

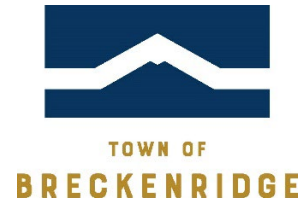


Town Council Work Session
Tuesday, April 28, 2026, 3:00 PM
Town Hall Council Chambers
150 Ski Hill Road
Breckenridge, Colorado

THE TOWN OF BRECKENRIDGE CONDUCTS HYBRID MEETINGS. This meeting will be held in person at Breckenridge Town Hall and will also be broadcast live over Zoom. Join the live broadcast available by computer or phone: <https://us02web.zoom.us/j/81801126789> (Telephone: 1-719-359-4580; Webinar ID: 818 0112 6789). If you need special assistance in order to attend any of the Town's public meetings, please notify the Town Clerk's Office at (970) 547-3127, at least 72 hours in advance of the meeting.

This document may not fully meet accessibility standards due to technical limitations, format constraints or original source content. If you require this information in an alternative format or need assistance accessing its content, please contact the Town Clerk's Office at (970)547-3127 or websiteclerk@townofbreckenridge.com.

- I. SWEARING IN OF NEW TOWN COUNCIL MEMBERS (3:00-3:15PM)**
- II. ECONOMIC FORECAST PRESENTATION WITH BRIAN LEWANDOWSKI- UNIVERSITY OF COLORADO LEEDS SCHOOL OF BUSINESS (3:15-4:45PM)**
- III. PLANNING COMMISSION DECISIONS (4:45-4:50PM)**
PLANNING COMMISSION DECISIONS
- IV. LEGISLATIVE REVIEW (4:50-5:15PM)**
ORDINANCE TO ESTABLISH PERMITTING PROCESS AND FEE FOR THE TOWN E-DELIVERY PROGRAM (SECOND READING)
ORDINANCE TO CONVEY RIGHT OF WAY TO CO DEPARTMENT OF TRANSPORTATION (CDOT) (SECOND READING)
ORDINANCE AMENDING TOWN CODE TO ADDRESS WORKFORCE HOUSING APPROVAL PROCESSES (SECOND READING)
ENACTMENT OF WATER RESTRICTIONS (RESOLUTION)
- V. MANAGERS REPORT (5:15-5:30PM)**
PUBLIC PROJECTS UPDATE
MOBILITY UPDATE
SUSTAINABILITY UPDATE
HOUSING UPDATE
OPEN SPACE UPDATE
COMMITTEE REPORTS
FINANCIALS
COMMUNICATIONS AND COMMUNITY ENGAGEMENT UPDATE
- VI. OTHER (5:30-6:00PM)**
APPROVAL OF OPEN SPACE OTHER POWER DRIVEN MOBILITY DEVICES (OPDMD) POLICY



Memo

To: Breckenridge Town Council
From: Mark Truckey, Director of Community Development
Date: April 22, 2026, 2026
Subject: Planning Commission Decisions of the April 21, 2026 Meeting

DECISIONS FROM THE PLANNING COMMISSION MEETING, April 21, 2026:

CLASS A APPLICATIONS: None.

CLASS B APPLICATIONS: None.

CLASS C APPLICATIONS:

1. Beaver Run Summer Tent, 620 Village Road; PL-2026-0060

A proposal to install a 5,000 sq. ft. temporary summer tent for use from June 4th – September 30th. The tent will provide additional space for conferences and private functions. A tent of this same design has been used previously in this same location for many years. *Approved.*

TOWN PROJECT HEARINGS: None.

OTHER: None.



NOT TO SCALE



Beaver Run Summer
2026 Conference and
Event Tents, 620 Village
Rd.

Breckenridge South



PLANNING COMMISSION MEETING

The regular meeting was called to order at 5:30 pm by Vice Chair Gort.

ROLL CALL

Mike Giller **remote** Mark Leas Allen Frechter Matt Smith
Ethan Guerra **remote** Elaine Gort Susan Propper **remote**

APPROVAL OF MINUTES

With no changes, the April 7, 2026 Planning Commission Minutes were approved.

APPROVAL OF AGENDA

With no changes, the April 21, 2026 Planning Commission Agenda was approved.

PUBLIC COMMENT ON HISTORIC PRESERVATION ISSUES:

- No Comments.

CONSENT CALENDAR:

1. Beaver Run Summer Tent (CS) 620 Village Road: PL-2026-0060

With no call-ups, the Consent Calendar was approved as presented.

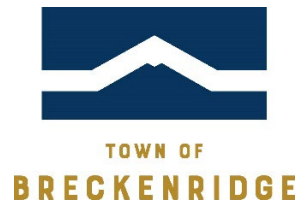
OTHER MATTERS:

1. Town Council Summary

ADJOURNMENT:

The meeting was adjourned at 5:44 pm.

Elaine Gort, Vice Chair



Memo

To: Town Council
From: Jessie Burley, Sustainability + Parking Manager
Date: 4/22/26 (for 4/28/26 meeting)
Subject: Ordinance to Establish a Permit System and Fee In Connection with the E-Delivery Program (Second Reading)

Town Council Goals

- | | |
|---|---|
| <input checked="" type="checkbox"/> More Boots & Bikes, Less Cars | <input checked="" type="checkbox"/> Leading Environmental Stewardship |
| <input type="checkbox"/> Deliver a Balanced Year-Round Economy | <input checked="" type="checkbox"/> Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> Organizational Need | |

Summary

This memo presents an ordinance for second reading to formally establish an annual E-Delivery permitting process and fee for distributors participating in the Town’s E-Delivery program. The proposed fee structure is designed to recover a portion of the program’s operational costs while maintaining an equitable, transparent, tier-based methodology for the service. The ordinance reflects Council’s prior direction and incorporates findings, data, and stakeholder feedback summarized in the [E-Delivery Dock Permit Fee analysis](#) from the March 24th Town Council meeting. Council approved the ordinance on first reading on April 14, 2026, with an amendment to strike the reference to 19% cost recovery in the whereas clauses and to replace it with “amounts collected will represent less than 20% of the actual costs.” An additional clause was added defining the process (Resolution) by which the fee rate structure may be amended by Town Council in 2028.

Background

The E-Delivery program, part of the larger Blue River Pathways Project, was launched as a public safety and mobility strategy to reduce large delivery truck activity in the downtown core. Under the program, distributors deliver goods to a centralized dock where products are transferred to low-speed electric carts operated by a Town-approved contractor. This model reduces truck conflicts, improves safety, lowers congestion, and cuts emissions while improving distributor efficiency. Given the high alpine environment of the Town of Breckenridge, the narrow streets and alleys that are remnants of the town’s old mining days, and the large numbers of people and their various transportation modes present in the town at any given time and particularly during peak visitor days, it has become increasingly obvious that the proliferation of large delivery trucks in the downtown core area poses a public safety issue. The program has been very successful in centralizing the location and activity of large delivery trucks on the outskirts of the town core, thereby increasing public safety and reducing traffic conflicts.

Since its pilot start in November 2024, the program has:

- Removed 2,495+ large trucks from downtown
- Delivered 482,866+ products
- Provided 15,202 curb relief hours
- Reduced 84,370 pounds of emissions

These performance indicators affirm that the program is achieving its intended safety, operational, and environmental goals.

Purpose of the Ordinance

As the program transitions from pilot to ongoing service, an E-Delivery permitting program and fee are needed to support partial cost recovery. Using relevant data and information available from the similar Town of Vail program, the fee is tiered based on distributor characteristics including delivery frequency, number of locations served, unloading time, and truck size. Larger distributors with greater operational impact pay a higher annual fee; smaller distributors pay less.

Key Ordinance Components

1. Fee Structure

The fee schedule mirrors the methodology reviewed by Council at the [March 23, 2026 work session](#): a point-based system assigning tiers according to delivery patterns, vehicle characteristics, and time spent at the dock.

2. Implementation Timeline

- August 1: Application deadline
- September 1: Invoices issued
- October 1: Payment due for permit activation

3. Delivery Zone Permit Inclusion

Distributors paying the Dock Permit Fee will receive Delivery Zone permits for areas outside the E-Delivery service boundary at no added cost.

4. Annual Fee Adjustment Cap

Fee increases will be limited to 2% per year through the 2028 permit cycle, aligning with stakeholder requests for predictability. In a slight change from the first reading, staff has added language allowing Town Council to amend the fee rates and structure by resolution after October 1, 2028.

Financial Implications

The E-Delivery Program's 2026 operating budget is \$1.54 million, with only \$175,000 currently budgeted for revenue. If all 17 current distributors participate under the proposed tier structure, the program would generate approximately \$295,100, covering just over 19% of operating expenses. The ordinance provides the legal mechanism to collect this revenue.

Equity Considerations

The permitting and fee structure is designed to be fair, predictable, and proportional to actual system usage. Stakeholder engagement, including a distributor meeting, three-week comment period, and discussions with small businesses, shaped the final approach. Feedback themes included fee levels, seasonal variability, integration of Delivery Zone permits, and budget predictability. Staff recommendations incorporated into the ordinance address each of these concerns. While the permit fee will be mandatory for those users who want to use the E-Delivery program, participation in the E-Delivery program will remain optional.

Staff Recommendation

Staff recommend Town Council approve the ordinance on second reading.

COUNCIL BILL NO. 4

Series 2026

AN ORDINANCE ESTABLISHING A PERMIT SYSTEM AND FEE IN CONNECTION WITH THE TOWN OF BRECKENRIDGE E-DELIVERY PROGRAM

WHEREAS, the Town of Breckenridge is a world-renowned, year-round tourist destination, home to one of the most visited ski resorts in the state of Colorado and the United States; and

WHEREAS, while the permanent population of the town hovers around 5,000 people, during peak times the population of the town can exceed 39,000 people; and

WHEREAS, the town, which is at an elevation of 9,600 feet above sea level, was originally founded in 1859 and is a little over 5 square miles in size; and

WHEREAS, the downtown area of the town, including but not limited to Main Street, Ridge Street, and the alleys and side streets associated therewith, is the oldest part of town; and

WHEREAS, there are roughly 200 businesses located in the downtown area, known as the "Town Core," including restaurants, retail stores, grocery stores and bars, approximately 70 of which are businesses that get food and beverage delivery; and

WHEREAS, the Town Core, having been at its inception a small mining community before the advent of motor vehicles, has narrow alleyways and side streets; is roughly a mile long and four blocks in width; and

WHEREAS, Main Street itself is a two-lane road with no room for expansion, street parking for cars, and bike lanes going both directions; and

WHEREAS, during peak times there can be as many as 25,000 cars in the town and all parking, including street parking, is full; and

WHEREAS, in order to provide their services to the public, the various businesses in the Town Core require regular delivery of goods to their locations, including food, beverages, linens, and other bulk items; and

WHEREAS, there are very few, if any, business locations in the Town Core that can accommodate delivery trucks without the trucks having to park in the street or alley, blocking traffic and creating a safety hazard for public transit, cars, bikes, and pedestrians; and

1 WHEREAS, the safety hazards created by the delivery trucks in the Town Core increase
2 during the winter season, when the town experiences significant snowfall, further narrowing the
3 streets and alleyways that must be shared between all users due to snow storage and
4 accumulation; and

5 WHEREAS, the winter season, which on average lasts from the end of October to the
6 beginning of May, but in some years extends beyond that, brings limited visibility, snow and ice-
7 covered streets and sidewalks, and frigid temperatures, all of which further exacerbate the
8 safety concerns; and

9 WHEREAS, the Town has established delivery zones in some locations around the
10 Town Core in order to facilitate the delivery of goods to businesses; and

11 WHEREAS, the delivery zones are not always suitable for the amounts and volumes of
12 goods needing to be delivered, as the goods then have to still be conveyed to the business
13 location which might be virtually impossible based on the size of the delivery, the weather
14 conditions, and the distance between the business and the delivery zone; and

15 WHEREAS, between 2019 and 2023 there were over 160 vehicle accidents within the
16 Town Core, and

17 WHEREAS, the 2025 Summit County Safe Streets for All study classified the streets in
18 the Town Core area as part of the “High Risk Network,” which category makes up just 4% of all
19 roads in greater Summit County and constitutes roads which have three or more of identified
20 risk factors such as high traffic volumes and adjacency to commercial areas; and

21 WHEREAS, the combination of large numbers of people, cars, bicycles, and delivery
22 vehicles all attempting to use the same small areas in the Town Core has resulted in significant
23 safety concerns for the Town Council; and

24 WHEREAS, the Town Council has made public safety a priority in its various initiatives;
25 and

26 WHEREAS, in 2024 the Town Council established a pilot program entitled “Breckenridge
27 E-Delivery” whereby delivery trucks could voluntarily drop their goods off at a centralized
28 location just north of the Town Core, safely accessible for delivery trucks, where the goods
29 would then be delivered to the business locations by small electric carts that are equipped to
30 safely navigate the narrow streets and alleyways of the Town Core; and

1 WHEREAS, the E-Delivery program has been wildly successful, dramatically reducing
2 the number of delivery trucks in town thereby improving the safety of the Town Core, improving
3 delivery efficiency for local businesses, and reducing emissions from delivery trucks by more
4 than 84,370 pounds of greenhouse gas emissions; and

5 WHEREAS, since the launch of E-Delivery, the Town has been paying for the full costs
6 of the program, the bulk of which consists of the contractor providing the staff and equipment for
7 the final leg of delivery; and

8 WHEREAS, the Town Council desires to continue the E-Delivery program and would like
9 to implement a permit and associated fee for those delivery vendors that want to utilize the
10 program; and

11 WHEREAS, based on a study conducted by Town to staff that includes current
12 operational and maintenance costs and is based on business tiers, staff has proposed a permit
13 and fee structure that will be required for those delivery vendors who desire to utilize the E-
14 Delivery program; and

15 WHEREAS, if all current participants continue to participate in this voluntary program,
16 the fee amount will represent approximately 19% of the actual costs borne by the town for the
17 E-Delivery program.

18 NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF
19 BRECKENRIDGE, COLORADO:

20
21 **Section 1.** That a new Chapter 15 is hereby added to Title 5 of the Town Code,
22 entitled "E-Delivery Permitting Process" as follows:

23
24 5-15-1:DEFINITIONS:

25
26 COMMERCIAL FOOD AND BEVERAGE CARRIER: Carrier delivering commercial food and
27 beverage to recipients in the E-Delivery Service Area.

28
29 COMMERCIAL FOOD AND BEVERAGE: Food and beverage goods sold for the generation of
30 income or any other commercial purpose, at retail or wholesale.

31
32 E-DELIVERY SERVICE AREA: The E-Delivery Service Area is established by the Town and
33 published in the Town's E-Delivery Rules and Regulations. The E-Delivery Service Area shall

1 incorporate such portions of the Town Core as the Town determines to be necessary to protect
2 the public health, safety, and welfare.

3
4 E-DELIVERY SERVICES: The transportation and delivery of Commercial Food and Beverage
5 goods to businesses located in the E-Delivery Service Area, and any associated services as
6 determined by the Town and the Town-approved Contractor.

7
8 E-DELIVERY DOCK: Designated facility for the loading and unloading of Commercial Food and
9 Beverage by Commercial Food and Beverage Carriers.

10
11 E-DELIVERY PERMIT: Permit issued by the Town to a Commercial Food and Beverage Carrier
12 that entitles the holder to utilize the E-Delivery Dock for loading and unloading Commercial
13 Food and Beverage for the purposes of delivery to businesses located in the E-Delivery Service
14 Area.

15
16 DELIVERY ZONES: Those zones established within the Town by the Police Chief for the
17 purpose of managing delivery traffic as set forth further in the Model Traffic Code Section
18 1204.5, Title 7, Chapter 1, Section 2 of the Town Code.

19
20 TOWN-APPROVED CONTRACT: The Contractor selected by the Town to transport
21 Commercial Food and Beverage to and from the E-Delivery Dock within the E-Delivery Service
22 Area.

23
24 5-15-2: Selection of Town-approved Contractor
25 The Town shall select one or more Town-approved Contractors to provide the E-Delivery
26 services contemplated herein. In the selection process, the Town shall consider cost,
27 responsibility, professionalism, prior experience, and any other factor deemed relevant by the
28 Town. The selection of a Town-approved Contractor shall be memorialized in a written
29 agreement in a form approved by the Town.

30
31 5-15-3: E-Delivery Permit Required for Use of E-Delivery Dock
32 A. Any Commercial Food and Beverage Carrier that wishes to use the E-Delivery Dock to
33 facilitate the delivery of Commercial Food and Beverage to customers in the E-Delivery
34 Service Area shall obtain an E-Delivery Permit.

- 1 B. Permits will be issued by the Town of Breckenridge Department of Public Works.
- 2 C. Permits will be issued on a first come, first served basis and are subject to program
- 3 capacity and service availability.
- 4 D. Permits will be valid from October 1 through September 30 of each year.
- 5 E. Commercial Food and Beverage Carriers without an E-Delivery Permit may not use the
- 6 E-Delivery Dock and E-Delivery Services, and must adhere to Town of Breckenridge
- 7 traffic laws, including but not limited to parking, stopping, and standing in a delivery zone
- 8 regulations set forth in the Model Traffic Code as amended and adopted in Section 7-1-2
- 9 of the Town Code.
- 10 F. All E-Delivery Permits will include a Delivery Zone Permit that will be valid for those
- 11 Delivery Zones that are located outside the boundaries of the E-Delivery Service Area.
- 12 G. All Commercial Food and Beverage Carriers delivering Commercial Food and Beverage
- 13 outside the E-Delivery Service Area must adhere to Town of Breckenridge traffic laws,
- 14 including but not limited to parking, stopping, and standing in a delivery zone regulations
- 15 set forth the Model Traffic as amended and adopted in Section 7-1-2 of the Town Code.
- 16 H. Failure to comply with the requirements of this Chapter or the associated Rules and
- 17 Regulations may result in the revocation of the E-Delivery Permit.

18
19 5-15-4: E-Delivery Permit Fee

- 20 A. There is hereby established an E-Delivery Permit Fee for use of the E-Delivery Dock and
- 21 E-Delivery Services.
- 22 B. The E-Delivery Permit Fee is based on a tiered fee structure that is determined by
- 23 assessing points using the following methodology:

Permit Points System	
Weekly Loading dock access days:	1 Day = 1 point 2-3 Days = 2 points 4+ Days = 3 points
Number of delivery locations in the Service Area:	1-12 Locations = 1 point 13+ Locations = 2 points
Delivery Time needed at dock location:	0-1/2 Hour = 1 point. 1/2 Hour to 1 Hour = 2 points. 1 Hour to 2 Hours = 3 points. 2 Hour+ = 4
Type of delivery vehicle:	Van = 1 point Truck: Less than 3 axles = 2 points 3+ axles = 3 points

24
25 Based upon the points as calculated above, the following fees will apply to permits
26 issued to those Commercial Food and Beverage Carriers whose points fall into the tiers listed
27 below:

Permit Points	Annual Dock Permit Tier	Annual Rate
Fewer than 6	1	\$3,900
6-7	2	\$15,600
8-9	3	\$23,400
10-11	4	\$35,100
12+	5	\$45,500

1

2

Example: Distributor XYZ delivers to Breckenridge 3 days/week. (3 Points) They deliver to 15 locations in the service area (2 Points). Their trucks typically take 45 minutes at the dock to unload (2 points). They deliver using a 2-axle delivery truck (2 points). $3+2+2+2= 9$ Points total. Distributor XYZ falls into the Tier 3 permit category, and they will owe \$23,400 for their annual permit fee.

3

4

5

6

7

C. Points will be calculated using peak demand numbers. Applicants shall submit upon request documentation to verify submitted numbers.

8

9

D. Town may adjust fees upward by 2% per year; otherwise the fees stated herein may not be changed until 2028.

10

11

12 5-14-5: Rules and Regulations

13

The Department of Public Works is authorized to promulgate rules and regulations to assist in the implementation and monitoring of this Chapter 15.

14

15

Section 2. Except as specifically amended hereby, the Breckenridge Town Code, and the various secondary codes adopted by reference therein, shall continue in full force and effect.

16

Section 3. The Town Council hereby finds, determines and declares that this ordinance is necessary and proper to provide for the safety, preserve the health, promote the prosperity, and improve the order, comfort and convenience of the Town of Breckenridge and the inhabitants thereof.

17

Section 4. This ordinance shall be published and become effective as provided by Section 5.9 of the Breckenridge Town Charter.

18

19

INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED PUBLISHED IN FULL this 14 day of April, 2026. A Public Hearing shall be held at the regular meeting of the Town Council of the Town of Breckenridge, Colorado on the 28 day of

20

21

1 April, 2026, at 7:00 P.M., or as soon thereafter as possible in the Municipal Building of the
2 Town.

3
4 TOWN OF BRECKENRIDGE, a Colorado
5 municipal corporation
6

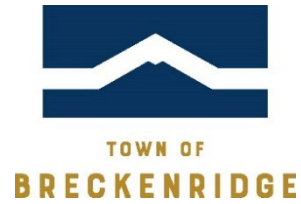
7
8
9 By: _____
10 Kelly Owens, Mayor
11

12 ATTEST:
13
14
15

16 _____
17 Mae Watson
18 Town Clerk
19

20
21 APPROVED AS TO FORM:
22
23
24

25
26 _____
27 Town Attorney



Memo

To: Town Council
From: Keely Ambrose, Town Attorney
Shannon Cahill, Town Engineer
Sarah Crump, Senior Planner
Date: 4/20/2026 (for 4/28/2026 meeting)
Subject: Ordinance to Convey Town rights-of-way to CDOT for French Street roundabout construction (Second Reading)

Town Council Goals (Check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> More Boots & Bikes, Less Cars | <input type="checkbox"/> Leading Environmental Stewardship |
| <input type="checkbox"/> Deliver a Balanced Year-Round Economy | <input type="checkbox"/> Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> Organizational Need | |

Summary

In furtherance of the French Street roundabout construction by Breckenridge Grand Vacations, the Town must approve conveyance of two rights-of-way parcels to Colorado Department of Transportation (CDOT) through ordinance. These parcels are currently part of the Town’s Woods Drive and N. French Street rights-of-way. The parcels discussed for conveyance to CDOT have been reviewed by the Town Engineer and Planning staff and are consistent with plans for the French Street roundabout construction. The parcel legal descriptions and location maps are attached. Parcel 1 (a portion of Woods Drive, see Exhibit A) is 0.1316 acres and Parcel 2 (a portion of French Street, see Exhibit A) is 0.1260 acres. There have been no changes to the ordinance since first reading.

