

March 24, 2025

Dear La Plata County Board of County Commissioners,

On March 11th, the Durango Hills Road Improvement District Advisory Committee voted and unanimously approved to recommend to you that a ballot measure be put on the November 2025 ballot for residents of the Durango Hills Road Improvement District (DHRID) to de-Bruce the District as well as bypass and remove any other statutory caps on revenue limits.

The DHRID is presently funded through a property tax assessment on properties within the Durango Hills District boundaries and in recent years, the District's available income has not been sufficient to continue the historical level of maintenance without routinely transferring extra funds from a shrinking general reserve fund. This is a result of the District's summer maintenance expenses rapidly escalating the past few years, while revenue from property taxes has increased only slightly. Hence, the District has recently only been able to financially tread water by continually depleting the reserve funds in a fashion that is not sustainable.

Because residents of the DHRID have never voted to remove the TABOR limit (de-Brucing), the District's authorized mill levy in the amount of 20.379 mills was reduced in 2024 down to 18.132 mills in order to prevent increased revenues from exceeding the allowed TABOR limit. While homeowners experienced a big jump in the assessed value of their property last year, that however did not translate to increased revenues to the District because of the TABOR limitation. Without TABOR, the District would have collected an additional \$17,000 in 2024, going a long way toward keeping the District's budget in balance.

In addition to de-Brucing, it has been brought to our attention by county staff that there are other revenue cap limits our District is facing. The Advisory Committee has held multiple meetings over the last year discussing these issues and educating residents on the budget shortfalls we are facing. Further, we have surveyed residents for their feedback on the District's roads. Based on the feedback we have received through the meetings and survey results, we believe it is in the best interest of the District that a ballot measure is put on the November 2025 ballot to allow residents to vote on whether or not to remove current statutory caps on revenue limits. Without lifting the income caps, maintenance levels will need to be reduced again to align with revenues.

You will find attached background information relevant to the resident survey, budget background, and the District's demographic and use data.

Thank you for your consideration. We would be happy to meet and discuss this in more detail in person.

Respectfully,

Mark Pearson, Chair
Durango Hills Road Improvement District Advisory Committee



Meeting Minutes

Call to order by Mark Pearson

A meeting of DHRID Advisory Committee was held at La Plata Fairgrounds on 3/11/25 at 5:00 pm

Attendees

Committee members included Mark Pearson, Tom Hill, Alan Shupe, Dan Featheringill, Matt Jacobson, Brian Corbett & Nicole Baillis. Visitors included Genie Shupe, Cole Anthony, Jim & Suzanne Bolton, Steve & Mary Rogers, Guillermo Garcia and Gary Balsamo.

Approval of minutes

Minutes of the previous meeting were reviewed. Mark corrected some of the wording of the last paragraph regarding public vs private roads. A motion was made and seconded to approve the minutes as corrected, and they were approved by voice vote.

Agenda

Mark reviewed the District history briefly, and talked about the scope of the advisory committee. The committee members provide feedback to the Board of County Commissioners, which is also the Board of Directors for DHRID. The committee works with the county to solicit bids for roadwork and snow removal. The committee works with the contractor to facilitate their work.

Mark then reviewed the current financial situation. Two factors - The Taxpayer Bill of Rights (Tabor) and the 2024 legislation that imposed a 5.5% cap on tax increases both impact the district. The effect is that the budget mostly stays static year-to-year even as property values have increased. Over the last two years, the effect has been over \$15,000 (which works out to about \$120/yr per property) that could have helped as material and labor costs have risen. This is not sustainable, and unless this is reversed it will affect the ability of DHRID to provide services.

Tom gave a quick analysis of how the statutory mill levy of 20.38 is decreased as a factor of assessed value per Tabor revenue cap limits. For tax year 2023 (paid in 2024) the mill levy was decreased to 17.77. This effect, for every \$100,000 of assessed value (taxable value) in the district, amounts to a loss of \$600 of revenue to the district. (The assessed value is about 6.8% of the “actual” value).

Mark stated that the decision before the committee is to determine whether and how to proceed to remedy the situation by advancing a ballot issue to “de-Bruce” and “de-Field” (2024 legislation cap). There are roughly 177 registered voters currently who would be eligible to vote on a ballot issue in the 2025 general election.

