

GRAND JUNCTION CITY COUNCIL  
MONDAY, MAY 18, 2015

WORKSHOP, 5:00 P.M.  
CITY HALL AUDITORIUM  
250 N. 5<sup>TH</sup> STREET

*To become the most livable community west of the Rockies by 2025*

1. **New Mobility West Final Report** [Supplemental Attachment](#)
  
2. **Grant Application to the Federal Aviation Administration for the Grand Junction Regional Airport Authority:** Mesa County and the City of Grand Junction are required as Co-Sponsors to the Grant Offer, if awarded. Projects included in this request are: Terminal Air Carrier Apron Design Modification,, Taxiway A1, A2, A3, A4, A5, A6 and A7 Connector Rehabilitation, Runway 11/29 and Taxiway A Seal Coat and Restripe, Segmented Circle Relocation & Intersection Lighting Modification, and Runway 11/29 Modification to Standards Analysis [Attachment](#)  
[Supplemental Attachment](#)
  
3. **Downtown Development Authority Line of Credit Request:** The DDA has solicited proposals for a \$1,000,000 revolving line of credit for the purpose of accessing the DDA's tax increment revenues for ongoing and future qualified projects. The DDA's objective is to institute a borrowing mechanism conforming to the statutory requirements for Tax Increment Financing that provides the DDA with a cost-effective, "pay-as-you-go" means of project funding to complement the DDA's traditional use of bond financing. After reviewing 4 proposals received, the DDA is requesting the establishment of a line of credit, the approval of an Intergovernmental Agreement between the City and the DDA concerning the administration of the line of credit, and Council approval of DDA 2015 Budget amendments for TIF-qualified project expenditures. [Attachment](#)
  
4. **Other Business** [Supplemental Attachments](#)
  
5. **Board Reports**



Date: April 27, 2015  
Author: Amy Jordan  
Title/ Phone Ext:  
Business & Admin Manager  
970-248-8597  
Proposed Meeting Date:  
05/18/2015 & 05/20/2015

## **CITY COUNCIL STAFF REPORT WORKSHOP SESSION**

**Topic:** Grant Application to the Federal Aviation Administration (FAA) for the Grand Junction Regional Airport Authority

**Staff (Name & Title):** Ben Johnson, Interim Airport Manager

### **Summary:**

Mesa County and the City of Grand Junction are required as Co-Sponsors to the Grant Offer, if awarded.

### **Background, Analysis and Options:**

#### Background:

The Grand Junction Regional Airport Authority 2015 Airport Improvement Program (AIP) grant application encompasses projects listed on the Airports approved 2015 Capital Improvement Plan (CIP). The Airport Authority Board approved the 2015 CIP November 4th, 2014 Regular Board Meeting.

The Grand Junction Regional Airport Authority, Board of Commissioners approved this grant application at the Regular Board Meeting on April 21, 2015.

The 2015 Airport Improvement Program (AIP) projects included in this grant application are:

- A. Terminal Air Carrier Apron Design Modification
- B. Taxiway A1, A2, A3, A4, A5, A6 and A7 Connector Rehabilitation
- C. Runway 11/29 and Taxiway A Seal Coat and Restripe
- D. Segmented Circle Relocation & Intersection Lighting Modification
- E. Runway 11/29 Modification to Standards Analysis

#### Detailed Project Information:

A. Terminal Air Carrier Apron Design Modification: The goal of this project is to modify the design and phasing of the current terminal air carrier apron plans. This modification will delineate public and non-public space as well as modify the plans to better accommodate current uses at the Airport. This project will use every effort to utilize information from the previous design where available.

B. Taxiway A1, A2, A3, A4, A5, A6 and A7 Connector Rehabilitation: This project will involve a mill and overlay of each one of the connectors to the Airports primary runway 11/29. The current average Pavement Condition Index (PCI) number associated with these surfaces is 65, this number comes from a survey completed by the Colorado

Division of Aeronautics in 2013 and is on a scale of 0-100. The conditions of these connectors provide a significant Foreign Object Debris problem for Airport Operations and will be corrected through this project.

C. Runway 11/29 and Taxiway A Seal Coat and Restripe: This project will protect the Airport's primary runway from the deteriorating effects of the weather as well as increasing its useful life and improve surface friction of the pavement surface.

D. Segmented Circle Relocation & Intersection Lighting Modification: This project will correct two nonstandard airfield conditions brought to staffs attention during a 2013 certification inspection. The first, will replace and move the segmented circle so that it will no longer infringe upon the taxiway object free area. The second, will modify the lighting circuitry of runway 4/22 and taxiway A so they are no longer simultaneously energized. This project will allow the Airport to become compliant with regulations identified by our Certification Inspector.

E. Runway 11/29 Modification to Standards Analysis: This projects objective is to evaluate potential costs savings with respect to the planned reconstruction/replacement of Runway 11/29 that would result from the authorized continuance of selected modification(s) to standards, with an emphasis on correcting runway 11/29 longitudinal gradients and correcting the intersecting runway 11/29 and 4/22 hot spot.