Following ordinance adoption, the Town will convey the parcels to CDOT in a form acceptable to CDOT using a quit claim deed, in substantial conformance with the deed shown in Exhibit A to the proposed ordinance. This quit claim deed will only be executed pending review and approval by the Engineering and Planning Divisions of the subdivision(s) necessary for the roundabout which will legally create these parcels. Adjacent landowners must also dedicate portions of private property along Woods Drive and French Street as CDOT right-of-way for the roundabout construction to proceed. Roundabout construction is slated to begin in early summer 2026. CO-State Hwy 9 will remain open during construction.

The conveyance of rights-of-way parcels to CDOT by the Town allows for CDOT control of the roadway. The roundabout will be constructed according to CDOT standards and will be controlled by CDOT after completion as part of CO-State Hwy 9 (Park Avenue).

Background

Construction of a French Street roundabout is acknowledged as a public benefit in the development agreement between the Town of Breckenridge and Breckenridge Grand Vacations, approved April 9, 2024. Construction of this roundabout is required prior to the developer obtaining a certificate of occupancy for any units of the employee housing under construction on North Gold Rush Lot or any market-rate duplex units, Independence Townhomes, on South Gold Rush Lot.

Public Outreach/Engagement

While there has not been public outreach specifically requesting feedback on conveyance of the Town’s rights-of-way to CDOT for construction of the French Street roundabout, the Council held over ten public work sessions during negotiation of the Breckenridge Grand Vacations development agreement in 2023 and 2024. Future construction of the French Street roundabout was included as a public benefit in the development agreement and was discussed publicly as part of these negotiations.

Financial Implications

1

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

There will be short-term increased staff time to draft the ordinance and review and approve associated subdivision applications. There are no financial obligations of the Town to contribute to the French Street roundabout construction. The Town will be giving up maintenance responsibilities and control of these portions of Town rights-of-way to CDOT.

Equity Lens

Related to the Town's Equity Blueprint, this policy does not further any of the Blueprint's goals. Conveyance of these two right-of-way parcels and construction of the French Street roundabout are neutral actions that will benefit all community members and visitors who traverse the Park Avenue corridor.

Staff Recommendation

Staff recommends the Town Council approve the proposed ordinance at second reading conveying Town rights-of-way parcels 1 and 2 to CDOT in pursuance of the French Street roundabout construction as referenced in Exhibit A to the proposed ordinance.

Staff will be available at the work session to answer any questions.

COUNCIL BILL NO. 5

Series 2026

**AN ORDINANCE AUTHORIZING THE CONVEYANCE OF CERTAIN REAL
PROPERTY TO THE COLORADO DEPARTMENT OF TRANSPORTATION**

(French Street Roundabout Project)

WHEREAS, in connection with the French Street Roundabout project it is necessary for the Town to convey certain Town-owned real property to the Department of Transportation, State of Colorado; and

WHEREAS, Section 15.3 of the Breckenridge Town Charter requires that the conveyance of real property be authorized by ordinance approved by Town Council.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF BRECKENRIDGE, COLORADO:

Section 1. The Town Manager is authorized, empowered, and directed to execute, acknowledge, and deliver to the Department of Transportation, State of Colorado a quit claim deed substantially in the form that is attached hereto as **Exhibit "A"**. The execution, acknowledgment, and delivery of the quit claim deed on behalf of the Town of Breckenridge are hereby expressly ratified, confirmed, and approved in advance.

Section 2. The Town Manager is further authorized to execute, acknowledge, and deliver to the Department of Transportation, State of Colorado any other documents required in connection with the construction of the French Street Roundabout, including, but not limited to, any required temporary construction easements located on Town-owned real property.

Section 3. The Town Council finds, determines, and declares that it has the power to adopt this ordinance pursuant to the authority granted to home rule municipalities by Article XX of the Colorado Constitution and the powers contained in the Breckenridge Town Charter.

Section 4. This ordinance shall be published and become effective as provided by Section 5.9 of the Breckenridge Town Charter.

INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED
PUBLISHED IN FULL this 14th day of April, 2026. A Public Hearing shall be held at the regular meeting of the Town Council of the Town of Breckenridge, Colorado on the 28th day of April, 2026, at 7:00 P.M., or as soon thereafter as possible in the Municipal Building of the Town.

TOWN OF BRECKENRIDGE, a Colorado
municipal corporation

By: _____
Kelly Owens, Mayor

ATTEST:

Mae Watson
Town Clerk

Approved as to Form

Town Attorney

NO CONSIDERATION CONVEYANCE
NO DOCUMENTARY FEE REQUIRED

QUITCLAIM DEED

TOWN OF BRECKENRIDGE, a Colorado municipal corporation (“**Grantor**”), for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration in hand paid to Grantor by the DEPARTMENT OF TRANSPORTATION, STATE OF COLORADO (“**Grantee**”), whose mailing address is 2829 W. Howard Place, Denver, CO 80204, the receipt and sufficiency of such consideration being hereby acknowledged, hereby BARGAINS, SELLS AND QUITCLAIMS unto Grantee that certain real property being more particularly described in Exhibit A attached hereto and made a part hereof for all purposes, together with its appurtenances (collectively, the “**Property**”); subject to statutory exceptions.

[SEE SIGNATURE ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF, this Deed has been executed as of the date of acknowledgment by Grantor to be effective as of the ____ day of _____, 2026.

GRANTOR:

TOWN OF BRECKENRIDGE, a Colorado municipal corporation

By: _____

Name: _____

Title: _____

STATE OF _____)

COUNTY OF _____)

The forgoing instrument was acknowledged before me this ____ of _____, 2026, by _____ as _____ of the Town of Breckenridge, a Colorado municipal corporation.

WITNESS my hand and official seal.

(SEAL)

Notary Public

My Commission Expires: _____

EXHIBIT A
LEGAL DESCRIPTION

[2 pages attached]

EXHIBIT A

PARCEL 1

A PARCEL OF LAND LOCATED IN WOODS DRIVE, BEING A 50' WIDE PUBLIC RIGHT-OF-WAY, PER THE RESUBDIVISION PLAT OF LOT 1, BLOCK 4, PARKWAY CENTER SUBDIVISION FILING 1 AMENDED, RECORDED 11/30/2005 AT RECEPTION No. 807735 IN THE OFFICE OF THE SUMMIT COUNTY CLERK AND RECORDER AND ALSO BEING IN A PORTION OF SECTION 31, T6S, R77W OF THE 6TH P.M., SUMMIT COUNTY, COLORADO.

SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1, GONDOLA LOTS SUBDIVISION #1-AMENDED RECORDED IN THE OFFICE OF THE CLERK AND RECORDER UNDER RECEPTION No. 1319751 ON 10/25/2023, THENCE CONTINUING ALONG THE NORTH LINE OF SAID LOT THE FOLLOWING THREE (3) COURSES AND DISTANCES:

1. S89°57'38"W, 59.07 FEET
2. 53.71 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 125.00 FEET AND A CHORD WHICH BEARS N77°43'54"W, 53.29 FEET
3. N65°25'23"W, 3.73 FEET

THENCE DEPARTING SAID NORTH LINE N03°07'05"E, 53.72 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF WOODS DRIVE AND CONTINUING ALONG SAID RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES AND DISTANCES:

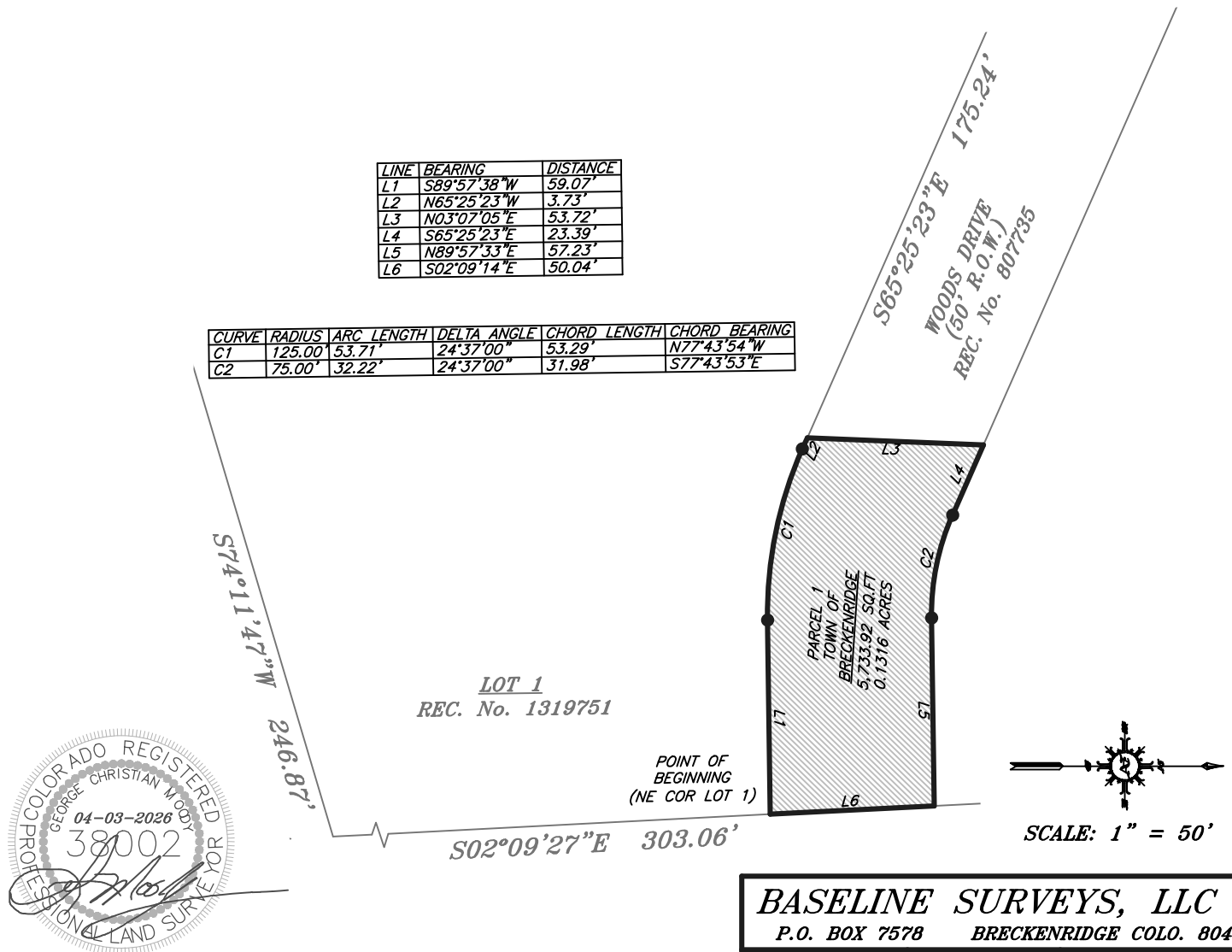
1. S65°25'23"E, 23.39 FEET
2. 32.22 FEET ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 75.00 FEET AND A CHORD WHICH BEARS S77°43'53"E, 31.97 FEET
3. N89°57'33"E, 57.23 FEET

THENCE DEPARTING SAID NORTH LINE S02°09'14"E, 50.04 FEET BACK TO THE POINT OF BEGINNING.

DESCRIBED PARCEL CONTAINING 5,733.92 SQUARE FEET, OR 0.1316 ACRES OF LAND, MORE OR LESS.

LINE	BEARING	DISTANCE
L1	S89°57'38"W	59.07'
L2	N65°25'23"W	3.73'
L3	N03°07'05"E	53.72'
L4	S65°25'23"E	23.39'
L5	N89°57'33"E	57.23'
L6	S02°09'14"E	50.04'

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C1	125.00'	53.71'	24°37'00"	53.29'	N77°43'54"W
C2	75.00'	32.22'	24°37'00"	31.98'	S77°43'53"E



BASELINE SURVEYS, LLC
P.O. BOX 7578 BRECKENRIDGE COLO. 80424

SCALE: 1"=50'	DATE: 4/03/2026	JOB NO. 4903
DRAWN BY: RDG	CHECKED BY: GCM	DRAWING NO. 4903 EX

EXHIBIT A

PARCEL 2

A PARCEL OF LAND LOCATED IN FRENCH STREET, BEING A 60' WIDE PUBLIC RIGHT-OF-WAY, PER THE AMENDED PLAT OF PARKWAY CENTER SUBDIVISION FILING 1, RECORDED 7/26/1985 AT RECEPTION No. 300636 IN THE OFFICE OF THE SUMMIT COUNTY CLERK AND RECORDER AND ALSO BEING IN A PORTION OF SECTION 31, T6S, R77W OF THE 6TH P.M., SUMMIT COUNTY, COLORADO.

SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

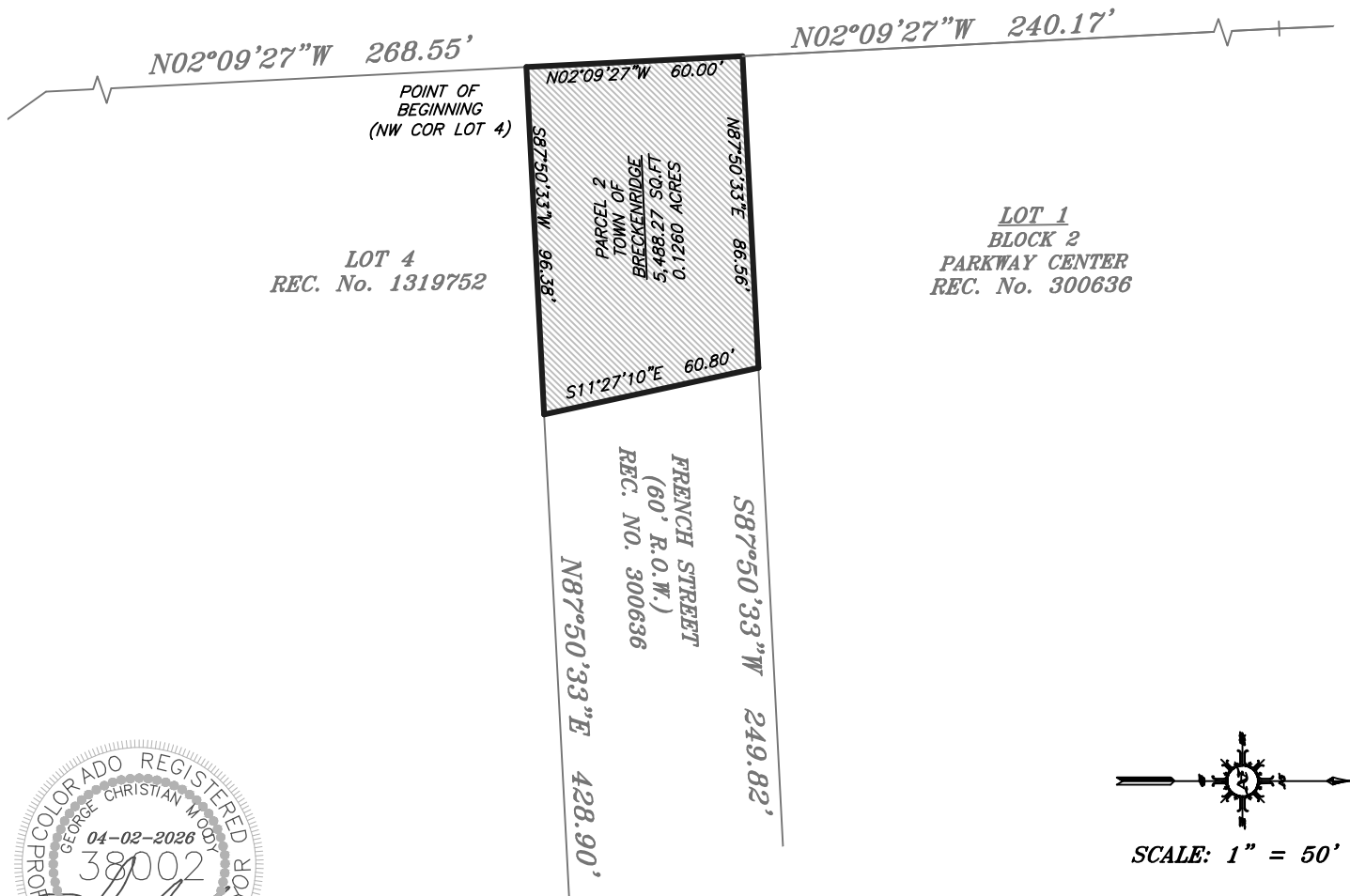
BEGINNING AT THE NORTHWEST CORNER OF LOT 4, GONDOLA LOTS, FILING No. 2-AMENDED RECORDED IN THE OFFICE OF THE CLERK AND RECORDER UNDER RECEPTION No. 1319752 ON 10/25/2023, THENCE N02°09'27"W, 60.00 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 2, AMENDED PARKWAY CENTER RECORDED UNDER RECEPTION No. 300636 ON JULY 26th, 1985;

THENCE ALONG THE SOUTH LINE OF SAID LOT 1, N87°50'33"E, 86.56 FEET;

THENCE DEPARTING SAID SOUTH LINE S11°27'10"E, 60.80 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 4;

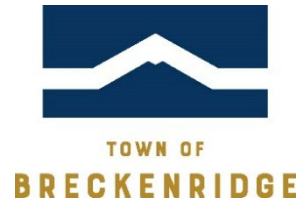
THENCE ALONG SAID NORTH LINE S87°50'33"W, 96.38 FEET BACK TO THE POINT OF BEGINNING.

DESCRIBED PARCEL CONTAINING 5,488.27 SQUARE FEET, OR 0.1260 ACRES OF LAND, MORE OR LESS.



BASELINE SURVEYS, LLC
P.O. BOX 7578 BRECKENRIDGE COLO. 80424

SCALE: 1"=50'	DATE: 4/02/2026	JOB NO. 4903
DRAWN BY: RDG	CHECKED BY: GCM	DRAWING NO. 4903 EX



Memo

To: Town Council
From: Chris Kulick, AICP, Assistant Community Development Director
Date: 4/20/2026 (for 4/28/2026 meeting)
Subject: Ordinance Amending Town Code to Address Workforce Housing Approval Processes (Second Reading)

Town Council Goals (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> More Boots & Bikes, Less Cars | <input type="checkbox"/> Leading Environmental Stewardship |
| <input type="checkbox"/> Deliver a Balanced Year-Round Economy | <input checked="" type="checkbox"/> Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> Organizational Need | |

Summary

The Colorado Department of Local Affairs' (DOLA) Division of Local Government (DLG) is offering an incentive program to encourage early adoption of “fast-track” policies, otherwise known as expedited development review of qualifying affordable housing projects. Local governments that adopt Proposition 123-compliant expedited review processes by June 30, 2026 (six months ahead of the January 1, 2027 deadline) will qualify to receive up to \$45,000 in immediate grant funding, with no local match required.

Background

Colorado Proposition 123 is a voter-approved, 2022 law that dedicates a small portion of existing state income tax revenue each year to fund affordable housing across Colorado, without raising taxes. Created in response to rising housing costs, the law provides ongoing funding for building and preserving affordable homes, rental assistance, and incentives for local governments that increase housing supply, making it one of the state’s largest long-term efforts to address housing affordability.

Under Proposition 123, local governments must meet specific requirements to remain eligible for state housing funds:

- Establish a baseline count of existing affordable housing and formally commit to increasing that supply, generally by about three percent annually over several years¹;
- Implement policies that support housing growth, most notably a “fast-track” or expedited development review process that requires a decision on qualifying affordable housing projects within 90 days, with a deadline of January 1, 2027.

Additionally, local governments must file and maintain an official housing commitment with the state and demonstrate progress toward these goals, or risk losing access to Proposition 123 funding for a period of time. Local governments that establish a baseline count and have a development review process that meets the “fast-track” requirements approved by June 30, 2026 (six months ahead of the January 1, 2027 deadline) will qualify to receive a one-time grant of up to \$45,000, with no local match required. Planning and Housing staff met with DOLA on March 17th to discuss compliance strategies to meet the June 30th early adoption deadline. Housing staff had previously met with DOLA to confirm the Town has established a baseline count of existing affordable housing and meets the current three percent threshold, therefore establishing a “fast-track” review process is our only outstanding item for eligibility compliance.

¹ HB 26-1313 will change the baseline calculation, and staff will continue to monitor any changes for compliance.

1

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

The “fast-track” review process must apply to all Development and Building Permit applications in which 50% or more of the dwelling units are considered affordable by state standards:

- For rental housing units, affordable means that monthly rent is less than or equal to 30% of the monthly income of a household earning at or below 60% Area Median Income (AMI).
- For for-sale housing units, affordable means that monthly payments are less than or equal to 30% of the monthly income of a household at or below 100% Area Median Income (AMI).

Proposed Amendments

Staff recommend sections of the Development and Building Code be amended to comply with the requirements of Proposition 123 ahead of the June 30, 2026 early adoption date to qualify for additional grant funding. Specifically, staff seek to classify any development permit application that meets the “affordability” requirements of Proposition 123 as a Class C Development Permit application.

Class C applications require the Community Development Director to decide (approval or denial) within 22 days of a complete submittal (as determined by staff) and then place the decision on the next available Planning Commission consent calendar, typically a maximum of another 18 days, for review by the Planning Commission. After the Planning Commission reviews the application, their decision is placed on the Town Council’s Planning Commission Decisions agenda for a final decision a week later. In total, the typical Class C application receives a final decision in less than 50 days. The Class C process allows for efficient review by staff, the Planning Commission, and Town Council with the ability to have an application called-up and still meet the 90-day requirement.

In addition to the proposed Development Code amendments, staff advise the Council to amend the Building Code so that it complies with the 90-day decision mandate of Proposition 123. It should be noted that the 90-day decision requirements of the Development and Building Codes are independent. Staff do not foresee issues with Building Permit review completion within this timeframe, because currently most Building Permit reviews are completed within five to eight weeks, even for larger multi-unit dwellings.

