to the paved road standards of two inches, accumulation, and that's the trigger for JAK to go through. It might be 6 inches. It might be less frequent.

Mayor Day: And emergency gates are all over the state. Steamboat Springs has them all over the place. So, it's not like we're trying to think outside the box here and I think if they work in Steamboat they can work here. I do believe that we'll be able to come up with some really good solutions.

I know Carly didn't go into it a lot, but I'll talk and then I'll let you guys talk too. I will make sure everybody talks.

So, one of the options is, you know, it was suggested putting up the gates and then having keys. Having the multiple lock, you know, evening. WREA could have their lock in the party permit,

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and then there could be one lock for the property owners up there that each property owner has their key to that common lock for the properties. So, there's a lot of options that we can talk through and that hopefully we'll be able to talk through all that really good tonight.

Grant: And please understand, like, me pushing for not having the gate especially has no bearing on me having access back there. It's just more from the emergency side.

Trustee Day: From the fires last year, if there's a will, there's a way. That's, those gates are going to get open so fast if there's a fire heading over the top of that. People, everybody's up there. There are quite a few people with grinders. I mean, one truck's going to take out that gate super fast. I've seen it done.

Grant: Alright but it's not just for fires, right?

Day: Right. I mean, you have a gas leak or a car wreck down below. I mean, those options are all there, but in every ambulance, we have a Knox box key. And if it's a super big emergency, that's the locks we use, is the Knox box locks. They're universal, all the cops have them. And it won't limit, it won't make a big difference on time on that, from my experience.

Madison: I have a question for you. Okay, Melody, um, the revokable license, um, it looks to me like that needs to happen with or without a gate. Well, I mean, that's so if we, if we want to allow access to the road through a revokable license, whether we have a key lock on that gate are no gate at all. It seems like they need that in most situations. Because that's the only thing that absolves us of the liability of having us a substandard, not the right word, but the substandard road that's passable at all times. Would you agree?

Massih: I think the revokable license is what I'm comfortable with, again, I talked to Sam Light about it. I've seen we've seen several from several different places. The encroachment agreement that we have drafted has much of the revokable license in it. EST. 1885

Madison: So, it looks, that's the second part, my first question. is it looks like the encroachment permit is a separate issue. That's usually, if I understand it, right, that's usually used if you want to do a driveway out to the public road or our sidewalk. I did one a number of years ago for 2 sidewalks in the driveway. And it was just simple, quick and easy administrative approval. I want to get into later, but it looks like if you just, if the property owners just want to go through there, and not drive off of Robert Street, if they just want to access their property, but not establish a driveway, then they really don't need an encroachment permit. They need the encroachment permit if they plan to put a driveway there. It starts affecting utility corridors and drainage corridors and that sort of thing. Those are two separate issues to access and encroachment. Is that correct?

Massih: I think that's correct. Carly, do you see any concerns about...

Thomson: I think the encroachment permit could be used, but I think you could also use the revokable if we felt strongly about that. If it still would be encroaching, an encroachment permit would be. See, I don't see this being encroachment to drive on a public road. It's not, it's when he crosses the public road. (Using a drawing on the whiteboard.) So, we have our 60-foot right

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away. Yeah. Here is Dr. Grant's property. And we need to buy some new markers. This is our 24 feet. If his driveway, essentially, comes off, this is the area he's encroaching by. Right. So that's why the encroachment permit. This is an open thoroughfare, then this is an encroachment that he's crossing our right of way to access his property.

Madison: Okay, well, after everybody talks, I'm going to make a suggestion, I brought this up several meetings now, trying to, trying to add these discussions before we went all the way through the whole process. I agree with you too, that there's been some advantage to having an open public review, by the way we processed it, but it was frustrating. Yeah. I woke up like 2 nights after we did this back in May and said, we can't do that to these people. They've had vehicle access to their properties.

Day: No.

Madison: Yes, there they have.

Day: That's been established since the '70s.

Madison: They have had vehicle access to their property. Go up there and see the roadway.

