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CITY OF Grand Junction COLORADO

GRAND JUNCTION CITY COUNCIL
TUESDAY, DECEMBER 20, 2022
SPECIAL WORKSHOP, 5:00 PM
FIRE DEPARTMENT TRAINING ROOM AND VIRTUAL
625 UTE AVENUE

1. Discussion Topics

a. Review and discuss project recommendations submitted to City Council by the American Recovery Plan Act (ARPA) Committee.

b. Impact Fee Discussion

2. City Council Communication

An unstructured time for Councilmembers to discuss current matters, share ideas for possible future consideration by Council, and provide information from board & commission participation.

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

The purpose of the Workshop is to facilitate City Council discussion through analyzing information, studying issues, and clarifying problems. The less formal setting of the Workshop promotes conversation regarding items and topics that may be considered at a future City Council meeting.

How can I provide my input about a topic on tonight's Workshop agenda?
Individuals wishing to provide input about Workshop topics can:

1. Send an email (addresses found here https://www.gjcity.org/313/City-Council) or call one or more members of City Council (970-244-1504);

2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the

City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.

3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 6 p.m. at City Hall) and provide comments during “Citizen Comments.”

Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: December 20, 2022

Presented By: ARPA Committee

Department: City Clerk

Submitted By: Johnny McFarland, Asst. to the City Manager

Information

SUBJECT:

Review and discuss project recommendations submitted to City Council by the American Recovery Plan Act (ARPA) Committee.

EXECUTIVE SUMMARY:

This item is to allow City Council to review the ARPA Committee's recommendations regarding how to utilize approximately $9 million in American Rescue Plan Act funding. Representatives from the ARPA Committee will be available to answer questions. The organizations who submitted project funding requests and were selected by the ARPA Committee for Council Consideration will also be presenting their projects.

BACKGROUND OR DETAILED INFORMATION:

After receiving a direct allocation of State and Local Fiscal Recovery Funds under the American Rescue Plan Act (ARPA), Grand Junction City Council appointed an Advisory Committee (Committee) to make recommendations about how the funds will be spent. These funds are intended to mitigate the economic and public health impacts of COVID-19. There is a total of $9 million in available funding for projects approved by the Grand Junction City Council.

The Committee held its first meeting in February of 2022, and concluded its process in September. The Committee held eight meetings during its eight-month review process, along with numerous working subgroup meetings. All of the full Committee meetings were open to the public, as well as being available for online viewing.

The Committee identified possible priority areas for allocation of funds. The priority areas are affordable housing; homelessness; and behavioral/mental health. The Committee determined that an outreach process should be utilized to determine possible projects for funding. In order to identify individuals and organizations who can

deliver programs and services in these three areas, the Committee established a process for the submission of Letters of Interest (LOI) by parties interested in qualifying for ARPA funds. City staff assisted with the development of a LOI process to allow individuals and organizations to apply for consideration for funding in each of the three priority areas.

Prior to reviewing and selecting individual projects for funding, the Committee identified criteria to be used to evaluate projects and funding requests. These included:

1. *Maximize Impact of One-Time Funds* - recognizing that the APRA funds were a one-time resource, look to project investments that create enduring value, not just one-time expenditures
2. *Broad Community Benefit* - look to maximize benefit to the broadest possible members of the community
3. *Leverage Funds* - look to fund projects that potentially attract additional funding or build on existing activities so as to achieve a multiplier effect
4. *Long-Term Sustainability* - look for projects that have the ability to sustain the investment over the longer term
5. *Ease of Implementing* - focus on sponsors or organizations that have existing administrative infrastructure in place with proven capability of implementing the activity successfully

Thirty LOI applications were received and reviewed by the ARPA Committee. The Committee ultimately selected six projects across all three priority categories to move forward to City Council for consideration:

Mental/Behavioral Health

1. Counseling and Education Center (CEC): $996,006
2. Altitude Pediatrics: $830,657

Housing

1. Grand Junction Land Bank: $3,373,337
2. Housing Resources: $1,000,000
3. Grand Junction Housing Authority: $1,800,000

Homelessness

1. Grand Valley Catholic Charities: $1,000,000

In addition to these six projects, City Council expressed interest in hearing a presentation from HomewardBound which had submitted a LOI but failed to gain majority approval (5-5 vote) from the ARPA Committee to move their project forward to

City Council. HomewardBound has opted not to present their project to City Council for consideration of ARPA funding.

FISCAL IMPACT:

The City has approximately $9 million in available ARPA funding which would be used to fund projects approved by City Council.

SUGGESTED ACTION:

Discussion and direction to staff regarding the projects recommended by the ARPA Committee utilizing the City's allocation of $9 million in American Rescue Plan Act funding.

Attachments

1. ARPA Final Report Memo with Attachment

CITY OF Grand Junction COLORADO

CITY MANAGER'S OFFICE

Memorandum

TO: Members of City Council

FROM: Bill Wade, ARPA Committee Chair
Ben Herman, ARPA Committee Vice Chair

DATE: October 6, 2022

SUBJECT: ARPA Committee Final Report

After receiving a direct allocation of State and Local Fiscal Recovery Funds under the American Rescue Plan Act (ARPA), Grand Junction City Council appointed an Advisory Committee (committee) to make recommendations about how the funds will be spent. These funds are intended to mitigate economic and public health impacts of COVID-19. There is a total of $9 million in available funding for projects approved by the Grand Junction City Council. This memorandum summarizes the committee's process in reviewing topics for consideration, as well as the formulation of the recommendations for funding that are contained herein.

The ARPA Committee consisted of 11 members appointed by City Council, with one member resigning due to other time commitments. Additionally, Councilmembers Reitz, Simpson and Herman served as non-voting liaisons. The committee held its first meeting in February 2022 and concluded its process in September 2022. The committee held eight meetings during its 8-month review process, along with numerous working subgroup meetings. All of the full committee meetings were open to the public, as well as being available for online viewing.

Committee Membership

- Bill Wade (Chair)
- Ben Herman (Vice Chair)
- Cindy Enos-Martinez
- Diane Schwenke
- Estrella Ruiz
- Gary Schroen
- Laurel Cole
- Linda Taylor
- Raul De Villegas Decker
- William Findley

Overview of Committee Process – As a first task in the process, the committee reviewed the eligibility criteria for the use of ARPA funds as established by Federal regulations and guidelines. While the funding method under which the city acquired the funds allowed a considerable amount of discretion on how they could be used, the committee's position was that the funding recommendations should generally be in accordance with the Federal guidelines. Guidelines of particular relevance included: public health impacts, behavioral health impacts, and economic impacts. Other possible funding categories, such as public sector revenue loss, premium pay to essential workers, direct assistance to small businesses and nonprofits, and water, sewer, and broadband infrastructure, were determined by the committee to not be responsive to identified criteria.

Identification of Priority Project Funding – Through a brainstorming exercise, the committee identified possible priority areas for allocation of funds. The initial priority areas were affordable housing; homelessness; and childcare. Committee members were organized into three working

groups by priority area, with the initial task of investigating the needs in each area, to be reported back to the full committee.

After initial investigations, the committee determined that childcare would not be an appropriate priority area for ARPA funds. By majority vote, the committee decided to drop childcare as a focus area. In a subsequent meeting, the committee considered adding behavioral and mental health as an additional focus area, which was approved by a majority vote.

Project Evaluation Criteria – Prior to reviewing and selecting individual projects, the committee identified criteria to be used in evaluating project requests. These included:

- *Maximize Impact of One-Time Funds* – Recognizing that the APRA funds were a one-time resource, look to project investments that create enduring value, not just one-time expenditures
- *Broad Community Benefit* – Look to maximize benefit to the broadest possible members of the community
- *Leverage Funds* – Look to fund projects that potentially attract additional funding or build on existing activities so as to achieve a multiplier effect
- *Long-Term Sustainability* – look for projects that have the ability to sustain the investment over the longer term
- *Ease of Implementation* – Focus on sponsors or organizations that have existing administrative infrastructure in place with proven capability of implementing the activity successfully

Letter of Interest Process – After several months of deliberation, the committee determined that an outreach process should be utilized to determine possible projects for funding. In order to identify individuals and organizations who can deliver programs and services in these three areas, the Committee established a process for the submission of Letters of Interest (LOI) by parties interested in qualifying for ARPA funds. City staff assisted with the development of a LOI process, to allow individuals and organizations to apply for consideration for funding in each of the three priority areas, Policy areas that were eligible for consideration include:

- *Housing:* Programs and/or services intended to increase affordable and workforce housing
- *Homelessness:* Programs and/or services intended to address homelessness in the community
- *Mental/Behavioral Health:* Programs and/or services intended to help individuals experiencing mental health issues, substance abuse disorders and/or related challenges.

Applicants were requested to address each of the five criteria identified by the committee, including:

- Community Impact and how the project will address the city's needs
- Readiness, to include a timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project
- Capacity to perform and implement the proposed project
- Project budget and leveraging of funds

- Long-term sustainability for continuing the project, program, or service into the future.

Review and Recommendation Process – Committee leadership developed a ranking scoresheet based on the evaluation criteria, to serve as review aid for the working groups to evaluate and rank each of the LOI submittals. After review of the LOI submittals, the three working groups were asked to put forward their highest priority projects, for review by the full committee. A total of 9 preliminary projects were put forward for funding. The total amount of funding represented by the 9 preliminary recommendations totaled approximately $10.7 million - $13.7 million (in some cases, budget ranges were provided).

At the first committee review meeting, each working group briefly presented their priority recommendations. Committee members discussed each in turn, and identified additional information needed before the committee as a whole considered the final recommendations. In some cases, questions were forwarded by City staff to LOI applicants to clarify their requests or for additional information.

Final Recommendations – At the second review meeting, each working group again went through their list of recommendations, along with additional information received. The committee then voted on each of the nine projects to determine if a majority supported them. The resulting six projects comprises our recommendation to the City Council for the allocation of the $9 million in ARPA funds. The committee recommended that six of the nine finalist projects move forward to City Council for consideration. The final ARPA funding recommendations are summarized below. The complete LOI submittals for each of the six final recommendations are attached to this memorandum.

- Mental and Behavioral Health - two projects ($1,800.000 total funding)
- Housing - three projects ($6,200,000 total funding)
- Homelessness - one project ($1,000,000 total funding)

Mental/Behavioral Health Recommendations

Counseling & Education Center– Since 1981, the Counseling & Education Center (CEC) has been a vital resource for people living under the poverty line, providing outpatient resources to support mental wellness. Ninety two percent of CEC's clients are under the Federal Poverty Guidelines. Their plan is to purchase or rent a facility within the City of Grand Junction that will become an outpost of their original building with the capacity to hold five-six therapy rooms of varying sizes as well as supporting facilities and safe outdoor spaces. The location of the facility will be in an underserved area such as Riverside or Orchard Mesa. CEC will be leveraging support from Colorado Mesa University who will provide staffing to coordinate the internship program and associated needs. The committee supported this project due to the resulting benefit of a permanent facility with increased capacity to treat lower income residents with behavioral and mental health issues.

Recommended Funding: $996,006

Altitude Pediatrics ($830,657) – Altitude Pediatrics (AP) is a pediatric practice in Grand Junction. Currently, the clinic serves 3,000 patients ages 0-21, which equates to 35 percent of the youth in Mesa County, Medicaid insures 49 percent of AP patient population. Many families receiving care through AP experience psychosocial stressors, including homelessness due to

soaring rent prices, hyperinflation post-COVID-19, substance abuse, and untreated mental health care. AP launched a co-located integrated behavioral health program with pediatric care in March of 2022. This in-house care provides outreach to patients not otherwise accessible in non-integrated clinics. The committee supported this project due to the innovative approach of co-locating behavioral and mental health assessment and treatment with pediatric care, and the long-term establishment of fellowships and training services.

Recommended Funding: $830,657

Housing Recommendations

Grand Junction Land Bank – The proposal is that ARPA funds are used to fund a land bank to purchase land in the near-term that would be held by the City and allotted through future RFP processes to affordable and attainable housing developers. Increasing the options for affordable housing is an adopted housing strategy for an immediate way to purchase and reserve the limited available land to ensure that affordable housing developers have land to meet the City's growing demand for affordable housing. The committee supported the land banking project since it would impact the entire City, benefit all affordable housing entities, and provide a way to ensure that land is available and allotted for affordable housing needs for the longer term. It can also serve as a mechanism for land donations and reduced-price sales of land into the future.

Recommended Funding: $3,373,337

Housing Resources Revolving Loan Fund– This proposal will capitalize a purchase assistance revolving loan fund, making homeownership attainable to low-income Grand Junction residents. The award will fund deferred 0 percent interest loans of $25,000 to eligible households. This program addresses one of the most significant impacts of COVID: the dramatic increase in homeownership costs. Since June 2020, the median home price has jumped 41 percent from $285,000 to $401,190. With $1,000,000, Housing Resources could assist about 40 households in the initial round. The loan fund would be revolving so we would continuously recapture the funds and assist additional households for years to come. The initial capitalization of a purchase assistance program would help us build the vehicle to raise funds from other sources and expand our capacity to serve more households.

Recommended Funding: $1,000,000

Grand Junction Housing Authority ($1,800,000) – Funds will be used to acquire a large existing multi-family community to preserve its current affordability. The property is well-maintained and is in the heart of the City. While the property’s current rents are at or below 60 percent AMI, there is no recorded Deed Restriction or other commitment to affordability. Acquisition of this property by another party is almost certain to result in the loss of these units to the affordable market. ARPA funds would be used to write down the cost of the units. The balance of the funding necessary will be sought from established affordable housing organizations including the Division of Housing, Colorado Housing & Finance Authority, GJHA Reserves, lenders and equity investors committed to ongoing affordability. An investment of $10,000 per unit will leverage an additional $140,000 to $150,000 per unit. The committee supported this project due to the significant number of affordable housing units that would result from the ARPA investment.

Recommended Funding: $1,800,000

Homelessness Recommendation

Grand Valley Catholic Charities Mother Teresa Place – Mother Teresa Place, a supportive housing development, will serve 40 Grand Junction community members who are homeless. As some residents reach a level of stability that allows them to opt for housing in other areas of the City, other persons who are homeless will take their place. None of those to be served will be capable of acquiring housing under current conditions as their income level fluctuates between $600 and $800 a month. The committee supported this request due to the long-established track record of this organization for providing housing for those experiencing homelessness as well as a myriad of other services, as well as the fact that they have already raised nearly ¾ of the funds required to support this project.

Recommended Funding: $1,000,000

Projects that Did Not Make the Final Recommendations – The following is a summary of the three preliminary project recommendations by the working groups that were not supported by a majority of the full committee, along with a brief description of the reasons for their exclusion from the final recommended list. There were two projects on which the committee voted five to five during the recommendation committee meeting (Mutual Aid and Homeward Bound). Since there was no majority for or against these projects, they were not recommended by the committee. Moreover, the committee also had a split vote of five to five when the motion to ask representatives of those programs to present their projects with further information was put for a vote.

The original amount of all of the recommended projects totaled $8,626,663. Given that there were $373,337 of unobligated funds, the committee voted and approved that the $373,337 be allocated to the Grand Junction Land Bank, to reach the total of $9 million in recommended funding.

Mental/Behavioral Health

Mesa County School District 51 Trauma-Informed Classrooms – The purpose of this project was to support continuation of a grant program that has been funded by the Colorado Department of Education (CDOE) to support substitutes and stipends for training, professional conferences, materials and training, and regulation and mindfulness support for staff. This request was not supported by a majority of the full committee, primarily because members believed that as a continuing program, it was best funded by the CDOE.

Funding requested: $100,000

Homelessness

Mutual Aid Partners - This direct support organization requested funding to support mutual aid food and resource distribution day, a weekly event that features a free choice pantry, as well as essential resources specifically for the homeless population, that includes seasonal gear (tents, sleeping bags, gloves beanies, blankets, propane), hygiene products and facilitated accessibility to education, medical care, and shelter. While many committee members recognize this

organization for their efficient provision of direct aid to those experiencing homelessness, it did not receive support from the majority of the committee, primarily because it did not meet the criteria of an enduring investment, since its purpose was to distribute direct aid during a one-year period.

Funding Requested: $30,136

Homeward Bound Pathways Home Campus (phase 1) - This request was to provide funds to build the first phase of a planned $20M campus with a continuum of shelter and housing options for those experiencing homelessness on a 9.8 acre City-owned site on Orchard Mesa. The ultimate plan would involve the formation of a coalition of agencies contributing to the range of shelter types and services to be located on the campus site. Phase one as initially proposed would consist of 106 portable shelters that will provide transitional housing for up to 225 people (anticipated average 155 occupants at six-month stays). Also included in the request was funding for eight bathhouse units, and two larger units for medical services/administration and meal services. The request included funding for the shelter buildings and supplies ($1.65 million), site improvements and infrastructure ($650,000), as well as operational expenses ($600,000) for the first year. The Homeless working group was split on their recommendation for this project for two primary reasons: the large amount of the budget request, and the uncertainty regarding the project, particularly the 9.8-acre site. The initial funding request was for $2.9 million, later scaled back to $2.2 million, with the number of shelter units reduced to 70. If approved, this project alone would be allocated 25-32 percent of the entire amount of available ARPA funds. Additionally, while the identified 9.8-acre city-owned site for the project had been discussed with City staff and several City Council members on an informal basis, there had not been any formal discussions or commitments made regarding the site's availability for the intended use. For these two primary reasons, while many on the full committee believed that the project was worthy of support in the long run, it did not receive support by a majority of the committee.

Funding requested: $2.2-2.9 million

On behalf of the committee chair and vice-chair, we'd like to thank the committee members for their diligent efforts. We'd also like to thank City staff for their valuable and timely assistance, and the advice and input that we received from Abe Herman, Dennis Simpson, and Randall Reitz, our three City Council liaison members.

C: Department Directors

Attachment:

- Letters of Interest for Six Recommended Projects

Mental/Behavioral Health Recommendations

- Counseling and Education Center
- Altitude Pediatrics

Print

Letter of Interest for Utilization of American Rescue Plan Act Funding - Submission #1101

Date Submitted: 8/15/2022

Area of Concentration (check one):*

- ☐ Housing
- ☐ Homelessness
- ☑ Mental/Behavioral Health

Name of Organization/Entity

Counseling & Education Center (CEC)

Name*

Hali Nurnberg

Email Address*

hali@cecwecare.org

Address

2708 Patterson Road

City

Grand Junction

State

CO

Zip Code*

81506

Phone Number*

970-243-9539

Community Impact*

Since 1981, the Counseling & Education Center (CEC) has been a vital resource for people living under the poverty line in Mesa County, providing outpatient resources to support mental wellness. Having served over 5,000 people and families for 41 years and over 200 in 2022 alone, CEC is living up to its vision of providing â€œA future where all people can access affordable professional Counseling and Therapy services and where these services are an integral part of healthcare provision.â€ The need for mental healthcare has grown exponentially within the last few years due to a global pandemic as well as a volatile social climate. CEC is at capacity in its ability to serve our communities and must expand in order to support the ever-growing need for affordable counseling and therapy service. Ninety two percent of our clients are under the Federal Poverty Guidelines and 30% of our clients identify as people of color. Our projected plan is to purchase or rent a facility within the city of Grand Junction that will become an outpost of our original building with the capacity to hold 5-6 therapy rooms of varying sizes as well as a front desk/lobby, a conference room, a break room, ADA compliant restrooms and safe outdoor spaces to be enjoyed by our clients. The facility will be utilizing â€˜trauma-informedâ€™ design which takes into consideration how the physical environment affects an individualâ€™s identity, self-worth and safety. The location of the facility will be in an underserved area such as Fruitvale, Riverside or Orchard Mesa, we look forward to bringing our services and resources to these communities in need.

Describe the impact of your project and how it will address the city's needs. At a minimum, describe how many people the project is expected to serve, their level of need, the AMI and/or population served. (300 words)

Readiness*

Having the support of an active and engaged board of directors, CEC is in an advantageous place to move forward with this project. With our developed action plan, we will be prepared for anticipated supply chain and workforce uncertainties. Over time, we have nurtured partnerships with local organizations with whom CEC will collaborate in order to strategically approach this project. The effort will be guided by a subcommittee made up of board members and staff. We have been working with our real estate team, led by Board of Directors member Tonya McFarland, realtor/property manager and owner of Fusion Property Management and Real Estate, LLC, to identify both purchase and rental options. We have gained a solid amount of knowledge of the market and what it would take for us to move forward and secure a building. We have done the research and know the partners we would consult with to address both the design and renovation required using the principles of trauma-informed design. We can adjust the timeline according to securing funding.

Describe the project timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project. (250 words)

Capacity to Perform*

CEC will utilize the expertise of board members and staff in order to successfully implement this project. The project committee will include therapists employed by CEC as well as a board member who is a professional realtor, a board member who works for the Grand Junction Housing Authority, and a board member who serves as Mesa County Treasurer to oversee the fiscal responsibility of the project. CEC has a long history of providing high quality services to all in need. Additionally, CEC has invested in developing an intensive internship and pre-licensure training program that seeks to expand and improve the entire profession in the valley as part of our workforce development initiative. These programs have been proven and can easily be expanded. As part of this proposal CEC is requesting additional administrative positions including a Clinical Director and Facilities Manager to increase the capacity of the agency to further expand not only the number served, but to ensure the continued quality and effectiveness of such services.

Describe your organization's experience with and capacity to implement the proposed project. Please include the name and position/title of the person who will manage the project. (200 words)

Project Budget and Leverage of Funds*

There are two components of the budget for this project. The front end start-up costs for one year and the sustaining funds that will support the ongoing success of the project. This request is for the start-up costs. The financial model of CEC brings in revenue and that combined with our annual strategic fundraising campaign has been successful in sustaining our work since our inception. We are a fiscally responsible organization with a proven successful model. The start-up costs for this expansion include: down payment on the purchase of a building, any renovation construction of the space, monthly rent if not purchasing, trauma-informed furnishings and staffing. We estimate the minimum baseline costs to be $655,460, this is our forecasted amount to rent a property, we are asking for $996,006 to allow us to consider purchasing a property (both of these figures have built in 10% for fluctuation of costs) and depending on the timing of the funding, we expect costs to shift slightly. These are our estimates. We are leveraging support from our partners at Colorado Mesa University who will provide staffing to coordinate the internship program and associated needs. We are leveraging support from Live Well Counseling Center to share professional development training opportunities, clinical supervision and consultation resources. We are leveraging knowledge and skill from Shaw Construction who has deep experience in providing trauma-informed renovations and are well versed in project management and the permitting process for this type of work in our region.

Include the amount requested as well as the minimum amount of funding needed for a viable project, an estimated budget, whether this is a one-time capital expenditure or a re-occurring expense over a period of time, and what partnerships and other funding will be leveraged for this project. A full project budget is not required at this time, but if available may be attached. If additional details are available regarding budgetary line items such as revenues, expenditures, staffing costs, construction costs, financing, funding partners, etc. please include or attach those documents with this letter of interest. (250 words)

Long-term Sustainability*

Since CEC is successful and sustainable in its services and in need of expansion, this project will be fully front loaded with costs overwhelmingly covering the rental or purchase of a building, renovation and furnishings associated. Our current services are financially supplemented by a mixture of various funding including: Client-related program revenue - 55% Grant funding - 21% Government grant funding - 11% Direct public gifts - 4% Indirect public support - 3% Indirect public support - 3% Special events income - 3% Rentals - 1% We are a historically sustainable organization whose board has been very strategic in our financial model. An example of this is the $40,000 recent gift we received from Rocky Mountain Health Foundation for workforce development. CEC is proactive and responsive in our model by addressing the shortage of inpatient mental health resources in our region. By providing outpatient care which is more cost effective, CEC can support people in their experience and reduce the need for inpatient care.

Describe your plan for continuing this project, program, or service into the future. Include details on a funding plan e.g., existing resources, future grants, donor support or other means of maintaining this project or program in the long-term. (200 words)

Upload Supplemental Documents

CEC_Letters.pdf

Jessica Downs, LCSW
Therapist, Consultant, & Trainer
Live Well Counseling Center, Co-Owner
970-424-2058
jessica@livewellcounselingcenter.com
livewellcounselingcenter.com

15 August 2022

To Whom It May Concern:

I am writing to express Live Well Counseling Center's support for Counseling and Education Center (CEC)'s proposal to the City Of Grand Junction and the American Rescue Plan Act Funding.

Live Well Counseling Center is a counseling practice where we specialize in both the treatment of complex psychological presentations, along with training and consultation of counselors seeking to apply this model. Our model is evidence-based, and both therapists and trainees express consistent positive treatment outcomes.

We collaborate with community organizations and work to support the citizens of the City of Grand Junction. We will be bringing training and consultation, which will complement the essential work of CEC.

We are excited about this existing partnership that will allow us to have an impact on the lives of our community. The citizens of Grand Junction are a unique part of our state and many are underrepresented and underserved. Now, more than ever, high quality mental health services are essential to building a strong community. In the current state of the world, contributing to the mental wellbeing of the community has become even more central to our mission. We know there is great need for the work of CEC and that together we can create opportunities for support and growth that will ultimately result in the betterment of us all.

Key outcomes of this expansion will be that more people are better served and provided the resources to meet their mental health challenges. We are truly grateful to have the opportunity to be part of this project.

Sincerely,

Jessica Downs, LCSW

Department of Social and Behavioral Sciences
1100 North Avenue • Grand Junction, CO 81501-3122
970.248.1696 (o) • 970.248.1934 (f) • 1800.982.6372

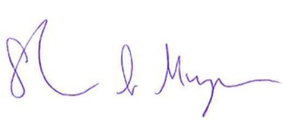
[redacted]

Michelle Sunkel

[redacted]

ROCKY MOUNTAIN
HEALTH FOUNDATION

SHAW
CONSTRUCTION
Since 1962



Soronen • Donley • Patterson
Certified Public Accountants

To Whom It May Concern,

Counseling and Education Center has demonstrated that it is financial responsible over the course of its operations, which began in 1981. One of the best examples of this is they have paid off one mortgage and are close to paying off a second. The mortgage that is close to being paid off is the only long-term debt the Organization has.

Sincerely,

Soronen, Donley, Patterson CPA's PC
August 15, 2022

706 South 9th Street · Grand Junction, Colorado 81501 · phone: 970.241.8346 · fax: 970.242.8784

CEC Budget for Additional Building

Assumptions: 5 therapy rooms, 4 therapists, 1 clinical director, 1 office manager housed there. Remote support positions: ED, DC, FM					
Expense					
	62100 · Contract Services				
			62153 · Copy Machine Service		1,000.00
			62157.5 · VRC Records Destruction		650.00
			62158 · VIRTU eMAIL Service		660.00
			62159 · Neon One, LLC		800.00
			62159.5 · Therapy Notes		4,500.00
		Total 62150 · Outside Contract Services			7,610.00
	Total 62100 · Contract Services				7,610.00
	62800 · Facilities and Equipment				
				Down Payment	250,000.00
				Mortgage/Lease	60,000.00
				Remodel	300,000.00
		62830 · Maintenance			
			62831 · Alarm		1,500.00
			62832 · Grounds/Landscape		3,000.00
			62833 · Computers		3,900.00
			62834 · Janitorial/Bldg Maintenance		7,300.00
		Total 62830 · Maintenance			15,700.00
				comfy chairs	3,600.00
				couches	1,000.00
				desks	1,800.00
				office chairs	1,200.00
				end tables	750.00
				lamps	700.00
				art etc.	1,000.00
		62843 · Furniture/Furnishing Purchase			10,050.00
		62845 · Equip Purchase			5,000.00
		62880 · Real Estate, Personal Prop Tax			3,000.00
		62890 · Utilities			
			62891 · City of GJ (Water,Trash,Sewer)		1,300.00

			62893 · Irrigation Water	250.00
			62894 · Xcel (Gas,Electric)	4,000.00
		Total 62890 · Utilities		5,550.00
			Internet	960.00
			Telephone	1,290.00
		62895 · Internet & Telephone		2,250.00
	Total 62800 · Facilities and Equipment			651,550.00
	65000 · Operations			
		65010 · Books, Subscriptions, Reference		350.00
		65020 · Postage/Delivery Service		100.00
		65040 · Supplies		
			65041 · New Deposit Slips	200.00
			65042 · New Checks	400.00
			65043 · Office supplies	10,000.00
		Total 65040 · Supplies		10,600.00
		65050 · Computer Software		
			65052 · Protection Software	100.00
			65055 · My Outcomes - FIT	1,250.00
			65056 · Computer Software - Other	700.00
			65057 · Weebly	500.00
		Total 65050 · Computer Software		2,550.00
	Total 65000 · Operations			13,600.00
	65100 · Other Types of Expenses			
		65110 · Marketing		
			65110.1 · Advertising	1,000.00
			65110.2 · Promotion & PR	500.00
		Total 65110 · Marketing		1,500.00
		65120 · Insurance		
			65122 · General & Grounds Liability	2,000.00
			65125 · Property Insurance	2,500.00
		Total 65120 · Insurance		4,500.00
		65140 · Staff Development		4,000.00
		65150 · Employee Expenses		
			65151 · Employee Appreciation	3,700.00
			65154 · Employee Recruitment	1,500.00
		Total 65150 · Employee Expenses		5,200.00
	Total 65100 · Other Types of Expenses			15,200.00
	66000 · Payroll Expenses			
		66100 Salaries		175,000.00
		66500 · Payroll taxes		
			66510 · SSI	30,000.00
			66520 · Colorado Unemployment	2,500.00
			66530 · Workers Compensation	1,000.00

		Total 66500 · Payroll taxes			33,500.00
		66600 · Health Insurance Accounts			
			66609 · Appleton Reg. & Monthly Fees		6,500.00
		Total 66600 · Health Insurance Accounts			6,500.00
		66700 · Employee benefits			
			66703 · Leave & PTO Liability		2,000.00
			66705 · EAP		500.00
		Total 66700 · Employee benefits			2,500.00
	Total 66000 · Payroll Expenses				217,500.00
Total Expense				(including the purchase of a building)	905,460.00
					90546
				with an additional 10%	**996,006.00**
			(with only the rental of a building, not the purchase)		655,460.00
				with an additional 10%	**721,006.00**

Print

Letter of Interest for Utilization of American Rescue Plan Act Funding - Submission #1097

Date Submitted: 8/15/2022

Area of Concentration (check one):*

- ☐ Housing
- ☐ Homelessness
- ☑ Mental/Behavioral Health

Name of Organization/Entity

Altitude Pediatrics

Name*

Rickelle Hicks

Email Address*

rhicks@altitudepediatrics.com

Address

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City

Grand Junciton

State

CO

Zip Code*

81501

Phone Number*

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Community Impact*

Altitude Pediatrics (AP) is the newest pediatric practice in Grand Junction, established in 2021 by four experienced physicians with a rich history in the Grand Valley. Currently, the clinic serves: 3,000 patients ages 0-21, which equates to 35% of the youth in Mesa County, Medicaid insures 49% of AP patient population, On average 55% of patients present with behavioral health or psychosocial stressors impacting their ability academically, socially, or relationally. Altitude Pediatrics launched a co-located integrated behavioral health program in March of 2022. The physician invites the BHC to join the patient and parent in the exam room when appropriate. This in-house care provides a reach to patients not otherwise accessible in non-integrated clinics. Cheryl Young, LMFT, and Rickelle Hicks, LMFT, developed the Pediatric 16-question Behavioral Screener (PBS-16) due to a lack of appropriate screening tools available to pediatric clinics. The PBS-16 has a parent version for children under ten and a self-report for children 11 to 17. The PBS-16 is appropriate for new patient assessment, annual wellness visits, when parent/child expresses concerns, and tracking progress after interventions. This screener covers a wide range of DSM-V diagnoses and social determinants of health (financial strain, homelessness, family violence, and substance use). Screeners provide early detection and higher effectiveness of treatment. Due to funding and time constraints, integrated care is available twice weekly. A fellowship program that trains post-graduate-level clinicians would: Increase patient access in our clinic. Increase well-trained clinicians in integrated pediatric care by providing six-month internships and two-year supervised Fellowships. Interns and Clinical Fellows would be in the clinic four days per week, working alongside a Licensed BHC three days per week. This staffing level would increase available behavioral health care to 100 pediatric patients/families and an average of 300 or more patient encounters per month.

Describe the impact of your project and how it will address the city's needs. At a minimum, describe how many people the project is expected to serve, their level of need, the AMI and/or population served. (300 words)

Readiness*

There are no uncertainties currently. AP has Interns and Fellows on standby through their relationship with Behavioral Health & Wellness (BHW). These recruits can begin training as soon as funding is received. Day 1-30: Orientation of Intern & Clinical Fellow, shadowing of the licensed BHC, completion of necessary regulatory steps prior to any solo patient contact. Day 31-60: PBS-16 Screening will launch in 3 stages: New Patient Exams Any patient identified with a behavioral, emotional, and/or psychosocial stressor with re-assessment after six sessions. All wellness exams Many families receiving care through AP experience psychosocial stressors, including homelessness due to soaring rent prices, hyperinflation post-COVID-19, substance abuse, and untreated mental health care. Mesa County's access to behavioral health services is a significant and worsening problem. The majority of local licensed BHCs are cash-only or limited Medicaid. AP patients/parents seek services through AP integrated care; AP wait list is increasing weekly. Office space, EMR, and administrative staffing are in place to meet this need. AP lacks adequate resources to launch the program. AP expects to achieve sustainability in 36 months as AP will achieve Tier I Medicaid Reimbursement status by year three. Our secondary goal is establishing predictive validity on the PBS-16 to identify pediatric patients appropriate for BH integrated care. Predictive validity will require rigorous statistical analysis under the guidance of BHW psychologists. AP and BHW hope to publish the PBS-16 for use in pediatric clinics, continuing the legacy of pioneering integrated care.

Describe the project timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project. (250 words)

Capacity to Perform*

Rickelle Hicks, LMFT, will be this project's primary manager collaborating with five AP medical providers. The team includes Rickelle, Dr. Shannon Murphy, Dr. Paula Lopez, Dr. Mary Willy, Dr. Katie Joy, Lauren Carei, PA, and Chelsea Wells, MBA. They have worked together for over nine years at a previous practice. Combined, they have lived in Mesa County over 175 years and benefit from 54 years of working integrated care together. Their deep ties to this community increase the likelihood of achieving sustainability. Creating workforce sustainability requires training clinicians in integrated care. This evidence-based model decreases the over-utilization of ER and medical services while improving individual wellness and family stability. Integrated care is not taught in graduate schools and is a subspecialty that requires supervision and focused training. Training clinicians to see 11 patients per day while collaborating with physicians, and completing integrated notes, is very different from traditional outpatient training. Rickelle Hicks has 16 years of experience in behavioral health, with 11 of those years mentored directly by Cheryl Young, LMFT, of BHW. BHW pioneered several integrated behavioral health programs with other primary care clinics and launched successful doctoral and master-level fellowships.

Describe your organization's experience with and capacity to implement the proposed project. Please include the name and position/title of the person who will manage the project. (200 words)

Project Budget and Leverage of Funds*

Amount of funding needed: $244,000 across 3 years The minimal funding needed: $223,750 (training reduced/cost overrun decreased) Sustainability is achieved by year 3. Proposed Budget is Included and Attached Budget Summary: Personnel Costs (3 years) $636,346 Training Costs (3 years): $18,500 Office Space (3 years): $22,718 PBS -15 Launch and Statistical Analysis (3 years): $24,135 Credentialling, Malpractice, Liability, Billing Costs (3 years): $78,155 Subscription Costs, EMR & MS Software (3 years): $20,400 FFE laptops and IT (3 years): $8,400. Cost overrun and Misc (3 years): $22,000 Total Expenses (3 years): $776,794 Revenue Offset from Medicaid (3 Years): $586,656 Amount Requested: $244,000 One time capital expenditure or re-occurring expense: One-Time Expenses (3 years): $51,035 Re-occurring Expenses (3 years): $779,622 Other funding that will be leveraged for this project: $ 552,576 Medicaid Reimbursement.

Include the amount requested as well as the minimum amount of funding needed for a viable project, an estimated budget, whether this is a one-time capital expenditure or a re-occurring expense over a period of time, and what partnerships and other funding will be leveraged for this project. A full project budget is not required at this time, but if available may be attached. If additional details are available regarding budgetary line items such as revenues, expenditures, staffing costs, construction costs, financing, funding partners, etc. please include or attach those documents with this letter of interest. (250 words)

Long-term Sustainability*

Sustainability is projected by year three. Partnerships: Behavioral Health and Wellness and Colorado Mesa University. BHW has Fellowship and Intern recruitment relationships with Adams State University, Colorado Christian University, University of Southern California, Colorado State University, University of Denver, and other universities looking for master and doctoral Fellowship placements. Plan is for this project to become a fixture at Altitude Pediatrics as a long-term part of the medical home. By year three, Altitude will be far more established and able to fund a program with the help of scaffolding from this grant. Other grants may be looked at in the future to supplement funds from partners listed above. The opportunity to launch this project supports AP in achieving Tier I status with RMHP Regional Accountable Care (RAE). AP is currently on a Tier I Track as a medical home. Tier I Reimbursement allows AP to increase BH services to Medicaid and under-insured children, teens, and families. Tier I will allow this project to achieve sustainability by year three.

Describe your plan for continuing this project, program, or service into the future. Include details on a funding plan e.g., existing resources, future grants, donor support or other means of maintaining this project or program in the long-term. (200 words)

Upload Supplemental Documents

AP Start Up Integrated Care Budget .pdf

altitude
PEDIATRICS

STARTUP OVERVIEW	Year 1	Year 2	Year 3	Total
Total Expenses	**$ 267,892.00**	**$ 269,342.84**	**$ 271,422.33**	**$ 830,657.17**
Program Coordinator .75 FTE	$ 86,140.00	$ 88,724.20	$ 91,385.93	$ 266,250.13
Clinical Fellow 1.0 FTE	$ 81,328.00	$ 83,767.84	$ 86,280.88	$ 251,376.72
Interns (2 per year) Stipends	$ 8,000.00	$ 8,240.00	$ 8,487.20	$ 24,727.20
Physician / BHC huddle 2 hours per week	$ 17,760.00	$ 18,292.80	$ 18,841.58	$ 54,894.38
Physician IC Training $1500 per provider	$ 7,500.00	$ 3,000.00	$ -	$ 10,500.00
BHC Office Space 150 Sq Feet	$ 7,350.00	$ 7,570.50	$ 7,797.62	$ 22,718.12
Front Office Support .25 FTE	$ 12,650.00	$ 13,029.50	$ 13,420.39	$ 39,099.89
Admin (credentialing, malpractice, etc)	$ 12,000.00	$ 12,360.00	$ 12,730.80	$ 37,090.80
Training & Cert (EMDR, etc.)	$ 4,000.00	$ 4,000.00	$ -	$ 8,000.00
Screening PBS-15 Costs	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 15,000.00
Statistical Analysis and Consult for PBS-15	$ 4,500.00	$ 4,635.00	$ -	$ 9,135.00
Billing costs @ 7% per claim	$ 8,064.00	$ 13,225.00	$ 19,776.00	$ 41,065.00
Subscriptions EMR & Microsoft	$ 6,600.00	$ 6,798.00	$ 7,001.94	$ 20,399.94
FFE: Therapeutic toys, etc.	$ 500.00	$ 500.00	$ 500.00	$ 1,500.00
FFE: 2 laptops @ $1500 each	$ 3,000.00	$ -	$ -	$ 3,000.00
Network and IT Fees	$ 3,500.00	$ 200.00	$ 200.00	$ 3,900.00
10% cost over run and Misc	$ 7,333.00	$ 7,333.00	$ 7,334.00	$ 22,000.00
Total Funding				
Revenue from Billing @ 1440 enc @ $80	$ 115,200.00		$ -	$ 115,200.00
Revenue from Billing @ 2304 enc @ $82	$ -	$ 188,928.00	$ -	$ 188,928.00
Revenue - Tier I 2592 enc @ $109 (30% Increase)	$ -		$ 282,528.00	$ 282,528.00
Total Revenue	$ 115,200.00	$ 188,928.00	$ 282,528.00	$ 586,656.00
Funding Less Expenses	**$ (267,892.00)**	**$ (80,414.84)**	**$ 11,105.67**	**$ (244,001.17)**

"Typical Day in Integrated Pediatric Care"

9:00am: Check schedule and huddle with physicians for the day's patients.
9:10am: Meet with Dr. Lopez for an IBH appt to follow up on an IEP meeting for a teenager with significant behavioral issues.
9:25am: 60 minute therapy session with 3-year-old and her mother,who is beginning to exhibit Autism Spectrum behaviors. Make referrals to provide scaffolding for the family system.
10:25am: Return messages about one middle schooler and one first grade both needing therapy; refer middle schooler for group and first grader to private practice clinician.
10:35am: Called in by Dr. Murphy to see an 8th grader with suicidal thoughts. Spend 30 minutes assessing, the risk is acute enough to call the state hotline who sends mobile crisis. Coordinate care with this provider and make the patient comfortable until crisis arrives. They end up meeting criteria for admission.
11:00am: 60 minute session with a recently graduated 19-year-old struggling with identity versus role confusion which has led to daily marijuana use. This patient has stomach issues that have been medically ruled out with labs and exam and are largely deemed psychosomatic. Utilize EMDR to help with nervous system regulation and to help with marijuan cravings. Ask the physician to join the appointment to discuss adding a PRN anxiety medication in addition to her SSRI. Physician decides on Hydroxyzine. Collaborate with the physician to help the client utilize medication and coping skills in tandem.
12:00pm: Warm hand off for a child who met ADHD criteria on Vanderbilts for executive functioning clinic.
1:00 pm: 60 minute family therapy session to help parents navigate behaviors of an adopted child who is exhibiting attachment issues. Discuss referral to a new group at Altitude that uses modality of Circles of Security to help with parent training, support, attachment analysis and a protocol to help orient family toward healing.
2:00 pm: IBH appt with Dr. Willy to discuss a 6-year-old patient with sleep issues. Work on sleeping plan together and will follow up in 2 weeks.
2:20pm: 60 minute session with 6th grader who is struggling with transition into middle school. Worked on adaptive coping techniques.
3:20pm: IBH appt with Dr. Joy to follow up on Vanderbilts assessments for a complex 5th grader. Referred for further testing at Behavioral Health and Wellness to gather more information to inform treatment planning.
3:40pm: 60 minute session with 5-year-old struggling with transition to and from parent's home who are recently divorced. Worked on utilizing transitional objects and helping parents understand inherent stressors of divorce.
4:40 pm: Return phone calls from 2 parents following up on last session's content and help with homework for the patients to complete before the next session.

