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CITY OF Grand Junction COLORADO

GRAND JUNCTION CITY COUNCIL
MONDAY, MARCH 4, 2019

PRE-MEETING (DINNER) 5:00 P.M. ADMINISTRATION CONFERENCE ROOM
WORKSHOP, 5:30 P.M.
CITY HALL AUDITORIUM
250 N. 5TH STREET

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

1. Discussion Topics

a. Off Highway Vehicle Usage on City Streets

b. Interstate 70 Business Loop Update

c. Transportation Impact Fees / Growth and Development Policy

2. Next Workshop Topics

3. Other Business

What is the purpose of a Workshop?
The purpose of a Workshop is for the presenter to provide information to City Council about an item or topic that they may be discussing at a future meeting. The less formal setting of a Workshop is intended to facilitate an interactive discussion among Councilmembers.

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

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

2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated

the next business day.

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

CITY OF Grand Junction COLORADO

Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: March 4, 2019

Presented By: Greg Caton, City Manager

Department: City Manager

Submitted By: Greg LeBlanc

Information

SUBJECT:

Off Highway Vehicle Usage on City Streets

EXECUTIVE SUMMARY:

This item is intended for the discussion and consideration of allowing the use of off highway vehicles (OHVs) on City streets.

BACKGROUND OR DETAILED INFORMATION:

Owner of Adrenaline Driven Adventure Co., Lewis Baker, has approached some members of City Council to request the discussion of allowing off-highway vehicles (OHVs) on City streets. The Agenda Committee has reviewed the request and added this item to the agenda.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

This item is intended for the discussion and consideration of the members of City Council.

Attachments

None

CITY OF Grand Junction COLORADO

Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: March 4, 2019

Presented By: Trent Prall, Public Works Director

Department: Public Works - Engineering

Submitted By: Trent Prall, Public Works Director

Information

SUBJECT:

Interstate 70 Business Loop Update

EXECUTIVE SUMMARY:

CDOT representatives will review proposed corridor improvements, funding status, and schedule.

BACKGROUND OR DETAILED INFORMATION:

CDOT has been working on expansion of the I-70B corridor from 24 Road to 15th Street since 2008. The first four phases of improvements have been completed from 24 Road to American Way.

Phase 5 is proposed to improve the intersection of 1st and Grand, west to Mulberry Street, east to 2nd Street, and south to White Ave. Funding for this phase appears to be in place for 2021 construction start. CDOT will be scheduling public meetings to discuss the project later this year.

Phase 6 would reconstruct the corridor from White Ave south to 5th Street and while CDOT has not secured funding for this phase, staff will discuss the design to date.

FISCAL IMPACT:

None

SUGGESTED ACTION:

None.

Attachments

None

CITY OF Grand Junction COLORADO

Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: March 4, 2019

Presented By: Trent Prall, Public Works Director, Tamra Allen, Community Development Director

Department: Public Works - Engineering

Submitted By: Trent Prall, Public Works Director
Tamra Allen, Community Development Department Director

Information

SUBJECT:

Transportation Impact Fees / Growth and Development Policy

EXECUTIVE SUMMARY:

This item has been scheduled to be discussed by both the Planning Commission and City Council as changes to the current Transportation Capacity Payment (TCP) program will require amendments to the Zoning and Development Code.

The TCP and the associated Growth Management and Streets Policy have been in place since 2004. TCP fees, also known as Transportation Impact Fees, have been reviewed and updated based on a process that is being led by the Grand Valley Metropolitan Planning Organization (GVMPO). The update of the 2002 study, again by Duncan and Associates, was presented to joint Planning Commission and City Council at the December 3, 2018 workshop. Since then staff has reached out to Chamber of Commerce, Home Builders Association (HBA), Associated Members of Growth and Development (AMGD), Development Roundtable and the Western Colorado Contractors Association (WCCA). This workshop will review the proposed transportation capacity payment, feedback received and proposed implementation schedule.

BACKGROUND OR DETAILED INFORMATION:

In 2004, the City adopted Ordinance No. 3641 that provided the approach for calculation and collection of the City's Transportation Capacity Payment (TCP) fee. The City also adopted a Growth Management and Streets Policy that, at that time,

significantly revised the City's approach to both the City's and developer's obligation for the construction of public access and street safety improvements. At the time of adoption, and as stated in the recitals of the adopted Ordinance, the premise for adopting a new approach was due to concerns raised that the method of addressing traffic impacts was "not always fair" and the previous methodology required the first development in an area to complete infrastructure improvements while others who followed later were not burdened with similar costs.

The 2004 policy tried to address the instance where a "developer of land immediately adjacent to one or more unimproved or under-improved streets may be required to pay for the improvement of all adjacent street improvement due to location, or the configuration of parcels such that it does not abut an unimproved street, may not be required to make the same improvements to the street system even though each development may add the same amount of traffic."

To address concerns at that time, the City updated the TCP fee and adopted the Growth Management and Streets policy.

TRANSPORTATION CAPACITY PROGRAM

The TCP was modeled so that the City would pay for improvements to the street system that either provided capacity to the system or added safety improvements. The streets identified for the use of the TCP funds were only those streets shown on the adopted Grand Valley Circulation Plan functional classification map and that were considered part of the City's Major Street System. Though the Streets Policy required the City to pay for safety improvements (such as turn lanes or traffic signals) those costs were not included in the calculation of the TCP fee.

The TCP fees and methodology were based on a fee study conducted by Duncan and Associates in 2002. The fees were adopted at a rate of 52% of what was recommended by the study. The fee was to be adopted annually by resolution of the Council and be adjusted annually for inflation in the Consumer Price Index. This has not happened regularly.

Since adoption in 2004, the City adjusted the fee for residential development (based on the CPI) from $1,500 to $1,589 between 2004 and 2007 then to its current fee of $2,554 in 2008 which has not been adjusted since. The TCP fee for Commercial development was originally adopted at a rate of $2,461 per 1,000 square feet (e.g. Shopping Center) and was adjusted upwards in 2008 to $2,607 and then in 2013, 2014 and 2015 to a rate of $4,189 per 1,000 square feet (e.g. Shopping Center) that is being collected today.

In 2013 the City Council adopted Resolution 15-13, which provided for infill and redevelopment incentives. Within the defined redevelopment area TCP fees were

reduced. The boundary included Downtown, the river district area as well as the North Avenue corridor between State Highway 6 & 50 and I-70 Business Loop, was intended to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City.

The TCP fees have been reviewed and updated in 2018/2019 by a process that was led by the Grand Valley Metropolitan Planning Organization (GVMPO). The study update, again by Duncan and Associates, was completed in early January and revised on February 27, 2019 to reflect feedback from the development and business community regarding further refinements to fees related to residential land uses.

GROWTH AND DEVELOPMENT RELATED STREETS POLICY

At the same time the City adopted updated TCP fees in 2004, the City adopted a Growth and Development Related Streets Policy. At that time the City determined that there were three key components to a meaningful growth and development related street/traffic policy. These included:

- Collection of a realistic TCP fees for all new development projects,
- A clear articulation of what minimum requirements (in addition to TCP fees) each development must construct; and,
- City funding and/or other means of participation in construction of street improvements.

The 2004 policy replaced the previous policy that required developers to pay for the improvement of the half of the street(s) that was directly abutting their project ("half street improvements") and eliminated the need for the developer to build any safety improvements (e.g., turn lanes into their development) as well as eliminated any need for the developer to pay for any off-site improvements (e.g., intersection improvements and traffic signals).

As the Policy and Fees are today, there are significant implications for how the City funds street capacity and safety improvements. Those include:

- The City pays for all safety improvements, even those related to a specific development and benefitting only a specific development(s).
- The obligation to improve that street (Collector designation or higher) is carried in full by the City – even if the improvements are necessary for access to a specific development. Only if the street is considered a "local or unclassified" street is the developer required to construct it.

The net effect has been two-fold, whereas 1) the City carries the full cost of improving/constructing all streets (classified higher than local) and 2), the City finds itself moving money toward certain street projects to serve specific development, but that may not be of the greatest overall community benefit or need.

In a survey of other jurisdictions, staff found that cities regularly require the developer to pay for the adjacent street to be developed to a local street standard (or that adequate to serve the development) including curb, gutter and sidewalk and then the city pays the portion of the cost required to "upsize" the street to a higher classification (e.g., minor collector, arterial, etc.). In addition, other cities require all safety improvements such as acceleration and deceleration lanes to be constructed as part of a development. Both off-site and on-site safety improvements are generally required.

