

**GRAND JUNCTION CITY COUNCIL  
WORKSHOP AGENDA**

**MONDAY, NOVEMBER 1, 2004, 7:00 P.M.  
CITY HALL AUDITORIUM, 250 N. 5<sup>TH</sup> STREET**

**MAYOR'S INTRODUCTION AND WELCOME**

- 7:00 **INTRODUCTION OF NEW CITY EMPLOYEES** [Attach W-1](#)
- 7:15 **COUNCILMEMBER REPORTS**
- 7:25 **CITY MANAGER'S REPORT**
- 7:30 **REVIEW FUTURE WORKSHOP AGENDAS** [Attach W-2](#)
- 7:40 **REVIEW WEDNESDAY COUNCIL AGENDA**
- 7:45 **CHAMBER OF COMMERCE EXISTING BUSINESS EXPANSION  
INCENTIVE REQUEST:** The Chamber will present a request for an  
incentive request for Jobsite. [Attach W-3](#)
- 8:00 **GVRTC UPDATE AND FUTURE FUNDING DISCUSSION:** Grand Valley  
Transit currently receives the majority of its funding from the Federal  
Transit Administration and an Intergovernmental Agreement among the  
following jurisdictions: the City of Grand Junction, Mesa County, the Town  
of Palisade, and the City of Fruita. The Intergovernmental Agreement will  
expire at the end of 2005. [Attach W-4](#)
- 9:00 **RIVERSIDE PARKWAY PROJECT UPDATE:** This update covers the  
progress to date, the proposed schedule and proposed alignments. [Attach W-5](#)
- 9:30 **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  
New Employees**

City Council has been provided  
with a list of new employees.

Attach W-2  
Future Workshop Agenda

# **CITY COUNCIL WORKSHOP AGENDAS**

*\* NOVEMBER 15, MONDAY 12:00 PM → at Two Rivers Convention Center  
12:00 PEAR PARK UPDATE WITH MESA COUNTY COMMISSIONERS AND  
SCHOOL DISTRICT 51*

**NOVEMBER 15, MONDAY 7:00 PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW  
FUTURE WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 UPCOMING APPOINTMENTS TO BOARDS & COMMISSIONS  
7:40 2005 BUDGET PRESENTATION & REVIEW

<i>▶ <u>NOVEMBER 16, TUESDAY 9:00 AM</u> → at Two Rivers Convention Center 9:00 Strategic Plan Meeting #3</i>
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*\* NOVEMBER 29, MONDAY 11:30 AM (cancel for NLC Conference?)*

**NOVEMBER 29, MONDAY 7:00 PM** (cancel for NLC Conference?)

*\* DECEMBER 13, MONDAY 11:30 AM*

*11:30 DEVELOPMENT ISSUES UPDATE IN THE MARIPOSA AND  
MONUMENT ROAD AREAS*

**DECEMBER 13, MONDAY 7:00 PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW  
FUTURE WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT  
7:30 UPCOMING APPOINTMENTS TO BOARDS & COMMISSIONS  
7:45 LINCOLN PARK MASTER PLAN UPDATE

*\* JANUARY 3, MONDAY 11:30 AM Cancel?*

**JANUARY 3, MONDAY 7:00 PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW  
FUTURE WORKSHOP AGENDAS  
7:25 CITY MANAGER'S REPORT

*\* JANUARY 17, MONDAY 11:30 AM*

**JANUARY 17, MONDAY 7:00 PM**

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND REVIEW  
FUTURE WORKSHOP AGENDAS

7:25 CITY MANAGER'S REPORT

7:30 UPCOMING APPOINTMENTS TO BOARDS & COMMISSIONS

**BIN LIST**

1. Traffic calming: Discussion of current policy
2. Meeting with the Grand Junction Housing Authority
3. Jim Lochhead: Update on water issues (moved from 13 December)
4. Neighborhood Program review
5. Youth Council bylaws (ready for discussion)

**Department Presentations to City Council**

**2004**

**November** GIS Report

**2005**

**January** Visitor and Convention Bureau

**February** Code Enforcement

**March** Golf Course/Recreation

**April** Public Works Utilities - Water

**Attach W-3  
Chamber Existing Business Incentive**



October 27, 2004

Dear Members of the Grand Junction City Council:

In accordance with the guidelines established by the Council, an application has been received from Jobsite and reviewed by the Existing Business Incentive Committee. They have recommended awarding a cash incentive of \$2500 per job up to a maximum of \$45,000 for this project.

**PROJECT DESCRIPTION:** Jobsite, Incorporated is a Colorado based manufacturing firm that makes and markets a variety of roll forming equipment used in the manufacture of rain gutters and roof panels. To complement this business segment Jobsite developed a machine that manufactures down spouts and elbows that connect the rain gutters to the downspouts. Competition is limited to a few companies and Jobsite has placed machines throughout the United States and in twelve other countries. A second product that has been developed is a roll-forming machine that produces steel studs for residential and commercial buildings. Originally, Jobsite was a job shop operation that produced specialized parts and products for other manufacturers. That business continues. The company is currently located in a 60,000 square foot building in Mesa County outside the Grand Junction city limits. With orders on the rise the company anticipates acquiring new manufacturing equipment with an average life of over ten years and hiring additional skilled labor over the next few years. Overall Jobsite anticipates adding 18 new jobs with an average wage of \$36,000 (without benefits) over the next three years. Capital investment over the same period is estimated at \$1.7 million for equipment.

**RECCOMENDED INCENTIVE:** The Existing Business Incentive Committee is recommending that the City Council award \$2500 per job for the new positions. They have also recommended that the incentive be performance based with no cash awarded until after the jobs have been created. A meeting with Mesa County is set for November 8<sup>th</sup> and incentives including property tax relief will be considered. A pre application for matching funding through the Colorado Economic Development Commission has also been submitted.

