

**GRAND JUNCTION CITY COUNCIL
WORKSHOP AGENDA**

**MONDAY MARCH 3, 2003, 7:00 P.M.
CITY HALL AUDITORIUM, 250 N. 5TH STREET**

MAYOR'S INTRODUCTION AND WELCOME

- 7:00 **COUNCILMEMBER REPORTS**
- 7:10 **REVIEW FUTURE WORKSHOP AGENDAS** [Attach W-1](#)
- 7:15 **CITY MANAGER'S REPORT**
- 7:25 **REVIEW WEDNESDAY COUNCIL AGENDA**
- 7:30 **HANSON PROPERTY CLEANUP:** Presentation of Award by APWA
President Brian Pettet, Colorado Chapter.
- 7:45 **STRATEGIC PLAN REVIEW AND UPDATE** [Attach W-2](#)
- 8:10 **GRAND JUNCTION ECONOMIC PARTNERSHIP:** GJEP will update the
City Council on the status of an approved project and address Council on
a new effort. [Attach W-3](#)
- 8:50 **GROWTH PLAN UPDATE REVIEW PROCESS:** Community
Development Director Bob Blanchard will review with the City Council
different options for reviewing Growth Plan updates. [Attach W-4](#)
- 9:10 **GRAND JUNCTION PRIORITIES:** Discussion of City Council's priorities
to be presented to the County Commissioners at the March 13th meeting.
[Attach W-5](#)
- 9:40 **ADJOURN**

This agenda is intended as a guideline for the City Council. Items on the agenda are subject to change as is the order of the agenda.

**Attach W-1
Future Workshop Agenda**

CITY COUNCIL WORKSHOP AGENDAS

~~**MARCH 17, MONDAY 7:00 PM:** canceled for Spring Break~~

MARCH 31, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 STRATEGIC PLAN REVIEW & UPDATE
- 8:15 DROUGHT MANAGEMENT PLAN
- 8:45 ANNUAL UPDATE WITH WATER ATTORNEY JIM LOCHEAD (??)

APRIL 14, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 OPEN

MAY 5, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 STRATEGIC PLAN UPDATE

MAY 19, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 OPEN

FUTURE WORKSHOP ITEMS

1. DISCUSSION OF TRANSIENTS ISSUE

Attach W-2
Strategic Plan Review & Update

**M
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M
O**

To: Mayor and City Council
From: David Varley
CC: Kelly Arnold, City Manager
Date: 26 February 2003
Re: February Strategic Plan Progress Report



The Council's recently adopted Strategic Plan has 76 Action Steps, most of which are to be accomplished during 2003. To help us track all these Action Steps and make sure they are completed, we will provide a written progress report every month.

This is the progress report for February 2003 which details the Action Steps completed during the month. Three Action Steps are updated or reported here. This includes one Action Step under the *Balance of Character...* Solution and two Action Steps under the *Efficient Transportation* Solution. The appropriate reports are attached behind the updated Solutions.

GRAND JUNCTION CITY COUNCIL
STRATEGIC PLAN 2002 – 2012

MONTHLY PROGRESS REPORT
February 2003



Solution

A BALANCE OF CHARACTER,
ECONOMY AND ENVIRONMENT

Action Step 6.A: *Provide a report on the current status of Grand Valley Air Quality.*
(February 2003)

Progress: Staff has received a letter from the Grand Valley Regional Transportation Committee (GVRTC) which outlines the transportation issues that surround air quality. The GVRTC briefly discussed air quality as it relates to transportation and agreed to continue to monitor the issue.

Perry Buda of the Mesa County Health Department sent a letter/report dealing with local air quality attainment.