PUBLIC OUTREACH

Since the December 3, 2018 Planning Commission and City Council workshop, the City has met with a variety of industry and business groups including the Chamber, AMGD, HBA, WCCA, and the City's Development Roundtable. The following considerations were requested:

1. Implement the increased fees in phases. Developers requested to have predictability in the fees and be able to incorporate the increased fees into their financial models.
2. Explore the option of creating a fee that decreases the fee for small residential units to provide attainable units for more entry level home buyers
3. Explore the option of adding different types of multi-family land uses categories (eg. Townhomes, condos, mid-rise buildings)
4. Recognize the long lead time projects have (especially commercial) and establish a reasonable time (eg. Application) for the fee to be "locked-in."
5. Consider amendments to the Redevelopment Area boundary

Staff has since worked with Duncan Associates who authored the study and was able to modify the single-family detached home fee based on accepted trip generation to create multiple categories based on home size. This in turn creates a lower fee for smaller homes and higher fee for larger homes; trying to address the concern about attainable homes. In addition, Duncan and Associates was able to extract additional land uses from the ITE manual for uses such as townhomes and mid-rise apartments. This also resulted in a lower fee for these types of uses. These modifications have been added to the final study.

Staff has also reviewed the 2004 Streets policy and has discussed with members of the development community the realities of the City being unable to fund, through current means, the commitments made through the policy. As a result of those discussions, the development community appears to recognize that the City does not have the capacity to develop all components of the necessary road infrastructure and that those improvements related to safety (e.g., turn lanes into a development) are appropriate to have the development community pay for and construct.

In regard to the responsibility to construct adjacent collector or arterial roads staff recommends that as long as the updated Transportation Capacity Fee (the Duncan

impact fee study) is fully implemented that the City remain responsible for the construction of adjacent collector and arterial roads at this time.

STAFF RECOMMENDATIONS

Staff recommends the City Council consider five future actions including:

1. Repeal the Growth and Development Related Street Policy (as adopted as part of Ordinance No. 3641 as this policy is tied directly to the ordinance adopting impact fees that will be proposed for updating in the near future) because the policy is redundant to the text found within the Zoning and Development; and

2. Initiate an amendment to §21.06.010 of the Zoning and Development Code to include the requirement for development to pay for street safety improvements related to the direct impacts of a development (effective January 1, 2021).

3. Consider adoption of the updated fee schedule as contained in the Transportation Impact Fee Study. As part of adopting the updated fees, Staff also recommends the following:

A. For Single-Family Detached (SFD) dwelling units, implement the new and full fee using the following implementation schedule to be collected at time of Planning Clearance:

January 1st, 2020 - $3,606 (25% between current and proposed)
July 1st, 2020 - $4,659 (50% between current and proposed)
January 1st, 2021 - $5,711 (75% between current and proposed)
July 1st, 2021 - $6,763 (100% of proposed)
January 1st, 2022 - Full study rate inflated by CDOT's construction cost index

B. For Multi-Family dwelling units and all other non-residential uses, implement the fee according to the same prorated schedule as SFD (above) and the fee would be established at time of complete application submittal and would be valid so long as a Planning Clearance was issued within 2 years from the date of submittal.

4. Implement the requirement for development to construct required street safety improvements beginning January 1, 2021.

5. Consider revising the boundary of the Redevelopment Area to ensure key infill areas are included.

SCHEDULE

Pending discussion and direction, staff anticipates preparing revisions to the City's Zoning and Development Code to be considered at the Planning Commission's March

26th with a recommendation being forward to the City Council for a hearing in April.

FISCAL IMPACT:

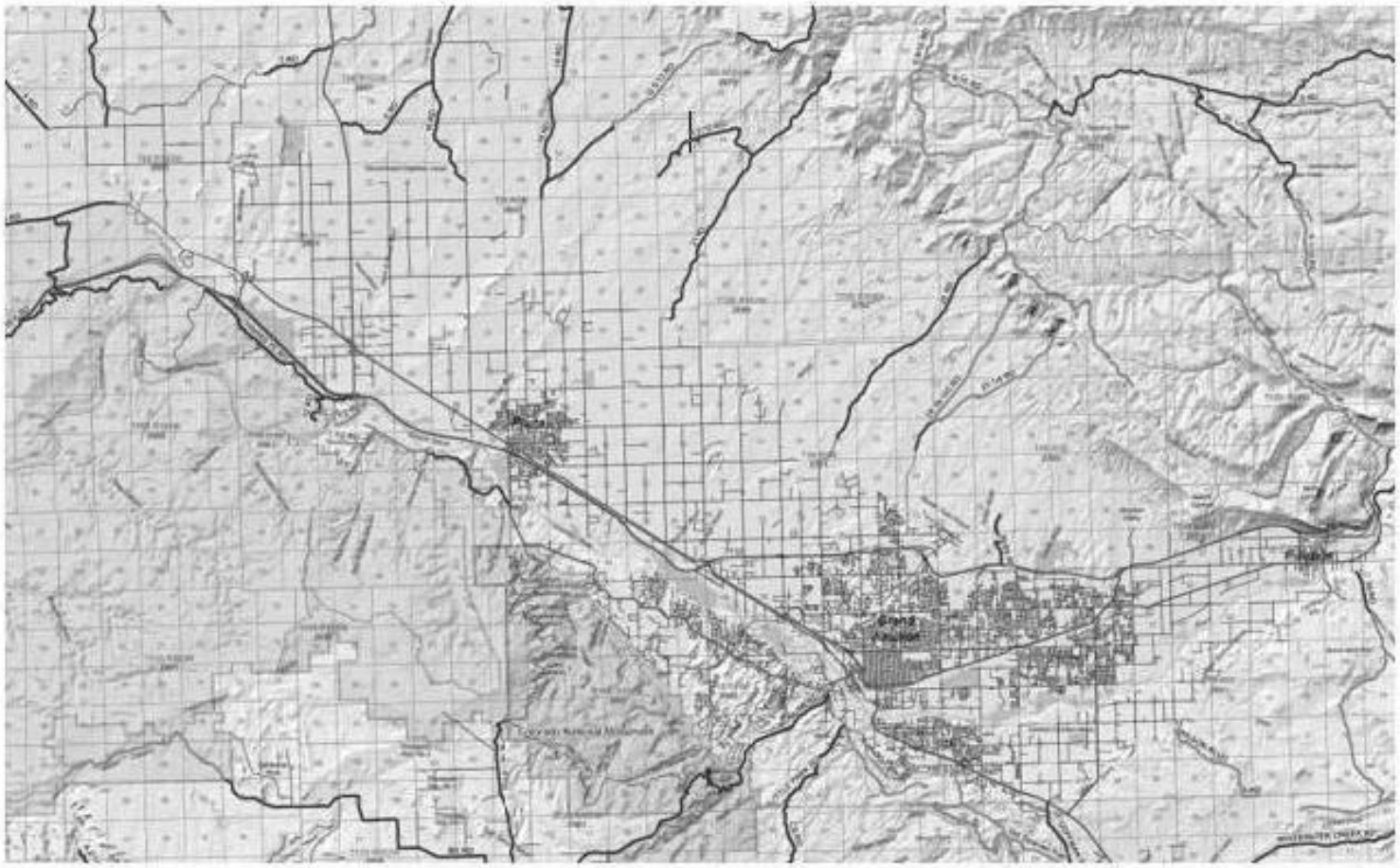
This is a workshop item in which policies and fees will be reviewed and potential changes will be discussed. Pending Planning Commission and Council discussion and direction, a fiscal impact of the proposed modifications will be calculated in preparation for a future meeting.

SUGGESTED ACTION:

Workshop discussion of proposed changes in the calculation of Transportation Impact Fees as well as the Growth and Development Street Policy and review of feedback received and discussion of adoption and implementation schedule.