At the March 24th worksession, Town Council expressed support for amending the Development Code to classify qualifying Proposition 123 applications as Class C applications with the added requirement that a final decision must be made within 90 days of a complete submittal and require Building Permit Reviews be completed within 90 days of a complete submittal. First reading of the bill was held April 14, 2026 and there have been no changes to the bill since first reading.

Financial Implications

Financial implications of this proposed revision would be minimal. Staff anticipate working on the code amendments in the short term will result in more staff time dedicated to the topic from the Planning Division and Housing Department but will ensure eligibility for state housing funds. Staff believe the Runway Development is eligible for up to \$2 million dollars in Proposition 123 funding. The Town will not be eligible for this funding without an adopted “fast-track” process in place.

Equity Lens

Related to the Equity Lens, these proposed code amendments support prioritizing the review of lower AMI workforce housing developments which are important components of maintaining economic diversity within our community.

Staff Recommendation

Staff recommend the Town Council approve the proposed code amendments to address workforce housing approval processes at second reading. There are no changes to the bill from first reading.

Staff will be available at the work session to answer any questions.

1 COUNCIL BILL NO. ____

2
3 Series 2026

4
5 Additions To The Current Breckenridge Town Code Are
6 Indicated By **Bold + Double Underline**; Deletions By ~~Strikeout~~

7
8 **AN ORDINANCE AMENDING TITLE 8, Section 1, FINDINGS AND TITLE 9,**
9 **SECTION 1, DEFINITIONS OF THE BRECKENRIDGE TOWN CODE TO**
10 **ADDRESS THE WORKFORCE HOUSING APPROVAL PROCESS.**

11
12 WHEREAS, the State of Colorado passed Proposition 123, a voter-approved law
13 that dedicates a portion of existing state income tax revenue to fund affordable
14 housing across Colorado, without raising taxes, in response to rising housing costs
15 affecting communities statewide; and

16
17 WHEREAS, under Proposition 123, local governments must implement an
18 expedited "fast-track" development review process requiring a final decision on
19 qualifying affordable housing projects within 90 days, with a compliance deadline
20 of January 1, 2027, in order to remain eligible for state housing funds; and

21
22 WHEREAS, the Colorado Department of Local Affairs is offering a one-time grant
23 of up to \$45,000, with no local match required, to local governments that adopt a
24 Proposition 123-compliant "fast track" review process by June 30, 2026, six
25 months ahead of the state deadline; and

26
27 WHEREAS, the core values and vision plan of the Town of Breckenridge include
28 efforts to preserve the community character of the town, support economic
29 diversity, and maintain an authentic hometown feel by ensuring the availability of
30 workforce and affordable housing for residents; and

31
32 WHEREAS, Town staff have confirmed that the Town has already established a
33 baseline count of existing affordable housing and meets the required three percent
34 threshold, making adoption of a qualifying fast-track review process the only
35 outstanding item for full Proposition 123 eligibility; and

36
37 WHEREAS, in order to qualify for early adoption grant funding, support affordable
38 housing development, and fulfill its commitment to economic diversity, the Town
39 Council desires to amend the Development and Building Codes to classify
40 affordable housing development projects that meet the criteria established in
41 Colorado Revised Statutes ([C.R.S. 29-32-101](#) and [C.R.S. 29-32-105\(2\)](#)), as Class
42 C Development Permit applications, with a requirement that final decisions are
43 made within 90 days of a complete submittal as determined by staff, and Building
44 Permit applications must receive a decision within 90 days of a complete
45 application as determined by the Chief Building Official or assigned designee.

1 **NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE**
2 **TOWN OF BRECKENRIDGE, COLORADO:**
3

4 **Section 1.** That section 9-1-5: DEFINITIONS, be amended by adding the
5 language underlined to read as follows:
6

7 CLASS C DEVELOPMENT: Any development which includes any of the following
8 activities or elements:

9 **N. For purposes of compliance with Proposition 123, Affordable housing**
10 **development projects, including mixed-use projects, which have at least 50%**
11 **of the residential units designated as affordable housing, as defined in**
12 **Colorado Revised Statutes ([C.R.S. 29-32-101](#) and [C.R.S. 29-32-105\(2\)](#)), will be**
13 **eligible for processing as a Class C application. Affordable housing**
14 **development projects that meet the criteria established in Colorado Revised**
15 **Statutes ([C.R.S. 29-32-101](#) and [C.R.S. 29-32-105\(2\)](#)), must receive a decision**
16 **within 90 days of a complete application as determined by Town staff.**
17 **Qualifying affordable housing projects may forgo this special review process**
18 **and be reviewed through the standard review process if requested by the**
19 **applicant. Qualifying affordable housing projects are eligible for a one-time**
20 **90-day extension at the request of the applicant.**

21 **Eligible affordable housing development projects include:**

- 22 • **Development Permits that are not up zonings**
- 23 • **Site Plan Level Development Permits that are not up zonings**
- 24 • **Site Specific Development Plans that are not up zonings**
- 25 • **Master Plans and Master Plan Amendments that are not up zonings**
- 26 • **Building Permits**
- 27 • **Engineering Permits**
- 28 • **Variances**

29 **Section 2.** That section 8-1-2: Findings be amended by adding the new
30 subsections G., to read as follows:
31

1 **G. It is the intent of the Town of Breckenridge to provide for “fast track”**
2 **processing of building permits for affordable housing development projects,**
3 **including mixed-use projects, which have at least 50% of the residential units**
4 **as affordable, as defined in Colorado Revised Statutes ([C.R.S. 29-32-101](#) and**
5 **[C.R.S. 29-32-105\(2\)](#)), and in compliance with Proposition 123. In order to**
6 **ensure that such applications receive a decision within 90 days of a complete**
7 **application, once such applications are determined to be complete by the**
8 **Chief Building Official or assigned designee, they will be processed in front of**
9 **any other pending applications. Qualifying affordable housing projects may**
10 **forgo this special review process and be reviewed through the standard**
11 **review process if requested by the applicant. Qualifying affordable housing**
12 **projects are eligible for a one-time 90-day extension at the request of the**
13 **applicant.**

14 **Section 7.** Except as specifically amended hereby, the Breckenridge Town
15 Code, and the various secondary codes adopted by reference therein, shall continue in
16 full force and effect.

17
18 **Section 8.** The Town Council hereby finds, determines, and declares that it has
19 the power to adopt this ordinance pursuant to the provisions of: (i) Section 31-35-402,
20 C.R.S.; (ii) Article XIII of the Town Charter; and (iii) the powers possessed by home rule
21 municipalities in Colorado.

22
23 **Section 9.** The Town Council hereby finds, determines, and declares this
24 ordinance to be in the best interest and preservation of the public health, safety, and
25 welfare.

26
27 **Section 10.** This ordinance shall be published and become effective as provided
28 by Section 5.9 of the Breckenridge Town Charter.

29 INTRODUCED, READ ON FIRST READING, APPROVED AND ORDERED
30 PUBLISHED IN FULL this 14th day of April 2026.

31
32 READ, ADOPTED ON SECOND READING AND ORDERED PUBLISHED IN
33 FULL ON THE TOWN'S WEBSITE this 28th day of April 2026. A copy of this Ordinance
34 is available for inspection in the office of the Town Clerk.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

TOWN OF BRECKENRIDGE, a Colorado
municipal corporation

By: _____
Kelly Owens, Mayor

ATTEST:

Mae Watson,
Town Clerk

APPROVED AS TO FORM:

Town Attorney



TOWN OF
BRECKENRIDGE

Memo

To: Town Council
From: Shannon Cahill, Town Engineer
Date: 4/21/26 (for 4/28/2026 meeting)
Subject: Enactment of Water Restrictions (Resolution)

Town Council Goals (Check all that apply)

- | | | | |
|-------------------------------------|---------------------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | More Boots & Bikes, Less Cars | <input type="checkbox"/> | Leading Environmental Stewardship |
| <input type="checkbox"/> | Deliver a Balanced Year-Round Economy | <input type="checkbox"/> | Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> | Organizational Need | | |

Summary

Hydrologic drought conditions exist within the Blue River basin impacting the inflow of water into the Town's Goose Pasture Tarn which is the storage reservoir for the Town's municipal water system. The Town Council, per Section 12-1-14-1 of the Town Code, has the authority to implement temporary water conservation measures upon declaration of a water shortage. The attached resolution declares the water shortage and details the mandatory water restrictions.

Background

Outdoor watering restrictions (formerly Stage 1 restrictions) were adopted by ordinance as Permanent Conservation Measures [12-1-21](#) in 2014 and amended in 2024 in support of overall water conservation and efficiency measures for water system users. Staff recommends that the Town Council adopt further temporary water restrictions (Stage 2) that limit outdoor watering to two days per week, with exceptions such as the allowances for hand watering flowers and irrigation of newly planted landscaping as detailed in the resolution. Restrictions will be reevaluated every 30 days by Town staff and recommendations for any adjustments will be made to the Town Council.

Public outreach/engagement

Staff from Streets & Parks, Sustainability, Water, Community Development, Engineering, Outreach, and High Country Conservation Center (HC3) facilitated a well-attended stakeholder forum with landscape and property management companies on April 8th to introduce the upcoming outdoor watering restrictions, answer questions, and gather input and get feedback from the landscape professionals in our community. Staff incorporated many ideas from the stakeholder meeting in our public messaging campaign as captured in the Frequently Asked Questions that will be maintained on our website [2026 Water Restrictions | Breckenridge, CO](#). The FAQs also highlight many of HC3's water conservation programs and resources.

Public engagement on the water restrictions will be ongoing and will include: press releases, social media engagement, videos highlighting conservation in action, newsletters, information through the WaterSmart platform, and direct email to landscape and property management companies.

Town initiatives to conserve water are underway and will continue throughout the summer to reduce the Town's use of water. Water conservation efforts by Town departments include using recycled water for watering flower baskets, capturing water from the annual hydrant flushing, sweeping rather than washing medians and parking

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

lots, modifying sprinkler schedules of our irrigated landscape areas, limiting vehicle washing for safety only, and prioritizing water use at the Breckenridge Golf Club to areas such as the greens. The Town will continue to maintain the high-use functional turf areas of our public parks including the Riverwalk Center, Carter Park, Popsicle Park, and River Park.

Financial Implications

There will be increased staff time for administration of public outreach, answering public inquiries, and processing of any surcharges. Decreases in water consumption by rate payers will result in a reduction of revenue collected; however, this reduced revenue is not anticipated to be a substantial budget impact to the water utility fund.

Equity Lens

Related to the Town's Equity Blueprint, this policy does not further any of the Blueprint's goals. However, maintaining Town's public parks and functional turf areas supports equitable access to amenities and open space for both residents and guests.

Staff Recommendation

Staff recommend the Town Council approve the proposed resolution implementing the Stage 2 water restrictions.

Staff will be available at the work session to answer any questions.

A RESOLUTION

SERIES 2026

A RESOLUTION DECLARING THE EXISTENCE OF A WATER SHORTAGE IN THE TOWN OF BRECKENRIDGE; IMPLEMENTING MANDATORY RESTRICTIONS ON THE USE OF WATER BY CUSTOMERS OF THE TOWN'S WATER SYSTEM; AND PROVIDING FOR THE IMPOSITION OF ADMINISTRATIVE WATER SURCHARGES AGAINST PERSONS WHO VIOLATE THIS RESOLUTION

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF BRECKENRIDGE, COLORADO, as follows:

Section 1. Authority. This resolution is adopted by the Town Council pursuant to:

- A. The authority provided in Section 12-1-14-1 of the Breckenridge Town Code;
- B. Sections 13.1 and 13.3 of the Breckenridge Home Rule Charter;
- C. Section 31-35-402(1)(b), C.R.S.; and
- D. Section 31-35-402(1)(f), C.R.S.

Section 2. Findings. The Town Council finds, determines, and declares as follows:

- A. Hydrologic drought conditions exist within the Blue River basin impacting the inflow of water into the Town's Goose Pasture Tarn reservoir.
- B. This resolution is necessary and proper to provide for the safety, preserve the health, promote the prosperity, and improve the order, comfort, and convenience of the Town of Breckenridge and the inhabitants thereof.
- C. The restrictions and limitations on the use of water from the Town's Water System, together with the procedures related to the enforcement of such restrictions, all as set forth in this resolution, are necessary to adequately protect the Town's Water System.

Section 3. Declaration of Water Shortage. The Town Council finds and determines that a shortage exists in the supply of water to the Town's Water System, or that a shortage is imminent, such as to require the implementation of restrictions on the use of water from Town's Water System, above and beyond those permanent conservation measures set forth in Section 12-1-21 of the Town Code. Accordingly, a water shortage is declared to exist within the Town of Breckenridge, and the mandatory restrictions set forth in this resolution are implemented.

Section 4. Definitions.

- A. Words used in this resolution that are defined in the Town of Breckenridge Water Ordinance (Title 12 of the Breckenridge Town Code) have the meanings provided in such ordinance.

- B. Words used in this resolution that are not defined in either the Town of Breckenridge Water Ordinance shall have their usual and customary meanings.

Section 5. Mandatory Restrictions On Use of Water From the Town's Water System. The following restrictions, limitations, and prohibitions are implemented for all persons using the Water System:

A. Outdoor watering is permitted only as follows:

1. Outdoor watering is permitted only two days each calendar week (Monday through the next Sunday) as described in subsections A4-A7, below.
2. On days when outside watering is permitted, it may occur only for a maximum of three hours each day.
3. On days when outside watering is permitted, it may occur only between the hours of 6:00 P.M. and 9:00 A.M. of the following day.
4. Outdoor watering on properties whose last full number in the address is even may lawfully occur only on Tuesday and Thursday, each week.
5. Outdoor watering on properties whose last full number in the address is odd may lawfully occur only on Wednesday and Friday of each week.
6. Addresses ending with .5 or ½ shall constitute an even address. For example, 132.5 Main shall be considered an even number address.
7. No outdoor watering is permitted on any property within the town on Saturdays, Sundays, or Mondays of each week.

B. Bulk water sales will be considered on a case-by-case basis by way of a permit system, which may be instituted only in the sole discretion of the Town.

Section 6. Exceptions. The restrictions imposed by this resolution do not apply in the following circumstances:

- A. Flowers, plants, lawns, gardens, landscaping or other vegetation may be watered any time of any day by drip irrigation or by hand (only with a watering can or a hose with a shut-off nozzle).
- B. The watering of new lawns and landscaping planted within the last 2 years.
- C. Personal vehicles may be washed at any time of any day but only if:
 1. a bucket or a hose with a shut-off nozzle is used; and

2. while being washed the vehicle is pulled onto a lawn area. (That is, personal vehicle washing is not permitted in driveways).
- D. Outdoor watering of public school property (including, but not limited to, public school athletic fields).
 - E. Outdoor watering within the Town's public parks.
 - H. Outdoor watering at the Town's municipal golf course.
 - I. Washing off or cleaning any parking lot, driveway, parking area, or other exterior furnishings or paved or hardscaped surface using a hose with a shutoff nozzle.

Section 7. Administrative Water surcharges For Violation of Resolution.

A. Any person who violates the terms, conditions, and limitations of this resolution shall be subject to the following:

First violation – warning only (no administrative water surcharge);
Second violation - \$250.00 administrative water surcharge;
Third violation - \$500.00 administrative water surcharge;
Fourth and each subsequent violation - \$750.00 administrative water surcharge; and
After the fourth violation, an owner’s ability to do any outside watering shall be suspended until the termination of the restrictions imposed by this resolution.

B. Administrative water surcharges imposed pursuant to this Section 7 are a debt owned by the owners of the water using property to the Town, and are collectable by the Town in the manner provided in Chapter 6 of Title 12 of the Water Ordinance.

C. Each day during any portion of which a violation of this Resolution occurs shall be a separate violation.

Section 8. No Other Changes to Permanent Conservation Measures. Except as otherwise set forth in this Resolution, all other restrictions in Section 12-1-21 of the Town Code remain in effect.

Section 9. Effective Date; Duration of Water Restrictions. This resolution is effective upon adoption, and shall continue in full force and effect until the Town Council determines by subsequent resolution that a shortage no longer exists in the supply of water to the Town’s Water System, or that a shortage is no longer imminent, such as to require the implementation of restrictions on the use of water from Town’s Water System.

RESOLUTION APPROVED AND ADOPTED this 28th day of April, 2026.

ATTEST:

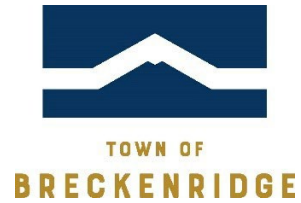
TOWN OF BRECKENRIDGE

Mae Watson, Town Clerk

Kelly Owens, Mayor

APPROVED AS TO FORM:

Town Attorney Date



Memo

To: Town Council
From: Town Staff
Date: 4/21/2026 (for the 4/28/2026 work session)
Subject: Public Projects Updates

Public Outreach: BreckRoads Update

The [BreckRoads](#) website will launch with 2026 project information this week and will highlight both private and public projects that will be impacting travel on our roadways. Projects that are planned to kickoff this spring include the Breckenridge Grand Vacations (BGV) work to construct a roundabout at the N. French St/Woods Dr/Park Ave intersection and Town’s concrete removal and replacement project. BGV will publish either a website or a phone number to receive comments and concerns from the public. The roundabout work and the concrete replacement projects have tentative start dates of May 4th (weather permitting). There will also be various work performed by BGV at projects on Ski Hill Road at Peak 8, Ski Hill Road at Highway 9, and Huron Road at Highway 9.

Please visit www.BreckRoads.com for the latest information. BreckRoads will be updated weekly or as needed through the Construction season (May 1st through October 31st).

Asphalt and Concrete Rehabilitation

The 2026 Asphalt and Concrete Rehabilitation project was awarded to the low bidder Columbine Hills Construction. Project locations for 2026 include: Highlands Drive, Rounds Road, Forest Hill Drive, and transit stop repairs on Airport Road near the Justice Center. The current Roads Conditions Survey map is available on the Town’s Engineering Department website and linked [here](#).

Schedule: Work is slated to begin in late April and continue throughout the summer and early fall. Roadwork for the Highlands neighborhood is currently being targeted for late August, but schedules may shift as the contractor finalizes their agreements and balances resources with other projects and agencies within the county.

Budget: The current project budget is \$2.9M.

Project Funding	
Prior Years Budget Rollover	\$400,000
2026 CIP	\$2,500,000
TOTAL Funding	\$2,900,000

Blue River Pathways: Corridor Structure Design (Pedestrian Bridges & Underpasses)

The Riverwalk Corridor Structures Design Project includes a feasibility study and design of underpasses and bridges for key crossings of the recreation path in the downtown corridor. Per the Blue River Pathways Master Plan, the crossings being considered are Watson Avenue and Ski Hill Road, the Ice House bridge replacement, and an additional pedestrian bridge connecting the Gaymon Cabin to the rec path near the North Gondola Lot. Otak, Inc. is the design consultant for the project.

Schedule: Otak is currently wrapping up the 90% design drawings making the project “shovel ready” for grant

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

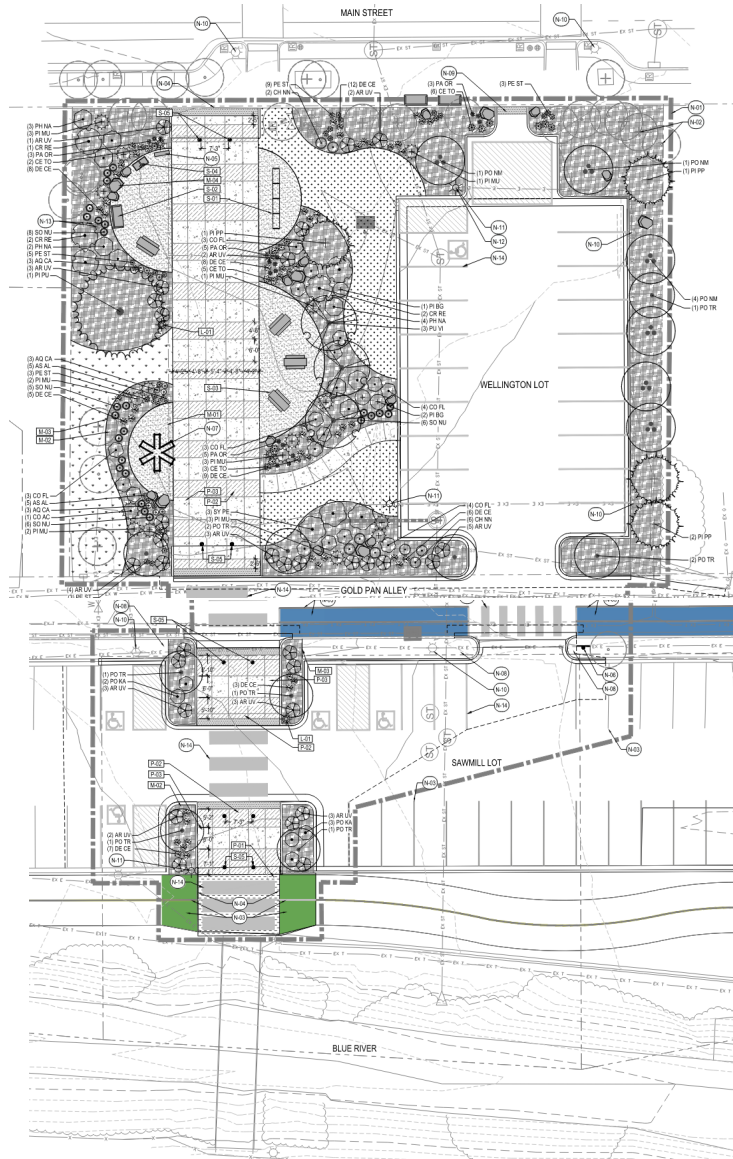
funding opportunities. Final construction documents will be completed to align with funding.

Budget: This project is funded through a 50/50 matching MMOF grant.

Project Funding	
2024 CIP	\$675,000
MMOF CDOT Grant	\$675,000
TOTAL Funding	\$1,350,000

Blue River Pathways: Sawmill Pedestrian Connection

This project creates an important east/west connection from the existing pedestrian bridge near the South Gondola Parking Garage, through the Sawmill Parking Lot and Wellington Parking lot, to N. Main Street. The project includes the reconfiguration of both the Sawmill and Wellington Parking lots based on the Blue River Pathways Master Plan concept for this segment.