Nicole discussed her recent meeting with the county attorney and county clerk. There are actually three things that will need to be addressed in order for the district to get out from under these revenue caps. In addition to Tabor and Field, another revenue cap bill was passed late in 2024 that essentially does the same thing as Field. Nicole reported that a ballot question would need to get ahead of all three of these effects in one ballot question. If passed, this would enable the district to capture the full amount of the statutory mill levy. This would give us breathing room and time to consider raising the mill levy in the future.

The process: The advisory committee will vote to initiate the process of a ballot issue to the BOCC, which has full power to approve or disapprove. If the BOCC approves a ballot, the county attorney and outside counsel will be involved in preparing the language due to the complexity of dealing with three different statutes. The cost to the district has been estimated to be about \$5000. It could still vary based on the cost per voter over and above the legal and staff costs.

The BOCC must decide by the end of July if a ballot measure were to be included on the November 2025 ballot. The committee is limited as to how they can present information to the public. The committee may educate but not advocate for passage of the ballot question.

Mark asked for the committee members to give their input:

- Alan spoke about how cost increases have already caused services to be adversely affected. We cannot count on any more money, and we have already tapped into the contingency/reserve fund to pay for fall maintenance for the last two years. The snow removal contract is fixed and the remainder of the funds is what is available for any road maintenance work.
- Tom stated that the district will run out of money, and then services would have to be cut.
- Nicole stated that with passage of the ballot we would still be stuck at the current level of services due to increased cost of materials and labor for road maintenance.
- Dan said that we will have to do this - this will enable us to keep our head above water.
- Alan pointed out that the contingency fund can't be tapped, because there is no way to replace those funds. This is due to the revenue caps.
- Brian asked if there was any record of roadwork done in the past, particularly on Sagebrush. He remembers that when he moved here in 2016 that more material was used on that road. He asked if the county has any responsibility? (Mark answered "no") Brian asked how many vacant lots are in the district.
- Tom said that about 20 are vacant, but 10 of these are owned by the adjacent homeowners and presumably would not ever be built on. The total district has around 128 buildable lots.
- Matt spoke regarding cost increases have resulted in fewer truckloads of material over the last few years. He is in favor of moving forward.

- Nicole said that we don't have a choice. Even if we cannot increase our budget if the ballot question is passed it should allow it to maybe stay at the current level.
- Alan added that the price for road materials has increased from roughly \$5 per ton to about \$14 per ton last year.
- Matt said that labor costs have also increased. Mark gave a brief breakdown of last year's costs between road material, mag chloride and labor costs.

Following the committee members' input, Mark opened the discussion up to residents.

Ballot question decision

Nicole made a motion that the DHRID Advisory Committee recommends to the La Plata County Board of Commissioners that a ballot measure is put on the November 2025 ballot for residents of the Durango Hills Road Improvement District to de-Bruce the District as well as bypass and remove any other statutory caps on revenue limits. The motion was seconded by Tom. The motion passed unanimously by voice vote.

Genie will get the minutes done by the end of the week, and Nicole will have a letter ready for Mark to sign and present to the commissioners.

Other business

Mary Rogers asked about the survey results. Nicole reviewed the results of the survey (complete results available with the previous minutes). Mark thanked Tom & Dan for getting out the postcards to the residents about the current budget situation.

Next meeting date - agreement that it should be in May, and Mark asked committee members for available dates.

Emergency access option by the Edgemont water tower. Mark is still working to make contact with the property owner on Nusbaum.

A motion was made/seconded/passed to adjourn the meeting at 6:25.

DHRID Resident Survey Results

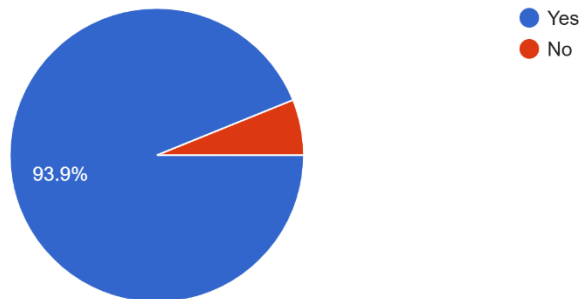
The survey below was shared with the DHRID email listserv (two times) and on the Facebook page (two times). It was conducted during December 2024 and January 2025. Forty-nine responses were received. Survey questions and responses are below.

What is the purpose of the Durango Hills Road Improvement District (DHRID)?

- Majority of responses focused on the purpose being for: maintaining the roads within the Durango Hills boundaries, plowing and road maintenance as needed, and being the liaison of Durango Hills to county commissioners.
- Very few responses reflected 'unsure' understanding of the purpose.