		BEHAVIORAL CONCERNS	very often	often	som etim
		Compared to other kids my age,			
Inattention	1	I have difficulty staying focused on tasks, I get easily distracted during class, homework, chores, talking with friends, or watching a program?	4	3	2
Hyperactive	2	I have trouble sitting still, I interrupt others when I shouldn't, my teacher has to remind me to sit down or stop talking, my friends call my "hyper"?	4	3	2
Impulsive	3	I have difficulty keeping my hands to myself, I say things I shouldn't, I can play too rough but don't mean to, I get into trouble when I shouldn't?	4	3	2
ODD	4	My parents and/or teachers think I argue when I shouldn't. I don't follow directions when I should. I feel angry, irritable or annoyed too easily.	4	3	2
		ANXIETY CONCERNS:			
Worry/Rumination	1	I have difficulty with being away from my parents or leaving my house. I worry that a bad thing my happen to me or my family?	4	3	2
Fear/Phobia	2	I get scared, anxious or my heart beats fast when have to talk in class, or if people notice me. I hate to talk on the phone or order in restaurants. I worry about germs, getting shots, making a mistake, bad grades , etc.	4	3	2
OCD/ED	3	I feel a strong urge to do the same thing over and over, like washing my hands, counting things, checking things. I get upset if I can't exercise. I freak out about eating the wrong things or I can't stop overeating.	4	3	2
Somatic	4	I get stomach aches and headaches and miss school or end up in the nurse's office at school. I feel tired easily and can fall asleep in class or in the car.	4	3	2
		DEPRESSION CONCERNS:			
Mood	1	I feel down, I think I might be depressed, or I am irritable over small things. When I think about my life I feel hopeless. I notice I cry easily?	4	3	2
Self esteem	2	I think I am a failure or that nobody likes me. I think my parents or teachers are disappointed in me. I worry other kids don't like me.	4	3	2
Sleep/eat	3	My sleep is not good and I don't feel rested when I get up. I am not hungry or I am eating too much.	4	3	2
SI/SH	4	I think others would be happier if I wasn't here. I am having thoughts about ending my life?	4	3	2
AST/PTSD		**TRAUMA / TRAUMATIC STRESS**			
	1	I have experienced events that were very upsetting and other people think I have been through something harmful or traumatic. For example, too much fighting in my house, bullying, or having been in a serious accident. Or, I have been physically or sexually abused?	**YES**	**NO**	
SA/Addiction		**SUBSTANCE ABUSE**			
	1	I have concerns about my use of vape pens, alcohol, or drugs. Or, I am worried about other family members who are using drugs or alcohol.	**YES**	**NO**	
		If you would like to discuss any of these or other concerns, please feel free to let us know.			
		For each subscale: 0-8 Normal / Typical, 9-12 At Risk, 13+ Clinically Significant			

rarely	never
1	0
1	0
1	0
1	0
1	0
1	0
1	0
1	0
1	0
1	0
1	0
1	0

Homelessness Recommendation

- Grand Valley Catholic Outreach

Print

Letter of Interest for Utilization of American Rescue Plan Act Funding - Submission #982

Date Submitted: 7/25/2022

Area of Concentration (check one):*

- [x] Housing
- [x] Homelessness
- [ ] Mental/Behavioral Health

Name of Organization/Entity

Grand Valley Catholic Outreach

Name*

Karen Bland

Email Address*

kabland@juno.com

Address

541 1/2 23 Road

City

Grand Junction

State

CO

Zip Code*

81507

Phone Number*

9702638121

Community Impact*

Cityâ€™s Needs and Impact: Affordable housing and Housing for those who are Homeless are major concerns for the City of Grand Junction. Mother Teresa Place, a supportive housing development of 40 units for those who are homeless, will address Affordable Housing as residents will have approximately 27% or less of the AMI for a Grand Junction single person and will pay no more than 30% of their income in rent. The City has proposed a goal of 45-75 affordable units for the coming year. Mother Teresa Place will provide 53% of that goal. The cityâ€™s comprehensive plan includes a redevelopment of the south portion of the downtown area. Mother Teresa Place will be constructed in that area and will add to its beautification (as it has done with its two other supportive housing campuses). Number served: Mother Teresa Place will serve 40 Grand Junction citizens who are homeless. As some residents reach a level of stability that allows them to opt for housing in other areas of the city, other persons who are homeless will take their places. None of those to be served will be capable of acquiring housing under current conditions as their income level fluctuates between $600 and $800 a month. One-bedroom apartments in Grand Junction are currently listed over $1,000 a month. (Almost Home Guide, 2022) A further area identified to benefit from ARPA funds is Mental and Behavioral Health. 100% of those who are chronically homeless suffer with either or both mental and behavioral health issues. A majority have physical health issues as well. These are well documented conditions that afflict persons who are homeless. They either become homeless as a result of these conditions or such conditions set in as their period of homelessness increases and they struggle to survive.

Describe the impact of your project and how it will address the city's needs. At a minimum, describe how many people the project is expected to serve, their level of need, the AMI and/or population served. (300 words)

Readiness*

Mother Teresa Place is currently (July 2022) in the schematic design phase. Architects have held meetings with the City Planners and the building committee, and the design adheres to required codes and program needs. Through the rest of this summer cost estimates will be acquired and the design development is scheduled to be completed this fall. If sufficient funding is acquired, we anticipate ground blessing and ground breaking yet in 2022. Vouchers have been requested of the Department of Housing (DOH) and from the Grand Junction Housing Authority for the 40 apartments that will assure the rental cost to residents is no more than 30% of their income. A grant from the DOH will assist with the costs for case management and other supportive services for the residents. With the escalating cost of construction we continue to look for funding for construction. The City of Grand Junctionâ€™s purchase of the lots upon which Mother Teresa Place will be built has proven to be a strong impetus towards others responding to a request for monetary and in-kind assistance. Although more than $5 million has been raised from local donors, funding is also being sought through grants with the Department of Housing and several foundations towards an estimated cost between 8 and 9 million (unless construction costs decrease). A generous grant from the city will be a strong impetus toward being awarded a grant from the Colorado Department of Housing.

Describe the project timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project. (250 words)

Capacity to Perform*

Catholic Outreach has been providing emergency and transitional housing for people/families for thirty-two years and 63 units of supportive housing for the past fifteen years: the â€œTâ€ House, agency leased homes, and St. Benedict Place and St. Martin Place, which, together, provide 63 apartments for people who have been chronically homeless. These supportive housing complexes have served to transform lives (and transformed the neighbors in which they are located). Catholic Outreach provides a Director of Housing, case manager, and campus caretakers for each development and will do likewise for Mother Teresa Place. In addition, Hilltop will partner with Catholic Outreach by providing and training personnel for case management and supervision. Catholic Outreach maintains a facilities management team which will be augmented to cover the operation of Mother Teresa Place. Mother Teresa Place will be overseen by Sr. Karen Bland, Executive Director, and managed by Lindy Hodges, Director of Housing

Describe your organization's experience with and capacity to implement the proposed project. Please include the name and position/title of the person who will manage the project. (200 words)

Project Budget and Leverage of Funds*

We are requesting a capital expenditure grant of $3,000,000 for this project â€“ with a minimum of $1,000,000. With these funds we still must raise additional dollars as costs continue to escalate. Each apartment will be fully furnished for the residents since persons who are homeless do not have those items necessary to make a home. Recurring expenses and maintenance will be covered by the rental fees paid by each resident. Partnerships are established with contractor and sub-contractors via a request for a donation on their part. As noted in the estimated budget line, a number of preliminary services have already been donated. Partnerships have been forged with the City of Grand Junction and with Hilltop who will provide counseling and case management services and with MindSprings who provide pre-application counseling to prospective tenants. Funding will be leveraged additionally from the Department of Housing and several foundations whose areas of interest include supportive housing. Some staffing costs will be covered by a grant from DOH that is currently in their review cycle. Estimated Budget (Preliminary) (Estimated costs are three to four million below similar supportive housing projects built in other parts of the state.) Acquisition Costs Land $826,106 ($825,000 donated0 Site Improvement $36,769 (+ $10,485 donated) Professional fees Architect $71,200 (20% donation) Engineering $3,000 ($1,650 donated) Attorney $75,000 (donated) Surveys $1,700 Testing $9,685 (+ $7,500 donated) Construction Cost (estimated at $300/sq ft = $8,460,000 Construction Insurance $75,000 Soft Costs (furnishings 40 units) = $200,000

Include the amount requested as well as the minimum amount of funding needed for a viable project, an estimated budget, whether this is a one-time capital expenditure or a re-occurring expense over a period of time, and what partnerships and other funding will be leveraged for this project. A full project budget is not required at this time, but if available may be attached. If additional details are available regarding budgetary line items such as revenues, expenditures, staffing costs, construction costs, financing, funding partners, etc. please include or attach those documents with this letter of interest. (250 words)

Long-term Sustainability*

Long term sustainability will mirror the two supportive housing campuses that Catholic Outreach has operated for fifteen years (St. Benedict and St. Martin) through positive fiscal management. Mother Teresa Place will have a covenant that requires it to serve those who are homeless for a specific period of time â€“ usually 25-30 years. A five-year Tenant Support Service grant that is renewable will help provide supportive services to residents. Resident rental income and vouchers will serve to cover operational costs (maintenance) and salaries for plant oversight. Each year Catholic Outreach receives donations designated toward our housing programs. Several foundations fund specific requests for the sustainability of both structures and programs. These foundations will be approached as needed. Our two current supportive housing projects carry no mortgages have never ended a fiscal year with a deficit.

Describe your plan for continuing this project, program, or service into the future. Include details on a funding plan e.g., existing resources, future grants, donor support or other means of maintaining this project or program in the long-term. (200 words)

Upload Supplemental Documents

July photo.pdf

Housing Recommendations

- ARPA Housing Subcommittee Land Bank
- Housing Resources of Western Colorado
- Grand Junction Housing Authority

Print

Letter of Interest for Utilization of American Rescue Plan Act Funding - Submission #1078

Date Submitted: 8/10/2022

Area of Concentration (check one):*

- [x] Housing
- [ ] Homelessness
- [ ] Mental/Behavioral Health

Name of Organization/Entity

ARPAC Housing Subcommittee

Name*

Ben Herman

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Bhbass59@gmail.com

Address

827 Gunnison Ave

City

GRAND JUNCTION

State

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Zip Code*

81501-3209

Phone Number*

9702271403

Community Impact*

The committee would like to propose that the ARPA money be used to fund a land bank to purchase land in the near-term that would be held by the city and allotted through future RFP processes to affordable and attainable housing developers in the City of Grand Junction. Increasing the options for affordable housing was adopted in the Cityâ€™s Comprehensive Plan Principle 5 and land banking has been recommended as a suggested housing strategy for an immediate way to purchase and reserve the limited available land to ensure that affordable housing developers have land to meet the cityâ€™s growing demand for affordable housing. The Cityâ€™s housing strategy group has identified that non-profit developers alone are preparing to build a potential of 50 units in 2022, 76 units in 2023, 76 units in 2024 and 298 units in 2025. Having available land for these upcoming projects and additional affordable housing developments would allow the city to meet the housing need of the current affordable housing crisis while still providing sales of land to for-profit developers after ensuring the affordable housing needs are meet. The land banking requirements would be set based on AMI needs of the City and RFPâ€™s could range in need from <30% AMI-50% AMI and move up as needed. A land banking project would impact the entire city, benefit all affordable housing entities, and provide a way to ensure that land is available and allotted for affordable housing needs. Grand Junction Housing Authority uses a preferred cost of $10,000 per unit for land. Using this calculation, an investment of ARPA funds into a housing land bank could enable the development of anywhere from 300-900 affordable units, depending on the level of investment.

Describe the impact of your project and how it will address the city's needs. At a minimum, describe how many people the project is expected to serve, their level of need, the AMI and/or population served. (300 words)

Readiness*

A city land bank could be implemented as soon as a decision is made and land purchases could begin in the near term. The city has been working on a land bank strategy as a solution to the current and ongoing housing crisis, and this would provide an immediate means of funding instead of waiting for revenue to come in via taxes and other revenue streams that have been suggested to fund a city land bank. This would allow the city to act in the near term to purchase land that may otherwise be targeted for market rate development that would preclude affordable housing solutions from being implemented. No additional funding would be required to supplement the one time ARPA funding, and land banking was identified by both the City and Root Policy as a housing strategy for creating solutions for the housing crisis for several years so the initiative is solid in research and support.

Describe the project timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project. (250 words)

Capacity to Perform*

The ARPA committee identified a land bank as a potential use of the ARPA funds to be potentially managed through the City. The City has already identified that this is an identified housing solution through Root Policy and it was an accepted recommendation by City Council during recent workshops. With the creation of the Housing Manager position, the City appears to be in a position to manage a land bank currently, without additional budgetary of staffing requirements. The ARPA funds would allow the process to move more rapidly than waiting for the recommended revenue streams to fund a land bank over time. With land selling so quickly, it is imperative that enough be maintained for affordable housing solutions before the current stock of land is diminished and remaining land is ever more costly.

Describe your organization's experience with and capacity to implement the proposed project. Please include the name and position/title of the person who will manage the project. (200 words)

Project Budget and Leverage of Funds*

The average cost of land per acre in Grand Junction varies per area and depends on if it includes infrastructure or not. Using the Grand Junction Housing Authorityâ€™s preferred cost calculation of $10,000 in land cost per unit (without infrastructure costs), $3 million in ARPA funds would equate to land for 300 affordable units. As more money is allotted to the land bank, the number of affordable units that could be provided for the city also increases. As outlined above, $9 million would equate to land for 900 affordable units using the Grand Junction Housing Authorityâ€™s method of calculation. This would be a one time funding that would allow the land purchasing process to immediately begin. Additional revenue streams as proposed recently by City Council would begin to collect over time to add to the amount in the land bank to increase the amount of money available for affordable land purchase by the city. This land would then be made available to affordable housing developers in the community, including homeless and housing entities, through RFP processes, to ensure that the housing needs of the city continue to be met. This would allow all affordable housing partners in the area to utilize the land purchased through the land bank process. Excess land or land deemed unsuitable for affordable housing could be sold to traditional developers to avoid a surplus of land and allow additional income for the city.

Include the amount requested as well as the minimum amount of funding needed for a viable project, an estimated budget, whether this is a one-time capital expenditure or a re-occurring expense over a period of time, and what partnerships and other funding will be leveraged for this project. A full project budget is not required at this time, but if available may be attached. If additional details are available regarding budgetary line items such as revenues, expenditures, staffing costs, construction costs, financing, funding partners, etc. please include or attach those documents with this letter of interest. (250 words)

Long-term Sustainability*

This one time ARPA funding would allow for the city to start purchasing available land immediately as outlined through recommended housing strategies as part of the Cityâ€™s comprehensive plan. Additional funding would come through recommended revenue streams to continue to fund the land bank over time, which would ensure a long-term, sustainable supply of land for needed additional housing. There are many non-profit and for-profit developers in the community that would be able to create affordable units on available land and the city has demonstrated readiness to begin the process of starting and managing a city land bank. There is currently city council support for affordable housing, including the recommendation for land banking. The ARPA funding would allow for immediate action towards the purchase of the limited amount of available land in the city and provide the opportunity for affordable housing solutions to be implemented, and ongoing funding sources would continue to replenish the land banking fund into the future. Once the bank is established , other sources of land and funding, such as donations, would also help to ensure long-term sustainability.

Describe your plan for continuing this project, program, or service into the future. Include details on a funding plan e.g., existing resources, future grants, donor support or other means of maintaining this project or program in the long-term. (200 words)

Upload Supplemental Documents

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Letter of Interest for Utilization of American Rescue Plan Act Funding - Submission #1075

Date Submitted: 8/9/2022

Area of Concentration (check one):*

- [x] Housing
- [ ] Homelessness
- [ ] Mental/Behavioral Health

Name of Organization/Entity

Housing Resources of Western Colorado

Name*

Emilee Powell

Email Address*

emileep@hrwco.org

Address

524 30 Road Suite 3

City

Grand Junction

State

CO

Zip Code*

81504

Phone Number*

9707739738

Community Impact*

Housing Resources requests $1,000,000 to capitalize a purchase assistance revolving loan fund, making homeownership attainable to low-income Grand Junction residents. The award will fund deferred 0% interest loans of $25,000 to eligible households, with no monthly payment. This program addresses one of the impacts of COVID: the dramatic increase in homeownership costs. Since June 2020, the median home price has jumped 41% from $285,000 to $401,190. In keeping with ARPA SLFRF requirements, the funds would be targeted to households below 80% AMI. A household of 3 making 70% AMI (a good target for under 80% AMI) has income of $51,800 and could afford a home price of about $240,000 using standard assumptions of an FHA loan. Current property listings show 57 homes (single family, condos, townhomes and mobilehomes) under that limit, and only 11 of them are single family. With $25,000 of purchase assistance, purchasing power increases to about $284,000, the effect of both the direct assistance and the ability to use a conventional loan instead of a high cost FHA loan. With that higher limit, 83 properties are currently listed, 25 of which are single family. Housing Resources would also assist clients to access the Stateâ€™s DPA program, providing another $25,000. With a $309,000 purchasing power, buyers would have 130 total homes available, 62 of which are single family. Boosting purchasing power into that $300,000 range dramatically increases the options and makes homeownership far more attainable. With $1,000,000, Housing Resources could assist about 40 households in the initial round. The loan fund would be revolving so we would continuously recapture the funds and assist additional households for years to come. The initial capitalization of a purchase assistance program would help us build the vehicle to raise funds from other sources and expand our capacity to serve more households.

Describe the impact of your project and how it will address the city's needs. At a minimum, describe how many people the project is expected to serve, their level of need, the AMI and/or population served. (300 words)

Readiness*

Housing Resources will build on our existing home improvement lending capacity to launch the purchase assistance program quickly. We estimate being able to offer the first loans to eligible households within 3 months of award. To prepare for a home purchase assistance loan program, we would only need to adapt our loans policies and intake documents and conduct outreach with first mortgage providers to educate them on the available funds. The loan program would likely start slowly and then ramp up as we generate partners, build interest, and develop a pipeline of mortgage-approved buyers.

Describe the project timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project. (250 words)

Capacity to Perform*

Housing Resources has the staff capacity and expertise to implement the proposed purchase assistance loan program. Our staff already offer intake, pre-purchase counseling, homebuyer education, loan application review, loan origination, loan servicing, and compliance reporting. The director of our lending department has run the lending program for the past six years, coordinating a variety of available products from multiple funding sources. The executive director has 17 years of experience in the affordable homeownership field with a particular focus on affordable mortgage lending and loan fund management. In addition to our lending capacity, Housing Resources offers one-on-one pre-purchase counseling and homebuyer education. We are a HUD-approved counseling agency with three HUD-certified counseling staff. This gives us the capacity to assess the clientâ€™s mortgage readiness and purchasing power. If they are not mortgage ready, our counselors help them create individualized action plans to become ready and work with them throughout their path to homeownership. Finally our finance team is skilled in managing public grant funds. We operate multiple programs funded by federal, state and local sources and have the capacity to track these funds and keep them permanently restricted for their intended uses.

Describe your organization's experience with and capacity to implement the proposed project. Please include the name and position/title of the person who will manage the project. (200 words)

Project Budget and Leverage of Funds*

Based on a sample transaction of a $309,000 home, the total funds deployed over 40 transactions will reach about $13,000,000. A typical transaction will be funded with a combination of a first mortgage, the buyerâ€™s cash contribution, the City-funded purchase assistance loan and the Stateâ€™s downpayment assistance program. Housing Resources will also help clients access any other available sources of assistance that are compatible with the City-funded loan program. By leveraging these other sources, the Cityâ€™s ARPA grant will be multiplied 13 to 1. A budget showing a sample transaction is attached. The request is a one-time capital expenditure. The minimum amount of funding needed for a viable project is $250,000. That would only generate about 10 - 12 loans. An award below this amount would serve too few households to make for a viable program.

Include the amount requested as well as the minimum amount of funding needed for a viable project, an estimated budget, whether this is a one-time capital expenditure or a re-occurring expense over a period of time, and what partnerships and other funding will be leveraged for this project. A full project budget is not required at this time, but if available may be attached. If additional details are available regarding budgetary line items such as revenues, expenditures, staffing costs, construction costs, financing, funding partners, etc. please include or attach those documents with this letter of interest. (250 words)

Long-term Sustainability*

Housing Resources will use the grant funds to seed a revolving loan fund program, allowing the funds to be redeployed to future households. Because the funds will be permanently restricted, the assistance program is sustainable in the long term. The individual deferred loans will be secured against the property with a well-recognized mortgage document. This ensures that in a future resale or refinance, Housing Resources will be notified so that we can recapture the funds. In this way, the funds can be reused multiple times. In addition, through our loan servicing procedures, Housing Resources staff will remind homeowners that they will repay this loan upon resale and offer them the opportunity to come to us first when they are ready to sell. This will give us an opportunity to identify another eligible household to purchase that home. Deferred purchase assistance loans are well-tested and used throughout the country. Unfortunately, Grand Junction households have not had as much access to these programs as other communities. Our goal is to establish a local source of assistance that will be easily accessible to Grand Junction residents. By helping us start the loan fund with the first-in capital, this award will help us create the vehicle we can use to raise additional capital from multiple sources.

Describe your plan for continuing this project, program, or service into the future. Include details on a funding plan e.g., existing resources, future grants, donor support or other means of maintaining this project or program in the long-term. (200 words)

Upload Supplemental Documents

Purchase Assistance Loan Budget.pdf

Housing Resources
Empowering independence one home at a time.

Grand Junction Purchase Assistance Loan Program Budget

	Typical Home	40 transactions
Purchase Price	309,000	12,360,000
Closing Costs	10,815	432,600
Total Transaction Costs	319,815	12,792,600

Buyer Cash at Closing	5,000	200,000
First Mortgage	264,815	10,592,600
City of GJ Assistance	25,000	1,000,000
State DPA program	25,000	1,000,000
Total Sources	319,815	12,792,600

City of GJ Grant Leverage is almost 13 to 1

Print

Letter of Interest for Utilization of American Rescue Plan Act Funding - Submission #1088

Date Submitted: 8/12/2022

Area of Concentration (check one):*

- [x] Housing
- [ ] Homelessness
- [ ] Mental/Behavioral Health

Name of Organization/Entity

Grand Junction Housing Authority

Name*

Jody M Kole

Email Address*

jkole@gjha.org

Address

8 Foresight Circle

City

Grand Junction

State

CO

Zip Code*

81505

Phone Number*

9702161522

Community Impact*

Community Impact: Consistent with the Grand Junction Housing Strategy, Strategy 9, it is our intent, with the assistance of Headwaters Housing Partners, to acquire a large existing multi-family community to preserve its current affordability. The property is well-maintained and is in the heart of the City. While the propertyâ€™s current rents are at or below 60% AMI, there is no recorded Deed Restriction or other commitment to affordability. Acquisition of this property by another party is almost certain to result in the loss of these units to the affordable market. The property consists of 180 apartments, 10 of which are one-bedroom units, 170 of which are two-bedroom units. Using the industry standard estimate of 1.5 persons per bedroom suggests that 525 persons are currently or could be served. An informal estimate of the value of the property suggests a per-unit value of $140K to $150K. Diligence costs, including appraisal, inspections, closing costs and establishing a prudent replacement reserve are expected to add $10,000 to the per unit cost, resulting in an all-in cost of $150K to $160K per unit. GJHA is committed to not displacing current tenants, and hopes to negotiate the exact terms of an Affordability Plan with funders. We hope to reach our affordability goals through attrition and not through eviction of tenants in good standing. We anticipate providing a wide range of affordability, including the traditional 30-60% AMI units. Based on the Cityâ€™s Housing Strategy, some units may serve a higher income level, including the 60 â€“ 80% AMI, and perhaps even including the 80 â€“ 120% AMI range. At this early stage it is important to remain flexible and to work with our funders. Once the Affordability Plan is established, it will be communicated to the City and all other funders.

Describe the impact of your project and how it will address the city's needs. At a minimum, describe how many people the project is expected to serve, their level of need, the AMI and/or population served. (300 words)

Readiness*

Successfully completing such a large acquisition will require assembling and coordinating multiple funding sources, which is a time-consuming process. Negotiations with the owner are ongoing , but the property is not currently under contract. Initial contact has been made with likely funders (loans, grants, equity), who have expressed strong initial support. Grant funders such as the State of Colorado, Division of Housing require local commitment and participation prior to considering grant requests. This application is the first step in an extended process. It may take 6 â€“ 12 months to complete the acquisition. GJHA is giving this acquisition a very high priority.

Describe the project timeline, whether the project is dependent on other grant funding or entitlements and whether any other uncertainties exist for the project. (250 words)

Capacity to Perform*

GJHA owns and manages ten multi-family communities with 765 units. Over the past 45 years, GJHA has consistently planned, funded, and developed new affordable communities. GJHA also acquired, renovated, and preserved the 96-unit Nellie Bechtel apartments, while they were occupied. GJHA has a solid Property Management and Property Maintenance Teams. CEO Jody Kole will manage the project, with strong, active support from GJHAâ€™s Executive Team.

Describe your organization's experience with and capacity to implement the proposed project. Please include the name and position/title of the person who will manage the project. (200 words)

Project Budget and Leverage of Funds*

GJHA requests $10,000 per unit in ARPA funds, for a total of $1,800,000. The balance of the funding necessary will be sought from established affordable housing organizations including the Division of Housing, Colorado Housing & Finance Authority, GJHA Reserves, lenders and equity investors committed to ongoing affordability. An investment of $10,000 per unit will leverage an additional $140,000 to $150,000 per unit. A leverage rate of approximately 15 to 1. Said another way, with a total transaction cost between $28 - $31 million, the ARPA grant of $1,800,000 represents approximately 6% of the total, leveraging nearly 94% of the total costs.

Include the amount requested as well as the minimum amount of funding needed for a viable project, an estimated budget, whether this is a one-time capital expenditure or a re-occurring expense over a period of time, and what partnerships and other funding will be leveraged for this project. A full project budget is not required at this time, but if available may be attached. If additional details are available regarding budgetary line items such as revenues, expenditures, staffing costs, construction costs, financing, funding partners, etc. please include or attach those documents with this letter of interest. (250 words)

Long-term Sustainability*

The key to long-term sustainability for the affordability of this community lies in the prudent financial structuring and initial funding of the acquisition. Affordable tenant rents will cover operating costs and a reasonable mortgage. The balance of the funding must come in the form of matching grants and equity investment. This one-time investment will pay dividends to the community for years to come. GJHA expects to record a Long-term Land Use Restriction Agreement to safeguard the long-term affordability of this community asset.

Describe your plan for continuing this project, program, or service into the future. Include details on a funding plan e.g., existing resources, future grants, donor support or other means of maintaining this project or program in the long-term. (200 words)

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Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: December 20, 2022

Presented By: Greg Caton, City Manager

Department: City Manager's Office

Submitted By: Jodi Welch, Finance Director

Information

SUBJECT:

Impact Fee Discussion

EXECUTIVE SUMMARY:

In October 2019, City Council adopted Ordinance No. 4878 Amending Section 21.06 and Adding Chapter 21.11 of the Grand Junction Zoning and Development Code Concerning the Updating of and Adoption of New Development Impact Fees. The ordinance was a culmination of two different consultant studies and significant engagement with stakeholders as well as several workshops with City Council.

When considering the ordinance, City Council authorized adoption of 75 percent of the proposed fees with a four-year phased implementation period from 2020-2023 for Transportation Capacity and Parks & Recreation fees. For Police and Fire impact fees, they adopted 100 percent of the proposed fees but deferred implementation until 2022 at which point they were fully implemented (no phase-In). The municipal facilities fee was not adopted. The ordinance calls for an annual adjustment of impact fees to reflect the effects of inflation beginning January 1, 2023.

The recommendations from the consultants contemplated full fee implementation with no phase-in period. For comparison, the revenue difference between consultant recommendations and authorized implementation from 2020 to date is estimated at $3.7 million in single family residential TCP fees, $402,000 for single family fire impact fees, $173,000 for single family police impact fees, $433,000 for single family parks impact fees, and $667,000 for municipal services impact fees.

BACKGROUND OR DETAILED INFORMATION:

Leading up to the adoption of the ordinance, there was significant stakeholder participation as well as several workshops with both the City Council and the Planning

Commission on the topic. The discussions were based on recommendations resulting from two consultant studies completed in the spring of 2019. The Grand Valley Metropolitan Planning Organization contracted with Duncan and Associates to update the Transportation Impact Fees within Mesa County, City of Grand Junction, City of Fruita, and the Town of Palisade. The City engaged consultant TischlerBise to conduct a study on the development impact fees for Fire, Police, Municipal Facilities and Parks.

As a result of the work with stakeholders, several deviations from the study findings were agreed upon after ensuring that defensible methodology was still being utilized. These modifications included:

- Creating a fee for single-family dwelling units that was stratified by size. This resulted in a decreased fee for smaller units to address issues expressed about affordability of homes based on price.
- Reducing the Multi-family dwelling unit Transportation Capacity Payment (TCP) to be consistent with the smallest single-family residential category to ensure parity between use types.
- Compressing TCP fees for commercial into six categories. This resulted in a significant decrease in the collection of commercial TCP for specific uses such as medical offices.
- Also, as a result of the passage of the First Responder Tax, costs for vehicles for police were removed from the capital needs calculation.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

This item is for discussion and possible direction.

Attachments

1. Grand Junction CO Dev Fire Police Facilities Parks Impact Fee Study 4.10.19
2. Grand Junction CO Dev Transportation Impact Fee Study 2019_FINAL
3. Ordinance No. 4878 - 2019 - AN ORDINANCE AMENDING SECTION 21.06 AND ADDING ~CODE CONCERNING THE UPDATING OF AND ADOPTION OF NEW DEVELOPMENT IMPACT FEE

2019 Impact Fee Study

Prepared for:

City of Grand Junction, Colorado

August 8, 2019

Prepared by:

TischlerBise
FISCAL | ECONOMIC | PLANNING

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Suite S240
Bethesda, Maryland 20816
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IMPACT FEE STUDY

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EXECUTIVE SUMMARY

Impact fees are one-time payments for new development's proportionate share of the capital cost of infrastructure. The following study addresses the City of Grand Junction's Municipal Facilities, Fire, Police, and Parks & Recreation facilities. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive funding strategy to ensure provision of adequate public facilities. Impact fees may only be used for capital improvements or debt service for growth-related infrastructure. They may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies. Although Colorado is a "home-rule" state and home-rule municipalities were already collecting "impact fees" under their home-rule authority granted in the Colorado Constitution, the Colorado Legislature passed enabling legislation in 2001, as discussed further below.

Colorado Impact Fee Enabling Legislation

For local governments, the first step in evaluating funding options for facility improvements is to determine basic options and requirements established by state law. Some states have more conservative legal parameters that basically restrict local government to specifically authorized actions. In contrast, "home-rule" states grant local governments broader powers that may or may not be precluded or preempted by state statutes depending on the circumstances and on the state's particular laws. Home rule municipalities in Colorado have the authority to impose impact fees based on both their home rule power granted in the Colorado Constitution and the impact fee enabling legislation enacted in 2001 by the Colorado General Assembly.

Impact fees are one-time payments imposed on new development that must be used solely to fund growth-related capital projects, typically called "system improvements". An impact fee represents new growth's proportionate share of capital facility needs. In contrast to project-level improvements, impact fees fund infrastructure that will benefit multiple development projects, or even the entire service area, as long as there is a reasonable relationship between the new development and the need for the growth-related infrastructure.

According to Colorado Revised Statute Section 29-20-104.5, impact fees must be legislatively adopted at a level no greater than necessary to defray impacts generally applicable to a broad class of property. The purpose of impact fees is to defray capital costs directly related to proposed development. The statutes of other states allow impact fee schedules to include administrative costs related to impact fees and the preparation of capital improvement plans, but this is not specifically authorized in Colorado's statute. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive portfolio to ensure adequate provision of public facilities. Because system improvements are larger and costlier, they may require bond financing and/or funding from other revenue sources. To be funded by impact fees, Section 29-20-104.5 requires that the capital improvements must have a useful life of at least five years. By law, impact fees can only be used for

capital improvements, not operating or maintenance costs. Also, impact fees cannot be used to repair or correct existing deficiencies in existing infrastructure.

Additional Legal Guidelines

Both state and federal courts have recognized the imposition of impact fees on development as a legitimate form of land use regulation, provided the fees meet standards intended to protect against regulatory takings. Land use regulations, development exactions, and impact fees are subject to the Fifth Amendment prohibition on taking of private property for public use without just compensation. To comply with the Fifth Amendment, development regulations must be shown to substantially advance a legitimate governmental interest. In the case of impact fees, that interest is the protection of public health, safety, and welfare by ensuring development is not detrimental to the quality of essential public services. The means to this end is also important, requiring both procedural and substantive due process. The process followed to receive community input (i.e. stakeholder meetings, work sessions, and public hearings) provides opportunities for comments and refinements to the impact fees.

There is little federal case law specifically dealing with impact fees, although other rulings on other types of exactions (e.g., land dedication requirements) are relevant. In one of the most important exaction cases, the U. S. Supreme Court found that a government agency imposing exactions on development must demonstrate an "essential nexus" between the exaction and the interest being protected (see Nollan v. California Coastal Commission, 1987). In a more recent case (Dolan v. City of Tigard, OR, 1994), the Court ruled that an exaction also must be "roughly proportional" to the burden created by development.

There are three reasonable relationship requirements for impact fees that are closely related to "rational nexus" or "reasonable relationship" requirements enunciated by a number of state courts. Although the term "dual rational nexus" is often used to characterize the standard by which courts evaluate the validity of impact fees under the U.S. Constitution, TischlerBise prefers a more rigorous formulation that recognizes three elements: "need," "benefit," and "proportionality." The dual rational nexus test explicitly addresses only the first two, although proportionality is reasonably implied, and was specifically mentioned by the U.S. Supreme Court in the Dolan case. Individual elements of the nexus standard are discussed further in the following paragraphs.

All new development in a community creates additional demands on some, or all, public facilities provided by local government. If the capacity of facilities is not increased to satisfy that additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to cover the cost of development-related facilities, but only to the extent that the need for facilities is a consequence of development that is subject to the fees. The Nollan decision reinforced the principle that development exactions may be used only to mitigate conditions created by the developments upon which they are imposed. That principle likely applies to impact fees. In this study, the impact of development on infrastructure needs is analyzed in terms of quantifiable relationships between various types of development and the demand for specific facilities, based on applicable level-of-service standards.

The requirement that exactions be proportional to the impacts of development was clearly stated by the U.S. Supreme Court in the Dolan case and is logically necessary to establish a proper nexus. Proportionality is established through the procedures used to identify development-related facility costs, and in the methods used to calculate impact fees for various types of facilities and categories of development. The demand for facilities is measured in terms of relevant and measurable attributes of development (e.g. persons per household).

A sufficient benefit relationship requires that impact fee revenues be segregated from other funds and expended only on the facilities for which the fees were charged. The calculation of impact fees should also assume that they will be expended in a timely manner and the facilities funded by the fees must serve the development paying the fees. However, nothing in the U.S. Constitution or the state enabling legislation requires that facilities funded with fee revenues be available exclusively to development paying the fees. In other words, benefit may extend to a general area including multiple real estate developments. Procedures for the earmarking and expenditure of fee revenues are discussed near the end of this study. All of these procedural as well as substantive issues are intended to ensure that new development benefits from the impact fees they are required to pay. The authority and procedures to implement impact fees is separate from and complementary to the authority to require improvements.

Proposed Maximum Supportable Impact Fee

The impact fees are based on the actual level of service for General Government, Police, Fire, and Parks & Recreation Facilities. The Parks & Recreation components includes improvements to parks, and recreational facilities. The Parks Impact Fee is only calculated for residential development while the fee for Municipal Facilities, Fire and Police are allocated to nonresidential development as well. A summary of methodologies used in the analysis is provided in Figure 1.

Figure 1. Summary of City of Grand Junction Impact Fees

Fee Category	*Service Area*	*Incremental Expansion*	*Plan-Based*	*Cost Recovery*	*Cost Allocation*
Fire	Citywide	Facilities, Apparatus	N/A	N/A	Population & Nonresidential Vehicle Trips
Police	Citywide	Facilities, Vehicles	N/A	N/A	Population & Nonresidential Vehicle Trips
Municipal Facilities	Citywide	Administrative Buildings	N/A	N/A	Population & Jobs
Parks and Recreation	201 Service Bdry	Amenities	N/A	N/A	Population

Maximum Supportable Impact Fees

Figure 2 provides a schedule of the maximum supportable impact fee for Municipal Services, Fire, Police, and Parks & Recreation. The fees represent the highest amount supportable for each type of residential

and nonresidential unit, which represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 2. Maximum Supportable Impact Fee

Residential (Per Unit)

Type	Fire	Police	Parks and Recreation	Municipal Services	Maximum Supportable Fee	Current Fee	Difference
Single-Family	$710	$305	$1,605	$785	**$3,405**	**$225**	$3,180
Multi-Family	$467	$200	$1,055	$516	**$2,238**	**$225**	$2,013

Nonresidential (Per 1,000 square feet)

Type	Fire	Police	Parks and Recreation	Municipal Services	Maximum Supportable Fee	Current Fee	Difference
Retail/Commercial	$489	$206	$0	$471	**$1,167**	**$0**	$1,167
Office/Institutional	$191	$81	$0	$598	**$870**	**$0**	$870
Industrial	$66	$28	$0	$234	**$328**	**$0**	$328
Warehousing	$34	$14	$0	$69	**$117**	**$0**	$117

General Methods for Impact Fees

There are three general methods for calculating impact fees. The choice of a particular method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method has advantages and disadvantages in a particular situation and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methods for calculating impact fees and how those methods can be applied to City of Grand Junction.

Cost Recovery Method (past improvements)

The City of Grand Junction impact fees use the cost recovery method to address existing excess capacity provided at the Public Safety Building (police headquarters). The rationale for recoupment, or cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new growth will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.

Incremental Expansion Method (concurrent improvements)

The City of Grand Junction impact fees use the incremental expansion method to document current level-of-service (LOS) standards for the infrastructure types included in the study, using both quantitative and qualitative measures. This approach assumes there are no existing infrastructure deficiencies or surplus capacity. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments to keep pace with development. The incremental expansion methodology is used for four infrastructure categories included in the study. This is a conservative approach, which limits the City's General Fund exposure. If a plan-based approach were utilized, reliance on long-range growth projections would be likely, which could force the City to spend more General Fund dollars to implement the plan if growth does not occur as projected.

Plan-Based Method (future improvements)

Although not used in City of Grand Junction, the plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two basic options for determining the cost per demand unit: 1) total cost of a public facility can be divided by total service units (average cost), or 2) the growth-share of the public facility cost can be divided by the net increase in service units over the planning timeframe (marginal cost).

Evaluation of Possible Credits

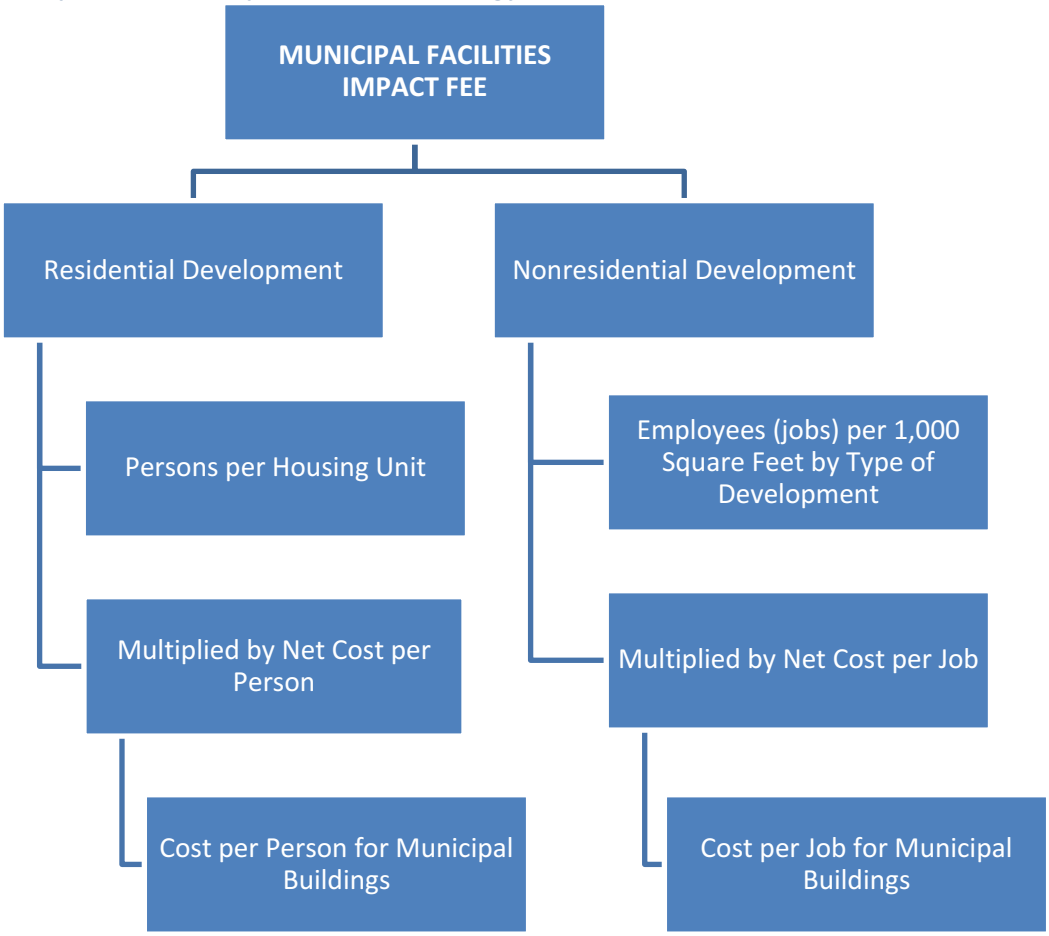
Regardless of the methodology, a consideration of "credits" is integral to the development of a legally defensible impact fee methodology. There are two types of "credits" with specific characteristics, both of which should be addressed in impact fee studies and ordinances. The first is a revenue credit due to possible double payment situations, which could occur when other revenues may contribute to the capital costs of infrastructure covered by the impact fee. This type of credit is integrated into the Fire impact fee calculation, thus reducing the fee amount. The second is a site-specific credit or developer reimbursement for construction of system improvements. This type of credit is addressed in the administration and implementation of the development impact fee program.

Please note, calculations throughout this report are based on an analysis conducted using MS Excel software. Results are discussed in the memo using one- and two-digit places (in most cases). Figures are typically either truncated or rounded. In some instances, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

MUNICIPAL FACILITIES DEVELOPMENT IMPACT FEE

The Municipal Facilities Impact Fee is calculated on a per capita basis for residential development and a per employee basis for nonresidential development. Figure M1 illustrates the methodology used to determine the development fee. It is intended to read like an outline, with lower levels providing a more detailed breakdown of the components. The residential portion is derived from the product of persons per housing unit (by type) multiplied by the net cost per person. The nonresidential portion is derived from the product of employees per 1,000 square feet of nonresidential space multiplied by the net cost per employee (job).

Figure M1. Municipal Facilities Impact Fee Methodology Chart



Municipal Facilities Proportionate Share Factors

Both residential and nonresidential developments increase the demand on Municipal Facilities infrastructure. To calculate the proportional share between residential and nonresidential demand on Municipal Facilities infrastructure, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Grand Junction are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Grand Junction are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2015 functional population data for Grand Junction, the cost allocation for residential development is 65 percent while nonresidential development accounts for 35 percent of the demand for municipal facilities, see Figure M2.

Figure M2. City of Grand Junction Functional Population

Demand Units in 2015				*Demand Hours/Day*	*Person Hours*	*Proportionate Share*
Residential						
Estimated Residents	60,588					
Residents Not Working		37,811		20	756,220	
Employed Residents		22,777				
Employed in Grand Junction			15,497	14	216,958	
Employed outside Grand Junction			7,280	14	101,920	
			Residential Subtotal		1,075,098	*65%*
Nonresidential						
Non-working Residents		37,811		4	151,244	
Jobs in Grand Junction		42,565				
Residents Employed in Grand Junction			15,497	10	154,970	
Nonresident Workers (Inflow Commuters)			27,068	10	270,680	
			Nonresidential Subtotal		576,894	*35%*
			TOTAL		1,651,992	*100%*

Source: City of Grand Junction 2015 population estimate based on 2015 Census Estimate Data; U.S. Census Bureau OnTheMap 6.5 Web Application, 2015.

Municipal Facilities Level of Service and Capital Costs

The Municipal Facilities Impact Fee is based on six primary facilities serving the public, and their associated replacement costs. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure. The floor area has been provided by the City of Grand Junction staff.

The municipal buildings included in the impact fee calculation are listed in Figure M3. In total, there is 122,187 square feet of general government municipal floor area in the City.

The functional population split for the City of Grand Junction found in Figure M2 is used to allocate the square footage and corresponding replacement cost of Municipal Facilities infrastructure in Figure M3. Of the 122,187 square feet of applicable general government facilities, 65 percent is allocated to residential growth (79,518 square feet) and 35 percent (42,669 square feet) is allocated to nonresidential growth. The 2018 population or job totals divide the floor area allocations to find the residential and nonresidential level of service standard. For example, the residential level of service is 1.20 square feet per person (79,518 square feet 66,425 residents = 1.20 square feet per person).

To estimate the replacement cost of the facilities, the average cost of $277 per square foot is used. As a result, the replacement cost of City Facilities is $33,845,799. To find the cost per person, the level of service standards is applied to the average replacement cost. For example, the residential cost per person is $331.60 (1.20 square feet person x $277 per square foot = $331.60 per person).