This report on the current status of Grand Valley Air Quality consists of the two letters mentioned above and they are attached. (Pages 5-8)

This Action Step is now **completed!**

GRAND JUNCTION CITY COUNCIL
STRATEGIC PLAN 2002 – 2012

MONTHLY PROGRESS REPORT
February 2003



Solution

EFFICIENT TRANSPORTATION

Action Step 14.A: *City Council representative to Regional Transportation Planning Organization (RTPO) places this (permanent/dedicated funding source for GVT) on agenda for discussion at February 2003 meeting. (February 2003)*

Progress: This item was discussed at the February meeting of the Grand Valley Regional Transportation Committee (GVRTC) and based on this meeting, staff suggests a change of the completion date for this Action Step.

The original schedule for this Action Step suggested a timeline of February for the Grand Valley Regional Transportation Committee (GVRTC) to discuss a process of how the participants with the Grand Valley Transit system (GVT) would review alternatives for long term funding of the public bus system. In addition, the schedule suggested October as a date when the alternatives would be reviewed.

As City Council was preparing the Strategic Plan the GVRTC was working with a consultant to update the federally required “Transit Development Plan” (TDP) for the GVT. The scope of work for the TDP and the schedule closely approximate the intent of Objective 14 of Council’s Strategic Plan. Therefore, staff proposes to use the schedule and process of the TDP which should have the final report in April of this year. The policy decisions involving the GVT would begin after the submittal of the final report. A memo outlining this proposal is attached. (Page 9)

Solution

EFFICIENT TRANSPORTATION continued

Action Step 12.A: *Develop cost/benefit analysis for swaps (CDOT) currently being discussed.* (January 2003)

Progress: These cost/benefit analyses were submitted to the City Manager on 31 January 2003. They include one report for State Highway 340 and one report for North Avenue (U.S. Highway 6). These two reports are attached. (Pages 10-14)

This Action Step is now **completed**.



**Mesa County
Regional Transportation Planning Office**

750 Main Street, 1st Floor, Grand Junction, CO 81501
P O Box 20,000-5093, Grand Junction, CO 81502-5093
Tele: 970 255-7188 Fax: 970 244-1769



**Air Quality Conformity and Transportation Planning
Grand Valley Regional Transportation Committee Perspective**

Beginning with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and followed with the Transportation Equity Act for the 21st Century (TEA-21) of 1998, in conjunction with the provisions of the Clean Air Act (CAA) of 1970, air quality has become an issue that must be addressed through the metropolitan planning processes governed by Title 23 of United States Code. Essentially, the air quality provisions of these legislative actions tie the use of federal Highway Trust Fund (HTF) program dollars to the maintenance of air quality standards in urban areas across the country. These acts ensure that integrated transportation and air quality planning occurs in areas designated by the Environmental Protection Agency (EPA) as nonattainment maintenance areas for air quality.

Current Grand Valley MPO Situation

Currently the Grand Junction/Mesa County Urban Area is certified as in attainment with the EPA's standards for air quality; attainment is defined as an area with air quality that meets or exceeds the US EPA health standards as stated in the CAA. The Colorado Department of Health monitors air quality within the urban area and has indicated that we remain in compliance with the standards.

The EPA has established standards for four transportation-related pollutants:

- Ground level ozone formed by volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), the primary ingredients of smog;
- Carbon Monoxide (CO);
- Particulate matter less than 10 microns (PM₁₀); and
- Nitrogen Dioxide (NO₂)

The standards are based on the EPA's assessment of the health risks associated with each of the pollutants on at-risk populations. At risk groups include children, the elderly, persons with respiratory illnesses and even healthy people who exercise outdoors.

Transportation Conformity

Conformity is a way to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals. It ensures that transportation activities do not worsen air quality. Meeting the standards in non-attainment areas often requires emission reductions from mobile sources of the transportation related pollutants.

In areas designated as non-attainment, transportation plans, programs and projects cannot:

- Create new violations of the National Ambient Air Quality Standards (NAAQS);
- Increase the frequency or severity of existing NAAQS violations; or
- Delay attainment of NAAQS.

Conformity is determined at the level of long-range transportation plans, short-range transportation improvement programs (TIPs) and at the transportation project level.