Attachments

1. Mesa CO TIF Study 6v2 20190227



Transportation Impact Fee Study

for Mesa County, Colorado

prepared by

Duncan Associates

November 2018

with minor revisions February 2019

Table of Contents

prepared by Duncan Associates
Clancy Mullen, Principal/Project Manager
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List of Tables

EXECUTIVE SUMMARY

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

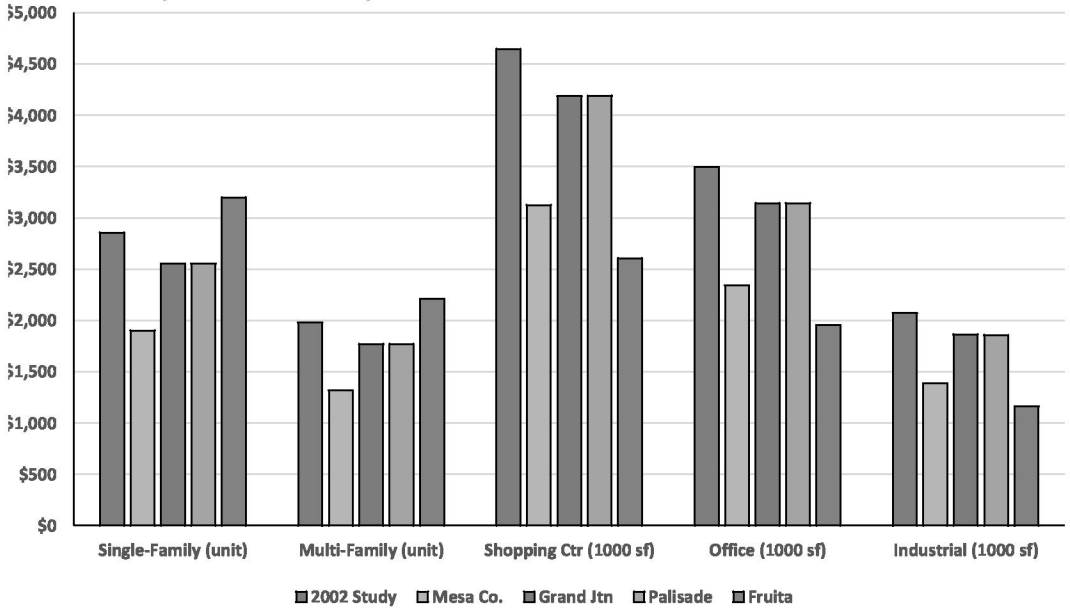
The purpose of this project is to assist Mesa County and participating municipalities (Grand Junction, Palisade and Fruita) by updating the county-wide transportation impact fees study. The previous study was prepared in 2002. The fees calculated in that study and the fees currently being charged by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

Table 1. Current Transportation Impact Fees

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

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

Figure 1. Existing Transportation Impact Fees, Mesa County



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

Update Overview

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

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

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

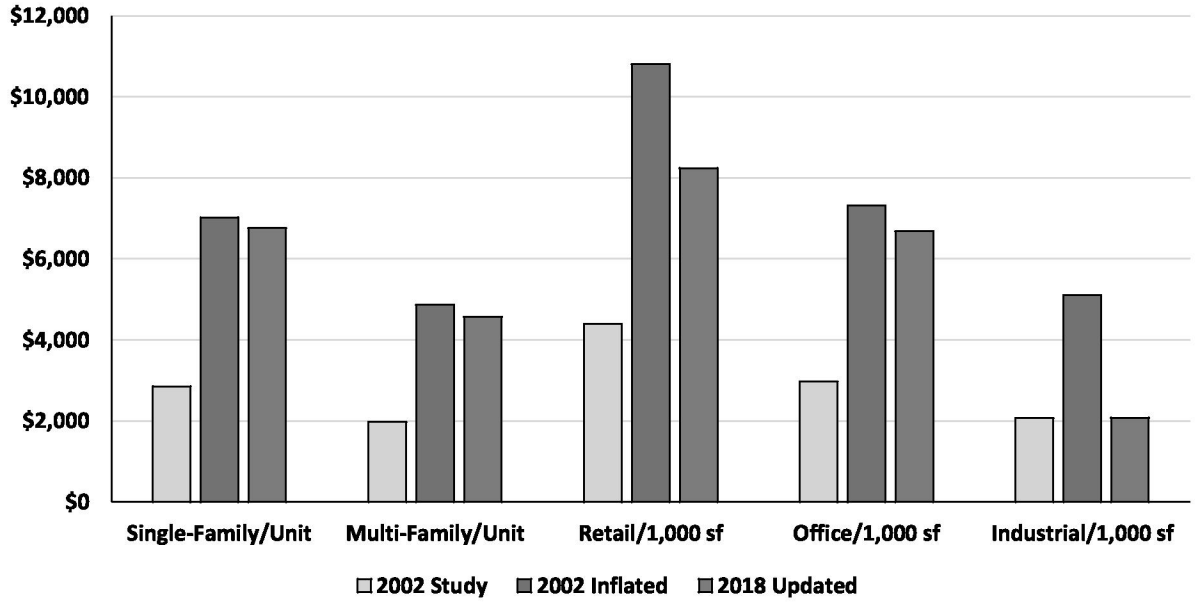
The inputs into the fee calculations are updated in this study based on the most current available data. Trip rates have been updated based on the September 2017 edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual.* Updated average trip lengths are from the U.S. Department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

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

Updated Fees

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

Figure 2. Comparison of Current and Updated Transportation Impact Fees



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

Table 2. Comparison of Current and Updated Transportation Impact Fees

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

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

Comparative Jurisdictions

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

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

Table 3. Transportation Impact Fees in Colorado

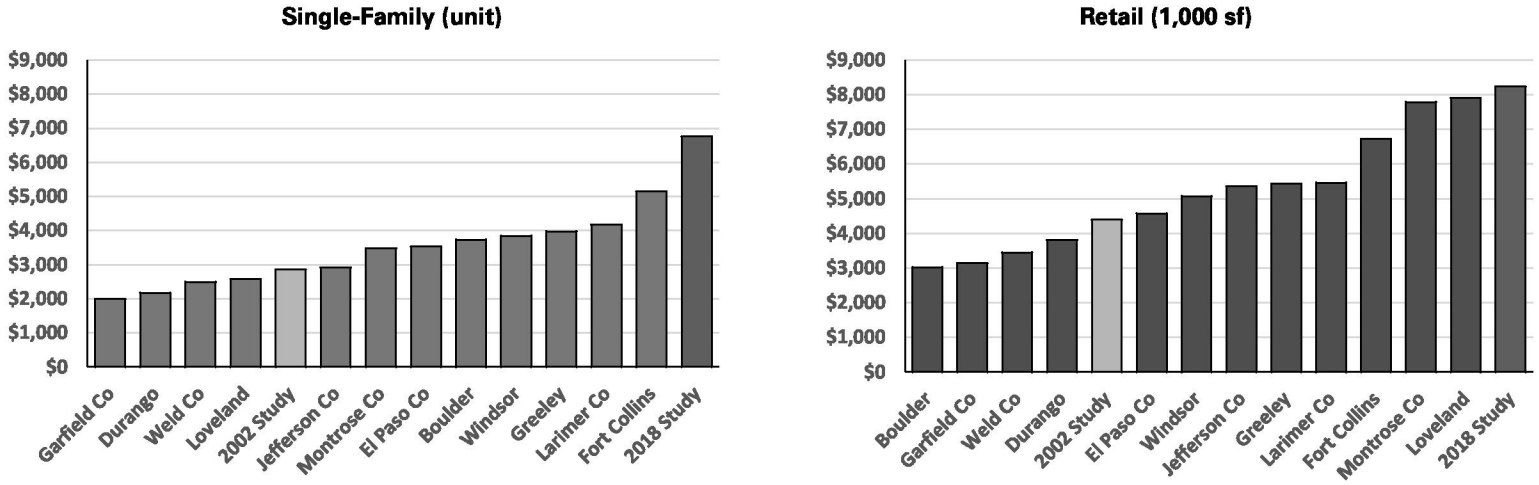
Jurisdiction	Study/ Adoption Year	Single-Family (per unit)	Multi-Family (per unit)	Retail (per 1,000 sq. ft.)	Office (per 1,000 sq. ft.)	Industrial (per 1,000 sq. ft.)
Boulder (1)	2017	$3,734	$2,702	$3,020	$2,700	$2,620
Durango	n/a	$2,169	$1,298	$3,810	$2,823	$1,963
El Paso County	2017	$3,532	$2,220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

Notes: (1) includes transportation excise tax; (2) average of two areas; (3) single-family fee is average of fees for up-to-two-car garages and three-or-more-car garages

Source: Duncan Associates internet survey, October 5, 2018 (where fees vary by size, assumes 2,000 sq. ft. single-family unit, 1,000 sq. ft. multi-family unit, and 1 million square foot retail center or office building).