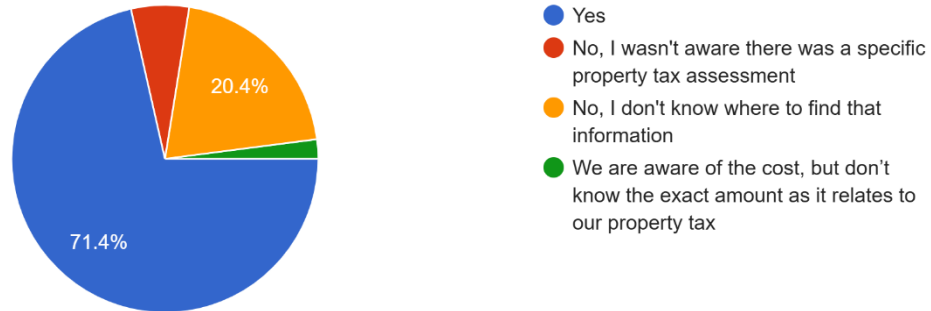
Are you aware that there is a specific property tax assessment for all properties within DHRID that funds road maintenance within the boundaries?

49 responses



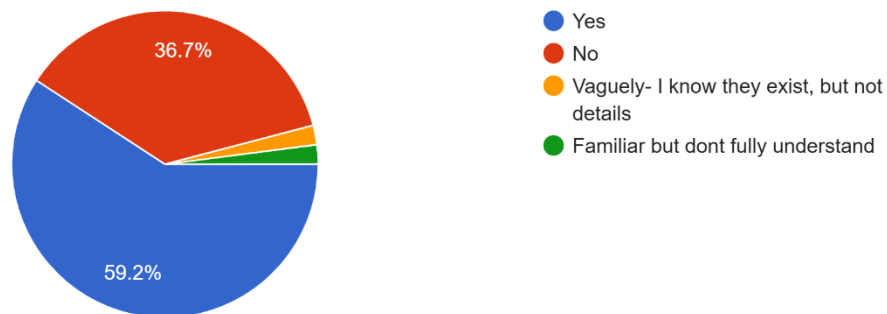
Do you know how much you pay through your property taxes to maintain the roads within the DHRID boundaries?

49 responses



Are you familiar with Colorado's Taxpayer Bill of Rights (TABOR) laws?

49 responses

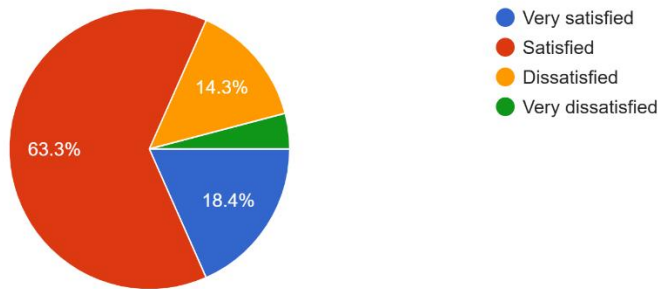


Have you attended a DHRID meeting? If not, what is the reason?

- Responses split on yes and no for attending meetings.
 - For no responses, reasons given:
 - Scheduling conflicts – conflicts with work schedules, childcare, and work travel.
 - Not interested in attending.
 - A few responses indicate residents have felt unheard at meetings and that their input wasn't received.
 - Suggestions for meetings included:
 - Multiple responses indicated residents would like more notice of meetings.
 - Multiple responses asked for virtual meeting option.
 - More descriptions/information on agenda for what will be discussed.
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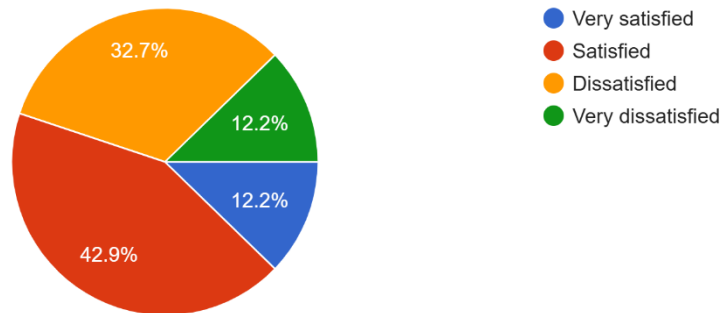
How satisfied are you with the winter plowing of roads within the DHRID?