In non-attainment areas, the CAA requires that transportation plans, programs and projects that are funded or approved by the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA) be in conformity with the state's State Implementation Plan (SIP); a plan mandated by the CAA that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS. Metropolitan Planning Organizations produce and update 20-year transportation plans and TIPs that, in non-attainment areas, must conform to the SIP.

FHWA/FTA projects in non-attainment areas must be found to conform before they are adopted, accepted, approved or funded. Transportation projects must conform to the following criteria:

- They must come from a conforming transportation plan and TIP;
- The design concept and scope of the project that was in place at the time of the conformity finding must be maintained throughout implementation; and
- The project design concept and scope must be sufficiently defined to determine emissions at the time of the conformity determination.

If a project does not meet the above three criteria, its emissions, when considered with the emissions projected for the conforming transportation plan and program, cannot cause the plan and program to exceed the emissions budget in the SIP.

The MPO and the US Department of Transportation (US DOT) have the responsibility to ensure that the transportation plan and program with the metropolitan planning boundaries conform to the SIP. In metropolitan planning areas, the policy board of each MPO, GVRTC in our case, must formally make a conformity determination on its transportation plan and TIP prior to submitting them to the US DOT for review and approval.

Consequences of Not Making a Conformity Determination

The conformity determination is a result of analyses undertaken to identify both the projected regional emissions impacts of plans and programs and the project level impacts of individual projects. If a transportation plan, program or project does not meet conformity requirements, transportation officials can choose from the following options:

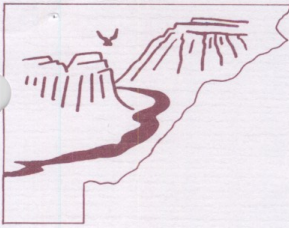
- Modify the plan, program or project to offset the expected emissions;
- Work with the appropriate state agency to modify the SIP to offset the plan, program, or project emissions

If the above is not accomplished, projects cannot advance. This can affect transit as well as highway projects. If a conformity determination cannot be made within a specified time frame after amending the SIP, or three years passes since the last conformity determination, the determination lapses and no new projects may advance until a new determination for the plan and TIP can be made.

Conclusion and Further Information

Although there is a federal funding program associated with being in nonattainment called the Congestion Mitigation and Air Quality (CMAQ) program that is used to assist nonattainment areas with making their plans and programs conform, the benefits of receiving this money do not outweigh the costs of having bad air quality. In addition, a much more complex level of planning and air quality conformity analysis must be performed by the MPO, in conjunction with the state DOT, in order to bring plans and programs into conformity. It is better that the Grand Valley MPO area retain its air quality attainment status.

For further information, please see FHWA publication [Transportation Conformity: A Basic Guide for State and Local Officials](http://www.fhwa.dot.gov/environment/conformity/BGuide00.pdf) at <http://www.fhwa.dot.gov/environment/conformity/BGuide00.pdf>



IAN 3 1 2003

Mesa County Health Department

515 Patterson Rd., Grand Junction, CO 81506
P.O. Box 20000, Grand Junction, CO 81502-5033

Administration 248-6900
Environmental Health 248-6960
Nursing 248-6950
MCHD NORTH 254-4100
2754 Compass Drive, Ste. 240

Mark Relph
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

January 27, 2003

Re: Local Air Quality Attainment

Dear Mr. Relph:

I am writing in response to your recent request for information concerning our area attainment status vs. National Ambient Air Quality Standards (NAAQS) regulated by the EPA. The following statements are provided in response to the questions you proposed:

1. Where are we at relative to non-attainment levels?

Our current status on air quality puts us about the same place we were 10 years ago...midway between attainment and non-attainment. This is a good thing since we have not seen any real degradation over the past decade. This may be a bit surprising considering our growth. However, the implementation strategies that have been put in place seem to be effective (wood stove restrictions, street cleaning programs, transportation corridor improvements, mass transit, etc.).