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

Figure 3. Comparative Transportation Fees, Colorado Jurisdictions



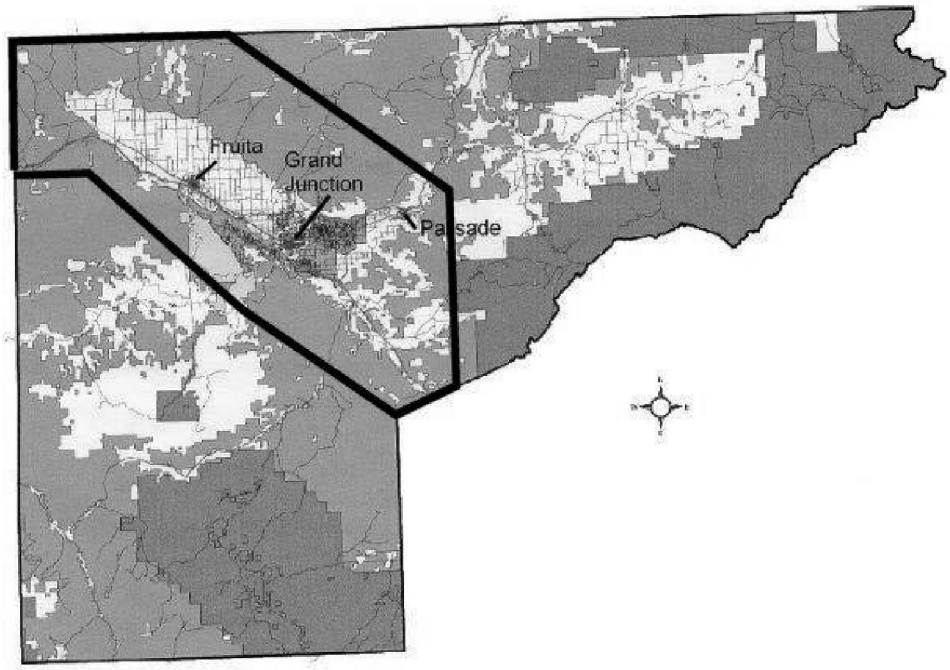
SERVICE AREAS

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

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

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

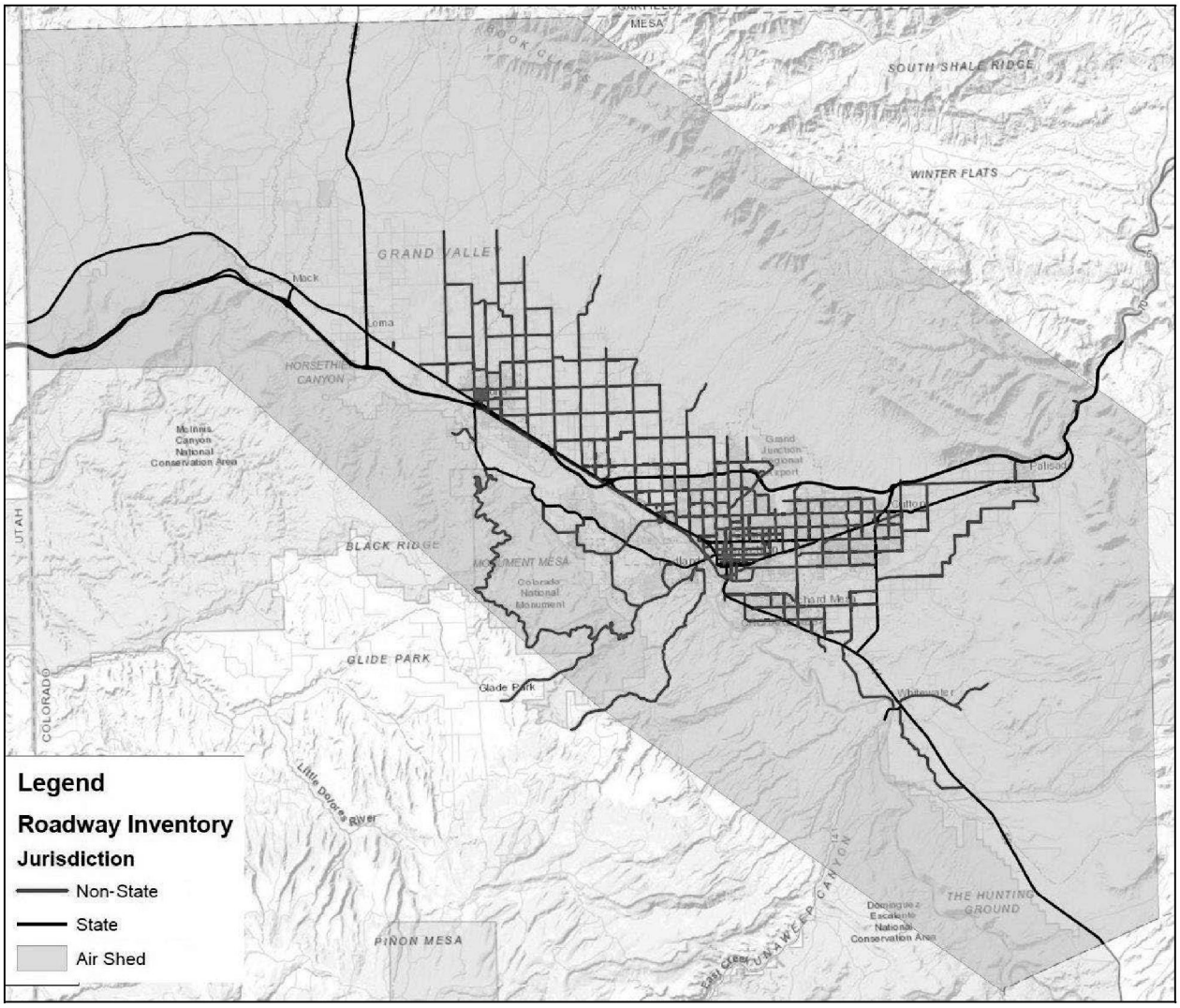
Figure 4. Transportation Impact Fee Service Area



MAJOR ROADWAY SYSTEM

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

Figure 5. Major Roadway System



TRAVEL DEMAND

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

Trip Generation

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

New Trip Factor

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

Average Trip Length

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

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

Table 4. Existing Average Daily Trips

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

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

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

Table 5. Average Trip Length

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

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

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

Table 6. Average Trip Lengths by Trip Purpose

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

* weighted (not simple average of trip purposes shown)

Source: Regional average trip lengths for the western Census region from US. Department of Transportation, *National Household Travel Survey*, 2017; regional residential trip length estimated based on weighting of 20% work trips and 80% average trips (20% work trip factor based on 2016 5-year U.S. Census sample data for Mesa County showing the average dwelling unit has 0.91 workers, and 0.91 work trips per unit is 20% of average trips per unit, derived from Table 4); average local trip length from Table 5; ratio is average local to regional trip length; local trip length by purpose is product of regional trip length and local ratio.

Travel Demand Summary

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

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

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

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

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

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

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

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

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

Table 7. Travel Demand Schedule

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

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

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

Table 8. Travel Demand Comparison

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

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

COST PER SERVICE UNIT

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

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

Average Cost per Lane-Mile

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

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

Table 9. Urban Average Cost per Lane-Mile

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

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

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

Table 10. Rural Average Cost per Lane-Mile

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

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

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

Table 11. Weighted Average Cost per Lane-Mile

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

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

Cost per Service Unit Summary

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

Table 12. Transportation Cost per Service Unit

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

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

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

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

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

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

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

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

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

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

Table 14. Average Annual Local Road Capacity Expenditures

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

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

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

Table 15. Transportation Funding Credit

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

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

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

Table 16. Transportation Net Cost per Service Unit

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

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

NET COST SCHEDULE

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

Table 17. Updated Transportation Impact Fees

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

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

APPENDIX A: MAJOR ROAD INVENTORY

Table 18. Existing Major Roadway Inventory

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

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Table 18. Existing Major Roadway Inventory (continued)

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

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Table 18. Existing Major Roadway Inventory (continued)

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

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Table 18. Existing Major Roadway Inventory (continued)

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

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Table 18. Existing Major Roadway Inventory (continued)

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

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Table 18. Existing Major Roadway Inventory (continued)

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

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Table 18. Existing Major Roadway Inventory (continued)

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

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

APPENDIX B: LAND USE DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX C: LEGAL FRAMEWORK

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

Dual Rational Nexus Test

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

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

The Need Test

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

The Benefit Test

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

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

Colorado Statutes

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

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

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

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

Level of Service

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

Proportionality

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

Developer Credits

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

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

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

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

Revenue Credits

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

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

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

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

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

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

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

APPENDIX D: METHODOLOGY

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

Service Unit

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

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

Consumption-Based Model

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

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

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

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

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

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

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

Table 19. Existing Major Roadway Level of Service

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

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

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

Figure 6. Transportation Impact Fee Formula

FEE = VMT x NET COST/VMT

Where:

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

APPENDIX E: TRIP RATES BY UNIT SIZE

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

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

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

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

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

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

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

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

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

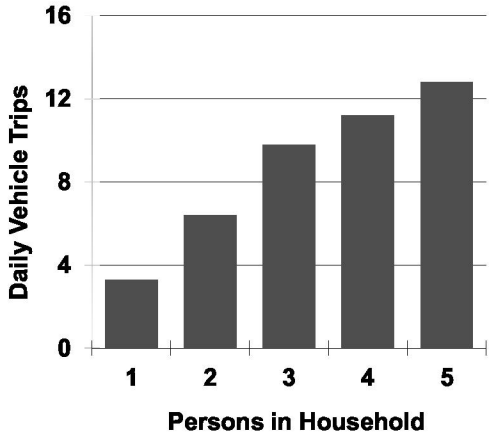
The National Cooperative Highway Research Program (NCHRP) of the National Research Council has developed estimates of average daily trip generation rates by the number of persons in a household. The NCHRP data indicate that trip generation is strongly related to the number of people residing in the unit,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

Table 22. Trip Rates by Household Size

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

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

Figure 7. Trip Rates by Household Size



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

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

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

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

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

Horizon Drive Side-by-Side Pilot Program

Adrenaline Driven Adventure Company, Inc.