Chamber staff and company representatives will be on hand to answer questions at the Council Workshop on November 1<sup>st</sup>.

Sincerely,

Diane Schwenke  
President/CEO

**CITY OF GRAND JUNCTION**

<i>CITY COUNCIL AGENDA</i>						
<b>Subject:</b>		<b>Grand Valley Transit Funding</b>				
<b>Meeting Date:</b>		<b>November 1, 2004</b>				
<b>Date Prepared:</b>		<b>October 18, 2004</b>			<b>File #</b>	
<b>Author:</b>		<b>Todd Hollenbeck</b>		<b>Mesa County Transit Coordinator</b>		
<b>Presenter Name:</b>		<b>Todd Hollenbeck</b>		<b>Mesa County Transit Coordinator</b>		
Report results back to Council:		<input type="checkbox"/>	No	<input type="checkbox"/>	Yes	When
<b>Citizen Presentation</b>		<input type="checkbox"/>	<b>Yes</b>	<input type="checkbox"/>	<b>No</b>	<b>Name</b>
<input checked="" type="checkbox"/>	<b>Workshop</b>	<input type="checkbox"/>	<b>Formal Agenda</b>		<input type="checkbox"/>	<b>Consent</b>
		<input type="checkbox"/>				<b>Individual Consideration</b>

**Summary:** Grand Valley Transit currently receives the majority of its funding from the Federal Transit Administration and an Intergovernmental Agreement among the following jurisdictions: the City of Grand Junction, Mesa County, the Town of Palisade, and the City of Fruita. This Intergovernmental Agreement will expire at the end of 2005.

**Budget:** N/A at this time.

**Action Requested/Recommendation:** RTPPO staff is presenting the information discussed to date with the jurisdictional managers. The IGA will be brought before Council for a formal decision at a later time.

**Attachments:**

1. Power Point presentation

**Background Information:** The presentation contains three Intergovernmental Agreement (IGA) formulas in addition to continuation of the existing IGA as recommended in the 2030 Transit Element. RTPPO staff will provide an overview of these funding options. The financial details will be refined as the cost of operating and capital alternatives yield estimates of total future funding requirements.

The Transit Element is incorporated into the 2030 Regional Transportation Plan and is the transit planning document for the Grand Valley Regional Transportation Committee (GVRTC) and the transit service providers within Mesa County. The Colorado Department of Transportation (CDOT) uses the Transit Element in evaluating and approving grant applications for capital and operating funds from the Federal Transit Administration (FTA), as well as other available transit funds.

The crux of any issue regarding the provision of public transit service is funding. Currently, two issues need to be addressed before deciding funding for a 2006-2009 IGA:

1) The financial plan developed in the Transit Element assumed the funding for the Job Access Reverse Commute would remain constant through the plan life. This funding source has dried up and is not currently available. The Job Access Reverse Commute (JARC) grant program is intended to establish a coordinated regional approach to job access challenges. All projects funded under this program must be the result of a collaborative planning process that includes states and metropolitan planning organizations, transportation providers, agencies administering Temporary Aid to Needy Families (TANF) and Welfare to Work funds, human services agencies, public housing, child care organizations, employers, states and affected communities and other stakeholders. The program is expected to leverage other funds that are eligible to be expended for transportation and encourage a coordinated approach to transportation services. These funds are discretionary in nature and GVT has used these funds to provide on-going funding of base level services and capital replacement. This is now problematic since GVT did not receive these funds in 2004 and is not expecting this funding source to return.

2) The Americans with Disabilities Act (ADA) requires that paratransit service be offered to eligible transportation disabled persons living within  $\frac{3}{4}$  of one mile of all fixed-route services. GVT is currently out of compliance with this requirement, since complementary paratransit is not offered along the Route 4 Palisade and Route 8 Fruita corridors. The estimated cost to implement paratransit service on the Fruita and Palisade routes is \$114,753 in 2006.

The cost to provide these two services is included in the four funding scenarios for the 2006-2009 IGA.



***Grand Valley Transit***







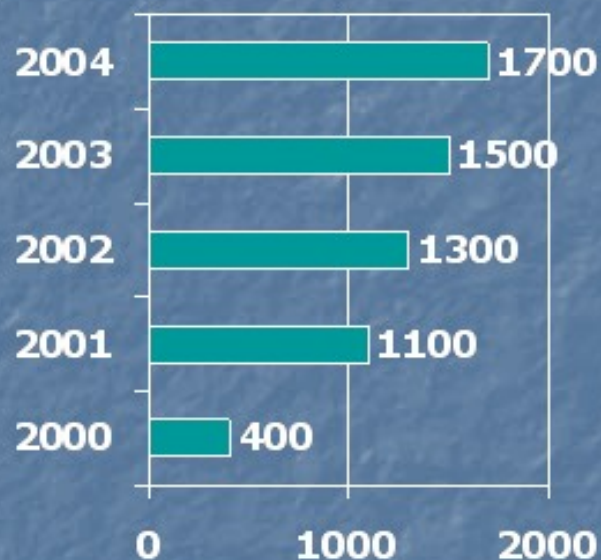
# Brief History

- *1997*
  - *Five year Transit Development Plan (TDP) produced*
- *2000*
  - Grand Valley Transit (GVT) becomes a reality
- *2003*
  - *Transit Element developed*
- *2004*
  - Safe, reliable and efficient mode of transportation