49 responses



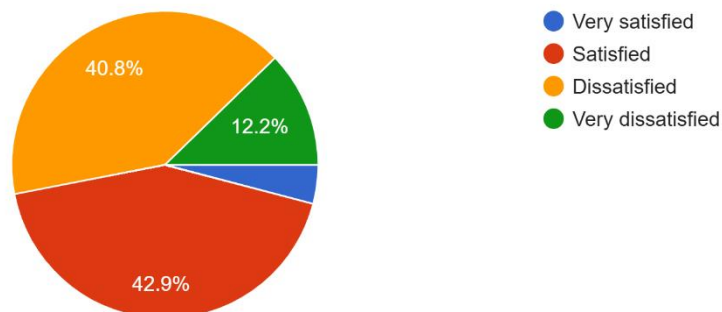
How satisfied are you with the summer maintenance (grading, laying gravel, etc.) of the roads within the DHRID?

49 responses



How satisfied are you with the fall maintenance of the roads within the DHRID?

49 responses



Is there anything related to the DHRID ROADS that you think needs improving?

- Maintenance – increase frequency of it, better handling of washboards, interim maintenance of regrading washboards as needed, better distribution of gravel, fill the potholes and washboards better. Multiple responses asked if pavement could be added on high traffic, washboard-prone areas.
- Drainage issues – keeping culverts clear of mud, add drainage where necessary.
- Improve communication – more communication with residents, engage community to increase money for roads, let residents know general timeline for planned road maintenance.
- Speed concerns – lots of people speed on the road and makes them dangerous, think of ways to decrease speed and enforce speed limit.
- Not all roads get serviced for plowing and/or road maintenance, road maintenance seems to be outdated based on old traffic counts and old plans.

Would you support increasing the property tax assessment for DHRID to make the improvements you suggest?

- Of 49 responses, nearly 30 were YES
- Of 49 responses, 5 were NO
- Other responses were:
 - Not unless there is a change in how the roads are maintained, including services to non-serviced roads.
 - Depends on what the increase would be and what it would be for.
 - Need to know more about budget and current limitations.
 - Why should residents pay more for county road that is open to all?
 - Shouldn't pay more, should pay less.
 - Don't to pay for more gravel on bad roads.
 - Would rather put money into direct initiatives.

Durango Hills Road Improvement District Budget Overview

February 25, 2025

The Durango Hills Road Improvement District (DHRID) is a county general improvement district established through a resolution adopted by the La Plata County Board of Commissioners in 1990 at the request of a majority of residents within Durango Hills. The District was created to fund and coordinate winter and summer maintenance of roads within Durango Hills, and was necessary because of the lack of a homeowners association or any other entity able to oversee road maintenance. Prior to the District's creation, road maintenance only occurred via voluntary contributions from residents willing to chip in for the effort.

The DHRID is presently funded through a property tax assessment on properties within the Durango Hills district boundaries, about 128 parcels in total. In recent years, the District's available income has not been sufficient to continue the historical level of maintenance without routinely transferring extra funds from a shrinking general reserve fund. This is a result of the District's summer maintenance expenses rapidly escalating the past few years, while revenue from property taxes has increased only slightly. Hence, the District has recently only been able to financially tread water by continually depleting the reserve funds in a fashion that is not sustainable.

The District has three primary expenses:

- 1) Winter snowplowing on the 5 miles of primary "arterial" roads that provide access to all of the spur roads. This runs about \$25,000 - \$30,000 per year.
- 2) A "major" summer maintenance typically in June that entails two weeks of machine work to water, grade, compact, roll and apply mag chloride to a portion of the District's roads, including up to 800 tons of additional road base. This recently has cost about \$65,000. The District may also encounter the need for special services, such as hydrovac-ing culverts that can add several thousand dollars more at times.
- 3) A "minor" fall maintenance that addresses the worst washboards and erosion issues prior to winter, and only covers the most heavily used road sections. The District routinely spends \$10,000 on this.

The District's income of \$95,000 is no longer sufficient to cover the combination of plowing and summer/fall maintenance at current levels of service. Given that the existing level of summer/fall maintenance is not financially sustainable under the status quo, we are faced with two choices:

- 1) increasing revenues to cover ongoing or potentially even increased maintenance; or
- 2) reducing maintenance expenses in some fashion that could include removing roads from the maintenance schedule, cutting back on things like putting down road base, and/or eliminating fall maintenance.