Other things considered are shut down of Fruita Refinery which at times had a huge impact on air pollution, reduction in open burning (perhaps more burning events but smaller and more controlled activities when occurring), more composting and less burning (recent addition to OM Landfill), less trash burning (still an issue but slowly making progress) and more favorable wintertime weather which has helped keep inversion/stagnation problems limited during winter.

2. What is your forecast for when we might meet those levels?

Forecasting when we may reach non-attainment has been the big mystery. It is primarily population/traffic related since traffic emissions are what would drive us into non-attainment if it was going to happen. Looking at other urban centers in the Rocky Mountain region, the one that comes closest to being like Grand Junction is probably Boise, ID. Valley configurations are somewhat similar and urban trends somewhat similar. Boise (Treasure Valley Urban) is about 4-5 times larger than Grand Junction but they are facing some serious air quality issues due to their growth. When Silicon Valley started to locate assets there around 15 years ago and population jumped over 300,000 then they saw ramping impacts to air quality.

Our growth seems more controlled but build-out scenarios must be considered. Once we grow into the range of 200-250,000 in population, I believe we will really be struggling for control around that time. In regards to VMT's, and given our current transportation infrastructure, I doubt if we would even have to triple the numbers before carbon monoxide non-attainment would be reached. Our topography and infrastructure do not seem as compatible for maximum build-out given the natural confinements of our valley so it is more likely we will *build up* if the trend for growth remains strong.

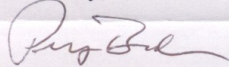
3. What might our valley be faced with from an expenditure perspective once we reach those levels?

From an expenditure basis, most of the eggs are going to fall into the "transportation" basket with motor vehicle inspection/maintenance program being critical to seeing that no gross polluters are on the road. In addition, more emphasis will have to be placed on diesel combustion vehicles and off-road heavy duty diesel combustion sources. If not, we'll probably have to start monitoring for summertime ozone as well as the current carbon monoxide and fine particulate. Conformity issues will also play a role in future development activities if non-attainment is triggered. Currently, regional planners and developers enjoys simple write-offs on projects that may involve federal dollars because no extensive responses (e.g. lengthy Environmental Impact Statements) are required due to our attainment status.

In addition, the de minimis levels for requiring local businesses and industries to be permitted by the State APCD would be lowered to non-attainment area standards. This would result in additional expense to sources of emissions who currently do not have to be permitted. And finally, related to all of this would be the necessity to further enhance our community air monitoring network with additional monitoring sites and personnel. In general terms, the collective costs for our valley from just the above considerations would likely be in the millions of dollars.

I will see what kind of information can be made available for review during the upcoming City Council workshop and will plan on being in attendance. Give me a call (248-6966) or email me when you have time.

Sincerely,



Perry Buda
Air Quality Specialist
MCHD

cc: Dr. Michael Aduddell

INTEROFFICE MEMORANDUM

TO: David Varley
FROM: Mark Relph
RE: Strategic Plan – Objective 14, Transit Funding
Date: February 26, 2003

The original schedule for Objective 14 suggested a timeline of February for the Grand Valley Regional Transportation Committee (GVRTC) to discuss a process of how the participants with the Grand Valley Transit system (GVT) would review alternatives for long term funding of the public bus system. In addition, the schedule suggested October as a date when the alternatives would be reviewed. Staff is suggesting a change to the schedule based upon the discussion at the February 25 GVRTC meeting.

As the Council was preparing the Strategic Plan, the GVRTC was working with a consultant to update the federally required “Transit Development Plan” (TDP) for the GVT. The scope of work for the TDP and the schedule closely approximate the intent of objective 14. Therefore, staff proposes to use the schedule and process of the TDP, which should have the final report in April of this year. The policy decisions involving the GVT would begin after the submittal of the final report.