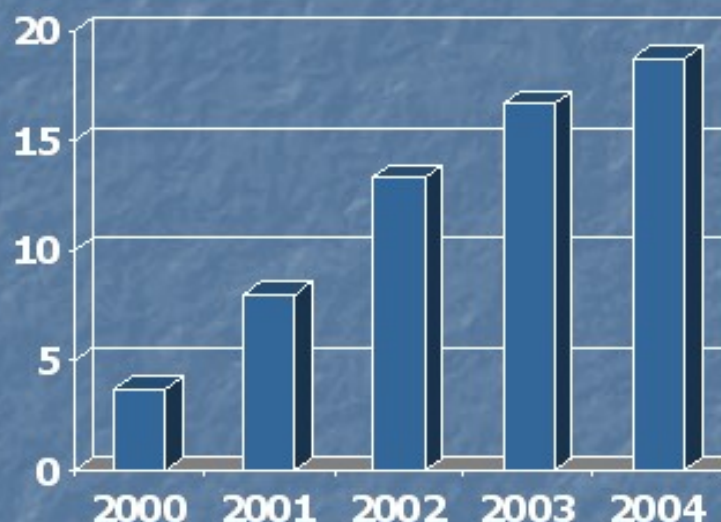


# Ridership

## Average Daily Boardings



## Passengers per Hour



- The current fixed-route service level has far exceeded the originally envisioned Transportation Development Plan (TDP). GVT provided 591,760 passenger trips in 2002 compared to the TDP's 381,500 passenger trips estimated for that year.



# Funding

- Federal Transit Administration Grants and Local Funding
  - **Section 5307 (operations)**
  - **Section 5309 (capital)**
  - **Section 5311 (rural operations)**
  - **Local Intergovernmental Agreement (operations)**







# Today's Situation

- Existing Intergovernmental Agreement ends in 2005
  - The Job Access Reverse Commute (JARC) grant
  - The Americans with Disabilities Act (ADA) paratransit service





# How Did We Get Here?

- Grand Valley Regional Transportation Committee retreat, March of 2004
  - Short-term funding for Grand Valley Transit
- Manager meeting, July of 2004
  - Scenario discussion







# Available Options

- Scenarios:
  - Scenario 1 – Existing Intergovernmental Agreement
  - Scenario 2 – Population formula
  - Scenario 3 – Assessed Value formula
  - Scenario 4 – Ridership formula
- Options:
  - **A** – This option includes the additional local contribution of \$50,000 for capital replacement required per the adopted 2030 Transit Element.
  - **B** – \$100,000 is added to this option to address the loss of JARC to meet the needs of capital for the short-term Transit Element.
  - **C** – This option includes the cost to provide additional paratransit services to Fruita and Palisade, \$114,753.
  - **D** – This funding option combines B & C, \$214,753.



# Scenario 1

- Existing Intergovernmental Agreement (IGA)
  - **Mesa County** = 72%
  - **Grand Junction** = 23%
  - **Fruita** = 3.5%
  - **Palisade** = 1.5%





# Existing IGA

## A - \$50,000 Transit Element

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 72%	\$777,247	\$808,337	\$840,670	\$874,297
Grand Junction 23%	\$248,287	\$258,218	\$268,547	\$279,289
Fruita 3.5%	\$37,783	\$39,294	\$40,866	\$42,501
Palisade 1.5%	\$15,193	\$15,841	\$17,515	\$18,215
<b>Total Local Contributions</b>	<b>\$1,079,510</b>	<b>\$1,122,690</b>	<b>\$1,167,598</b>	<b>\$1,214,302</b>

## B - \$100,000 capital

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 72%	\$813,247	\$845,777	\$879,608	\$914,792
Grand Junction 23%	\$259,787	\$270,178	\$280,985	\$292,225
Fruita 3.5%	\$39,533	\$41,114	\$42,759	\$44,469
Palisade 1.5%	\$16,943	\$17,621	\$18,326	\$19,059
<b>Total Local Contributions</b>	<b>\$1,129,510</b>	<b>\$1,174,690</b>	<b>\$1,221,678</b>	<b>\$1,270,545</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 72%	\$859,870	\$894,255	\$930,035	\$967,237
Grand Junction 23%	\$274,680	\$285,667	\$297,094	\$308,978
Fruita 3.5%	\$41,799	\$43,471	\$45,210	\$47,018
Palisade 1.5%	\$17,914	\$18,631	\$19,376	\$20,151
<b>Total Local Contributions</b>	<b>\$1,194,263</b>	<b>\$1,242,034</b>	<b>\$1,291,715</b>	<b>\$1,343,384</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 72%	\$895,869	\$931,704	\$968,872	\$1,007,731
Grand Junction 23%	\$286,181	\$297,628	\$309,533	\$321,914
Fruita 3.5%	\$43,549	\$45,291	\$47,103	\$48,987
Palisade 1.5%	\$18,664	\$19,411	\$20,187	\$20,935
<b>Total Local Contributions</b>	<b>\$1,244,263</b>	<b>\$1,294,034</b>	<b>\$1,345,795</b>	<b>\$1,399,627</b>

## C - \$114,753 paratransit

## D - B&C capital and paratransit





## Scenario 2

- Population formula
  - County Wide Population (120,000) + Grand Junction (48,000) + Fruita (7,500) + Palisade (3,000) = Super Number (178,500) / Population of each Entity
  - **Mesa County = 67%**
  - **Grand Junction = 27%**
  - **Fruita = 4%**
  - **Palisade = 2%**
- Note: This formula is based on current population figures provided by each Entity.