**Board or Committee Recommendation:**

The Grand Junction Regional Airport Authority approved this grant application at the Regular Board meeting on April 21, 2015. Airport staff is recommending that the City of Grand Junction, City Council approve this Grant Application between the Federal Aviation Administration and the Grand Junction Regional Authority, in the amount of \$2,295,450.00.

*Note: If the Airport is successful in obtaining this grant, a grant offer will be presented to the City Council for approval of the grant offer as a Co-Sponsor.*

**Financial Impact/Budget:**

Funding Breakdown

Federal Aviation Administration AIP Grant:	\$2,295,450.00
State of Colorado, Division of Aeronautics Grant:	\$ 126,050.00
Grand Junction Regional Airport Authority:	\$ 129,000.00

The \$2,950 variance between the State and Local portions of funds is due to the fact that the State declined to participate in the Runway 11/29 Modifications to Standards Analysis and therefore will require the Airport to fund 10% of the project cost.

**Legal issues:**

If the application for the grant is authorized the City Attorney will review the application and as necessary advise the City Council and City Manager of any concerns. Typically FAA grants include a number of "grant assurances" as a co-sponsor. The City Council

may want to inquire and/or have legal staff inquire of the Airport Authority about its ability to meet those assurances.

**Other issues:**

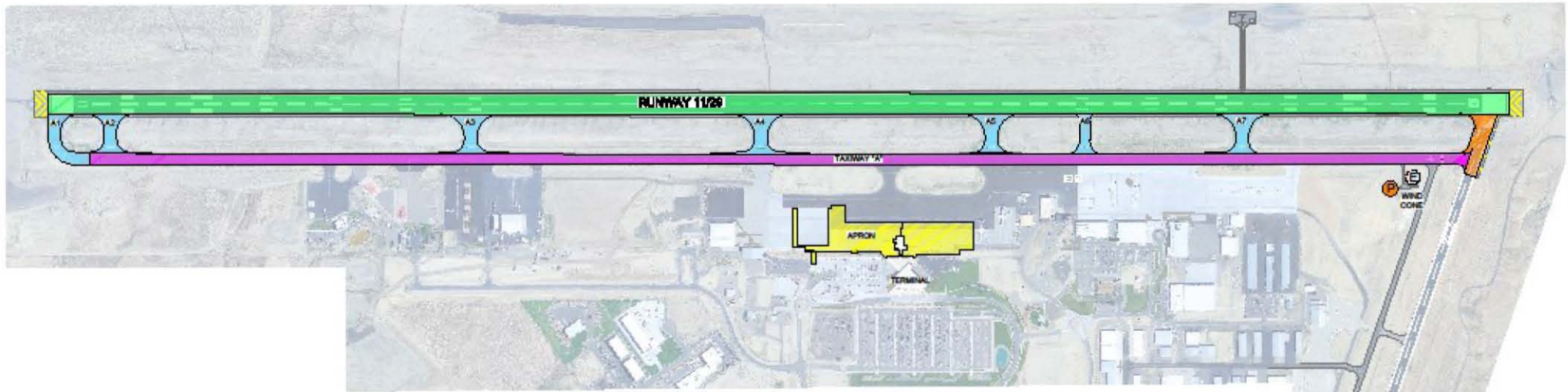
No other issues have been identified.

**Previously presented or discussed:**

This has not been previously discussed.

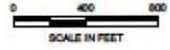
**Attachments:**

1. Project Illustration



1  
1

# AIRFIELD LAYOUT



## LEGEND

- RUNWAY 11/29 - SEAL COAT & REMARK
- RUNWAY 11/29 - MODIFICATIONS TO STANDARDS ANALYSIS
- CONNECTING TAXIWAYS A1-A7 - MILL & OVERLAY
- TAXIWAY "A" - SEAL COAT & REMARK
- RECONSTRUCT TERMINAL AIR CARRIER APRON - DESIGN ONLY
- WIND CONE - RELOCATE: EXISTING & PROPOSED LOCATIONS
- RUNWAY 4/22 - MODIFIED RUNWAY LIGHTING



Date: May 13, 2015

Author: Harry Weiss

Title/ Phone Ext: 256-4134

Proposed Meeting Date:

May 18, 2015

## **CITY COUNCIL STAFF REPORT WORKSHOP SESSION**

**Topic:** Establishment of Line of Credit FBO the DDA &  
Approval of DDA Budget Amendments for TIF-Qualified Projects

**Staff (Name & Title):** Harry Weiss, DDA Executive Director

### **Summary:**

The DDA has solicited proposals for a \$1,000,000 revolving line of credit for the purpose of accessing the DDA's tax increment revenues for ongoing and future qualified projects. The DDA's objective is to institute a borrowing mechanism conforming to the statutory requirements for Tax Increment Financing that provides the DDA with a cost-effective, "pay-as-you-go" means of project funding to complement the DDA's traditional use of bond financing. After reviewing 4 proposals received, the DDA is requesting the establishment of a line of credit, the approval of an Intergovernmental Agreement between the City and the DDA concerning the administration of the line of credit, and Council approval of DDA 2015 Budget amendments for TIF-qualified project expenditures.