Day: Yeah, that's because side by sides and the OHVs. That's not legal on the right of way.

Mayor Day: There's been rocks at Sage, and up at Sanderson, I got that backwards.

Madison: No, the irony of this to me is that we were improving the road and denying access.

Mayor Day: But there's a difference, hang on, I want Melody to clarify the difference between a legal access and physical access and that.

Massih: So basically, what we have here is a platted road, right? And the platted road was dedicated to the town. By the developer, when, back in the '70s or whenever this plat, um, was accepted. And this makes it a town road, town property, because it's been dedicated to the town. Is there a requirement that the town build this road? No. There was a requirement that the developer build it, which they didn't do, right? So that doesn't negate the fact that it's still a platted road. But it also doesn't put responsibility upon the town to build it as a road. Obviously, the town may decide that they need this road, that's it, they have the funding at some point to build a full road. But up until now, that hasn't been the case that's... I don't know if that answered your question.

Trustee Smith: Well, it helped me when you explained the difference between land use access and actual access legal, access. Because exactly to Jeff's point, I assumed that because people were accessing the property that they had permission to access to property. But land use is different than legal access.

Massih: Right. And that's what I think is important to understand too that, you know, when you buy a piece of property, you have to review your title work and understand, and you have to review the physical state of your property as well and understand what you're getting yourself

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into. Again, unless there's, a situation where there's an 18-year access, which is an adverse possession, which I don't believe exists here. I think we're talking kind of about the fact that, again, this is a platted road that belongs to the town, but nothing's been constructed.

Madison: But what, what bothered me is, is, so the next day I walked up through there. I walked the whole system up there. And there's an established 2 track all the way through there. There was, that's been improved now, but there has been and it has been used as an access through there for all these years. And maybe we were as a town were negligent in allowing that to continue without any oversight. But, um irregardless of that now, it has been an access for these people, for, to their, to their property. Whether that was a legal access or not. That brings so I went back to the plat to read the plat because we did a brief discussion of that that night. And if you read the 3rd plat note, and I had a long discussion with Chris about this, and I don't think we both agree, but it says emergency slash utility access. Colon. Colon. I put that in there just to be, it's just public service vehicles, emergency vehicles, and all other vehicles, and persons with it, and having legitimate business to transact, shall have the right of ingress, egress, and regress by means of all easement, private roads, of private driveways with located within the boundaries of the described plat. All other vehicles with legitimate business is what it says. It's under the heading of emergency utility, but that's not what it says. It says all other vehicles with legitimate business. And I think it's, it's, I don't know what, I think I know what the intent was, but I don't think the intent is what it says. And I didn't see any plat notes on the original plat. There's nothing.

Thomson: Well, I think the description, therefore, is because I don't have a surveyor in here to verify this for me, but that is to address private property. Not the street. that is to address the private property that if an emergency is happening on your property, our emergency response vehicles have the right to access your private property.

Massih: This does not pertain to what we're talking about right here. This plat is his private re-subdivision plat. This doesn't have anything to do with Robert Street. I wouldn't look to this. You got to look at the old plat, which I've looked at, which talks about the dedication of the street to the town. And that's all we have.

Madison: Well, that's why I wanted to bring it up, 'cause I... I don't know, I'll listen to some other people for a while.

Day: So does this revokable access, it absolves us of all liability if, say, you guys wreck your side by side on our road, it absolves us from them being able to sue us for constructing an inferior road.

Massih: It's an emergency access.

Day: It's not an emergency access if you let people, if you let some property owners on it, you got to let everybody up and Sage Hills access.

Mayor Day: No, I don't agree.

Madison: I don't agree

Massih: I don't agree with that. We're giving them a revokable license to use the property.