# Population formula

## A - \$50,000 Transit Element

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 67%	\$723,272	\$752,202	\$782,291	\$813,582
Grand Junction 27%	\$291,468	\$303,126	\$315,251	\$327,862
Fruita 4%	\$43,180	\$44,908	\$46,704	\$48,572
Palisade 2%	\$21,590	\$22,454	\$23,352	\$24,286
<b>Total Local Contributions</b>	<b>\$1,079,510</b>	<b>\$1,122,690</b>	<b>\$1,167,598</b>	<b>\$1,214,302</b>

## B - \$100,000 capital

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 67%	\$756,772	\$787,042	\$818,524	\$851,265
Grand Junction 27%	\$304,968	\$317,166	\$329,853	\$343,047
Fruita 4%	\$45,180	\$46,988	\$48,867	\$50,822
Palisade 2%	\$22,590	\$23,494	\$24,434	\$25,411
<b>Total Local Contributions</b>	<b>\$1,129,510</b>	<b>\$1,174,690</b>	<b>\$1,221,678</b>	<b>\$1,270,545</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 67%	\$800,156	\$832,163	\$865,449	\$900,067
Grand Junction 27%	\$322,451	\$335,349	\$348,763	\$362,714
Fruita 4%	\$47,771	\$49,681	\$51,668	\$53,735
Palisade 2%	\$23,895	\$24,841	\$25,834	\$26,868
<b>Total Local Contributions</b>	<b>\$1,194,263</b>	<b>\$1,242,034</b>	<b>\$1,291,715</b>	<b>\$1,343,384</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 67%	\$833,656	\$867,002	\$901,682	\$937,750
Grand Junction 27%	\$335,951	\$349,389	\$363,365	\$377,899
Fruita 4%	\$49,771	\$51,762	\$53,832	\$55,985
Palisade 2%	\$24,895	\$25,881	\$26,916	\$27,993
<b>Total Local Contributions</b>	<b>\$1,244,263</b>	<b>\$1,294,034</b>	<b>\$1,345,795</b>	<b>\$1,399,627</b>

## C - \$114,753 paratransit

## D - B&C capital and paratransit



## Scenario 3

- Assessed Value formula
  - County Wide Assessed Value (\$998,053,350) + Grand Junction (\$507,715,470) + Fruita (\$40,111,480) + Palisade (\$12,471,280) = Super Number (\$1,558,351,580) / Assessed Value of each Entity
  - **Mesa County = 64%**
  - **Grand Junction = 32%**
  - **Fruita = 3%**
  - **Palisade = 1%**
- Note: This formula is based on 2003 Assessed Value figures reported in the Mesa County 2003 Summary of Levies.





# Assessed Value formula

## A - \$50,000 Transit Element

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 64%	\$690,887	\$718,522	\$747,253	\$777,153
Grand Junction 32%	\$345,443	\$359,260	\$373,631	\$388,577
Fruita 3%	\$32,385	\$33,681	\$35,028	\$36,429
Palisade 1%	\$10,795	\$11,227	\$11,676	\$12,143
<b>Total Local Contributions</b>	<b>\$1,079,510</b>	<b>\$1,122,690</b>	<b>\$1,167,588</b>	<b>\$1,214,302</b>

## B - \$100,000 capital

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 64%	\$722,886	\$751,802	\$781,874	\$813,149
Grand Junction 32%	\$361,443	\$375,901	\$390,937	\$406,574
Fruita 3%	\$33,885	\$35,241	\$36,650	\$38,116
Palisade 1%	\$11,295	\$11,747	\$12,217	\$12,706
<b>Total Local Contributions</b>	<b>\$1,129,510</b>	<b>\$1,174,690</b>	<b>\$1,221,678</b>	<b>\$1,270,545</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 64%	\$764,328	\$794,902	\$826,698	\$859,766
Grand Junction 32%	\$382,164	\$397,451	\$413,349	\$429,883
Fruita 3%	\$35,828	\$37,261	\$38,751	\$40,301
Palisade 1%	\$11,943	\$12,420	\$12,917	\$13,434
<b>Total Local Contributions</b>	<b>\$1,194,263</b>	<b>\$1,242,034</b>	<b>\$1,291,715</b>	<b>\$1,343,384</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 64%	\$795,328	\$828,182	\$861,309	\$895,761
Grand Junction 32%	\$398,164	\$414,091	\$430,654	\$447,881
Fruita 3%	\$37,328	\$38,821	\$40,374	\$41,989
Palisade 1%	\$12,443	\$12,940	\$13,458	\$13,936
<b>Total Local Contributions</b>	<b>\$1,244,263</b>	<b>\$1,294,034</b>	<b>\$1,345,795</b>	<b>\$1,399,627</b>

## C - \$114,753 paratransit

## D - B&C capital and paratransit



## Scenario 4

- Ridership formula
  - County Wide Ridership (180,252) + Grand Junction (443,698) + Fruita (27,731) + Palisade (41,597) = Super Number (693,278) / Ridership of each Entity
  - **Mesa County** = 26%
  - **Grand Junction** = 64%
  - **Fruita** = 4%
  - **Palisade** = 6%
- Note: This Formula is based on 2003 ridership figures but is also considered the least objective measure due to the transit system transcending political boundaries.



# Ridership formula

## A - \$50,000 Transit Element

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 26%	\$280,673	\$291,899	\$303,576	\$315,719
Grand Junction 64%	\$690,886	\$718,522	\$747,262	\$777,153
Fruita 4%	\$43,180	\$44,908	\$46,704	\$48,572
Palisade 6%	\$64,771	\$67,351	\$70,056	\$72,858
<b>Total Local Contributions</b>	<b>\$1,079,510</b>	<b>\$1,122,690</b>	<b>\$1,167,598</b>	<b>\$1,214,302</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 26%	\$310,508	\$322,929	\$335,846	\$349,280
Grand Junction 64%	\$764,328	\$794,902	\$826,698	\$859,766
Fruita 4%	\$47,771	\$49,681	\$51,668	\$53,735
Palisade 6%	\$71,656	\$74,522	\$77,503	\$80,603
<b>Total Local Contributions</b>	<b>\$1,194,263</b>	<b>\$1,242,034</b>	<b>\$1,291,715</b>	<b>\$1,343,384</b>