The TDP currently has two (2) technical reports drafted. The second report has outlined a series of funding alternatives. They include:

- Six (6) different Federal funding alternatives
- Six (6) different local funding alternatives:
 - Fare Increases
 - Sales Tax
 - Property Tax
 - Vehicle Registrations fees
 - Public-Private Partnerships
 - Increased Mesa College Subsidy

The complete technical report #2 may be found at the following web address:
<http://www.lscs.com/projects/mesaco/tm2.htm>

MEMORANDUM

To: Mark Relph, Director of Public Works & Utilities

From: Mike McDill, City Engineer

Reviewed by: Tim Moore, Public Works Manager

Date: January 31, 2003

RE: Considerations of the City Accepting Maintenance Responsibility for State Highway 340

The following are some of the advantages and disadvantages of the above action:

Advantages:

1. The City will be able to independently determine the level of maintenance for the roadway and not be tied to CDOT funding schedules, warrants or construction standards.
2. The City will be able to more effectively manage development along the corridor, independent of CDOT standards or requirements, including access permits, right-of-way requirements and use, traffic control issues and construction specifications.
3. Adjacent property owners will no longer be tied to CDOT process and review timetables.
4. The City will have the benefit CDOT's offer to deliver their 5-year Routine and Planned Maintenance Funding of \$1,009,000 in return for this perpetual maintenance.
5. The City's share of the \$10 million in STIP funds could finance some other local improvement priority.
6. The City's share of the additional \$10 million of 20-Year Plan money could finance some other local improvement priority in the future.
7. More efficient use of CDOT maintenance resources for other responsibilities around Grand Junction.
8. City maintenance operations can be continuous from 1st & Grand all the way to Redlands Parkway, including direct access to Ridges Blvd. These operations currently stop at 1st Street, move to Ridges Blvd. and starting up again. This same maneuver is then repeated up to Redlands Parkway to serve the areas to the south and west of that point.

Disadvantages:

1. Most of Highway 340 is currently in the County or in the City of Fruita. The approximately 1.5 miles currently in the City consist of the intersection with Redlands Parkway, the viaduct over the railroad and the bridge over the Colorado River. These stretches will always be the most maintenance intense portions of the whole corridor.
2. Both Mesa County and the City of Fruita will have to agree to accept maintenance responsibility for their respective portions of this corridor.
3. CDOT will no longer contribute the approximately \$111,000 per year of typical maintenance they currently provided along this corridor.
4. Every ten years, or so, this road will need a new overlay. Based on 2000 costs to overlay North Avenue, overlaying these 1.5 miles could cost about \$500,000. Over ten years this would amount to about \$50,000/yr. of additional City expense.
5. Eventually this roadway will need to be completely re-constructed without State assistance at a present day cost of about \$800 per linear foot (due to the intensity of bridges and intersections), or about \$6.5 million. If extrapolated over a design life of fifty years, this work could amount to \$130,000/year.
6. CDOT's offer of \$1,009,000 is their opinion of what it will cost to maintain all of Highway 340 from 1st Avenue to Fruita for the next five years. The value of five years of routine maintenance is a very low charge for perpetual maintenance, repair and eventual re-construction of any roadway. Due to present financial limitations, CDOT is not able to bring a more attractive offer to the table in exchange for the City accepting this responsibility. If a future "8th Pot" is established, they may be in a better position to offer a more equitable exchange
7. The City, Mesa County and CDOT have cooperated on the management and maintenance of this corridor for many years. This cooperation occurs from the City Manager, County Administrator and the CDOT Regional Director planning major improvement financing all the way down to City Street Department or County Road & Bridge crews working with CDOT maintenance crews to make needed repairs on a regular basis. If this relationship is terminated, there will be one less important point of contact and cooperation between these agencies.

CDOT presently spends a total of \$111,000 per year (see Disadvantage No. 3) in operational maintenance along all of State Highway 340. They have also programmed a one-time maintenance project estimated at \$450,000. A very small portion of the annual maintenance funds is currently revenue to the City from contracts with CDOT. The City also spends some money each year for electricity to power street lights and illuminated street name signs at Power/Monument Roads and at Redlands Parkway. I believe that the City's operational budget for these portions of Highway 340 would have to be increased by at least \$50,000 if we accept responsibility for these high maintenance portions of this corridor.