### **Background, Analysis and Options:**

#### Tax Increment Financing Requirements

Pursuant to Colorado Revised Statute 31-25-807(3)(a)(II), tax increment revenues may only be used to pay debt and associated expenses of debt, and all such debt is issued by the City on behalf of the DDA. Historically the DDA has undertaken large capital improvement projects financed through bonds issued by the City of Grand Junction for the DDA, the repayment of which is secured by the pledge of future tax increment revenues during the term of the bond. While this technique works well for large budget projects that depend upon future tax increment revenues, it does not offer a flexible and efficient mechanism for smaller projects that can be funded from accumulated tax increment revenues in excess of annual expenses and debt service reserves. The benefits of this approach are the minimization of debt issuance costs and interest carry, thereby maximizing public tax dollars for direct investment in capital projects.

#### Relationship of City and DDA in Line of Credit Utilization

The City and the DDA will enter into an Intergovernmental Agreement ("IGA") that specifies the procedure for accessing the Line of Credit for authorized projects. (see draft IGA attached). Upon request for a draw by the DDA for budgeted qualified projects, the City's Financial Operations Director (FOD) shall verify that there are sufficient unencumbered tax increment funds to repay the draw within 7 working days of the draw. Any draw shall require the authorization of the FOD.

**Board or Committee Recommendation:**

The DDA Board of Directors at their regular meeting of May 14, 2015, reviewed four responses received to its Request for Proposals for Line of Credit terms. The Board recommends the establishment of a Line of Credit with Alpine Bank pursuant to the terms and conditions of their proposal. The DDA Board also reviewed the 2015 Budget to identify TIF-qualified projects that will require funding obtained through the Line of Credit and allocating the current budgeted contingency to specific project line items. DDA recommends Council approve the 2015 Budget amendments as submitted.

**Financial Impact/Budget:**

The establishment of a line of credit does not impact the budget of the City of Grand Junction. The FY2015 DDA budget is amended to allocate contingency funds to specific TIF-eligible undertakings within the existing appropriation limits.

**Legal issues:**

The City Attorney has reviewed the proposed IGA and has opined that it is consistent with and allowed by Colorado law.

**Other issues:**

No other issues have been identified.

**Previously presented or discussed:**

The establishment of a line of credit for the DDA was first presented at a joint work session of the City Council and DDA in Spring 2014, and discussed further at a second joint work session in Fall 2014 where Council gave direction to bring proposals forward for its review.

**Attachments:**

Alpine Bank Proposed Line of Credit Term Sheet  
Draft "Intergovernmental Agreement Concerning a Line of Credit for Financing  
Downtown Development Authority Project(s) and Program(s)"  
DDA Budget Amendments

**Alpine Bank**  
**Proposed Terms and Conditions**  
**May 11<sup>th</sup>, 2015**

**BORROWER:** City of Grand Junction ("City")  
FBO: Grand Junction Downtown Development Authority ("DDA")

**GUARANTOR:** n/a

**LOAN AMOUNT:** \$1,000,000

**COLLATERAL:** n/a

**PRICING:** Chase Manhattan Prime (currently 3.25%), floating daily, assessed on the outstanding principal balance when drawn. Upon verification of the tax-exempt status of the transaction the rate will be calculated and assessed at the applicable tax-exempt rate. The tax-exempt rate is calculated at 2.015%.

**FEE:** \$5,000.00 Annual Fee collected on anniversary date  
No additional draw fees

**TERM:** 60 months

**OTHER CONDITIONS:** \*Terms and Conditions are a proposal only and are subject to additional underwriting and Alpine Bank Loan Committee Approval

\*Draw requests to include all documentation/approval/proof of funds as required in the Intergovernmental Agreement ("IGA") between the City and DDA



**DRAFT  
INTERGOVERNMENTAL AGREEMENT  
CONCERNING A LINE OF CREDIT FOR FINANCING  
DOWNTOWN DEVELOPMENT AUTHORITY  
PROJECT(S) AND PROGRAM(S)**

This INTERGOVERNMENTAL AGREEMENT ("IGA") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2015, by and between THE GRAND JUNCTION, COLORADO, DOWNTOWN DEVELOPMENT AUTHORITY, a body corporate and politic (the "DDA") and THE CITY OF GRAND JUNCTION, COLORADO, a Colorado Home Rule municipal corporation (the "City"). Collectively the DDA and the City may be referred to as "Parties" or "the Parties."