Figure M3. Municipal Facilities Level of Service and Cost Factors

Facility	Square Feet	Cost Per SF*	Replacement Cost
Transportation Engineering Office	3,600	$277	$997,200
Municipal Service Center	38,485	$277	$10,660,345
Municipal Operations Center	23,345	$277	$6,466,565
Field Engineering Building	3,234	$277	$895,818
Facilities Building	7,523	$277	$2,083,871
City Hall	46,000	$277	$12,742,000
TOTAL	**122,187**		**$33,845,799**

Level-of-Service (LOS) Standards

Population in 2018	66,425
Emplyment in 2018	58,660
Residential Share	65%
Nonresidential Share	35%
LOS: Square Feet per Person	**1.20**
LOS: Square Feet per Job	**0.73**

Cost Analysis

Cost per Square Foot*	$277.00
LOS: Square Feet per Person	1.20
Cost per Person	**$331.60**
LOS: Square Feet per Job	0.73
Cost per Job	**$201.49**

Source: City of Grand Junction; TischlerBise analysis
**2018 National Building Cost Manual*

Projection of Growth-Related Municipal Facilities Facility Needs

To estimate the 10-year growth needs for Municipal Facilities infrastructure, the current level of service (1.20 square feet per person and 0.73 square feet per job) is applied to the residential and nonresidential growth projected for the City of Grand Junction. The City is projected to increase by 12,025 residents and 11,035 jobs over the next ten years (see Appendix A). Figure M4 indicates that the City will need to construct 22,422 square feet of additional space to maintain current levels of service for Municipal Facilities. By applying the average cost of a building ($277 per square feet), the estimated growth-related cost for Municipal Facilities is approximately $6.2 million.

Figure M4. 10-Year Municipal Facilities Infrastructure Needs to Accommodate Growth

Type of Infrastructure	Level of Service			Demand Unit	Unit Cost / Sq. Ft.
Municipal Facilites	Residential	1.20	Square Feet	per persons	$277
	Nonresidential	0.73		per jobs	

Growth-Related Need for Municipal Facilities						
Year		Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2018	66,425	58,660	79,518	42,669	122,187
Year 1	2019	67,558	60,018	80,874	43,657	124,531
Year 2	2020	68,691	61,025	82,230	44,389	126,619
Year 3	2021	69,911	62,109	83,691	45,178	128,869
Year 4	2022	71,131	63,192	85,151	45,966	131,117
Year 5	2023	72,351	64,276	86,612	46,754	133,366
Year 6	2024	73,570	65,360	88,072	47,542	135,614
Year 7	2025	74,790	66,444	89,532	48,331	137,863
Year 8	2026	76,010	67,527	90,993	49,119	140,112
Year 9	2027	77,230	68,611	92,453	49,907	142,360
Year 10	2028	78,450	69,695	93,913	50,696	144,609
Ten-Year Increase		12,025	11,035	**14,395**	**8,027**	**22,422**
			Projected Expenditure	**$3,987,432**	**$2,223,462**	**$6,210,894**

Growth-Related Expenditure on Municipal Facilities	**$6,210,894**

Maximum Supportable Municipal Facilities Impact Fee

Figure M5 shows the maximum supportable Municipal Facilities Impact Fee. Impact fees for Municipal Facilities are based on persons per housing unit for residential development and employees per 1,000 square feet for nonresidential development. For residential development, the total cost per person is multiplied by the persons per housing unit to calculate the proposed fee. For nonresidential development, the total cost per job is multiplied by the jobs per 1,000 square feet to calculate the proposed fee. The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure M5. Maximum Supportable Municipal Facilities Impact Fee

Fee Component	Cost per Person	Cost per Job
Municipal Facilities Space	$331.60	$201.49

Residential (per unit)

Development Type	Persons per Housing Unit	Maximum Supportable Fee
Single Family	2.37	**$785**
Multi-Family	1.56	**$516**

Nonresidential

Type	*ITE Code*	*Unit*	*Employees**	*Maxmum Supportable Fee*
Retail/Commercial	820	1,000 SF	2.34	**$471**
Office/Institutional	710	1,000 SF	2.97	**$598**
Industrial	130	1,000 SF	1.16	**$234**
Warehousing	150	1,000 SF	0.34	**$69**

*Employment densities were calculated using data from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition.

Revenue from Municipal Facilities Impact Fee

Revenue from the Municipal Facilities Impact Fee is estimated in Figure M6. There is projected to be 4,744 new housing units and 4.7 million square feet of nonresidential space in Grand Junction by 2028. To determine the revenue from each development type, the fee is multiplied by the growth. Overall, the revenue from the impact fee covers 93 percent of the capital costs generated by projected growth in the City of Grand Junction.

Figure M6. Estimated Revenue from Municipal Facilities Impact Fee

	Total Cost	Growth Cost
Municipal Facilities	$6,210,894	$6,210,894
Total Expenditures	**$6,210,894**	**$6,210,894**

Projected Development Impact Fee Revenue

		Single-Family	Multi-Family	Commercial / Retail	Office/Instit.	Industrial
		$785 per unit	$516 per unit	$471 per 1,000 Sq Ft	$598 per 1,000 Sq Ft	$234 per 1,000 Sq Ft
Year		**Housing Units**		**KSF**	**KSF**	**KSF**
Base	2018	22,279	6,655	11,094	14,499	6,645
Year 1	2019	22,656	6,767	11,396	14,754	6,668
Year 2	2020	23,032	6,880	11,538	14,964	6,745
Year 3	2021	23,395	6,988	11,690	15,191	6,828
Year 4	2022	23,757	7,096	11,843	15,417	6,911
Year 5	2023	24,120	7,205	11,996	15,644	6,995
Year 6	2024	24,482	7,313	12,148	15,871	7,078
Year 7	2025	24,845	7,421	12,301	16,097	7,161
Year 8	2026	25,207	7,529	12,453	16,324	7,244
Year 9	2027	25,570	7,638	12,606	16,551	7,328
Year 10	2028	25,932	7,746	12,759	16,777	7,411
Ten-Year Increase		3,653	1,091	1,664	2,279	766
Projected Revenue =>		$2,867,795	$563,074	$784,765	$1,363,580	$179,046
					Projected Revenue =>	**$5,758,259**
					Total Expenditures =>	**$6,210,894**
					General Fund's Share =>	**$452,635**

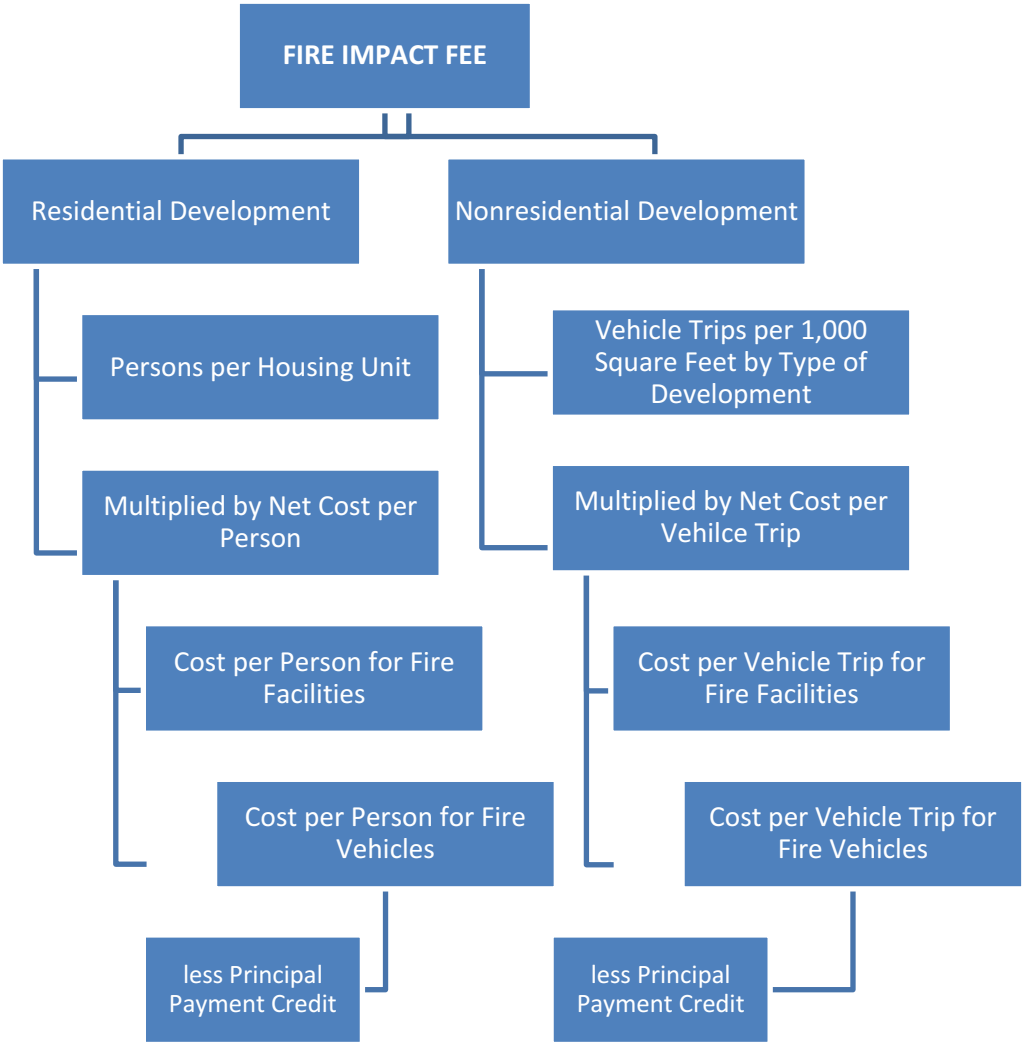
FIRE IMPACT FEE

The Fire Impact Fee is calculated on a per capita basis for residential development and a per vehicle trip basis for nonresidential development. Figure F1 illustrates the methodology used to determine the impact fee. It is intended to read like an outline, with lower levels providing a more detailed breakdown of the components. The residential portion is derived from the product of persons per housing unit (by type) multiplied by the net cost per person. The nonresidential portion is derived from the product of vehicle trips generated per 1,000 square feet of nonresidential space multiplied by the net cost per vehicle trip. There are two components to the Fire Facilities Impact Fee:

- Fire Facilities
- Fire Apparatus

The residential fire impact fees are calculated per housing unit. Because the Grand Junction Fire Department also provides emergency medical services and these calls represent the largest percentage of calls to which the Department responds, TischlerBise recommends using nonresidential vehicle trips as the best demand indicator for fire facilities and apparatus, as the trip rates will reflect the presence of people at nonresidential land uses. For example, vehicle trips are highest for commercial/retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for fire and emergency medical services and facilities from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, fire impact fees would be too high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

Figure F1. Fire Facilities Impact Fee Methodology Chart



Fire Service Area

The Grand Junction Fire Department serves an area greater than the City of Grand Junction and the 201 Service Area Boundary. Because of this, that portion of the demand cannot be attributed to City residents and businesses or the impact fees will be disproportionate to demand. Therefore, we asked the Grand Junction Fire Department to conduct an analysis of calls for service inside and outside the City in order to determine the amount of activity directed toward residents and business inside the City limits. As shown in Figure F2, over the last two calendar years, the City of Grand Junction Fire Department has responded to slightly over 32,000 incidents. Of that total, 83 percent of the incidents were inside the City limits.

Figure F2. Fire and EMS Incident Data for Two-Year Period

Location	*Incidents*	*%*
Inside the City	26,536	83%
Incidents outside the City	5,534	17%
Total	**32,070**	**100%**

Source: Grand Junction Fire Department

Fire Proportionate Share Factors

Both residential and nonresidential developments increase the demand on Fire facilities and vehicles. To calculate the proportional share between residential and nonresidential demand on Fire facilities and vehicles, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Grand Junction are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Grand Junction are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2015 functional population data for Grand Junction, the cost allocation for residential development is 65 percent while nonresidential development accounts for 35 percent of the demand for Fire infrastructure, see Figure F3.

Figure F3. City of Grand Junction Functional Population

Demand Units in 2015				Demand Hours/Day	Person Hours	Proportionate Share
Residential						
Estimated Residents	60,588					
Residents Not Working		37,811		20	756,220	
Employed Residents		22,777				
Employed in Grand Junction			15,497	14	216,958	
Employed outside Grand Junction			7,280	14	101,920	
				Residential Subtotal	1,075,098	*65%*
Nonresidential						
Non-working Residents		37,811		4	151,244	
Jobs in Grand Junction		42,565				
Residents Employed in Grand Junction			15,497	10	154,970	
Nonresident Workers (Inflow Commuters)			27,068	10	270,680	
				Nonresidential Subtotal	576,894	*35%*
				TOTAL	1,651,992	*100%*

Source: City of Grand Junction 2015 population estimate based on 2015 Census Estimate Data; U.S. Census Bureau OnTheMap 6.5 Web Application, 2015.

Fire Station Level of Service

The first component of the Fire Impact Fee is based on an inventory of existing Citywide facilities and replacement costs. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure. The floor area has been provided by the City of Grand Junction staff.

The Fire Department occupies 60,577 square feet in 7 facilities. To determine the level of service factors for the impact fee calculation, the amount of facility square footage (60,577) is multiplied by the percentage of activity directed inside the City limits (83%) and then by the functional population split for the City of Grand Junction (found in Figure F3) is used to allocate the square footage and corresponding replacement cost of the fire stations in Figure F4. For example, of the 60,577 square feet of fire space in the City, 50,279 square feet is directed toward City of Grand Junction (60,577 multiplied by 83%). Of this 50,279 impact fee eligible square footage, 32,721 square feet is allocated to residential growth and 17,558 square feet is allocated to nonresidential growth.

The allocated square feet of the Grand Junction fire stations are divided by the 2018 residential and nonresidential demand units (population and nonresidential vehicle trips). The result is the current level

of service for fire stations in the City. Specifically, there is 0.49 square feet of fire stations space per capita and 0.06 square feet per nonresidential vehicle trip.

To estimate the replacement cost of the fire stations, the average cost of $450 per square foot is used. As a result, the total replacement cost for the 60,577 square feet of facilities is $27,259,650. To find the cost per person or cost per nonresidential vehicle trip, the level of service standards is applied to the cost per square foot for fire stations. For example, the residential cost per person is $253.92 (0.49 square feet per person x $450 per square foot = $221.67 per person).

Figure F4. Fire Station Level of Service and Cost Factors

Station	*Square Footage*	*Cost per Square Foot**	*Replacement Cost*
Fire Administration Building	14,576	$450.00	$6,559,200
Fire Station No. 1	13,544	$450.00	$6,094,800
Fire Station No. 2	8,461	$450.00	$3,807,450
Fire Station No. 3	5,477	$450.00	$2,464,650
Fire Station No. 4	8,982	$450.00	$4,041,900
Fire Station No. 5 Training	1,916	$450.00	$862,200
Fire Station No. 5	7,621	$450.00	$3,429,450
TOTAL	**60,577**	**$450.00**	**$27,259,650**

Level-of-Service (LOS) Standards

Percentage of Activity in City of Grand Junction	83%
Population in 2018	66,425
Nonresidential Vehicle Trip Ends in 2018	271,362
Residential Share	65%
Nonresidential Share	35%
LOS: Sq. Ft. per Person	**0.49**
LOS: Sq. Ft. per Vehicle Trip End	**0.06**

Cost Analysis

Cost per Square Foot*	$450
LOS: Square Feet per Person	0.49
Cost Per Person	**$221.67**
LOS: Square Feet per Vehicle Trip End	0.06
Cost per Vehicle Trip End	**$29.12**

**Source: City of Grand Junction*

Fire Apparatus Level of Service

The second component of the Fire impact fee involves the fire apparatus. The City's current inventory of apparatus is contained in Figure F5, which consists of 38 pieces with a total replacement value of $12.2 million, or a weighted average cost of $322,771 per piece of apparatus. Similar to the facilities component, the apparatus inventory is compared to the percentage of activity directed inside the City of Grand Junction, and then allocated based on the proportionate share factors shown in Figure F3. For example, of the 38 pieces of apparatus in the City, approximately 31.5 pieces of the inventory are directed toward City of Grand Junction (38 pieces of apparatus multiplied by 83%). Of the 31.5 pieces of impact fee eligible apparatus, approximately 20.5 pieces are allocated to residential growth and approximately 11 pieces are allocated to nonresidential growth. These allocations are divided by the demand units (population for residential development and nonresidential vehicle trips for nonresidential development) to calculate the current level of service. The current level of service is multiplied by the weighted average cost per fire apparatus to calculate the cost per capita and nonresidential vehicle trip.

For example, there is .00031 pieces of fire apparatus per person in Grand Junction (20.5 apparatus / 66,425 persons = .00031 apparatus per person). As discussed above, a new piece of fire apparatus has an average cost of $322,771, which results in the residential cost equaling $99.72 per person (.00031 vehicles per person x $322,711 per apparatus = $99.72 per person).

Figure F5. Fire Apparatus Inventory and Level of Service

Description	Model	# of Units	Unit Cost*	Replacement Cost
Truck	Smeal 100' Quint	1	$1,253,000	$1,253,000
Truck	Smeal 75' Quint	1	$1,253,000	$1,253,000
Engine	Smeal	4	$714,000	$2,856,000
Engine	E-One Pumper	2	$714,000	$1,428,000
Battalion	Dodge Ram	1	$65,000	$65,000
HazMat	BLM	1	$300,000	$300,000
Ambulance	Dodge/Ford/Chevy	8	$322,000	$2,576,000
Medic	Ford F150	1	$75,000	$75,000
Rescue	SVI Heavy Rescue Truck	1	$1,000,000	$1,000,000
Brush	HME	1	$379,000	$379,000
Brush	Ford F450	1	$294,000	$294,000
Tender	International Tender	1	$350,000	$350,000
UTV	Yamaha Rhino	2	$18,000	$36,000
ATV	Suzuki	2	$12,000	$24,000
Air Trailer	Air Trailer	1	$40,000	$40,000
Trailers	Various	4	$10,000	$40,000
Administrative	SUV	3	$55,000	$165,000
Administrative	Pick Ups	3	$43,000	$129,000
	TOTAL	**38**	**$322,711**	**$12,263,000**

Level-of-Service (LOS) Standards

Percentage of Activity in City of Grand Junction	83%
Population in 2018	66,425
Nonresidential Vehicle Trip Ends in 2018	271,362
Residential Share	65%
Nonresidential Share	35%
LOS: Units per Person	**0.00031**
LOS: Units per Vehicle Trip End	**0.00004**

Cost Analysis

Average Cost per Unit	$322,711
LOS: Units per Person	0.00031
Cost per Person	**$99.72**
LOS: Units per Vehicle Trip End	0.00004
Cost per Vehicle Trip End	**$13.10**

**Source: City of Grand Junction.*

Projection of Growth-Related Fire Needs

To estimate the 10-year growth needs for Fire infrastructure, the current level of service (0.49 square feet per person and 0.06 square feet per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for the City of Grand Junction. The City is projected to increase by 12,025 residents and 40,643 nonresidential vehicle trips over the next ten years (see Appendix A). As shown in Figure F6, there is a projected need for 8,554 square feet of Fire station space in the City to accommodate the growth at the present level of service. By applying the average cost of a building ($450 per square feet), the total projected expenditure to accommodate new development is estimated $3.8 million.

Figure F6. 10-Year Fire Infrastructure Needs to Accommodate Growth

Level-of-Service			*Demand Unit*	*Unit Cost*
Residential	0.49	Square Feet	per Person	$450
Nonresidential	0.06		per Trip End	

Growth-Related Need for Facilities						
Year		*Population*	*Nonres. Vehicle Trips*	*Residential Sq. Ft.*	*Nonres. Sq. Ft.*	*Total*
Base	2018	66,425	271,362	32,721	17,558	50,279
Year 1	2019	67,558	277,672	33,279	17,966	51,245
Year 2	2020	68,691	281,244	33,837	18,197	52,035
Year 3	2021	69,911	285,089	34,438	18,446	52,884
Year 4	2022	71,131	288,934	35,039	18,695	53,734
Year 5	2023	72,351	292,779	35,640	18,944	54,584
Year 6	2024	73,570	296,625	36,241	19,193	55,434
Year 7	2025	74,790	300,470	36,842	19,441	56,283
Year 8	2026	76,010	304,315	37,443	19,690	57,133
Year 9	2027	77,230	308,160	38,044	19,939	57,983
Year 10	2028	78,450	312,005	38,645	20,188	58,832
Ten-Year Increase		12,025	40,643	5,924	2,630	**8,554**
		Growth-Related Expenditure		$2,665,693	$1,183,388	**$3,849,081**

To estimate the 10-year growth needs for fire apparatus, the current level of service (.00031 apparatus per person and 0.00004 vehicles per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for the City of Grand Junction. The City is projected to increase by 12,025 residents and 40,643 nonresidential vehicle trips over the next ten years (see Appendix A). As shown in Figure F7, there is a projected need for approximately 5 additional growth-related pieces of apparatus. By applying the average cost of a vehicle ($322,711), the total projected growth-related expenditure is estimated at approximately $1.6 million.

Figure F7. 10-Year Fire Apparatus Needs to Accommodate Growth

Level-of-Service			*Demand Unit*	*Unit Cost*
Residential	0.00031	Units	per Person	$322,711
Nonresidential	0.00004		per Trip End	

Growth-Related Need for Apparatus						
Year		*Population*	*Nonres. Vehicle Trips*	*Residential Vehicles*	*Nonres. Vehicles*	*Total*
Base	2018	66,425	271,362	21	11	32
Year 1	2019	67,558	277,672	21	11	32
Year 2	2020	68,691	281,244	21	11	33
Year 3	2021	69,911	285,089	22	12	33
Year 4	2022	71,131	288,934	22	12	34
Year 5	2023	72,351	292,779	22	12	34
Year 6	2024	73,570	296,625	23	12	35
Year 7	2025	74,790	300,470	23	12	35
Year 8	2026	76,010	304,315	23	12	36
Year 9	2027	77,230	308,160	24	13	36
Year 10	2028	78,450	312,005	24	13	37
Ten-Year Increase		12,025	40,643	4	2	**5**
		Growth-Related Expenditure		$1,290,842	$645,421	**$1,613,553**

Fire Debt Service Credit

The City of Grand Junction has existing debt obligations from past fire facility projects: Tax Revenue Bond Series 2010A and Tax Revenue Build America Bond Series 2010B. The proceeds from these bonds funded a number of fire facilities including Fire Station #1, #2 and the Fire Administration building for a total of $7,100,000 of improvements, representing 20 percent of the 2010 Bonds. Figure F8 lists the remaining principal payment schedules for the bonds.

The total remaining annual principal payment schedule is distributed to the equivalent residential and nonresidential share, City's population and vehicle trip ends, to find the debt cost per attributed user. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (7.1%) rate. This results in a credit of $21.68 per person, and $2.94 per nonresidential trip end.

Figure F8. Fire Debt Principal Payment Credit

Year	Principal Payment	Residential Share (65%)	Population	Debt Cost per Capita	Nonresidential Share (35%)	*Nonres. Vehicle Trips*	Debt Cost per Trip End
2019	$165,000	$107,250	67,558	$1.59	$57,750	277,672	$0.21
2020	$171,000	$111,150	68,691	$1.62	$59,850	281,244	$0.21
2021	$177,000	$115,050	69,911	$1.65	$61,950	285,089	$0.22
2022	$185,000	$120,250	71,131	$1.69	$64,750	288,934	$0.22
2023	$193,000	$125,450	72,351	$1.73	$67,550	292,779	$0.23
2024	$202,000	$131,300	73,570	$1.78	$70,700	296,625	$0.24
2025	$211,000	$137,150	74,790	$1.83	$73,850	300,470	$0.25
2026	$220,000	$143,000	76,010	$1.88	$77,000	304,315	$0.25
2027	$230,000	$149,500	77,230	$1.94	$80,500	308,160	$0.26
2028	$241,000	$156,650	78,450	$2.00	$84,350	312,005	$0.27
2029	$252,000	$163,800	79,862	$2.05	$88,200	316,292	$0.28
2030	$265,000	$172,250	81,300	$2.12	$92,750	320,823	$0.29
2031	$278,000	$180,700	82,763	$2.18	$97,300	325,436	$0.30
2032	$291,000	$189,150	84,253	$2.25	$101,850	330,132	$0.31
2033	$306,000	$198,900	85,769	$2.32	$107,100	334,912	$0.32
2034	$321,000	$208,650	87,313	$2.39	$112,350	339,778	$0.33
2035	$337,000	$219,050	88,885	$2.46	$117,950	344,732	$0.34
2036	$354,000	$230,100	90,485	$2.54	$123,900	349,775	$0.35
2037	$372,000	$241,800	92,113	$2.63	$130,200	354,909	$0.37
2038	$390,000	$253,500	93,771	$2.70	$136,500	360,135	$0.38
2039	$409,000	$265,850	95,459	$2.78	$143,150	365,456	$0.39
2040	$430,000	$279,500	97,178	$2.88	$150,500	370,872	$0.41
Total	**$6,000,000**	**$3,900,000**			**$2,100,000**		

Discount Rate		**7.1%**		**7.1%**
Net Present Value		**$21.68**		**$2.94**

Maximum Supportable Fire Impact Fee

Figure F9 shows the maximum supportable Fire Impact Fee. Impact fees for Fire are based on persons per housing unit for residential development and vehicle trips per 1,000 square feet for nonresidential development. For residential development, the total cost per person is multiplied by the persons per housing unit to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet, hotel room or other applicable factor to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure F9. Maximum Supportable Fire Impact Fee

Fee Component	Cost per Person	Cost per Vehicle Trip
Facilities	$221.67	$29.12
Vehicles	$99.72	$13.10
Existing Principal Credit	($21.68)	($2.94)
NET COST PER DEMAND UNIT	**$299.71**	**$39.28**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Single-Family	2.37	**$710**
Multi-Family	1.56	**$467**

Nonresidential

Type	ITE Code	Unit	Average Daily Vehicle Trips*	Trip Adjustment Factor*	Maximum Supportable Fee
Retail/Commercial	820	1,000 SF	37.75	33%	**$489**
Office/Institutional	710	1,000 SF	9.74	50%	**$191**
Industrial	130	1,000 SF	3.37	50%	**$66**
Warehousing	150	1,000 SF	1.74	50%	**$34**

*Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017

Revenue from Fire Impact Fee

Revenue from the Fire Impact Fee is estimated in Figure F10. There is projected to be 4,744 new housing units and 4.7 million square feet if new nonresidential development in Grand Junction by 2028. To find the revenue from each development type, the fee is multiplied by the growth. Overall, the revenue from the impact fee covers approximately 80 percent of the capital costs generated by projected growth in the City of Grand Junction.

Figure F10. Estimated Revenue from Fire Impact Fee

	Total Cost	*Growth Cost*
Facilities	$3,849,081	$3,849,081
Vehicles	$1,613,553	$1,613,553
Total Expenditures	**$5,462,634**	**$5,462,634**

Projected Fire and Rescue Impact Fee Revenue

		Single-Family	*Multi-Family*	*Commercial/ Retail*	Office/Instit.	*Industrial*
		$710 per Unit	$467 per Unit	$489 per KSF	$191 per KSF	$66 per KSF
Year		*Housing Units*	*Housing Units*	*KSF*	*KSF*	*KSF*
Base	2018	22,279	6,655	11,094	14,499	6,645
1	2019	22,656	6,767	11,396	14,754	6,668
2	2020	23,032	6,880	11,538	14,964	6,745
3	2021	23,395	6,988	11,690	15,191	6,828
4	2022	23,757	7,096	11,843	15,417	6,911
5	2023	24,120	7,205	11,996	15,644	6,995
6	2024	24,482	7,313	12,148	15,871	7,078
7	2025	24,845	7,421	12,301	16,097	7,161
8	2026	25,207	7,529	12,453	16,324	7,244
9	2027	25,570	7,638	12,606	16,551	7,328
10	2028	25,932	7,746	12,759	16,777	7,411
10-year Increase		3,653	1,091	1,664	2,279	766
10-year Projected Revenue		$2,593,395	$509,224	$814,447	$435,874	$50,701
					Projected Revenue =>	**$4,403,640**
					Total Expenditures =>	**$5,462,634**
					General Fund's Share =>	**$1,058,994**

POLICE IMPACT FEE

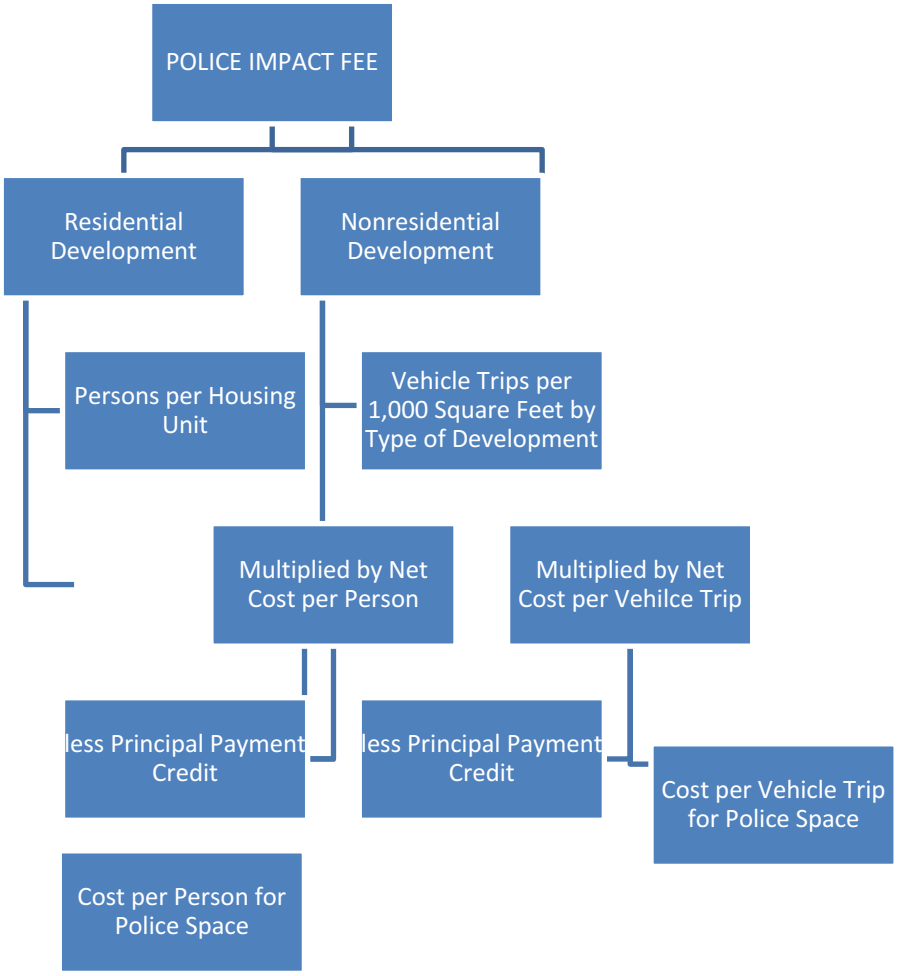
The Police Impact Fee is calculated on a per capita basis for residential development and a per vehicle trip basis for nonresidential development. Figure P1 illustrates the methodology used to determine the impact fee. It is intended to read like an outline, with lower levels providing a more detailed breakdown of the components. The residential portion is derived from the product of persons per housing unit (by type) multiplied by the net cost per person. The nonresidential portion is derived from the product of vehicle trips generated per 1,000 square feet of nonresidential space multiplied by the net cost per vehicle trip. There are two components to the Police Impact Fee:

- Police Station – Incremental Expansion

One of the key considerations when developing impact fees is the ability to establish the existing level of service. Further detail about current and future level of service is provided in following sections of the report. For the police station component, the cost recovery methodology is used to calculate the portion of the facility attributed to future growth so that new development pays only its fair share of the cost of existing excess capacity which was provided by the original overbuilding of the facilities. In consideration of any outstanding debt associated with facility construction, TischlerBise incorporates a residential level-of-service debt recovery calculation based on the final year of debt payment, 2040, and the correlating residential population and vehicle trips. Additional detail regarding the debt recovery is provided in following sections of the report.

The residential police impact fees are calculated per housing unit. TischlerBise recommends using nonresidential vehicle trips as the best demand indicator for police facilities. Trip generation rates are used for nonresidential development because vehicle trips are highest for commercial/retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for police services and facilities from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, police impact fees would be too high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

Figure P1. Police Impact Fee Methodology Chart



Police Proportionate Share Factors

Both residential and nonresidential developments increase the demand on police facilities. To calculate the proportional share between residential and nonresidential demand on police facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Grand Junction are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Grand Junction are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2015 functional population data for Grand

Junction, the cost allocation for residential development is 65 percent while nonresidential development accounts for 35 percent of the demand for police facilities, see Figure P2.

Figure P2. City of Grand Junction Functional Population

Demand Units in 2015				Demand Hours/Day	Person Hours	Proportionate Share
Residential						
Estimated Residents	60,588					
Residents Not Working		37,811		20	756,220	
Employed Residents		22,777				
Employed in Grand Junction			15,497	14	216,958	
Employed outside Grand Junction			7,280	14	101,920	
			Residential Subtotal		1,075,098	*65%*
Nonresidential						
Non-working Residents		37,811		4	151,244	
Jobs in Grand Junction		42,565				
Residents Employed in Grand Junction			15,497	10	154,970	
Nonresident Workers (Inflow Commuters)			27,068	10	270,680	
			Nonresidential Subtotal		576,894	*35%*
			TOTAL		1,651,992	*100%*

Source: City of Grand Junction 2015 population estimate based on 2015 Census Estimate Data; U.S. Census Bureau OnTheMap 6.5 Web Application, 2015.

Police Station Level of Service

The first component of the Police Impact Fee is based on an inventory of existing citywide facilities and replacement costs. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure. The floor area has been provided by the City of Grand Junction staff.

The City of Grand Junction Police Department is housed in the Public Safety Building. The Police Department occupies 63,863 square feet. To determine the residential level of service, the current Police space square footage (63,863) is multiplied by the residential proportionate share factor (65%) and divided by the current population (66,425) for a level of service standard of 0.63 square feet per person. The nonresidential level of service standard of 0.08 square feet per nonresidential vehicle trip was determined by multiplying the current facility square footage (63,863) by the nonresidential proportionate share factor (35%) and divided by the current average daily nonresidential vehicle trips (271,362).

As shown in Figure P3, the estimated replacement cost is $344.20 per square foot. I do know there was some concern about the fleet issue and our dire needs there. This cost is based on the estimated cost for construction of a future Police Annex prepared by the Blythe Group. When the residential (0.63 per person) and nonresidential (0.08 per vehicle trip) per square foot level of service standards are multiplied by the cost per square foot ($344.20), the resulting cost per demand units are $215.36 per person and $28.29 per vehicle trip.

Figure P3. Police Station Level of Service and Cost Factors

Facility Components	*Square Footage*	*Cost per Square Foot**	*Replacement Cost*
Police Station Building	63,863	$344.20	$14,317,814
TOTAL	**63,863**	**$344.20**	**$14,317,814**

**Source: City of Grand Junction*

Level-of-Service (LOS) Standards

Population in 2018	66,425
Nonresidential Vehicle Trip Ends in 2018	271,362
Residential Share	65%
Nonresidential Share	35%
LOS: Square Feet per Person	**0.63**
LOS: Square Feet per Vehicle Trip End	**0.08**

Cost Analysis

Cost per Square Foot*	$344.20
LOS: Square Feet per Person	0.63
Cost per Person	**$215.36**
LOS: Square Feet per Vehicle Trip	0.08
Cost per Vehicle Trip	**$28.29**

Projection of Growth-Related Police Facility Needs

To estimate the 10-year growth needs for Police space, the current level of service (.63 square feet per person and 0.08 square feet per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for the City of Grand Junction. The City is projected to increase by 12,025 residents and 40,643 nonresidential vehicle trips over the next ten years (see Appendix A). Listed in Figure P4, there is projected need for 10,864 square feet of growth-related Police space to accommodate new development in the City at the present level of service. By applying the average cost per square foot ($344.20), the total projected growth-related building space expenditure is approximately $3.7 million.

Figure P4. 10-Year Police Space Needs to Accommodate Growth

Level-of-Service			*Demand Unit*	*Unit Cost*
Residential	0.63	Square Feet	per Person	$344
Nonresidential	0.08		per Trip End	

Growth-Related Need for Facilities						
Year		*Population*	*Nonres. Vehicle Trips*	*Residential Sq. Ft.*	*Nonres. Sq. Ft.*	*Total*
Base	2018	66,425	271,362	41,561	22,302	63,863
Year 1	2019	67,558	277,672	42,270	22,820	65,091
Year 2	2020	68,691	281,244	42,979	23,114	66,093
Year 3	2021	69,911	285,089	43,743	23,430	67,172
Year 4	2022	71,131	288,934	44,506	23,746	68,252
Year 5	2023	72,351	292,779	45,269	24,062	69,331
Year 6	2024	73,570	296,625	46,032	24,378	70,410
Year 7	2025	74,790	300,470	46,796	24,694	71,490
Year 8	2026	76,010	304,315	47,559	25,010	72,569
Year 9	2027	77,230	308,160	48,322	25,326	73,648
Year 10	2028	78,450	312,005	49,086	25,642	74,727
Ten-Year Increase		12,025	40,643	7,524	3,340	**10,864**
		Growth-Related Expenditure		$2,589,761	$1,149,628	**$3,739,389**

Police Debt Service Credit

The City of Grand Junction has existing debt obligations for the construction of the present Public Safety Building. The proceeds from these bonds funded a number of fire facilities including Fire Station #1, #2 and the Fire Administration building for a total of $7,100,000 of improvements, representing 20 percent of the 2010 Bonds. Figure P5 lists the remaining principal payment schedule for the bonds, which is totals $24 million.

The total remaining annual principal payment schedule is distributed to the equivalent residential and nonresidential share, City's population and vehicle trip ends, to find the debt cost per attributed user. To

account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (7.1%) rate. This results in a credit of $86.71 per person, and $11.74 per nonresidential trip end.

Figure P5. Police Debt Principal Payment Credit

Year	Principal Payment	Residential Share (65%)	Population	Debt Cost per Capita	Nonresidential Share (35%)	*Nonres. Vehicle Trips*	Debt Cost per Trip End
2019	$660,000	$429,000	67,558	$6.35	$231,000	277,672	$0.83
2020	$684,000	$444,600	68,691	$6.47	$239,400	281,244	$0.85
2021	$708,000	$460,200	69,911	$6.58	$247,800	285,089	$0.87
2022	$740,000	$481,000	71,131	$6.76	$259,000	288,934	$0.90
2023	$772,000	$501,800	72,351	$6.94	$270,200	292,779	$0.92
2024	$808,000	$525,200	73,570	$7.14	$282,800	296,625	$0.95
2025	$844,000	$548,600	74,790	$7.34	$295,400	300,470	$0.98
2026	$880,000	$572,000	76,010	$7.53	$308,000	304,315	$1.01
2027	$920,000	$598,000	77,230	$7.74	$322,000	308,160	$1.04
2028	$964,000	$626,600	78,450	$7.99	$337,400	312,005	$1.08
2029	$1,008,000	$655,200	79,862	$8.20	$352,800	316,292	$1.12
2030	$1,060,000	$689,000	81,300	$8.47	$371,000	320,823	$1.16
2031	$1,112,000	$722,800	82,763	$8.73	$389,200	325,436	$1.20
2032	$1,164,000	$756,600	84,253	$8.98	$407,400	330,132	$1.23
2033	$1,224,000	$795,600	85,769	$9.28	$428,400	334,912	$1.28
2034	$1,284,000	$834,600	87,313	$9.56	$449,400	339,778	$1.32
2035	$1,348,000	$876,200	88,885	$9.86	$471,800	344,732	$1.37
2036	$1,416,000	$920,400	90,485	$10.17	$495,600	349,775	$1.42
2037	$1,488,000	$967,200	92,113	$10.50	$520,800	354,909	$1.47
2038	$1,560,000	$1,014,000	93,771	$10.81	$546,000	360,135	$1.52
2039	$1,636,000	$1,063,400	95,459	$11.14	$572,600	365,456	$1.57
2040	$1,720,000	$1,118,000	97,178	$11.50	$602,000	370,872	$1.62
Total	**$24,000,000**	**$15,600,000**			**$8,400,000**		
	Discount Rate		**7.1%**				**7.1%**
	Net Present Value		**$86.71**				**$11.74**

Maximum Supportable Police Impact Fee

Figure P6 shows the maximum supportable Police Impact Fee. Impact fees for Police are based on persons per housing unit for residential development and vehicle trips per 1,000 square feet for nonresidential development. For residential development, the total cost per person is multiplied by the housing unit size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure P6. Maximum Supportable Police Impact Fee

Fee Component	Cost per Person	Cost per Vehicle Trip
Police Space	$215.36	$28.29
Existing Principal Credit	($86.71)	($11.74)
NET COST PER DEMAND UNIT	**$128.65**	**$16.55**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Single-Family	2.37	**$305**
Multi-Family	1.56	**$200**

Nonresidential

Type	ITE Code	Unit	Average Daily Vehicle Trips*	Trip Adjustment Factor*	Maximum Supportable Fee
Retail/Commercial	820	1,000 SF	37.75	33%	**$206**
Office/Institutional	710	1,000 SF	9.74	50%	**$81**
Industrial	130	1,000 SF	3.37	50%	**$28**
Warehousing	150	1,000 SF	1.74	50%	**$14**

*Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017

Revenue from Police Impact Fee

Revenue from the Police Impact Fee is estimated in Figure P7. There is projected to be 4,744 new housing units and 4.7 million square feet of nonresidential development in Grand Junction by 2028. To find the revenue from each development type, the fee is multiplied by the growth for each land use. Overall, the projected revenue from the Police impact fee totals approximately $1.6 million. Impact fee revenue is less than the projected expenditures due to the required debt credit.

Figure P7. Estimated Revenue from Police Impact Fee

	Growth Cost
Police Facilities	$3,739,389
Total Expenditures	**$3,739,389**

Projected Development Impact Fee Revenue

		Single-Family	Multi-Family	Commercial / Retail	Office/Instit.	Industrial
		$305 per unit	$200 per unit	$81 per 1000 Sq Ft	$81 per 1000 Sq Ft	$28 per 1000 Sq Ft
Year		**Housing Units**	**Housing Units**	**KSF**	**KSF**	**KSF**
Base	2018	22,279	6,655	11,094	14,499	6,645
Year 1	2019	22,656	6,767	11,396	14,754	6,668
Year 2	2020	23,032	6,880	11,538	14,964	6,745
Year 3	2021	23,395	6,988	11,690	15,191	6,828
Year 4	2022	23,757	7,096	11,843	15,417	6,911
Year 5	2023	24,120	7,205	11,996	15,644	6,995
Year 6	2024	24,482	7,313	12,148	15,871	7,078
Year 7	2025	24,845	7,421	12,301	16,097	7,161
Year 8	2026	25,207	7,529	12,453	16,324	7,244
Year 9	2027	25,570	7,638	12,606	16,551	7,328
Year 10	2028	25,932	7,746	12,759	16,777	7,411
Ten-Year Increase		3,653	1,091	1,664	2,279	766
Projected Revenue =>		$1,113,195	$218,580	$134,161	$183,665	$21,364
					Projected Revenue =>	**$1,670,965**
					Total Expenditures =>	**$3,739,389**
					General Fund's Share =>	**$2,068,424**

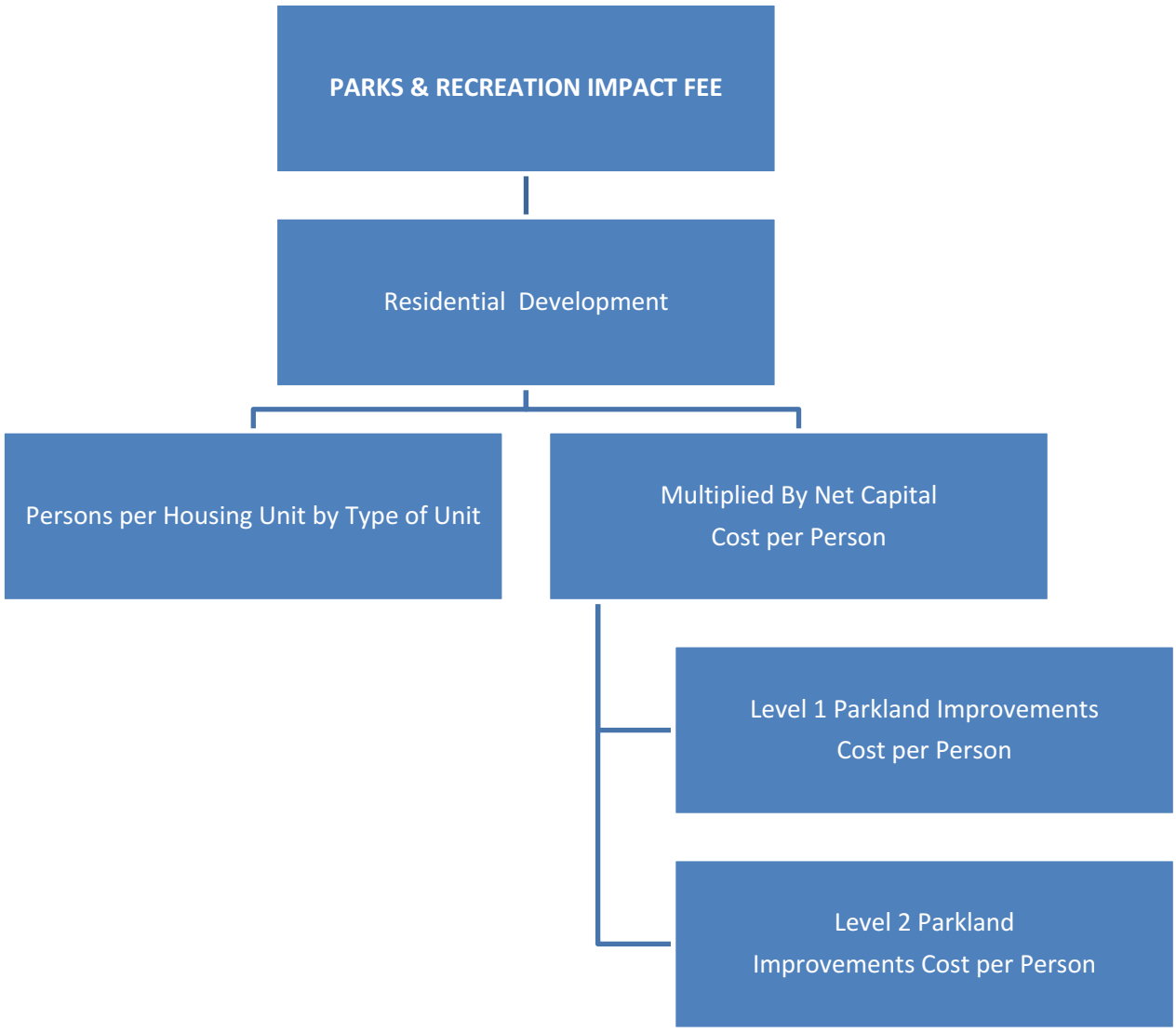
PARKS & RECREATION IMPACT FEE

The Parks & Recreation Impact Fee is based on the incremental expansion methodology. The impact fee methodology assumes the City will construct additional recreation improvements through the development of existing parks and banked park land to serve future growth to maintain current levels of service incrementally over time. The study includes only the replacement costs of improvements to park and recreational facilities, land acquisition is not included. However, the City will still maintain its current park land dedication requirement. Due to the recognition that Grand Junction Parks provide services to the larger population residing throughout the broader 201 Sewer Service Boundary, recreation capital improvements are allocated 100 percent to residential development within this area to establish the current level of service. No revenue credit is necessary to avoid double payments as there is no current debt obligations for the park improvements included in the impact fee calculations. There are two components to the Parks and Recreation Impact Fee:

- Level 1 Parkland Improvements
- Level 2 Parkland Improvements

Figure PR1 diagrams the general methodology used to calculate the Parks & Recreation impact fee. It is intended to read like an outline, with lower levels providing a more detailed breakdown of the impact fee components. The Parks and Recreation impact fee is derived from the product of persons per housing unit (by type of unit) multiplied by the net capital cost per person. The boxes in the next level down indicate detail on the components included in the fee.