Schedule: The invitation to bid for construction will be posted in early May, with a tentative construction start in June.

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

Budget: The current project budget is \$400,000.

Project Funding	
2026 CIP	\$400,000
TOTAL Funding	\$400,000

Drainage Master Plan Update

This project is to update and modernize the 1989 Drainage Master Plan. The plan will aim to reduce pollution in urban stormwater runoff to local waterways and update the mapping of the drainageways and our stormwater infrastructure. The project includes a review of existing data, existing regulations, a comparison of regulations to that of similar communities, current relevant plans, existing mapping, and the performance of the existing stormwater system. The Drainage Master Plan deliverable will include a final summary report and GIS data files. Wright Water Engineers (WWE) is the lead consultant for the project.

Schedule: WWE began work in the summer of 2025 with data collection. They are on schedule to create the final report and the GIS deliverable by early 2027.

Budget:

Project Funding	
2026 CIP	\$450,000
EIAF Grant	\$100,000
TOTAL Funding	\$550,000

Gary Roberts Water Treatment Plant Rehab

The Gary Roberts Water Treatment Plant Rehabilitation projects are a series of projects planned and budgeted as Utility Fund capital projects to rehabilitate the Town’s drinking water treatment plant located at the Goose Pasture Tarn reservoir. This treatment plant was constructed over 54 years ago, has met the end of its design life, and must be rehabilitated to reliably meet the current demand for treated water in the Town.

Schedule: The design for the plant rehabilitation is progressing with the completion of the 30% design plans. Staff will begin solicitation for a Construction Manager At Risk (CMAR), which is similar to the Construction Manager General Contractor (CMGC) format used by the Town for vertical construction projects, to leverage contractor input early in the design process to reduce risks, inform accurate project budgeting, and allow for front-end value engineering. Construction for this project is anticipated to be phased over three years beginning in 2027. The CMAR will be advertised starting May 1, 2026.

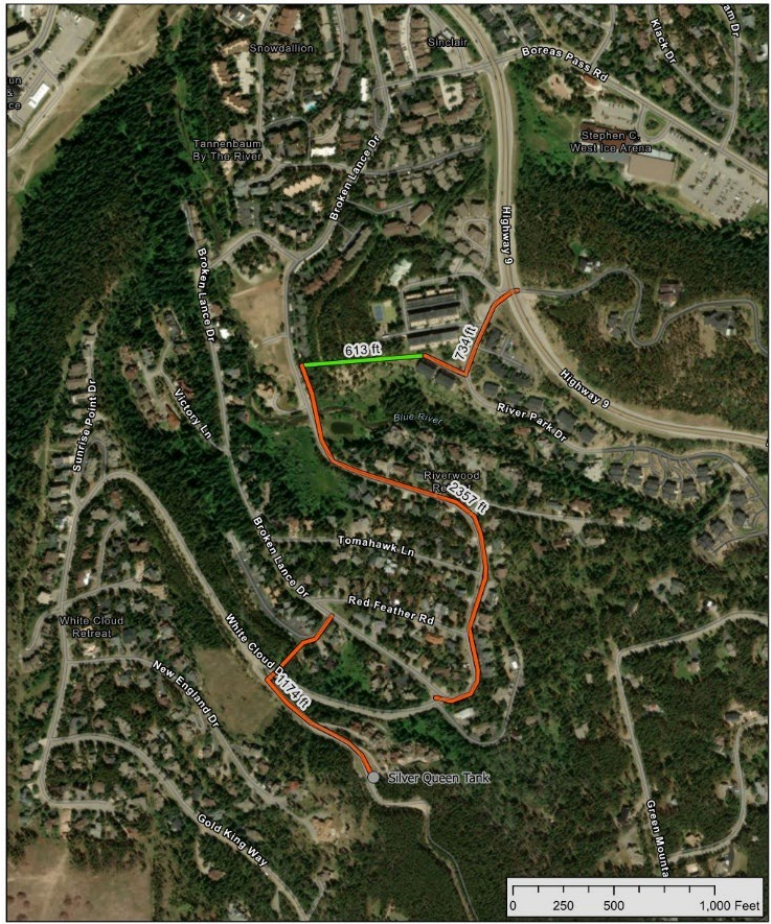
Budget: The project is currently budgeted in the Utility Fund and estimated at \$54M. A small portion of this project has been submitted for consideration for a Congressionally Directed Spending (CDS) grant.

Project Funding	
Utility Fund	\$54,000,000
TOTAL Funding	\$54,000,000

Silver Queen Waterline Replacement & Extension

This water infrastructure project will upgrade the existing waterline between the Silver Queen storage tank near White Cloud Drive and the eastern side of the Broken Lance Drive loop. A new water line will also be connected from Broken Lance Drive toward State Highway 9 to the existing water main. This project is needed to replace the aging watermain to a larger 16” main, as well as to maintain service and adequate pressure during the rehabilitation of the Gary Roberts Water Treatment Plant.

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.



Silver Queen to Hwy 9
Water Main Improvements

Improvement Type
— New
— Upgrade



Schedule: The RFP for CMAR contractor services is currently being advertised with a closing date of May 8th. The construction portion of the project is anticipated to be phased over two years, with a smaller amount of work for Phase 1 taking place in fall 2026, pending contractor input, and the remaining work completed as Phase 2 in 2027.

Budget:

Project Funding	
2026 Utility Fund (Phase 1)	\$5,355,000
TOTAL Funding	\$5,355,000

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.



Memo

To: Town Council
From: Mobility Staff
Date: 4/20/26 (for the 4/28/26 work session)
Subject: Mobility Update

Breck E-Ride

Beginning Friday May 1, the Town of Breckenridge will re-launch the [Breck E-Ride](#) community e-bikeshare network for its fourth season. The program aims to reduce vehicle trips and congestion by providing a convenient way to get around town without needing to use a car. The Breck E-Ride operates using a “hub-to-hub” model, meaning users must start and end their trips at designated hub locations, and trips must stay within the service area limited to Breckenridge. This year’s program will include additional e-bikes and hub locations, with a total system size of 194 e-bikes spread across 38 different hub locations. New this year, the program will test out integrating two front-loading [electric cargo bikes](#) into the bikeshare model. E-Cargo bikes will be visible in the app with distinct icons, making them easy to identify and locate. The e-bikeshare network provides convenient access for over 16 different workforce housing neighborhoods, in addition to key destinations such as the transit center, grocery store, library, recreation center, arts district, riverwalk center, post office, and various community parks and trailheads.

To get started using the service, users need to download the Breck E-Ride app from the app store and create an account. 2026 memberships are now available for purchase in the app. Anyone that has had a local’s membership previously will *not* need to re-verify eligibility again, they can navigate to “Pricing & Membership” in the app menu and directly purchase a membership. If purchasing a local’s membership for the first time, please see the [“View eligibility”](#) button on our website for instructions on how to first become verified. Anyone that has questions related to their account or signing up for a membership may contact customer support at: support@breckeride.com.

Free Ride Update

The Breckenridge Free Ride is now operating its summer service, with 20-minute frequency through the core of town, two Purple routes (A and B), a 30-minute downtown trolley, and 30-minute service on both the Gold and Green routes serving the ski resort base, Breckenridge Golf Course, as well as workforce housing. Summer staffing levels are strong and fully support operations, and transit managers are actively working and planning to bring the Upper Warriors Mark pilot summer service online in June. While winter ridership was down 26% compared to last year, a review of data going back to 2018 shows that overall ridership remains on a positive long-term trajectory. Despite a lower snowfall year, current figures indicate the system is still performing and trending well within historical norms.

Parking

Local Appreciation Month is May 1-31; this allows for FREE parking in our Town lots so locals can get out and enjoy the calmness of the season before the busy summer ahead. Free parking is only in parking lots; payment is still required for all on-street parking.

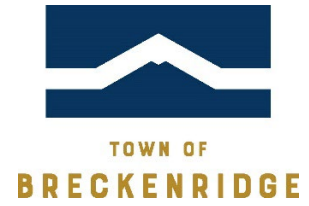
Last summer, Council requested that the South Gondola Parking Structure remain free throughout the summer. This approach worked well to increase recognition and usage of the lot during the summer months.

For some data:

- In July 2024, the Parking Structure averaged 360 parking sessions per day, for \$1,390 per day in revenue, totaling \$43,000 for the month
 - o Paid parking began at 10am and ended at 3pm
 - o Hourly rates were: \$0.50 for the first hour, \$1.50 for the second hour, \$3.00 for the third hour, and \$5.00 for the fourth hour. With the lot becoming free at 3pm. There was a maximum daily rate of \$10.00
 - o Average length of stay was 3 hours, this number is based only on payment transaction data, so the length could be longer if a vehicle arrived after 12pm and stayed past 3pm when the lot became free

- In July 2025, there were just shy of 800 parking sessions per day (as the lot was free, we utilized our camera technology to know when a vehicle was in the lot longer than 30 minutes to record a “parking session”)
 - o 20% of these parking sessions began before 10am, and the average length of stay was 7 hours if arriving before 10am. While we do not have a method to know precisely the user type that is parking before 10am, this may indicate that our workforce is utilizing the Parking Structure during their workday and could relieve demand for other areas of town that are permit-only or mixed permit/paid for other parking users
 - o The average length of stay if arriving after 10am was 3 hours

Would Council like the South Gondola structure/lot to remain a free parking reservoir again this summer? While there are costs associated with the South Gondola Parking Structure, as well as a reduction in revenue, staff believe this free parking reservoir provides parking that is easy to find and readily accessible, which prevents circling, lessens traffic congestion by allowing users to leave their car parked the entire day, and may open up parking in other close in locations for parking sessions that are shorter (2-3 hours) in duration.



Memo

To: Town Council
From: Duke Barlow, Open Space & Trails Manager
Date: 4/21/2026 (for 4/28/2026)
Subject: Open Space & Trails Update

Enclosed please find the draft meeting minutes from the April 13, 2026, BOSAC meeting. Staff will be present to answer any questions.

Please note that this meeting summary was partially generated using AI transcription technology and has been reviewed by the designated minute taker for accuracy and completeness.

I) CALL TO ORDER

Nikki LaRochelle called the April 13, 2026 regular meeting of BOSAC to order at 5:30 pm. Other members of BOSAC present were Krysten Joyce, Matt Powers, Chris Tennial, and Town Council liaison Jay Beckerman. Commissioners Dave Rossi and Bobby Zanca were absent. Staff members present were Alex Stach, Duke Barlow, and Mark Truckey. Jill Desmond and Jill Marek from BreckCreate were present. Members of the public present: Jason Auerbach. Members of the public that were present virtually: Alex Lindquist, Greg Ruckman, Sandy and Craig (unknown last names).

II) APPROVAL OF MINUTES

The minutes were approved as presented.

III) PUBLIC COMMENTS

N/A

IV) STAFF SUMMARY

A. Field Season Update

Staff shared that while a primary focus of this season's early field work will be hazardous fuel reduction, significant progress was made on clearing downed trees over the winter, with staff members Joel Dukes and Brad Kreams (Summit County Open Space & Trails) leading the effort.

B. 2026 FOBT Events

C. Seasonal Hiring Update

D. B&B Bathrooms

Staff are coordinating with Summit County Open Space & Trails to finalize the location of the B&B bathrooms. Key variables being considered include wind direction (for odor mitigation), trash needs, and winter plowing logistics.

E. 2026 OST Workplan

OST staff provided some context on the proposed handrail installations at Little Mountain. The goal is to improve hiker safety on steep sections of a frontcountry trail popular with visitors and families.

F. IMBA Trail Town Designation

Mr. Powers asked about the benefits of the IMBA Trail Town Designation. Staff replied that this program is a new, less intensive designation compared to IMBA's other partnership tiers. The primary benefit of the program is the international recognition of Breckenridge as a sustainable and accessible trail network, which serves as a powerful reference point for future grant applications. For example, staff intend to leverage this designation when seeking funding for ADA-compliant parking to support the upcoming McCain Open Space trail project. Responsibilities for the Town are minimal, primarily involving social media outreach and highlighting local trail ambassadors, rather than significant administrative or operational burdens.

G. 2026 Quandary Shuttle and Parking Reservation System

H. Summit County Outdoor Coalition

I. 2026 BOSAC Appointments

J. Spring Trail Conditions Reporting

Staff shared that the BreckOST.com "trails page" will be optimized by removing the duplicative trail list and that a specific prompt for muddy conditions will be added to improve real-time data collection.

K. OPDMD Policy Update

L. Recpath Updates

M. Public Scoping for Aspen Alley and Barton Connector Trails Project

The U.S. Forest Service has officially accepted the Aspen Alley and Barton Connector Trails project proposal. A 30-day public scoping period is set to begin, marking a major milestone for these trail connections.

N. STRAP FANEC

O. CGP Vegetation Study

V) OPEN SPACE DISCUSSION

BreckCreate (1:01:41)

Ms. Desmond and Ms. Marek from BreckCreate presented several proposed enhancements to the Illinois Creek area for the summer 2026 season, focusing on a blend of interactive art and environmental stewardship. To improve accessibility/equitability of the CIÜGABOC marble installations, BreckCreate and OST staff have proposed adding two rustic, custom-designed dispensers with a 100-marble capacity and bilingual signage to promote a "play and return" system. To supplement this and protect the public supply, a proposal was discussed to host

paid marble-design classes at the Main Street gallery, where visitors can create their own personalized souvenirs.

In addition to the marbles, a new public art installation by local artist Kia Neill titled "Where's My Pack" will be featured at Illinois Creek. This project includes life-size wolves crafted from recycled pallet wood and is accompanied by an immersive audio tour narrated by local youth. While the highly trafficked location is ideal for engagement, the board discussed strategies to protect both the artwork and the surrounding habitat. Suggestions included elevating new art pieces to discourage climbing and using strategic plantings or trail hardening to guide foot traffic and prevent the formation of social trails. Moving forward, staff will continue to observe visitor interactions with the existing CIUGABOC installation to refine the final placement and protection protocols for the upcoming installations.

Breckenridge Comprehensive Plan and OST Open House (1:28:56)

Mr. Truckey presented on the Town's Comprehensive Plan, providing commissioners with an update on the ongoing revision of the Town's 2008 Comprehensive Plan, which is being modernized to satisfy new state requirements and better reflect the needs of our community in 2026. The updated plan will prioritize redevelopment and workforce housing, incorporating essential components such as a strategic growth element, a water supply plan, and a dedicated housing action plan led by the Housing Department. To make the document more accessible to the public, the new version will be designed in a user-friendly format, utilizing fewer words and more illustrations to convey key concepts. To ensure broad community participation, the Town is planning an extensive engagement process featuring visioning sessions, stakeholder interviews, and an immersive event using visual modeling technology to showcase potential redevelopment scenarios. Mr. Truckey encouraged BOSAC members to participate in the upcoming Comprehensive Plan public process and also to encourage their friends and neighbors to participate, because its policies will shape the future growth of the Town.

The focus of the discussion then shifted to the upcoming Open Space Open House scheduled for May 18, 2026, at the Breckenridge Recreation Center. The group explored ways to maximize attendance and engagement at this event, including a greeting station, the use of informational posters, QR codes, and a main presentation. Finally, the team discussed leveraging these public events to highlight specific open space initiatives. Proposed topics for the May presentation include explaining the seasonal closures at Cucumber Gulch and the new uphill route at Aspen Alley. Additionally, commissioners and staff plan to provide clear information on how community members can join BOSAC or find other avenues to support the Town's open space and conservation goals.

2026 BOSAC Officer Elections (2:05:20)

The Commission conducted its annual officer elections, resulting in the reappointment of Nikki LaRochelle as Chair and the appointment of Matt Powers as Vice Chair, both to serve one-year terms. David Rossi, via Ms. LaRochelle, confirmed he would not seek another term as Vice Chair, facilitating the transition of leadership roles.

**Nikki LaRochelle was reappointed to BOSAC Chair by a vote of 5:0.
Matt Powers was appointed BOSAC Vice-Chair by a vote of 5:0.**

BOSAC Term Lengths (2:08:54)

Following the elections, the group deliberated on potential changes to the standard BOSAC term lengths; however, it was ultimately decided to recommend to the Council to maintain the current four-year terms with a limit of two consecutive terms served. To ensure the continued effectiveness of the board, the group agreed to prioritize the development of new strategies and materials to better support the onboarding process for incoming commissioners.

VI) OTHER MATTERS RELATED TO OPEN SPACE TOPICS

Staff provided updates on local beaver activity, sharing that they have begun annual surveying efforts in Cucumber Gulch Preserve, as well as the discovery of a beaver carcass on the Blue River on Town owned open space (Tract I - Shores at the Highlands) that tested positive for tularemia. CPW is monitoring the situation and coordinating public awareness as necessary.

VII) COUNCIL MATTERS RELATED TO OPEN SPACE TOPICS

Mr. Beckerman reported that drought, water conservation, and wildfire preparedness are central focuses for Town Council. While Summit County awaits specific criteria to declare a Stage 1 fire ban, Breckenridge remains at a Stage 1 level by default through municipal code, prohibiting open fires outside of designated rings. The Town is currently considering reducing residential watering days from three to two, though Jay clarified that hand-watering and drip irrigation—such as those used for Town floral displays and, potentially, the McCain Open Space—remain allowed due to their efficiency. To support these efforts, the Town is utilizing VMS boards for public awareness and leveraging new monitoring technologies, including drones and Xcel Energy tools, to improve early fire detection.

VIII) ADJOURNMENT

A motion to adjourn the BOSAC meeting was made by Ms. LaRochelle, with Mr. Beckerman seconding the motion. The April 13, 2026 regular meeting of BOSAC concluded at 7:29 PM.

The next regular meeting of BOSAC is scheduled for June 15, 2026.

The annual Open Space & Trails Open House is scheduled for May 18th at the Breckenridge Recreation Center (Multi-Purpose Room) from 5 – 7 PM.

Nikki LaRochelle, Chair



Memo

To: Breckenridge Town Council Members
From: Mae Watson, Town Clerk
Date: 4/22/2026
Subject: Committee Reports

The following committee reports have been submitted and included:

- Liquor and Marijuana Licensing Authority Meeting

Committees*	Representative	Report Status
Summit Stage Advisory Board	Matt Hulsey	No Meeting/Report
Police Advisory Committee	Staff	No Meeting/Report
Recreation Advisory Committee	Molly Boyd	No Meeting/Report
Transit and Parking Advisory Committee	Matt Hulsey	No Meeting/Report
Liquor and Marijuana Licensing Authority	Tara Olson	INCLUDED
Breckenridge Social Equity Advisory Commission	Flor Cruz	No Meeting/Report
Communications	Staff	No Meeting/Report

***Note:** Reports provided by the Mayor and Council Members are listed in the Council agenda.

Breckenridge Liquor and Marijuana Licensing Authority
Regular Meeting
Tuesday, March 17, 2026

- 1) Call to Order, Roll Call
Chair Conway called the regular meeting of Tuesday, March 17, 2026, to order at 9:00 am. The following members answered roll call: Ashley Zimmerman, Austyn Dineen, Kelly Lovely, Garren Riechel and Chair Ace Conway.
- 2) Approval of Minutes
With no changes or corrections to the meeting minutes of February 17, 2026, Chair Conway declared they would stand as approved.
- 3) Approval of Agenda
With no changes to the agenda, Chair Conway declared the agenda would stand as approved.
- 4) Equity Lens Discussion
 - a) Equity Lens discussion with Flor Cruz, the Town of Breckenridge Bilingual Community Outreach and Engagement Liaison. Ms. Cruz introduced an Equity Lens toolkit to integrate into our thought process and demonstrated that equality does not always result in equity or inclusivity.
- 5) Consent Calendar
 - a) Liquor Consent Calendar

The Liquor Consent Calendar was approved as submitted.
 - b) Marijuana Consent Calendar - None
 - c) Tobacco Consent Calendar - None
- 6) Public Hearing; Action Items - None
- 7) Transfer of Ownership Applications - None
- 8) Informal Discussion
 - a) Police Department Update
Detective Wilkerson stated she had no update.
 - b) Town Attorney Update
Attorney Ambrose stated she had no update.
 - c) Town Clerk Update
Ms. Watson stated she had no update.
 - d) Public Comment
There was no public comment.
- 9) Adjournment
With no further business to discuss, Chair Conway adjourned the meeting at 9:44 am.

The next regular meeting will be held on April 21, 2026. Submitted by Mae Watson, Town Clerk.

ATTEST:

Mae Watson, Town Clerk

Ace Conway, LMLA Chair



March 31, 2026

Financial Statement

Executive Summary

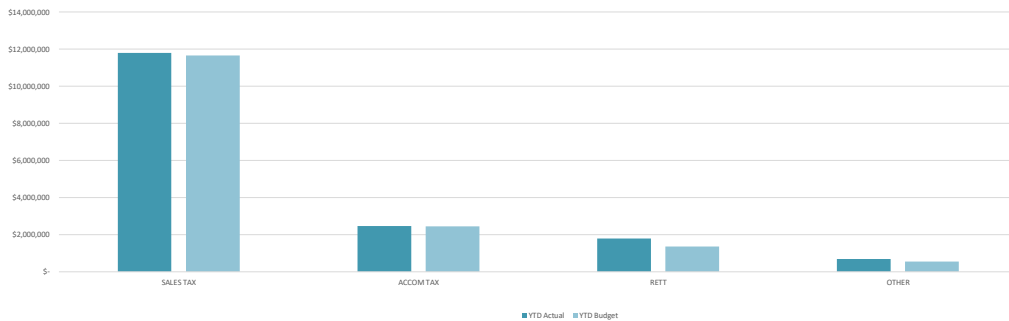
March 31, 2026

This report covers the three months of 2026. March is largely reflective of February tax collections.

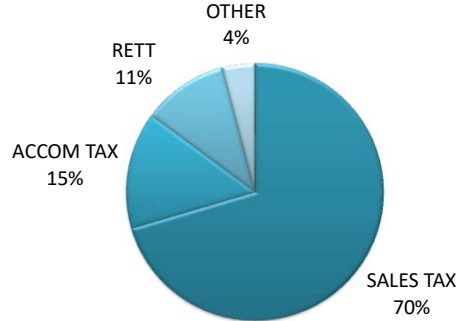
Overall, we are approximately \$.7M above 2026 budgeted revenues in the Excise fund and \$1.1M behind prior year. Sales tax is currently ahead \$.1M in comparison with YTD budget, and behind \$.4M in comparison with prior year. Accommodations tax is flat in comparison with YTD budget and behind \$.1M in comparison with prior year. Real Estate Transfer Tax is ahead \$.4M in comparison with YTD budget and behind \$.4M in comparison with prior year.