**WITNESSETH:**

WHEREAS, the Authority has been created pursuant to the provisions of Title 31, Article 25, Part 8, Colorado Revised Statutes ("DDA Statute"), and City Ordinance No. 1669; and

WHEREAS, the DDA Statute has declared that the organization of downtown development authorities will serve a public use; promote the health, safety, prosperity, security, and general welfare of the inhabitants thereof and of the people of this state; will halt or prevent deterioration of property values or structures within central business districts; halt or prevent the growth of blighted areas within such district, and assist municipalities in the development and redevelopment of downtowns and in the overall planning to restore or provide for the continuance of the health thereof; and

WHEREAS, the Authority provides an invaluable service to the City by promoting the health, safety, prosperity, security and general welfare of those living and working within its boundaries; and

WHEREAS, pursuant to C.R.S. §31-25-808(1)(f), the Authority is empowered to enter into contracts with governmental agencies and public bodies in furtherance of the statutory mission of the Authority; and

WHEREAS, the City Charter and C.R.S. 29-1-203 empower the City Council of the City to enter into contracts with other governmental bodies to furnish governmental services and make charges for such services or enter into cooperative or joint activities with other governmental bodies; and

WHEREAS, the primary means of financing DDA projects and programs is through the use of property and sales tax increment collected within the DDA boundaries and C.R.S. §31-25-807(3)(a)(II) requires that the City incur some form of debt in order to finance such projects and programs using tax increment revenues collected within the DDA boundaries; and

WHEREAS, a line of credit established by the City with a financial institution meets the requirements of C.R.S. §31-25-807(3)(a)(II) and the costs and interest associated with such a line of credit are lower than would be the case with other types of financing; and

WHEREAS, it is in the best interests of both the DDA and the City to reduce financing costs of DDA projects in order to preserve the maximum amount of tax increment revenues for DDA projects and activities within its boundaries; and

WHEREAS, the parties desire to enter into this IGA in order to establish a line of credit to finance certain DDA projects and to define the process for use of such line of credit.

NOW, THEREFORE, in consideration of the mutual covenants and promises of the parties as hereafter provided and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the Parties agree as follows:

1. **TERM**

The term of this IGA shall be for a period of five (5) years, commencing on \_\_\_\_\_, 2015 and terminating on \_\_\_\_\_, 2020 ("Term").

2. **LINE OF CREDIT**

Attached hereto as Exhibits A-1 through A-5 and incorporated herein by reference, are copies of the Business Loan Agreement between the City and \_\_\_\_\_, the Promissory Note from the City to \_\_\_\_\_, the Disbursement Request and Authorization, the Commitment to Finance by \_\_\_\_\_, and the \_\_\_\_\_ Resolution (collectively, the "LOC Documents") which establish a revolving line of credit for a five year period for the benefit of the City and which, in addition to other terms and conditions for its use, provides for an annual credit amount of One Million Dollars (\$1,000,000) (the "Line of Credit"). The City Council on \_\_\_\_\_, 2015 adopted Ordinance No. \_\_\_\_\_ on second reading approving the LOC Documents and authorizing Jodi Romero, Financial Operations Director, to execute the LOC Documents. The City shall execute the LOC Documents and shall take such other actions as may be necessary to have the Line of Credit available for draw no later than \_\_\_\_\_, 2015.

3. **REQUIREMENTS FOR DRAWS ON LINE OF CREDIT**

With the exception of draws on the Line of Credit in 2015, approvals for which are authorized concurrently with approval of the IGA in this IGA, any other draw on the Line of Credit by the City during the Term shall be in accordance with all of the following requirements:

3.1 The DDA Board shall annually adopt a resolution approving its budget and shall adopt a resolution recommending the City Council of the City appropriate DDA monies to fund the DDA budget; and

3.2 The City Council of the City shall annually approve the DDA budget and by ordinance appropriate funds therefor; and

3.3 Any draw on the Line of Credit shall only be used to pay the costs of DDA projects approved in the annual DDA budget and for which funds have been appropriated by the City; and

3.4 Prior to any draw on the Line of Credit, the City's Financial Operations Director shall verify that there are sufficient unencumbered tax increment monies in the DDA Tax

Increment Fund to replenish the Line of Credit in the amount of the draw and the interest cost. No draw shall be made by the City on the Line of Credit in excess of such available tax increment monies; and

3.5 The City's Financial Operations Director shall have the authority, and shall be required, to approve any draw on the Line of Credit upon written request by the DDA's Executive Director; and

3.6 Within seven (7) working days of each draw, the DDA's Executive Director shall take such action as is necessary to transfer monies from the DDA Tax Increment Debt Service Fund to the Line of Credit to fully replenish the Line of Credit to its One Million Dollars (\$1,000,000) limit of available credit.

4. **NOTICE**

All notices to be given to Parties hereunder shall be in writing and shall be sent by certified mail to the addresses specified below:

DDA: Downtown Development Authority  
Attn: Executive Director  
437 Colorado Avenue  
Grand Junction, CO 81501

CITY: City of Grand Junction  
Attn: Financial Operations Director  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501

With a copy to: City of Grand Junction  
Attn: City Attorney  
250 North 5<sup>th</sup> Street  
Grand Junction, CO 81501

5. **THIRD PARTY BENEFICIARIES**

This IGA shall not be construed as or deemed to be an agreement for the benefit of any third party or parties, and no third party or parties shall have any right of action hereunder for any cause whatsoever.