## C - \$114,753 paratransit

## B - \$100,000 capital

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 26%	\$293,673	\$305,419	\$317,636	\$330,341
Grand Junction 64%	\$722,886	\$751,802	\$781,874	\$813,149
Fruita 4%	\$45,180	\$46,988	\$48,867	\$50,822
Palisade 6%	\$67,771	\$70,481	\$73,301	\$76,233
<b>Total Local Contributions</b>	<b>\$1,129,510</b>	<b>\$1,174,690</b>	<b>\$1,221,678</b>	<b>\$1,270,545</b>

Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009
Mesa County 26%	\$323,508	\$336,449	\$349,907	\$363,903
Grand Junction 64%	\$796,328	\$828,182	\$861,309	\$895,761
Fruita 4%	\$49,771	\$51,761	\$53,831	\$55,985
Palisade 6%	\$74,656	\$77,642	\$80,748	\$83,978
<b>Total Local Contributions</b>	<b>\$1,244,263</b>	<b>\$1,294,034</b>	<b>\$1,345,795</b>	<b>\$1,399,627</b>

## D - B&C capital and paratransit





# Recommendation

- Manager Meeting
  - Scenario 3: Assessed Value Formula Option D

Grand Junction Local Match Distribution	FY 2006	FY 2007	FY 2008	FY 2009	Total
Existing IGA 23%	\$286,181	\$297,628	\$309,533	\$321,914	\$1,215,256
Population formula 27%	\$335,951	\$349,389	\$363,365	\$377,899	\$1,426,604
Assessed Value formula 32%	\$398,164	\$414,091	\$430,654	\$447,881	\$1,690,790
Ridership formula 64%	\$796,328	\$828,182	\$861,309	\$895,761	\$3,381,580

- \$100,000 for capital
- \$114,753 for paratransit service to Fruita & Palisade

**Attach W-5  
Riverside Parkway Update**

**CITY OF GRAND JUNCTION**

CITY COUNCIL AGENDA								
Subject		Riverside Parkway Project Update						
Meeting Date		November 1, 2004						
Date Prepared		October 28, 2004			File #			
Author		Jim Shanks Trent Prall		Riverside Parkway Program Manager Riverside Parkway Project Manager				
Presenter Name		Mark Relph		Public Works and Utilities Director				
Report results back to Council		<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes	When	As needed	
Citizen Presentation		<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Name		
<input checked="" type="checkbox"/>	Workshop	<input type="checkbox"/>	Formal Agenda		<input type="checkbox"/>	Consent	<input type="checkbox"/>	Individual Consideration

**Summary:** The planning stage of the Riverside Parkway project is rapidly moving forward. 30% plans have been completed for the west and east ends and a preferred alternative has been identified for the lower downtown section. The process to select a design build contractor is on schedule for an April 2005 award. This update covers the progress to date, proposed schedule, and proposed alignments.

**Background Information:**

**A. Project Goals**

City project staff, along with input from City administration and City Council, has developed the following project goals:

- Minimize inconvenience to the traveling public.
- Complete the project by November 2009 within the budget.
- Construct to the highest quality and best value a safe, functional and aesthetically pleasing parkway that will enhance adjacent properties and be relatively easy to maintain.
- Encourage local participation.
- Provide fair treatment to relocated and disrupted businesses and residents.
- Keep public well informed.

**B. Design/Planning**

The **1601 process** is moving forward with CDOT concurrence received on the purpose and need statements and evaluation criteria that are being used to screen the various



alignment alternatives that have been developed. Initial screening of the alignments and proposed interchange types was completed in March narrowing over 300 alignment alternatives down to eight alternatives. Further screening, partially based on the April 13<sup>th</sup> and June 15<sup>th</sup> open houses, has led to the development of the preferred alternative. The screening process, preferred alternative, and the environmental assessment will be presented at the **November 3 open house** at Two Rivers Convention Center from 4:00 to 7:00 PM.

The **preferred alignment** currently under consideration is shown on Attachment A.

Approval of the interchange from the State of Colorado Transportation Commission expected in December 2004.

**Preliminary design** on the east and west sections was completed in September as shown on Attachment B.

**Right of Way** acquisition / relocation work is proceeding with many properties in the 25 Road and C340 areas slated to close in the next few weeks. Negotiations also continue with property owners in between 4<sup>th</sup> St. and 5<sup>th</sup> St. within the 1601 area. The transaction acquiring the four lots adjacent to the proposed skating rink was completed in early May and the land exchange with Ice Skating Inc was completed in early June. An alternative site plan will keep the skating rink at its present location.

Last March, the City adopted a relocation policy to provide guidelines for consistently working with owners, tenants and businesses that are displaced as part of the project. Meetings with affected property owners began in early April. More meetings will be held once the Colorado Transportation Commission confirms the 1601 area alignment. UPRR is reviewing legal descriptions of land to be acquired.

**Utility and Railroad Coordination.** The Riverside project team continues to meet with all of the utility companies and the Union Pacific Railroad monthly (or more frequent if needed). Staff has met with all major utility purveyors regarding the proposed scope and timing of relocations for the project. Utility coordination meetings are being held monthly with all of the various utilities including Grand Junction Drainage District and CGVSD. CGVSD has committed to including the 9,000 ft replacement of the D Road Interceptor in the City's scope of work. Xcel has started design on undergrounding of all of the overhead utilities from 25 Rd to 29 Rd. Railroad discussions have been very positive to date.

### **C. Contractor Selection.**

The City will be utilizing a **design/build delivery** to help ensure timely completion, minimize conflicts associated with multiple design/bid/build contracts, provide for economies of scale, and establish a guaranteed maximum price. The selection of the design/build team will evaluate not only price and schedule but a myriad of technical proposals including use of local resources.