See the Tax Basics section of these financial reports for more detail on the sales, accommodations, and real estate transfer taxes.

Excise YTD Actual vs. Budget - by Source



YTD Actual Revenues - Excise



	YTD Actual	YTD Budget	% of Budget	Annual Budget	Prior YTD Actual	Prior Annual Actual
SALES TAX	\$ 11,795,173	\$ 11,658,473	101%	\$ 33,505,000	\$ 12,197,379	\$ 35,922,078
ACCOMMODATIONS TAX	2,463,152	2,442,884	101%	5,508,000	2,611,275	5,812,632
REAL ESTATE TRANSFER	1,799,138	1,352,072	133%	6,000,000	2,220,070	8,880,931
OTHER*	689,070	549,074	125%	2,173,201	878,734	2,977,164
TOTAL	\$ 16,746,534	\$ 16,002,503	1	\$ 47,186,201	\$ 17,907,458	\$ 53,592,804

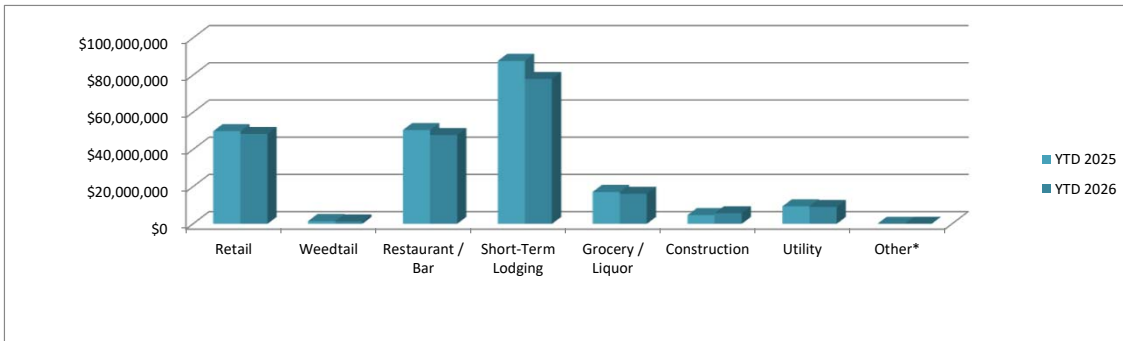
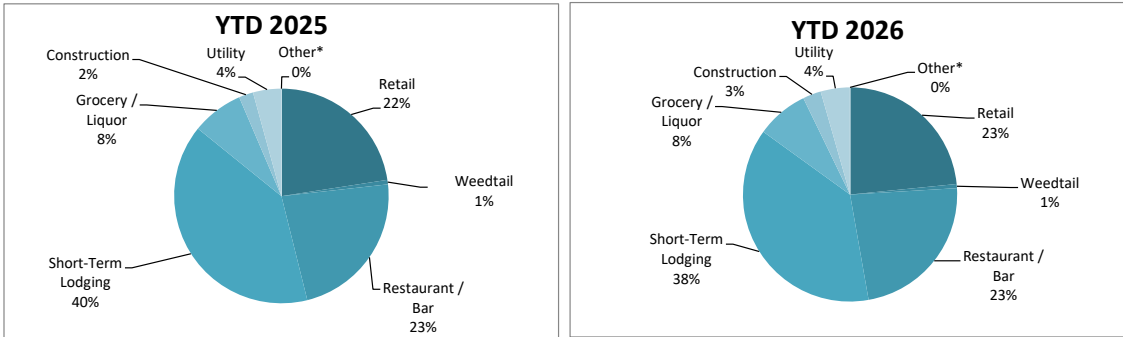
* Other includes Franchise Fees (Telephone, Public Service and Cable), Cigarette Tax, and Investment Income

The Tax Basics: February 2026

Net Taxable Sales by Industry-YTD

Description	YTD 2023	YTD 2024	YTD 2025	2025		2025/2026		2026
				% of Total	YTD 2026	\$ Change	% Change	% of Total
Retail	\$52,446,646	\$51,323,255	\$49,886,364	22.58%	\$48,362,987	(\$1,523,377)	-3.05%	23.42%
Weedtail	\$2,156,873	\$1,702,082	\$1,500,455	0.68%	\$1,343,372	(\$157,083)	-10.47%	0.65%
Restaurant / Bar	\$50,975,172	\$51,728,810	\$50,507,198	22.86%	\$47,767,514	(\$2,739,684)	-5.42%	23.13%
Short-Term Lodging	\$94,081,563	\$91,549,211	\$87,669,087	39.69%	\$77,975,942	(\$9,693,145)	-11.06%	37.77%
Grocery / Liquor	\$18,584,532	\$19,155,048	\$17,189,782	7.78%	\$16,184,707	(\$1,005,076)	-5.85%	7.84%
Construction	\$3,372,174	\$4,548,130	\$4,708,373	2.13%	\$5,732,409	\$1,024,036	21.75%	2.78%
Utility	\$10,371,610	\$8,924,536	\$9,426,560	4.27%	\$9,080,799	(\$345,761)	-3.67%	4.40%
Other*	\$12,713	\$12,807	\$21,526	0.01%	\$26,825	\$5,299	24.62%	0.01%
Total	\$232,001,284	\$228,943,880	\$220,909,346	100.00%	\$206,474,555	(\$14,434,791)	-6.53%	100.00%

* Other includes activities in Automobiles and Undefined Sales.



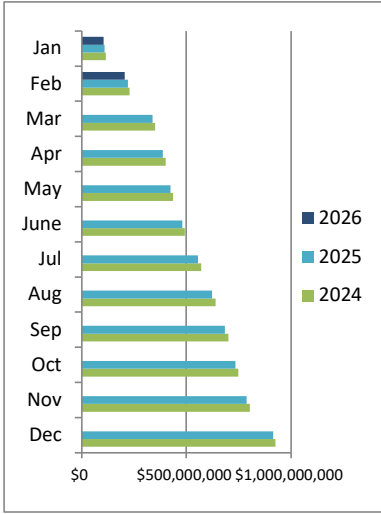
New Items of Note:

- February YTD net taxable sales were behind February YTD 2025 by 6.53%.
- February YTD net taxable sales excluding construction were behind February YTD 2025 by 7.15%.
- For February YTD 2026, there were increases in Construction (21.75%) and we saw a decline in Retail (3.05%), Short-Term Lodging (11.06%), Grocery/Liquor (5.85%), Weedtail (10.47%), Restaurant/Bar (5.42%) and Utility (3.67%) compared to February YTD 2025.

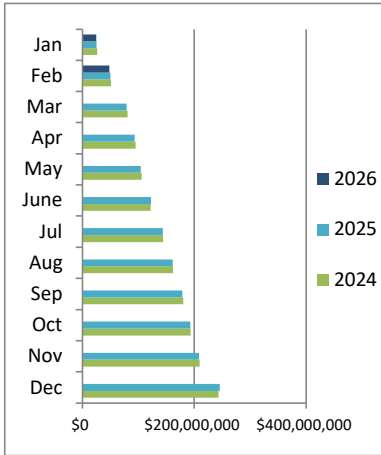
Notes:

- Short Term Lodging taxes are generally remitted based on reservation date.
- Taxes collected from the customer by the vendor are remitted to the Town on the 20th of the following month.
- Quarterly taxes are reported in the last month of the period. For example, taxes collected in the first quarter of the year (January – March), are included on the report for the period of March.
- Net Taxable Sales are continually updated as late tax returns are submitted to the Town of Breckenridge. Therefore, you may notice slight changes in prior months, in addition to the reporting for the current month.
- "Other" sales relate to returns that have yet to be classified. Much of this category will be reclassified to other sectors as more information becomes available.

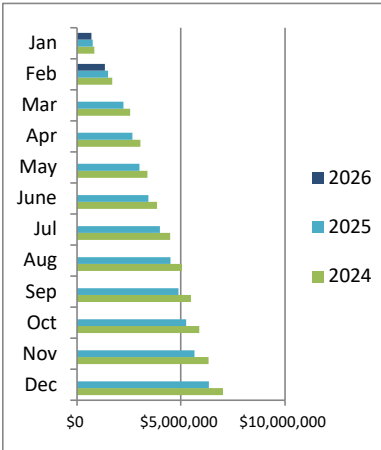
Net Taxable Sales by Sector-Town of Breckenridge Tax Base



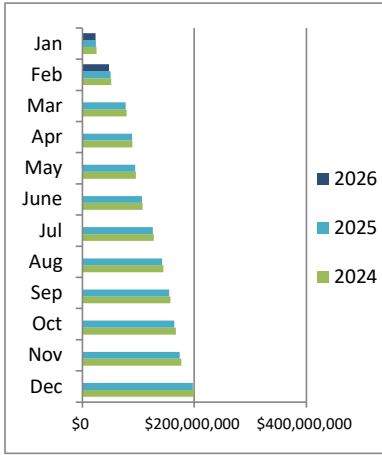
Total Net Taxable Sales					
	2023	2024	2025	2026	% change
					2026 from PY
Jan	\$115,320,568	\$115,491,720	\$109,276,970	\$104,592,222	-4.29%
Feb	\$114,523,842	\$113,452,160	\$111,632,376	\$101,882,333	-8.73%
Mar	\$123,067,127	\$122,899,882	\$117,956,238	\$0	n/a
Apr	\$53,733,242	\$49,811,452	\$49,824,520	\$0	n/a
May	\$32,518,327	\$35,861,905	\$35,665,962	\$0	n/a
Jun	\$54,968,805	\$55,771,892	\$57,019,234	\$0	n/a
Jul	\$75,260,608	\$78,606,242	\$74,698,464	\$0	n/a
Aug	\$63,748,677	\$68,205,194	\$67,241,199	\$0	n/a
Sep	\$62,453,205	\$60,818,193	\$61,388,396	\$0	n/a
Oct	\$55,344,097	\$48,173,343	\$50,728,096	\$0	n/a
Nov	\$58,347,576	\$55,052,732	\$52,979,301	\$0	n/a
Dec	\$125,068,383	\$121,923,668	\$127,674,274	\$0	n/a
YTD	\$229,844,411	\$228,943,880	\$220,909,346	\$206,474,555	-6.53%
Total	\$934,354,458	\$926,068,382	\$916,085,028	\$206,474,555	-77.46%



Retail					
	2023	2024	2025	2026	% change
Jan	\$25,226,456	\$26,490,320	\$25,532,411	\$24,690,297	-3.30%
Feb	\$25,063,318	\$24,832,934	\$24,353,953	\$23,672,690	-2.80%
Mar	\$31,924,355	\$29,973,072	\$29,670,794	\$0	n/a
Apr	\$14,433,889	\$14,166,513	\$14,034,820	\$0	n/a
May	\$9,394,243	\$10,604,347	\$10,996,935	\$0	n/a
Jun	\$16,387,540	\$15,961,140	\$18,373,196	\$0	n/a
Jul	\$18,187,635	\$22,562,881	\$20,824,426	\$0	n/a
Aug	\$15,516,837	\$17,613,648	\$17,879,995	\$0	n/a
Sep	\$18,786,505	\$18,190,636	\$17,265,653	\$0	n/a
Oct	\$13,190,951	\$13,501,384	\$14,302,234	\$0	n/a
Nov	\$15,174,876	\$15,836,593	\$15,579,537	\$0	n/a
Dec	\$34,715,545	\$33,886,573	\$37,099,626	\$0	n/a
YTD	\$50,289,773	\$51,323,255	\$49,886,364	\$48,362,987	-3.05%
Total	\$238,002,148	\$243,620,043	\$245,913,578	\$48,362,987	-80.33%



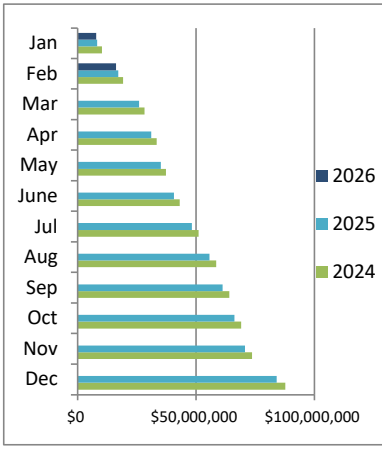
Weedtail					
	2023	2024	2025	2026	% change
Jan	\$1,085,499	\$835,116	\$762,521	\$693,360	-9.07%
Feb	\$1,071,374	\$866,966	\$737,934	\$650,012	-11.91%
Mar	\$1,021,416	\$854,323	\$738,047	\$0	n/a
Apr	\$577,496	\$490,607	\$437,565	\$0	n/a
May	\$382,445	\$339,210	\$328,000	\$0	n/a
Jun	\$513,462	\$467,638	\$434,132	\$0	n/a
Jul	\$697,911	\$629,419	\$560,124	\$0	n/a
Aug	\$578,590	\$564,981	\$505,420	\$0	n/a
Sep	\$463,014	\$432,168	\$389,899	\$0	n/a
Oct	\$413,804	\$409,174	\$363,636	\$0	n/a
Nov	\$447,069	\$439,585	\$393,465	\$0	n/a
Dec	\$785,178	\$703,302	\$694,462	\$0	n/a
YTD	\$2,156,873	\$1,702,082	\$1,500,455	\$1,343,372	-10.47%
Total	\$8,037,258	\$7,032,490	\$6,345,205	\$1,343,372	-78.83%



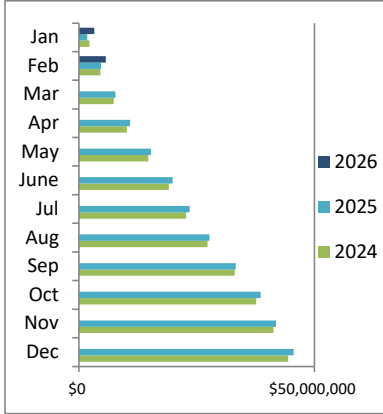
Restaurant / Bar					
	2023	2024	2025	2026	% change
Jan	\$25,009,257	\$25,043,074	\$24,292,108	\$23,781,846	-2.10%
Feb	\$25,965,915	\$26,685,736	\$26,215,090	\$23,985,669	-8.50%
Mar	\$25,821,441	\$27,280,951	\$26,997,194	\$0	n/a
Apr	\$12,209,139	\$10,616,393	\$11,116,774	\$0	n/a
May	\$5,883,754	\$5,806,256	\$6,000,963	\$0	n/a
Jun	\$11,309,552	\$12,353,336	\$12,153,746	\$0	n/a
Jul	\$19,294,325	\$19,765,556	\$19,224,489	\$0	n/a
Aug	\$15,634,593	\$17,312,402	\$16,785,772	\$0	n/a
Sep	\$13,197,620	\$12,818,002	\$12,527,378	\$0	n/a
Oct	\$9,879,709	\$9,494,515	\$9,019,071	\$0	n/a
Nov	\$9,285,260	\$9,754,342	\$9,806,692	\$0	n/a
Dec	\$23,302,685	\$22,819,776	\$23,429,080	\$0	n/a
YTD	\$50,975,172	\$51,728,810	\$50,507,198	\$47,767,514	-5.42%
Total	\$196,793,250	\$199,750,339	\$197,568,357	\$47,767,514	-75.82%



Short-Term Lodging					
	2023	2024	2025	2026	% change
Jan	\$47,701,464	\$46,141,138	\$44,050,444	\$39,821,108	-9.60%
Feb	\$46,380,100	\$45,408,073	\$43,618,643	\$38,154,834	-12.53%
Mar	\$47,329,563	\$48,330,459	\$43,926,538	\$0	n/a
Apr	\$14,634,518	\$13,022,629	\$12,082,936	\$0	n/a
May	\$6,933,527	\$7,561,024	\$6,941,767	\$0	n/a
Jun	\$13,883,035	\$14,295,288	\$12,898,476	\$0	n/a
Jul	\$23,443,529	\$21,741,756	\$20,323,060	\$0	n/a
Aug	\$18,253,684	\$18,345,936	\$17,910,820	\$0	n/a
Sep	\$17,007,038	\$15,110,594	\$17,117,194	\$0	n/a
Oct	\$14,697,244	\$12,878,194	\$13,988,534	\$0	n/a
Nov	\$20,314,004	\$18,083,260	\$16,803,109	\$0	n/a
Dec	\$44,243,192	\$43,127,798	\$45,415,325	\$0	n/a
YTD	\$94,081,563	\$91,549,211	\$87,669,087	\$77,975,942	-11.06%
Total	\$314,820,899	\$304,046,148	\$295,076,847	\$77,975,942	-73.57%

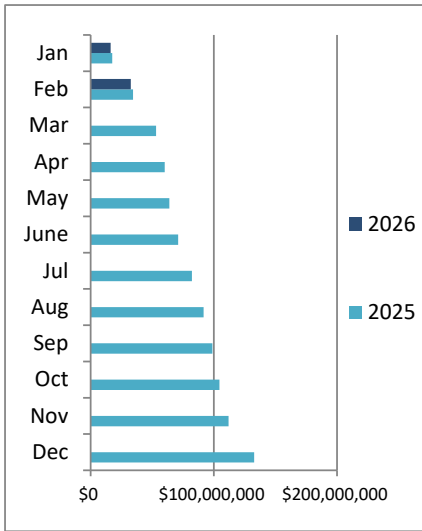


Grocery / Liquor					
	2023	2024	2025	2026	% change
Jan	\$8,997,217	\$10,315,941	\$8,203,287	\$7,804,533	-4.86%
Feb	\$9,587,315	\$8,839,108	\$8,986,496	\$8,380,174	-6.75%
Mar	\$9,151,128	\$9,123,494	\$8,824,618	\$0	n/a
Apr	\$5,851,774	\$5,082,362	\$5,141,342	\$0	n/a
May	\$4,092,212	\$4,030,390	\$3,960,372	\$0	n/a
Jun	\$5,335,000	\$5,746,504	\$5,578,625	\$0	n/a
Jul	\$7,834,806	\$7,943,478	\$7,614,930	\$0	n/a
Aug	\$7,445,518	\$7,416,410	\$7,364,190	\$0	n/a
Sep	\$5,968,442	\$5,617,390	\$5,646,795	\$0	n/a
Oct	\$5,145,358	\$5,007,660	\$4,964,580	\$0	n/a
Nov	\$6,585,486	\$4,635,122	\$4,433,145	\$0	n/a
Dec	\$13,098,972	\$13,939,671	\$13,357,233	\$0	n/a
YTD	\$18,584,532	\$19,155,048	\$17,189,782	\$16,184,707	-5.85%
Total	\$89,093,228	\$87,697,529	\$84,075,612	\$16,184,707	-80.75%

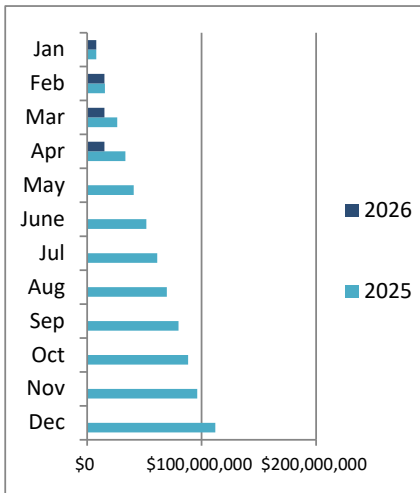


Construction					
	2023	2024	2025	2026	% change
Jan	\$1,967,455	\$2,266,343	\$1,805,761	\$3,295,773	82.51%
Feb	\$1,404,719	\$2,281,787	\$2,902,612	\$2,436,636	-16.05%
Mar	\$3,049,198	\$2,879,605	\$3,043,603	\$0	n/a
Apr	\$2,261,020	\$2,769,645	\$3,151,846	\$0	n/a
May	\$2,944,643	\$4,572,020	\$4,405,616	\$0	n/a
Jun	\$4,419,262	\$4,334,733	\$4,611,995	\$0	n/a
Jul	\$3,466,836	\$3,647,255	\$3,630,248	\$0	n/a
Aug	\$4,071,480	\$4,556,734	\$4,205,213	\$0	n/a
Sep	\$4,492,312	\$5,776,671	\$5,577,952	\$0	n/a
Oct	\$9,725,056	\$4,588,876	\$5,305,816	\$0	n/a
Nov	\$3,144,058	\$3,678,639	\$3,260,462	\$0	n/a
Dec	\$4,643,227	\$3,097,444	\$3,726,843	\$0	n/a
YTD	\$3,372,174	\$4,548,130	\$4,708,373	\$5,732,409	21.75%
Total	\$45,589,266	\$44,449,753	\$45,627,967	\$5,732,409	-87.44%

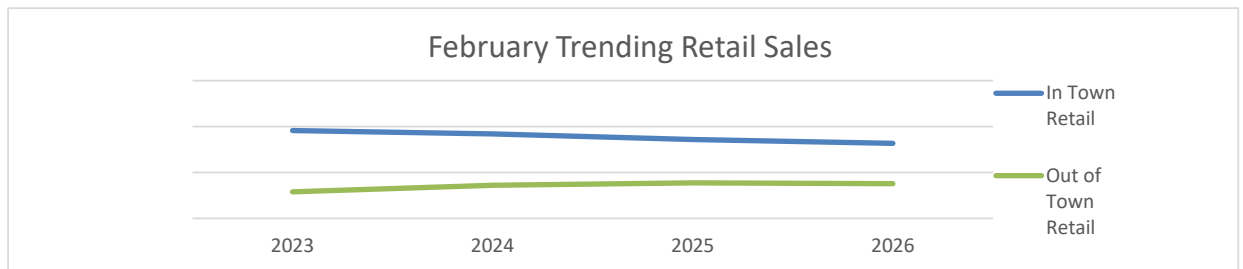
The Tax Basics: Retail Sales Sector Analysis



Retail: In-Town					
	2023	2024	2025	2026	% change from PY
Jan	\$19,140,945	\$18,712,144	\$17,528,236	\$16,211,290	-7.51%
Feb	\$19,069,432	\$18,105,415	\$16,865,650	\$16,440,809	-2.52%
Mar	\$22,257,876	\$21,559,584	\$18,761,574	\$0	n/a
Apr	\$8,056,091	\$6,726,512	\$6,947,764	\$0	n/a
May	\$3,909,984	\$4,176,252	\$3,800,365	\$0	n/a
Jun	\$7,301,354	\$7,346,876	\$7,160,455	\$0	n/a
Jul	\$11,433,358	\$11,945,186	\$11,191,998	\$0	n/a
Aug	\$8,994,533	\$9,722,277	\$9,458,493	\$0	n/a
Sep	\$7,969,054	\$7,440,954	\$7,067,943	\$0	n/a
Oct	\$7,264,349	\$5,700,535	\$5,754,204	\$0	n/a
Nov	\$7,403,900	\$7,766,539	\$7,453,979	\$0	n/a
Dec	\$20,379,695	\$19,643,461	\$20,664,880	\$0	n/a
YTD	\$38,210,377	\$36,817,559	\$34,393,886	\$32,652,099	-5.06%
Total	\$143,180,570	\$138,845,735	\$132,655,542	\$32,652,099	



Retail: Out-of-Town					
	2023	2024	2025	2026	% change
Jan	\$5,600,325	\$7,734,448	\$8,004,175	\$7,924,795	-0.99%
Feb	\$5,961,160	\$6,727,519	\$7,488,303	\$7,220,950	-3.57%
Mar	\$9,605,500	\$8,365,906	\$10,852,864	\$0	n/a
Apr	\$6,346,837	\$7,440,002	\$7,087,056	\$0	n/a
May	\$5,450,513	\$6,369,938	\$7,196,570	\$0	n/a
June	\$9,027,161	\$8,557,120	\$11,066,625	\$0	n/a
Jul	\$6,722,159	\$10,617,695	\$9,473,164	\$0	n/a
Aug	\$6,484,984	\$7,891,371	\$8,421,502	\$0	n/a
Sep	\$10,762,198	\$10,698,175	\$10,197,710	\$0	n/a
Oct	\$5,889,488	\$7,800,849	\$8,380,494	\$0	n/a
Nov	\$7,409,632	\$8,070,054	\$8,023,961	\$0	n/a
Dec	\$14,162,927	\$14,189,181	\$15,758,681	\$0	n/a
YTD	\$11,561,485	\$14,461,967	\$15,492,478	\$15,145,745	-2.24%
Total	\$93,422,883	\$104,462,258	\$111,951,106	\$15,145,745	



New Items of Note:

- In-Town Retail sales comprise businesses that are in Town limits. The sector had an overall decrease of 2.52% in February 2026 as compared to 2025. The Out-of-Town Retail Sales comprise businesses that are out of Town limits, whose products and services are delivered inside Town limits. This sector had an overall decrease in sales of 3.57% for February 2026 compared to 2025.