March 2019

GRAND JUNCTION, COLORADO
(970) 623-3888
Info@adacgj.com
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adventures.polaris.com

Polaris Industries Inc.

- **About Polaris Industries Inc.:** Polaris Industries Inc. (NYSE: PII) is a global powersports leader that has been fueling the passion of riders, workers and outdoor enthusiasts for more than 60 years.
- With annual 2017 sales of $5.4 billion, Polaris' innovative, high-quality product line-up includes the *RANGER®*, *RZR®* and Polaris GENERAL™ side-by-side off-road vehicles; the Sportsman® and Polaris ACE® all-terrain off-road vehicles; Indian Motorcycle® mid-size and heavyweight motorcycles; Slingshot® moto-roadsters; snowmobiles; and pontoon, deck and cruiser boats.
- Enhances the riding experience with parts, garments and accessories, along with a growing aftermarket portfolio, including Transamerican Auto Parts. Polaris' presence in adjacent markets globally includes military and commercial off-road vehicles, quadricycles, and electric vehicles.
- Proudly headquartered in Minnesota, Polaris serves more than 100 countries across the globe.

What is a Polaris Adventure Hub?

- Polaris Adventures® is the first-ever national network of premium ride and drive experiences, and a division of Polaris Industries Inc.
- Polaris Adventures celebrated its one-year anniversary in December 2018 and has grown from three locations to over 60 locations across the country and delivering over 25,000 ride and drive experiences in the last year.

"The success of Polaris Adventures over the last year has surpassed expectations. We are grateful for our team who has tirelessly worked to stand up a national brand and develop key partnerships coast to coast. A special thanks also goes out to our early Outfitters, who put trust into a new concept and came on board the first year to help innovate our experience. We are looking forward to continued growth and providing premium ride and drive destinations for couples, families and adventure groups."

-Jan Rintamaki, Vice President and General Manager of Polaris Adventures

Polaris Adventures Outfitter

- The program supplies Outfitters yearly with the latest Polaris vehicles on the market as well as the tools and resources to offer premium experiences.
- Based on seasonality and terrain, vehicles are equipped with intuitive navigation and accessories tailored to the local environment to allow people of all skill levels to ride and drive safely.
- The lineup includes side-by-side off-road vehicles with the Polaris *RANGER*®, *RZR*® and *GENERAL*™; snowmobiles with the RMK®, INDY®, Switchback® and RUSH®; and Slingshot® moto-roadsters.

"We have been working with Polaris Adventures since its inception, not only has it allowed us to elevate our level of customer service and quality of inventory, but it has also positioned us as a leader in our industry with cutting-edge technology. This has improved safety and overall guest experience, allowing us to extend into new opportunities and seasons. Polaris Adventures has been a game changer."

- Corrine Rober, Owner of Bear Rock Adventures, a Certified Outfitter of Polaris Adventures.

Adrenaline Driven Adventure Company

- ADAC is an official Polaris Adventure Outfitter providing the community with an experience unlike any other in the area today. Offering the community with U-Drive *RZR®* and *GENERAL®* rentals and tours.
- ADAC is a local, family owned and operated business. We have created this business to help the local economic devolvement of out door recreation with in our community and the Western Slope as a whole.
- ADAC is committed to providing our community with the absolute best experience possible on the Western Slope.

OHV Economic Contribution

- A study commissioned by the Colorado Off Highway Vehicle Coalition and Trails Preservation Alliance documents a yearly contribution of $2.3 billion to Colorado's economy due to tourism and sales activity linked to off-highway vehicle recreation.
- Nearly 200,000 Colorado and non-resident households participated in OHV activity, including motorcycles, ATVs, snowmobiles and 4WDs.
- Motorized recreation enthusiasts spent an estimated $1.6 billion while taking trips using motorized vehicles for recreational purposes. Motorized recreationists also spent money on maintenance, repairs, accessories, vehicle storage and miscellaneous items associated with their vehicles.
- Direct sales of OHVs was estimated to generate $914 million, while an additional $882 million was attributed to indirect and induced sales.
- Over 17,000 jobs are related to the OHV recreation industry in Colorado.
- $107 million in state and local taxes were paid during the study period.
- Colorado Parks and Wildlife reports that over 170,000 OHV registrations and use permits were issued in 2015. Each annual registration for an OHV costs $25.25.
  - *"This report clearly shows the positive economic impact of off-highway vehicle recreation in our great state of Colorado," said COHVCO President Jerry Abboud. "It also points out the importance of providing effective land management and riding opportunities for residents and tourists alike," added Abboud.*

Additional information can be found at Colorado Off Highway Vehicle Coalition: https://cohvco.clubexpress.com/

OHV Economic Contribution

- Total Economic Contribution of Off-Highway Vehicle Recreation in Colorado for the 2014–2015 Season *(Colorado Off-Highway Vehicle Coalition)*

Type of Impact	OHVs	Snowmobiles	4WDs	Total Economic Contribution
Total Gross Sales	$1,306,690,117	$118,517,904	$370,607,827	**$1,795,815,847**
Jobs	12,403	1,150	3,200	**16,753**
Labor Income	$489,783,466	$44,845,462	$137,232,373	**$671,861,301**
Value Added or Gross Regional Product	$753,200,500	$70,050,239	$217,123,900	**$1,040,374,639**
State and Local Business Taxes	$76,484,748	$7,846,388	$22,860,939	**$107,192,074**
Federal Business Taxes	$114,827,234	$10,509,271	$32,590,274	**$157,926,779**

What is ADAC asking the city for?

- ADAC is asking for permission from the city of Grand Junction, CO to allow their fleet of vehicles to be able to directly drive from the facility location at 750 ¼ Horizon Drive to the Grand Valley OHV Area to adhere to Polaris Adventures standards of being a ride and drive experience directly to the OHV recreation areas.

ADAC's Route Definition

- ADAC's route is .7 miles to the round-about at H Road, from there it is 1 mile to 27 ¼ RD. From the turn at 27 ¼ Rd. out to the GVOHVA is 1.6 miles.
- A total of 3.3 miles and 7 minutes of on road time.

Proposed Route from ADAC to the GVOHV Staging Area

3.3 miles of actual on road distance, only 7 minutes of time.

Proposed Route from ADAC to the roundabout at H Rd.

0.7 miles of actual on road distance, and only 2 minutes of time

ADAC & Polaris Adventures Safety Commitment

- Before all else, we're committed to the safety of every driver and rider.
- All participants will watch a safety video prior to their ride provided by Polaris Adventures and ADAC.
- After watching the safety video, all participants will be equipped with the proper safety gear.
- Guides are required to show all participants how to properly operate all vehicles before each ride and address all safety features of the vehicle.
- ADAC thoroughly maintains all vehicles after every ride and properly documents any damage. Any damage to the RZR will result in that vehicle being pulled from inventory and immediately taken to the ADAC mechanic shop to be fixed.
- All vehicles are equipped with a satellite emergency responder in case something does stop your ride. This will signal to the local search and rescue and all emergency law enforcement.
- ADAC actively educates all participants and the community members on "Stay-the-Trail" & "Tread Lightly" initiative.

SIDE-BY-SIDE SAFTY FEATURES

- All of ADAC's side-by-side vehicles are equipped with:
  - Road tested roll cages
  - DOT approved seat belts
  - Lower doors additions
  - Half windshields
  - GPS Tablets with designated roads and trail maps downloaded onto the tablets giving the customer a safe ride and drive experience.
- ADAC provides all customers with DOT rated helmets and require all participants to wear eye protection.

Recommendation Letters

- Polaris Adventures: Letter of Partnership

POLARIS ADVENTURES

February 11, 2019

To whom it may concern

This letter verifies that Lewis and Kelli Baker of Adrenaline Driven Adventures are certified to uphold the premium standards and practice of the Polaris Adventures National Network. Their business is scheduled to start renting vehicles in April of 2019

Best,

Erik Brusa
Operations Manager
Polaris Adventures

2019 CERTIFIED OUTFITTER POLARIS ADVENTURES

Polaris Adventures | 2100 Hwy 55 | Medina, MN 55340

- Darshann Ruckman, President of Horizon Drive District

To whom it may concern,

This letter is to express my recommendation for Adrenaline Driven Adventure Company, Inc. I was introduced to Lewis Baker the end of 2018 when he inquired about one of our lease locations. I am happy to say that Adrenaline Driven Adventure has joined the Horizon Drive Business District.