Figure PR1. Parks & Recreation Impact Fee Methodology



Parks & Recreation Level of Service and Cost Factors

The Parks & Recreation Impact Fee is based on an inventory of existing developed City parks and current values of recreation improvements. The impact fee does not include a land purchase component as it is assumed the Parks and Recreation Department's focus over the next 5-10 years will be the buildout of existing park land. However, as mentioned previously, the City will still maintain its current park land dedication requirement. Improvement costs have been provided by the City of Grand Junction staff, referencing the *2011 City of Grand Junction Park Inventory and Future Needs Assessment* report, (updated in 2017). The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

Discussions with City staff indicate the City's park system essentially serves residents who reside within the 201 Sewer Service Boundary. For purposes of determining level of service standards, this population base will be referred to as the "park population," which is larger than the existing population base of the City.

Current Inventory of Parkland and Improvements

Figure PR2 and PR3 lists the current inventory of parkland owned by the City of Grand Junction. For the purpose of this study, City staff allocated parks into one of two categories, Level-1 and Level-2 facilities. Figures PR2 and PR3 also indicate the total amount of Level-1 and Level-2 park acreage compared to the amount that is actually developed.

Level-1 parks are those improved with Phase-1 infrastructure, consisting of adequate soil preparation, irrigation systems, sewer and electrical services along with turf and tree plantings. Based on the development cost identified in the *Parks Inventory and Future Needs Assessment Report,* Phase-1 park improvements average $112,500 per acre.

Level-2 parks are categorized as parks with Phase-II improvements, typically including a wide range of amenities including; restroom facilities, playgrounds, shelters and walking paths. Special features in these parks can include, but are not limited to; swimming pools, tennis courts, sports fields, disk golf, skate parks and many other like features.

The *Parks Inventory and Future Needs Assessment Report* estimates Phase-2 park improvements to average $80,000 per acre (plus the cost of Level-1 improvements), for a total of $192,500 per acre. In total, there are seven Level-1 parks with an improved value of $812,250, and 29 Level-2 parks with a total improved value of $56.7 million.

Parkland Improvements Level of Service

To calculate the current level of service, the existing developed parkland acreage, (10.32 for Level-1 parks and 357.54 for Level-2 parks) is divided by the current park population (103,224). This results in level of service standards of 0.0001 acres of developed Level-1 parkland per person and 0.0035 acres of developed Level-2 parkland per person.

The parkland improvements cost per acre ($112,500 Level-1 and $192,500 Level-2) is then utilized to generate a cost per person factor which is calculated by applying the level of service factor to the total development cost per acre. As shown in Figure PR2, Level-1 parkland improvements of 0.0001 acres per person x $112,500 per acres = $11.25 per person. Similarly, Figure PR3 displays the breakdown for Level-2 parkland in the City, which results in park development cost of $666.76 per person.

Figure PR2. Level 1 Parkland Level of Service

Park	Park Type	Total Acreage	Developed Acreage	Improved Value
Autumn Ridge Park	Neighborhood/Mini Park	1.5	1.5	$168,750
Hidden Valley Park	Neighborhood/Mini Park	7	1	$112,500
Hillcrest Park	Neighborhood/Mini Park	0.23	0.23	$25,875
Lilac Park	Undeveloped/Open Space	1.7	1.7	$191,250
Ridges Tot Lot Park	Neighborhood/Mini Park	1.8	1.8	$201,375
Shadow Lake Park	Neighborhood/Mini Park	5.7	1	$112,500
Spring Valley Park	Neighborhood/Mini Park	3.1	3.1	$348,750
TOTAL		**21.02**	**10.32**	**$1,161,000**

Level-of-Service (LOS) Standards

Developed Acreage	10.32
Park Population in 2018 (includes 201 Boundary)	103,224
LOS: Improved Acres per Person	**0.0001**

Cost Analysis

Improvement Value per Acre*	$112,500
LOS: Improved Acres per Person	0.0001
Cost per Person	**$11.25**

**Source: City of Grand Junction*

Figure PR3. Level 2 Parkland Level of Service

Park	Park Type	Total Acreage	Developed Acreage	Improved Value
Canyon View Park	Community/Regional Park	114.2	114.2	$21,983,500
Columbine Park	Community/Regional Park	12	12	$2,310,000
Cottonwood Meadows Park	Neighborhood/Mini Park	0.8	0.8	$154,000
Darla Jean Park	Neighborhood/Mini Park	2.2	2.2	$423,500
Duck Pond Orchard Mesa Park	Neighborhood/Mini Park	4.4	4.4	$847,000
Duck Pond Park - Ridges	Neighborhood/Mini Park	2.82	2.82	$542,850
Eagle Rim Park	Neighborhood/Mini Park	12	12	$2,310,000
Emerson Park	Neighborhood/Mini Park	2.52	2.52	$485,100
Hawthorne Park	Neighborhood/Mini Park	3.5	3.5	$673,750
Honeycomb Park	Neighborhood/Mini Park	3.5	3.5	$673,750
Las Colonias Park	Community/Regional Park	140	115	$10,060,000
Lincoln Park	Community/Regional Park	42	42	$8,085,000
Pineridge Park	Neighborhood/Mini Park	15.7	3	$577,500
Paradise Hills Park	Neighborhood/Mini Park	5.57	2.78	$535,150
Rocket Park	Neighborhood/Mini Park	2.7	2.7	$519,750
Riverside Park	Neighborhood/Mini Park	1.5	1.5	$288,750
Sherwood Park	Neighborhood/Mini Park	13.87	13.87	$2,669,975
Spring Valley II Park	Neighborhood/Mini Park	2.52	2.52	$485,100
Washington Park	Neighborhood/Mini Park	3	3	$577,500
Whitman Park	Neighborhood/Mini Park	2.5	2.5	$481,250
Williams Park	Neighborhood/Mini Park	0.37	0.37	$71,225
Westlake Park	Neighborhood/Mini Park	10	5.5	$1,058,750
Wingate Park	Neighborhood/Mini Park	4.86	4.86	$935,550
Burkey Park North	Undeveloped/Open Space	18.37	0	$0
Burkey Park South	Undeveloped/Open Space	9.61	0	$0
Flint Ridge	Undeveloped/Open Space	3.3	0	$0
Horizon Park	Undeveloped/Open Space	12.65	0	$0
Matchett Park	Undeveloped/Open Space	205.52	0	$0
Saccomanno Park	Undeveloped/Open Space	30.73	0	$0
TOTAL		**682.71**	**357.54**	**$56,748,950**

Level-of-Service (LOS) Standards

Developed Acreage	357.54
Park Population in 2018 (includes 201 Boundary)	103,224
LOS: Improved Acres per Person	**0.0035**

Cost Analysis

Improvement Value per Acre*	$192,500
LOS: Improved Acres per Person	0.0035
Cost per Person	**$666.76**

**Source: City of Grand Junction*

Projection of Growth-Related Park Improvement Needs

To estimate the 10-year growth needs for Level 1 park improvements, the current level of service (0.0001 acres person) is applied to the projected park population growth. The 201 Sewer Service area is projected to increase by 18,688 residents over the next ten years (see Appendix A). As shown in Figure PR4, it is projected that the City will need to develop 1.3 acres of Level 1 park land to accommodate the needs generated by new development. By applying the average development cost for Level 1 parks ($112,500 per acre), the estimated growth-related expenditure is approximately $210,000.

Figure PR4. 10-Year Level 1 Park Improvement Needs to Accommodate Growth

Type	Level of Service	Demand Unit	Unit Cost / Acre
Level 1 Park Improvements	0.0001 Acres	per person	$112,500

Growth-Related Need for Level 1 Park Improvements			
Year		Population	Improved Acres
Base	2018	103,224	10.32
Year 1	2019	104,985	10.50
Year 2	2020	106,746	10.67
Year 3	2021	108,642	10.86
Year 4	2022	110,538	11.05
Year 5	2023	112,434	11.24
Year 6	2024	114,329	11.43
Year 7	2025	116,225	11.62
Year 8	2026	118,121	11.81
Year 9	2027	120,016	12.00
Year 10	2028	121,912	12.19
Ten-Year Increase		18,688	**1.87**
		Projected Expenditure	**$210,375**

Growth-Related Expenditure on Level 1 Park Improvements	**$210,375**

To estimate the 10-year growth needs for Level 2 park improvements, the current level of service (0.0035 acres person respectively for Level-2 improvements) is applied to the projected park population growth. The 201 Sewer Service area is projected to increase by 18,688 residents over the next ten years (see Appendix A). As shown in Figure PR5, it is projected that the City will need to develop 65 acres of Level 2 park land to accommodate the needs generated by new development. By applying the average development cost for Level 2 parks ($192,500 per acre), the estimated growth-related expenditure is approximately $12.5 million.

Figure PR5. 10-Year Level 2 Park Improvement Needs to Accommodate Growth

Type	Level of Service	Demand Unit	Unit Cost / Acre
Level 2 Park Improvements	0.0035 Acres	per 1,000 persons	$192,500

Growth-Related Need for Level 2 Park Improvements			
Year		Population	Improved Acres
Base	2018	103,224	357.54
Year 1	2019	104,985	363.64
Year 2	2020	106,746	369.74
Year 3	2021	108,642	376.31
Year 4	2022	110,538	382.87
Year 5	2023	112,434	389.44
Year 6	2024	114,329	396.00
Year 7	2025	116,225	402.57
Year 8	2026	118,121	409.14
Year 9	2027	120,016	415.70
Year 10	2028	121,912	422.27
Ten-Year Increase		18,688	**65**
		Projected Expenditure	**$12,512,500**

Growth-Related Expenditure Level 2 Park Improvements	$12,512,500

Parks & Recreation Impact Fee

Figure PR6 shows the cost factors for each component of the City of Grand Junction's Parks and Recreation Impact Fee. Impact fees for parks and recreation are based on persons per housing unit and are only assessed against residential development. The fees for park improvements are calculated per person, so by multiplying the total cost per person by the housing unit size calculates the maximum supportable fee.

The fees represent the highest amount supportable for each type of housing unit, which represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure PR6. Maximum Supportable Park & Recreation Impact Fee

Fee Component	Cost per Person
Level 1 Parkland Improvements	$11.25
Level 2 Parkland Improvements	$666.76
COST PER DEMAND UNIT	**$678.01**

Type	Persons per Housing Unit	Maximum Supportable Fee	Current Fee	Increase / (Decrease)
Single-Family	2.37	**$1,605**	$225	$1,380
Multi-Family	1.56	**$1,055**	$225	$830

Revenue from Parks & Recreation Impact Fee

Revenue from the City's Parks & Recreation Impact Fee is estimated in Figure PR7. Demand for park improvements is driven by both City residents and current/future residents within the 201 Sewer Service Boundary. Therefore, it is difficult to estimate impact fee revenue for parks and recreation because it is not known when (and if) the projected housing units in the 201 Sewer Service Boundary will be annexed into the City of Grand Junction prior to their construction (which is the time the impact fee is paid). Therefore, the impact fee revenue projection is based on projected units in the City of Grand Junction over the next ten years. By multiplying the projected residential growth in the City by the impact fee amounts, we estimate projected impact fee revenue of approximately $7.0 million. Projected expenditures total $12.7 million.

Figure PR7. Estimated Revenue from Parks & Recreation Impact Fee

	Growth Cost
Level 1 Parkland Improvements	$210,375
Level 2 Parkland Improvements	$12,512,500
Total Expenditures	**$12,722,875**

Projected Development Impact Fee Revenue

		Single-Family	*Multi-Family*
		$1,605 per unit	$1,055 per unit
Year		**Housing Units**	**Housing Units**
Base	2018	22,279	6,655
Year 1	2019	22,656	6,767
Year 2	2020	23,032	6,880
Year 3	2021	23,395	6,988
Year 4	2022	23,757	7,096
Year 5	2023	24,120	7,205
Year 6	2024	24,482	7,313
Year 7	2025	24,845	7,421
Year 8	2026	25,207	7,529
Year 9	2027	25,570	7,638
Year 10	2028	25,932	7,746
	Ten-Year Increase	3,653	1,091
	Projected Revenue =>	$5,863,453	$1,151,246
		Projected Revenue =>	**$7,014,699**
		Total Expenditures =>	**$12,722,875**
		General Fund's Share =>	**$5,708,176**

IMPLEMENTATION AND ADMINISTRATION

Impact fees should be periodically evaluated and updated to reflect recent data. City of Grand Junction will continue to adjust for inflation. If cost estimates or demand indicators change significantly, the City should redo the fee calculations.

Colorado's enabling legislation allows local governments to "waive an impact fee or other similar development charge on the development of low or moderate income housing, or affordable employee housing, as defined by the local government."

Credits and Reimbursements

A general requirement that is common to development impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time development impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the development impact fee methodology used in the cost analysis and local government policies.

Policies and procedures related to site-specific credits should be addressed in the resolution or ordinance that establishes the development impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against development impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees due from that particular development. The latter option is more difficult to administer because it creates unique fees for specific geographic areas.

Service Area

A development impact fee service area is a region in which a defined set of improvements provide benefit to an identifiable amount of new development. Within a service area, all new development of a type (single-family, commercial, etc.) is assessed at the same development impact fee rate. Land use assumptions and development impact fees are each defined in terms of this geography, so that capital facility demand, projects needed to meet that demand, and capital facility cost are all quantified in the same terms. Development impact fee revenue collected within a service area is required to be spent within that service area.

Implementation of a large number of small service areas is problematic. Administration is complicated and, because funds collected within the service area must be spent within that area multiple service areas may make it impossible to accumulate sufficient revenue to fund any projects within the time allowed.

As part of our analysis of the City and the type of facilities and improvements included in the development impact fee calculation, TischlerBise has determined that a citywide service area is appropriate for the City of Grand Junction for all impact fees with the exception of parks and recreation, which includes the 201 Service Area Boundary.

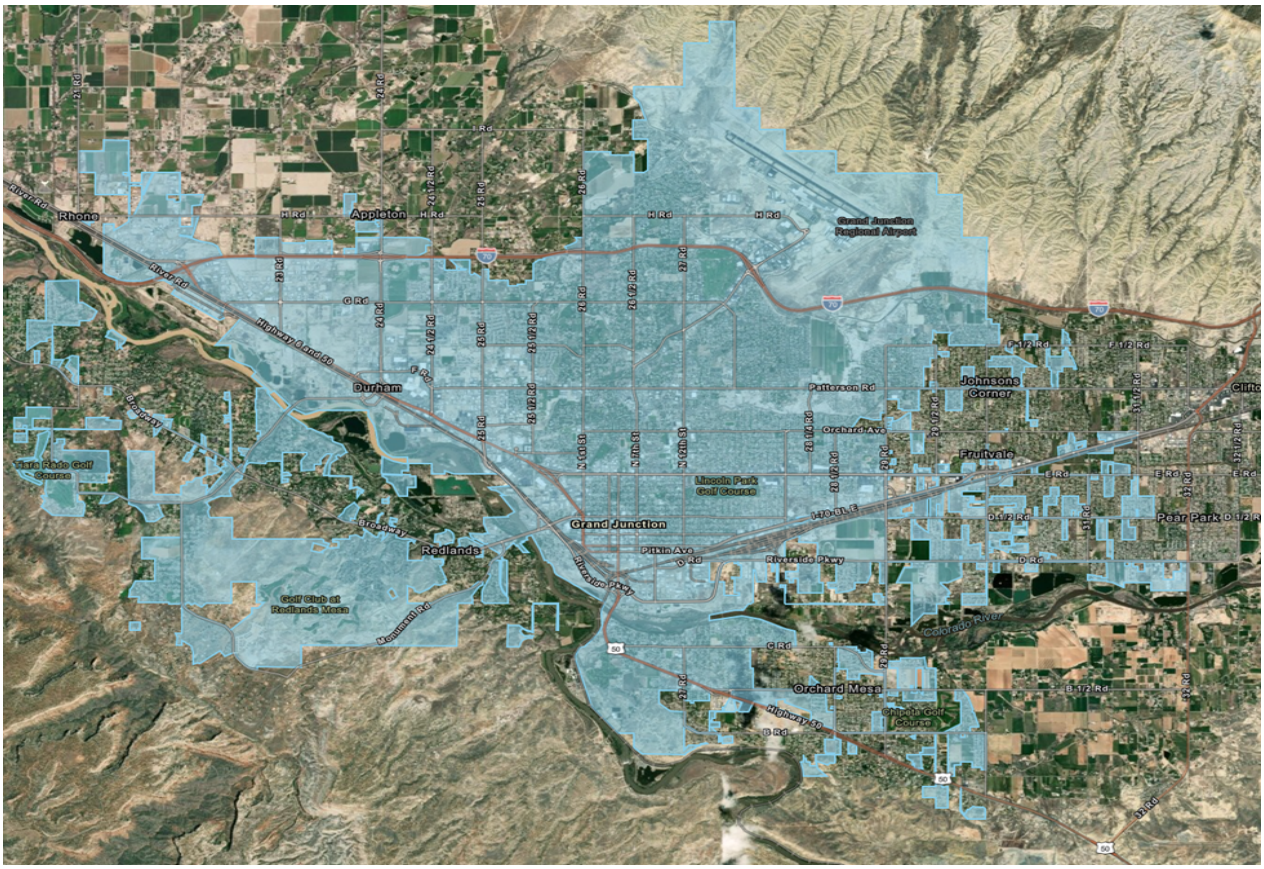
APPENDIX A: LAND USE ASSUMPTIONS

Overview

The City of Grand Junction, Colorado, retained TischlerBise to analyze the impacts of development on its capital facilities and to calculate impact fees based on that analysis. The population, housing unit, and job projections contained in this document provide the foundation for the impact fee study. To evaluate demand for growth-related infrastructure from various types of development, TischlerBise prepared documentation on demand indicators by type of housing unit, jobs and floor area by type of nonresidential development. These metrics (explained further below) are the demand indicators to be used in the impact fee study.

Impact fees are based on the need for growth-related capital improvements, and they must be proportionate by type of land use. The demographic data and development projections are used to demonstrate proportionality and to anticipate the need for future infrastructure. Demographic data reported by the U.S. Census Bureau, and data provided by Grand Junction and Mesa County Regional Transportation Planning Organization (RTPO) staff, are used to calculate base year estimates and annual *projections* for a 10-year horizon. Impact fee studies typically look out five to ten years, with the expectation that fees will be updated every three to five years.

Figure A1: Grand Junction Municipal Boundary



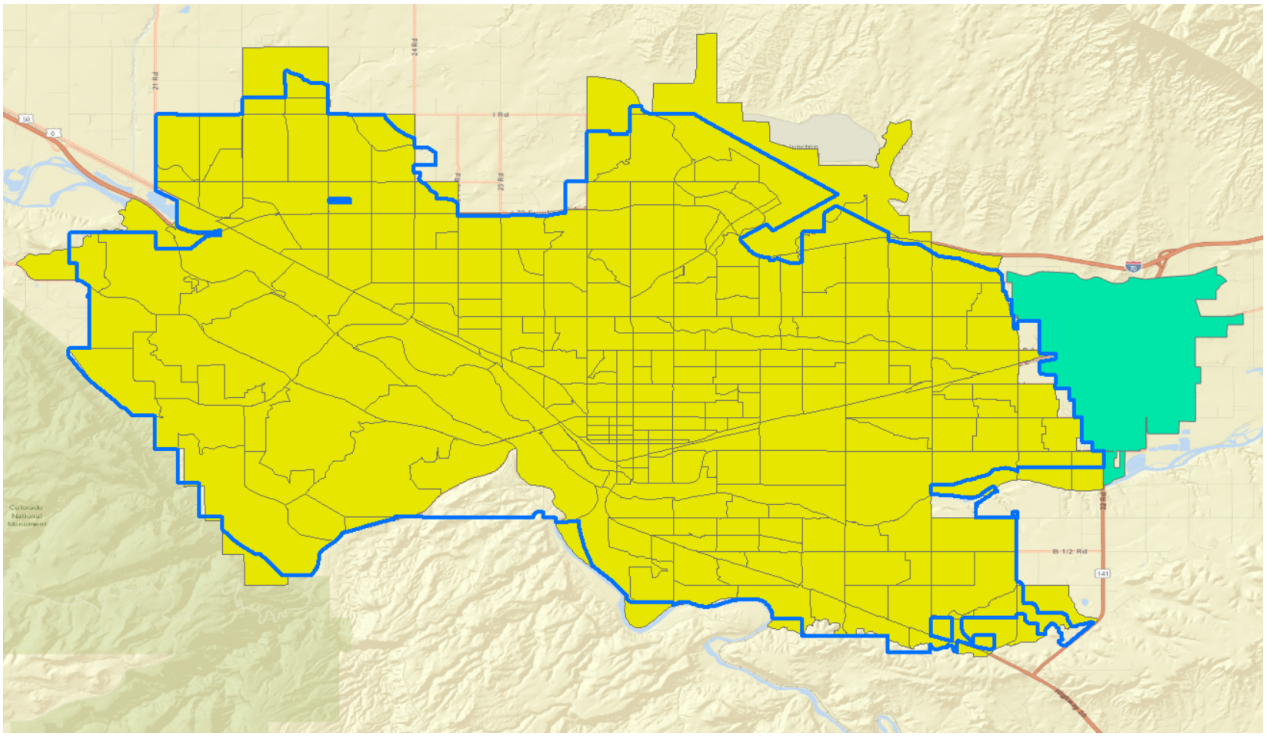
Residential Development

Current estimates and future projections of residential development are detailed in this section, including population and housing units by type (e.g., single-family versus multi-family units).

Population and Housing Units

Due to differing development patterns both in and outside of City limits, TischlerBise reviewed base year population and housing unit estimates for the City of Grand Junction and specific TAZ boundaries from the Transportation Master Plan which are also associated with the 201 Sewer Service Area Boundary. The task at hand is to provide baseline population and housing unit estimates for those areas of the 201 Sewer Service Area Boundary which can reasonably be expected to be annexed into the City of Grand Junction over the next ten years. Figure A2 depicts the 201 Sewer Service Area Boundary (light blue line) and TAZ areas (yellow) incorporated into the study population and housing estimates.

Figure A2: Map of 201 Sewer Service Boundary and TAZ Areas



Persons per Housing Unit

In 2010 the U.S. Census Bureau transitioned from the traditional long-form questionnaire to the American Community Survey (ACS), which is less detailed and has smaller sample sizes. As a result, Census data now has more limitations than before. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses). For impact fees in Grand Junction, "single-family" residential includes detached units and townhouses that share a common sidewall but are constructed on

an individual parcel of land. The second residential category includes all multi-family structures with two or more units on an individual parcel of land. The third residential category (All Other Types) includes mobile homes and recreational vehicles.

According to the Census Bureau, a household is a housing unit that is occupied by year-round residents. Impact fees often use per capita standards and persons per housing unit, or persons per household, to derive proportionate-share fee amounts. When persons per housing unit are used in the fee calculations, infrastructure standards are derived using year-round population. When persons per household are used in the fee calculations, the impact fee methodology assumes all housing units will be occupied, this requiring seasonal or peak population to be used when deriving infrastructure standards.

To estimate population for future years, the analysis applies growth assumptions derived from the *Grand Valley 2040 Transportation Master Plan 201 TAZ Estimates,* City GIS parcel data, 2018 ESRI Business Survey, Mesa County Building Permit data and standards from the Institute of Transportation Engineers, 10th addition. For the impact fee calculations, TischlerBise will rely on the above referenced as well as a variety of local and regional data sources including the 2017 ACS results shown at the top of Figure A3. Collectively, this information is used to indicate the relative number of persons per housing unit, by units in a residential structure, (2.37 PPHU Single-Family, 1.70 PPHU Multi-Family) and the housing mix (67% Single-Family, 27% Multi-Family) in Grand Junction. Because of the minimal seasonal population residing in the City, TischlerBise recommends that impact fees for residential development be imposed according to housing unit type.

Figure A3: Persons per Household and Persons per Housing Unit by Type of Housing

Units in Structure	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy Rate [4]
Single-Family Units[1]	46,611	18,710	2.49	19,679	**2.37**	73%	4.92%
Multi-Family Units	11,391	6,788	1.68	7,316	**1.56**	27%	7.22%
Subtotal	58,002	25,498	2.27	26,995	**2.15**		5.55%
Group Quarters	2,880						
Total	60,882						

Source: U.S. Census Bureau, 2017 American Community Survey, Tables B25024, B25032, B25033, and B26001

1. Includes detached and attached units (i.e. townhouses) and mobile homes.

Recent Residential Construction

The City of Grand Junction provided TischlerBise with recent City residential building permit activity, shown in Figure A4. A total of 2,356 single-family and 514 multi-family permits were issued in the City from 2011 through 2018. Unit distribution over this period was 18 percent multi-family and 82 percent single-family. This ratio is slightly higher than the overall housing unit mix in the City which based on GIS parcel data analysis show that 77 percent of existing residential structures are single-family units and 23 percent are multi-family. It is worth mentioning that at the time of the writing of this report, over 150 multi-family units are in some stage of development review, which if constructed, would bring the 10-year average unit split closer to ratio reflected in the GIS parcel data.

Figure A4: Recent Grand Junction Residential Permit Activity

Year	Single Family	%	Multi-Family	%	Total
2011-2018	2,356	82%	514	18%	2,870

Source: City of Grand Junction, CO Building Permit Data

Current Population and Housing within Grand Junction City Limits

By December 31, 2018, Grand Junction's population grew to approximately 66,425 residing in 28,934 housing units according to analysis performed by TischlerBise which relied on the 2017 DOLA population estimate of 66,224, plus 1,201 new residents which represents observed growth over 2018. This rate of growth is above the average annual growth from 2011-2018 of 359 units and 798 persons per year (295 SF units x 2.37 PPHU=699) +(64 MF units x 1.56 PPHU=99) as shown below in Figure A5.

Figure A5: Grand Junction 2018 Population and Housing Unit Estimate

	DOLA 2017 est.	2011-2018 New Construction[1]	Avg. Annual New Units 2011-2018	2018 Housing Units Added	PPHU[2]	Est. 2018 Population Growth	Total
Single-Family Units		2,356	295	498	2.37	1,180	
Multi-Family Units		514	64	13	1.56	20	
Housing Units	**28,423**		**359**	**511**			**28,934**
Population	**65,224**					**1,201**	**66,425**

Sources: 1.City of Grand Junction Building Permit Data, TischlerBise Analysis
2. U.S. Census 2017 ACS 5-year Estimate

Current Population and Housing within 201 Growth Area Boundary

Population and housing unit estimates for the 201 Sewer Service Area Boundary were compiled from sewer boundary specific TAZ areas, less specific portions of zones which included neighborhood sewer systems and therefore are unlikely to be annexed into the City. TischlerBise applied the population, housing unit estimates found within the *Grand Valley 2040 Transportation Master Plan* in each TAZ) to derive the number of existing housing units in the service area but outside of the City limits. The resulting estimates, shown in Figure A6, suggest approximately 14,217 housing units (28,934 units within current municipal boundary-43,151 units within the sewer service area) exist in the 201 Sewer Service Area Boundary, outside of the City limits for which *impact fees will not be collected*. Deducting the estimated 2018 Grand Junction population from the 201 Sewer Service Area Boundary TAZ area (66,425-103,224) results in an estimated population of 36,800 currently residing in the 201 Sewer Service Area, outside of City limits.

Figure A6: 2018 Population and Housing Unit Estimates 201 Boundary Selected TAZ

Development Type	2018	2018	
Residential	**City Limits**	**201 Sewer Service Boundary**	**Total**
Population	66,425	36,800	103,224
Housing Units	28,934	14,217	43,151

Source: Grand Valley 2040 Transportation Master Plan 201 TAZ Estimates

Projected Population and Housing Units

The selected Transportation Master Plan TAZ areas, shown in Figure A7, include new housing unit projections from 2018 to 2028 of 708 units annually. A total of 50,227 housing units, (7,076 net new units) are projected in the area by 2028. Given historic housing dispersion throughout the 201 Sewer Boundary and observed residential unit composition for the area, housing estimates were broken down between existing City limits and areas currently outside but within the 201 Boundary. As observed within the City GIS parcel data, 77 percent of current Grand Junction housing units are single-family. City housing unit growth projections have mirrored this observed ratio resulting in an estimated addition of 3,653 single-family and 1,091 multi-family units by 2028. For areas outside current City limits but within the 201 Sewer Service Area Boundary, 100 percent the grow of new housing units, 2,331, have been attributed to single-family development reflecting the rural composition of the area.

The Transportation Master Plan model estimates a ten-year population increase of 18,688 persons for the selected 201 Sewer Service Area boundary TAZ areas. All totals shown below in Figure A7 represent estimates as of January 1st of each year.

Figure A7: Grand Junction Residential Development Projections for Selected TAZ Areas

						5-Year Increment			
		2018	*2019*	*2020*	*2021*	*2022*	*2023*	*2028*	*10-Year Increase*
		Base Year	*1*	*2*	*3*	*4*	*5*	*10*	
POPULATION									
	Grand Junction	**66,425**	**67,558**	**68,691**	**69,911**	**71,131**	**72,351**	**78,450**	**12,025**
	201 /Outside City	**36,800**	**37,428**	**38,055**	**38,731**	**39,407**	**40,083**	**43,462**	6,662
	Total	**103,224**	**104,985**	**106,746**	**108,642**	**110,538**	**112,434**	**121,912**	**18,688**
HOUSING UNITS									
	GJ Single-Family	22,279	22,656	23,032	23,395	23,757	24,120	25,932	3,653
	GJ Multi-Family	6,655	6,767	6,880	6,988	7,096	7,205	7,746	1,091
Grand Junction Total		**28,934**	**29,423**	**29,912**	**30,383**	**30,854**	**31,324**	**33,678**	**4,744**
	201 Bdry Single-Family	14,217	14,458	14,698	14,929	15,161	15,392	16,549	2,331
	Total Housing Units	**43,151**	**43,881**	**44,610**	**45,312**	**46,014**	**46,717**	**50,227**	**7,076**

Nonresidential Development

In addition to data on residential development, the calculation of impact fees requires data on nonresidential development. All land use assumptions and projected growth rates are consistent with socioeconomic data from the Grand Valley 2040 Regional Transportation Plan and the 2018 ESRI Business Summary Report for Grand Junction. TischlerBise uses the term "jobs" to refer to employment by place of

work. In Figure A8, the nonresidential development prototypes used by TischlerBise to derive nonresidential floor area and average weekday vehicle trips ends are shown.

Employment Density Factors and Trip Generation Factors

The prototype for future projections of commercial / retail development is an average-size Shopping Center (ITE 820). Commercial / retail development (i.e. retail and eating / drinking places) is assumed to average 427 square feet per job. For future industrial development, Industrial Park (ITE 130) is a reasonable proxy with an average of 864 square feet per job. For office / other service development, General Office (ITE 710) is the prototype for future development, with an average of 337 square feet per job.

Figure A8: Nonresidential Demand Indicators

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit*	Wkdy Trip Ends Per Employee*	Emp Per Dmd Unit	Sq. Ft. Per Emp
110	Light Industrial	1,000 Sq Ft	4.96	3.05	1.63	615
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	3.93	2.47	1.59	628
150	Warehousing	1,000 Sq Ft	1.74	5.05	0.34	2,902
254	Assisted Living	bed	2.60	4.24	0.61	na
320	Motel	room	3.35	25.17	0.13	na
520	Elementary School	1,000 Sq Ft	19.52	21.00	0.93	1,076
530	High School	1,000 Sq Ft	14.07	22.25	0.63	1,581
540	Community College	student	1.15	14.61	0.08	na
550	University/College	student	1.56	8.89	0.18	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.72	3.79	2.83	354
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28	2.97	337
760	Research & Dev Center	1,000 Sq Ft	11.26	3.29	3.42	292
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11	2.34	427

* Trip Generation, Institute of Transportation Engineers, 10th Edition (2017).

Nonresidential Floor Area and Employment

To determine future employment growth TischlerBise utilized different data sources to forecast future nonresidential development in the study area. To project future employment, our analysis relies on the observed 2018 jobs to population ratio of .88 (88 jobs per 100 residents) resulting in a 1.8 percent annual growth in employment rather than the 2.3 percent annual growth forecasted in the Transportation Master Plan. In order better understand the relationship between Grand Junction City limits employment and nonresidential growth and areas outside but within the 201 Sewer Boundary, TischlerBise reviewed the areas separately. The findings show that for the base year of 2010, 99.5 percent of all 201 Boundary jobs were located within Grand Junction while .5 percent were located outside of the City. Utilizing this ratio as a proxy allows for the allocation of future projected nonresidential floor area and estimated job growth between the 201 Sewer Boundary and City limits.

Figure A9: 2010 Grand Junction vs. 201 Sewer Boundary Employment Distribution

Total Employment	2010		
	City Limits	Sewer Service Boundary	Total
Jobs	57,609	283	57,892

Source: Grand Valley 2040 Transportation Master Plan 201 TAZ Estimates for City Growth Boundary

TischlerBise then applied ESRI employment estimates (58,660) for Grand Junction to derive a 2018 base, with jobs allocated to one of three nonresidential categories: Commercial / Retail, Industrial / Flex, and Office / Institutional. Grand Junction staff provided floor area estimates from their GIS data for 2018 totaling approximately 32,237,608 million square feet of nonresidential construction. This results in a base year estimate of approximately 33 percent of jobs occupying 11 million square feet of Commercial / Retail development, 18 percent of jobs occupying 6.6 million square feet of Industrial development, and 49 percent of jobs occupying approximately 14.5 million square feet of Office / Institutional development.

Figure A10: Grand Junction Nonresidential Floor Area and Employment Estimates 2018

Industry Sector	2018 Jobs [1]	Share of Total Jobs	SF per Employee [2]	2018 Estimated Floor Area [2]	Jobs per 1,000 SF
Commercial/Retail[3]	19,099	33%	581	11,094,208	1.72
Office/Institutional[4]	28,811	49%	503	14,498,503	1.99
Industrial/Flex[5]	10,750	18%	618	6,644,897	1.62
TOTAL	58,660	100%		32,237,608	

1. ESRI Business Summary, Grand Junction, CO, 2018.
2. City of Grand Junction GIS Parcel Data, 2018
3. Major sector is Eating & Drinking places.
4. Major sectors are Health Services and Other Services.
5. Major sector are Construction and Manurfacturing.

Projected Nonresidential Floor Area and Employment

Once the 2018 employment data was derived for the City, TischlerBise then established future employment growth by industry across the entire 201 Sewer Service Area Boundary. TAZ employment growth projections were distributed according to observed 2018 ESRI employment sector percentages for the City of Grand Junction (33% Commercial/Retail, 49% Office/Institutional, 18 % Industrial/Flex) (Figure A10). The resulting analysis results in an increase of 11,090 jobs throughout the study area of which 11,035 (11,090 x 99.5%) can be attributed to growth within the City limits. To calculate growth of nonresidential floor area, TischlerBise applied ITE Sq. Ft. per employee estimates (Figure A8) by estimated sector employment to derive net new annual growth. Projected nonresidential development over the next ten years results in an increase of 4.73 million square feet of floor area of which 4.7 million Sq. Ft. are projected to be developed within existing City limits. All totals shown below in Figure A11 represent estimates as of January 1st of each year.

Figure A11: Nonresidential Development Projections–Selected 201 Boundary TAZ Areas

		5-Year Increment						
	2018	2019	2020	2021	2022	2023	2028	10-Year Increase
	Base Year	1	2	3	4	5	10	
POPULATION								
Grand Junction	66,425	67,558	68,691	69,911	71,131	72,351	78,450	12,025
201 /Outside City	36,800	37,428	38,055	38,731	39,407	40,083	43,462	6,662
Total	103,224	104,985	106,746	108,642	110,538	112,434	121,912	18,688
EMPLOYMENT BY TYPE								
GJ Commercial/Retail	19,099	19,806	20,138	20,496	20,853	21,211	22,999	3,900
GJ Office/Institutional	28,811	29,409	29,902	30,433	30,964	31,495	34,150	5,339
GJ Industrial/Flex	10,750	10,803	10,984	11,180	11,375	11,570	12,545	1,795
Grand Junction Total	58,660	60,018	61,025	62,109	63,192	64,276	69,695	11,035
201 Commercial/Retail	97	99	101	102	104	106	115	18
201 Office/Institutional	144	147	150	152	155	157	171	27
201 Industrial/Flex	53	54	55	56	57	58	63	10
Total Employment	58,953	60,318	61,330	62,419	63,508	64,597	70,043	11,090
NONRES. FLOOR AREA (X 1,000 SF)								
GJ Commercial/Retail	11,094	11,396	11,538	11,690	11,843	11,996	12,759	1,664
GJ Office/Institutional	14,499	14,754	14,964	15,191	15,417	15,644	16,777	2,279
GJ Industrial/Flex	6,645	6,668	6,745	6,828	6,911	6,995	7,411	766
Grand Junction Total	32,238	32,817	33,247	33,709	34,172	34,634	36,947	4,709
201 Commercial/Retail	41	42	43	44	44	45	49	8
201 Office/Institutional	48	50	50	51	52	53	58	9
201 Industrial/Flex	32	33	34	34	35	36	39	6
201 Bdry Total	122	125	127	129	132	134	145	23
Total Nonres. Floor Area	32,360	32,942	33,247	33,709	34,172	34,634	36,947	4,732

* Nonres Floor Area derived from Trip Generation, Institute of Transportation Engineers, 10th Edition (2017) Sq. Ft Per Emp. Multiplied by net new employment by sector.
* Population growth from TMP for Taz areas of 1.8%.
* Housing unit growth from TMP for TAZ areas of 1.6%
*Employment growth reflecting 2018 job/population ratio .8883. Applies sector % distribution from 2018 ESRI data.
*201 Outside City Employment .05% of Grand Junction employment held constant.

Summary of Growth Indicators

Key development projections for Grand Junction's impact fee study are housing units and nonresidential floor area, summarized above. These projections are used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. The goal is to have reasonable projections without being overly concerned with precision, because impact fees methodologies are designed to reduce sensitivity to development projections in the determination of the proportionate-share fee amounts. If actual development is slower than projected, impact fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development is faster than anticipated, Grand Junction will receive more impact fee revenue, but it will also need to accelerate infrastructure improvements to keep pace with the actual rate of development.

Based on these projections, development in the combined 201 Sewer Service area and City over the next ten years is expected to average 707 residential units per year and 473,000 square feet of nonresidential floor area per year. Although significantly above the average annual increase of 359 housing units from 2011 to 2018, these projections include the larger 201 Sewer Growth Boundary.

Figure A12: Summary of Development Projections and Growth Rates

						5-Year Increment		2018 to 2028 Average Annual	
	2018	2019	2020	2021	2022	2023	2028	Increase	Compound Growth Rate
GJ Housing Units	28,934	29,423	29,912	30,383	30,854	31,324	33,678	474	1.53%
201 Growth Bdry Housing Units	14,217	14,458	14,698	14,929	15,392	16,549	16,549	233	1.53%
GJ Nonresidential Sq. Ft x1,000	32,238	32,817	33,247	33,709	34,172	34,634	36,947	471	1.37%
201 Growth Bdry Nonresidential Sq. Ft x1,000	122	125	127	129	132	134	145	2	1.74%

Development Projections

Provided below is a summary of cumulative development projections used in the development impact fee study. Base year estimates for 2018 are used in the development impact fee calculations and *reflect the entirety of the City and Sewer Service 201 growth boundary*. Development projections are used to illustrate a possible future pace of demand for service units and cash flows resulting from revenues and expenditures associated with those demands. All totals represent estimates as of January 1st of each year.