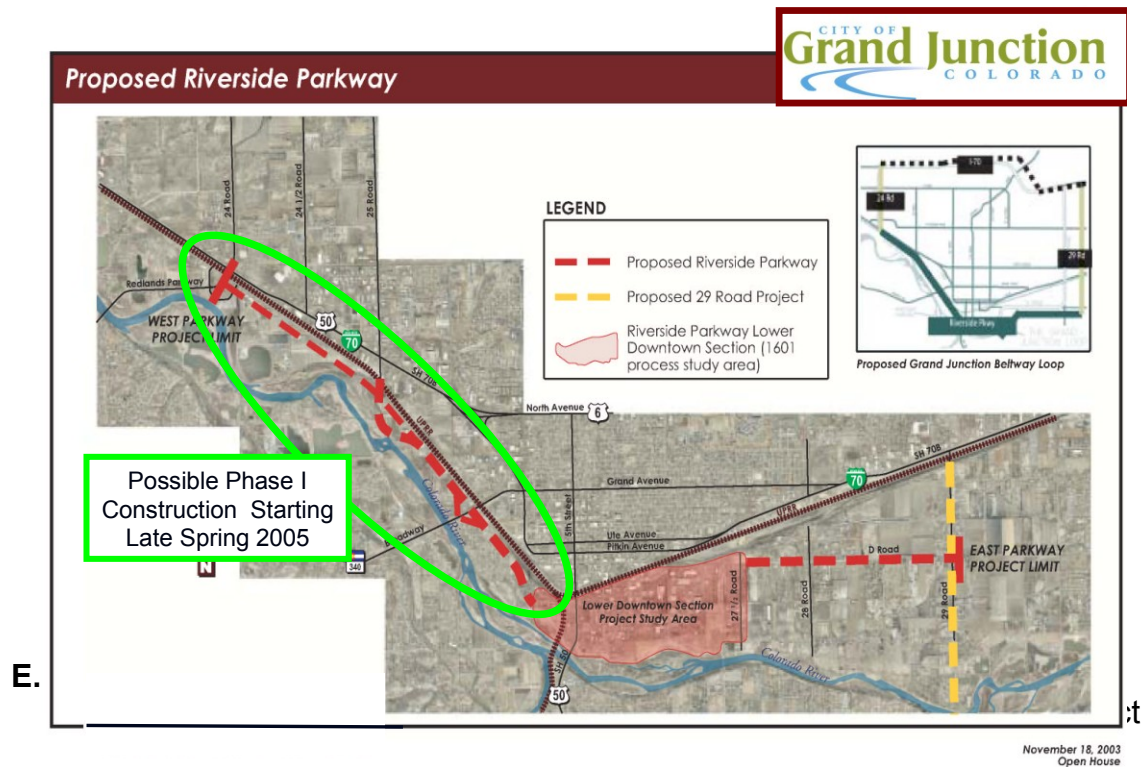
Statements of Qualifications (SOQs) were received July 2, 2004 from six design/build teams. Five City and Carter and Burgess staff members reviewed the SOQs in July and early August and developed a short list of four teams on August 12, 2004. The shortlisted teams include Ames Construction, Inc and Edward Kraemer and Sons Inc, CH2M Hill Constructors, Granite Construction Company, and Kiewit Western Co.

The draft RFP went out to these firms on October 5, 2004. Final design/build team selection will occur after the Colorado Transportation Commission decision on an alignment is finalized in December 2004. 35 people from the City, Carter and Burgess staff, and representatives from Chamber of Commerce, Associated Builders and Contractors, Western Colorado Contractor's Association, and CDOT will also be responsible for review of the proposals starting in late January. The schedule on Attachment B outlines this process.

Language in the RFP encourages design/build teams to use local contractors, consultants and material suppliers. Any businesses established prior to January 1, 2004 within Mesa County will be considered "local".