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Madison: (Referring to drawing on whiteboard) When I was walking through, and I've done it a couple times as we've been discussing that, the natural pinch point per gate is right there, which is what we're talking about. The natural pinch point per gate, there's one right here at the end of the pavement. But there's also a natural point, right here, on a full access at Young Street, over on the side. And I came to the quick conclusion that two gates aren't going to work. Two gates are not going to do it. Because you still have full access for all the kids on motorbikes and side-by-sides and jeeps and everything else. Also, this is used consistently right now by Travis Adams to park all of his equipment. We are not improving any of that.

Madison: But we're given selective access on part of the road.

Mayor Day: The idea of the...

Grant: There is a track that connects, right, where he's talking about, that comes all the way around.

Madison: Yeah, it comes up and drops off right here. but it's accessible. I came to the conclusion; if you're going to have any gates, you have to have 3 gates because otherwise, you're not you're not blocking off anything. And the reason we thought about blocking it off in the 1st place is liability. If we leave, access another way, then we haven't done anything resolved to its all this of that liability.

Mayor Day: It's the liability on the secondary road that we are constructing, the is liability on that, right? Yeah, and helping discourage the everyday daily traffic.

Browning: And without that third, there, they're locked. They're coming back out that gate or traveling illegally, trespassing on property that's not theirs. I don't see that it's necessary to have that 3rd gate. They're locked in it. They get in there; they can't get out from Sage or Sanderson. Once they go in there, other than to go back.

Madison: The problem is, actually, they do, and that's been a complaint by many of the owners of there, as the kids get back there with their motorcycles, and side by side.

Mayor Day: Are you proposing three gates, and then doing the revokable license?

Madison: No

Smith: Can I make a motion?

Mayor Day: But that doesn't...

Madison: Let me continue with why I'm saying that. I think the only way to do this is with no gates. And a regulation, I don't know how you want to do it, that with signs that each of those access points, it's emergency vehicle and approved vehicle only.

Lockwood: We have 3 questions out here.

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Kilduff: My two cents, I cannot find any engineered paperwork on Curtis Creek. It is a heavily industrial driven road. Those are heavy trucks in and out. That road is not falling apart. With the plan I suggested with Robert Street, taking it in phases, talking to an engineer, doing a walk, no testing, no nothing. He did mention that with no change in dirt, there's no swamp, there's nothing we have to go across. He thought that my game plan of doing the dirt road, then when we do our paving project, do mill tailings and turn it into a Curtis Creek style road. that it would work fine. No, I know we're not paying him. I know we're not doing all that stuff, but that was his two cents.

Mayor Day: When Curtis Creek was, it was a subdivided and approved, it was in the County. It has a foot of pit run under. It has 3 quarter road base on it, and then it has mill tailings on top of it. And it was all engineered. And it's a flat grade not on a hillside like this. So, in storm water issues, you're going to have runoff. You're going to have all this other stuff that needs to be engineered.

The traffic counts on Curtis Creek are not nearly what's going to be on this road. I can guarantee that when that road gets open, people are getting, especially on that end of the subdivision. They're going to start using that road rather, you know, and clear out and around. There's got to be traffic studies done in order to do that.

Kilduff: So, who engineered Curtis Creek then?

Mayor Day: Who engineered Curtis Creek? For the mill tailings or the original?

Kilduff: The original.

Mayor Day: I believe it was Chuck Whiteman.

Grant: Question, how much is it to have like a do the traffic counts and stuff? Just as a layman and friend learn all this, like, is that a huge budget increase?

Mayor Day: It is. To do the traffic counts when they tore down the hospital originally and they were going to subdivide that. Because the traffic count isn't just a number. They got to keep the drive clear to the highway. So, it's not just doing the traffic count on that stretch of road. They have to do the whole number of houses up there, and all the lots. So it's 100 percent. The engineering, you know, we, even for this little simple trail, you know, that we're proposing, the engineering was close to 100,000, originally.

So, I mean, it puts it out of the budget. it puts it down the road. We were hoping it was attainable. I still believe that, but we can come up with some good ideas. To me, the gates are imperative because we cannot protect ourselves from liability at this point in time. You might want to put in the budget for next year to revisit it and be able to improve it and take the gates off. But at this time, looking at everything, just, this is where we're at. This is something, though, something we actually got of the ground rather than kicked down the road. I mean Regas knows when he was on board. It's always been talked about, it's always been kicked down the road, but the town didn't have money to do any of that. This is something that we'll be able to.