6. **GOVERNING LAW/SEVERABILITY**

The laws of the State of Colorado shall govern the construction, interpretation, execution and enforcement of this IGA. In the event any provision of this IGA shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision of this IGA.

IN WITNESS WHEREOF, the parties have executed this IGA the day and year first above written.

CITY OF GRAND JUNCTION, COLORADO,  
a Colorado Home Rule municipal corporation

By \_\_\_\_\_  
Rich Englehart, City Manager

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

THE GRAND JUNCTION, COLORADO, DOWNTOWN  
DEVELOPMENT AUTHORITY, a body corporate  
and politic

By: \_\_\_\_\_  
Les Miller, Chair

ATTEST:

\_\_\_\_\_  
Secretary

<b>611 Fund - TIF Debt Service Fund</b>		5/12/2015
STARTING FUND BALANCE 2015	\$	1,810,050
<b>2015 BUDGET</b>		
<b>Revenue</b>		
property tax increment	\$	1,145,605
specific ownership	\$	153,000
sales tax increment	\$	474,487
interest	\$	6,988
subtotal revenue	\$	1,780,080
total estimated funds available in 2015	\$	3,590,130
<b>EXPENSES</b>		
Contingency	\$	1,100,000 for allocation to new projects
<b>Fees</b>		
debt service fees	\$	500
Treasurer's fees	\$	25,015
subtotal fees	\$	25,515
<b>2015 bond payment</b>		
principal	\$	635,000
interest	\$	274,835
subtotal bond payment	\$	909,835
total expenses	\$	2,035,350 total appropriated funds for 2015
UNAPPROPRIATED FUNDS	\$	1,554,780
2016 DEBT RESERVE	\$	910,070 D/S reserve required at 1/1/2016
REMAINDER	\$	644,710 subject to supplemental appropriation
<b>203 Fund - DDA Capital Fund</b>		
STARTING FUND BALANCE 2015	\$	131,242 unrestricted funds
<b>Inflows</b>		
Proceeds from line of credit (TIF contingency)	\$	1,100,000 appropriated
subtotal	\$	1,231,242 total funds available in 2015
<b>EXPENSE - BUDGETED</b>		
White Hall	\$	190,000 TIF eligible
Splashpad	\$	10,000 TIF eligible
Façade Grants	\$	70,000 TIF eligible
Labor Allocation	\$	10,853 TIF eligible
subtotal expense	\$	280,853
<b>AMENDMENTS</b>		
R-5 Acquisition - 2015 purchase payment	\$	350,000
R-5 Acquisition - associated expense (Phase I)	\$	10,000
White Hall - additional expenses	\$	80,000
total budget amendments	\$	440,000
TOTAL EXPENSES	\$	720,853
REMAINING FUND BALANCE	\$	510,389
TIF Restricted	\$	91,579
Unrestricted Capital (UR)	\$	418,810 includes Reimbursement of \$287,568 of TIF eligible expenses in 2014

# I-70B

## A New Vision for Downtown Grand Junction

### EA Statement of Purpose and Need

- 1) Improve traffic flow
- 2) Improve safety
- 3) Improve multimodal opportunities
- 4) Improve access management

### Project History

**2008:** Environmental Assessment (EA) completed; forecasts over 30,000 vehicles per day by 2030

**2008 – 2013:** CDOT implements I-70B improvements from the west through Rimrock area

**2013 – 2015:** CDOT undertakes design of corridor through Grand intersection

**2014 – 2015:** updated regional modeling forecasts much lower future traffic

**April 2015:** CDOT/City/DDA workshop to reevaluate I-70B design concept south and east of Grand Avenue

### Next Steps

- Continue to evaluate improvements to maintain or improve traffic flow and safety
- Complete further traffic and safety analysis of proposed mid-block crossings
- Reevaluate need for turning lanes at intersections based upon lower anticipated traffic volumes
- Conduct detailed evaluation of the proposed conversion of 4th and 5th Streets to two-way traffic, including lane reconfiguration and signal phasing/timing changes
- Revisit status of 2008 Environmental Assessment



### 1st & Grand

- Begin transition to urban design as context changes and capacity needs decrease
- Provide multi-use path connection between Broadway and Gunnison
- Remove right-turn slip lanes on south side of intersection to enhance pedestrian safety
- Implement 3/4 access at White Avenue to assist with 1st & Grand intersection capacity

### Downtown Gateway

- Make this the gateway to Downtown from the North and West
- Narrow to existing two general purpose traffic lanes each direction south of Grand
- Slow traffic down to the 30mph posted speed
- Introduce "downtown" design finishes including urban landscaping