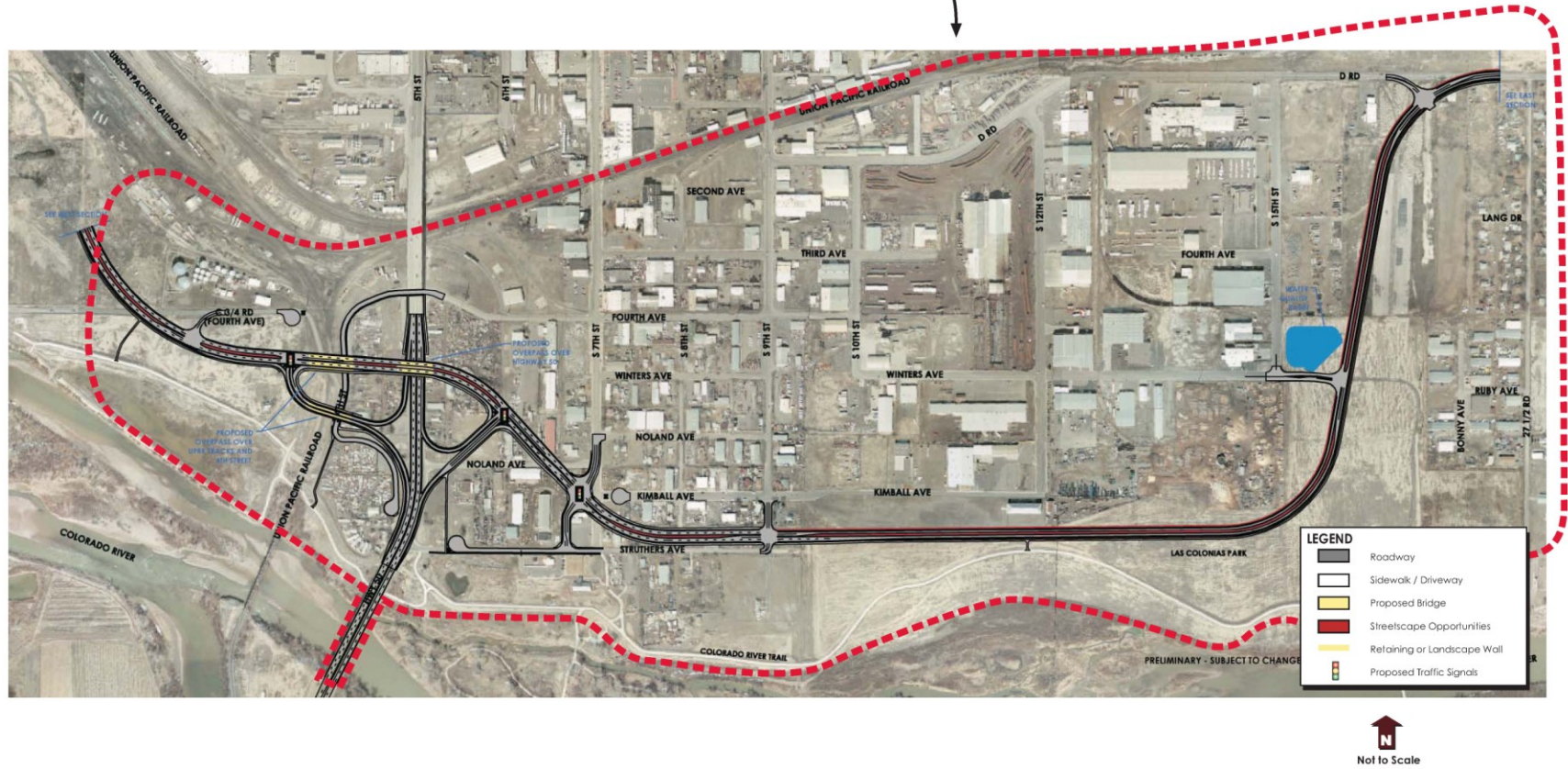
**D. Construction**

Construction is anticipated to begin in the spring of 2005 probably on the west end of the project from 24 Rd to Broadway (Highway 340).

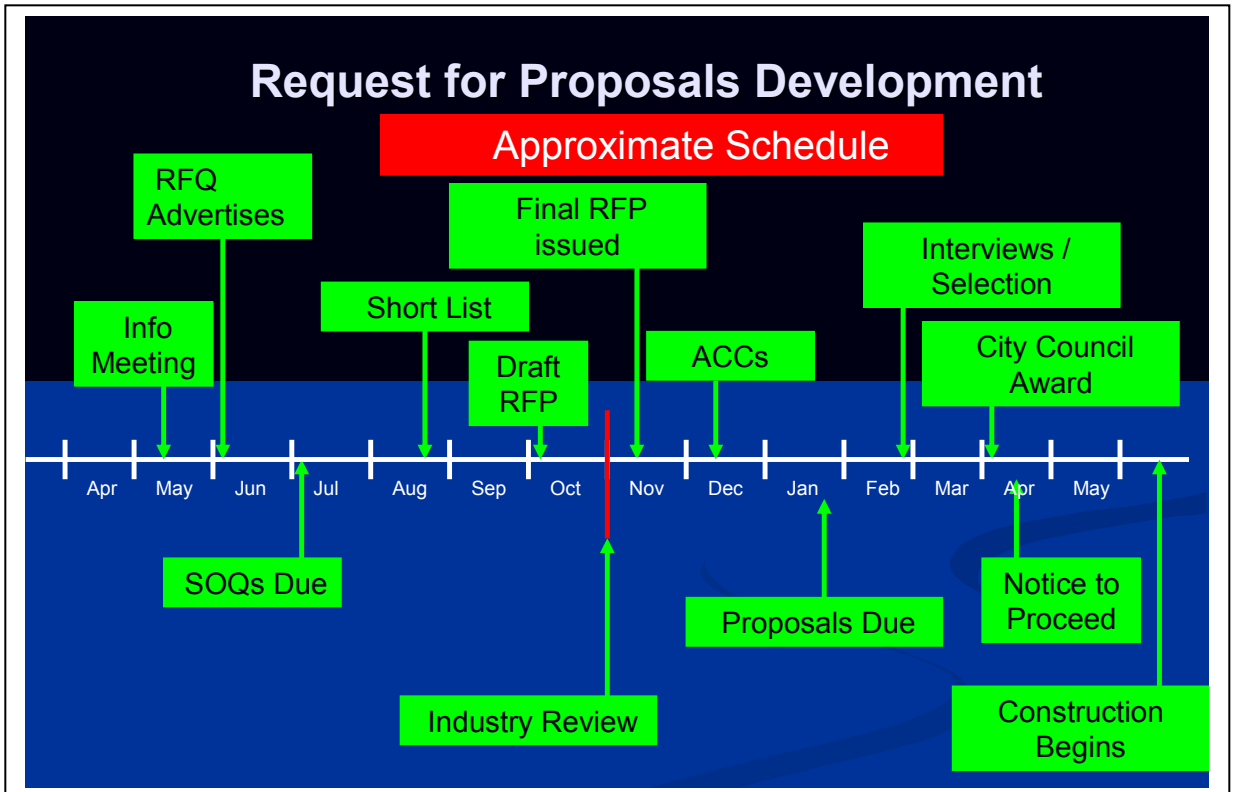
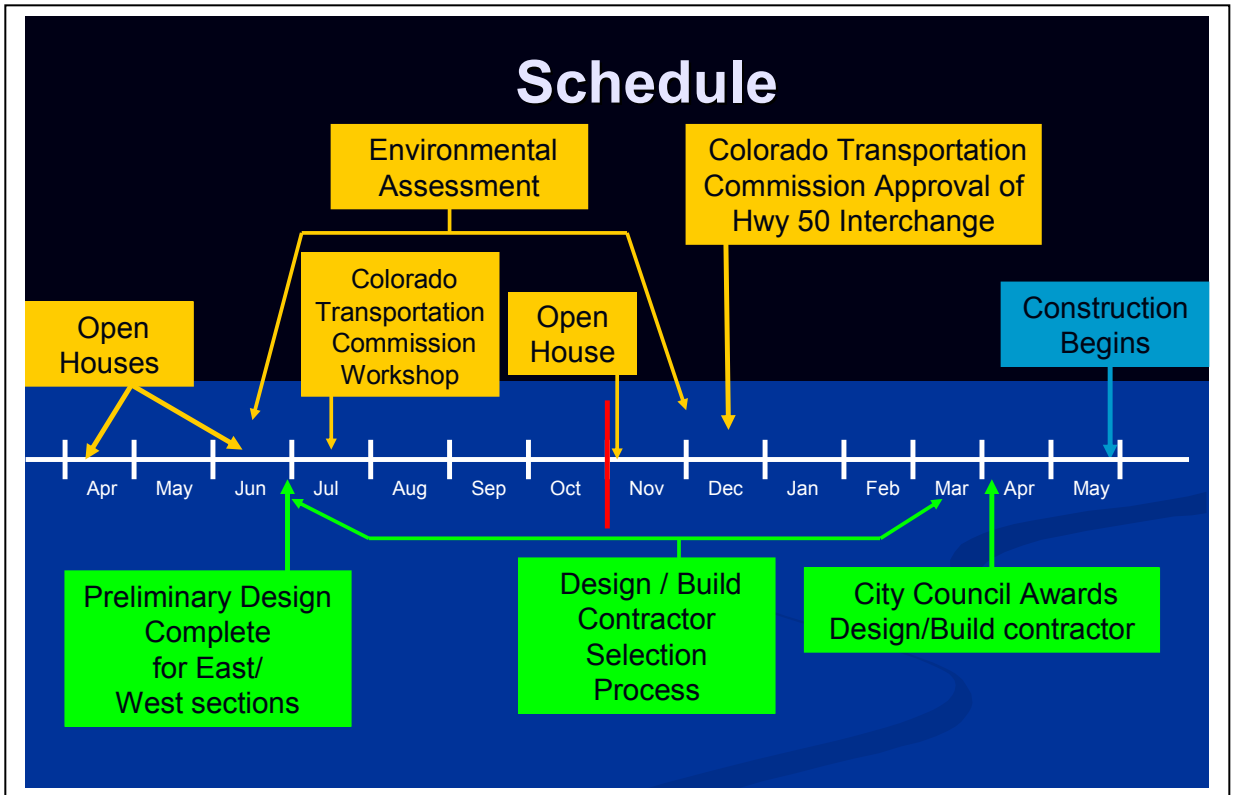