Figure A13: Development Projections Summary Selected TAZ Areas

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	10-Year Increase
	Base Year	1	2	3	4	5	6	7	8	9	10	
POPULATION												
Grand Junction	**66,425**	**67,558**	**68,691**	**69,911**	**71,131**	**72,351**	**73,570**	**74,790**	**76,010**	**77,230**	**78,450**	**12,025**
201 /Outside City	**36,800**	**37,428**	**38,055**	**38,731**	**39,407**	**40,083**	**40,759**	**41,435**	**42,110**	**42,786**	**43,462**	6,662
Total	**103,224**	**104,985**	**106,746**	**108,642**	**110,538**	**112,434**	**114,329**	**116,225**	**118,121**	**120,016**	**121,912**	**18,688**
HOUSING UNITS												
GJ Single-Family	22,279	22,656	23,032	23,395	23,757	24,120	24,482	24,845	25,207	25,570	25,932	3,653
GJ Multi-Family	6,655	6,767	6,880	6,988	7,096	7,205	7,313	7,421	7,529	7,638	7,746	1,091
Grand Junction Total	**28,934**	**29,423**	**29,912**	**30,383**	**30,854**	**31,324**	**31,795**	**32,266**	**32,737**	**33,208**	**33,678**	**4,744**
201 Bdry Single-Family	14,217	14,458	14,698	14,929	15,161	15,392	15,623	15,855	16,086	16,317	16,549	2,331
Total Housing Units	**43,151**	**43,881**	**44,610**	**45,312**	**46,014**	**46,717**	**47,419**	**48,121**	**48,823**	**49,525**	**50,227**	**7,076**
EMPLOYMENT BY TYPE												
GJ Commercial/Retail	19,099	19,806	20,138	20,496	20,853	21,211	21,569	21,926	22,284	22,642	22,999	3,900
GJ Office/Institutional	28,811	29,409	29,902	30,433	30,964	31,495	32,026	32,557	33,088	33,619	34,150	5,339
GJ Industrial/Flex	10,750	10,803	10,984	11,180	11,375	11,570	11,765	11,960	12,155	12,350	12,545	1,795
Grand Junction Total	**58,660**	**60,018**	**61,025**	**62,109**	**63,192**	**64,276**	**65,360**	**66,444**	**67,527**	**68,611**	**69,695**	**11,035**
201 Commercial/Retail	97	99	101	102	104	106	108	110	111	113	115	18
201 Office/Institutional	144	147	150	152	155	157	160	163	165	168	171	27
201 Industrial/Flex	53	54	55	56	57	58	59	60	61	62	63	10
Total Employment	**58,953**	**60,318**	**61,330**	**62,419**	**63,508**	**64,597**	**65,687**	**66,776**	**67,865**	**68,954**	**70,043**	**11,090**
NONRES. FLOOR AREA (X 1,000 SF)												
GJ Commercial/Retail	11,094	11,396	11,538	11,690	11,843	11,996	12,148	12,301	12,453	12,606	12,759	1,664
GJ Office/Institutional	14,499	14,754	14,964	15,191	15,417	15,644	15,871	16,097	16,324	16,551	16,777	2,279
GJ Industrial/Flex	6,645	6,668	6,745	6,828	6,911	6,995	7,078	7,161	7,244	7,328	7,411	766
Grand Junction Total	**32,238**	**32,817**	**33,247**	**33,709**	**34,172**	**34,634**	**35,097**	**35,559**	**36,022**	**36,484**	**36,947**	**4,709**
201 Commercial/Retail	41	42	43	44	44	45	46	47	48	48	49	8
201 Office/Institutional	48	50	50	51	52	53	54	55	56	57	58	9
201 Industrial/Flex	32	33	34	34	35	36	36	37	37	38	39	6
201 Bdry Total	122	125	127	129	132	134	136	138	141	143	145	23
Total Nonres. Floor Area	**32,360**	**32,942**	**33,247**	**33,709**	**34,172**	**34,634**	**35,097**	**35,559**	**36,022**	**36,484**	**36,947**	**4,732**

* Nonres Floor Area derived from Trip Generation, Institute of Transportation Engineers, 10th Edition (2017) Sq. Ft Per Emp. Multiplied by net new employment by sector.
* Population growth from TMP for Taz areas of 1.8%.
* Housing unit growth from TMP for TAZ areas of 1.6%
*Employment growth reflecting 2018 job/population ratio .8883. Applies sector % distribution from 2018 ESRI data.
*201 Outside City Employment .05% of Grand Junction employment held constant.

Found below in Figure A14, in the base year, there is a total of 271,362 average weekday vehicle trips in the City of Grand Junction. The trip totals are calculated by multiplying the average weekday vehicle trip factors with the base year nonresidential floor area.

To project the 10-year increase in trips, the growth in nonresidential floor area is used. It is projected that over the next ten years there will be an increase of 40,643 nonresidential vehicle trips in the City of Grand Junction.

Figure A14: Nonresidential Vehicle Trip Projections

		5-Year Increment-->						
	2018	*2019*	*2020*	*2021*	*2022*	*2023*	*2028*	*10-Year*
	Base Yr	*1*	*2*	*3*	*4*	*5*	*10*	*Increase*
Commercial/Retail	184,275	189,286	191,641	194,176	196,711	199,246	211,921	**27,647**
Office/Institutional	70,608	71,850	72,875	73,979	75,083	76,186	81,705	**11,097**
Industrial/Flex	16,479	16,536	16,727	16,934	17,140	17,347	18,379	**1,900**
Total Nonres. Vehicle Trips	271,362	277,672	281,244	285,089	288,934	292,779	312,005	**40,643**

1. Trip rates are customized for Grand Junction.
2. Trip rates are from the Institute of Transportation Engineers (ITE) Trip Generation Manual (2017).

APPENDIX B: LAND USE DEFINITIONS

Residential Development

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Grand Junction will collect development fees from all new residential units. One-time development fees are determined by site capacity (i.e. number of residential units). This category also contains mobile homes and recreational vehicles

Single-Family: Single-Family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides. Also included in the definition is Single family attached (townhouse), which is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

Multi-Family: 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."

Nonresidential Development

The proposed general nonresidential development categories (defined below using 2017 ITE Land Use Code) can be used for all new construction within Grand Junction. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

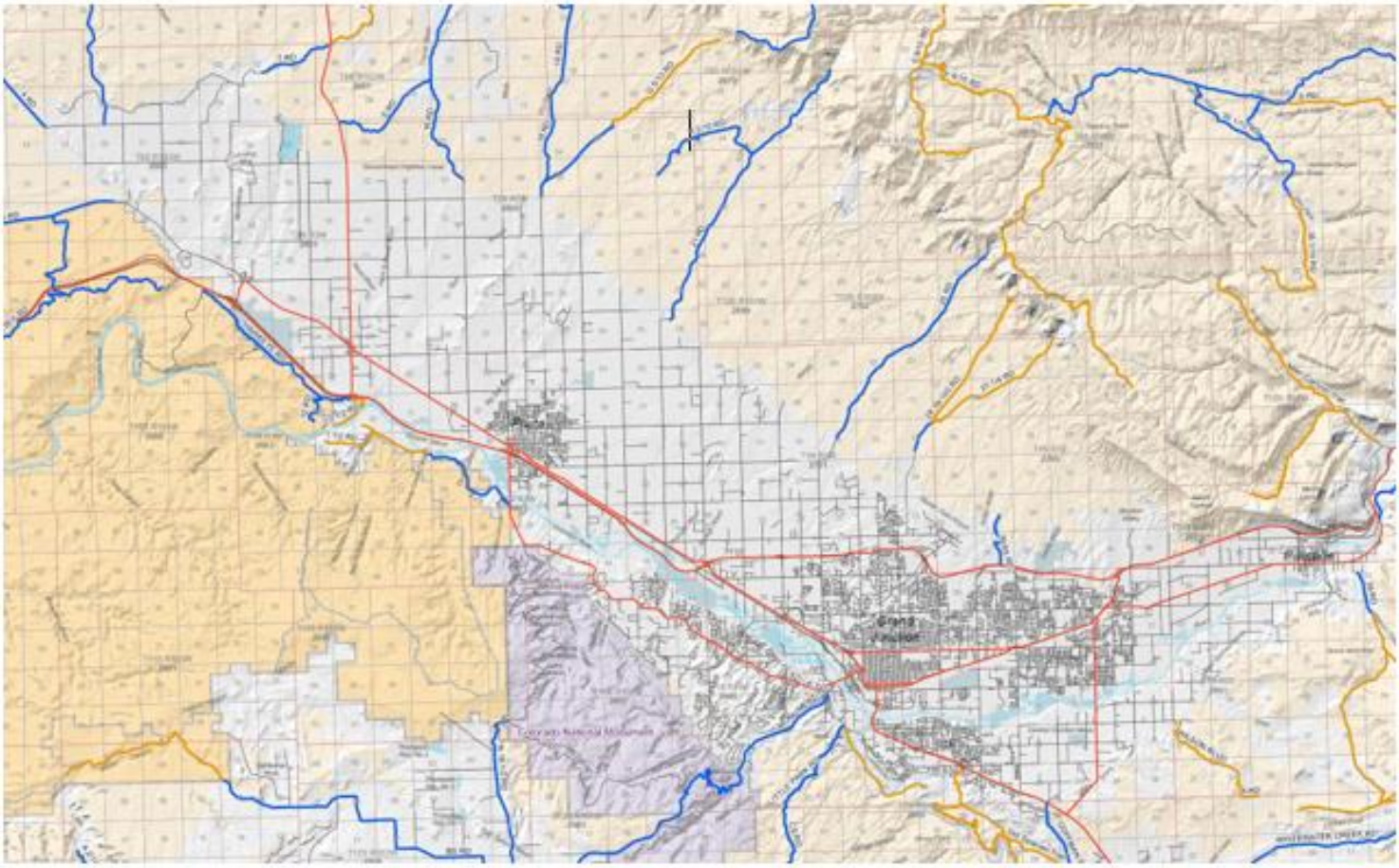
Land Use: 820 Shopping Center Description. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Land Use: 710 General Office Building Description. A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are

additional related uses. If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered. When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Land Use: 130 Industrial Park Description. An industrial park contains a number of industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Land Use: 150 Warehousing Description. A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.



Transportation Impact Fee Study

for Mesa County, Colorado

prepared by

Duncan Associates

November 2018

with minor revisions February 2019

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prepared by Duncan Associates
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EXECUTIVE SUMMARY

This is a slightly revised version of the November 28, 2018 study, which adds some alternative residential land use categories. Specifically, it (1) adds the option of single-family detached fees for four unit size categories, (2) breaks down the multi-family category into three potential subcategories (multi-family low-rise, multi-family mid-rise, and townhome), and (3) adds two senior adult housing categories (detached and attached). The changes modify Tables 7 and 17, and add a new Appendix E. In all other respects, the study is unchanged.

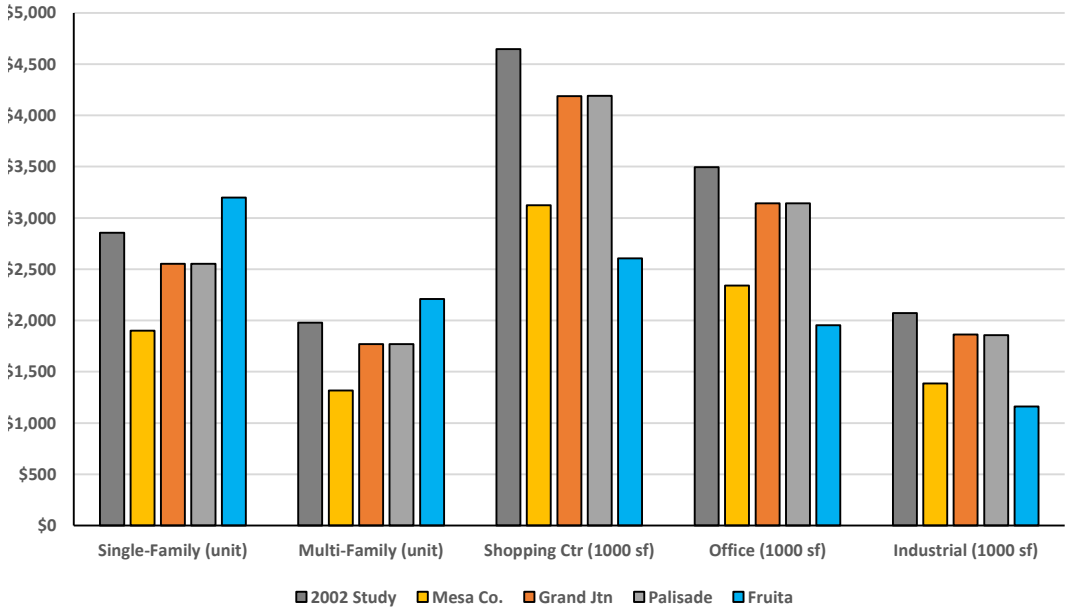
The purpose of this project is to assist Mesa County and participating municipalities (Grand Junction, Palisade and Fruita) by updating the county-wide transportation impact fees study. The previous study was prepared in 2002. The fees calculated in that study and the fees currently being charged by the participating jurisdictions are summarized in Table 1, and are illustrated in Figure 1 on the following page for five major land use categories. All jurisdictions originally adopted the fees at a lower rate than calculated in the 2002 study, and some have adjusted the fees periodically for inflation. Except for Fruita's residential fees, the current fees being charged are lower than the fees calculated 16 years ago.

Table 1. Current Transportation Impact Fees

Land Use	Unit	2002 Study	Mesa County	Grand Junction	Palisade	Fruita
Single-Family Detached	Dwelling	$2,854	$1,902	$2,554	$2,554	$3,200
Multi-Family	Dwelling	$1,979	$1,317	$1,769	$1,769	$2,208
Mobile Home/RV Park	Pad	$1,435	$958	$1,284	$1,284	$795
Hotel/Motel	Room	$2,687	$1,795	$2,407	$2,407	$1,494
Shopping Center (0 to <100k sf)	1,000 sf	$4,646	$3,124	$4,189	$4,190	$2,606
Shopping Center (100k to <249k sf)	1,000 sf	$4,393	$2,935	$3,933	$3,935	$2,447
Shopping Center (250k to <500k sf)	1,000 sf	$4,267	$2,843	$3,805	$3,815	$2,368
Shopping Center (500k sf or more)	1,000 sf	$3,942	$2,627	$3,525	$3,521	$2,193
Auto Sales/Service	1,000 sf	$4,232	$2,824	$3,780	$3,785	$2,352
Bank	1,000 sf	$7,117	$4,744	$6,359	$6,365	$3,957
Convenience Store w/Gas Sales	1,000 sf	$10,191	$6,818	$9,143	$9,149	$5,689
Golf Course	Hole	$6,578	$4,439	$5,951	$5,954	$3,702
Health Club	1,000 sf	$3,813	$2,542	$3,422	$3,410	$2,129
Movie Theater	1,000 sf	$11,834	$7,889	$10,574	$10,584	$6,578
Restaurant, Sit Down	1,000 sf	$5,757	$3,838	$5,159	$5,150	$3,210
Restaurant, Fast Food	1,000 sf	$12,846	$8,596	$11,544	$11,532	$7,182
Office, General (0 to <99k sf)	1,000 sf	$3,494	$2,342	$3,141	$3,142	$1,954
Office, General (100 sf or more)	1,000 sf	$2,973	$1,997	$2,682	$2,675	$1,668
Office, Medical	1,000 sf	$9,807	$6,607	$8,862	$8,865	$5,514
Hospital	1,000 sf	$4,554	$3,069	$4,112	$4,117	$2,558
Nursing Home	1,000 sf	$1,276	$860	$1,149	$1,153	$715
Church	1,000 sf	$2,184	$1,462	$1,967	$1,961	$1,224
Day Care Center	1,000 sf	$4,553	$3,052	$4,086	$4,094	$2,542
Elementary/Secondary School	1,000 sf	$713	$478	$639	$641	$397
Industrial Park	1,000 sf	$2,073	$1,385	$1,864	$1,857	$1,160
Warehouse	1,000 sf	$1,477	$987	$1,328	$1,324	$826
Mini-Warehouse	1,000 sf	$512	$344	$460	$463	$286

Source: 2002 study fees from Duncan Associates, *Transportation Impact Fee Study for Mesa County, Colorado*, September 2002; Mesa County fees from resolution adjusting the fees for inflation adopted January 8, 2018; Palisade fees from Town of Palisade, February 5, 2018; Fruita fees from 2018 fee schedule from City of Fruita, February 5, 2018.

Figure 1. Existing Transportation Impact Fees, Mesa County



Note: Shopping center and office fees based on 100,000 sq. ft. building

Update Overview

This study retains the general methodology used in the 2002 study (see discussion of methodology in Appendix D). The original study calculated regional and non-regional fees, under the expectation that the participating jurisdictions would pool the regional fees and use them to improve regional roadways. Instead, the jurisdictions are spending the fees they collect to improve roads within their jurisdiction, regardless of the regional/non-regional road distinction. This update does not calculate separate fees for the two categories.

Participating jurisdictions can adopt the updated fees at any level up to 100% of the amounts calculated in this study. The adoption percentage should be the same for all land uses to retain the proportionality of the fees to the impact on the major roadway system. If disproportionate reductions are made in fees assessed on selected types of development, the shortfall should be made up with general fund revenue, and a revenue credit should be calculated to avoid non-favored development paying more than its fair share (see Proportionality section in Appendix C).

This study calculates fees that exclude right-of-way (ROW) costs, both to keep the fees from increasing so much and to give jurisdictions the option not to provide developer credits for ROW exactions. However, if a jurisdiction opts to not give developers credit against the fees for required ROW dedications, that jurisdiction should consider restricting the funds collected from being spent on ROW (see Developer Credit section of Appendix C).

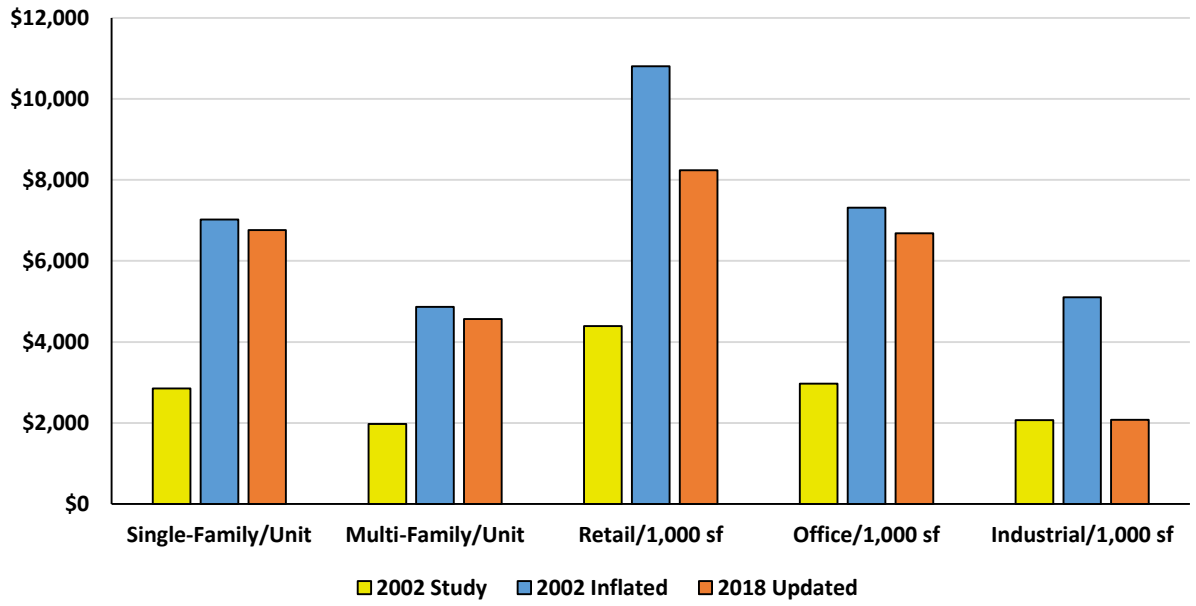
The inputs into the fee calculations are updated in this study based on the most current available data. Trip rates have been updated based on the September 2017 edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Updated average trip lengths are from the U.S. Department of Transportation's 2017 *National Household Travel Survey*. An updated inventory of the county-wide major roadway system is used to calibrate the travel demand factors and ensure that they are consistent with existing travel on the major roadway system in Mesa County.

Several modifications to the fee schedule land use categories are made in this update to better reflect current available data and/or simplify the process of fee determination and collection. A discussion of the reasons for individual changes can be found in the summary section of the Travel Demand chapter. Recommended definitions for the land use categories are provided in Appendix B.

Updated Fees

The updated fees are compared with the fees calculated in the 2002 study in Table 2 on the following page. Not surprisingly, the fees are considerably higher than those calculated 16 years ago for most land uses. Construction costs have increased considerably over this time. The Colorado Department of Transporations Construction Cost Index is 2.46 times what it was in 2002. Compared to inflation-adjusted 2002 study fees, the updated fees are lower for the majority of land uses, including the major categories of single-family, multi-family, retail/commercial, general office, and industrial/warehouse uses, as illustrated in Figure 2.

Figure 2. Comparison of Current and Updated Transportation Impact Fees



The wide variation in percentage changes between land use categories reflects changes in travel demand factors, including trip generation rates (1997 versus 2017 ITE manual), percent new trips (also from ITE manual), and average trip lengths (1995 versus 2017 national travel survey).

Table 2. Comparison of Current and Updated Transportation Impact Fees

Land Use Type	Unit	2002 Study Original	2002 Study Inflated	Updated Fees	% Change from Original	% Change from Inflated
Single-Family Detached	Dwelling	$2,854	$7,021	$6,763	137%	-4%
Multi-Family	Dwelling	$1,979	$4,868	$4,570	131%	-6%
Mobile Home/RV Park	Pad	$1,435	$3,530	$3,583	150%	1%
Hotel/Motel	Room	$2,687	$6,610	$4,183	56%	-37%
Shopping Center/Commercial	1,000 sf	$4,393	$10,807	$8,240	88%	-24%
Auto Sales/Service	1,000 sf	$4,267	$10,497	$9,258	117%	-12%
Bank, Drive-In	1,000 sf	$7,117	$17,508	$18,365	158%	5%
Convenience Store w/Gas Sales	1,000 sf	$10,191	$25,070	$26,395	159%	5%
Golf Course	Hole	$6,578	$16,182	$12,850	95%	-21%
Movie Theater	1,000 sf	$11,834	$29,112	$33,028	179%	13%
Restaurant, Standard	1,000 sf	$5,757	$14,162	$14,975	160%	6%
Restaurant, Drive-Through	1,000 sf	$12,846	$31,601	$33,203	158%	5%
Office, General	1,000 sf	$2,973	$7,314	$6,685	125%	-9%
Office, Medical	1,000 sf	$9,807	$24,125	$25,665	162%	6%
Animal Hospital/Vet Clinic	1,000 sf	n/a	n/a	$15,858	n/a	n/a
Hospital	1,000 sf	$4,554	$11,203	$7,905	74%	-29%
Nursing Home	1,000 sf	$1,276	$3,139	$3,120	145%	-1%
Place of Worship	1,000 sf	$2,184	$5,373	$2,725	25%	-49%
Day Care Center	1,000 sf	$4,553	$11,200	$4,485	-1%	-60%
Elementary/Secondary School	1,000 sf	$713	$1,754	$1,688	137%	-4%
Public/Institutional	1,000 sf	n/a	n/a	$3,813	n/a	n/a
Industrial	1,000 sf	$2,073	$5,100	$2,078	0%	-59%
Warehouse	1,000 sf	$1,477	$3,633	$1,248	-16%	-66%
Mini-Warehouse	1,000 sf	$512	$1,260	$1,075	110%	-15%

Source: Original 2002 study fees from Duncan Associates, *Transportation Impact Fee Study for Mesa County, Colorado*, September 2002 (sum of regional road fees without major structure costs and nonregional road fees); inflated 2002 fees are 2.46 times the original fee, based on the increase in the Colorado Department of Transportation *Construction Cost Index* from 2nd quarter 2012 to 2nd quarter 2018; updated fees from Table 17.

Comparative Jurisdictions

Communities in the process of updating impact fees are naturally interested in knowing what other nearby or comparable jurisdictions are charging. However, concerns about "competitiveness" with other jurisdictions are not necessarily well-founded. Studies have found that reducing or eliminating fees did not have any perceptible effect on the rate of development that subsequently occurred. This is not surprising, given the myriad other market and regulatory factors that differ between jurisdictions besides transportation impact fees.

The fees from the 2002 study and this update are compared to transportation impact fees currently charged by 12 other Colorado jurisdictions in Table 3. Note that while only transportation fees are compared, two-thirds of the comparison jurisdictions also charge other types of impact fees.

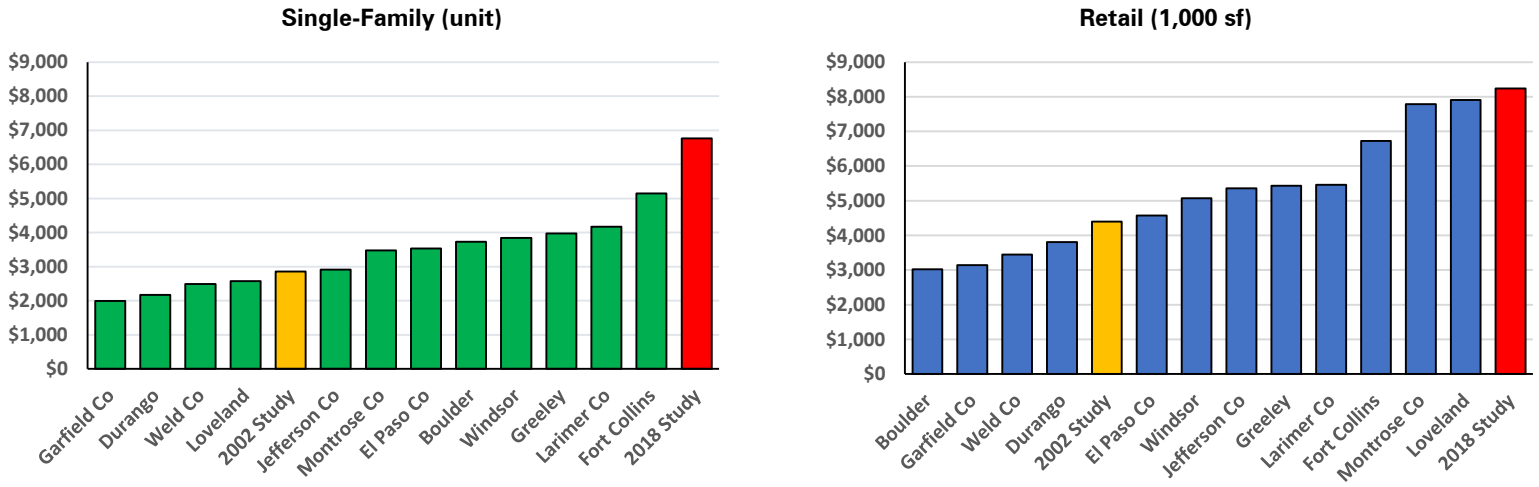
Table 3. Transportation Impact Fees in Colorado

Jurisdiction	Study/ Adoption Year	Single-Family (per unit)	Multi-Family (per unit)	Retail (per 1,000 sq. ft.)	Office (per 1,000 sq. ft.)	Industrial (per 1,000 sq. ft.)
Boulder (1)	2017	$3,734	$2,702	$3,020	$2,700	$2,620
Durango	n/a	$2,169	$1,298	$3,810	$2,823	$1,963
El Paso County	2017	$3,532	$2,220	$4,572	$2,933	$3,366
Fort Collins	2017	$5,150	$3,392	$6,721	$4,951	$1,598
Garfield County (2)	2017	$1,992	$1,230	$3,145	$1,361	$472
Greeley	2015	$3,973	$2,565	$5,428	$4,650	$1,609
Jefferson County (3)	n/a	$2,911	$2,051	$5,360	$3,590	$1,550
Larimer County	2018	$4,168	$2,955	$5,461	$3,213	$1,296
Loveland	n/a	$2,578	$1,801	$7,910	$3,550	$1,890
Mesa Co (2002)	2002	$2,854	$1,979	$4,393	$2,973	$2,073
Mesa Co (updated)	2018	$6,763	$4,570	$8,240	$6,685	$2,078
Montrose County	2007	$3,480	$2,440	$7,790	$4,000	$2,530
Weld County	2011	$2,488	$1,630	$3,450	$2,275	$2,251
Windsor	2017	$3,838	$2,436	$5,076	$4,674	$2,016

Notes: (1) includes transportation excise tax; (2) average of two areas; (3) single-family fee is average of fees for up-to-two-car garages and three-or-more-car garages
Source: Duncan Associates internet survey, October 5, 2018 (where fees vary by size, assumes 2,000 sq. ft. single-family unit, 1,000 sq. ft. multi-family unit, and 1 million square foot retail center or office building).

Single-family and retail transportation fees charged by Mesa County and the other 12 Colorado jurisdictions are illustrated in the two charts below. The 2002 study fees for Mesa County are well below the median of the other jurisdictions for both single-family and retail. The updated fees are at the high end of what the other 12 jurisdictions currently charge. Multi-family and office fee comparisons are not shown, but are similar. Industrial fees are not going up much in this update.

Figure 3. Comparative Transportation Fees, Colorado Jurisdictions



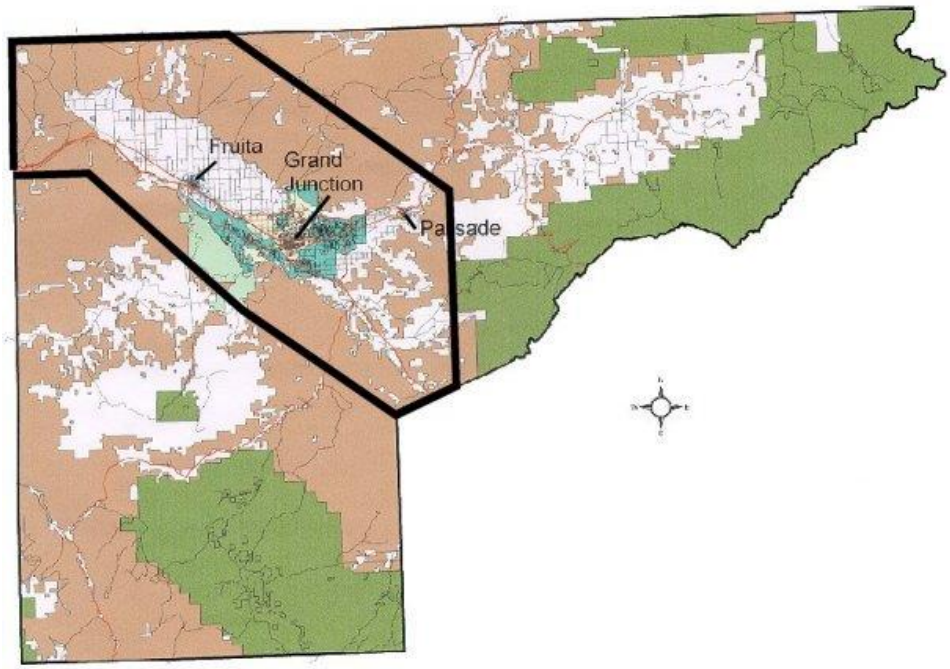
SERVICE AREAS

There are two kinds of geographic areas in impact fee systems: service areas and benefit districts. A service area is an assessment area that is served by a defined group of capital facilities and subject to a uniform impact fee schedule. A benefit district is an area within which fees collected are earmarked to be spent.

Generally, transportation impact fees tend to have a single service area and a uniform fee schedule, whether at the municipal level or the regional, county-wide level. That is because the arterial road system is designed to move traffic from one part of a community to another, and improvements to this system are generally of community-wide benefit. In some communities, major collectors may function as part of the arterial system as well.

The transportation impact fees apply only in the most rapidly developing area of the County. The boundaries of the Grand Valley Airshed as defined by the Colorado Department of Health for the purposes of monitoring air pollution is used as the transportation impact fee service area. Based on the 6,000-foot elevation line on the valley walls, the Airshed defines the developing area in and around the municipalities of Grand Junction, Palisade and Fruita. This transportation impact fee service area is about one-quarter of the area of the entire county, including roughly twice as much privately-owned land area as the area used in regional transportation planning. This area continues to be appropriate as the boundary of the service area for the transportation impact fees (see Figure 4).

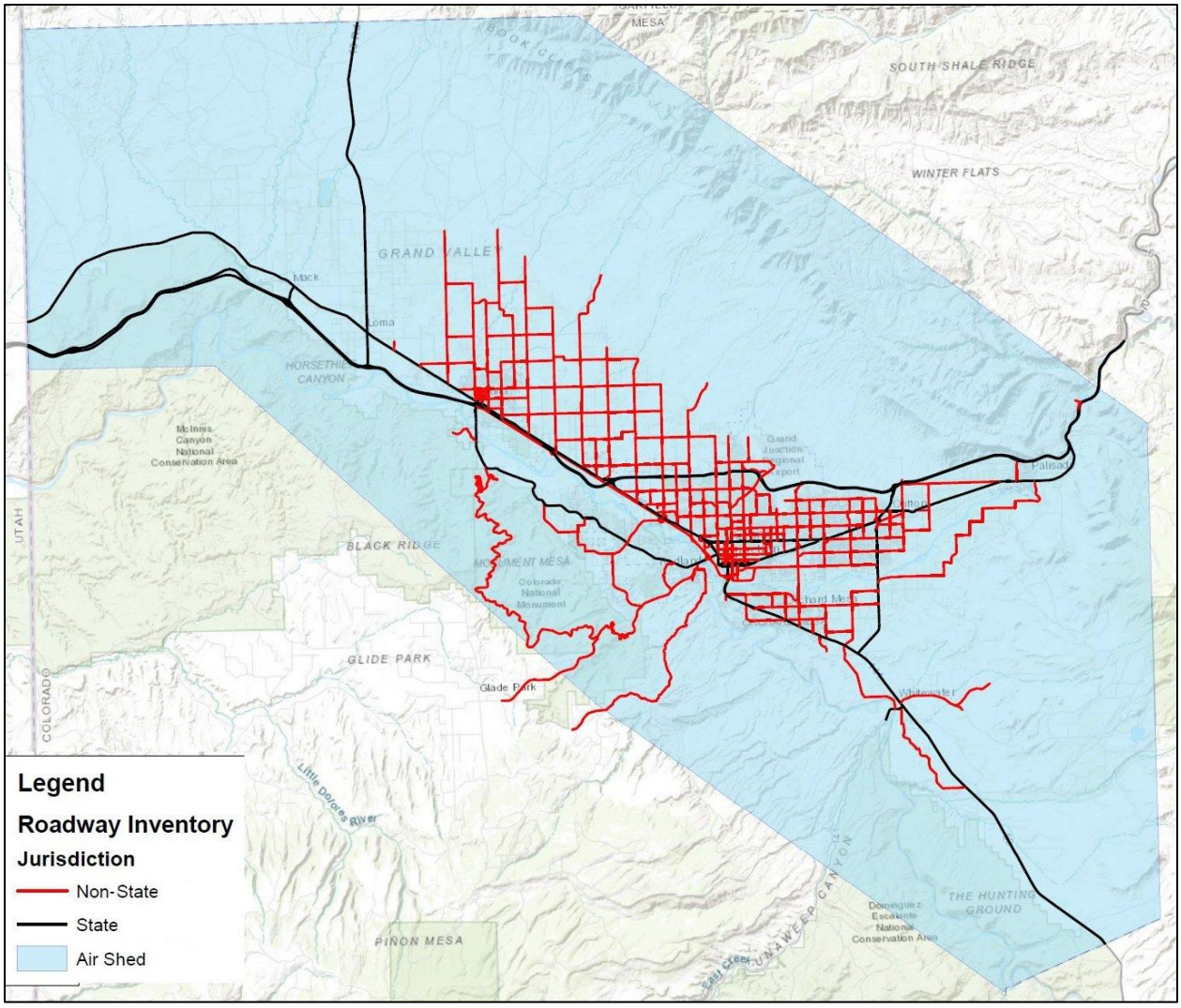
Figure 4. Transportation Impact Fee Service Area



MAJOR ROADWAY SYSTEM

A transportation impact fee system should include a clear definition of the major roadway system that is to be funded with the impact fees. The major roadway system consists of all state and federal highways (excluding I-70), principal arterials (e.g., 24 Road, Patterson Road), minor arterials, and major collector roads within the transportation impact fee service area (illustrated in Figure 5). Other roads will not be funded with transportation impact fees, nor will developer improvements to roads not included in the major roadway system be eligible for credits against the transportation impact fees. A detailed listing of the current road segments included in the major roadway system is provided in Table 18 in Appendix A.

Figure 5. Major Roadway System



TRAVEL DEMAND

The travel demand generated by specific land use types in Mesa County is a product of three factors: 1) trip generation, 2) percent new trips, and 3) average trip length. The first two factors are well documented in the professional literature – the average trip generation characteristics identified in studies of communities around the nation should be reasonably representative of trip generation characteristics in Mesa County. In contrast, trip lengths are much more likely to vary between communities, depending on the geographic size and shape of the community and its major roadway system.

Trip Generation

Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers' (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over counting, all trip rates are divided by two. This allocates travel equally between the origin and destination of the trip and avoids double charging. This update utilizes the most current edition of the ITE manual (the 10th edition published in 2017).

New Trip Factor

Trip rates must also be adjusted by a "new trip factor" to exclude pass by and diverted-linked trips. This adjustment is intended to reduce the possibility of over-counting by only including primary trips generated by the development. Pass by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass by trip for the convenience store. A pass by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-linked trip is similar to a pass by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass by and diverted-linked trips is drawn from ITE manual and other published information.

Average Trip Length

In the context of a transportation impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the major roadway system within Mesa County. The average trip length can be determined by dividing the total vehicle-miles of travel (VMT) on the major roadway system by the total number of trips generated by existing development in the service area. Total VMT on the major roadway system is estimated by multiplying the length of each road segment by the current traffic volume on that segment and summing for the entire system. Total trips can be estimated by multiplying existing land uses by the appropriate trip generation rates (adjusted for new trip factors and divided by two) and summing for all existing development in the service area.

Existing land use information was compiled for all jurisdictions within the transportation impact fee service area to determine an average trip length. Existing land uses in each of the general categories are multiplied by average daily trip generation rates and summed to determine a reasonable estimate of total daily trips within the service area. As shown in Table 4, existing land uses within the transportation impact fee service area generate approximately 428,000 average daily trips.

Table 4. Existing Average Daily Trips

Land Use Type	ITE Code	Unit	Existing Units	Trips/ Unit	Daily Trips
Single-Family Detached	210	Dwelling	44,535	4.72	210,205
Multi-Family	220/221	Dwelling	11,383	3.19	36,312
Subtotal, Residential			55,918		246,517
Hotel/Motel	310/320	Rooms	3,806	2.92	11,114
Commercial	820	1,000 Sq. Ft.	13,754	8.30	114,158
Office	710	1,000 Sq. Ft.	3,028	4.87	14,746
Industrial	130	1,000 Sq. Ft.	3,655	1.68	6,140
Warehousing	150	1,000 Sq. Ft.	6,130	0.87	5,333
Public/Institutional	620	1,000 Sq. Ft.	8,999	3.32	29,877
Subtotal, Nonresidential			35,566		181,368
Total					427,885

Source: Existing development in service area from Mesa County GIS, March 12, 2018; trips per unit from Table 7.

A reasonable estimate of Mesa County's average trip length can be derived by dividing total daily VMT on the major roadway system by the total number of daily trips generated by existing development within the service area. This calculation, presented in Table 5, indicates that the average trip length on the major roadway system is about 5.5 miles.

Table 5. Average Trip Length

Daily VMT on Major Roads	2,347,636
÷ Daily Trips in Service Area	427,885
Average Trip Length (miles)	5.49

Source: VMT from Table 18; trips from Table 4.

Average trip lengths by trip purpose for the western region are available from the U.S. Department of Transportation's 2017 *National Household Travel Survey*. In addition, a residential trip length is determined, using a weighting of 20 percent work trips and 80 percent average trips. The average trip length on the major roadway system is 62.6% of the regional average trip length. Using this ratio, reasonable trip lengths were derived for specific trip purposes, including home-to-work trips, shopping, school/church and other personal trips, as shown in Table 6.

Table 6. Average Trip Lengths by Trip Purpose

Trip Purpose	Regional Trip Length (miles)	Local Ratio	Local Trip Length (miles)
To or from work	10.77	0.626	6.74
Residential	9.16	0.626	5.73
Doctor/Dentist	9.42	0.626	5.90
School/Church	5.01	0.626	3.14
Family/Personal	6.00	0.626	3.76
Shopping	6.34	0.626	3.97
Average of All Trip Purposes*	8.76	0.626	5.49

* weighted (not simple average of trip purposes shown)
Source: Regional average trip lengths for the western Census region from US. Department of Transportation, *National Household Travel Survey*, 2017; regional residential trip length estimated based on weighting of 20% work trips and 80% average trips (20% work trip factor based on 2016 5-year U.S. Census sample data for Mesa County showing the average dwelling unit has 0.91 workers, and 0.91 work trips per unit is 20% of average trips per unit, derived from Table 4); average local trip length from Table 5; ratio is average local to regional trip length; local trip length by purpose is product of regional trip length and local ratio.

Travel Demand Summary

The result of combining trip generation rates, new trip factors, average trip lengths and the local adjustment factor is the travel demand schedule. The travel demand schedule establishes the average daily vehicle-miles of travel (VMT) generated by various land use types per unit of development in the service area. The updated demand schedule reflects updated trip generation rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th edition, 2017. Average trip lengths are updated with the 2017 *National Household Travel Survey*. The adjustment factor ensures that the VMT generated by existing land uses does not exceed current observed VMT on the major roadway system. The updated travel demand schedule is presented in Table 7. For each land use, daily VMT is a factor of trip rate, trip length, new trip factor, and the local adjustment factor.

Some modifications to the land use categories are made in this update to better reflect available data and to simplify the process of fee determination and collection. Recommended definitions of all the categories are provided in Appendix B.

- The current four shopping center size categories are combined into a single retail/commercial category. It is based on average trip characteristics for shopping centers, which tend to include a relatively broad mix of commercial uses. While trip generation rates are available for shopping centers by size, data on new trip factors and average trip lengths by size are harder to come by. Trip generation rates tend to go down by shopping center size, but this is counterbalanced by fewer pass by trips and longer trip lengths. The average shopping center rate is the appropriate default for a wide range of retail and commercial uses not specifically identified in the fee schedule. Health club is merged into the new "Shopping Center/Commercial" category because the ITE manual does not have a daily trip generation rate, and the PM peak hour rate is similar to shopping center.

- The current two office categories by building size are combined into a single general office category, for the same reasons of data availability and counterbalancing applicable to shopping centers.

- Two new categories have been added: animal hospital/vet clinic and public/institutional. The new ITE manual now has an average daily trip rate for animal hospital. The public/institutional category, based on trip data for junior/community college, is intended to provide a default category for other public/institutional uses not specifically listed in the fee schedule.

- The sit-down and fast food restaurant categories have been renamed "standard" and "drive-through," and are defined by whether they have drive-through/drive-in facilities. This provides an administratively simple way to distinguish between them and is consistent with the ITE category from which the fast food trip rate is derived.

- Church has been renamed "Place of Worship" to better reflect its nondenominational character. Industrial park has been renamed "Industrial" to reflect its broader applicability.

- Finally, several additional residential subcategories are provided as alternatives to adopting the broader single-family detached and multi-family categories. In addition, two categories are added for senior adult housing.

The updated travel demand schedule is presented in Table 7 on the following page.

Table 7. Travel Demand Schedule

Land Use Type	ITE Code	Unit	Trips	% New	Miles	VMT
Single-Family Detached	210	Dwelling	4.72	100%	5.73	27.05
<1,250 sq. ft. of living area	210	Dwelling	2.27	100%	5.73	13.01
1,250 - 1,649 sq. ft. of living area	210	Dwelling	3.79	100%	5.73	21.72
1,650 - 2,299 sq. ft. of living area	210	Dwelling	4.41	100%	5.73	25.27
2,300 or more sq. ft. of living area	210	Dwelling	5.96	100%	5.73	34.15
Multi-Family (including townhome)	220/221	Dwelling	3.19	100%	5.73	18.28
Multi-Family, Low-Rise (1-2 stories)	220	Dwelling	3.66	100%	5.73	20.97
Multi-Family, Mid-Rise (3-10 stories)	221	Dwelling	2.72	100%	5.73	15.59
Townhouse	230	Dwelling	2.90	100%	5.73	16.62
Senior Adult Housing - Detached	251	Dwelling	2.13	100%	5.73	12.20
Senior Adult Housing - Attached	252	Dwelling	1.85	100%	5.73	10.60
Mobile Home/RV Park	240	Pad	2.50	100%	5.73	14.33
Hotel/Motel	310/320	Room	2.92	100%	5.73	16.73
Shopping Center/Commercial	820	1,000 sf	18.87	44%	3.97	32.96
Auto Sales/Service	840	1,000 sf	13.92	67%	3.97	37.03
Bank, Drive-In	912	1,000 sf	50.01	37%	3.97	73.46
Convenience Store w/Gas Sales	853	1,000 sf	312.10	17%	1.99	105.58
Golf Course	430	Hole	15.19	90%	3.76	51.40
Movie Theater	444	1,000 sf	39.04	90%	3.76	132.11
Restaurant, Standard	931	1,000 sf	41.92	38%	3.76	59.90
Restaurant, Drive-Through	934	1,000 sf	235.47	30%	1.88	132.81
Office, General	710	1,000 sf	4.87	100%	5.49	26.74
Office, Medical	720	1,000 sf	17.40	100%	5.90	102.66
Animal Hospital/Vet Clinic	650	1,000 sf	10.75	100%	5.90	63.43
Hospital	610	1,000 sf	5.36	100%	5.90	31.62
Nursing Home	620	1,000 sf	3.32	100%	3.76	12.48
Place of Worship	560	1,000 sf	3.47	100%	3.14	10.90
Day Care Center	565	1,000 sf	23.81	24%	3.14	17.94
Elementary/Secondary School	520/522/530	1,000 sf	8.96	24%	3.14	6.75
Public/Institutional	540	1,000 sf	10.12	48%	3.14	15.25
Industrial	130	1,000 sf	1.45	100%	5.73	8.31
Warehouse	150	1,000 sf	0.87	100%	5.73	4.99
Mini-Warehouse	151	1,000 sf	0.75	100%	5.73	4.30

Source: 1-way trips are ½ of trip ends from Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017 (single-family by unit size from Table 23 in Appendix E); new trip percentages for retail/commercial uses from ITE, *Trip Generation Handbook*, 3rd Edition, 2017; new trip percentage for day care and schools based on Preston Hitchens, "Trip Generation of Day Care Centers," *1990 ITE Compendium*; average trip lengths from Table 6 (convenience store is one half retail, drive-through restaurant is one-half standard restaurant); VMT is product of trip rate, percent new trips, and trip length.