The table below provides an overview of recent income and expense for the District. The District's income for FY 2024 is about \$95,000, an increase of only \$10,000 over the past decade. By comparison, the District's summer/fall maintenance has increased from \$50,000 to

about \$75,000 in the same period. Even at a level of \$75,000, this is resulting in less maintenance than in prior years owing to increased costs. In 2024, the District was only able to put down 650 tons of new road base across the District's roads (26 truck loads at 25 tons per load), a reduction from 800 tons in 2023.

There are two factors that affect the District's revenue from the property tax mill levy.

1) Colorado added a constitutional amendment in 1992 called the Taxpayer Bill of Rights (TABOR for short) that limits a government tax district's annual revenue increase based on a formula tied to population growth and inflation. Taxpayers within a district can vote to remove that limit on revenue growth (recently about 5%). This kind of vote is often referred to by the shorthand name "de-Brucing" because the TABOR amendment was spurred by a tax activist named Doug Bruce.

2) In 2024, the Colorado legislature adopted an additional limitation on increases in property tax revenue that generally restricts the amount of total property tax revenue that a local government may collect each year to the previous year's total property tax revenue plus 5.5% and plus allowances for growth.

The DHRID Advisory Committee will be inviting your feedback and input about the viability of removing these limitations to address the shortfall in funding for maintenance, or alternatively how best to reduce road maintenance service.

Because residents of the DHRID have never voted to remove the TABOR limit ("de-brucing"), the District's long-standing mill levy in the amount of 20.379 mills actually was reduced in 2024 down to 18.132 mills in order to prevent increased revenues from exceeding the allowed TABOR limit. Everyone experienced a big jump in the assessed value of their property last year, however, that did not translate to increased revenues to the District because of the TABOR limitation. Without TABOR, the District would have collected an additional \$17,000 in 2024, going a long way to keeping the District's budget in balance.

The existing maintenance is viewed by the District Advisory Committee as barebones adequate with the roads rapidly deteriorating. Traffic has increased substantially in recent years, with well over 500 daily trips. The District's roads could benefit greatly from additional road base to help rebuild the crowned shape of the roads, which improves their ability to shed water and aids in helping to maintain the roads better. We also face the need to blow out plugged culverts (to prevent the roads from flooding during heavy rain or snow melt) which entails hiring a hydrovac truck, an additional but necessary expense.

District residents could vote to remove the two tax limitations and allow the District to recoup tax income that would allow for returning to the basic level of maintenance that occurred in previous years. Without lifting the income caps, maintenance levels will need to be reduced again in order to align with revenues.

Ideally, the District budget should also include funds for capital improvements, which is not possible under current revenue limitations.

The DHRID Advisory Committee is looking to schedule one or more meetings to initiate a conversation with residents about the options and desired approaches.

	2016	2017	2018	2019	2020	2021	2022	2023	2024
Property Taxes	83,458	83,309	82,078	82,600	84,662	84,104	87,817	88,452	92,148
Misc Revenue	2,750	2,750	3,025	3,025	2,475	2,750	2,475	3,000	3,000
TOTAL Revenue	86,208	86,059	85,103	85,625	87,137	86,854	90,292	91,452	95,148
Snow Plowing	27,926	27,587	20,700	26,520	23,454	20,700	20,700	31,449	26,587
Summer/Fall Maint.	50,938	55,156	84,909	64,508	60,800	62,307	76,196	74,000	77,925
Admin cost	1,098	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
TOTAL Expense	79,962	83,743	106,609	92,028	85,254	84,007	97,896	106,449	105,512
Transfer from reserve			21,507	6,403			7,604	14,997	10,364
Reserve fund balance	196,962	199,288	177,781	171,378	173,262	176,109	168,504	153,507	142,828

DURANGO HILLS ROAD IMPROVEMENT DISTRICT INFORMATION

ESTABLISHMENT OF DURANGO HILLS ROAD IMPROVEMENT DISTRICT (DHRID) A GENERAL IMPROVEMENT DISTRICT

Petition to Establish District: The DHRID was formed in 1990 based on a petition signed by and submitted by a majority of existing property owners. The petition states that *“improvements to be constructed and installed for the District are for the grading and other improvements in whole or in part for the roads and streets located within...”*.

The petition also states the following:

The roads to be improved within the proposed District shall include the following roads and such other roads as are feasible and capable of being served by the District, namely: Nusbaum Road; Stagecoach Trail; Saddle Trail; Silver Mesa; and Sagebrush.