### 1st & Main

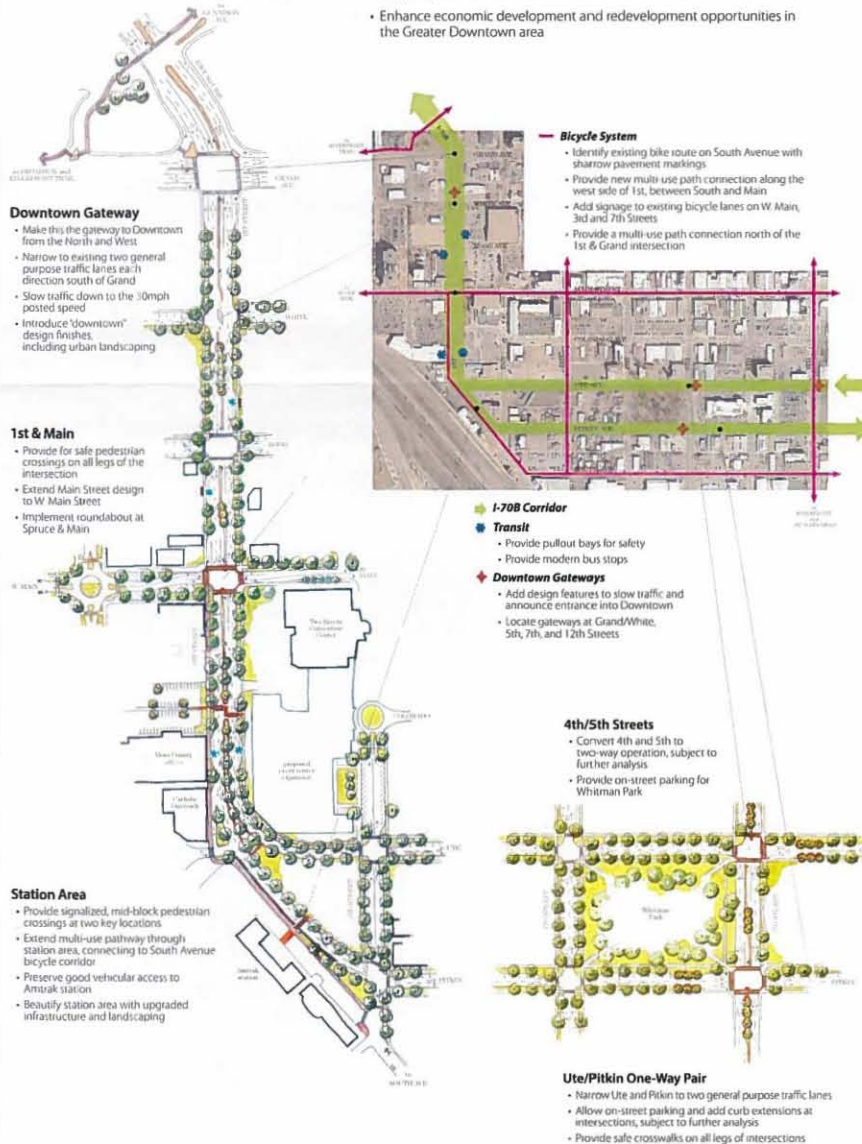
- Provide for safe pedestrian crossings on all legs of the intersection
- Extend Main Street design to W Main Street
- Implement roundabout at Spruce & Main

### Station Area

- Provide signalized, mid-block pedestrian crossings at two key locations
- Extend multi-use pathway through station area, connecting to South Avenue bicycle corridor
- Preserve good vehicular access to Amtrak station
- Beautify station area with upgraded infrastructure and landscaping

### Community Goals

- Work with CDOT to update the vision and strategic plan for the I-70B corridor through Downtown Grand Junction
- Accommodate all modes safely by designing I-70B for the urban context of Downtown
- Balance throughput traffic flow with local access, livability and Downtown connectivity
- Support pedestrian-first environment in Downtown
- Enhance economic development and redevelopment opportunities in the Greater Downtown area



## **Grand Junction Regional Airport 2015 Airport Improvement Program Grant Application**

### **GRANT SUMMARY**

The 2015 AIP grant application encompasses projects listed on the Airports 2015 Capital Improvement Plan (CIP) that the Authority Board approved at the November 4<sup>th</sup>, 2014 Regular Board Meeting. On this date the Authority Board also approved the submission of a State grant application that includes the same projects.

The projects to be accomplished for this year are an important part of providing a safe and efficient airport while protecting and prolonging the life of its assets. The 2015 Airport Improvement Program (AIP) projects included in this grant application are listed below.

### **GRANT CO-SPONSORSHIP**

In an effort to be more pro-active, and as requested by joint letter to the Authority by the City and County, the Authority is presenting the application to the Commission/Council for their support at this phase of the project. The application was approved by the Authority Board on April 21, 2015.

Once awarded, the Grant Award and Co-Sponsorship agreements will be presented to the Commission/Council for their approval and execution.