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Madison: Two gates or three gates.

Mayor Day: I'm saying two; because we're only improving that one stretch.

Grant: So, couldn't this be something that this is over the next several years or so? This is an ongoing project, but for right now, this is just phase one, which is kind of get started, et cetera.

Kathy Sizemore: Absolutely.

Mayor Day: Yeah, absolutely. That's what we've talked about.

Smith: Can I speak on that real quick?

Lockwood: We have one more question, Regas.

Halandras: Well, we were talking about trespassing, if you came in from the other side, over where Jeff was pointing out, Travis Adams is using his side of the circle, but Sanderson is a platted road all the way down. That is not trespassing necessarily. That's a town road.

Browning: I wasn't saying trespassing on that road, but they get up there. They realize that both gates are closed and then they're like, oh, I'm just going to beeline over the top to where I've seen Travis drive his tractor 100 times, to get out. You know, that's all I'm saying.

Smith: Okay, so I've been on the planning commission before this. I've been doing research on this. When we went back to the May meeting where we said, scenario one, take no action, scenario two, construct a 12-foot trail connector, scenario three, construct a 16-foot gravel road, or scenario four, build a 20-24-foot gravel road, meeting IFC standards. This option creates a two week eight, gravel emergency access road, built by town crews using gravel and mag chloride for stability, stabilization. The reason that we agreed as a whole is because in order to ever make this an actual travelable road, which costs millions of dollars and has to have all the things that we're talking about, that was the 1st step. If we had gone with a 12-foot trail connector, we would have had to do more work in, quote unquote, phase two. For liability purposes, we have to call this an emergency access road. If we don't call it that and somebody gets hurt on it, we have to protect ourselves as a town for exactly what you're talking about, Dr. Grant because it is an emergency access road and if somebody does get hurt on it, that emergency becomes our problem. Liable, right? So going with scenario four, building a 20-to-24-foot gravel road, meeting those IFC standards, that is the 1st step in looking at the bigger picture, which costs millions of dollars to move forward. So, for the time being, we all agreed as a board fully, that we would call this an emergency access road. Now, if we put this on the agenda so that it doesn't fall through the cracks like it did for the last 50 years, then we can talk about what that looks like on the next step. But for now, we absolutely can't call this anything else. I mean, I watch our lawyer. I watch the looks on people's faces that have been through situations like this. In other towns, they've gone through this same fight. As a board, as a whole, we've gone further than people have in the last 50 years by giving people the access that they need in case of another fire in case of a flood or in case somebody does get hurt. Nobody else has been able to do that as a board. And so, like, this makes me nervous because we have things we have to talk about as a board and I'm not sure

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how to get us into executive session, but I think we need to process the next step in this as a board. Hearing what we've heard from everybody else and then moving in a direction. And that's my 2 cents.

Mayor Day: I think we can talk about, like, everything we need to talk about here. Executive session is for legal advice. I don't see the need for that, right? And it might be in 10 minutes; we might have to do that. But for right now, I think we speak freely. We're having really good talks here. Charlie, do you have anything more?

Day: We have 3 goals. We got to be transparent with the public. We have to do what's best for the town, with both fiscal and actual physically. And number three, we have to look at public relations. I look back at what we just had to talk about with Aaron Webster, and that road's done now up to Black Diamond through other means. He still does not have access to the property that he bought. That it's not exactly the same I understand, but it's a lot a lot of the same. We have to stay consistent. Because that's how you build public relations. As you stay consistent, and you don't turn one way or another depending on what happens. The main goal on this is emergency access. That's what, if you have a fire coming towards any of your guys' houses, if you guys have car wreck, there's a million different scenarios that can shut down the one ingress egress out of that area. And especially if it's muddy or any other times. As soon as we start letting other people into that, and I understand you guys own the properties, and it's been kicked down the road since the '70s, but at the same time, as soon as you start allowing more access, it doesn't become emergency access. It becomes restricted access. So, we have to look at both our comprehensive plan, what are our goals? It's transparency. That's the biggest thing. And I, I do not see where allowing this access holds to the integrity that we have, and it's really hard. I don't want to, but at the same time, it's integrity. We have to stay consistent. Because as soon as you're not, that's when everybody in the public is going to be in an uproar. Oh, he can do it, but I can't. And that's where I have, that's where I'm looking right now. And also, liability.