Estimated costs for proposed improvements for the first three years were \$21,000/year.

A map of the properties and roads included in the DHRID is included in **Appendix A**.

County Resolution No. 1990-33: The resolution provided for the appointment by the County Commissioners of an advisory board of no more than seven (7) members and who would serve at the pleasure of the Board of County Commissioners. The advisory board was to report annually to the county. The advisory board appointed by the county commissioners included district members who represented all major subdivisions and roads within the district.

County Resolution No. 1997-21: Passed in response to a request from the DHRID Advisory Committee to service only those roads listed in the original petition: namely Nusbaum Road, Stagecoach Trail, Saddle Trail to the intersection with Clearview Road, Sagebrush Trail, and Silver Mesa to the intersection of Durango Rd. An allowance was also made for improvement and maintenance of other roads in the district using residual funds *“as deemed appropriate by the District Advisory Board”*.

AT the time this resolution was passed, only 56 of the buildable lots in the district had a residence. Given the distribution of residences existing in the district *at that time*, maintenance and snowplowing services were to be provided primarily to roads having the greatest number of residences. Only a subset of lots with residences were left without services (15/56 or 27%).

Records obtained from the County Commissioners office regarding this resolution do not include any record of a petition signed by a majority of the property owners in the district nor of a vote conducted for this resolution.

DURANGO HILLS ROAD IMPROVEMENT DISTRICT INFORMATION

County Resolution No. 1998-23: More explicitly set out the responsibilities of the Durango Hills Road Improvement Advisory Committee. These are:

1. *“Act in an advisory capacity and make recommendations to the La Plata County Board of County Commissioners concerning the annual district budget, work plan, and mill levy.”*
2. *“Coordinate and oversee road maintenance and improvement activities and snow removal for those roads within the Durango Hills Road Improvement District in Resolution 1997-21.”*

DHRID ROAD INFORMATION

A list of the roads contained within the Durango Hills Road Improvement District, including the number of lots, number of residences, district taxes paid in 2021, and the length of each road, is presented in **Appendix B**.

OCCUPANCY OF DHRID

Out of 128 lots in the district, 127 can accommodate a residence (One “lot” on Clearview Road - Lot CE - is owned by the Clearview Project HOA and is not buildable).

110 lots (86%) have a residence built on them as of 2024. 18 buildable lots (15%) are currently empty. Of the empty lots, 8 are co-owned and adjacent to a lot with a residence. It is assumed that these lots were purchased to provide “space” for the adjacent residence and will remain empty. Thus, only 10 empty lots are assumed to be buildable and the district is currently at 94% capacity.

Owners of 41 lots list an out-of-state or out-of-Durango address, so it is assumed these are part-time residences. Of these, 11 lots are empty and 2 of the empty lots are co-owned and adjacent to property with a house. It is anticipated that at some point in the future residences will be built on the empty lots.

Turnover in the district has been high in recent years. 43 lots (34%) were sold in the last six years (2019-2024) and 3 more are currently up for sale. By comparison, 33 lots (26%) were sold in the previous six years (2013-2018) and only 7 lots in the six years prior to that (2007-2012).

TRAFFIC COUNTS

In cooperation with the County, traffic counts were conducted in 2012, 2016, and 2021 on selected DHRID roads. There was a 13% increase in total traffic in the district between 2016 and 2021, most likely a reflection of the increased occupancy of the District and the increased use by the public for access to the National Forest parking lot.

DURANGO HILLS ROAD IMPROVEMENT DISTRICT INFORMATION

<u>ROAD</u>	<u>LOCATION</u>	<u>ADT 2016</u>	<u>ADT 2021</u>	<u>% Traffic '21</u>
Nusbaum R	North of 249	433	490	100.0
Stagecoach R	North of Nusbaum	290	301	61.4
Nusbaum R	West of Stagecoach	92	119	24.3
Sagebrush R	West of Stagecoach	75	48	9.8
Silvermesa R	North of Stagecoach	140	148	30.2*
Silvermesa R	North of Durango R	38	58†	11.8

† @ Forest Service parking lot

* Breakdown of counts N of Silver Mesa and Stagecoach:

90 counts from Durango Rd and Upper Silver Mesa (18.4%)

58 counts at Forest Service parking lot (11.8%)

If, in the future, part-time residences are converted to full-time residences, that will impact the amount of year-round traffic on our roads. This is because, as noted earlier, approximately 30% of the lots in the District are owned by non-Colorado residents (and it is assumed those are part-time residents). Until then, the district will experience seasonal increases in traffic, most likely highest during the summer.