CDOT's capital improvement plans include \$10 million in the STIP and another \$10 million in the 20-Year Plan for this corridor. This amount is programmed by CDOT sometime in the future

for part of the capital improvements mentioned in Disadvantage No. 5, and is offered as part of these negotiations.

I am sure there are other considerations which might also contribute to any decision with respect to this issue. However, the comparison of revenues lost, short term dollars to be spent and future improvement responsibilities appears to weigh heavily in the benefit of CDOT. I doubt that CDOT would be willing to take any city streets on to their system if we offered to pay them our opinion of our maintenance costs for the next five years. This is just not a viable formula for evaluating the benefit of any roadway transfer. Until CDOT has the financial potential to offer significantly more compensation and we know that Mesa County and the City of Fruita are also ready to accept a transfer, I recommend that the City decline this opportunity.

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MEMORANDUM

To: Mark Relph, director of Public Works & Utilities

From: Mike McDill, City Engineer

Reviewed by: Tim Moore, Public Works Manager

Date: January 31, 2003

RE: Considerations of the City Accepting Maintenance Responsibility for North Avenue (U. S. Highway 6)

The following are some of the advantages and disadvantages of the above action:

Advantages:

9. The City will be able to independently determine the level of maintenance for the roadway and not be tied to CDOT funding schedules, warrants or construction standards.
10. The City will be able to more effectively manage development along the corridor, independent of CDOT standards or requirements, including access permits, right-of-way requirements and use, traffic control issues and construction specifications.
11. Adjacent property owners will no longer be tied to CDOT process and review timetables.
12. The City will have the benefit CDOT's offer to deliver their 5-year Routine Maintenance Funding of \$90,000 in return for this perpetual maintenance.
13. \$8 million dollars of 20-Year Plan Funding could be re-allocated to another local highway improvement priority in the future.
14. More efficient use of CDOT maintenance resources for other responsibilities around Grand Junction.
15. City maintenance operations can continue across North Avenue, instead of stopping on each side and starting up again on the other side.
16. Eliminate questions about who is responsible for which maintenance items along the corridor.

Disadvantages:

8. The City will no longer receive the approximately \$34,800/yr. in payments from CDOT for the maintenance contracts currently in place.
9. CDOT will no longer pay the approximately \$10,500/yr. for power to the traffic signals.
10. CDOT will no longer contribute the approximately \$8,000/yr. of other maintenance assistance they currently provided.
11. Every ten years, or so, the street will need a new overlay. In 2000 the City paid a total of \$158,400 to replace worn concrete curb & gutter for a State overlay project. Their cost for this work as was approximately \$1.2 million. Over ten years this would amount to about \$136,000/yr. of additional State assistance with a major City street.
12. Eventually this roadway will need to be completely re-constructed without State assistance at a present day cost of about \$600 per linear foot, or about \$12-15 million. If extrapolated over a design life of fifty years, this work would still amount to \$240,000 to \$300,000/year.
13. There is no compelling reason to change the status quo at this time. Due to present financial limitations, CDOT is not able to bring a more attractive offer to the table in exchange for the City accepting this responsibility. If a future "8th Pot" is established, they may be in a better position to offer a more equitable exchange
14. The City and CDOT have cooperated on the management and maintenance of this corridor for many years. This cooperation occurs from the City Manager and the Regional Director planning major improvement financing all the way down to Street Department crews working with CDOT maintenance crews to make needed repairs on a regular basis. If this relationship is terminated, there will be one less important point of contact and cooperation between City and CDOT.

CDOT presently spends a total of \$53,300 (see Disadvantages Nos. 1, 2 & 3) in operational maintenance along North Avenue. \$34,800 of this \$53,300 is currently revenue to the City from contracts with CDOT. The City also spends another \$40,000 for electricity to power street lights and illuminated street name signs. The City's operational budget would have to be increased by at least \$53,300 if we accept maintenance responsibility for the stretch of U.S. Highway 6.