This new business is going to contribute a brand new impact to our tourism industry. Adrenaline Driven Adventure Company allows the freedom of all off-road and outdoor enthusiasts to come together to create an outdoor mecca for Western Colorado. ADAC encourages a relaxed but exciting environment on and off the trails while using the best RZR's to produce the highest quality tours and rental services for all to enjoy.

This industry is just now coming into its own and one day I feel it will have as big of a following as the mountain biking does in this area. We have almost an unlimited area to enjoy these RZR's. It is always exciting to be on the ground floor of a new industry joining our area.

Locating on Horizon Drive gives ADAC safe but boundless access to our public BLM land and the hotels located on Horizon Drive. Horizon Drive is the home to 80% of the lodging options in Grand Junction. ADAC will have great access on and off of I-70 and all of the hotels.

In closing I am very excited to be part of this new business and look forward to seeing it grow! If you have any questions please feel free to contact me anytime.

Darshann Ruckman

General Manager, [illegible] Inn

970-[illegible] direct

Recommendation Letters

Steve Jozefczyk, *Deputy Director,*
Grand Junction Economic Partnership

Savannah Neilson,
Rangely Area Chamber of Commerce

Community Focus

- Providing our community and visiting tourist an adventure and fun outdoor recreational activity that all can enjoy.
- Within minutes you can be enjoying a RZR in one of our great drive locations.
- Having ADAC in Grand Junction allows an open gateway of tourism and helps support our community through employment opportunities.
  - We plan on providing the community with 6 full times jobs and 6 part time jobs in 2019.
  - This does not count any additional jobs that are created at hotels, restaurants, gas stations, and other community jobs that are going to attribute to ADAC bringing more tourism to Grand Junction.

For Future Generations

- When it comes to sustainability, Polaris Adventures and ADAC creates deep ties to the community they serve, as well as an extreme respect for the backcountry where most of the rides take place.
- Prime initiatives include promoting and educating on best practices with its vehicles and vehicle outfitters to help preserve these beautiful locations for generations to come. To accomplish this, ADAC & Polaris Adventures is committed to ride training, environmental stewardship and ride/trail etiquette, as well as giving back to partnering communities and supporting local businesses through the Polaris Foundation.
- With ride training, Polaris Adventures works with outfitters and partners, as well as local and national organizations to teach responsible riding techniques for various routes. This includes the importance of staying on the road/trail, obeying signage and keeping vehicles properly serviced for rider and environmental safety.
- Polaris Adventures also supports Tread Lightly! principles to minimize the impact to the outdoors, as well as eliminate trash and debris along ride areas.
- To keep riders on the road or trails, Polaris Adventures outfits all its vehicles with the latest mapping technology and encourages proper trail etiquette on multi-use trails. Riders are taught trail right-of-way, yielding to mountain bikes, hikers and horses, and letting oncoming vehicles know how many are in a group.
- With these practices in mind, Polaris Adventures works to create safe, memorable rides and preserve ride destinations and communities for generations to come.

February 11, 2019

To whom it may concern:

This letter verifies that Lewis and Kelli Baker of Adrenaline Driven Adventures are certified to uphold the premium standards and practice of the Polaris Adventures National Network. Their business is scheduled to start renting vehicles in April of 2019.

Best,

Tim Bruss
Operations Manager
Polaris Adventures

2019 CERTIFIED OUTFITTER

PRESS RELEASE

For Immediate Release

CONTACT:
Lauren Albin
Lauren.albin@wildrockpr.com

New Polaris Division for Riding Experiences Exceeds First Year Goals

Polaris Adventures celebrates anniversary and growth to over 60 U.S. locations

Minneapolis, MINN. (Nov. 30, 2018) — Polaris Adventures®, the first-ever national network of premium ride and drive experiences, and a division of Polaris Industries Inc., celebrates its one-year anniversary this month as well as its growth from three locations to over 60 locations across the country.

Polaris Adventures began as an idea to bring safe, memorable vehicle-based adventures to a broader, national audience. After years of planning, Polaris Adventures came to life on Nov. 30, 2017, delivering over 25,000 ride and drive experiences in the last year.

Spearheading the idea, Jan Rintamaki, vice president and general manager of Polaris Adventures, said, "The success of Polaris Adventures over the last year has surpassed expectations. We are grateful for our team who has tirelessly worked to stand up a national brand and develop key partnerships coast to coast. A special thanks also goes out to our early Outfitters, who put trust into a new concept and came on board the first year to help innovate our experience. We are looking forward to continued growth and providing premium ride and drive destinations for couples, families and adventure groups."

As local area experts, Outfitters become certified through top customer service ratings, best ride practices and unique ride and terrain offerings. Since launching in 2017, Polaris Adventures has expanded into the tropics of Hawaii, deserts of Arizona, mountains of Colorado, forests of West Virginia and more.

"We have been working with Polaris Adventures since its inception," said Corrine Rober, owner of Bear Rock Adventures, a Certified Outfitter of Polaris Adventures. "Not only has it allowed us to elevate our level of customer service and quality of inventory, but it has also positioned us as a leader in our industry with cutting-edge technology. This has improved safety and overall guest experience, allowing us to extend into new opportunities and seasons. Polaris Adventures has been a game changer."

-more-

The program supplies Outfitters yearly with the latest Polaris vehicles on the market as well as the tools and resources to offer premium experiences. Based on seasonality and terrain, vehicles are equipped with intuitive navigation and accessories tailored to the local environment to allow people of all skill levels to ride and drive safely. The lineup includes side-by-side off-road vehicles with the Polaris *RANGER®*, *RZR®* and GENERAL™; snowmobiles with the RMK®, INDY®, Switchback® and RUSH®; and Slingshot® moto-roadsters.

To view a detailed list of Polaris Adventures' Outfitter locations and offerings, visit http://adventures.polaris.com/.

About Polaris Adventures: Polaris Adventures brings together a select network of outfitters to provide premium ride and drive experiences at epic destinations nationwide. Creating safe, memorable, year-round adventures for all skill levels, Polaris Adventures offers worry free half and full-day options for couples, families and adventure groups in state-of-the-art Polaris™ vehicles. Visit http://adventures.polaris.com/ to learn more.

About Polaris Industries Inc.: Polaris Industries Inc. (NYSE: PII) is a global powersports leader that has been fueling the passion of riders, workers and outdoor enthusiasts for more than 60 years. With annual 2017 sales of $5.4 billion, Polaris' innovative, high-quality product line-up includes the *RANGER®*, *RZR®* and Polaris GENERAL™ side-by-side off-road vehicles; the Sportsman® and Polaris ACE® all-terrain off-road vehicles; Indian Motorcycle® mid-size and heavyweight motorcycles; Slingshot® moto-roadsters; snowmobiles; and pontoon, deck and cruiser boats. Polaris enhances the riding experience with parts, garments and accessories, along with a growing aftermarket portfolio, including Transamerican Auto Parts. Polaris' presence in adjacent markets globally includes military and commercial off-road vehicles, quadricycles, and electric vehicles. Proudly headquartered in Minnesota, Polaris serves more than 100 countries across the globe. Visit www.polaris.com for more information.

GRAND JUNCTION economic PARTNERSHIP

February 21, 2019

City of Grand Junction
Mayor Barbara Traylor Smith
and Members of the Grand Junction City Council

Re: Adrenaline Driven Adventure Company, Inc.

Dear Mayor Smith and Members of the City Council:

The Grand Junction Economic Partnership fully supports Adrenalin Driven Adventure Company, Inc. and their new operations in Grand Junction. This business directly aligns with the Grand Junction Economic Partnership's mission to create more job opportunities, to diversify and improve quality of life for our community and emphasize our community's interest in promoting healthy lifestyles.

The outdoor recreation industry is one of GJEP's primary targeted industries and the advancement of this industry is a priority not only for the State, but for our community. We firmly believe that the operations of Adrenalin Driven Adventures will help make Grand Junction a more desirable place to live as well as help to attract new talent and create new jobs.

Adrenalin Driven Adventures, Inc. will be an important element of the outdoor recreational infrastructure that promotes tourism and economic development. Please accept our full support with this exciting new business in Grand Junction.