Grant: I think that what the whole revokable license is for is to allow that?

Day: Partially, but as soon as you allow some people in, it's no longer emergency access only. It's restricted access. And so all your neighbors, all the neighbors around there can say, oh, well, it's easier for me to drive on Robert Street. Why are you letting him in? And I understand you guys own properties there too, but at the same time, they're trying to get to their property in a different way.

Grant: They don't have property back there.

Day: They have property up past it. And I understand there's a paved road around, and if you want to use, there's another access, there's another access around the lower side of Sanderson, where Travis Adams is going in. So, it's what you want and you need to access into your property.

Grant: That's the same reason this whole thing started. Technically, what he's doing is just as illegal. And I understand what I did earlier.

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Day: And I understand that, but we're not improving. We're not doing any improvements. We never came after you personally for coming on to our property.

Madison: So, Charles, what's the solution look like to you?

Day: Phase one and I am open to more phases in the future, but phase one, we have to look at liability. And we have to look at staying consistent. Public safety. And that's the biggest thing, is public safety. And right now, the easiest thing to do is to gate it with emergency access for anybody that has utilities through there. So that would be the sanitation, the WREA, and also the fire department. That's in the PD, which is easy to accomplish with a Knox box key. And it adds very few locks that keeps it consistent. Phase two, we can look at doing the mill tailings and getting things up to spec, and if a grant comes. But we've spent the last 50 years trying to get this road done. We are so close. We've been working on it. We've had public meetings. It's been on our agenda for the last 2 years. And we never heard any input until we put boots on the ground. And that's where I come from, I understand that once boots are on the ground, things people want to stir up. But at the same time, the opportunity's been here for 2 years and we're finally at the final finish line. We can look at future, but at least to start, we just need emergency people in.

Madison: Does that include encroachment permits?

Day: I would not recommend that at this time once we have everything established, we can look at expanding. But the precedence's been set through multiple different boards and multiple different people. And that's why this project always falls flat. That's what you were asking earlier, why it always falls flat. And it's because it comes back to the who's going to pay for it, who's going to build the road? And at this point, it's the town's going to build it in order to protect the people of the town. Our goal of this road is not to build this road to give anybody access. If you guys want access, it's been established for 70 years or 50 years, sorry, since the 70s, you can pay that, build the road, put in that utility.

Grant: That's not true. If I'm going to build it, pull a permit, that's when I have to throw it in. And so, what I'm asking for is that there are plenty of legal precedence, like including Steamboat we just talked about, to go ahead and have a revokable license. And so, in no way, based on this, are you liable if someone gets hurt using my revokable license that you guys can pull anytime to go through there? Now, like I said earlier, there's 2 issues here. Number one's the public, or the emergency access, which we should definitely be doing. That doesn't have any bearing on whether or not I have an encroachment permit or a license, whatever you want to call it, there's reasons for that to say it's only partially what it's for, isn't accurate either. Like that's what a revokable license is for. People can request access through there. And there's nothing unreasonable about that either, and I'm not putting you in any kind of liability. She would have brought that up if that was the case.

Mayor Day: Well, there's, there's wording and, and conditions on, that could be written on the, on that revokable. Jessica...