CDOT's 20-Year Plan includes \$8 million for capital improvements along this corridor. Although this amount is programmed by CDOT sometime in the future for part of the work mentioned in Disadvantage No. 5, none of this revenue is offered as part of these negotiations at this time.

I am sure there are other considerations which might also contribute to any decision with respect to this issue. However, the comparison of revenues lost, short term dollars to be spent and future improvement responsibilities appears to weigh heavily in the benefit of CDOT. Until CDOT has the financial potential to offer significantly more compensation, I recommend that the City decline this opportunity.

**Attach W-3
Grand Junction Economic Partnership**

February 21, 2003

Mr. David Varley
Assistant City Manager
City of Grand Junction
250 North 5th Street
Grand Junction, Colorado 81501

Dear Mr. Varley,

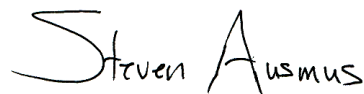
The Grand Junction Economic Partnership (GJEP) is currently working with a manufacturing company considering locating an expansion of its operation to Grand Junction. We are now in a position to brief the City Council on this project and discuss a related funding request.

On a separate matter, we would also like to provide the City Council with a brief update on the status of GJEP's effort to recruit an employee absence and disability management company, for which the City Council approved an incentive request on December 5, 2001.

Please let this letter serve as the Grand Junction Economic Partnership's request to be placed on the Grand Junction City Council's Workshop Agenda for Monday, March 3rd.

Let me know if you require anything further. We appreciate your assistance and the support given our organization by the City of Grand Junction.

Respectfully,



Steven Ausmus
President

cc: Kelly Arnold
Jim Saad
Denny Granum

Additional information is being provided

in the envelope marked

“ Confidential ” in the pocket of your binder

Attach W-4

Growth Plan Update Review Process

TO: Mayor and City Council
Kelly Arnold, City Manager

FROM: Bob Blanchard
Community Development Director

DATE: February 26, 2003

SUBJECT: Council Review Of The Growth Plan Update

The joint planning commissions of Grand Junction and Mesa County held two public hearings to review proposed updates to the Growth Plan on Thursday, February 20, 2003, and Monday, February 24, 2003. This totaled over 10 hours of testimony and deliberation as they considered changes to the Future Land Use Map (including 96 "housekeeping" issues, 26 discussion items which were mostly property owner requests, and 12 proposed map changes in the Pear Park neighborhood) and additions to the Plan's policies and action items. This memorandum is to outline some options for your review of the Growth Plan Update and receive direction so staff can prepare correctly.

While there are a number of permutations, the following options to review proposed changes to the Future Land Use Map seem appropriate for Council to consider (staff is assuming that Council will want to discuss all proposed policy changes and additions as well as specific action items):

- Option 1: Review the housekeeping items as a group and review the discussion and Pear Park items individually just as the Planning Commission did. This would entail hearing staff's explanation of each item as well as providing the opportunity for public testimony. If Council selects this option, it is recommended that two meetings be set aside.
- Option 2: The opposite end of the review spectrum would be for Council to review the Planning Commission minutes and rely on them for description of the proposed amendments and public testimony. Council members could select individual items for additional discussion.
- Option 3: An additional option would be for Council to review housekeeping items as a group and review any of the discussion items or the proposals in Pear Park that were denied by the Planning Commissions (giving the property owners and neighbors the opportunity to provide testimony). In addition, Council could select any other individual times for additional discussion.

Because of the size of the Future Land Use Maps used for discussion, CD's of the maps will be provided with the Council packets including directions for their use. In

addition, copies of the working maps will be placed in the Council office on the Thursday packets are distributed.

As always, the opportunity for Council to schedule a work shop to review the Growth Plan Update exists.