Real Estate Transfer Tax

New Items of Note:

- Revenue 2026 YTD is at \$.4M behind from prior year and \$.4M favorable in comparison with budget.
- Timeshare sales account for the majority of the sales (34.46%), with Single Family Homes sales in the second position of highest sales (24.48%) subject to the tax. Timeshare sales are ahead YTD by (42.88%).

Continuing Items of Note:

- 2026 Real Estate Transfer Tax budget is based upon a 5 year historical budget phasing.



Total RETT						
	2024	2025	2026	% change	2026 budget	+/- Budget
Jan	\$334,088	\$643,773	\$447,389	-30.51%	\$363,082	\$84,307
Feb	\$569,686	\$1,018,132	\$513,059	-49.61%	\$590,923	-\$77,864
Mar	\$495,625	\$558,164	\$838,675	50.26%	\$398,067	\$440,608
Apr	\$1,240,904	\$560,240	\$0	n/a	\$700,106	n/a
May	\$540,842	\$670,611	\$0	n/a	\$456,174	n/a
Jun	\$392,088	\$372,312	\$0	n/a	\$290,393	n/a
Jul	\$550,835	\$801,308	\$0	n/a	\$506,495	n/a
Aug	\$515,499	\$766,879	\$0	n/a	\$480,025	n/a
Sep	\$802,713	\$1,100,443	\$0	n/a	\$714,285	n/a
Oct	\$723,645	\$1,009,638	\$0	n/a	\$548,863	n/a
Nov	\$770,442	\$720,642	\$0	n/a	\$584,402	n/a
Dec	\$484,061	\$658,787	\$0	n/a	\$367,184	n/a
YTD	\$1,399,399	\$2,220,070	\$1,799,123	-18.96%	\$6,000,000	\$447,052
Total	\$7,420,428	\$8,880,931	\$1,799,123		\$6,000,000	



by Category					
Description	2025 YTD	2026 YTD	\$ change	% change	% of Total
Commercial	\$ 135,650	\$ 106,900	\$ (28,750)	-21.19%	5.94%
Condominium	\$ 318,830	\$ 250,852	\$ (67,978)	-21.32%	13.94%
Timeshare	\$ 433,891	\$ 619,927	\$ 186,036	42.88%	34.46%
Single Family	\$ 845,540	\$ 440,470	\$ (405,070)	-47.91%	24.48%
Townhome	\$ 206,235	\$ 187,100	\$ (19,135)	-9.28%	10.40%
Vacant Land	\$ 280,078	\$ 193,934	\$ (86,144)	-30.76%	10.78%
Total	\$ 2,220,225	\$ 1,799,183	\$ (421,041)	-18.96%	100.00%

Comparison of Sales Tax Collections to Similar U n i t e d Municipalities

Municipality	Tax Rate	Total 2024	Total 2025	% Change	K	2026	Note on K vs PY
Steamboat Springs	4.5%	\$ 42,164,376	\$ 43,297,310	3%	\$	4,566,494	-2%
Winter Park	7.0%	\$ 16,255,488	\$ 16,040,566	-1%	\$	2,078,634	-5%
Breckenridge	2.5%	\$ 36,359,033	\$ 35,922,078	-1%	\$	3,482,988	-5%
Frisco	2.0%	\$ 6,903,449	\$ 6,921,815	0%	\$	588,070	-6%
Vail	4.0%	\$ 42,177,661	\$ 43,449,206	3%	\$	5,525,983	-7%. Vail revising budget.

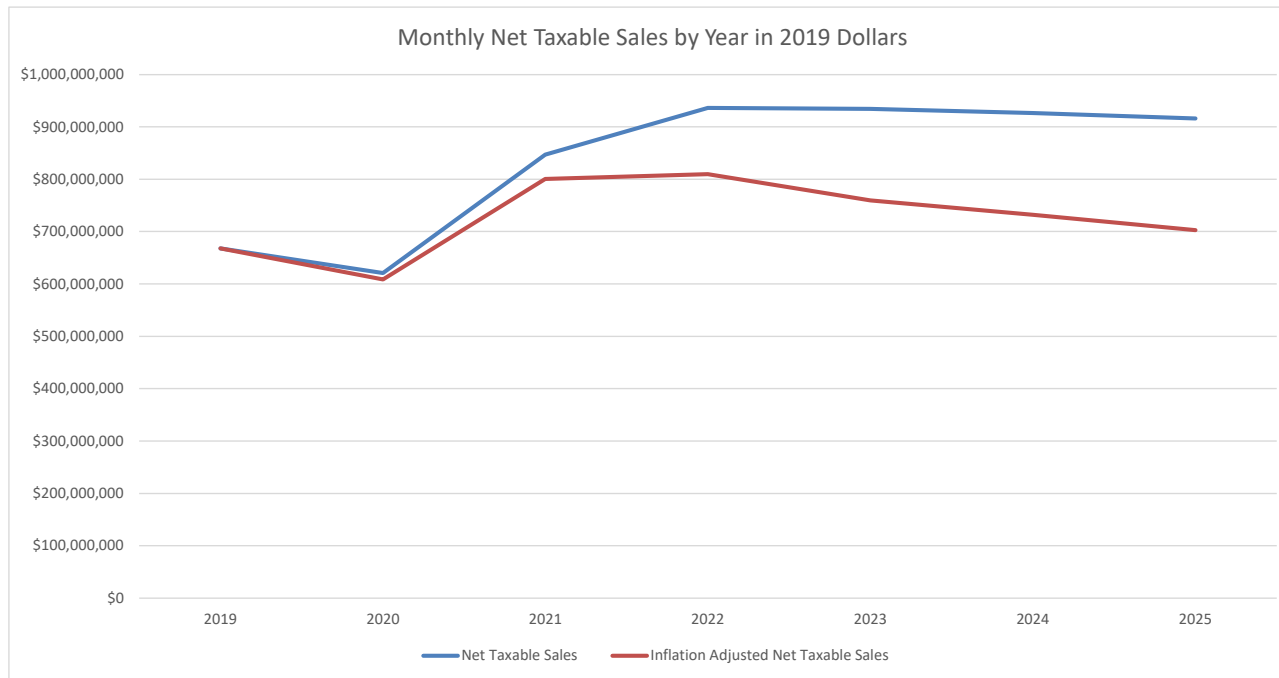
Note: This information is sourced from publicly available reporting published by each municipality on their website. The latest information available shows that Breckenridge, relative to similar communities in the region, is experiencing an average rate of decline in sales tax collections in 2026. This decline was expected and incorporated into the 2026 fiscal year budget.

Year	Inflation Rate	CPI Measure	Cumulative Inflation
2019	1.92%	266.99	0%
2020	1.95%	272.2	1.95%
2021	3.54%	281.84	5.49%
2022	8.01%	304.42	13.50%
2023	5.22%	320.3	18.72%
2024	2.27%	327.57	20.99%
2025	2.29%	335.07	23.28%

Note: Inflation is the increase in the price of goods and services over time, which reduces the purchasing power of money. CPI, the Consumer Price Index, measures the average change in prices over time for a variety of consumer goods and services including food, housing, transportation, healthcare and entertainment. Thus, the CPI is often used as a means of measuring inflation. The CPI measures presented here were published by the US Bureau of Labor Statistics for the Denver-Aurora-Lakewood area, which is the closest data set available for our region. In late 2021, the region began seeing price inflation above the Federal Reserve's target rate of 2%. Thankfully, inflation has dropped back down the past two years to just above 2% annually. This is in part due to the Federal Reserve's policy of maintaining high interest rates in the national economy. Inflation since 2019 in our region has been substantial, creating a 23% increase in prices.

Total Net Taxable Sales

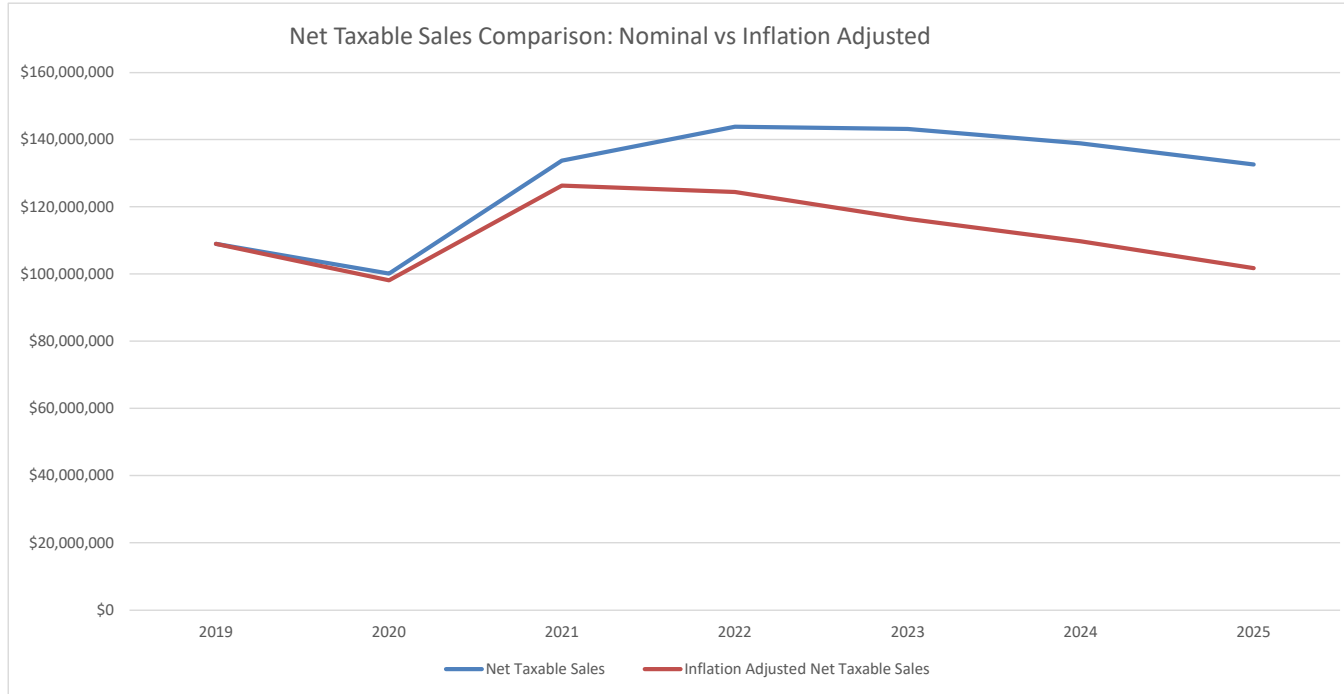
	2019	2020	2021	2022	2023	2024	2025
Net Taxable Sales	\$667,707,132	\$621,021,290	\$846,559,990	\$936,191,336	\$934,354,458	\$926,068,382	\$916,085,028
Inflation Adjusted Net Taxable Sales	\$667,707,132	\$608,902,781	\$800,059,318	\$809,763,046	\$759,433,842	\$731,679,594	\$702,817,258
Annual Net Taxable Sales Growth	0%	-7%	36%	11%	0%	-1%	-1%
Annual Inflation Adjusted Net Taxable Sales Growth	0%	-9%	31%	1%	-6%	-4%	-4%



Summary: Adjusting net taxable sales for inflation is a means of measuring real purchasing power of dollars over time. In other words, this allows us to see real economic growth or contraction of our local economy over time. In terms of 2019 dollars, our local economy has grown by 10% since 2019. In spite of tremendous economic growth in 2021, the past three years have seen an economic contraction of 14%.

In-Town Retail Net Taxable Sales

	2019	2020	2021	2022	2023	2024	2025
Net Taxable Sales	\$109,014,407	\$100,129,705	\$133,732,126	\$143,840,114	\$143,180,570	\$138,845,735	\$132,579,436
Inflation Adjusted Net Taxable Sales	\$109,014,407	\$98,175,790	\$126,386,357	\$124,415,175	\$116,375,718	\$109,700,961	\$101,714,484
Annual Net Taxable Sales Growth	0%	-8%	34%	8%	0%	-3%	-4%
Annual Inflation Adjusted Net Taxable Sales Growth	0%	-10%	29%	-2%	-6%	-6%	-7%

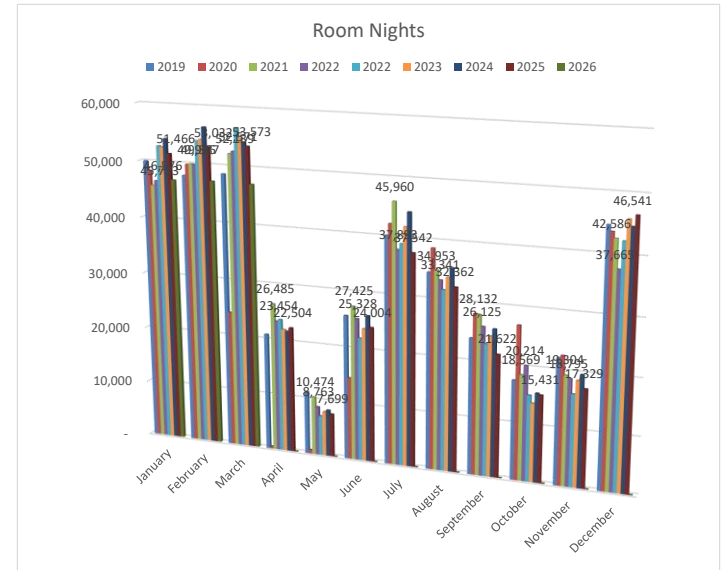


Summary In Town Retail: In terms of real economic value, if all local retailers in Breckenridge sold only hamburgers, they are selling 2% fewer hamburgers than they did in 2019. After adjusting for inflation, the past 4 years of local retail sales show that economic contraction in this sector have erased the significant growth that occurred in 2021.

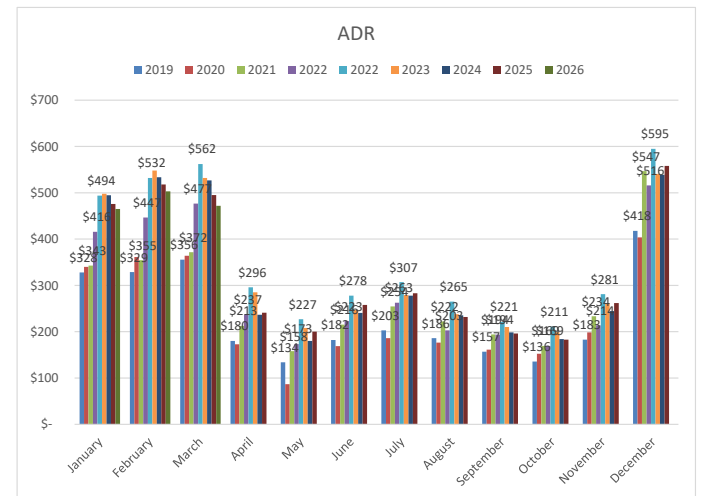
Breckenridge - Source DMX RAO

Occupied Room

Nights	DMX 2019	DMX 2020	DMX 2021	DMX 2022	Key Data 2022	Key Data 2023	Key Data 2024	Key Data 2025	Key Data 2026
January	49,948	48,246	45,733	46,576	52,702	52,550	54,021	51,466	46,899
February	47,850	49,813	49,935	49,887	53,997	54,277	56,406	53,032	47,169
March	48,554	24,202	52,139	52,571	56,570	54,906	54,245	53,573	47,106
April	20,895	350	26,485	23,454	23,804	22,080	21,816	22,504	-
May	11,274	637	10,474	8,763	7,152	7,999	8,367	7,699	-
June	25,696	14,696	27,425	25,328	21,948	23,690	26,012	24,004	-
July	40,131	42,162	45,960	37,893	38,934	41,839	44,359	37,542	-
August	34,515	38,623	34,953	33,341	31,745	33,922	35,575	32,362	-
September	23,973	28,205	28,132	26,125	23,217	24,641	25,888	21,622	-
October	17,516	26,959	18,569	20,214	15,202	13,895	15,684	15,431	-
November	22,132	22,574	19,304	18,795	16,252	18,613	19,692	17,329	-
December	44,693	43,650	42,586	37,665	42,276	45,823	44,670	46,541	-
Total	387,177	340,117	401,695	380,612	383,799	394,235	406,735	383,105	141,174



ADR	DMX 2019	DMX 2020	DMX 2021	DMX 2022	Key Data 2022	Key Data 2023	Key Data 2024	Key Data 2025	Key Data 2026
January	\$ 328	\$ 340	\$ 343	\$ 416	\$ 494	\$ 498	\$ 495	\$ 476	\$ 465
February	\$ 329	\$ 361	\$ 355	\$ 447	\$ 532	\$ 548	\$ 533	\$ 518	\$ 503
March	\$ 356	\$ 364	\$ 372	\$ 477	\$ 562	\$ 532	\$ 527	\$ 495	\$ 472
April	\$ 180	\$ 173	\$ 213	\$ 237	\$ 296	\$ 285	\$ 237	\$ 241	\$ -
May	\$ 134	\$ 87	\$ 158	\$ 173	\$ 227	\$ 208	\$ 180	\$ 200	\$ -
June	\$ 182	\$ 169	\$ 216	\$ 223	\$ 278	\$ 247	\$ 241	\$ 258	\$ -
July	\$ 203	\$ 186	\$ 254	\$ 263	\$ 307	\$ 279	\$ 278	\$ 283	\$ -
August	\$ 186	\$ 177	\$ 222	\$ 203	\$ 265	\$ 238	\$ 235	\$ 232	\$ -
September	\$ 157	\$ 161	\$ 194	\$ 194	\$ 221	\$ 210	\$ 199	\$ 196	\$ -
October	\$ 136	\$ 152	\$ 169	\$ 169	\$ 211	\$ 199	\$ 184	\$ 183	\$ -
November	\$ 183	\$ 199	\$ 234	\$ 214	\$ 281	\$ 261	\$ 244	\$ 262	\$ -
December	\$ 418	\$ 404	\$ 547	\$ 516	\$ 595	\$ 541	\$ 539	\$ 558	\$ -
Average	\$ 233	\$ 231	\$ 273	\$ 294	\$ 356	\$ 337	\$ 324	\$ 325	\$ 480



January 2026 Key Data 67 properties/3,121 units
 December 2025 Key Data 67 properties/3,142 units
 February 2025 Key Data 55 poperties, 3,282 units
 December 2024 - Key Data 52 properties, 3,275 units

March

ALL FUNDS

REVENUE AND EXPENDITURE SUMMARY

INCLUDES TRANSFERS AND FULL APPROPRIATIONS OF FUND BALANCES

	YTD TO ORIG BUDGET YTD		
	<u>ACTUAL</u> <u>FY26 YTD</u>	<u>BUDGET</u> <u>FY26 YTD</u>	<u>ACTUAL vs</u> <u>BUDGET</u> <u>FY26 YTD</u>
TOTAL REVENUES	\$ 58,383,728	\$ 56,787,299	\$ 1,596,429
TOTAL EXPENDITURES	\$ 36,334,715	\$ 44,325,114	\$ 7,990,399

YTD COMMENTS - REVENUES		
Grants	\$ 686,851	Water meter upgrade
Developer Fee	\$ 467,044	BGV Parcel 6 Open Space Fee-In-Lieu
Real Estate Transfer Tax	\$ 447,066	
PIFs	\$ 390,137	BGV- Entrada PIFS
Investment Income	\$ 282,969	
Parking revenue	\$ (394,428)	Down due to economic factors
Lift Ticket Tax	\$ (498,775)	Phasing- true up in Summer
Total	\$ 1,380,864	