Sincerely,

Steve Jozefczyk
Deputy Director

GRAND JUNCTION economic PARTNERSHIP

August 20, 2018

Dear Bureau of Land Management Representative;

Please accept this letter of support for Adrenalin Driven Adventure Company's application to operate their guiding and touring business on BLM land in Mesa County. This business directly aligns with our mission to create more job opportunities, a diversified and improved quality of life for our community, emphasizing our community's interest in promoting healthy lifestyles. The off-road tours will highlight some spectacular scenery that these customers may not experience otherwise.

Mesa County is quickly becoming an outdoor mecca for the State of Colorado and Colorado's Grand Valley has benefited economically from the growth of the outdoor tourism and outdoor recreation manufacturing sector. Outdoor manufacturers and related businesses seek locations that provide interesting and easily accessible outdoor recreation opportunities. Advancement of this industry is a priority not only for the state, but for our community and we firmly believe that the operations of Adrenalin Driven Adventures will help make Grand Junction a more desirable location by helping to attract new professionals to the area as well as help retain the workforce that is currently residing here.

This business will be an important element of the outdoor recreational infrastructure that promotes tourism and economic development. According to a recent study conducted by Colorado Mesa University (*Grand Valley Public Trail Systems Socio-Economic Study*, 2018) the Lunch Loop trail system, along with two other systems in the Valley, contribute over $14.5 million annually to our local economy in tourism. With the approval of this permit, Adrenalin Driven Adventure Company, Inc. will appeal to tourists visiting Grand Junction and the surrounding areas and will provide a great opportunity for individuals at all abilities to enjoy these public wildlands and scenic views.

We appreciate your consideration to Adrenalin Driven Adventure Company's application.

Sincerely,

Steve Jozefczyk
Deputy Director

BY CHOICE HOTELS

CLARION HOTEL
755 Horizon Drive
Grand Junction, CO 81506
Phone: 970.243.6790
Fax: 970.254.3130

To whom it may concern,

This letter is to express my recommendation for Adrenaline Driven Adventure Company, Inc. I was introduced to Lewis Baker the end of 2018 when he inquired about one of our lease locations. I am happy to say that Adrenaline Driven Adventure has joined the Horizon Drive Business District.

This new business is going to contribute a brand new aspect to our tourism industry. Adrenaline Driven Adventure Company allows the freedom of all off-road and outdoor enthusiasts to come together to create an outdoor mecca for Western Colorado. ADAC encourages a relaxed but exciting environment on and off the trails while using the best RZR's to produce the highest quality tours and rental services for all to enjoy.

This industry is just now coming into its own and one day I feel it will have as big of a following as the mountain biking does in this area. We have almost an unlimited area to enjoy these RZR's. It is always exciting to be on the ground floor of a new industry joining our area.

Locating on Horizon Drive gives ADAC safe but boundless access to our public BLM land and the hotels located on Horizon Drive. Horizon Drive is the home to 80% of the lodging options in Grand Junction. ADAC will have great access on and off of I-70 and all of the hotels.

In closing I am very excited to be part of this new business and look forward to seeing it grow! If you have any questions please feel free to contact me anytime.

Darshann Ruckman

General Manager, Clarion Inn

970-254-3132 direct

The chamber
Rangely Area Chamber of Commerce

255 E. Main Street, Suite A, Rangely, CO 81648
(970) 675-5290
rangelychamber@gmail.com
www.rangelychamber.com

To Whom it May Concern:

OHV vehicles and riding have become an integral part of Rangely's economy and recreation, as well as the county's and surrounding areas. It has helped to create revenue, tourism, and a sense of community among our locals. OHVs have become a part of life in Rangely, and that has only benefited our town those who reside here.

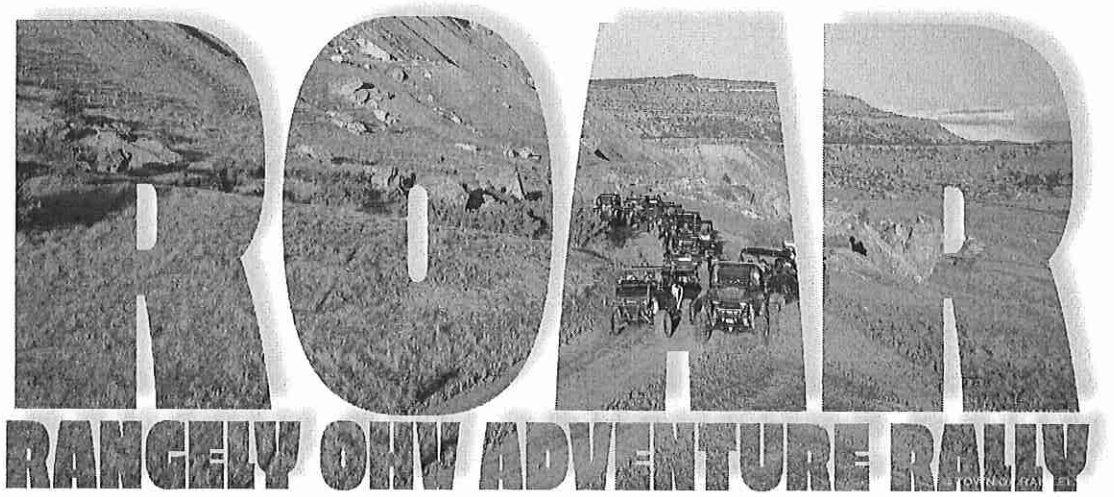
We do have OHVs on our town streets and throughout in-town trails. Many high school and middle school students will drive them on the streets to get to school and appointments. This has benefitted our community and helped many families to save money and have less stress. Having OHVs on our streets has only served the town and the locals, it has never been a burden or an issue.

With hundreds of miles of OHV trails, Rangely is a great place to explore and experience OHV riding. We have the Rangely Rock Crawling Club that climbs in our rock crawling park and participates in community events and parades. It has been a large part of our community for years. We also host the Rangely OHV Adventure Rally where riders can participate in free-riding, guided riding, an OHV rodeo, a poker run, a scavenger hunt, and much more. This event has brought in revenue, brought riders to the town's hotels, campgrounds, restaurants, and stores as well as put Rangely on the map.

OHV riding has been and will continue to be a vast part of our town as a whole. It has only served to benefit the citizens, business owners, and government entities as we push through tough economic times. If you ask anyone in Rangely, I am sure they would share the same sentiments I do and explain how vastly OHV riding has helped or town. OHV trails are our backyard and make Rangely the destination it is.

Sincerely,

Savannah Nielsen
Rangely Area Chamber of Commerce



May 2-4, 2019

EARLY REGISTRATION DISCOUNT

Registration until April 25:
$65 per vehicle
Starting April 26:
$70 per vehicle

For more info or to register:
Rangely Area Chamber of Commerce (970) 675-5290
rangelyohv.com

RANGELY, CO
RANGELY OHV ADVENTURE RALLY
Rangely, Colorado
2019

The chamber
Rangely Area Chamber of Commerce

rangelychamber.com ♦ 970-675-5290 ♦ rangelychamber@gmail.com

Schedule of Events

Thursday May 2
Registration - 1:00 pm
Open Riding
Guide & Volunteer Pizza - 5:30 pm

Friday May 3
Registration / Breakfast - 7:00 am
Trail Riding - 8:30 am
Rider's Meeting - 3:00 pm
OHV Expo 7:00 am - 5:00 pm
Shrimp Boil @ Elks Park - 3:00 pm
Night Ride to Kenney Reservoir for Bonfire - 5:00 pm

Saturday May 4
Registration / Breakfast - 7:00 am
Trail Riding - 8:30 am
Poker Run - 8:30 am - 4:00 pm
OHV Expo - 7:00 am - 7:00 pm
Free Hay Scavenger Hunt for Kids - 6:30 pm
Dinner @ Columbine Park - 6:00 pm
- Family of 4
- 4 hot dogs, 4 chips, 4 drinks - $20
- 4 burgers, 4 chips, 4 drinks - $24

OHV Rodeo - 7:00 pm
- Free to spectators
- Dance to follow rodeo

Schedule of events may change with no notice due to weather or other reasons.