Browning: I mean, I don't really have anything more to add. I am in 100% agreeance with Charlie. This is a step in the right direction. It is by no means the end all be all, whatever direction we go. It's not permanent, but it is getting us moving forward to continue further

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conversations for future phases. The goal is to protect the citizens up there and Sage Hills to safely get out for any type of emergency at any point. And then again, coming back and being transparent with the community, soliciting input, um, on future improvements that I'm, of the point is this land was there with the code that if you're going to develop, you know, or you want access, you're going to develop the infrastructure.

Grant: Except it doesn't say if you want access. It says it's pulling a building permit. So, if we're going to go by what it says, let's go by what it actually says.

Mayor Day: That's the difference between legal access and physical access, improving the road versus unimproved road. That's the whole thing.

Grant: I guess if I am asking this, if I'm putting it down on liability, there are problems with that, or if I'm actually going against precedence, then show me that. That's what I would like to know, because that's my variance request, actually has nothing to do with emergency access. My variance request is once that emergency access is there, is asking for revokable license to then be able to access that. Everything you just said, it's simply not true.

Day: It's true.

Grant: It's not though.

Lockwood: We're in a public hearing, right? Yes, we're still in public here. Public hearing is about a variance. correct?

Thomson: Encroachment, revokable license, slash variance.

Lockwood: Okay. So, part of the variance request is proving hardship. How is that proven?

Thomson: And I'm referring to the letter that Dr. Grant and Mrs. Weeldryer put together, and both of them signed. "And the gates create a real hardship for our families. We own the two properties, abutting this access, Miss Wheeldryer, on the west side, and Mr. Grant, on the east, where he stores his trailers, and keeps his family's animals. The road itself does not remove our access. If the gates do, neither of us had another reasonable means of reaching our property. We have considered alternatives, including easements, through neighboring properties, but those would diminish the value of other properties and ask them to bear the cost for the problem we did not create. The gating leaves us with a practical difficulty and unnecessary hardship that no other reasonable and has no other reasonable situation or solution." The hardship is by the gates being put in place. He cannot access his property, or they cannot access their property.

Grant: I will say that since those roadblocks have been put there. I actually had a significant increase in traffic on my property. Because people go around that gate onto my property, and that includes foot traffic and motorized vehicles, specifically dirt bikes that have gone through there. And that would also be an unnecessary hardship.

Lockwood: Okay. Got it.

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Kathy Sizemore: Well, I have a hard time thinking that us trying to put in of an emergency access turns out to be somebody's hardship.

Grant: No, the emergency access isn't the hardship. No, what I'm saying is the gates are. And so that's, if the gates are there, then I'm just asking for access through the gates to the property, especially because if they're going to go where those roadblocks are, everyone else has traffic around that to that property as has already been demonstrated.
I kind of cut Chris off.

Lockwood: Melody, so this, in 1970, whatever plat, this road is a public right of way, correct? Can we condemn a public right of way? Can we change its use? It's designation.

Massih: It's a public right of way. You can use it for what you need to use.

Grant: So, what does that mean?

Lockwood: I think she just answered it. We can use it in the way that...

Browning: Is whether it's emergency or open to the public...

Lockwood: So the argument has been, and it was pervasive in the planning commission meeting that did strictly a right of way. So that makes it a public traveled road only. It's only use, and I think we can designate it for a use, like emergency, as we see fit.

Massih: You can designate it as a fire lane at this time.

Lockwood: Right. That was my point.

Sizemore: So, let's call it a fire line instead of an emergency access.

Lockwood: Well, same difference.

Mayor Day: If we're all done with questions at this time, I can close the public hearing. Somebody could make a motion if they see fit, go into the executive session for advice from the attorney. We could take a vote to continue it to get more information. You can move to deny it, or you can move to approve it. This is on whether it's an encroachment permit or the or the revokable license, or both. And that's one of those conditions. And then that can be gates or no gates. That's your option at this time.

Weeldryer: I have one question. Where you put the gates, is it going to be so people can't get around the gates? Because you put a gate up and people can get around it, they'll go around it.

Madison: That's why I brought up that there is three natural pinch points.