YTD COMMENTS - EXPENDITURES		
- Minor Capital	\$ 3,761,047	Timing of capital projects
- Payroll	\$ 1,248,455	Vacancy rate
- Charges for Services	\$ 1,222,317	Favorability in Utility, PW, rec and comm dev funds
- Material & Supplies	\$ 648,989	
- Debt services	\$ 48,417	
- Grants	\$ 31,294	
- Fixed Charges	\$ (53,454)	
Total	\$ 6,907,066	

Note: Comments speak to more prominent variances versus to every variance

**ALL FUNDS
REVENUE AND EXPENDITURE SUMMARY
INCLUDES TRANSFERS AND FULL APPROPRIATIONS OF FUND BALANCES**

	BUDGET FY26	YTD			MONTH		
		ACTUAL FY26 YTD	BUDGET FY26 YTD	ACTUAL vs BUDGET FY26 YTD	ACTUAL MARCH	BUDGET MARCH	ACTUAL vs BUDGET MARCH
FUND BALANCE, JANUARY 1, 2026	\$ 277,662,162	\$ 277,662,162	\$ 277,662,162				
REVENUE SUMMARY							
GENERAL GOVERNMENT (GF)	\$ 90,300	\$ 12,745	\$ 22,250	\$ (9,505)	\$ 4,100	\$ 7,250	\$ (3,150)
EXECUTIVE MANAGEMENT (GF)	\$ 1,219,975	\$ 321,125	\$ 339,982	\$ (18,857)	\$ 82,643	\$ 128,946	\$ (46,303)
MISCELLANEOUS (GF)	\$ 20,700,084	\$ 5,702,155	\$ 5,676,795	\$ 25,360	\$ 2,732,916	\$ 2,827,964	\$ (95,048)
FINANCE (GF)	\$ 21,000	\$ 17,094	\$ 18,370	\$ (1,276)	\$ 17,335	\$ 17,790	\$ (455)
PUBLIC SAFETY (GF)	\$ 32,150	\$ 10,000	\$ 1,896	\$ 8,104	\$ 1,421	\$ 632	\$ 789
COMMUNITY DEVELOPMENT (GF)	\$ 981,625	\$ 147,408	\$ 195,045	\$ (47,637)	\$ 74,938	\$ 79,044	\$ (4,106)
PUBLIC WORKS (GF)	\$ 720,497	\$ 85,009	\$ 182,764	\$ (97,756)	\$ 25,076	\$ 36,740	\$ (11,664)
RECREATION (GF)	\$ 5,175,473	\$ 1,699,049	\$ 1,639,923	\$ 59,126	\$ 789,140	\$ 834,208	\$ (45,068)
UTILITY FUND	\$ 12,059,415	\$ 3,722,980	\$ 2,605,907	\$ 1,117,073	\$ 1,442,361	\$ 877,881	\$ 564,481
CAPITAL FUND	\$ 10,456,657	\$ 2,644,017	\$ 2,614,154	\$ 29,863	\$ 944,111	\$ 967,218	\$ (23,107)
MARKETING FUND	\$ 5,464,093	\$ 2,121,080	\$ 2,067,374	\$ 53,706	\$ 646,820	\$ 662,682	\$ (15,862)
GOLF COURSE FUND	\$ 4,953,823	\$ 257,444	\$ 153,204	\$ 104,241	\$ 155,493	\$ 87,401	\$ 68,092
EXCISE TAX FUND	\$ 47,186,201	\$ 16,746,865	\$ 16,002,503	\$ 744,362	\$ 5,779,452	\$ 5,424,140	\$ 355,312
WORKFORCE HOUSING FUND	\$ 29,831,978	\$ 6,978,834	\$ 7,033,282	\$ (54,448)	\$ 3,199,645	\$ 2,577,807	\$ 621,838
OPEN SPACE ACQUISITION FUND	\$ 4,624,719	\$ 2,231,092	\$ 1,706,502	\$ 524,590	\$ 696,885	\$ 524,671	\$ 172,214
CONSERVATION TRUST FUND	\$ 55,000	\$ 18,783	\$ 15,000	\$ 3,783	\$ 18,783	\$ 15,000	\$ 3,783
GARAGE SERVICES FUND	\$ 5,543,820	\$ 915,338	\$ 909,723	\$ 5,615	\$ 290,532	\$ 312,574	\$ (22,042)
INFORMATION TECHNOLOGY FUND	\$ 2,275,839	\$ 567,162	\$ 580,510	\$ (13,348)	\$ 188,892	\$ 188,370	\$ 522
FACILITIES MAINTENANCE FUND	\$ 917,491	\$ 431,775	\$ 229,378	\$ 202,397	\$ 34,680	\$ 34,845	\$ (165)
SPECIAL PROJECTS FUND	\$ 4,863,687	\$ 1,214,099	\$ 1,215,922	\$ (1,823)	\$ 404,426	\$ 405,307	\$ (881)
MARIJUANA FUND	\$ 326,506	\$ 112,157	\$ 101,261	\$ 10,897	\$ 35,562	\$ 31,762	\$ 3,799
CEMETERY FUND	\$ 25,613	\$ 5,646	\$ 1,628	\$ 4,018	\$ (5,814)	\$ 543	\$ (6,356)
CHILD CARE FUND	\$ 454,376	\$ 117,207	\$ 113,594	\$ 3,613	\$ 37,997	\$ 37,865	\$ 133
PARKING & TRANSPORTATION FUND	\$ 13,641,821	\$ 3,809,498	\$ 4,692,121	\$ (882,622)	\$ 1,513,437	\$ 1,748,396	\$ (234,959)
HEALTH BENEFITS FUND	\$ 5,470,186	\$ 1,355,918	\$ 1,414,407	\$ (58,489)	\$ 469,019	\$ 493,725	\$ (24,706)
SUSTAINABILITY FUND	\$ 2,391,003	\$ 565,610	\$ 419,500	\$ 146,110	\$ 155,392	\$ 155,054	\$ 338
ACCOMMODATION UNIT COMPLIANCE FUND	\$ 6,846,005	\$ 6,573,638	\$ 6,834,305	\$ (260,667)	\$ 29,160	\$ 13,625	\$ 15,535
TOTAL REVENUES	\$ 186,329,337	\$ 58,383,728	\$ 56,787,299	\$ 1,596,429	\$ 19,764,403	\$ 18,491,440	\$ 1,272,963
EXPENDITURES BY CATEGORY							
PERSONNEL	\$ 40,664,303	\$ 8,699,466	\$ 9,947,921	\$ 1,248,455	\$ 2,902,171	\$ 3,053,625	\$ 151,454
MATERIALS & SUPPLIES	\$ 6,180,892	\$ 979,441	\$ 1,628,430	\$ 648,989	\$ 544,709	\$ 680,655	\$ 135,946
CHARGES FOR SERVICES	\$ 41,527,510	\$ 6,653,555	\$ 7,875,872	\$ 1,222,317	\$ 2,311,013	\$ 2,771,930	\$ 460,918
MINOR CAPITAL	\$ 42,892,112	\$ 4,054,265	\$ 7,815,312	\$ 3,761,047	\$ 2,442,282	\$ 4,506,072	\$ 2,063,790
FIXED CHARGES	\$ 1,212,852	\$ 1,170,879	\$ 1,117,425	\$ (53,454)	\$ 5,490	\$ 3,766	\$ (1,724)
DEBT SERVICES	\$ 6,794,182	\$ 334,859	\$ 383,275	\$ 48,417	\$ 4,752	\$ 5,545	\$ 794
GRANTS/CONTINGENCIES	\$ 4,598,314	\$ 1,296,902	\$ 1,328,196	\$ 31,294	\$ 8,044	\$ 91,833	\$ 83,789
ALLOCATION	\$ 5,335,236	\$ 1,333,809	\$ 1,333,809	\$ 0	\$ 444,603	\$ 444,603	\$ 0
TRANSFERS	\$ 51,579,494	\$ 11,811,540	\$ 12,894,873	\$ 1,083,333	\$ 3,214,958	\$ 4,298,291	\$ 1,083,333
TOTAL EXPENDITURES BY CATEGORY	\$ 200,784,895	\$ 36,334,715	\$ 44,325,114	\$ 7,990,399	\$ 11,878,020	\$ 15,856,321	\$ 3,978,301
EXPENDITURES BY PROGRAM							
GENERAL GOVERNMENT (GF)	\$ 1,688,589	\$ 262,414	\$ 382,365	\$ 119,951	\$ 76,919	\$ 84,705	\$ 7,786
EXECUTIVE MANAGEMENT (GF)	\$ 4,837,991	\$ 1,150,109	\$ 1,243,130	\$ 93,020	\$ 348,416	\$ 392,159	\$ 43,743
MISCELLANEOUS (GF)	\$ 965,989	\$ 83,571	\$ 81,163	\$ (2,409)	\$ 62,131	\$ 55,665	\$ (6,466)
FINANCE (GF)	\$ 1,461,614	\$ 363,217	\$ 423,300	\$ 60,083	\$ 127,915	\$ 128,790	\$ 875
PUBLIC SAFETY (GF)	\$ 5,801,816	\$ 1,393,103	\$ 1,581,995	\$ 188,892	\$ 350,513	\$ 402,060	\$ 51,546
COMMUNITY DEVELOPMENT (GF)	\$ 2,609,187	\$ 525,086	\$ 718,025	\$ 192,939	\$ 162,359	\$ 211,950	\$ 49,591
PUBLIC WORKS (GF)	\$ 8,141,827	\$ 1,784,438	\$ 2,333,181	\$ 548,743	\$ 548,591	\$ 673,074	\$ 124,483
RECREATION (GF)	\$ 7,956,156	\$ 1,804,754	\$ 2,113,595	\$ 308,842	\$ 579,696	\$ 626,500	\$ 46,804
UTILITY FUND	\$ 17,389,014	\$ 1,678,862	\$ 3,456,534	\$ 1,777,672	\$ 258,224	\$ 1,040,629	\$ 782,405
CAPITAL FUND	\$ 13,535,682	\$ 333,364	\$ 510,345	\$ 176,981	\$ 104,557	\$ 225,665	\$ 121,108
MARKETING FUND	\$ 6,135,211	\$ 2,053,489	\$ 2,022,688	\$ (30,800)	\$ 697,070	\$ 678,509	\$ (18,560)
GOLF COURSE FUND	\$ 4,828,426	\$ 501,117	\$ 303,876	\$ (197,241)	\$ 299,769	\$ 96,087	\$ (203,683)
EXCISE TAX FUND	\$ 42,541,605	\$ 9,488,251	\$ 10,571,021	\$ 1,082,770	\$ 2,440,763	\$ 3,523,449	\$ 1,082,686
WORKFORCE HOUSING FUND	\$ 22,863,450	\$ 4,380,296	\$ 2,552,426	\$ (1,827,870)	\$ 2,643,050	\$ 862,480	\$ (1,780,570)
OPEN SPACE ACQUISITION FUND	\$ 6,054,577	\$ 512,463	\$ 1,012,214	\$ 499,751	\$ 179,564	\$ 656,804	\$ 477,240
CONSERVATION TRUST FUND	\$ 55,000	\$ 13,750	\$ 13,750	\$ -	\$ 4,583	\$ 4,583	\$ -
GARAGE SERVICES FUND	\$ 7,177,900	\$ 984,648	\$ 3,961,720	\$ 2,977,072	\$ 390,746	\$ 3,082,529	\$ 2,691,784
INFORMATION TECHNOLOGY FUND	\$ 2,291,738	\$ 335,663	\$ 611,680	\$ 276,017	\$ 139,864	\$ 186,288	\$ 46,424
FACILITIES MAINTENANCE FUND	\$ 5,329,623	\$ 716,758	\$ 1,441,700	\$ 724,942	\$ 244,989	\$ 422,173	\$ 177,183
SPECIAL PROJECTS FUND	\$ 4,563,918	\$ 1,436,696	\$ 1,334,696	\$ (102,000)	\$ 100,000	\$ -	\$ (100,000)
MARIJUANA FUND	\$ 384,612	\$ 89,049	\$ 97,406	\$ 8,357	\$ 28,695	\$ 28,945	\$ 250
CEMETERY FUND	\$ 30,664	\$ 500	\$ 500	\$ -	\$ 167	\$ 167	\$ -
CHILD CARE FUND	\$ 2,714,600	\$ 132,500	\$ 560,200	\$ 427,700	\$ 72,500	\$ 200	\$ (72,300)
PARKING & TRANSPORTATION FUND	\$ 14,839,517	\$ 2,957,453	\$ 3,233,158	\$ 275,705	\$ 902,350	\$ 965,021	\$ 62,672
HEALTH BENEFITS FUND	\$ 5,900,213	\$ 1,026,823	\$ 1,074,900	\$ 48,077	\$ 446,355	\$ 458,300	\$ 11,945
SUSTAINABILITY FUND	\$ 4,027,483	\$ 655,728	\$ 1,009,989	\$ 354,261	\$ 119,434	\$ 498,292	\$ 378,858
ACCOMMODATION UNIT COMPLIANCE FUND	\$ 6,658,496	\$ 1,670,614	\$ 1,679,557	\$ 8,943	\$ 548,799	\$ 551,296	\$ 2,497
TOTAL EXPENDITURES BY PROGRAM	\$ 200,784,895	\$ 36,334,715	\$ 44,325,114	\$ 7,990,399	\$ 11,878,020	\$ 15,856,321	\$ 3,978,301
PROJECTED FUND BALANCE DECEMBER 31, 2025	\$ 263,206,603	\$ 299,711,175	\$ 290,124,346				



Memo

To: Town Council
From: Flor Cruz, Annette Kubek, Jacob Ojeda, and Helen Cospolich
Date: 4/21/2026 (for the 4/28/2026 work session)
Subject: Communications and Community Engagement Update

Town Council Goals (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> More Boots & Bikes, Less Cars | <input type="checkbox"/> Leading Environmental Stewardship |
| <input type="checkbox"/> Deliver a Balanced Year-Round Economy | <input checked="" type="checkbox"/> Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> Organizational Need | |

Summary

This memo provides an update to the Council on recent marketing and outreach messaging, communication channels, and initiatives led by the Communications and Community Engagement Division during the past month.

Background

The Communications and Community Engagement Division provides monthly updates to Council. Since its launch in April 2024, the team has developed processes to strengthen message cohesion, improve brand recognition, and expand community engagement.

Public Outreach/Engagement March 2026 – April 2026 Update

Messaging

This month, the Communications and Community Engagement Division delivered messaging across a broad range of topics, including Town operations, Council initiatives, recreation programming, public safety information, and community engagement efforts. Specific subjects included:

- Runway Neighborhood
- Voting/Elections
- RWBFPD Reshares
- Town Council Updates
- Bear Aware
- Recreation Department Updates
- RaceBreck/ Imperial Challenge
- Sustainability Saturdays

Communication Channels

Staff has balanced informational messaging with diversified delivery methods to deepen community connection. By expanding beyond standard broadcasts to incorporate high-engagement video and interactive digital tools, we are ensuring complex municipal, housing, or Town code information is accessible and encourages active participation. This approach ensures residents remain informed while feeling empowered to contribute to the local decision-making process through our various print, radio, and digital channels.

Throughout April, the Communications Department has leveraged a diverse media mix to ensure Town messaging reaches residents and visitors through their preferred platforms. Social media has increasingly become a high-intent hub for Town resources. While overall views have stabilized, Facebook has continued to be a center for information, with over 850 link clicks and a 326% surge in new followers, proving that our audience is actively seeking direct interaction with Town projects and programs. To reinforce this digital presence, television and radio advertising are

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

utilized to maintain a trusted community voice, providing broad regional exposure for initiatives like essential public safety messaging. Our strategy also balances digital reach with high-impact physical and regional media. Through Summit Daily News (SDN) digital and print ads, we maintain targeted visibility for time-sensitive civic priorities, such as Town Council elections and water initiatives. Meanwhile, magazines and in-room lodging guides serve as a vital connection to our visitor population, promoting Town values like sustainability and water conservation directly to those staying in Breckenridge. By aligning these various outlets, we ensure a consistent and actionable flow of information that drives community participation and resident awareness across all demographics.

Recent targeted communication initiatives include:

- **Newsletter** – The strategic redesign of our newsletters has successfully transitioned our communications to a concise format without sacrificing depth. By integrating direct links to detailed resources, including timestamps for Town Council recordings, we are providing a more efficient user experience that allows residents to self-select the information with which they wish to engage. This shift has resulted in a significant measurable impact. While open rates remain strong and stable at 35.4%, the average click rate has surged nearly 66%. Most notably, the average number of total clicks per issue has more than doubled, increasing from 181 to 439. This data confirms that our audience finds the shorter format more accessible and is actively utilizing the embedded links to access more transparent, in-depth municipal information.
- **Housing** – Given the rapid timeline of the Runway Neighborhood lottery, staff successfully executed an accelerated communication strategy to ensure the community was fully prepared for the upcoming application period. Leveraging social media, the Town website, and our community partners, we provided critical, timely information on development details and lottery requirements. The response to this "cold open" campaign was exceptional. Our initial Runway announcement generated over 50,000 views and directly gained 15 new followers from a single post. Furthermore, the Runway Open House announcement drove high-intent engagement, resulting in 255 direct link clicks from social media alone. This outreach confirms a high level of community interest and reinforces our commitment to providing residents with the essential tools and information needed to navigate the Breckenridge homebuying process.



- [Sled Hill Closing](#)
 - Over 50,000 total views
 - Over 25,000 accounts reached
 - Over 1,000 content interactions
 - 81 follows from this post alone
- [Bear Aware](#)
 - Over 19,000 views
 - Over 11,000 accounts reached
 - Over 300 content interactions
 - 10 follows from this post alone
- [Runway Neighborhood Cold Open](#)
 - Over 50,000 total views
 - Over 27,000 accounts reached
 - Over 700 content interactions
 - 15 follows from this post alone

Other general communication channels used this month:

- Internal and external email newsletters
- Radio
- Comcast cable/SCTV
- Variable message signs
- Social media platforms/Digital ads
- Website updates
- Website news items
- Citibot text program
- Facility digital signage
- Email – targeted and opt-in calendar and news notifications
- Print media - newspaper and magazine advertisements
- Trolley/bus ads – ongoing through the year

Community Engagement

During the month of April, there has been strong cross-departmental collaboration to advance youth engagement and outreach to underrepresented communities. The Housing, Community Development, and Communications and Community Engagement teams visited Summit High School to facilitate a discussion on local housing challenges. The session invited students to share feedback on potential solutions to the housing crisis and to reflect on the future of Breckenridge. The presentation was intentionally tailored to a youth audience and incorporated interactive activities designed to encourage thinking about their future housing needs. This effort not only provided a meaningful engagement opportunity but also brought valuable perspectives from a group that is not often included in these conversations.

As part of the Comprehensive Plan input process, Community Development has continued partnering with the Communications and Community Engagement team to broaden participation. This approach includes intentional representation of Spanish-speaking community members and ongoing relationship-building with the Breckenridge Social Equity Advisory Commission. These efforts reflect their commitment to moving beyond the status quo and ensuring the updated Comprehensive Plan incorporates diverse and inclusive perspectives.

In addition to elevating community voices, staff continue to monitor trends and develop content that is engaging, accessible, and relevant to a wide variety of audiences.

Upcoming Public Outreach/Engagement May 2026

In May, staff will continue communication for the Runway Neighborhood project, ensuring the community remains informed on lottery updates and selection news. We will also maintain RaceBreck momentum with consistent content throughout the month and into the summer season. To enhance transparency, we are launching a bi-weekly events video series, where Council members will provide short updates on upcoming activations and things to do around Town. Additionally, we are exploring a Town-focused podcast; this longer-form video format will be more substantial than a social post but shorter than a Council meeting. It is designed to offer a casual, conversational outlet for residents to engage with current events and Town information. Major community activations will also take center stage as we begin robust promotion for the Town Party and Town Clean Up, alongside our ongoing water conservation campaigns with HC3 and wildfire preparedness efforts with the Red, White & Blue Fire Protection District.

Financial Implications

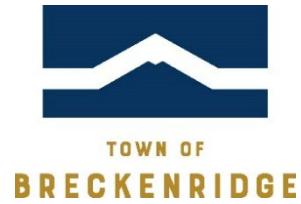
The division continues to work within the existing budget and has a strong financial standing for the remainder of the year.

Equity Lens

The Equity Lens Tool is used when creating communications and marketing initiatives to ensure the audience is reached, the message delivery is appropriate, and community trust remains strong or increases. The Town's focus remains on translation and ADA accessibility of our messages.

Staff Recommendation

Staff will be available on Tuesday to answer questions from Council.



Memo

To: Town Council
From: Duke Barlow, Open Space & Trails Manager
Date: 4/21/2026 (for 4/28/2026)
Subject: OPDMD Policy Update

Town Council Goals (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> More Boots & Bikes, Less Cars | <input checked="" type="checkbox"/> Leading Environmental Stewardship |
| <input type="checkbox"/> Deliver a Balanced Year-Round Economy | <input type="checkbox"/> Hometown Feel & Authentic Character |
| <input checked="" type="checkbox"/> Organizational Need | |

Summary

Staff have continued to work on updating the Town’s 2011 Open Space & Trails “Other Power Driven Mobility Device” (OPDMD) policy to ensure continued compliance with the American Disabilities Act (ADA) and consideration of evolving mobility device technologies. Staff have attempted to address concerns raised by Council, the Breckenridge Open Space Advisory Commission (BOSAC), and the Breckenridge Social Equity Advisory Commission (BSEAC) during respective meetings in late January and March 2026 and have provided a proposed OPDMD Policy Update which reflects these adjustments for Council consideration.

Background

When the ADA was passed in 1990, it was a groundbreaking piece of legislation designed to make daily life more accessible to persons living with a disability. Under Title II of the ADA, local governments must make reasonable accommodations for persons with disabilities, including designing and implementing public programs and services that enable participation for persons with disabilities. For the Town’s Open Space and Trails program, this means determining when and where reasonable accommodations for disabilities can and should be made.