Kathy Portner and I will be at the work shop on Monday, March 3, 2003, to answer any questions.

cc: Dan Wilson, City Attorney
Kathy Portner, Planning Manager

**Attach W-5
Grand Junction Priorities**

CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA							
Subject		Grand Junction Priorities					
Meeting Date		March 3, 2003					
Date Prepared		February 27, 2003			File #		
Author		Stephanie Tuin		City Clerk			
Presenter Name		Kelly Arnold		City Manager			
Report results back to Council		X	No		Yes	When	
Citizen Presentation			Yes	X	No	Name	
X	Workshop		Formal Agenda			Consent	Individual Consideration

Summary: The City Council received a letter inviting them to share items of priority with the County Commissioners.

Budget: NA

Action Requested/Recommendation: Discuss priorities and presentation for the dinner meeting on March 13th with the County Commissioners and other Mesa County municipalities.

Attachments: City Manager memo
Letter of invitation from County Commissioners

Background Information: see attached



MEMORANDUM

TO: GRAND JUNCTION CITY COUNCIL

FROM: KELLY ARNOLD, CITY MANAGER

DATE: FEBRUARY 26, 2003

RE: COUNTY COMMISSIONERS DINNER MEETING ON MARCH 13, 2003

Council has received an invitation to attend a meeting held by the County Commissioners on March 13th. The purpose is to meet with all municipalities in Mesa County and discuss items of priority so that the Commissioners will have that information as they proceed into their strategic planning session. Each municipality will get ten minutes to present their priorities. Since this is the only time between now and March 13th, this is a good time to have Council discussion on what should be presented on behalf of Grand Junction and who should do the presentation.

For discussion purposes, I would propose something like the following:

Presenter: Mayor and/or individual Council members select an item that they would like to present.

Priorities/Topics:

A) Strategic Plan – Review briefly and give copies to all attendees. Make sure some of the goals that the County can assist with are highlighted. Those goals could include:

- i. any of the goals under Efficient Transportation
- ii. access to exceptional health care and emergency services (including ambulance transit);
- iii. developing a culture which values citizen-based planning, adherence to adopted plans, and emphasis on high quality development;
- iv. economic development partnerships;
- v. partnership in developing beautification of entrances to the City;
- vi. continue to support efforts that maintain the buffer zones;
- vii. others?

B) Regional Transportation Impact fee – does Council support at least reviewing this concept at this time?

C) Continuing to partner with the County on issues related to the Persigo agreement and other urban/rural boundary growth related issues.

D) Asking Commissioners what is their support or priorities for funding efforts being made by outside groups such as the Library, School District, and Events Center group that will vie for a limited resource.

There are probably many more issues, but Council will want to keep it to the top ones or make sure there is a presentation that will provide all the information we may want to provide.

February 14, 2003

Mayor Cindy Enos-Martinez
City of Grand Junction
250 N. Fifth St.
Grand Junction, CO 81501

Dear Mayor Enos-Martinez:

We would like to invite each of the City/Town Councils, and their Managers, to join us for dinner and a discussion of priorities within each jurisdiction and to hear an update from the Grand Valley Housing Coalition. The dinner meeting will be held March 13, 2003 at 6:00 p.m. at the Grand Vista Hotel, 2790 Crossroads Blvd, Grand Junction.

We would very much appreciate it if you would spend time at one of your next council meetings to discuss which priorities you see for your city or town. We would also appreciate it if you would share these priorities with the County Commissioners and other City/Town Councils at this dinner meeting. Some of you have prepared a Strategic Plan and we would like you to share the top priorities of your plan. We anticipate each city or town presentation to be approximately 10 minutes.

It is our hope that this meeting, as part of the County strategic planning process, will help us to better understand your priorities, thoughts, concerns, and pressing issues. Your input will be very helpful to the County in building its Strategic Plan. The County is home to all of us—let's work and plan together.

Please contact Kathy Crane, Mesa County Administration, at 244-1860 for reservations by March 6, 2003.

Sincerely,

James R. Baughman, Chairman
Board of Commissioners

Doralyn B. Genova
Commissioner

Tilman M. Bishop
Commissioner