Comparisons of existing and updated travel demand factors are shown in Table 8. Travel demand per unit of development by land use type is lower for most land uses in this update. The change in travel demand per unit by land use exhibits considerable variation, ranging from a decline of 68% for warehouse to an increase of 7% for movie theater.

Table 8. Travel Demand Comparison

Land Use Type	Unit	VMT per Unit 2002	VMT per Unit Updated	Percent Change
Single-Family Detached	Dwelling	29.70	27.05	-9%
Multi-Family	Dwelling	20.59	18.28	-11%
Mobile Home/RV Park	Pad	14.94	14.33	-4%
Hotel/Motel	Room	27.96	16.73	-40%
Shopping Center/Commercial	1,000 sf	44.91	32.96	-27%
Auto Sales/Service	1,000 sf	43.97	37.03	-16%
Bank, Drive-In	1,000 sf	73.94	73.46	-1%
Convenience Store w/Gas Sales	1,000 sf	106.28	105.58	-1%
Golf Course	Hole	69.15	51.40	-26%
Movie Theater	1,000 sf	122.94	132.11	7%
Restaurant, Standard	1,000 sf	59.82	59.90	0%
Restaurant, Drive-Through	1,000 sf	133.96	132.81	-1%
Office, General	1,000 sf	33.80	26.74	-21%
Office, Medical	1,000 sf	103.00	102.66	0%
Hospital	1,000 sf	47.83	31.62	-34%
Nursing Home	1,000 sf	13.40	12.48	-7%
Place of Worship	1,000 sf	22.80	10.90	-52%
Day Care Center	1,000 sf	47.55	17.94	-62%
Elementary/Secondary School	1,000 sf	7.45	6.75	-9%
Industrial	1,000 sf	21.57	8.31	-61%
Warehouse	1,000 sf	15.37	4.99	-68%
Mini-Warehouse	1,000 sf	5.38	4.30	-20%

Source: 2002 VMT from Duncan Associates, *Transportation Impact Fee Study*, September 2002; updated VMT from Table 7.

COST PER SERVICE UNIT

There are two components to determining the average cost to add a unit of capacity to the major roadway system: the cost of a set of improvements, and the capacity added by those improvements. This section describes both components used to calculate the average cost per service unit.

This update excludes right-of-way (ROW) costs from the fee calculation. The exclusion of ROW eliminates the most variable component of project costs, keeps the fees lower, and allows jurisdictions the option of not providing developer credit for ROW dedication.

Average Cost per Lane-Mile

The first step is to determine the cost to add an additional lane-mile of roadway. While transportation impact fees can be used to pay for a variety of types of improvements that expand the capacity of the major roadway system without adding lanes, such as intersection improvements and signalization, it is difficult to quantify the vehicle-miles of capacity (VMC) added by these types of improvements. The cost per lane-mile can be calculated based on a representative list of historical or planned improvements. The average cost per lane-mile developed for this study uses a weighted average of urban and rural road improvements. Right-of-way costs have been excluded in this update.

Costs for improving urban road sections are drawn from cost data provided by the City of Grand Junction. The estimated costs of the City's planned improvements over the next ten years are summarized in Table 9. Mesa County engineers confirm these costs are reasonably representative of urban road capacity expansion in other parts of the county. None of the projects include major structures, such as overpasses, elevated ramps or bridges. As shown, the weighted average cost of urban road expansions is about $3.3 million per lane-mile.

Table 9. Urban Average Cost per Lane-Mile

				Lanes		New	Project	Cost per
Road	From	To	Miles	Ex.	Fut.	Ln-Mi.	Cost	Lane-Mile
24 Road	Patterson	I-70	1.20	3	5	2.40	$8,100,000	$3,375,000
25 Road	I-70B	F 1/4	0.75	3	5	1.50	$7,290,000	$4,860,000
25 Road	F 1/4 Road	G Road	0.75	2	3	0.75	$3,060,000	$4,080,000
26 Road	Patterson	H Road	2.00	2	3	2.00	$6,480,000	$3,240,000
26 1/2 Road	Horizon	Summerhill	2.20	2	3	2.20	$8,019,000	$3,645,000
28 1/4 Road	Patterson	Hawthorne	0.38	0	2	0.76	$390,000	$513,158
28 3/4 Road	North Ave	Orchard Ave	0.50	2	3	0.50	$4,500,000	$9,000,000
29 Rd Pkwy	F Road	I-70	1.00	2	5	3.00	$9,000,000	$3,000,000
Crosby Ave	25 1/2 Rd	Main St	0.63	2	3	0.63	$4,025,700	$6,390,000
D 1/2 Road	29 Road	30 Road	1.00	2	3	1.00	$4,500,000	$4,500,000
F 1/2 Pkwy	I-70B	F 1/4 Rd	1.70	0	3	5.10	$9,720,000	$1,905,882
G Road	24 Road	27 Road	3.00	2	3	3.00	$10,700,000	$3,566,667
Total			15.11			22.84	$75,784,700	$3,318,069

Source: Planned projects descriptions and costs in 2018 dollars from Trent Prall, Public Works Director, City of Grand Junction, September 19, 2018; cost per lane-mile is project cost divided by new lane-miles.

The cost of recent County rural road projects constructed or estimated in engineering studies are summarized in Table 10. All these projects or studies are from about three years ago and have been adjusted to current dollars. The costs do not include any bridge work, which the County often does as part of such projects. The list does not include any urban projects, or projects in the high country, which tend to cost quite a bit more. Many of these projects do not actually add new travel lanes, but rather the equivalent amount of pavement provided by new shoulders. The resulting average rural road cost is about $1.68 million per lane-mile in current dollars.

Table 10. Rural Average Cost per Lane-Mile

Road	From	To	Project Description	Miles	Lanes Ex.	Lanes Fut.	New Ln-Mi.	Project Cost	Cost/ Lane-Mile
22 Road	Ranchman's Ditch	H Road	Added 3rd lane w/shldrs	0.27	2	3	0.27	$948,300	$3,512,222
22 Road	H Road	H 1/2 Road	Added 3rd lane w/shldrs	0.41	2	3	0.41	$1,046,400	$2,552,195
22 Road	H 1/2 Road	I Road	Added 6' shoulders	0.59	2	3	0.59	$997,350	$1,690,424
22 Road	I Road	GVIC Canal	Added 6' shoulders	0.66	2	3	0.66	$1,008,250	$1,527,652
22 Road	GVIC Canal	J 1/2 Road	Added 6' shoulders	0.70	2	3	0.70	$1,057,300	$1,510,429
22 Road	J 1/2 Road	K Road	Added 6' shoulders	0.58	2	3	0.58	$784,800	$1,353,103
K Road	19 Road	19 1/2 Road	Added 6' shoulders	0.61	2	3	0.61	$833,850	$1,366,967
K Road	19 1/2 Road	20.2 Road	Added 6' shoulders	0.70	2	3	0.70	$1,286,200	$1,837,429
K Road	Adobe	20.8 Road	Added 6' shoulders	0.63	2	3	0.63	$693,240	$1,100,381
Total				5.15			5.15	$8,655,690	$1,680,717

Source: Mesa County Engineering, October 5, 2018; original costs inflated by the change in the CDOT Construction Cost Index over the last three years; cost per lane-mile is project cost divided by new lane-miles.

Average urban and rural costs per lane-mile identified above are converted to a weighted average cost per lane-mile in Table 11 based on the distribution of existing lane-miles. The weighted average is about $2.8 million per lane-mile.

Table 11. Weighted Average Cost per Lane-Mile

	Urban	Rural	Total
Average Cost per Lane-Mile	$3,318,069	$1,680,717	n/a
x Percent of Lane-Miles	66.2%	33.8%	100.0%
Weighted Average Cost per Lane-Mile	$2,196,562	$568,082	$2,764,644

Source: Average cost per lane-mile from Table 9 (urban) and Table 10; distribution of urban and rural major roadway lane-miles within the service area from Mesa County GIS, September 28, 2018.

Cost per Service Unit Summary

Dividing the weighted average cost per lane-mile by the average daily capacity per lane yields an average cost of per vehicle-mile of capacity or VMC. Under the modified consumption-based methodology, the cost per VMC needs to be multiplied by the VMC/VMT ratio (see discussion in Appendix D: Methodology) to determine the cost per vehicle-mile of travel or VMT. As shown in Table 12, the cost per service unit to accommodate the traffic generated by new development is $353 per VMT. Note that this updated cost per service unit excludes ROW costs.

Table 12. Transportation Cost per Service Unit

Weighted Average Cost per Lane-Mile	$2,764,644
÷ Average Daily Capacity per Lane	7,827
Average Cost per Vehicle-Mile of Capacity (VMC)	$353
x VMC/VMT Ratio	1.00
Cost per Vehicle-Mile of Travel (VMT)	$353

Source: Weighted average cost per lane-mile from Table 11; average capacity per lane derived from Table 18 (total VMC ÷ total lane-miles); VMC/VMT ratio is recommended ratio from Table 19.

As discussed in Appendix C: Legal Framework, revenue credits may be warranted for existing deficiencies, outstanding debt, the availability of State/Federal funding, and the historical use of local funding for major roadway expansion. There are no existing deficiencies from the perspective of the transportation impact fees because the fees are based on a level of service that is lower than what is currently provided to existing development.

The City of Grand Junction is the only one of the four jurisdictions that has any outstanding debt on existing major roadways. The City has about $25 million in outstanding debt for the Riverside Parkway widening. However, Riverside Parkway accounts for only about 4% of the total excess capacity in the major roadway system that is available for new development. The fees that Grand Junction collects could be used to retire this debt, although that is not the City's current practice. Consequently, no revenue credit is required for the outstanding debt.

While not necessarily required, as discussed in the Revenue Credits section of Appendix C, revenue credits will be calculated for direct state and federal funding for road improvements, and for local government's historical use of funding for capacity-expanding improvements.

Direct funding of road improvements with State and Federal funds is programmed through the *Transportation Improvement Program* (TIP) prepared by the Grand Valley Metropolitan Planning Organization. The current TIP includes $2.7 million in annual funding over next four years for improvements that are capacity-expanding. These improvements are summarized in Table 13.

Table 13. Average Annual State/Federal Road Capacity Funding, FY 2019-2022

Facility	Location	Description	Amount
I-70B	24 Rd-15th St	Widening	$2,000,000
US 6	Clifton-Palisade	Preliminary Engineering	$7,200,000
US 6	Fruita-I-70B	Highway & Intersection Improvements	$1,650,000
Total State/Federal Funding			$10,850,000
÷ Number of Years			4
Average Annual Funding			$2,712,500

Source: Grand Valley Metropolitan Planning Organization, *Transportation Improvement Program, State FY 2019 to 2022*, amended October 22, 2018.

In addition to direct state and federal funding for road improvements, other state highway revenues, primarily highway user taxes and motor vehicle registration fees, are allocated to local jurisdictions and earmarked for transportation-related expenditures. Other major local sources of revenue for road expenditures include Mesa County's sales tax and Grand Junction's general fund. The consultant analyzed the four jurisdictions' annual reports for the last five years to determine how much is spent on right-of-way, new roads, and roadway capacity improvements. As can be seen from Table 14, local governments in Mesa County are spending about $10 million annually on capacity improvements.

Table 14. Average Annual Local Road Capacity Expenditures

Jurisdiction	5-Yr. Avg.
Mesa County	$7,184,091
City of Grand Junction	$2,431,028
City of Fruita	$441,301
Town of Palisade	$0
Total	$10,056,420

Source: *Local Highway Finance Reports*, 2012-2016 for Mesa County and Grand Junction, 2013-2017 for Fruita and Palisade.

The amount of the revenue credit is determined by first dividing the total annual funding available for road capacity improvements by total VMT on the major roadway system, then multiplying by a present value factor. This results in a credit per service unit that is the current equivalent of the future 30-year stream of funding that will be available to help defray the growth-related costs of improving the major roadway system.

Table 15. Transportation Funding Credit

Annual State/Federal Capital Funding	$2,712,500
Annual Local Capital Expenditures	$10,056,420
Total Annual Capital Funding	$12,768,920
÷ Daily VMT on Major Road System	2,347,636
Annual Funding per Daily VMT	$5.44
x Present Value Factor (30 Years)	18.86
Funding Credit per Daily VMT	$103

Source: State/Federal funding from Table 13; local expenditures from Table 14; existing VMT from Table 18; present value factor is based on a discount rate of 3.30%, which is the national average yield on AAA 30-year municipal bonds from fmsbonds.com on November 27, 2018.

The net cost per service unit is the cost per VMT less the revenue credit for non-impact fee funding. As shown in Table 16, the net cost per service unit is $250 per VMT.

Table 16. Transportation Net Cost per Service Unit

Cost per Vehicle-Mile of Travel	$353
– Credit per Vehicle-Mile of Travel	-$103
Net Cost per Vehicle-Mile of Travel	$250

Source: Cost per VMT from Table 12; credit from Table 15.

NET COST SCHEDULE

The updated transportation impact fees for the various land use categories are shown in Table 17. Fees shown exclude ROW costs. The impact fee calculation for each land use category is the product of daily VMT per development unit on the major roadway system and the net cost per VMT, which takes into account the average cost to add roadway capacity as well as future revenue that will be generated by new development to help offset those costs. The comparison of the updated fees with current fees is presented in the Executive Summary.

Table 17. Updated Transportation Impact Fees

Land Use Type	Unit	VMT/ Unit	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached	Dwelling	27.05	$250	$6,763
<1,250 sq. ft. of living area	Dwelling	13.01	$250	$3,253
1,250 - 1,649 sq. ft. of living area	Dwelling	21.72	$250	$5,430
1,650 - 2,299 sq. ft. of living area	Dwelling	25.27	$250	$6,318
2,300 or more sq. ft. of living area	Dwelling	34.15	$250	$8,538
Multi-Family (including townhome	Dwelling	18.28	$250	$4,570
Multi-Family, Low-Rise (1-2 storie	Dwelling	20.97	$250	$5,243
Multi-Family, Mid-Rise (3-10 storie	Dwelling	15.59	$250	$3,898
Townhouse	Dwelling	16.62	$250	$4,155
Senior Adult Housing - Detached	Dwelling	12.20	$250	$3,050
Senior Adult Housing - Attached	Dwelling	10.60	$250	$2,650
Mobile Home/RV Park	Pad	14.33	$250	$3,583
Hotel/Motel	Room	16.73	$250	$4,183
Shopping Center/Commercial	1,000 sf	32.96	$250	$8,240
Auto Sales/Service	1,000 sf	37.03	$250	$9,258
Bank, Drive-In	1,000 sf	73.46	$250	$18,365
Convenience Store w/Gas Sales	1,000 sf	105.58	$250	$26,395
Golf Course	Hole	51.40	$250	$12,850
Movie Theater	1,000 sf	132.11	$250	$33,028
Restaurant, Standard	1,000 sf	59.90	$250	$14,975
Restaurant, Drive-Through	1,000 sf	132.81	$250	$33,203
Office, General	1,000 sf	26.74	$250	$6,685
Office, Medical	1,000 sf	102.66	$250	$25,665
Animal Hospital/Vet Clinic	1,000 sf	63.43	$250	$15,858
Hospital	1,000 sf	31.62	$250	$7,905
Nursing Home	1,000 sf	12.48	$250	$3,120
Place of Worship	1,000 sf	10.90	$250	$2,725
Day Care Center	1,000 sf	17.94	$250	$4,485
Elementary/Secondary School	1,000 sf	6.75	$250	$1,688
Public/Institutional	1,000 sf	15.25	$250	$3,813
Industrial	1,000 sf	8.31	$250	$2,078
Warehouse	1,000 sf	4.99	$250	$1,248
Mini-Warehouse	1,000 sf	4.30	$250	$1,075

Source: VMT per unit from Table 17; net cost per VMT from Table 16.

APPENDIX A: MAJOR ROAD INVENTORY

Table 18. Existing Major Roadway Inventory

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
1 9/10 Rd	Highline Canal Rd	I-70	COL	0.588	2	12,000	97	7,056	57
4th Ave	S of S 7th St	S 9th 9th St	COL	0.558	2	12,000	228	6,696	127
14 Rd	Hwy 6 & 50	Node	COL	0.340	2	12,000	193	4,080	66
15 Rd	Hwy 6 & 50	L Rd	COL	0.114	2	12,000	151	1,368	17
15th St	North Ave	Patterson Rd	COL	0.998	2	12,000	838	11,976	836
16 Rd	Hwy 6 nd 50	Q Rd	COL	5.770	2	12,000	638	69,240	3,681
17 1/2 Rd	Applewood Dr	N 3/10 Rd	COL	2.827	2	12,000	1,502	33,924	4,246
17 Rd	K Rd	O Rd	COL	3.996	2	12,000	562	47,952	2,246
18 1/2 Rd	K Rd	N 3/10 Rd	COL	3.669	2	12,000	2,382	44,028	8,740
18 Rd	K 6/10 Rd	Node	COL	3.142	2	12,000	75	37,704	236
19 Rd	Hwy 6 and 50	Node	COL	6.690	2	12,000	3,349	80,280	22,405
20 1/2 Rd	Spoon Ct	E 3/4 Rd	COL	0.849	2	12,000	286	10,188	243
20 Rd	E 3/4 Rd	N Rd	COL	5.663	2	12,000	1,612	67,956	9,129
21 1/2 Rd	Hwy 6 & 50	I Rd	COL	0.979	2	12,000	536	11,748	525
21 Rd	Node	Node	COL	8.129	2	12,000	1,423	97,548	11,568
22 Rd	Hwy 6 & 50	Node	COL	5.128	2	12,000	146	61,536	749
23 Rd	Hwy 6 & 50	Orchard Ave	COL	5.600	2	12,000	2,928	67,200	16,397
24 1/2 Rd	Hwy 6 & 50	Patterson Rd	MA	0.301	4	40,000	11,141	12,040	3,353
24 1/2 Rd	Patterson Rd	F 3/8 Rd	COL	0.368	2	18,000	9,238	6,624	3,400
24 1/2 Rd	F 3/8 Rd	H Rd	COL	1.629	2	12,000	4,691	19,548	7,642
24 Rd	Node	Node	PA	0.466	2	18,000	5,041	8,388	2,349
24 Rd	Patterson Rd	I-70 Ramp	PA	1.290	2	26,000	14,869	33,540	19,181
24 Rd	I-70 Ramp	I-70 Ramp	COL	0.079	4	24,000	8,730	1,896	690
24 Rd	I-70 Ramp	K Rd	COL	3.438	2	12,000	6,335	41,256	21,780
25 1/2 Rd	Independent Ave	Patterson Rd	COL	0.753	2	18,000	4,696	13,554	3,536
25 1/2 Rd	Patterson Rd	Fall Valley Ave	COL	0.267	2	12,000	2,672	3,204	713
25 1/2 Rd	Fall Valley Ave	Moonridge Dr	COL	0.544	2	18,000	1,795	9,792	976
25 1/2 Rd	Moonridge Dr	G Rd	COL	0.201	2	12,000	1,309	2,412	263
25 Rd	Hwy 6 And 50	Riverside Pkwy	PA	0.332	4	44,000	17,671	14,608	5,867
25 Rd	Hwy 6 & 50	Patterson Rd	MA	0.610	2	24,000	18,733	14,640	11,427
25 Rd	Patterson Rd	Foresight Cir	MA	0.169	2	16,000	9,182	2,704	1,552
25 Rd	Foresight Cir	F 1/2 Rd	PA	0.326	2	18,000	9,066	5,868	2,956
25 Rd	F 1/2 Rd	Hayes Dr	MA	0.248	2	16,000	8,493	3,968	2,106
25 Rd	Hayes Dr	G Rd	MA	0.254	2	24,000	7,228	6,096	1,836
25 Rd	G Rd	Node	COL	4.344	2	12,000	2,728	52,128	11,850
26 1/2 Rd	Horizon Dr	H Rd	MA	1.740	2	16,000	254	27,840	442
26 1/2 Rd	H Rd	I Rd	COL	0.998	2	12,000	254	11,976	253
26 Rd	Patterson Rd	G 1/2 Rd	MA	1.453	2	16,000	6,526	23,248	9,482
26 Rd	G 1/2 Rd	Node	MA	0.110	2	24,000	4,332	2,640	477
26 Rd	Node	H Rd	MA	0.435	2	16,000	4,332	6,960	1,884
26 Rd	H Rd	I Rd	COL	0.999	2	12,000	1,113	11,988	1,112
27 1/2 Rd	Patterson Rd	Horizon Dr	COL	1.020	2	18,000	9,077	18,360	9,259
27 1/4 Rd	H Rd	Node	COL	0.926	2	12,000	52	11,112	48
27 Rd	B Rd	C Rd	COL	0.902	2	12,000	2,829	10,824	2,552
27 Rd	G Rd	H Rd	MA	0.999	2	16,000	3,138	15,984	3,135
28 1/2 Rd	Hwy 50	Orchard Ave	COL	1.944	2	12,000	6,159	23,328	11,973
28 1/4 Rd	North Ave	Orchard Ave	COL	0.504	2	18,000	2,666	9,072	1,344

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
28 1/4 Rd	Orchard Ave	Patterson Rd	MA	0.498	4	32,000	7,803	15,936	3,886
28 1/4 Rd	Patterson Rd	Park Dr	COL	0.210	2	18,000	2,666	3,780	560
28 Rd	B 1/2 Rd	Unaweep Ave	COL	0.504	2	12,000	382	6,048	193
28 Rd	I-70 B	Node	MA	0.282	2	16,000	5,494	4,512	1,549
28 Rd	Node	Orchard Ave	MA	0.788	2	24,000	5,494	18,912	4,329
28 Rd	Patterson Rd	Ridge Dr	COL	0.498	2	18,000	3,302	8,964	1,644
28 Rd	Ridge Dr	Cortland Ave	COL	0.252	2	12,000	1,912	3,024	482
29 1/2 Rd	Hwy 50	F 1/2 Rd	COL	2.006	2	12,000	481	24,072	965
29 3/4 Rd	Old WW Rd	Hwy 50	COL	0.724	2	12,000	21	8,688	15
29 Rd	Hwy 50	Unaweep Ave	COL	0.987	2	18,000	3,125	17,766	3,084
29 Rd	Unaweep Ave	D Rd	PA	1.276	2	26,000	14,078	33,176	17,964
29 Rd	D Rd	D 1/2 Rd	PA	0.413	4	44,000	15,766	18,172	6,511
29 Rd	D 1/2 Rd	North Ave	PA	0.590	4	36,000	22,096	21,240	13,037
29 Rd	North Ave	Patterson Rd	MA	0.998	2	24,000	10,566	23,952	10,545
29 Rd	Patterson Rd	29 Rd	PA	0.876	2	18,000	5,850	15,768	5,125
29 Rd	G Rd	N I-70 Frontg Rd	COL	0.424	2	12,000	5	5,088	2
2nd St	Front St	F Rd	COL	0.276	2	12,000	1,410	3,312	389
30 Rd	Hwy 50	B 1/2 Rd	COL	1.231	2	12,000	766	14,772	943
30 Rd	D Rd	E Rd	MA	0.878	2	24,000	7,489	21,072	6,575
30 Rd	E Rd	Patterson Rd	MA	1.120	4	40,000	17,250	44,800	19,320
30 Rd	Patterson Rd	F 1/2 Rd	COL	0.497	2	12,000	6,188	5,964	3,075
31 1/2 Rd	E Rd	F 1/2 Rd	COL	1.456	2	12,000	3,895	17,472	5,671
31 Rd	Hwy 50	F 1/2 Rd	COL	4.399	2	12,000	1,440	52,788	6,335
32 Rd	I-70 B	Frontage Rd	MA	0.023	4	32,000	3,440	736	79
32 Rd	E 1/2 Rd	32 Rd	MA	0.217	4	40,000	5,896	8,680	1,279
32 Rd	32 Rd	F Rd	MA	0.246	2	16,000	6,713	3,936	1,651
32 Rd	F Rd	E 1/2 Rd	COL	0.500	2	12,000	2,518	6,000	1,259
32 1/2 Rd	E Rd	F Rd	COL	0.836	2	12,000	2,209	10,032	1,847
33 Rd	D 1/2 Rd	D 3/4 Rd	COL	0.249	2	12,000	1,877	2,988	467
33 Rd	D 3/4 Rd	E Rd	COL	0.751	2	18,000	369	13,518	277
33 Rd	E 1/2 Rd	Node	COL	1.672	2	12,000	91	20,064	152
34 1/2 Rd	C 1/2 Rd	D Rd	COL	0.504	2	12,000	1,319	6,048	665
34 Rd	E 1/4 Rd	G Rd	COL	1.757	2	12,000	48	21,084	84
35 1/2 Rd	E Rd	E 1/2 Rd	COL	0.497	2	12,000	454	5,964	226
35 Rd	34 1/2 Rd	E Rd	COL	1.435	2	12,000	1,319	17,220	1,893
36 Rd	E 1/2 Rd	F Rd	COL	0.496	2	12,000	454	5,952	225
37 1/4 Rd	F Rd	F 1/4 Rd	COL	0.243	2	12,000	1,079	2,916	262
37 3/10 Rd	G Rd	I-70	COL	0.777	2	12,000	2,168	9,324	1,685
38 Rd	Horse Mntn Rd	G Rd	COL	0.921	2	12,000	1,947	11,052	1,793
A 1/2 Rd	30 Rd	31 Rd	COL	0.999	2	12,000	182	11,988	182
American Way	Base Rock St	Maldonado St	COL	0.236	2	12,000	3867	2,832	913
B 1/2 Rd	Hwy 50	27 1/2 Rd	MA	0.208	2	24,000	4,382	4,992	911
B 1/2 Rd	27 1/2 Rd	32 Rd	MA	4.520	2	16,000	4382	72,320	19,807
B Rd	27 Rd	30 Rd	COL	3.055	2	12,000	2269	36,660	6,932
Base Rock	Node	Node	COL	0.556	2	18,000	4,509	10,008	2,507
Belford Ave	N 4th St	N 5th St	MA	0.092	4	16,000	1,447	1,472	133
Belford Ave	N 24th St	28 Rd	COL	0.199	2	12,000	3,642	2,388	725
Bookcliff Ave	26 1/2 Rd	N 12th St	COL	0.467	2	12,000	2,623	5,604	1,225
C 1/2 Rd	32 Rd	34 1/2 Rd	COL	2.549	2	12,000	1,656	30,588	4,221
C Rd	31 Rd	32 Rd	COL	0.998	2	12,000	128	11,976	128

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
Canon St	Node	Hwy 50	COL	0.221	2	12,000	2,839	2,652	627
Coffman Rd	Hwy 141	Broadway	COL	3.662	2	12,000	10	43,944	37
Colorado Ave	S 3rd St	S 7th St	COL	0.365	2	12,000	7,799	4,380	2,847
Cortland Ave	27 1/2 Rd	28 Rd	COL	0.500	2	12,000	2,735	6,000	1,368
Crosby Ave	American Way	Broadway	COL	0.465	2	12,000	2,367	5,580	1,101
Crossroads Blvd	27 Rd	Horizon Dr	MA	1.088	2	16,000	6,177	17,408	6,721
D 1/2 Rd	29 Rd	D 1/2 Ct	COL	0.245	2	18,000	7,050	4,410	1,727
D 1/2 Rd	D 1/2 Ct	30 1/4 Rd	COL	1.044	2	12,000	7,050	12,528	7,360
D 1/2 Rd	30 1/4 Rd	Node	COL	0.077	2	18,000	9,619	1,386	741
D 1/2 Rd	Node	33 Rd	COL	2.669	2	12,000	7,669	32,028	20,469
D Rd	Monument Rd	Rosevale Rd	COL	0.306	2	12,000	2,191	3,672	670
D Rd	Node	Node	MA	0.373	4	32,000	4,849	11,936	1,809
D Rd	Node	Node	MA	0.300	2	16,000	4,983	4,800	1,495
D Rd	Node	Riverside Pkwy	MA	0.044	4	32,000	4,983	1,408	219
D Rd	D Rd	Node	PA	0.054	2	26,000	12,164	1,404	657
D Rd	29 Rd	32nd Rd	MA	2.993	2	16,000	15,986	47,888	47,846
Desert Rd	Hwy 50	Hwy 141	COL	4.787	2	12,000	11	57,444	53
DS Rd	17 3/10 Rd	Rim Rock Dr	COL	4.883	2	12,000	979	58,596	4,780
E 1/2 Rd	30 Rd	36 Rd	MA	1.497	2	16,000	5,706	23,952	8,542
E 1/2 Rd	32 Rd	Aaron Ct	COL	1.606	2	12,000	3,642	19,272	5,849
E 1/4 Rd	33 Rd	34 Rd	COL	1.009	2	12,000	833	12,108	840
E 3/4 Rd	20 1/2 Rd	20 3/4 Rd	COL	0.247	2	12,000	996	2,964	246
E Aspen Ave	N Mesa St	N Peach St	COL	1.212	2	12,000	4,328	14,544	5,246
E Grand Ave	Hwy 6 And 50	S PINE St	COL	0.485	2	12,000	612	5,820	297
E Ottley Ave	N Mesa St	Node	COL	0.447	2	12,000	4,369	5,364	1,953
E Pabor Ave	N Mesa St	N Maple St	COL	0.249	2	12,000	846	2,988	211
E Rd	30 Rd	35 1/2 Rd	COL	3.539	2	12,000	10,048	42,468	35,560
Elm Ave	N 7th St	Houston Ave	COL	1.848	2	12,000	2,868	22,176	5,300
F Rd	I-70 B	33 Rd	PA	0.675	2	26,000	17,935	17,550	12,106
F Rd	33 Rd	33 1/2 Rd	PA	0.512	2	18,000	8,076	9,216	4,135
F Rd	31 Rd	33 1/2 Rd	PA	1.320	4	44,000	19,165	58,080	25,298
F Rd	33 1/2 Rd	37 1/4 Rd	COL	1.721	2	12,000	1,323	20,652	2,277
F 1/4 Rd	37 1/4 Rd	Horse Mntain Rd	COL	0.809	2	12,000	1,485	9,708	1,201
F 1/2 Rd	25 Rd	32 Rd	COL	4.041	2	12,000	2,078	48,492	8,397
Frontage Rd	Timber Falls Dr	Hwy 6 and 50	COL	0.777	2	12,000	2,992	9,324	2,325
Frontage Rd	31 1/2 Rd	32 Rd	MA	0.487	2	16,000	3,860	7,792	1,880
G Rd	Power Rd	Hwy 6 & 50	COL	0.048	2	12,000	3,338	576	160
G Rd	Hwy 6 & 50	Horizon Dr	MA	4.944	2	16,000	1,727	79,104	8,538
G Rd	33 Rd	Front St	COL	3.710	2	12,000	1,398	44,520	5,187
Grand Ave	N 1ST St	N 7th St	MA	0.532	4	40,000	19,966	21,280	10,622
Grand Ave	N 7th St	N 12th St	MA	0.466	2	24,000	8,449	11,184	3,937
Grand Ave	N 12th St	28 Rd	COL	1.009	2	12,000	6,344	12,108	6,401
Gunnison Ave	N 1st St	N 9th St	COL	0.706	2	12,000	6,335	8,472	4,473
Gunnison Ave	N 9th St	N 12th St	COL	0.290	2	18,000	7,753	5,220	2,248
Gunnison Ave	N 12th St	Mantlo Cir	COL	0.809	2	12,000	3,912	9,708	3,165
H Rd	21 Rd	26 1/2 Rd	COL	4.495	2	12,000	1,074	53,940	4,828
H Rd	26 1/2 Rd	Jamaica Dr	COL	0.204	2	18,000	4,329	3,672	883
H Rd	Jamaica Dr	North Crest Dr	COL	1.131	2	12,000	3,117	13,572	3,525
H Rd	North Crest Dr	Horizon Dr	COL	0.455	2	18,000	1,659	8,190	755
Horizon Dr	26 1/2 Rd	N 2th St	MA	0.670	2	16,000	7,489	10,720	5,018

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
O Rd	16 Rd	19 Rd	COL	1.999	2	12,000	185	23,988	370
Old 6 and 50	Node	2 8/10 Rd	MA	11.956	2	16,000	64	191,296	765
Orchard Ave	1st St	26 Rd	COL	2.016	2	12,000	4,826	24,192	9,729
Orchard Ave	28 Rd	30 Rd	MA	0.591	2	24,000	9,842	14,184	5,817
Orchard Ave	Normandy Dr	29 Rd	MA	0.397	2	16,000	8,059	6,352	3,199
Orchard Ave	29 Rd	29 1/2 Rd	MA	0.503	2	24,000	7,877	12,072	3,962
Orchard Ave	29 1/2 Rd	30 Rd	MA	0.500	2	16,000	5,282	8,000	2,641
Ottley Ave	Node	N Pine St	COL	0.300	2	12,000	2,779	3,600	834
Patterson Rd	Hwy 6 & 50	26 Rd	PA	2.417	4	44,000	8,723	106,348	21,083
Patterson Rd	26 Rd	Mira Vista Rd	PA	0.297	4	36,000	30,773	10,692	9,140
Patterson Rd	Mira Vista Rd	View Point Dr	PA	0.385	4	44,000	30,640	16,940	11,796
Patterson Rd	View Point Dr	Node	PA	0.209	4	36,000	28,741	7,524	6,007
Patterson Rd	Node	31 Rd	PA	4.108	4	44,000	26,667	180,752	109,548
Pkwy Ramp	Node	Riverside Pkwy	RMP	0.380	2	12,000	1,651	4,560	627
Pkwy Ramp	Node	Node	PA	0.027	1	9,000	186	243	5
Pkwy Ramp	Node	Node	RMP	0.542	2	6,000	2,915	3,252	1,580
Pitkin Ave	Ute Ave	2nd St	PA	0.114	4	18,000	13,144	2,052	1,498
Pitkin Ave	S 2nd St	S 12th St	PA	0.921	6	27,000	13,144	24,867	12,106
Pitkin Ave	S 12th St	Node	PA	0.440	4	18,000	12,263	7,920	5,396
Rabbit Valley Rd	Node	Node	RMP	0.170	2	12,000	9	2,040	2
Redlands Pkwy	S Broadway	Broadway	COL	0.440	2	12,000	7,715	5,280	3,395
Redlands Pkwy	Colorado River	Pkwy Ramp	PA	0.809	4	36,000	17,688	29,124	14,310
Redlands Pkwy	S Camp Rd	S Broadway	COL	0.262	2	12,000	7,715	3,144	2,021
Redlands Pkwy	Broadway	Colorado River	PA	0.827	2	18,000	12,843	14,886	10,621
Redlands Pkwy	Node	Node	PA	0.022	4	36,000	17,435	792	384
Redlands Pkwy	Node	Node	PA	0.336	2	18,000	8,540	6,048	2,869
Redlands-Riverside	Node	Node	RMP	0.095	2	6,000	608	570	58
Reeder Mesa Rd	Hwy 50	Goodfellow Ct	COL	2.567	2	12,000	381	30,804	978
Ridges Blvd	Ridgeway Ct	Broadway	COL	0.753	2	12,000	7,717	9,036	5,811
Rimrock Dr	N 16 1/2 Rd	S Camp Rd	COL	23.005	2	12,000	288	276,060	6,625
River Rd	Frontage Rd	Pkwy Ramp	COL	4.607	2	12,000	3,886	55,284	17,903
Riverside Pkwy	Pkwy Ramp	Overpass	COL	1.389	2	18,000	2,722	25,002	3,781
Riverside Pkwy	Node	Node	COL	0.161	2	12,000	1,980	1,932	319
Riverside Pkwy	Node	Node	COL	0.039	4	24,000	444	936	17
Riverside Pkwy	Node	29 Rd	MA	1.556	2	24,000	12,885	37,344	20,049
Riverside Pkwy	Node	Node	PA	0.306	2	9,000	1,215	2,754	372
Riverside Pkwy	Node	Node	PA	0.115	4	44,000	17,227	5,060	1,981
Riverside Pkwy	Node	Node	PA	0.132	2	9,000	1,536	1,188	203
Riverside Pkwy	Node	Node	PA	1.713	4	44,000	17,670	75,372	30,269
Riverside Pkwy	Hwy 50 Exit	Hwy 50 on-ramp	PA	0.230	4	44,000	12,420	10,120	2,857
Riverside Pkwy	Node	S 9th St	PA	0.330	4	44,000	12,276	14,520	4,051
Riverside Pkwy	S 9th St	D Rd	PA	1.011	2	26,000	10,253	26,286	10,366
Riverside Pkwy	Node	Node	RMP	0.252	2	6,000	10,313	1,512	2,599
Riverside Pkwy	Node	Node	RMP	0.255	1	6,000	177	1,530	45
Riverside Pkwy	Node	Node	RMP	0.264	2	6,000	9,264	1,584	2,446
Rood Ave	N 1st St	N 7th St	COL	0.529	2	12,000	3,134	6,348	1,658
Rosevale Rd	S Redlands Rd	D Rd	COL	0.820	2	12,000	1,570	9,840	1,287
S 1st St	Ute Ave	Main St	PA	0.116	4	36,000	25,971	4,176	3,013
S 5th St	Hwy 50	Pitkin Ave	EXP	1.143	4	24,000	14,590	27,432	16,676
S 5th St	Pitkin Ave	Ute Ave	MA	0.068	4	32,000	15,318	2,176	1,042

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
S 4th St	Pitkin Ave	Main St	MA	0.205	4	16,000	4,410	3,280	904
S 5th St	Ute Ave	Main St	MA	0.131	6	24,000	7,584	3,144	994
S 7th St	Riverside Pkwy	Pitkin Ave	COL	0.539	2	18,000	1,203	9,702	648
S 7th St	Pitkin Ave	Main St	MA	0.202	4	40,000	8,117	8,080	1,640
S 9th St	Riverside Pkwy	4th Ave	COL	0.230	2	12,000	848	2,760	195
S 9th St	4th Ave	Ute Ave	MA	0.416	2	16,000	1,526	6,656	635
S 12th St	Pitkin Ave	Colorado Ave	PA	0.133	2	18,000	3,127	2,394	416
S 12th St	Colorado Ave	Main St	PA	0.070	2	26,000	3,127	1,820	219
S Broadway	Mnmnt Canyon Dr	S Camp Rd	COL	3.462	2	12,000	5,224	41,544	18,085
SB Pkwy on-ramp	Broadway	Riverside Pkwy	RMP	0.224	2	6,000	3,872	1,344	867
S Camp Rd	Monument Rd	Rimrock Rd	COL	0.626	2	12,000	3,335	7,512	2,088
S Camp Rd	Rimrock Rd	Buffalo Dr	COL	0.873	2	12,000	3,166	10,476	2,764
S Camp Rd	Buffalo Dr	Mckinley Dr	COL	0.858	2	18,000	2,419	15,444	2,076
S Camp Rd	Mckinley Dr	S Broadway	COL	0.295	2	12,000	3,605	3,540	1,063
S Coulson St	Hwy 6 & 50	W Aspen Ave	COL	0.051	2	12,000	3,664	612	187
S Maple St	Hwy 6 & 50	E Aspen Ave	COL	0.358	2	12,000	1,864	4,296	667
S Mesa St	Hwy 6 & 50	W Aspen Ave	COL	0.184	2	12,000	2,109	2,208	388
S Pine St	Hwy 6 & 50	J 2/10 Rd	COL	0.339	2	18,000	8,893	6,102	3,015
S Pine St	J 2/10 Rd	E Aspen Ave	COL	0.371	2	12,000	7,461	4,452	2,768
S Redlands Rd	Mount Sopris Dr	Monument Rd	COL	0.402	2	12,000	3,057	4,824	1,229
Teller Ave	I-70 B	29 Rd	RMP	0.189	4	24,000	3,973	4,536	751
Unaweep Ave	Hwy 50	29 Rd	COL	2.847	2	18,000	9,028	51,246	25,703
Ute Ave	S 1st St	N 5th St	PA	0.355	4	18,000	10,652	6,390	3,781
Ute Ave	S 5th St	S 12th St	PA	0.646	6	27,000	11,357	17,442	7,337
Ute Ave	S 12th St	I-70 B	PA	0.424	4	18,000	10,777	7,632	4,569
Warrior Way	I-70 B	E 1/2 Rd	COL	0.112	2	18,000	7,513	2,016	841
West Ave	Broadway	Riverside Pkwy	COL	0.170	2	12,000	8,172	2,040	1,389
W Aspen Ave	N Coulson St	N Mesa St	COL	0.250	2	12,000	4,037	3,000	1,009
W Grand Ave	Mulberry St	N 1st St	PA	0.154	4	44,000	20,840	6,776	3,209
W Ottley Ave	Hwy 6 And 50	N Mesa St	COL	0.885	2	12,000	1,256	10,620	1,112
W Pabor Ave	N Cherry St	N Mesa St	COL	0.251	2	12,000	2,587	3,012	649
Whitewtr Crk Rd	Reeder Mesa Rd	Node	COL	1.633	2	12,000	111	19,596	181
Subtotal, Non-State Roads				350.168				5,325,416	1,326,921
EB Off-Ramp	Node	Node	RMP	0.224	2	6,000	9,260	1,344	2,074
EB Off-Ramp	Node	Node	RMP	0.047	2	6,000	49	282	2
EB On-Ramp	Node	Node	RMP	0.031	2	6,000	2,984	186	93
EB On-Ramp	Node	Node	RMP	0.055	2	6,000	313	330	17
EB On-Ramp	Node	Node	RMP	0.321	2	6,000	3,110	1,926	998
EB to EB Off-ramp	Node	Node	RMP	0.201	2	6,000	9,211	1,206	1,851
EB to WB Off-ramp	Node	Node	RMP	0.035	2	6,000	29	210	1
EB to WB On-ramp	Node	Node	RMP	0.061	2	6,000	80	366	5
Hwy 6	N 1st St	I-70 B	PA	3.819	4	44,000	25,380	168,036	96,926
Hwy 6	Node	Node	RMP	0.316	4	12,000	11,903	3,792	3,761
Hwy 6	Node	Node	RMP	0.477	2	6,000	10,907	2,862	5,203
Hwy 6	Node	Node	RMP	0.101	4	12,000	11,903	1,212	1,202
Hwy 6	Node	N 1st St	PA	0.101	4	44,000	22,848	4,444	2,308
Hwy 6	F Rd	G Rd	PA	3.320	2	18,000	7,854	59,760	26,075
Hwy 6	G Rd	Shiraz Dr	PA	0.284	2	26,000	8,038	7,384	2,283
Hwy 6	Shiraz Dr	37 3/10 Rd	PA	0.388	2	18,000	6,705	6,984	2,602

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
Hwy 6	37 3/10 Rd	Peach Ave	PA	0.382	2	26,000	5,940	9,932	2,269
Hwy 6	Peach Ave	Rapid Creek Rd	PA	2.482	2	18,000	3,985	44,676	9,891
Hwy 6	Node	Node	RMP	0.418	2	6,000	673	2,508	281
Hwy 6	Rapid Creek Rd	I-70	RMP	0.372	2	6,000	475	2,232	177
Hwy 6/50 offramp	Hwy 6 and 50	Redlands Pkwy	RMP	0.244	2	6,000	659	1,464	161
Hwy 6/50 onramp	Redlands Pkwy	Hwy 6 & 50	RMP	0.265	2	6,000	5,266	1,590	1,395
Hwy 6 and 50	Node	Old Hwy 6 & 50	EXP	0.763	2	24,000	446	18,312	340
Hwy 6 and 50	Hwy 6 & 50	past 22 Rd	EXP	13.894	2	24,000	1,082	333,456	15,033
Hwy 6 and 50	Node	Node	EXP	0.081	4	48,000	25,077	3,888	2,031
Hwy 6 and 50	Node	Node	EXP	0.430	4	24,000	11,656	10,320	5,012
Hwy 6 and 50	Node	Patterson Rd	EXP	2.003	4	48,000	29,287	96,144	58,662
Hwy 6 and 50	Node	Node	EXP	0.984	4	24,000	13,115	23,616	12,905
Hwy 6 and 50	Node	Node	EXP	0.155	6	36,000	15,170	5,580	2,351
Hwy 6 and 50	Node	Rimrock Ave	EXP	1.259	6	72,000	32,103	90,648	40,418
Hwy 6 and 50	Rimrock Ave	Node	EXP	0.794	6	24,000	19,314	19,056	15,335
Hwy 6 and 50	Node	Node	EXP	0.256	6	12,000	8,406	3,072	2,152
Hwy 6 and 50	Node	Node	EXP	0.514	6	24,000	10,339	12,336	5,314
Hwy 6 and 50	Node	Node	EXP	0.216	6	48,000	20,001	10,368	4,320
Hwy 50	Unaweep Ave	Palisade St	EXP	0.428	4	48,000	40,563	20,544	17,361
Hwy 50	Unaweep Ave	Unaweep Ave	EXP	1.116	4	24,000	19,139	26,784	21,359
Hwy 50	Palisade St	27 Rd	EXP	0.409	4	48,000	27,092	19,632	11,081
Hwy 50	27 Rd	B 1/2 Rd	EXP	0.294	4	24,000	13,212	7,056	3,884
Hwy 50	27 Rd	Hwy 50 Ramp	EXP	0.358	2	24,000	13,219	8,592	4,732
Hwy 50	B 1/2 Rd	27 1/2 Rd	EXP	0.375	4	24,000	9,085	9,000	3,407
Hwy 50	27 1/2 Rd	County Line	EXP	18.666	4	48,000	18,631	895,968	347,766
Hwy 50 Ramp	Hwy 50	Node	MA	0.135	2	8,000	4,114	1,080	555
Hwy 50 Ramp	Node	B 1/2 Rd	MA	0.221	2	24,000	4,148	5,304	917
Hwy 139	Node	Co Rd 258	MA	13.643	2	16,000	1,569	218,288	21,406
Hwy 141	Node	Hwy 50	MA	0.964	2	16,000	1,914	15,424	1,845
Hwy 141	Hwy 50	D Rd	PA	3.650	2	18,000	6,192	65,700	22,601
Hwy 141	D Rd	I-70 B	PA	1.792	4	44,000	17,659	78,848	31,645
Hwy 340	Raptor Rd	Red Cliffs Dr	MA	0.603	4	40,000	5,926	24,120	3,573
Hwy 340	Red Cliffs Dr	Kings View Rd	MA	0.655	4	32,000	3,553	20,960	2,327
Hwy 340	Kings View Rd	S Broadway	MA	4.026	2	16,000	2,884	64,416	11,611
Hwy 340	S Broadway	W Scenic Dr	PA	5.073	2	18,000	3,324	91,314	16,863
Hwy 340	W Scenic Dr	Pleasant Ridge Ln	PA	0.209	2	26,000	13,630	5,434	2,849
Hwy 340	Pleasant Ridge Ln	Ridges Blvd	PA	0.351	2	18,000	14,473	6,318	5,080
Hwy 340	Ridges Blvd	Country Club Park	PA	0.472	4	36,000	19,465	16,992	9,187
Hwy 340	Country Club Park	West Ave	PA	0.840	4	44,000	19,524	36,960	16,400
Hwy 340	West Ave	Pkwy On Ramp	PA	0.024	4	36,000	23,980	864	576
Hwy 340	Pkwy On Ramp	past Crosby Ave	PA	0.297	4	44,000	20,635	13,068	6,129
Hwy 340	W Aspen Ave	I-70	MA	0.209	4	40,000	15,948	8,360	3,333
Hwy 340	Ramp	Ramp	MA	0.095	4	40,000	14,906	3,800	1,416
I-70 B Ramp	I-70 B	29 Rd	RMP	0.277	2	6,000	5,356	1,662	1,484
I-70 Access Rd	Node	Node	RMP	0.179	2	6,000	6,429	1,074	1,151
I-70 Access Rd	Node	Node	RMP	0.529	2	6,000	5,558	3,174	2,940
I-70 Access Rd	Node	Node	RMP	0.562	2	6,000	5,733	3,372	3,222
I-70 B	Node	Node	EXP	0.147	4	24,000	17,021	3,528	2,502
I-70 B	Node	I-70 Off Ramp	EXP	5.886	4	48,000	18,112	282,528	106,607
I-70 B	Node	Node	EXP	0.377	4	24,000	12,901	9,048	4,864

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
I-70 B	Node	Node	RMP	0.353	2	6,000	7,341	2,118	2,591
Ramp	Node	Node	RMP	0.049	2	6,000	2,799	294	137
WB Off-Ramp	Node	Node	RMP	0.015	2	6,000	3,068	90	46
WB Off-Ramp	Node	Node	RMP	0.287	2	6,000	3,224	1,722	925
WB On-Ramp	Node	Node	RMP	0.245	2	6,000	8,387	1,470	2,055
WB On-Ramp	Node	Node	RMP	0.010	2	6,000	8,331	60	83
WB-EB off-ramp	Node	Node	RMP	0.065	2	6,000	222	390	14
WB-WB off-ramp	Node	Node	RMP	0.084	2	6,000	3,280	504	276
WB-WB on-ramp	Node	Node	RMP	0.054	2	6,000	8,645	324	467
Subtotal, State Roads				99.317				2,925,706	1,020,715
Total				449.485				8,251,122	2,347,636

Notes: ADT is average daily traffic volume; VMC is vehicle-miles of capacity, VMT is vehicle-miles of travel
Source: Mesa County GIS, March 19, 2018.