E.

Project Area



**Lower Downtown Preferred Alignment Attachment A-1**



Final Environmental Assessment  
**EXECUTIVE SUMMARY**

The City of Grand Junction and Mesa County are planning to complete a new three- to five-lane parkway around the southern part of Grand Junction. The city's portion of the new loop road, known as Riverside Parkway, extends approximately 6.8 miles from 24 Road on the west to 29 Road on the east and includes a new interchange with SH 50/South Fifth Street in Lower Downtown Grand Junction. In November 2003 the citizens of Grand Junction approved an \$80 million bond issue to pay for Riverside Parkway. The project is 100 percent locally funded.

Under the provisions of Colorado Department of Transportation (CDOT) Policy Directive 1601, a new interchange with SH 50 requires preparation of an environmental study to evaluate and consider the potential effects of the new interchange on the existing transportation system and on the surrounding environment. This document, the Riverside Parkway Lower Downtown Section Environmental Assessment (EA), evaluates these issues in an area bounded by the Colorado River on the south, the Union Pacific Railroad mainline tracks on the north, 4<sup>th</sup> Avenue near Koch Asphalt on the west, and D Road at 27½ Road on the east. More than 68 alignment options, 21 interchange configurations, and five potential SH 50/5<sup>th</sup> Street interchange locations were comparatively evaluated before identifying three alternatives for detailed analysis. These three Build Alternatives along with a No-Action Alternative are presented for comparison in this EA.

No significant impacts to the environment were identified during the course of this study. Issues of concern that will require implementation of mitigation measures include degradation of water quality, introduction of higher levels of transportation-related noise, adverse impacts to historic properties, excavation and removal of hazardous wastes, and displacement of a limited number of businesses and residences in the Lower Downtown Area.

Consideration of social, economic, and environmental issues was done in cooperation with a number of local, state, and federal agencies and with the public at large. Three large open house presentations were held during the development of this EA and numerous small group, neighborhood, and one-on-one meetings also took place to ensure that interested citizens had an opportunity to learn about the project and influence the final decision to be made on the project.

*Final Environmental Assessment*

After full consideration of the beneficial and adverse impacts of the four alternatives under consideration, the City of Grand Junction has recommended Alternative 30J as the Preferred Alternative for the Lower Downtown Section of Riverside Parkway. This document describes the process followed and the basis for arriving at this decision.

This EA was made available to the public for their review and comment on October 20, 2004. Written comments on the project and the alternatives under consideration should be submitted to Mr. Jim Shanks at the address shown below. The deadline for receiving comments on this EA is November 19, 2004.

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Riverside Parkway Project Office  
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