MILL LEVY IN DHRID AND PROPERTY VALUES

La Plata County collects a specific tax for road maintenance and snowplowing in the District that accounts for 30% of district residents' property tax bill. The current mill levy for this special tax is 20.379 on the assessed value of lots and houses.

Actual values for residences, as determined by the County, range from \$92,730 to \$1,375,680, with a median value of \$346,090. DHRID taxes billed to residential properties range from \$110 to \$1,637 per year. Annual tax burdens on empty lots range from \$460 to \$1,522.

The possible origin of the mill levy goes back to the original petition for establishing the district in 1990. The petition requested \$21,000 in expenditures for the first three years of the district. The assessed value of the district at that time was \$1,095,830. Dividing the requested amount for improvements by the assessed value would give a mill levy of 19.164, close to the existing mill levy.

There has been no increase in the mill levy since it was established in 1990, despite the over 2.5-fold increase in the number of residences built and corresponding increases in traffic on district roads.

DURANGO HILLS ROAD IMPROVEMENT DISTRICT INFORMATION

DISTRICT BUDGET FOR ROAD MAINTENANCE AND SNOW PLOWING

As much as property revenues have increased, the current budget is insufficient to adequately maintain the primary roads currently designated for service in the District. Examples of primary roads under-served include the west end of Sagebrush and the lack of Fall maintenance on Nusbaum (west of Stagecoach) and Silver Mesa (south of Stagecoach).

In addition to an inability to keep up with regular maintenance on primary roads, there is no room in the current budget to undertake capital improvements on existing roads in the District. In the few instances where improvements or repairs have had to be made, the improvements are small scale and paid using funds from the contingency/reserve fund, which must then be repaid from the regular budget. Large scale capital improvements are impossible.

Another problem with the existing budget is that it does not provide maintenance or snowplowing services for *all* roads in the District. There are 58 lots on designated secondary roads (46%) that, unlike primary roads, do not receive Summer maintenance or Winter snowplowing services.

There is a provision in Resolution 1997-21 to provide improvements and maintenance for *“other roads within the district with any residual funds”*, but with the limited budget currently available, only the aforementioned primary roads can be serviced. Thus, the District functions with understanding that once property owners have reached the turn-off to their secondary road, they bear the responsibility to maintain and snowplow their secondary roads using whatever means they can muster. This imposes an additional financial burden on households associated with secondary roads.

SAFETY ISSUES IN DHRID

Although the Colorado statute for the establishment of county improvement districts states that such districts will promote the health and safety of the residents, it is clear that the DHRID roads pose significant obstacles to emergency vehicles seeking to access certain properties within the district.

The roads in the District do not meet county standards and as such, have sections that are steep, narrow, and, in at least one case, suitable primarily for off-road vehicles. This is true even under ideal weather conditions. In the winter, when significant snowfall has occurred, the roads become much more difficult to traverse.

It should also be noted that the District is located within a mature Ponderosa tree forest, which places all residences in the area under high fire risk.

There is a fear that lives could be put in danger if a firetruck or ambulance cannot reach a property due to poor road maintenance, particularly if the limited access results from the DHRID budget being insufficient to properly maintain the roads. This is especially true of properties on secondary roads, where residents must arrange for services using their own funds.

DURANGO HILLS ROAD IMPROVEMENT DISTRICT INFORMATION

Resources used to prepare this document:

La Plata County GIS website (<https://gis.laplata.co.us/laplatajs/>)

La Plata County Assessor's Office (<https://eagleweb.laplata.co.us/assessor/taxweb/search.jsp>)

La Plata County Treasurer's Office

(<https://treasurer.laplata.co.us/treasurer/eagleweb/docSearch.jsp>)

La Plata County Administration/Open Records Request

(https://www.co.laplata.co.us/departments/administration/public_records_request.php)

DHRID website

(https://www.co.laplata.co.us/departments/road_and_bridge/durango_hills_road_improvement_district/index.php?fbclid=IwAR2pSfi7XZcCLjsqIWma4069VqbccONf6ap9cSPUrbRg_zCscAkJRB6nvM)

Alan Shupe – DHRID Advisory Committee Member and author of original DHRID petition