APPENDIX B: LAND USE DEFINITIONS

Recommended definitions for the land uses in the updated impact fee schedule are provided below. If these are adopted by ordinance or resolution, those that differ from or overlap with zoning or general definitions should have a disclaimer that they only apply to the impact fee section.

Single-Family Detached means the use of a lot for only one dwelling unit, including a mobile home not located in a mobile home park, provided that a single-family detached use may also include an accessory dwelling unit, if allowed by zoning, which shall be assessed the rate for a multi-family unit.

Multi-Family means a building containing two or more dwelling units. It includes duplexes, apartments, residential condominiums, townhouses, and timeshares.

Mobile Home/RV Park means a parcel (or portion thereof) or abutting parcels of land designed, used or intended to be used to accommodate two or more occupied mobile homes or recreational vehicles, with necessary utilities, vehicular pathways, and concrete pads or vehicle stands.

Hotel/Motel means a building or group of buildings on the same premises and under single control, consisting of sleeping rooms kept, used, maintained or advertised as, or held out to the public to be, a place where sleeping accommodations are supplied for pay to transient guests or tenants. This land use category includes rooming houses, boardinghouses, and bed and breakfast establishments.

Shopping Center/Commercial means an integrated group of commercial establishments planned, developed, owned or managed as a unit, or a free-standing retail or commercial use not otherwise listed in the impact fee schedule. Uses located on a shopping center outparcel are considered free-standing for the purposes of this definition. A retail or commercial use shall mean the use of a building or structure primarily for the sale to the public of nonprofessional services, or goods or foods that have not been made, assembled or otherwise changed in ways generally associated with manufacturing or basic food processing in the same building or structure. This category includes but is not limited to all uses located in shopping centers and the following free-standing uses:

Amusement park
Auto parts store
Auto wrecking yard
Automobile repair
Bank without drive-through facilities
Bar and cocktail lounge
Camera shop
Car wash
Convenience food and beverage store without gas pumps
Department store
Florist shop
Food store
Grocery
Hardware store

Health or fitness club
Hobby, toy and game shop
Junkyard
Laundromat
Laundry or dry cleaning
Lawn and garden supply store
Massage establishment
Music store
Newsstand
Nightclub
Racetrack
Recreation facility, commercial
Rental establishment
Repair shop, other than auto repair
School, commercial
Specialty retail shop
Supermarket
Theater, indoor (excluding movie theaters)
Used merchandise store
Variety store
Vehicle and equipment dealer

Auto Sales/Service means an establishment primarily engaged in selling new or used motor vehicles, and which may also provide repair and maintenance services.

Bank, Drive-In means an establishment providing banking services to the public that includes drive-in or drive-through facilities.

Convenience Store w/Gas Sales means an establishment offering the sale of motor fuels and convenience items to motorists.

Golf Course means a golf course that is not restricted primarily for use by residents of a residential development of which it is a part, including commercial uses such as pro shop or bar that are designed primarily to serve patrons.

Movie Theater means a stand-alone establishment, not located in a shopping center, offering the viewing of motion pictures for sale to the public.

Restaurant, Standard means a stand-alone establishment, not located in a shopping center but may be located on an out-parcel, that sells meals prepared on site, and does not provide drive-through or drive-in service.

Restaurant, Drive-Through means a stand-alone establishment, not located in a shopping center but may be located on an out-parcel, that sells meals prepared on site, and provides drive-through or drive-in service.

Office, General means a building exclusively containing establishments providing executive, management, administrative, financial, or non-medical professional services, and which may include ancillary services for office workers, such as a restaurant, coffee shop, newspaper or candy stand, or child care facilities. It may be the upper floors of a multi-story office building with ground floor retail uses. Typical uses include banks without drive-in facilities, real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations. This category does not include an administrative office that is ancillary to a principal commercial or industrial use.

Office, Medical means a building primarily used for the examination and/or treatment of patients on an outpatient basis (with no overnight stays by patients) by health professionals, and which may include ancillary services for medical office workers or a medical laboratory to the extent necessary to carry out diagnostic services for the medical office's patients.

Animal Hospital/Vet Clinic means the use of a site primarily for the provision of medical care and treatment of animals, and which may include ancillary boarding facilities.

Hospital means an establishment primarily engaged in providing medical, surgical, or skilled nursing care to persons, including overnight or longer stays by patients.

Nursing Home means an establishment primarily engaged in providing limited health care, nursing and health-related personal care but not continuous nursing services.

Place of Worship means a structure designed primarily for accommodating an assembly of people for the purpose of religious worship, including related religious instruction for 100 or fewer children during the week and other related functions.

Day Care Center means a facility or establishment that provides care, protection and supervision for six or more children unrelated to the operator and which receives a payment, fee or grant for any of the children receiving care, whether or not operated for profit. The term does not include public or nonpublic schools.

Elementary/Secondary School means a school offering an elementary through high school curriculum.

Public/Institutional means a governmental, quasi-public or institutional use, or a non-profit recreational use, not located in a shopping center or separately listed in the impact fee schedule. Typical uses include higher education institutions, city halls, courthouses, post offices, jails, libraries, museums, military bases, airports, bus stations, fraternal lodges, parks and playgrounds. It also includes bus terminals, fraternal clubs, adult day care centers, dormitories, and prisons.

Industrial means an establishment primarily engaged in the fabrication, assembly or processing of goods. Typical uses include manufacturing plants, industrial parks, research and development laboratories, welding shops, wholesale bakeries, dry cleaning plants, and bottling works.

Warehouse means an establishment primarily engaged in the display, storage and sale of goods to other firms for resale, as well as activities involving significant movement and storage of products or equipment. Typical uses include wholesale distributors, storage warehouses, trucking terminals, moving and storage firms, recycling facilities, trucking and shipping operations and major mail processing centers.

Mini-Warehouse means an enclosed storage facility containing independent, fully enclosed bays that are leased to persons for storage of their household goods or personal property.

APPENDIX C: LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to "negotiated" developer exactions, impact fees are charges assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are a one-time, up-front charge, with the payment made at the time of building permit issuance. Impact fees require that each new development project pay a pro-rata share of the cost of new capital facilities required to serve that development.

Dual Rational Nexus Test

Impact fees were pioneered in states that lacked specific enabling legislation, and they have generally been legally defended as an exercise of local government's broad "police power" to regulate land development in order to protect the health, safety and welfare of the community. To distinguish regulatory impact fees from unauthorized taxes, state courts have developed guidelines for constitutionally-valid impact fees, based on the "rational nexus" standard. The standard essentially requires that fees must be proportional to the need for additional infrastructure created by the new development, and the fees must be spent to provide that same type of infrastructure to benefit new development. A Florida district court of appeals described the dual rational nexus test in 1983 as follows, and this language was subsequently quoted and followed by the Florida Supreme Court in its 1991 St. Johns County decision:[1]

> *In order to satisfy these requirements, the local government must demonstrate a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for use in acquiring capital facilities to benefit the new residents.*

The Need Test

To meet the first prong of the dual rational nexus test, it is necessary to demonstrate that new development creates the need for additional roadway facilities. The demand on roadways created by new developments of different types is quantified in the form of trip generation rates per housing unit and per various measures of nonresidential development. Transportation impact fees are designed to be proportional to the capacity needed to accommodate each new development.

The Benefit Test

To meet the second prong of the dual rational nexus test, it is necessary to demonstrate that new development subject to the fee will benefit from the expenditure of the impact fee funds. One requirement is that the fees actually be used to fill the need that serves as the justification for the fees under the first part of the test.

[1] St. Johns County v. Northeast Florida Builders Association, Inc., 583 So.2d 635, April 18, 1991

Colorado Statutes

Impact fees were pioneered by local governments in the absence of explicit state enabling legislation. Consequently, such fees were originally defended as an exercise of local government's broad "police power" to protect the health, safety and welfare of the community. The courts gradually developed guidelines for constitutionally valid impact fees, based on a "rational nexus" that must exist between the regulatory fee or exaction and the activity that is being regulated.

Prior to 2001, the authority of counties in Colorado to impose transportation impact fees was not entirely clear. Several counties had adopted impact fees, which they felt were authorized under counties' implied powers. This changed with the passage of SB 15 by the Legislature and its signature by the governor on November 16, 2001. Among other things, this bill created a new section 104.5: Impact Fees, in Article 20 of Title 29, Colorado Revised Statutes, which includes the following authorization and major requirements:

> *(1) Pursuant to the authority granted in section 29-20-104 (1) (g) and as a condition of issuance of a development permit, a local government may impose an impact fee or other similar development charge to fund expenditures by such local government … needed to serve new development. No impact fee or other similar development charge shall be imposed except pursuant to a schedule that is:*
>
> *(a) Legislatively adopted;*
> *(b) Generally applicable to a broad class of property; and*
> *(c) Intended to defray the projected impacts on capital facilities caused by proposed development.*
>
> *(2) (a) A local government shall quantify the reasonable impacts of proposed development on existing capital facilities and establish the impact fee or development charge at a level no greater than necessary to defray such impacts directly related to proposed development. No impact fee or other similar development charge shall be imposed to remedy any deficiency in capital facilities that exists without regard to the proposed development.*
> …
> *(3) Any schedule of impact fees or other similar development charges adopted by a local government pursuant to this section shall include provisions to ensure that no individual landowner is required to provide any site specific dedication or improvement to meet the same need for capital facilities for which the impact fee or other similar development charge is imposed. …*

SB 15 clearly authorized counties in Colorado to assess impact fees. It also imposed requirements relating to level of service, proportionality, and developer credits. Another important legal requirement not addressed in Colorado statutes but firmly rooted in impact fee case law is the need to provide revenue credits to avoid double-charging by charging both impact fees and other taxes (rather than improvements required as a condition of development). These topics are discussed below. Other statutory provisions require accounting for fee revenues in special funds and authorize waivers of fees for affordable housing.

Level of Service

Subsection 104.5(2)(a) of the Impact Fees statute requires that the fees not exceed the cost directly related to the proposed development, and that they not be used to remedy any existing deficiency. The statute does not use the term "level of service," but the concept is implicit in establishing the relationship of the cost of improvements to the new development, as well as in determining existing deficiencies. These provisions get to the heart of the one of the most fundamental principles established in impact fee case law, which is that impact fees should not charge new development for a higher level of service than is provided to existing development. Basing the fees on a higher level of service (LOS) than is being provided to existing development means there is a deficiency in existing facilities to provide the same LOS new development is paying for through the impact fee. Such a deficiency needs to be paid for in such a way that it does not burden new development. The methodology used in this study results in a fee that does not exceed the cost to maintain the existing LOS.

Proportionality

One of the fundamental legal principles of impact fee case law is that the fees for each individual land use type should be proportional to the impact of that use. This is reflected in subsection (2)(a), which requires that the fees be "directly related" to the impacts of new development. The language could also be read as allowing lower fees for some uses compared to others, as long as the fee for each use does not exceed the cost attributable to the development. However, if the fees are not based on the actual impact of the development, there is a risk that the courts may deem it to be an unauthorized tax rather than a fee. There may be a temptation to simply adopt fees at a lower rate for certain types of development that are seen as more desirable. A better approach would be to appropriate general fund monies to pay a portion of the fees for desired types of development. It would also be advisable to calculate a revenue credit to account for future general fund taxes that non-subsidized development will generate that will be used to subsidize fees for other classes of development.

Developer Credits

Another fundamental requirement articulated in impact fee case law is the need to avoid double-charging new development through impact fees and other requirements or taxes. Subsection 104.5(3) reflects this principle in the context of improvements required as a condition of development approval. It states that developers should not be required to make "site-specific dedications or improvements" that "meet the same need" being addressed by the impact fees while also being required to pay the fee. In general, impact fees should be reduced by the value of dedications or improvements required of developers for the same type of improvements that would be eligible to be funded with the impact fees. These reductions are referred to as developer credits.

It is reasonable to have some restrictions on the types of improvements that are eligible for credit. Granting credits is essentially spending future impact fees, and the fees should be spent for priority improvements that benefit the community at large. Developers should not be allowed to monopolize the fees for localized improvements if they choose to develop in areas that lack adequate infrastructure. For example, credit eligibility could be restricted to contributions related to projects identified in a

local or regional transportation master plan or capital improvements plan. However, developers should be eligible for credits for required improvements related to projects that are consistent with the jurisdiction's land use and capital plans.

The updated fees do not include the cost of rights-of-way (ROW). This does not mean that the fees cannot be spent to acquire ROW needed to accommodate future capacity-expanding improvements. However, if a jurisdiction decides not to give developers credit for required ROW dedications on the major roadway system related to a future capacity-expanding project, it might be appropriate to restrict the fees collected to be spent only on improvements. This issue has not been litigated, but the expenditure restriction would establish a bright line between what the fees are and are not designed to pay for, and avoid any argument that developments paying the fee are not getting the full benefit of the improvements they are paying for through the fees.

Revenue Credits

A revenue credit is a reduction from the cost per service unit designed to equalize the burden between existing and new development arising from the expenditure of future revenues that can be attributed in part to new development. While developer credits are provided on a case-by-case basis, revenue credits must be addressed in the fee calculation study.

As noted above, if there are existing deficiencies with respect to the level of service used in the fee calculation, the fees should be reduced by a credit that accounts for the contribution of new development toward remedying the existing deficiencies. A similar situation arises when the existing level of service has not been fully paid for. Outstanding debt on existing facilities that are counted in the existing level of service will be retired, in part, by revenues generated from new development. Given that new development will pay impact fees to provide the existing level of service for itself, the fact that new development may also be paying for the facilities that provide that level of service for existing development could amount to paying for more than its proportionate share. Consequently, impact fees should be reduced to account for future payments that will retire outstanding debt on existing facilities that provide the level of service on which the fees are based for existing development.

The issue is less clear-cut when it comes to other types of revenue that may be used to make capacity-expanding capital improvements of the same type being funded by impact fees. The clearest case occurs when non-impact fee general fund tax revenues are programmed for capacity-expanding improvements on an "as available" basis because impact fees are insufficient to fund all needed growth-related improvements. These capacity-adding projects that may be funded in the future with non-impact fee dollars will be paid for by both existing and new development and will increase the overall level of service, benefitting both existing development and future growth.

Similar considerations apply to dedicated funding sources, such as special taxes that can only be used for the same type of facilities as the impact fees. Like discretionary revenue, these types of dedicated revenue sources are typically not specifically dedicated only for capacity-expanding improvements, and even if they are, their use to fund capacity-related improvements improves the level of service for both existing and new development.

Outside funding or grants for capacity-expanding improvements to major roads that can reasonably be anticipated in the future could warrant a credit, but this is not clear-cut. In addition to the argument made above (i.e., the additional funding raises the level of service and benefits both new development and existing development), two additional arguments can be made against providing credits for such funding. First, new development in a community does not directly pay for State and Federal grants in the same way they pay local gasoline and property taxes. Second, future grant funding is far more uncertain than dedicated revenue streams.

While these arguments are compelling, they have not been litigated, and the law on whether revenue credits may be warranted in situations other than existing deficiencies or outstanding debt on existing facilities is currently unclear In addition, such credits were provided in the original 2002 impact fee study. This update continues to incorporate revenue credits for both local and Federal/State non-impact fee funding anticipated to be available to help fund growth-related transportation improvements.

If fees are disproportionately reduced or waived for selected land use categories or types of development, a revenue credit should probably be provided for other land uses not subject to the reduction. Even if the targeted reductions are replaced with general funds, new development that is not eligible for the reduction will generate future general fund revenues that will be used to pay for the reduced fees for eligible development. This could arguably amount to new development that is not eligible paying more than its proportionate share of transportation improvement costs. While this issue has not been litigated, the prudent course would be either not to apply targeted fee reductions or else calculate an appropriate revenue credit for non-eligible development types.

APPENDIX D: METHODOLOGY

This appendix describes the methodology used to develop the transportation impact fees. A key concept in any transportation impact fee methodology is the definition of the "service unit," which is described first. This description is followed by an explanation of the "consumption-based" model used in this study. Finally, the appendix concludes with a description of the formula used to calculate the transportation impact fees.

Service Unit

A service unit creates the link between supply (roadway capacity) and demand (traffic generated by new development). An appropriate service unit basis for transportation impact fees is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) those vehicles travel.

The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). The current transportation impact fee system is based on ADT. The regional transportation model is also based on ADT. Daily trips will continue to be used in this update.

Consumption-Based Model

The two traditional alternative methodologies for calculating transportation impact fees are the "improvements-driven" and "consumption-based" approaches. The consumption-based methodology continues to be recommended for Mesa County's transportation impact fees.

The "improvements-driven" approach essentially divides the cost of growth-related improvements required over a fixed planning horizon by the number new service units (e.g., vehicle-mile of travel or VMT) projected to be generated by growth over the same planning horizon in order to determine a cost per service unit. The improvements-driven approach depends on accurate planning and forecasting. For example, the fees will be accurate only if the forecasted increase in traffic actually necessitates all of the improvements identified in the transportation master plan. If many of the planned improvements will provide excess capacity that will be available to serve additional development beyond the planning horizon on which the fees are based, the fees may be too high.

The "consumption-based" approach does not depend on knowing in advance what improvements will be made or what type or density of development will occur. The consumption-based model simply charges a new development the cost of replacing the capacity that it will consume on the major roadway system. That is, for every service unit of traffic generated by the development, the transportation impact fee charges the net cost to construct an additional service unit of capacity. Compiling a list of planned improvements needed to accommodate projected growth is not necessary for the development of consumption-based transportation impact fees, which can be calculated based on any representative list of road improvements, including an historical list or a list of projects needed at build-out.

In a consumption-based system, the list of road improvements is used to determine the cost per unit of capacity. Thus, doubling the total cost of the list of road improvements will not double the fee and in fact may very well not increase the fee at all. Only if the improvements added to the list were more expensive, per unit of capacity created, would their addition have the effect of increasing the impact fee.

In most rapidly growing communities, some roadways will be experiencing an unacceptable level of congestion at any given point in time. One of the principles of impact fees is that new development should not be charged, through impact fees, for a higher level of service than is provided to existing development. A consumption-based fee, unlike an improvements-driven one, is not designed to recover the full costs to maintain the desired LOS on all roadway segments. Instead, it is only designed to maintain a minimum system-wide ratio between demand and capacity. Virtually all major roadway systems have more capacity (VMC) than demand (VMT) on a system-wide basis. Consequently, under a consumption-based system, the level of service standard is the system-wide VMC/VMT ratio. If the major roadway system currently has a VMC/VMT ratio higher than the one on which the fees are based, there are no existing deficiencies.

Since travel is never evenly distributed throughout a roadway system, actual roadway systems require more than one unit of capacity for every unit of demand in order for the system to function at an acceptable level of service. Suppose, for example, that the community completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some time. If the entire system has just enough capacity to accommodate all the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment being over-capacity. Clearly, roadway systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. Consequently, the standard consumption-based model generally underestimates the full cost of growth.

A modified consumption-based transportation impact fee model that more accurately identifies the full growth-related cost of maintaining desired service levels uses the system-wide ratio of capacity to demand. Essentially, this approach requires that new development pay for the cost to construct more capacity than it directly consumes in order to maintain the system-wide ratio of capacity to demand. In this system, the cost per vehicle-mile of capacity (VMC) is multiplied by the system-wide ratio of VMC/VMT to determine the cost per VMT. The existing major roadway system has an overall ratio of 3.51 vehicle-miles of capacity for every vehicle-mile of travel, as shown in Table 19. However, that ratio may not be sustainable over the long term. As communities grow and become more urban, the ratio tends to fall. The 2002 study used a 1.50 VMC/VMT ratio. The 1.00 ratio implicit in the standard consumption-based methodology is recommended for this update.

Table 19. Existing Major Roadway Level of Service

	Non-State Roads	State Roads	Total System
Daily VMC on Major Roads	5,325,416	2,925,706	8,251,122
÷ Daily VMT on Major Roads	1,326,921	1,020,715	2,347,636
Existing VMC/VMT Ratio	4.01	2.87	3.51
Recommended VMC/VMT Ratio for Impact Fee Calculation			1.00

Source: VMC and VMT from Table 18 in the appendix.

The formula for the modified consumption-based methodology used in this study is summarized in Figure 6. The maximum fee calculated under this methodology is the number of service units (VMT) that will be generated by the development times the net cost per service unit. The inputs into the formula are described in more detail below.

Figure 6. Transportation Impact Fee Formula

FEE = VMT x NET COST/VMT

Where:

VMT	=	TRIPS x % NEW x LENGTH
TRIPS	=	1/2 average daily trip ends generated by the development during the work week
% NEW	=	Percent of trips that are primary trips, as opposed to passby or diverted-link trips
LENGTH	=	Average length of a trip on major roadway system
NET COST/VMT	=	COST/VMT - CREDIT/VMT
COST/VMT	=	COST/VMC x VMC/VMT
COST/VMC	=	Average cost to create a new VMC based on historical or planned improvements
VMC/VMT	=	The system-wide ratio of capacity to demand in the major roadway system
CREDIT/VMT	=	Credit per VMT, based on revenues to be generated by new development

APPENDIX E: TRIP RATES BY UNIT SIZE

The calculation of average daily trip generation rates for single-family detached units by dwelling unit size is addressed in this appendix. Information from U.S. Census for the Mesa County area, the national American Housing Survey, and the National Cooperative Highway Research Program are utilized in the calculations.

The 2017 American Housing Survey provides national data on the average size of single-family units by number of bedrooms in square feet of living area. This data is based on a national sample of over 34,000 single-family detached units containing one or more bedrooms (efficiency units have a very small sample size and are excluded from the analysis). The average sizes of single-family units by number of bedrooms are summarized in Table 20. These national average sizes should be reasonably representative of existing development in Mesa County.

Table 20. Unit Size by Number of Bedrooms, Single-Family

No. of Bedrooms	Sample Units	Weighted Square Feet	Weighted Units	Average Size
1	602	1,600,040,501	1,486,842	1,076
2	4,768	15,727,551,611	11,053,273	1,423
3	16,920	70,835,665,150	38,294,217	1,850
4 or more	12,483	70,293,266,037	25,784,587	2,726
Total	34,773	158,456,523,300	76,618,920	2,068

Source: U.S. Census Bureau, 2017 American Housing Survey, national microdata.

The Census Bureau conducts annual surveys of housing units, which include information on the number of bedrooms and the number of persons residing in the unit. These annual surveys are combined into 5-year data sets. The most recent is the 5% sample covering the years 2013-2017 and including over 3,700 units. To get a large enough sample in all bedroom categories (other than efficiencies, which were excluded) it was necessary to use data for the region that includes Mesa County and four adjoining Colorado counties. Mesa County accounts for 64% of the population of the five-county region, according to U.S. Census population estimates for 2017. These recent, localized data identify the following average number of persons per unit by number of bedrooms, which should be representative of the average occupancy in single-family detached units in Mesa County.

Table 21. Persons per Unit by Bedrooms, Single-Family

No. of Bedrooms	Sample Units	Weighted Persons	Weighted Units	Persons/ Unit
1	132	2,328	2,326	1.00
2	663	20,215	12,503	1.62
3	2,050	90,447	42,253	2.14
4 or more	883	47,398	17,068	2.78
Total	3,728	160,388	74,150	2.16

Source: U.S. Census Bureau, *American Community Survey*, 2013-2017 5% sample microdata for Mesa, Montrose, Delta, San Miguel, and Ouray Counties.

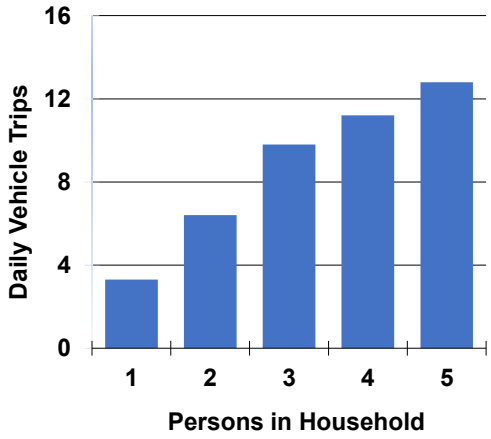
The National Cooperative Highway Research Program (NCHRP) of the National Research Council has developed estimates of average daily trip generation rates by the number of persons in a household. The NCHRP data indicate that trip generation is strongly related to the number of people residing in the unit, as shown in Table 22 and illustrated in Figure 7. While the trip rates themselves are somewhat dated due to the age of the study, the relative differences are still reasonable to rely on, if adjustments are made to account for the slight overall change in the average trip generation rates over the interval.[2]

Table 22. Trip Rates by Household Size

Household Size	Average Daily Trip Ends
One Person	3.3
Two Persons	6.4
Three Persons	9.8
Four Persons	11.2
Five or more Persons	12.8

Source: National Cooperative Highway Research Program, National Research Council, *NCHRP Report 365: Travel Estimation Techniques for Urban Planning,* Washington, D.C., 1998, Table 9: Trip estimation variables by urban size (for urban areas with population of 200,000-499,999)

Figure 7. Trip Rates by Household Size



[2] The average trip generation rate for a single-family detached unit declined 1.4% from the 6th edition (1997) to the 10th edition (2017) of the ITE *Trip Generation Manual* (9.57 in 1997 to 9.44 in 2017).

Data on unit size (in square feet) and the number of persons in the unit can be brought together because both sources also collect information on a related measure of unit size – the number of bedrooms. Then the number of persons in the unit can be related to trip generation, after adjusting for the overall decline in trip generation as well as the current average persons per unit for single-family units in Mesa County. The resulting trip generation rates for single-family detached units are presented in Table 23 for four unit size categories.

Table 23. Daily Trip Ends by Unit Size, Single-Family

No. of Bedrooms	Average Sq. Feet	Unit Size Range	Persons/ Unit	Daily Trips
1	1,076	<1,250 sf	1.00	4.54
2	1,423	1,250-1,649 sf	1.62	7.57
3	1,850	1,650-2,299 sf	2.14	8.81
4+	2,726	2,300 sf+	2.78	11.92
Total	2,068		2.16	9.44

Source: Average square feet from Table 20; unit size ranges based on approximate midpoints between the four average sizes; persons per unit from Table 21; daily trip ends based on linear interpolation between household size categories in Table 22, normalized for average persons per single-family unit from Table 21 and single-family average trip generation rate from Institute of Transportation Engineers, *Trip Generation Manual*, 2017.

CITY OF GRAND JUNCTION

ORDINANCE NO. 4878

AN ORDINANCE AMENDING SECTION 21.06 AND ADDING CHAPTER 21.11 OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE CONCERNING THE UPDATING OF AND ADOPTION OF NEW DEVELOPMENT IMPACT FEES.

Recitals:

The City Council having duly considered the policy and pragmatic implications of updating and enacting land development fees, which are also known as impact fees, ("Fees") finds that Fees are a necessary component of funding the capital costs of infrastructure required to maintain the current level of service for city residents, and further finds that development should pay its proportionate share of the capital costs of fire, police, parks and recreation and transportation infrastructure.

The City recently completed two Fee studies and pursuant to State law regarding the purpose and methodology related to calculation and imposition of Fees, the Fee studies were presented to City Council. The Fee studies found that development created a demand on capital facilities and that the City's current Fees do not support the Council policy that development should pay a proportionate share of the capital costs of fire, police, parks and recreational and transportation infrastructure and that updating and adopting new Fees as described in the Fee Studies would be reasonably related to the overall cost of the services or improvements to be provided by the City.

The City Council further finds and determines that resources of the City are properly allocated to maintaining and improving streets and that further resources are needed to defray the capital facilities costs related to new development.

Therefore, the City Council finds and affirms that it is in the public interest to continue the practice of collecting transportation and parks and recreation impact Fees and there is a need to increase the amount of those Fees to more accurately reflect the cost of improvements that are reasonably attributable to new development, new residents and new business activities.

The Council further finds and affirms that it is in the public interest to collect impact Fees for the fire and police to reflect the cost of capital improvements that are reasonably attributable to new development, new residents and new business activity.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT CHAPTER 21.11 BE ADDED AND SECTION 21.06. OF

THE ZONING AND DEVELOPMENT CODE BE AMENDED AS SHOWN: (Deletions ~~struckthrough;~~ additions <u>underlined</u>.)

ADD ALL OF THE FOLLOWING:

21.11.010 <u>Development Impact Fees</u>

(a) <u>Title. This chapter shall be known and may be cited as the "Grand Junction, Colorado Impact Fee Ordinance" or "Impact Fee Ordinance."</u>

(b) <u>Authority. The City has the authority to adopt this Chapter pursuant to Article XX, § 6 of the Colorado State Constitution, the City's home rule charter, the City's general police powers, and other laws of the State of Colorado.</u>

(c) <u>Application. This Chapter shall apply to all development within the territorial limits of the City, except development exempted pursuant to §21.11.010(f)(2), *Exemptions.*</u>

(d) <u>Purpose.</u>

(1) <u>The intent of this Chapter is to ensure that new development pays a proportionate share of the cost of city parks and recreation, fire, police and transportation capital facilities.</u>

(2) <u>It is the intent of this Chapter that the impact fees imposed on new development are no greater than necessary to defray the impacts directly related to proposed new development.</u>

(3) <u>Nothing in this Chapter shall restrict the City from requiring an applicant for a development approval to construct reasonable capital facility improvements designed and intended to serve the needs of an applicant's project, whether or not such capital facility improvements are of a type for which credits are available under §21.11.010(g), *Credits.*</u>

(e) <u>Definitions.</u>

<u>For the purposes of this chapter, the following terms shall have the following meanings:</u>

(1) <u>*Planning Clearance.* A planning clearance issued by the Director permitting the construction of a building or structure within the City of Grand Junction.</u>

(2) <u>*Capital facilities.* Any improvement or facility that: a) Is directly related to any service that the City is authorized to provide; b) Has an estimated useful life of five years or longer; and c) Is required by the Charter, ordinances or policy of the City pursuant to a resolution or ordinance.</u>

(3) <u>*Commencement of impact-generating development.* Commencement of impact-generating development occurs upon either:</u>

(i) The submittal of a complete application for the development of a non-residential development or multi-family for rent development for which construction commences on or before two years from the date of complete application submittal, or

(ii) *Planning Clearance for residential uses intended for fee simple ownership such as single family homes, townhomes or condominiums.*

(4) *Complete Application.* For *the* purposes of this chapter, a development application shall not be considered complete unless and until (a) all the required information and submittal materials required by all relevant city ordinances, resolutions, rules and regulations are submitted and received by the Director, and (b) the Director has determined the application is complete. The decision of the Director with respect to completeness is final.

(5) *Development.* Any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land, which creates additional demand for parks and recreation, fire, and police capital facilities

(6) *Development approval.* Any final approval of an application for a rezoning, an approved Planned Development Ordinance, conditional use permit, subdivision, development or site plan, planning clearance, planning clearance or similar application for new construction.

(7) *Fee payer.* A person commencing impact-generating development who is obligated to pay an impact fee in accordance with the terms of this chapter.

(8) *Fee schedule or impact fee schedule.* The impact fees for Police, Fire and Parks and Recreation and Transportation established by this chapter. The impact fee schedule is set forth in the Fee Schedule to this chapter and is incorporated herein by reference.

(9) *Impact fee study.* The study entitled *City of Grand Junction, Colorado 2019 Impact Fee Study*, prepared by TischlerBise dated August 8, 2019 and/or the study entitled *Transportation Impact Fee Study* by Duncan Associates dated November 2019 with Minor Revisions February 28, 2019.

(10) *Independent Fee Calculation Study.* A study prepared by a fee payer, calculating the cost of parks and recreation capital facilities, fire capital facilities, and police capital facilities required to serve the fee payer's proposed development, that is performed on an average cost (not marginal cost) methodology, uses the level of service standards, service units and unit construction costs stated in the impact fee study, and is performed in compliance with any criteria for such studies established by this chapter.

(11) *Level of service (LOS).* A measure of the relationship between service capacity and service demand for capital facilities.

(12) *Floor area.* The total finished square footage of all levels included within the outside walls of a building or portion thereof, but excluding courts, garages having no habitable area, uninhabitable areas that are located above the highest habitable level, or uninhabitable areas that are located below the first floor level.

(13) *Successor-in-interest.* A person, as defined by this chapter, who is conveyed a fee simple interest in land for which an impact fee is paid or a credit is approved pursuant to the terms of this chapter.

For the purposes of this chapter, site-related improvements such as minimum street improvements, local street improvements and safety improvements shall not constitute transportation capital facilities.

(f) Development impact fees to be imposed.

(1) *Fee obligation, payment and deposit.*

(i) *Obligation to pay and time of payment. Commencing January 1, 2020,* any person who causes the commencement of impact-generating development, except those exempted pursuant to §21.11.010(f)(2), *Exemptions*, shall be obligated to pay impact fees pursuant to the terms of this chapter. The obligation to pay the impact fees shall run with the land. The amount of the impact fees shall be determined in accordance with §21.11.010(f)(3), Calculation of amount of impact fees and the Fee Schedule in effect at the time of issuance of a planning clearance and paid to the Director at the time of issuance of a planning clearance. If any credits are due pursuant to §21.11.010(h), *Credits*, those shall be determined prior to the issuance of a planning clearance and payment of the impact fees.

(ii) Fees promptly deposited into accounts. All monies paid by a fee payer pursuant to this chapter shall be identified as impact fees and shall be promptly deposited in the appropriate impact fee trust accounts established and described in §21.11.010(h), *Impact fee trust accounts.*

(iii) *Extension of previously issued development approval.* If the fee payer is applying for an extension of a development approval issued *prior to January 1, 2020*, the impact fees required to be paid shall be the net increase between the impact fees applicable at the time of the current permit extension application and any impact fees previously paid pursuant to this chapter, and shall include any impact fees established subsequent to such prior payment.

(iv) *Fee based on approved development.* If the planning clearance is for less floor area than the entire development approved *pursuant* to the development approval, the fee shall be computed separately for the floor area of development covered by the planning clearance, and with

reference to the use categories applicable to such development covered by the planning clearance.

(v) *Permit for change in use, expansion, redevelopment, modification.* If the fee payer is applying for a planning clearance to allow for a change of use or for the expansion, redevelopment, or modification of an existing development, the impact fees required to be paid shall be based on the net increase in the impact fees for the new use as compared to the previous use and actual fee paid for the previous use, and shall include any impact fees established subsequent to such prior payment.

(vi) *Prior conditions and/or agreements.* Any person who prior to January 1, 2020 has agreed in writing with the City, as a condition of permit approval, to pay an impact fee shall be responsible for the payment of the impact fees under the terms of such agreement, and the payment of the impact fees may be offset against any impact fees due pursuant to the terms of this chapter.

(vii) Time of submittal. For non-residential and multi-family development (excluding townhomes, duplexes and condominiums residence(s)) the fee shall be calculated as of the submission of a complete application and construction commences within two years of approval. Should construction fail to commence within two years, the applicant shall pay those fees in place at the time of issuance of a planning clearance.

(2) *Exemptions.* The following types of development shall be exempted from payment of impact fees. Any claim for exemption shall be made no later than the time when the applicant applies for the first planning clearance. Any claim for exemption not made at or before that time shall be waived. The Director shall determine the validity of any claim for exemption pursuant to the standards set forth below.

(i) *Replacing existing residential unit with new unit.* Reconstruction, expansion, alteration or replacement of a previously existing residential unit that does not create any additional residential units.

(ii) *New impact-generating development creates no greater demand than previous development.* New impact-generating *development* that the fee payer can demonstrate will create no greater demand over and above that produced by the existing use or development.

(iii) *Building after fire or other catastrophe.* Rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe.

(iv) *Accessory structures.* Construction of unoccupied accessory structures related to a residential unit.

(v) *Previous payment of same amount of impact fees.* Impact-generating development for which an impact fee was previously paid in an amount that equals or exceeds the impact fee that would be required by this chapter.

(vi) *Government.* Development by the federal government, the state, school district, County or the city.

(vii) *Complete development application approved prior to effective date of chapter.* For development for which a complete application for a planning clearance was approved prior to January 1, 2020; and for non-residential and multi-family development for which a complete application was submitted prior to January 1, 2020 so long as construction commences by January 1, 2022, the required fees shall be those in effect at time of submittal.

(viii) Small additions and renovations for residential uses. Construction of an addition to an existing dwelling unit of 500 square feet or less, or expansion of finished space for an existing dwelling unit of 500 square feet or less. This exemption shall only be used one time for each dwelling unit and does not apply to accessory dwelling units.

(3) *Calculation of amount of impact fees.*

(i) *Except* for *those* electing to pay impact fees pursuant to §21.11.010(f)(3)(ii), Independent Fee Calculation Study, the impact fees applicable to the impact-generating development shall be as determined by the Impact Fee Schedule, which is hereby adopted and incorporated herein. The Impact Fee Schedules are based on the Impact Fee Studies. It applies to classes of land uses within the City, differentiates between types of land uses, and is intended to defray the projected impacts caused by proposed new development on city capital facilities. The determination of the land use category(ies) in the Impact Fee Schedules that are applicable to impact-generating development shall be made by the Director with reference to the Impact Fee Studies and the methodologies therein; the then-current edition of the ITE Trip Generation

Manual, published by the Institute of Traffic Engineers; the City zoning and development code; the then-current land use approvals for the development; and any additional criteria set forth in duly promulgated administrative rules.

(A) *Annual adjustment of impact fees to reflect effects of inflation.* The Impact Fee Schedule, shall be adjusted annually and/or bi-annually consistent with the Impact Fee Schedule. Commencing on January 1, 2023, and on January 1 of each subsequent year each impact fee amount set forth in the Impact Fee Schedule shall be adjusted for inflation, as follows,

(1) For transportation impact fees, the fees shall be adjusted for inflation based on the latest 10-year average of the Colorado Department of Transportation Construction Cost Index, published quarterly by CDOT.

(2) For Fire, Police, and Parks the fees shall be adjusted for inflation based on the most recent Construction Cost Index published by Engineering News Record.

(3) Adjusted Fees/the adjusted Impact Fee Schedule shall become effective immediately upon calculation and certification by the City Manager and shall not require additional action by the City Council to be effective.

(B) *Impact-generating development not listed in the Impact Fee Schedule.* If the proposed impact-generating development is of a type not listed in the Impact Fee Schedule, then the impact fees applicable are those of the most nearly comparable type of land use. The determination of the most nearly comparable type of land use shall be made by the Director with reference to the impact fee study and City code.

(C) *Mix of uses.* If the proposed impact-generating development includes a mix of those uses listed in the Impact Fee Schedule, then the impact fees shall be determined by adding the impact fees that would be payable for each use as if it was a freestanding use pursuant to the Impact Fee Schedule.

(ii) *Independent Fee Calculation Study.* In lieu of calculating the amount(s) of impact fees by reference to the Impact Fee Schedule, a fee payer may

request that the amount of the required impact fee be determined by reference to an Independent Fee Calculation Study.

(A) *Preparation of Independent Fee Calculation Study.* If a fee payer requests the use of an Independent Fee Calculation Study, the fee payer shall be responsible for retaining a qualified professional (as determined by the Director) to prepare the Independent Fee Calculation Study that complies with the requirements of this chapter, at the fee payer's expense.

(B) *General* parameters *for Independent Fee Calculation Study.* Each Independent Fee Calculation Study shall be based on the same Level of Service standards and unit costs for the capital facilities used in the impact fee study, and shall document the relevant methodologies and assumptions used.