Under Title II, a reasonable accommodation does not require making every facility accessible to every user and every kind of disability, nor does it require a public entity to take actions that would result in a fundamental alteration of the nature of the service, program, or activity or an undue financial or administrative burden. For existing facilities, many times reasonable accommodation is not granted until there is a specific request made by a person with a disability. In 2011, in response to the issuance of new guidance from the Department of Justice regarding how Title II entities should accommodate the use of OPDMDs in their facilities and programs, the Town’s Open Space and Trails division conducted a comprehensive review of its assets to identify where and how accommodations could be made for persons with disabilities. That review and analysis resulted in the 2011 Open Space & Trails OPDMD policy, which pre-authorized the use of certain types of OPDMD on certain trails and facilities. This proactive approach was designed to comply with the 2011 DOJ rulemaking as well as facilitate the use of open space properties and trails by persons with disabilities by not having them go through a burdensome authorization process. The policy was also intended to reduce the administrative burden on staff having to respond to large numbers of requests for reasonable accommodation on specific trails.

In the intervening years, there have been many technological advancements in outdoor equipment that rendered the 2011 analysis incomplete. In addition, the state of Colorado has since classified and regulated electric bicycles in a way that should be accounted for or otherwise utilized in our OPDMD policy. In order to continue in

1

Mission: The Town of Breckenridge protects, maintains, and enhances our sense of community, historical heritage, and alpine environment. We provide leadership and encourage community involvement.

the same spirit as the 2011 endeavor to maintain pre-approved accommodations for disabilities on the Town's trail and outdoor recreational facilities, an update is required.

When previously discussed with Council, BOSAC and BSEAC, members of each body expressed general support for an OPDMD policy update, including the core proposed user requirements, or assessment factors:

- The OPDMD can be operated safely, and its use will not endanger the user or other trail users.
- Use of the OPDMD will not result in natural resource damage.
- The device is not wider than 36 inches, the electric motor does not exceed 750 watts, and the device does not provide motorized assistance beyond a speed of 20 miles per hour.

Additional, valuable feedback was also provided to guide staff toward a revised approach for an OPDMD policy update, namely:

- Broadening our perspective by learning how other Colorado municipalities are managing OPDMD use on non-motorized, natural surface trails.
- Narrowing potential policy loopholes by excluding Class 1 & 2 e-bikes from pre-authorized use and increasing the emphasis on the requirement of a mobility disability, including expressly disqualifying age as a disability.
- Adding an additional layer of approval for Class 1 & 2 e-bike use by instituting a registration system which requires users to affirm their mobility disability and adhere to the policy's stated assessment factors.
- Continuing coordination with Summit County Open Space (County) and Breckenridge Outdoor Education Center (BOEC) staff to ensure management alignment and affected user group engagement.
- Making information related to OPDMD policy, trails recommended for OPDMD use and required registrations easily accessible to the public.



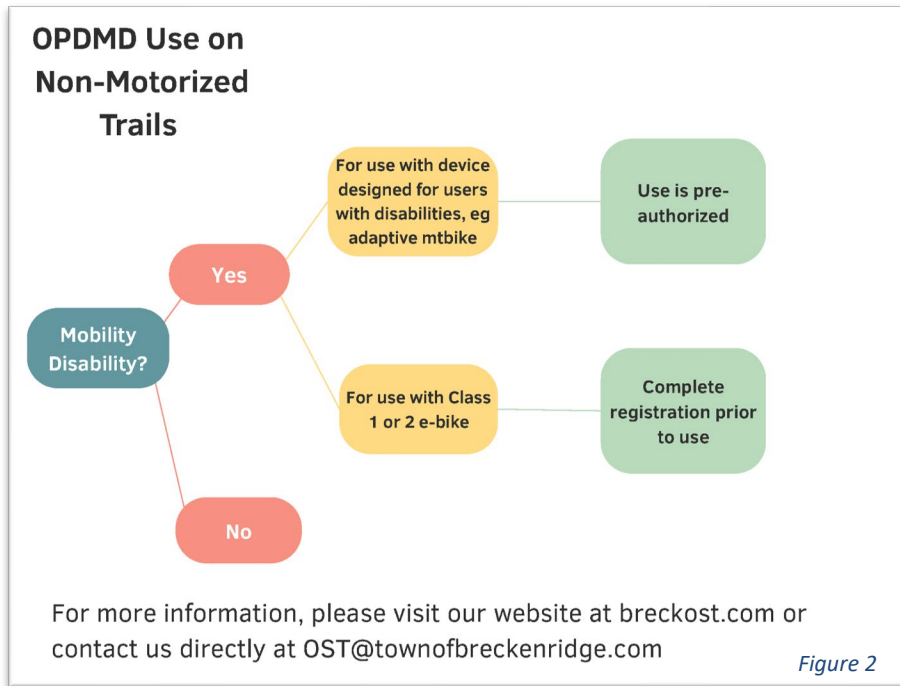
Figure 1

In a review of OPDMD policies from the counties of Boulder, Jefferson, Larimer, and Pitkin, and the cities of Boulder and Colorado Springs, staff determined there is no single agreed upon approach; OPDMD policies exist on a wide spectrum across the listed municipalities. Although this review exercise failed to yield a clear standard, it did provide staff with examples of different policy components that could serve the needs of the Town.

To incorporate Council and BOSAC feedback, staff propose to divide the OPDMD's being considered for use on non-motorized, natural surface trails

into two categories: those designed for users with mobility disabilities (e.g. adaptive mountain bikes, Figure 1) and those that are designed for users without mobility disabilities (e.g. Class 1 & 2 e-bikes). Provided users possess a mobility disability and adhere to the stated assessment factors, users of the former device category would be pre-authorized. Users of the latter device category would need to satisfy a registration requirement prior to gaining approval for use. Requiring registration for use of Class 1 and 2 e-bikes is in direct response to concerns expressed regarding the proliferation of e-bike usage among the non-disabled population and the risk of 1) resource damage and 2) substantial negative impact to the non-motorized parts of the trail system should e-bike usage by non-disabled users increase as a result of this policy. Finally, should a prospective user fall outside of these categories for any reason, they would be able to contact staff directly to request accommodation for use of their OPDMD (Figure 2). The proposed registration process would consist of the submission of an online fillable form which automatically produces a registration certificate once completed. This form would include the following:

- A signed attestation that the user possesses a mobility disability and will adhere to the stated assessment factors.



- A list of the OPDMD policy’s assessment factors, as well as language regarding consideration of age as a mobility disability: “age in and of itself is not considered a disability under the law and would not be a basis for use of an OPDMD under this policy. However, the Town recognizes that the aging process can frequently lead to a physical or mental impairment that constitutes a mobility disability under the law.”
- A designation of the length of the approved registration, which would account for temporary mobility disabilities by attaching an appropriate expiration date.

Upon submission of the registration form, users would automatically be issued a certificate of completion. This certificate would

include a printable symbol, giving users the option to display Town OPDMD registration status on their Class 1 or 2 e-bike for easy identification. Alternatively, users would be able to produce a digital or paper certificate if inclined. To ensure online access doesn’t pose a barrier to registration, staff will also make paper registration forms available. Staff have received enthusiastic support from BOEC for the framework of this revised policy approach. County staff have also expressed support, with the understanding that substantial further review is required. County staff will be kept updated on the Town’s progress, are discussing with their legal team, and are hopeful they can work toward adoption of a similar policy that would allow for consistent and seamless management of open space properties. Until, and if, the County chooses to adopt a similar update, this policy would apply to trails managed and located within the Town only.

Lastly, to ensure the proposed OPDMD policy update, registration form, recommended trail details, and accommodation request information are easily accessible to the public, staff plan to add a new “Accessibility” page to the Town’s [open space website](#) as well as adding this information to the Town’s existing [Accessible Breck](#) webpage.

Public outreach/engagement

In addition to discussing the OPDMD policy update with Council, BOSAC, and BSEAC, staff has also engaged with the BOEC and [Dovetail Trail Consulting](#) to ensure the policy changes will directly benefit users with mobility disabilities, as intended.

Financial Implications

There are limited costs associated with increased staff time related to the OPDMD policy update and registration system. Should the registration and accommodation request process develop into an unexpected staff burden, the policy can be re-examined.

Equity Lens

The purpose of the OST OPDMD policy update is to ensure the Town is being as inclusive as possible in providing safe public use of open space and trail properties to all users, while also preserving the integrity of the non-motorized trail experience for other users and safe-guarding the Town’s trail resources. To this end, staff have conducted broad engagement efforts, spanning municipalities across the state, BOEC, BOSAC, and BSEAC, to craft a OPDMD policy update that best addresses the needs of the affected user group.

Staff Recommendation

Staff recommend Council take this opportunity to share any questions or comments regarding the proposed OST OPDMD policy update.

TOWN OF BRECKENRIDGE POLICY FOR USE OF "OTHER POWER DRIVEN MOBILITY DEVICES" ON OPEN SPACE & TRAIL PROPERTIES AND PROPERTY INTERESTS

Effective Date: April 28, 2026

I. INTRODUCTION

The Town of Breckenridge is committed to providing amenities for individuals with mobility disabilities, while promoting the safe use and enjoyment of the Town's recreational trail routes by a broad spectrum of the public. Based on the criteria set forth in Section 35 of the Americans with Disabilities Act, Town staff completed an individual assessment of the categories of recreational trail routes managed by the Open Space and Trails Division and determined which types of OPDMDs are preauthorized for use on each route by people with mobility disabilities. Please note that this is not an exhaustive list or categorization. This policy is also not a guarantee that any given preauthorized OPDMD is appropriate for or capable of being operated by all people in all trail conditions. All OPDMD users must abide by the rules set forth at the end of this policy in order to use preauthorized devices.

Information provided herein describes the types of OPDMDs that are preauthorized for use on The Town of Breckenridge trail facilities for people with mobility disabilities. If your device is not listed or if you are unsure about whether your device is preauthorized under this policy, please contact the Open Space and Trails Department at OST@townofbreckenridge.com.

As technology advances and new devices are developed, public use patterns change, additional property and property interests are acquired, and impacts to natural and cultural resources are reevaluated, the Town of Breckenridge may modify the types of OPDMD permissible on specific trails as necessary. It is the user's responsibility to ensure that they are in conformance with this policy, as it may be amended from time to time. Use of a preauthorized OPDMD pursuant to this policy constitutes acceptance of all risks inherent in such use and the Town of Breckenridge accepts no liability for the use of OPDMD on the Town of Breckenridge recreational trail routes and facilities.

II. DEFINITIONS

Wheelchair

A wheelchair is a manually-operated or power-driven device designed primarily for use by an individual with a mobility disability for the main purpose of indoor or of both indoor and outdoor locomotion (§ 35.137). This definition does not apply to Federal wilderness areas; wheelchairs in such areas are defined in section 508(c)(2) of the ADA, 42 U.S.C. 12207(c)(2).

Electrical Assisted Bicycles (EAB)

An EAB device is a vehicle with two wheels, operable pedals, and an electric motor not exceeding 750 watts of power. EABs in Colorado are required to conform to certain classes:

1. Class 1 EAB means an EAB equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.
2. Class 2 EAB means an EAB equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.

3. Class 3 EAB means an EAB equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour.

EAB does not include a vehicle that is modified so that it no longer meets the requirement for any class of EAB or a vehicle that is designed, manufactured, or intended by the manufacturer or seller to be easily configured so as to not meet the requirements of an EAB, whether by a mechanical switch or button, by changing a setting in software controlling the drive system, by use of an online application, or through other means intended by the manufacturer or seller. (CRS 42-1-102 (28.5)).

Electric Personal Assistive Mobility Devices (EPAMD)

An EPAMD device is a self-balancing vehicle, that is powered solely by an electric motor not exceeding 750 watts, designed to transport one person (CRS 42-1-102 (28.7)). An adaptive bicycle is considered to be an EPAMD under this policy.

Motorcycle

A motorcycle is a motor vehicle that uses handlebars to steer and that is designed to travel on not more than two wheels in contact with the ground (CRS 42-1-102 (55)).

Mobility Disability

A mobility disability is a disability involving impairment of an individual's ability to move and maintain body positions, handle or move objects, move around in the environment, and/or move around using transportation. ([Disability and Health Overview | Disability and Health | CDC](#) January 1, 2025)

Other Power Driven Mobility Devices (OPDMD)

An OPDMD device is any mobility device powered by batteries, fuel, or other engines--whether or not designed primarily for use by individuals with mobility disabilities--that is used by individuals with mobility disabilities for the purpose of locomotion. This includes, but is not limited to, electric assisted bikes (EABs), motorcycles, golf carts, electronic personal assistance mobility devices (EPAMDs), or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a wheelchair within the meaning of this section.

III. ADA RULES (§ 35.137 Mobility Devices)

(1). Use of wheelchairs and manually-powered mobility aids. A public entity shall permit individuals with mobility disabilities to use wheelchairs and manually-powered mobility aids, such as walkers, crutches, canes, braces, or other similar devices designed for use by individuals with mobility disabilities in any areas open to pedestrian use.

(2). Use of other power-driven mobility devices. A public entity shall make reasonable modifications in its policies, practices, or procedures to permit the use of other power-driven mobility devices by individuals with mobility disabilities, unless the public entity can demonstrate that the class of other power-driven mobility devices cannot be operated in accordance with legitimate safety requirements that the public entity has adopted pursuant to § 35.130(h).

(3). Assessment factors. In determining whether a particular other power-driven mobility device can be allowed in a specific facility as a reasonable modification under paragraph (2) of this

section, a public entity shall consider:

- (i) The type, size, weight, dimensions, and speed of the device;
- (ii) The facility's volume of pedestrian traffic (which may vary at different times of the day, week, month, or year);
- (iii) The facility's design and operational characteristics (e.g., whether its service, program, or activity is conducted indoors, its square footage, the density and placement of stationary devices, and the availability of storage for the device, if requested by the user);
- (iv) Whether legitimate safety requirements can be established to permit the safe operation of the other power-driven mobility device in the specific facility; and
- (v) Whether the use of the other power-driven mobility device creates a substantial risk of serious harm to the immediate environment or natural or cultural resources, or poses a conflict with Federal land management laws and regulations.

(4). Inquiry about disability. A public entity shall not ask an individual using a wheelchair or other power-driven mobility device questions about the nature and extent of the individual's disability.

(5) Inquiry into use of other power-driven mobility device. A public entity may ask a person using an other power-driven mobility device preauthorized under this policy to provide a credible assurance that the mobility device is required because of the person's disability. A public entity that permits the use of an other power-driven mobility device by an individual with a mobility disability shall accept the presentation of a valid, State-issued, disability parking placard or card, or other State-issued proof of disability, as a credible assurance that the use of the other power-driven mobility device is for the individual's mobility disability. In lieu of a valid, State-issued disability parking placard or card, or State-issued proof of disability, a public entity shall accept as a credible assurance a verbal representation, not contradicted by observable fact, that the other power-driven mobility device is being used for a mobility disability. A "valid" disability placard or card is one that is presented by the individual to whom it was issued and is otherwise in compliance with the State of issuance's requirements for disability placards or cards. Proof of a disability under this section does not eliminate the user's obligation to comply with any of the rules or requirements set forth in this policy.

IV. OPEN SPACE LAND AND FACILITY ASSESSMENT AND LIMITATIONS

The Town of Breckenridge Open Space and Trails Division conducted a comprehensive review and assessment of lands and facilities to determine permissible or non-permissible OPDMD uses. **All power driven mobility devices are limited to specific roads and trails outlined below. Users wishing to utilize a device on a trail or in a park or historic site that is not specifically listed as preauthorized should contact the Town of Breckenridge Open Space and Trails Division in advance to determine if the device can be allowed taking into account the assessment factors listed above.**

Recreational Routes

Based upon this assessment, recreational routes within the Town of Breckenridge can be categorized into four different types, with specific limitations and justifications as listed below:

1) Paved Recreational Pathways (Recpath) or crusher fine trails: Multi-use improved surface trails with shoulders.

Persons with a mobility disability may use any EAB or EPAMD that has maximum power driven speed equal or less than 20 mph, is no wider than 36 inches, and has brakes that enable the operator to make the wheels skid on dry, level and clean pavement. No other OPDMD may be used, including but not limited to any gas or combustible fuel powered devices, ATV's, golf carts, or motorcycles. Wheelchairs and manually-powered mobility aids are allowed.

Justification: § 35.137 Assessment Factors (i, ii, iii and iv). Characteristics of the device could affect other trail users, based on the volume of pedestrian traffic and operational characteristics of the trail. These trails are high capacity two-way traffic areas, where width and speed restrictions must allow for safe passing of OPDMDs, bicycles and pedestrians.

2) Non-motorized Single-Track Trails: Unpaved, narrow gauge trails suitable for multiple activities, including hiking, mountain biking and equestrian riding.

Persons with a mobility disability may use a Class 1 or Class 2 EAB provided the user has registered their EAB with the Town of Breckenridge Open Space and Trails Division. Registration is a prerequisite to using an EAB on non-motorized single-track trails and unregistered users will be in violation of this policy as well as the Town's traffic code, which is punishable by an infraction. In order to be utilized by a person with a mobility disability on non-motorized, single-track trails, a registered EAB must have a maximum power driven speed equal or less than 20 mph, be no wider than 36 inches, and have brakes that enable the operator to make the wheels skid on dry, level and clean pavement. EPAMD with a maximum power driven speed equal or less than 20 mph, width of less than 36 inches, and with brakes that enable the operator to make the wheels skid on dry, level and clean pavement are also allowed. An example of an EPAMD allowed within these parameters is an adaptive mountain bike. No other OPDMD may be used, including but not limited to any gas or combustible fuel powered devices, ATV's, golf cars, or motorcycles. Wheelchairs and manually-powered mobility aids are allowed.

Justification: § 35.137 Assessment Factors (i, ii, iii, iv and v). Characteristics of other motor powered devices *not* allowed create a substantial risk of substantial harm to the trail facility, surrounding environment and/or natural resources. These are narrow trails, some of which have substantial pedestrian traffic, where one or two-way traffic would harm natural resources when allowing passage of OPDMD other than the allowed Class 1 and 2 EABs and EPAMDs. Use of OPDMDs other than those specifically allowed would conflict with Federal land management laws and regulations, land use regulations, and/or conservation easements provisions prohibiting motorized vehicles or equipment on these routes. Class 1 and 2 EABs and EPAMDs are allowed specifically because of their size and similarity to non-electric bicycles, so long as such EABs and EPAMDs are operated within the guidelines and parameters set forth herein. Because of the proliferation of Class 1 and 2 EABs amongst non-disabled users, the registration requirement is implemented in order to avoid substantial risk of harm to the environment and non-motorized trail experience posed by the use of EABs in these areas by persons without a mobility disability.

3) Shared Use Single-Track Trails: Unpaved, narrow gauge trails, suitable for multiple activities, including motorcycles, hiking, mountain biking and equestrian riding.

Persons with a mobility disability may use any electric or gas propulsion motorcycle or OPDMD that does not exceed 36 inches total width, has 12 inch or less tire tread width (total width of ground contact), and has brakes that enable the operator to make the wheels skid on dry, level

and clean pavement. Other OPDMDs or non-qualifying devices are prohibited. Wheelchairs and manually-powered mobility aids are allowed.

Justification: § 35.137 Assessment Factors (i, iii, iv and v) Characteristics of the not allowed devices create a substantial risk of substantial harm to the environment or natural resources. These are narrow trails where one or two-way traffic would harm natural resources when allowing passage of an OPDMD larger than 36 inches wide.

4) Multi-use Forest or County Roads: Unpaved and unimproved logging, fire and ranch roads, typically greater than 8 feet in width.

Persons with a mobility disability may use any OPDMD that has brakes that enable the operator to make the wheels skid on dry, level and clean pavement.

Justification: § 35.137 Assessment Factors (i, iii, and iv) These roads are typically wide enough for two-way vehicle traffic, allowing for safe passing of OPDMD devices, motor vehicles, bicycles and pedestrians.

V. REGISTRATION

1. In order for a user with a mobility disability to utilize an EAB on non-motorized single track trails, such user's EAB must first be registered with the Town of Breckenridge Open Space and Trails Division.
2. Registration shall be free of charge.
3. Open Space and Trails will provide a website portal and, if needed, a hard copy application to enable registration.
4. Upon successful registration, users will receive a downloadable decal, receipt, or other viewable document in order to show compliance with this section.
5. Failure to abide by the registration requirement is a violation of this policy and may result in the revocation of your preauthorization to use OPDMD on Town of Breckenridge trails and facilities.

VI. RULES OF THE TRAIL

The following provisions apply to the use of OPDMDs on Town of Breckenridge trails and facilities and are an integral part of the Town's decision to preauthorize the accommodations contained herein. Failure to abide by these rules may result in the revocation of your preauthorization to use OPDMD on Town of Breckenridge trails and facilities:

1. All Town of Breckenridge trails and facilities have a speed limit of 20 mph.
2. All OPDMDs must stay on designated trails and routes at all times.
3. Except pursuant to a specific authorization received in advance from Open Space and Trails utilizing the assessment factors listed above, OPDMDs are not permitted in or on historical structures, or sensitive natural, historic or cultural areas.
4. Users are responsible for ensuring they can operate their OPDMD safely and in control. Users should evaluate their familiarity with and ability to safely operate their OPDMD in variable conditions when choosing where to travel. Users should take all reasonable due care in their

operation of an OPDMD on Town trails and facilities.

5. OPDMDs must be utilized in accordance with the categories and standards set forth above. Deviations from this policy are allowed only with advance authorization from the Open Space department. If you are unsure about whether your OPDMD meets the specifications of the policy, please request confirmation from the Open Space department.
6. The Town of Breckenridge does not represent that facilities are safe for use by any OPDMD and assumes no liability for these uses. Certain risks are inherent in the use of Town of Breckenridge trails and facilities and all users must exercise reasonable care.
7. Users are responsible for their own actions and interactions with other trail users and must obey the guidelines regarding responsible trail etiquette found here: [Breckenridge | Trail Etiquette](#).

- ***IMPORTANT NOTE***

“Know before you go”: It is the user's responsibility to remain in compliance with current Federal, State, and Local rules, regulations and policies. If you have any questions, please contact the Town of Breckenridge Open Space & Trails in advance to ensure that your particular OPDMD is approved for use on particular routes.

In adopting these administrative rules and regulations, the Town of Breckenridge does not intend to waive any protections afforded to it by the Colorado Governmental Immunity Act, C.R.S. 24-10-101 *et seq.*