Mayor Day: I hear you on that other access point, whether it's, and that's up to the purview of the board. Whether they want that one. I, since we're not touching that personally myself, I don't see, that it has to be.

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Lockwood: Let's answer his question, I think I would go the extra mile to insure with boulders or whatever that you can't drive around those gates. I would be in favor of that.

Weeldryer: If they had an accident, then that would be on us.

Mayor Day: No, I think the intent is to make it where they can't.

Grant: Could we also not have foot traffic, go around it then, because the foot traffic, as it is right now goes right onto my property.

Mayor Day: The idea on the gates is to review a space in the middle of gates for foot traffic to go on. And I think people will walk on the gravel rather than mud. Is there any other questions at this time or anything else? Anybody else? Anybody online that has public input?

Mayor Day: at 8:58, I will come out of the public hearing. The consideration of variance requests Grant and Weeldryer. I would entertain a motion.

Smith: I'd like to move, I'd like to move to table the public hearing for Rebecca and Dr. Justin Grant and Kay and Doug Weeldryer. And when we move into Executive Session.

Mayor Day: Let's do 2 separate ones. Let's do the first one.

Smith: Okay. I want to table the public hearing for Rebecca and Dr. Justin Grant and Kay and Doug Weeldryer.

Mayor Day: So we can continue or table? .

Massih: I guess it's a question. Are you asking to continue it to after executive session or table it to a different date?

Smith: No, like to executive Session.

Mayor Day: When are you tabling it to?

Madison: A time to be determined.

Mayor Day: We have a motion; do we have a second?

Browning: Second.

Mayor Day: A second by Jessica, for the discussion. This is on tabling the public hearing. Roll call.

Joy: Trustee Day?

Day: If we table it right now, and we don't end up going into executive session, does that put us off to the next meeting?

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Mayor Day: Yes.

Day: Nay.

Joy:

- Trustee Smith. Aye.
- Trustee Browning. Aye.
- Trustee Lockwood. Aye.
- Trustee Sizemore. Aye.
- Trustee Madison. Aye,

Joy: Five Ayes, and one no.

Smith: I am making a motion to move into executive session pursuant to CRS 24 6 4024B for the purpose of receiving legal advice on specific legal questions regarding right of way matters. And there will be no decisions made during executive session.

Mayor Day: A motion made by, Amanda,

Browning: Second.

Mayor Day: Actually, let's go ahead and do a roll call.

Joy:

- Trustee Day. Nay.
- Trust Smith. Aye.
- Trustee Browning. Aye
- Trustee Lockwood. Aye
- Trustee Sizemore. Aye
- Trustee Madison. Aye

Votes are five yeses, and one no.

Day: Before we go to the executive session, can I ask a question?
I think this needs to be questioned.

Smith: I asked for this session because we all need to come together

Mayor Day: What's your question?

Day: I am going to get overruled, so never mind.

Joy: Who do you want to stay in the executive session?

Mayor Day: You, Jack, Carly.

Thomson: Is there any reason we should tell the applicants to stay?

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Mayor Day: Margie you make the decision if Dannie needs to stay.

Joy: Dannie needs to do her staff report after.

Phone numbers were exchanged so we could call Caitlyn Walker with The Herald times once the executive session is over.

Mayor Day: Anybody else on the line? Hearing none the phone was hung up and the board moved into executive session at approximately 9:06pm

EXECUTIVE SESSION

pursuant to C.R.S. §24-6-402(4)(b) for the purpose of receiving legal advice on specific legal questions regarding right-of-way matters.

Trustee Smith motioned to move into executive session at 9:00 p.m. with no decisions made. Second by Trustee Browning. Roll call Trustee Day nay, Smith aye, Browning aye, Lockwood aye, Sizemore aye, Madison aye.