Mesa County and the City of Grand Junction are required by the FAA to be Co-Sponsors with the Airport on all AIP grants for two main reasons:

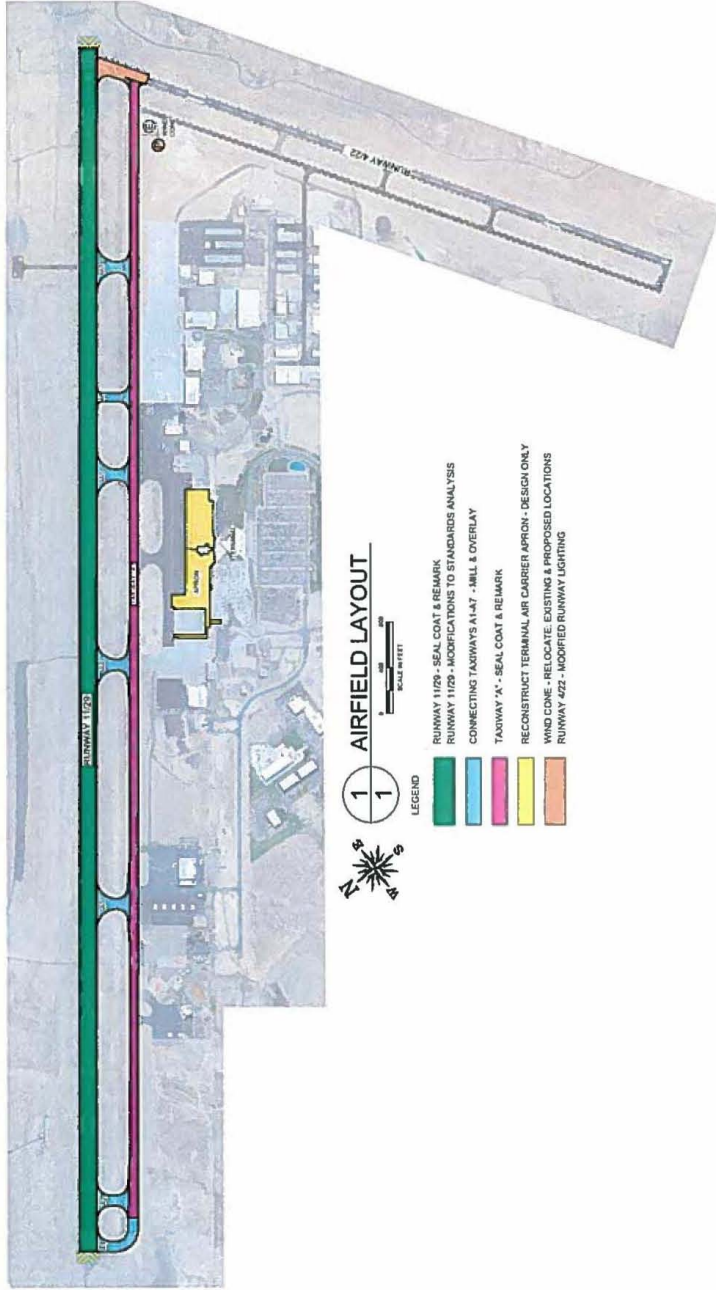
1. The City and County have taxing authority, whereas the Airport Authority does not; accordingly, the FAA is insisting that the City and County execute the Grant Agreement so that public entities with taxing authority are liable for the financial commitments required of the Sponsor under the Grant Agreement, should the Airport Authority not be able to satisfy said financial commitments out of the net revenues generated by the operation of the Airport.
2. The City and County have jurisdiction over the zoning and land use regulations of the real property surrounding the Airport, whereas the Airport Authority does not enjoy such zoning and land use regulatory authority. By their execution of the Grant Agreement, the City and County would be warranting to the FAA that the proposed improvements are consistent with their respective plans for the development of the area surrounding the Airport, and that they will take appropriate actions, including the adoption of zoning laws, to restrict the use of land surrounding the Airport to activities and purposes compatible with normal Airport operations.

### **PROJECT SUMMARY**

The 2015 AIP Grant Application contains five separate elements or projects:

1. **Terminal Air Carrier Apron Design Modification** The goal of this project is to modify the design and phasing of the current terminal air carrier apron design plans and bid packages. This modification will delineate public and non-public space as well as modify the plans to better accommodate current uses at the Airport. This project will use every effort to utilize information from the previous design where available.
2. **Taxiway A1 - A7 Connector Rehabilitation** This project will involve a mill and overlay of each one of the connectors to the Airports primary runway 11/29. The current average Pavement





1 AIRFIELD LAYOUT



LEGEND

- RUNWAY 11/29 - SEAL COAT & REMARK
- RUNWAY 11/29 - MODIFICATIONS TO STANDARDS ANALYSIS
- CONNECTING TAXIWAYS A1-A7 - HULL & OVERLAY
- TAXIWAY 'K' - SEAL COAT & REMARK
- RECONSTRUCT TERMINAL AIR CARRIER APRON - DESIGN ONLY
- WIND CDNE - RELOCATE, EXISTING & PROPOSED LOCATIONS
- RUNWAY 422 - MODIFIED RUNWAY LIGHTING





Irv Halter, Executive Director Department of Local Affairs  
1313 Sherman Street, Room 518  
Denver, CO 80203

May 18, 2015

Regarding: Policies for Funding of Local Government Broadband Planning and Infrastructure Projects

Dear Director Halter,

On behalf of the City of Grand Junction, I would like to congratulate you on your new appointment as Executive Director for the Department of Local Affairs. We look forward to working with you to better our communities and strengthen the overall state.