(C) Procedure.

(1) An Independent Fee Calculation Study shall be initiated by submitting an application to the Director together with an application fee to defray the costs associated with the review of the Independent Fee Calculation Study.

(2) The Director shall determine if the application is complete. If it is determined the application is not complete, a written statement outlining the deficiencies shall be sent by mail to the person submitting the application. The Director shall take no further action on the application until it is complete.

(3) When it is determined the application is complete, the application shall be reviewed by the Director and a written decision rendered on whether the impact fees should be modified, and if so, what the amount should be, based on the standards in §21.11.010(g)(1), *Standards.*

(D) Standards. If, on the basis of generally recognized principles of impact analysis, the Director determines the data, demand information and assumptions used by the applicant to calculate the impact fees in the Independent Fee Calculation Study more accurately measures the proposed impact-generating development's impact on the appropriate capital facilities, the impact fees determined in the Independent Fee Calculation Study

shall be deemed the impact fees due and owing for the proposed development. The fee adjustment shall be set forth in a fee agreement. If the Independent Fee Calculation Study fails to satisfy these requirements, the impact fees applied shall be the impact fees established in the Impact Fee Schedule.

(g) Credits.

(1) *Standards.*

(i) *General.* Any person causing the commencement of impact-generating development may apply for credit against impact fees otherwise due, up to but not exceeding the full obligation of impact fees proposed to be paid pursuant to the provisions of this chapter, for any contributions or construction (as determined appropriate by the Director) accepted in writing by the City for capital facilities. Credits against impact fees shall be provided only for that impact fee for which the fee is collected.

(ii) *Valuation of credits.*

(A) *Construction.* Credit for construction of capital facilities shall be valued by the City based on complete engineering drawings, specifications, and construction costs estimates submitted by the fee payer to the City. The Director shall determine the amount of credit due, if any, based on the information submitted, or, if he/she determines the information is inaccurate or unreliable, then on alternative engineering or construction costs determined by and acceptable to the Director.

(B) *Contributions.* Contributions for capital facilities shall be based on the value of the contribution or payment at the time it is made to the City.

(iii) *When credits become effective.*

(A) *Construction.* Credits for construction of capital facilities shall become effective after the credit is approved pursuant to this chapter, a written credit agreement is entered into and a) all required construction has been completed and has been accepted by the City b) suitable maintenance and financial warranty has been received and approved by the City, and c) all design, construction, inspection, testing, financial warranty, and acceptance procedures have been completed in compliance with

all applicable city requirements. Approved credits for the construction of capital facilities may become effective at an earlier date if the fee payer posts security in the form of an irrevocable letter of credit, escrow agreement, or cash and the amount and terms of such security are acceptable by the City Manager. At a minimum, such security must be in the amount of the approved construction credit plus 20 percent, or an amount determined to be adequate to allow the City to construct the capital facilities for which the credit was given, whichever is higher.

(B) *Contribution.* Credits for contributions for capital facilities shall become effective after the credit is approved in writing pursuant to this chapter, a credit agreement is entered into and the contribution is made to the City in a form acceptable to the City.

(iv) *Transferability of credits.* Credits for contributions, construction or dedication of land shall be transferable within the same development and for the same capital facility for which the credit is provided, but shall not be transferable outside the development. Credit may be transferred pursuant to these terms and conditions by a written instrument, to which the City is a signatory that clearly identifies which credits issued under this chapter are to be transferred. The instrument shall be signed by both the transferor and transferee, and the document shall be delivered to the Director for registration of the change in ownership. If there are outstanding obligations under a credit agreement, the City may require that the transferor or transferee, or both (as appropriate) enter into an amendment to the credit agreement to assure the performance of such obligations.

(v) *Total amount of credit.* The total amount of the credit shall not exceed the amount of the impact fees due for the specific facility fee (eg. Fire, Police, Parks).

(vi) *Capital contribution front-ending agreement.* The City may enter into a capital contribution front-ending agreement with any developer who proposes to construct capital facilities to the extent the fair market value of the construction of these capital facilities exceed the obligation to pay impact fees for which a credit is provided pursuant to this chapter. The capital contribution front-ending agreement shall provide proportionate and fair share reimbursement linked to the impact-generating development's use of the capital facilities constructed.

(2) *Procedure.*

(i) *Submission of application.* In order to obtain a credit against impact fees, the fee payer shall submit an offer for contribution or construction. The offer shall be submitted to the Director, and must specifically request a credit against impact fees.

(ii) *Contribution Offer contents.* The offer for contribution credit shall include the following:

(A) *Construction.* If the proposed credit involves construction of capital facilities:

(1) The proposed plan for the specific construction certified by a duly qualified and licensed Colorado engineer.

(2) The projected costs for the suggested improvement, which shall be based on local information for similar improvements, along with the construction timetable for the completion thereof. Such estimated costs may include the costs of construction or reconstruction, the costs of all labor and materials, the costs of all lands, property, rights, easements and franchises acquired, financing charges, interest prior to and during construction and for one year after completion of construction, costs of plans and specifications, surveys of estimates of costs and of revenues, costs of professional services, and all other expenses necessary or incident to determining the feasibility or practicability of such construction or reconstruction;

(3) A statement made under oath of the facts that qualify the fee payer to receive a contribution credit.

(B) *Contribution.* If the proposed offer involves a credit for any contribution for capital facilities, the following documentation shall be provided:

(1) A copy of the planning clearance for which the contribution was established;

(2) If payment has been made, proof of payment; or

(3) If payment has not been made, the proposed method of payment.

(iii) *Determination of completeness.* The Director shall determine if the application is complete. If it is determined that the proposed application is not complete, the Director shall send a written statement to the applicant

outlining the deficiencies. No further action shall be taken on the application until all deficiencies have been corrected.

(iv) *Decision.* The Director shall determine if the offer for credit is complete and if the offer complies with the standards in §21.11.010(g)(1) *Standards.*

(3) *Credit agreement.* If the offer for credit is approved by the Director, a credit agreement shall be prepared and signed by the applicant and the City Manager. The credit agreement shall provide the details of the construction or contribution of capital facilities, the time by which it shall be dedicated, completed, or paid, and the value (in dollars) of the credit against the impact fees the fee payer shall receive for the construction or contribution.

(4) *Accounting of credits.* Each time a request to use approved credits is presented to the City, the Director shall reduce the amount of the impact fees, and shall note in the City's records and the credit agreement the amount of credit remaining, if any.

(h) Impact fee trust accounts.

(1) *Establishment of trust accounts.*

(i) *Establishment of trust accounts.* For the purpose of ensuring impact fees collected pursuant to this Chapter are designated for the mitigation of capital facility impacts reasonably attributable to new impact-generating development that paid the impact fees.

(ii) *Establishment of accounts.* Impact fees shall be deposited into five (5) accounts: transportation, parks and recreation, capital facilities, fire capital facilities, and police capital facilities accounts.

(2) *Deposit and management of accounts.*

(i) *Managed in conformance with CRS 29-1-801 et. seq.* The impact fee accounts shall be maintained as interest bearing and shall be managed in conformance with CRS 29-1-801 et. seq.

(ii) *Immediate deposit of impact fees in appropriate account.* All impact fees collected by the City pursuant to the Chapter shall be promptly deposited into the appropriate account.

(iii) *Interest earned on trust account monies.* Any impact Fees not immediately expended shall be deposited in interest-bearing accounts. Interest earned on monies in the accounts shall be considered part of such account, and shall be subject to the same restrictions on use applicable to the impact fees deposited in such account.

(iv) *Income derived retained in accounts until spent.* All income derived from the deposits shall be retained in the accounts until spent pursuant to the requirements of this chapter.

(v) *Expenditure of impact fees.* Monies in each account shall be considered to be spent in the order collected, on a first-in/first-out basis.

(i) Expenditure of impact fees.

(1) *Capital facilities impact fees.* The monies collected from each capital facilities impact fee shall be used only to acquire or construct capital facilities within the city.

(2) *No monies spent for routine maintenance, rehabilitation or replacement of capital facilities.* No monies shall be spent for periodic or routine maintenance, rehabilitation, or replacement of any city transportation parks and recreation, fire, or police capital facilities.

(3) *No monies spent to remedy deficiencies existing on effective date of chapter.* No monies shall be spent to remedy existing deficiencies in transportation capital facilities, parks and recreation capital facilities, fire capital facilities, or police capital facilities.

(4) Transportation impact fee monies may be spent for the reconstruction and replacement of existing roads, the construction of new road systems and may be used to pay debt service on any portion of any current or future general obligation bond or revenue bond issued after July 6, 2004, and used to finance major road system improvements.

(j) Refund of impact fees paid.

(1) *Refund of impact fees not spent or encumbered in ten years.* A fee payer or the fee payer's successor-in-interest may request a refund of any impact fees not been spent or encumbered within ten years from the date the fee was paid, along with interest actually earned on the fees. Impact fees shall be deemed to be spent on the basis of the first fee collected shall be the first fee spent.

(2) *Procedure for refund.* The refund shall be administered by the Director, and shall be undertaken through the following process:

(i) *Submission of refund application.* A fee payer or successor in interest shall submit within one year following the end of the 10th year from the date on which the planning clearance was issued for which a refund is requested. The refund application shall include the following information:

(A) A copy of the dated receipt issued for payment of the impact fee;

(B) A copy of the planning clearance; and

(ii) *Determination of completeness.* The Director shall determine if the refund application is complete. If the application is not complete, the Director shall mail the applicant a written statement outlining the deficiencies. The Director shall take no further action on the refund application until it is complete.

(iii) *Decision on refund application.* When the refund application is complete, it shall be reviewed and approved if the Director determines a fee has

been paid which has not been spent within the 10-year period. The refund shall include the fee paid plus interest actually earned on the impact fee.

(3) *Limitations.*

(i) *Expiration of planning clearance without possibility of extension.* If a fee payer has paid an impact fee required by this chapter and obtained a planning clearance, and the planning clearance for which the impact fee was paid later expires without the possibility of further extension, then the fee payer or the fee payer's successor-in-interest may be entitled to a refund of the impact fee paid, without interest. In order to be eligible to receive a refund of impact fees pursuant to this subsection, the fee payer or the fee payer's successor-in-interest shall be required to submit an application for such refund to the Director within 30 days after the expiration of the planning clearance for which the fee was paid. If a successor-in-interest claims a refund of impact fee, the City may require written documentation that such rights have been conveyed to the claimant. If there is uncertainty as to the person to whom the refund is to be paid, or if there are conflicting demands for such refund, the City Attorney may interplead such funds.

(ii) *No refund if project demolished, destroyed, altered, reconstructed or reconfigured.* After an impact fee has been paid pursuant to this chapter, no refund of any part of such fee shall be made if the development for which the impact fee was paid is later demolished, destroyed, or is altered, reconstructed, reconfigured, or changed in use so as to reduce the size or intensity of the development or the number of units in the development.

(k) Low-Moderate Income Housing.

In order to promote the provision of low-moderate income housing in the City, the City Council may agree in writing to pay some or all of the impact fees imposed on a proposed low or moderate income housing development by this chapter from other unrestricted funds of the City. Payment of impact fees on behalf of a fee payer shall be at the discretion of the City Council and may be made pursuant to goals and objectives adopted by the City Council to promote housing affordability.

(l) *Administration, Appeals and Updates of determination or decision of Director to City Manager.*

(1) Review every seven years. The impact fees described in this chapter and the administrative procedures of this chapter shall be reviewed at least once every seven years by the City Manager to ensure that a) the demand and cost

assumptions underlying the impact fees are still valid, b) the resulting impact fees do not exceed the actual costs of constructing capital facilities that are of the type for which the impact fees are paid and that are required to serve new impact-generating development, c) the monies collected or to be collected in each impact fee accounts have been and are expected to be spent for capital facilities for which the impact fees were paid, and d) the capital facilities for which the impact fees are to be used will benefit the new development paying the impact fees.

(2) Appeal.

(i) Any determination or decision made by the Director under this chapter may be appealed to the City Manager by filing with the City Manager within 30 days of the determination or decision for which the appeal is being filed: (1) a written notice of appeal on a form provided by the City Manager, (2) a written explanation of why the appellant feels the determination or decision is in error, and (3) an appeal fee established by the city.

(ii) *City Manager review.* The City Manager shall fix a time and place for hearing the appeal, and shall mail notice of the hearing to the appellant at the address given in the notice of appeal. The hearing shall be conducted at the time and place stated in the notice given by the City Manager. At the hearing, the City Manager shall consider the appeal and either affirm or modify the decision or determination of the Director based on the relevant standards and requirements of this chapter. The decision of the City Manager shall be final.

(3) Administrative *rules.* The City Manager and Director, and their respective designees may from time to time establish written administrative rules, not inconsistent with the provisions of this chapter, to facilitate the implementation of this chapter as provided in GJMC 2.12.010. Without limiting the foregoing, the Director is authorized to establish written administrative rules, not inconsistent with the provisions of this chapter, for use in the determination of the land use category(ies) in the Impact Fee Schedule that is applicable to impact-generating development. All administrative rules adopted pursuant hereto shall be published in written form and copies thereof maintained in the offices of the Director and City Clerk. Administrative rules adopted pursuant hereto and a copy of such rules shall be made available without charge to fee payers and other persons requesting a copy thereof.

IMPACT FEE SCHEDULE

FIRE, POLICE AND PARKS AND RECREATION

	Land Use Type	Unit	Current Fees	Jan 1 2020	Jan 1 2021	Jan 1 2022	Jan 1 2023*
Residential	Single Family						
	Fire	Dwelling	$0	$0	$0	$710	$710
	Police	Dwelling	$0	$0	$0	$305	$305
	Parks and Recreation	Dwelling	$225	$484	$743	$1,001	$1,260
	Multi-Family						
	Fire	Dwelling	$0	$0	$0	$467	$467
	Police	Dwelling	$0	$0	$0	$200	$200
	Parks and Recreation	Dwelling	$225	$381	$537	$692	$848
nonresidential	Retail/Commercial						
	Fire	1,000 sf	$0	$0	$0	$489	$489
	Police	1,000 sf	$0	$0	$0	$206	$206
	Parks and Recreation	1,000 sf	$0	$0	$0	$0	$0
	Office/Institutional						
	Fire	1,000 sf	$0	$0	$0	$191	$191
	Police	1,000 sf	$0	$0	$0	$81	$81
	Parks and Recreation	1,000 sf	$0	$0	$0	$0	$0
	Industrial						
	Fire	1,000 sf	$0	$0	$0	$66	$66
	Police	1,000 sf	$0	$0	$0	$28	$28
	Parks and Recreation	1,000 sf	$0	$0	$0	$0	$0
	Warehousing						
	Fire	1,000 sf	$0	$0	$0	$34	$34
	Police	1,000 sf	$0	$0	$0	$14	$14
	Parks and Recreation	1,000 sf	$0	$0	$0	$0	$0

* Fee plus inflation

IMPACT FEE SCHEDULE
TRANSPORATION

	Land Use Type	Unit	Current Fees	Jan 1 2020 12.5%	July 1 2020 25.0%	Jan 1 2021 37.5%	Jul 1 2021 50.0%	Jan 1 2022 67.5%	July 1 2022 75.0%	Jan 1 2023* 87.5%	July 1 2023* 100.0%
Residential	All Multi-Family	Dwelling	$ 1,769	$ 1,908	$ 2,047	$ 2,186	$ 2,325	$ 2,464	$ 2,603	$ 2,742	$ 2,881
	<1,250 sq.ft of living area	Dwelling	$ 2,554	$ 2,620	$ 2,685	$ 2,751	$ 2,816	$ 2,882	$ 2,947	$ 3,013	$ 3,078
	1,250 to 1,649 sq.ft of living area	Dwelling	$ 2,554	$ 2,824	$ 3,093	$ 3,363	$ 3,633	$ 3,902	$ 4,172	$ 4,441	$ 4,711
	1,650 to 2,299 sq.ft of living area	Dwelling	$ 2,554	$ 2,907	$ 3,260	$ 3,613	$ 3,966	$ 4,318	$ 4,671	$ 5,024	$ 5,377
	2,300 or more of living area	Dwelling	$ 2,554	$ 3,115	$ 3,676	$ 4,237	$ 4,798	$ 5,359	$ 5,920	$ 6,481	$ 7,042
	Mobile Home / RV Park	Pad	$ 1,284	$ 1,500	$ 1,715	$ 1,931	$ 2,146	$ 2,362	$ 2,577	$ 2,793	$ 3,008
Hotel/Lodging	Hotel/Motel	Room	$ 2,407	$ 2,574	$ 2,740	$ 2,907	$ 3,073	$ 3,240	$ 3,406	$ 3,573	$ 3,739
Retail/Commercial	Shopping Center/Commercial	1,000 sf	$ 4,189	$ 4,569	$ 4,949	$ 5,328	$ 5,708	$ 6,088	$ 6,468	$ 6,847	$ 7,227
	Auto Sales/Service	1,000 sf	$ 3,780	$ 4,211	$ 4,642	$ 5,073	$ 5,504	$ 5,934	$ 6,365	$ 6,796	$ 7,227
	Golf Course	Hole	$ 5,951	$ 6,111	$ 6,270	$ 6,430	$ 6,589	$ 6,749	$ 6,908	$ 7,068	$ 7,227
	Movie Theater	1,000 sf	$ 10,574	$ 7,227	$ 7,227	$ 7,227	$ 7,227	$ 7,227	$ 7,227	$ 7,227	$ 7,227
	Restaurant, Standard	1,000 sf	$ 5,159	$ 5,418	$ 5,676	$ 5,935	$ 6,193	$ 6,452	$ 6,710	$ 6,969	$ 7,227
Convenience Commercial (Gas/Drive Thrus)	Bank, Drive-In	1,000 sf	$ 6,359	$ 7,485	$ 8,610	$ 9,736	$ 10,861	$ 11,987	$ 13,112	$ 14,238	$ 15,364
	Convenience Store w/Gas Sales	1,000 sf	$ 9,143	$ 9,921	$ 10,698	$ 11,476	$ 12,254	$ 13,031	$ 13,809	$ 14,586	$ 15,364
	Restaurant, Drive-Through	1,000 sf	$ 11,544	$ 12,022	$ 12,499	$ 12,977	$ 13,454	$ 13,932	$ 14,409	$ 14,887	$ 15,364
Office	Office, General	1,000 sf	$ 3,141	$ 3,473	$ 3,806	$ 4,138	$ 4,470	$ 4,802	$ 5,135	$ 5,467	$ 5,799
	Office, Medical	1,000 sf	$ 8,862	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799
	Animal Hospital/Vet Clinic	1,000 sf	$ 8,862	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799	$ 5,799
	Hospital	1,000 sf	$ 4,112	$ 4,323	$ 4,534	$ 4,745	$ 4,956	$ 5,166	$ 5,377	$ 5,588	$ 5,799
Institutional/Public	Nursing Home	1,000 sf	$ 1,149	$ 1,184	$ 1,218	$ 1,253	$ 1,288	$ 1,322	$ 1,357	$ 1,391	$ 1,426
	Place of Worship	1,000 sf	$ 1,967	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426
	Day Care Center	1,000 sf	$ 4,086	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426	$ 1,426
	Public/Institutional	1,000 sf	$ 639	$ 737	$ 836	$ 934	$ 1,033	$ 1,131	$ 1,229	$ 1,328	$ 1,426
Industrial	Industrial	1,000 sf	$ 1,864	$ 1,884	$ 1,904	$ 1,924	$ 1,945	$ 1,965	$ 1,985	$ 2,005	$ 2,025
Warehousing	Warehouse	1,000 sf	$ 1,328	$ 921	$ 921	$ 921	$ 921	$ 921	$ 921	$ 921	$ 921
	Mini-Warehouse	1,000 sf	$ 460	$ 518	$ 575	$ 633	$ 691	$ 748	$ 806	$ 863	$ 921

* Fee plus inflation

Delete Strikethrough Text, Add Underlined Text [Parks and Open Space]

21.11.020 Public and private parks and open spaces.

(a) ~~**Public Parks and Open Space Fee Required.**~~

~~(1) For all new residential development requiring rezoning, subdivision and/or planned development approval or site plan review, the owner shall pay into the City escrow fund for parks and open space acquisition and development that amount determined by the City to be necessary or required to defray the cost of and provide parks and open space.~~

~~(2) The dedication of land and/or the payment of the cash equivalent will enable the City to provide parks in the proper location and of the proper size to serve the citizens of the City. This regulation is also adopted to help discourage the proliferation of small parcels, tracts and out lots that are ostensibly created as open space and/or parks but are not sized, maintained or otherwise functional sites.~~

~~(3) For subdivisions, the open space fee is required and payable at the time of platting, when applicable. For all other reviews, the open space fee is required to be paid before the issuance of a planning clearance. For the purposes of this section only, "development" shall mean construction of one or more dwelling unit.~~

~~(4) Private open space and/or recreational area in any development, or outdoor living area required in a multifamily development, shall not be a substitute for the required open space fee, park impact fee or land dedication.~~

~~(5) The parks impact fee shall be as adopted by City Council by resolution.~~

~~(6) The parks impact fee shall not be waived or deferred for any development. The open space fee/dedication is discretionary, as provided for herein.~~

(a) **Open Space Dedication.**

(1) The owner of any residential development of 10 or more lots or dwelling units shall dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property. The decision as to whether to accept money or land as required by this section shall be made by the Director. Subdivisions with less than 10 lots or residential dwelling units are not required to dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property unless the developer or owner owns land adjacent to the proposed subdivision, in which case the Planning Commission shall determine the open space requirement.

(2) For any residential development required to provide open space, the owner shall hire an MAI appraiser to appraise the property. For purposes of this requirement, the property

shall be considered the total acreage notwithstanding the fact that the owner may develop or propose to develop the property in filings or phases.

(3) The appraiser's report shall be submitted to the City for purposes of determining fair market value and otherwise determining compliance with this section. The owner shall pay all costs of the appraisal. The owner waives any privilege and/or protection that may exist or be asserted to exist over the details of the appraisal. The appraisal is and shall be considered by the City as an open record under the Colorado Open Records Act.

(4) The required dedication and/or payment shall be subject to and made in accordance with this code. The City Council may accept the dedication of land in lieu of payment so long as the fair market value of the land dedicated to the City is not less than 10 percent of the value of the property.

(5) As part of any project approval, the owner shall dedicate, at no cost to the City, public trails, rights-of-way and waterfront greenbelts/access as designed on and as needed to implement adopted plans of the City. If such dedication is claimed to exceed constitutional standards, the owner shall so inform the City Attorney who, if he agrees, shall ask the City Council to pay a fair share of the value of such dedication or waive all or part of such required dedication.

(6) For creation of a homeowners' association, each subdivision of five or more lots shall record covenants which shall contain provisions for assessments, liens and enforcement of maintenance of all private open space areas and provisions for enforcement by and reimbursement to the City should the homeowners' association fail to maintain the areas properly and the City elects to do so.

(7) For subdivisions, the land dedication or open space fee is required and payable at the time of platting, when applicable.

(8) Private open space and/or recreational area in any development, or outdoor living area required in a multifamily development, shall not be a substitute for the required ~~open space fee~~, ~~park impact fee or~~ land dedication.

Delete Strikethrough Text, Add Underlined Text [Transportation Impact Payments/Infrastructure Standards]

21.11.030 Infrastructure standards.

(a) **General.**

(1) Public Improvements. The improvements described in this section must be built by the applicant and constructed in accordance with adopted standards, unless otherwise indicated. ~~The applicant/developer shall either complete construction of all such improvements (in this section "infrastructure") prior to final City approval (such as a subdivision plat) or shall execute a development improvements agreement.~~ No improvements shall be made until the following required plans, profiles and specifications have been submitted to, and approved by, the City:

(i) Roads, streets and alleys;

(ii) Street lights and street signs for all street intersections;

(iii) Sanitary sewer pipes and facilities;

(iv) Fire hydrants and water distribution system and storage;

(v) Storm drainage system;

(vi) Irrigation system;

(vii) Right-of-way landscaping;

(viii) Other improvements and/or facilities as may be required by changing technology and the approval process;

(ix) Permanent survey reference monuments and monument boxes (see § 38-51-101 C.R.S.).

(2) Guarantee of Public Improvements. No development shall be approved until the City has accepted constructed infrastructure or the developer has executed a development improvements agreement and provided ~~along with~~ adequate security (see GJMC 21.02.070(m)).

(3) No planning clearance for any use or activity shall be issued until minimum street improvements have been constructed, paid for or adequately secured.

(4) City Participation. The City may elect to require the developer to coordinate construction with the City as required in this chapter. ~~If the developer, in order to provide~~

~~safe access and circulation, must build or improve an arterial or collector street, the City may choose to participate in paying for a portion of the costs of paving these streets, including engineering, site preparation, base and pavement mat.~~

(b) **Streets, Alleys, Trails and Easements.**

(1) Design Standards.

(i) Streets, alleys, sidewalks, trails and bike paths shall be designed and constructed in accordance with applicable City standards also known as Transportation Engineering Design Standards (TEDS).~~, including Street and alley layouts shall conform to adopted street plans and other policies, as well as~~ TEDS ~~(GJMC Title 29).~~

(ii) No owner or developer shall propose a site design or plan which could result in the applicant controlling access to a street, alley or right-of-way.

(ii) Easements shall be provided as required for improvements and utilities. Alleys may be used for placement of utilities and infrastructure~~. may be used~~.

(iv) If needed to provide safe and adequate access and circulation for residents, visitors, users and occupants, the applicant shall provide off-site infrastructure.

(v) Each project with one or more buildings (except detached dwellings) shall provide paved pedestrian walkway/sidewalk connections to nearby rights-of-way. Said connections shall be separate from parking and driveway areas.

~~(vi) Dedications required by subsection (b)(1)(iii) of this section shall be at no cost to the City. Dedications shall not be eligible for or require a refund or TCP credit.~~

(2) ~~Transportation Capacity Payment (TCP) and Right-of-Way~~ Right of Way Dedication

(i) A developer shall dedicate to the City such rights-of-way (i.e. streets, sidewalks, trails, bicycle paths and easements) needed to serve the project in accordance with:~~(A)~~ the ~~adopted Functional Classification Map and~~ Grand Junction Circulation Plan, as amended. ~~from time to time~~.

(ii) Required right-of-way dedications shall be at no cost to the City. Such dedications shall not be eligible for transportation impact fee credit.

(3) Required Improvements.

(i) The developer shall ~~pay to the City a transportation capacity payment (TCP) and~~ construct ~~right-of-way improvements considered~~ minimum street improvements, local

streets, alleys, sidewalks, trails and bike paths ~~as minimum street access improvements as well as improvements necessary for the safe ingress and/or egress of traffic to the development,~~ as required by the Code. ~~Director.~~ The type of improvements and required design (i.e. cross sections) shall be those provided in TEDS.

~~(a) (ii) The Director may require that the developer pay for and/or construct improvements necessary for the safe ingress and/or egress of traffic to the development. Those improvements are defined as minimum street access improvements.~~ Minimum street improvements shall be those required for the safe ingress and egress of traffic to and from the development and include the design and construction of all streets internal to and fronting a development that are designated as Local or Unclassified in the Grand Junction Circulation Plan. ~~defined by the most recent version of the City's growth and development related street policy and/or TEDS (GJMC Title 29). The growth and development related street policy shall be reviewed by City staff and adopted periodically by Council resolution.~~

(b) Any unbuilt street that is designated in the Grand Junction Circulation Plan as a Collector or Arterial and is internal to the development shall be constructed to a Local street standard by the developer.

a. The City may require the developer based on the City's Circulation Plan and input from the Public Works Director to design and construct the street to a Collector or Arterial standard, thereby requiring the oversizing of streets.

b. When oversizing is required, the developer may be eligible for a city cost-share agreement in the differential amount between the required Local street improvement and the required Collector or Arterial street improvement

(c) All streets connecting the existing street network to the development shall be at least 20 feet wide, serve the development's traffic demands, meet the Fire Code, and designed structurally to meet fire equipment load requirements.

(ii) Commencing January 1, 2021, The developer shall construct improvements necessary for the safe ingress and/or egress of traffic to the development, as required by the Director.

(a) To achieve safe ingress and/or egress, if turn lanes to and from the development are warranted based on a Traffic Impact Study, the developer will be responsible for the design and construction of said lanes.

(b) Where a safety improvement is for the benefit of a development but will benefit other future developments, the developer may request the City to provide a reimbursement agreement for a period of up to 20 years to

recapture a portion of the improvement costs based on a proportionate usage of the improvement as determined by an approved traffic study. The developer may request extension of the reimbursement agreement term.

~~(ii) The Director may require that the developer pay for and/or construct improvements necessary for the safe ingress and/or egress of traffic to the development. Those improvements are defined as minimum street access improvements. Minimum street access improvements shall be defined by the most recent version of the City's growth and development related street policy and/or TEDS (GJMC Title 29). The growth and development related street policy shall be reviewed by City staff and adopted periodically by Council resolution.~~

~~(iii) No planning clearance for a planning clearance for any use or activity requiring payment of the TCP shall be issued until the TCP has been paid and minimum street access improvements have been constructed, paid for or adequately secured. as determined by the Director. Adequate security shall be that allowed or required for a development improvement agreement (DIA) under GJMC 21.02.070(m).~~

(iv) ~~The amount of the TCP shall be as set forth annually by the City Council in its adopted fee resolution. The TCP is minimally subject to annual adjustment for inflation based on the Colorado Department of Transportation's (CDOT) Construction Cost Index, published quarterly by the CDOT (this information can be found at the Internet site of http://www.coloradodot.info/business/eema/construction-cost-index).~~

(v) ~~The TCP shall be used by the Director to make capital improvements to the transportation facilities in the City in accordance with the City's growth and development related street policy, this section, and other applicable provisions of the Zoning and Development Code~~.

~~(A) To pay debt service on any portion of any current or future general obligation bond or revenue bond issued after July 6, 2004, and used to finance major road system improvements.~~

~~(B) For the reconstruction and replacement of existing roads, the construction of new major road systems and improvements and/or for the payment of reimbursable street expenses (as that term is defined from time to time by the City's growth and development related street policy) that are integral to and that add capacity to the street system.~~

~~(C) Traffic capacity improvements do not include ongoing operational costs or debt service for any past general obligation bond or revenue bond issued prior to July 6, 2004, or any portion of any current or future bond issued after July 6, 2004, and not used to finance major road system improvements.~~

(D) Capital spending decisions shall be guided by the principles, among others, that TCP funds shall be used to make capacity and safety improvements but not used to upgrade existing deficiencies except incidentally in the course of making improvements; TCP fund expenditures which provide improvements which are near in time and/or distance to the development from which the funds are collected are preferred over expenditures for improvements which are more distant in time and/or distance.

(E) No TCP funds shall be used for maintenance.

(F) TCP funds will be accounted for separately but may be commingled with other funds of the City.

(G) The Director shall determine when and where TCP funds shall be spent:

a. As part of the two-year budget process.

b. As required to keep pace with development.

(H) The TCP shall not be payable if the Director is shown by clear and convincing evidence that at least one of the following applies:

a. Alteration or expansion of an existing structure will not create additional trips;

b. The construction of an accessory structure will not create additional trips produced by the principal building or use of the land. A garage is an example of an accessory structure which does not create additional trips;

c. The replacement of a destroyed or partially destroyed structure with a new building or structure of the same size and use that does not create additional trips;

d. A structure is constructed in a development for which a TCP fee has been paid within the prior 84 months or the structure is in a development with respect to which the developer constructed street access improvements and the City accepted such improvements and the warranties have been satisfied.

(vi) If the type of impact-generating development for which a planning clearance is requested is for the expansion, redevelopment or modification of an existing development, the fee shall be based on the net increase in the fee for the new land use type as compared to the previous land use type.

~~(vii) In the event that the proposed expansion, redevelopment or modification results in a net decrease in the fee for the new use or development as compared to the previous use or development, the developer may apply for a refund of fees previously paid with the consent of the previous person having made the payment and/or constructed the improvements.~~

~~(viii) A request for a change of use permit that does not propose the expansion of an existing structure shall not require the payment of the TCP. If, however, a request for a change of use permit does propose the expansion of an existing structure, the TCP shall only be applied to the expansion and not the existing structure.~~

~~(ix) For fees expressed per 1,000 square feet, the square footage shall be determined according to gross floor area, measured from the outside surface of exterior walls and excluding unfinished basements and enclosed parking areas. The fees shall be prorated and assessed based on actual floor area, not on the floor area rounded to the nearest 1,000 square feet.~~

~~(x) Any claim for credit shall be made not later than the time of application or request for a planning clearance. Any claim not so made shall be deemed waived. Credits shall not be transferable from one project or development to another nor otherwise assignable or transferable.~~

~~(xi) Minimum street access improvements include street and road improvements required to provide for the safe ingress and egress needs of the development as determined by the Director.~~

~~(A) Quality of service for any new development and/or for traffic capacity improvements shall be determined by the Director. The Director shall determine the acceptable quality of service taking into consideration existing traffic, streets and proposed development.~~

~~(B) Required right-of-way dedications shall be at no cost to the City.~~

~~(xii) Definitions. The following terms and words shall have the meanings set forth for this section:~~

~~(A) "Average trip length" means the average length of a vehicle trip as determined by the limits of the City, the distance between principal trip generators and as modeled by the City's, the County's, the State's or MPO's computer program. In the event that the models are inconsistent, the most advantageous to the City shall be used.~~

(B) "Convenience store," "hotel/motel," "retail," and other terms contained in and with the meaning set forth in the Trip Generation Manual.

(C) "Lane-mile" means one paved lane of a right-of-way one mile in length and 14 feet in width, including curb and gutter, sidewalk, storm sewers, traffic control devices, earthwork, engineering, and construction management including inspections. The value of right-of-way is not included.

(D) "Percentage of new trips" is based on the most current version of the ITE Transportation and Land Development Manual, and the ITE Trip Generation Manual.

(E) "Unimproved/under-improved floor area" has the meaning as defined in the adopted building codes.

(xiii) Calculation of Fee.

(A) Any person who applies for a planning clearance for an impact-generating development shall pay a transportation impact fee in accordance with the most recent fee schedule prior to issuance of a planning clearance. If any credit is due pursuant to subsection (b)(2)(x) of this section, the amount of such credit shall be deducted from the amount of the fee to be paid.

(B) If the type of impact-generating development for which a planning clearance is requested is not specified on the fee schedule, then the Director shall determine the fee on the basis of the fee applicable to the most nearly comparable land use on the fee schedule. The Director shall determine comparable land use by the trip generation rates contained in the most current edition of the ITE Trip Generation Manual.

(C) In many instances, a building may include secondary or accessory uses to the principal use. For example, in addition to the production of goods, manufacturing facilities usually also have office, warehouse, research and other associated functions. The TCP fee shall generally be assessed based on the principal use. If the applicant can show the Director in writing by clear and convincing evidence that a secondary land use accounts for over 25 percent of the gross floor area of the building and that the secondary use is not assumed in the trip generation for the principal use, then the TCP may be calculated on the separate uses.

(D) TCP Fee Calculation Study. At the election of the applicant or upon the request of the Director, for any proposed development activity, for a use that is not on the fee schedule or for which no comparable use can be determined and

agreed to by the applicant and the Director or for any proposed development for which the Director concludes the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to mitigate than the amount of the fee that would be generated by the use of the fee schedule, a TCP fee calculation study may be performed.

(E) The cost and responsibility for preparation of a fee calculation study shall be determined in advance by the applicant and the Director.

(F) The Director may charge a review fee and/or collect the cost for rendering a decision on such study. The Director's decision on a fee or a fee calculation study may be appealed to the Zoning Board of Appeals in accordance with GJMC 21.02.210(b).

(G) The TCP fee calculation study shall be based on the same formula, quality of service standards and unit costs used in the impact fee study. The fee study report shall document the methodologies and all assumptions.

(H) The TCP fee calculation study shall be calculated according to the following formula:

FEE	**=**	**VMT x NET COST/VMT x RF**
VMT	=	TRIPS x % NEW x LENGTH ÷ 2
TRIPS	=	DAILY TRIP ENDS GENERATED BY THE DEVELOPMENT DURING THE WORK WEEK
% NEW	=	PERCENT OF TRIPS THAT ARE PRIMARY, AS OPPOSED TO PASSBY OR DIVERTED-LINK TRIPS
LENGTH	=	AVERAGE LENGTH OF A TRIP ON THE MAJOR ROAD SYSTEM
÷ 2	=	AVOIDS DOUBLE-COUNTING TRIPS FOR ORIGIN AND DESTINATION
NET COST/VMT	=	COST/VMT – CREDIT/VMT
COST/VMT	=	COST/VMC x VMC/VMT
COST/VMC	=	AVERAGE COST TO CREATE A NEW VMC BASED ON HISTORICAL OR PLANNED PROJECTS (FEES SET BY CITY COUNCIL)
VMC/VMT	=	THE SYSTEM-WIDE RATIO OF CAPACITY TO DEMAND IN THE MAJOR ROAD SYSTEM (1.0 ASSUMED)
CREDIT/VMT	=	CREDIT PER VMT, BASED ON REVENUES TO BE GENERATED BY NEW DEVELOPMENT (FEES SET BY CITY COUNCIL)

~~RF~~	=	~~REDUCTION FACTOR ADOPTED BY POLICY (FACTOR SET BY CITY COUNCIL)~~

~~(I) A TCP fee calculation study submitted for the purpose of calculating a transportation impact fee may be based on data information and assumptions that are from:~~

~~a. An accepted standard source of transportation engineering or planning data; or~~

~~b. A local study on trip characteristics performed by a qualified transportation planner or engineer pursuant to an accepted methodology of transportation planning or engineering that has been approved by the Director.~~

(3) Existing Streets

(i) Existing Local ~~Residential~~ Streets.

(a) General. Many areas of the City were developed in the unincorporated areas of Mesa County without modern urban street and drainage facilities. In many such neighborhoods and areas, the existing local ~~residential~~ streets do not have curbs, gutters or sidewalks. ~~Where structures houses are already built on most or all of such lots, the character of the neighborhood is well established.~~ Given that there are no serious safety or drainage problems associated with these local ~~residential~~ streets, there is no current reason to improve these streets or to install curbs, gutters and/or sidewalks. When an owner in one of these ~~well~~-established neighborhoods chooses to subdivide a lot or parcel or an owner in a commercial or industrial area chooses to develop a lot or parcel, unless such improvements are extended off site to connect to a larger system, the new "short runs" of curbing, gutters and/or sidewalks are of little value as drainage facilities or pedestrian ways until some future development or improvement district extends them to other connecting facilities.

(b) ~~The Public Works and Planning Director shall determine the acceptable minimum improvements. (G) If all of the criteria have been met,~~ Instead of constructing ~~requiring these~~ "short run" improvements, the ~~Public Works and Planning~~ owner may apply to the Director to defer full and permanent improvements ("Permanent Improvements") by;

a. Signing an agreement to form ~~may, determine the in his or her discretion a signed agreement from the owner~~ an improvement district for the construction of certain required curb(s), gutter(s), and sidewalk(s) and street improvement(s) ("Temporary Improvements") in

lieu of construction at the time of approval of the development application and

b. Constructing, as required by the City, certain temporary curb(s), gutters(s), sidewalk(s), and street improvement(s) required by the City as a condition of approval of the development application. Temporary Improvements shall be constructed with the same materials and to the same standards as required of permanent improvements.

c. The agreement to form an improvement district shall be in a form approved by the City Attorney. The agreement shall run with the land and shall be recorded with the Mesa County Clerk and Recorder.

(c) The Director may defer for a period and on terms established by the Director, residential street improvements if all of the following criteria are met:

a. The development is for three or less residential lots;

b. The zoning or existing uses in the block or neighborhood are residential. The Director shall determine the boundaries of the block or neighborhood, based on topography, traffic patterns, and the character of the neighborhood;

c. The existing local residential street that provides access to the lots or development meets minimum safety and drainage standards, and has a design use of less than 1,000 average daily traffic ("ADT") based on an assumed typical 10 trips per day per residence and the volume is expected to be less than 1,000 ADT when the neighborhood or block is fully developed;

d. At least 80 percent of the lots and tracts in the neighborhood or block are already built upon, so that the street and drainage character is well established;

e. If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, exists and it can be improved or remedied without the street improvements being built; and

f. There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar street improvements.

~~(G) If all of the criteria have been met, instead of requiring these "short run" improvements, the Public Works and Planning Director may in his or her discretion accept a signed agreement from the owner to form an improvement district for the construction of curbs, gutters, and sidewalks in lieu of construction. The agreement shall be in a form approved by the City Attorney. The agreement shall run with the land and shall be recorded with the Mesa County Clerk and Recorder.~~

~~(ii) Existing Local Nonresidential Streets. Many commercial and industrial areas of the City were developed in the unincorporated areas of Mesa County without modern urban street and drainage facilities. In many of these areas the existing local nonresidential streets do not have curbs, gutters or sidewalks. Given that there are no serious safety or drainage problems associated with these local nonresidential streets, there is no current reason to improve these streets or to install curbs, gutters and/or sidewalks. When an owner in a commercial or industrial area chooses to develop a lot or parcel, the new "short runs" of curbing, gutters and/or sidewalks are of little value as drainage facilities or pedestrian ways unless the improvements are extended off site to connect to a larger system or until some future development or improvement district extends them to other connecting facilities.~~

~~The Public Works and Planning Director shall determine the acceptable minimum improvements. In order to promote development of infill properties~~

(d) The Director may defer for <u>a period and terms established by the Director,</u> nonresidential street improvements if all of the following criteria have been met:

a. The development is for a single commercial or industrial lot or parcel that does not create a new lot or parcel;
b. The proposed development or use of the lot or parcel must be consistent with the allowed uses and requirements of the current zone district;
c. The lot or parcel size is two acres or less;
d. The lot or parcel does not have more than 500 feet of frontage on the local nonresidential street;
e. If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, exists and it can be improved or remedied without the local nonresidential street improvements being built; and
f. There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar local nonresidential street improvements.

~~(G) If all of the criteria have been met, instead of requiring these "short run" improvements, the Public Works and Planning Director may in his or her discretion accept a signed agreement from the owner to form an improvement district for the construction of curbs, gutters and sidewalks in lieu of construction. The agreement shall be in a form approved by the City Attorney. The agreement shall run with the land and shall be recorded with the Mesa County Clerk and Recorder.~~

(4) Public Right-of-Way and Private Parking Lot Use.

(i) No structure, fence, sign, parking lot, detention/retention pond, or other temporary or permanent object or structure shall be constructed, maintained, or erected in any portion of any public right-of-way first obtaining a revocable permit has been issued by the City. The City Engineer or other City official may allow traffic control devices, street signs, public notices, utility poles, lines and street banners consistent with this Code. ~~(see this chapter).~~

(ii) No person shall use, store, display or sell any goods, merchandise or any structure without having first obtained a revocable permit, except that this provision shall not be enforced in a manner which limits unreasonably any person's freedom of speech or assembly.

(iii) No commercial vehicle which exceeds one and one-half tons rated carrying capacity shall be parked in a public right-of-way which abuts any residential zone.

(iv) Parking of an RV or any vehicle for more than 72 hours shall not be allowed in a public right-of-way or on any vacant lot.*

~~***Code reviser's note** – Ordinance 4833, which amends this subsection (b)(4)(iv), provides, "Sunset Clause. Within sixty days of the third anniversary of the adoption of this ordinance the City Council shall consider the effectiveness of the ordinance at achieving its stated purposes. Without further action by the City Council, the terms and provisions of this ordinance shall expire on the third anniversary of the effective date hereof without subsequent action by the City Council."~~

(6) Street Naming and Addressing System. A street naming system shall be maintained to facilitate the provisions of necessary public services (police, fire, mail), reduce public costs for administration, and provide more efficient movement of traffic. For consistency, this system shall be adhered to on all newly platted, dedicated, or named streets and roads. The Director shall check all new street names for compliance to this system and issue all street addresses. Existing streets and roads not conforming to this system shall be made conforming as the opportunity occurs.

Introduced for first reading on this 2nd day of October, 2019 and ordered published in pamphlet form.

PASSED and ADOPTED this 16th day of October, 2019 and ordered published in pamphlet form.

President of City Council

ATTEST:

Selestina Sandoval

Deputy City Clerk

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4878 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 2nd day of October, 2019 and the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 16th day of October, 2019, at which Ordinance No. 4878 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 18th day of October, 2019.

Deputy City Clerk

Published: October 04, 2019
Published: October 18, 2019
Effective: November 17, 2019