Mayor Day moved out of executive session and back into regular session at 10:07pm. No decisions were made it was for the purpose of legal advice on the right of way during executive session. Mayor Day entertained a motion. Trustee Smith motioned to move to direct town staff to prepare an encroachment agreement and revokable license agreement for the proposed use with drafts completed with such time as necessary and reviewed by the town attorney. The final agreement should include conditions necessary to protect the town's property the public and safety interests and shall be presented to the board for consideration and approval at the next regular meeting following the completion of the legal review. Upon board approval I further move to authorize staff to execute the agreements of behalf of the town as an administrative task. Second by Trustee Sizemore. Roll call, Trustee Day nay, Trustee Smith aye, Trustee Browning aye, Trustee Lockwood aye, Trustee Sizemore aye, Trustee Madison aye. Motioned carried.

OLD BUSINESS Discuss next agenda, per mayor day. (moved to next agenda)

a. IGA with Meeker Library Board

b. Overnight Camping Fees at Town Park

STAFF UPDATES

Public Works Kilduff stated there were 32,385,024 gallons used in June. The sewer line break was repaired. Rain over weekend created soft spots and needed service. They worked with the county for water to fires using potable and non-potable water. Kilduff state Well 6 is up. SCADA system isn't quite up, and Timberline will be here to fix it.

Police

Police Chief Thompson was in attendance but could not stay to give a verbal report. His staff report was included in the board packet.

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Community Dev./Planning

Community Dev./Planner Thomson stated she attended the Meekerpalooza to promote the Chipping Day. She gave update on a grant. The Housing Partnership is meeting on the 3rd Wednesdays of the month. Trustee Day asked Thomson to post the information on the town Facebook page.

Town Clerk

Town Clerk Massey reported that the Fair Board Special Event renewal license for the Jr. Livestock Sale was approved as well as the annual renewal liquor license for White River Convenience.

She stated she attended the Colorado Municipal Clerks Association last week in Fort Collins and learned a lot more about her position as Clerk.

The 2027 budget meetings are happening over the next couple of weeks, and the draft budget should be ready for review in September.

Clerk Massey put together the quarterly financial report for review presenting that the Cash & Investments Sheet: Undesignated is the total of all cash and investments after subtracting the budgeted reserve amounts required to balance the current year budget (line item #3626 in both the GF and WF). Also not included is Developer Equity (deposits made by developers to cover the cost of plan reviews etc. performed by a third party) the Emergency Reserve is a Constitutional requirement. Calculations on pages 1 and 2 of the Statement of Revenues and Expenditures reflect revenues and expenses without grant revenue, Mineral Lease and Severance receipts or Systems Development (capital expenses) to give an idea of where the Town is operationally for each fund. Operation and maintenance for this quarter shows a positive balance of \$180,217.03 in the General Fund and \$108,891.38 in the Water Fund. Each department's expenses should be 50% or lower for this time period. The Board of Trustees is slightly over that amount mainly due to annual premiums for liability insurance and workers comp as well as legal fees. Administration is slightly over due to annual premiums, worker's comp, Treasurer fees and training. Revenue includes the amount budgeted for reserves and therefore skews that percentage. The 2025 audit is complete and next month the financial report should reflect audit adjustments and give a clearer picture of the Town's financial position

Town Attorney

Attorney Massih stated there is court on Friday. There are 6 cases and they have resolved one already.

MANAGER'S REPORT

Administrator Joy updated the Board that August 5th is the set date to be the joint meeting with the Town of Rangely and Rio Blanco County. August 11 is a workshop with DOLA for Best Budgeting Practices, extending that to other boards. Flyer for AGNC was handed out. Joy is planning on attending. There will be a budget workshop on September 22. And there will be an All Staff Meeting September 2.

MAYORS REMARKS

RECORD OF PROCEEDINGS

Regular Meeting of the Town of Meeker – February 3, 2026

Mayor Day mentioned the broken sewer line asking Meeker Sanitation to cost share the repairs. He went to a data center meeting. No other comments.

OTHER BOARD BUSINESS

None

ADJOURNMENT

Mayor Day adjourned the meeting at 10:24 p.m.

Attest:


Dannie Massey, Town Clerk


Travis Day, Mayor



M E E K E R
C O L O R A D O