We have several concerns with the Department's Policies on funding Local Government Broadband Planning and Infrastructure and appreciate the opportunity to communicate these concerns. Our staff has met and discussed these concerns with Elyse Ackerman, Charlie Unseld, and Chantal Unfug. Chantal was exceptionally helpful in explaining the Department's reasoning, and urged us to communicate our concerns directly with you.

Specifically, we have concerns about the restriction to middle mile-infrastructure only and the eligibility of any community, regardless of energy impacts or SB 05-152 overrides. In addition, although we support the need for regional planning for broadband development, requiring a one-sized fits all approach to regional planning may not properly fit in all areas. For example, the needs of the metropolitan area of Grand Junction and its larger population are far different than the vast geographic areas of rural counties.

Limiting funding to middle mile fails to address the needs in communities like Grand Junction, where the needs are most significantly felt in the last-mile. Last-mile infrastructure tends to be very expensive, and the opportunity for grant funding could have significant benefits to our residents and overall community.

We also feel that the funding should be limited to communities that have taken the leadership and due diligence in moving forward with an override of SB 05-152. We do believe that the state statute is clear in that local governments must first have an override before they can fund, partner or own any infrastructure utilized in connection with providing telecommunication services. Finally, we are very concerned about energy impact funds being made available statewide and not limited to communities that are impacted by the energy industry.

We look forward to working with you on these issues, and respectfully request your consideration of these issues for future rounds of funding.

Sincerely,

Mayor Phyllis Norris  
City of Grand Junction

Resolution No. \_\_\_\_\_

A RESOLUTION AUTHORIZING THE CITY MANAGER TO JOIN *NEXT CENTURIES CITIES*.

RECITALS:

The City Council of the City of Grand Junction is keenly aware of the importance of having a robust broadband capability to support economic prosperity and growth. The relationship has been amply demonstrated in other communities and the City Council is convinced that high speed internet is essential for the success of the citizens, businesses and community partners in growing, achieving and maintaining economic development in Grand Junction.

In April 2015, Grand Junction voters approved an override of Colorado Senate Bill 05-152 by 77%. That vote was the first step on the path of improvement in the speed and capability of the high-speed internet toward development of a reliable and forward-looking broadband system.

*Next Century Cities* is a free, membership organization that supports community leaders across the country as they seek to ensure the development and deployment of fast, affordable and reliable internet to its community members. In furtherance of that work the City Council authorizes and directs the City Manager to cause the City of Grand Junction to join the *Next Centuries Cities* organization and furthermore the City Council by and with this resolution does embrace the tenets of the *Next Centuries Cities* organization including its core principles which are as follows:

*High-Speed Internet Is Necessary Infrastructure: fast, reliable, and affordable Internet – at globally competitive speeds – is no longer optional. Residents, schools, libraries, and businesses require next-generation connectivity to succeed.*

*The Internet Is Nonpartisan: because the Internet is an essential resource for residents and businesses in all communities, the provision of fast, reliable, and affordable Internet transcends partisanship. This collaboration welcomes leaders of all affiliations and beliefs who believe fast, reliable, and affordable high-speed Internet access is essential to secure America's Internet future.*

*Communities Must Enjoy Self-Determination: broadband solutions must align with community needs—there is no perfect model that is universally appropriate. Towns and cities should have the right to consider all options – whether public, nonprofit, corporate, or some other hybrid – free from interference.*

*High-Speed Internet Is a Community-Wide Endeavor: building effective next-generation networks requires cooperation across communities. It is critical to involve and include multiple stakeholders and perspectives to succeed, including businesses, community organizations, residents, anchor institutions, and others. Everyone in a community should be able to access the Internet on reasonable terms.*

*Meaningful Competition Drives Progress: a vibrant, diverse marketplace, with transparency in offerings, pricings, and policies will spur innovation, increase investment, and lower prices. Communities, residents, and businesses should have a meaningful choice in providers.*

*Collaboration Benefits All: innovative approaches to broadband deployment present diverse challenges and opportunities to communities and regions. Working together, cities can learn from the experiences of others, lower costs, and make the best use of next-generation networks.*

The City of Grand Junction joins *Next Century Cities* as the 90th member.

NOW, THEREFORE, BE IT RESOLVED BY THE GRAND JUNCTION CITY COUNCIL that the City Manager is hereby authorized and directed to take the necessary action(s), step(s) and to make the necessary commitment(s) to joining *Next Centuries Cities* for the purposes of advancing the city's goals of enhancing broadband in the City of Grand Junction, Colorado.

GRAND JUNCTION CITY COUNCIL

by: \_\_\_\_\_  
Phyllis Norris, Mayor

ATTEST:

\_\_\_\_\_  
Stephanie Tuin, City Clerk