Recommendations

Transportation Impact Fees

Proposed Implementation Schedule

Land Use Type	Unit	Current Fees	Jan 1 2020 25%	July 1 2020 50%	Jan 1 2021 75%	July 1 2021 Proposed 100%
Single-Family Detached	Dwelling	$ 2,554	$ 3,606	$ 4,659	$ 5,711	$ 6,763
Multi-Family	Dwelling	$ 1,769	$ 2,469	$ 3,170	$ 3,870	$ 4,570
Mobile Home/RV Park	Pad	$ 1,284	$ 1,859	$ 2,434	$ 3,008	$ 3,583
Hotel/Motel	Room	$ 2,407	$ 2,851	$ 3,295	$ 3,739	$ 4,183
Shopping Center/Commercial	1,000 sf	$ 4,189	$ 5,202	$ 6,215	$ 7,227	$ 8,240
Auto Sales/Service	1,000 sf	$ 3,780	$ 5,150	$ 6,519	$ 7,889	$ 9,258
Bank, Drive-In	1,000 sf	$ 6,359	$ 9,361	$ 12,362	$ 15,364	$ 18,365
Convenience Store w/Gas Sales	1,000 sf	$ 9,143	$ 13,456	$ 17,769	$ 22,082	$ 26,395
Golf Course	Hole	$ 5,951	$ 7,676	$ 9,401	$ 11,125	$ 12,850
Movie Theater	1,000 sf	$ 10,574	$ 16,188	$ 21,801	$ 27,415	$ 33,028
Restaurant, Standard	1,000 sf	$ 5,159	$ 7,613	$ 10,067	$ 12,521	$ 14,975
Restaurant, Drive-Through	1,000 sf	$ 11,544	$ 16,959	$ 22,374	$ 27,788	$ 33,203
Office, General	1,000 sf	$ 3,141	$ 4,027	$ 4,913	$ 5,799	$ 6,685
Office, Medical	1,000 sf	$ 8,862	$ 13,063	$ 17,264	$ 21,464	$ 25,665
Animal Hospital/Vet Clinic	1,000 sf	$ -	$ 3,965	$ 7,929	$ 11,894	$ 15,858
Hospital	1,000 sf	$ 4,112	$ 5,060	$ 6,009	$ 6,957	$ 7,905
Nursing Home	1,000 sf	$ 1,149	$ 1,642	$ 2,135	$ 2,627	$ 3,120
Place of Worship	1,000 sf	$ 1,967	$ 2,157	$ 2,346	$ 2,536	$ 2,725
Day Care Center	1,000 sf	$ 4,086	$ 4,186	$ 4,286	$ 4,385	$ 4,485
Elementary/Secondary School	1,000 sf	$ 639	$ 901	$ 1,164	$ 1,426	$ 1,688
Industrial	1,000 sf	$ 1,864	$ 1,918	$ 1,971	$ 2,025	$ 2,078
Warehouse	1,000 sf	$ 1,328	$ 1,308	$ 1,288	$ 1,268	$ 1,248
Mini-Warehouse	1,000 sf	$ 460	$ 614	$ 768	$ 921	$ 1,075

TIF Fees Residential broken out by square footage

Land Use Type	Unit	Current Fees	Jan 1 2020 25%	July 1 2020 50%	Jan 1 2021 75%	July 1 2021 Proposed 100%
Single-Family Detached	Dwelling	$ 2,554	$ 3,606	$ 4,659	$ 5,711	$ 6,763
<1,250 sq ft of living area	Dwelling	N/A	$ 1,735	$ 2,241	$ 2,747	$ 3,253
1,250 - 1,649 sq ft of living area	Dwelling	N/A	$ 2,895	$ 3,740	$ 4,585	$ 5,430
1,650 - 2,299 sq ft of living area	Dwelling	N/A	$ 3,369	$ 4,352	$ 5,335	$ 6,318
2,300 or more sq ft of living area	Dwelling	N/A	$ 4,553	$ 5,881	$ 7,210	$ 8,538
Multi-Family (including townhomes)	Dwelling	$ 1,769	$ 2,469	$ 3,170	$ 3,870	$ 4,570
Multi-Family, Low-Rise (1-2 stories)	Dwelling	N/A	$ 2,833	$ 3,636	$ 4,440	$ 5,243
Multi-Family, Mid-Rise (3-10 stories)	Dwelling	N/A	$ 2,106	$ 2,703	$ 3,301	$ 3,898
Townhouse	Dwelling	N/A	$ 2,245	$ 2,882	$ 3,518	$ 4,155
Senior Adult Housing - Detached	Dwelling	N/A	$ 1,648	$ 2,115	$ 2,583	$ 3,050
Senior Adult Housing - Attached	Dwelling	N/A	$ 1,432	$ 1,838	$ 2,244	$ 2,650
Mobile Home/RV Park	Pad	$ 1,284	$ 1,859	$ 2,434	$ 3,008	$ 3,583
Hotel/Motel	Room	$ 2,407	$ 2,851	$ 3,295	$ 3,739	$ 4,183
Shopping Center/Commercial	1,000 sf	$ 4,189	$ 5,202	$ 6,215	$ 7,227	$ 8,240
Auto Sales/Service	1,000 sf	$ 3,780	$ 5,150	$ 6,519	$ 7,889	$ 9,258
Bank, Drive-In	1,000 sf	$ 6,359	$ 9,361	$ 12,362	$ 15,364	$ 18,365
Convenience Store w/Gas Sales	1,000 sf	$ 9,143	$ 13,456	$ 17,769	$ 22,082	$ 26,395
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Office, Medical	1,000 sf	$ 8,862	$ 13,063	$ 17,264	$ 21,464	$ 25,665
Animal Hospital/Vet Clinic	1,000 sf	N/A	$ 8,568	$ 10,998	$ 13,428	$ 15,858
Hospital	1,000 sf	$ 4,112	$ 5,060	$ 6,009	$ 6,957	$ 7,905
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Day Care Center	1,000 sf	$ 4,086	$ 4,186	$ 4,286	$ 4,385	$ 4,485
Elementary/Secondary School	1,000 sf	$ 639	$ 901	$ 1,164	$ 1,426	$ 1,688
Public/Institutional	1,000 sf	N/A	$ 2,060	$ 2,644	$ 3,229	$ 3,813
Industrial	1,000 sf	$ 1,864	$ 1,918	$ 1,971	$ 2,025	$ 2,078
Warehouse	1,000 sf	$ 1,328	$ 1,308	$ 1,288	$ 1,268	$ 1,248
Mini-Warehouse	1,000 sf	$ 460	$ 614	$ 768	$ 921	$ 1,075

March 01, 2019

City of Grand Junction
Attn: City Council Members
250 N 5th Street
Grand Junction, CO 81501

RE: City of Grand Junction Proposed TCP Fee Increases

Members of the City Council,

Western Colorado Contractors Association (WCCA) appreciates the opportunity given through various meetings over the past few weeks to share information regarding the pending TCP fee increases.

Trent Prall and Greg Caton presented to WCCA and Homebuilders Association of Western Colorado (HBAWC) in efforts to answer questions and show any changes to the TCP fees. Although we appreciate their information and willingness to answer questions, there are still concerns amongst stakeholders regarding the pending increase and implementation.

As stated in our previous letter, WCCA is requesting the City of Grand Junction's leadership consider the following:

1. Base the new fees on actual current fee numbers compared to the current study
2. Comprehensive fees (including all development fees) per development should be considered for a reasonable increase.
3. For new industrial/commercial buildings or building additions exceeding 20,000 square feet the TCP fee per 1,000 square feet should be reduced by half and capped at 40,000 sq. ft.
4. Instead of a rapid increase, phase it in according to the following schedule and apply any additional increases after June 2021.

WCCA Proposed Fee Schedule

Type	**Current ****	**June 2020**	**June 2021**	**February 2022**	**June 2022**	**June 2023**
SFD – Unit	$2,500	$3,500	$4,500	Fee Review	$5,500	$6,763
MF – Unit	$1,750	$2,000	$2,250	Fee Review	$2,500	$2,500
Retail/1k SF	$4,000	$5,000	$6,000	Fee Review	$7,000	$8,240
Office/1k SF	$3,100	$4,000	$4,500	Fee Review	$5,000	$6,685
Industrial/1k SF	$2,000	No Change	No Change	No Change	No Change	No Change

WESTERN COLORADO CONTRACTORS ASSOCIATION
2470 Patterson Rd #14, Grand Junction, CO 81505 P 970-245-1384 F 970-245-1394

5. Following two years of TCP fees increases, the fee structure should be reviewed by the City.

After the presentation on February 25 for the associations, members had continued concern regarding:

- The length of time of implementation to increase fees
- A plan for review after implementation to assess the effectiveness and need for additional increases.

Again, WCCA understands the importance the TCP fees play in maintaining the structural integrity of our streets, sidewalks and street lighting. We are aware that our community has seen substantial growth that is predicted to continue, and these fees haven't increased since 2002. However, the concerns being expressed are that the TCP Fee study does not represent the total fees a developer and ultimately our community incurs on a project. The proposed rapid increase will adversely affect our current and future growth projects by driving up costs. We are worried that such a rapid increase will negatively impact the development community and related organizations such as the Chamber of Commerce and the Downtown Development Association's ability to continue enticing new businesses to relocate to Grand Junction. Simultaneously we fear the rapid increase will discourage expansion of current business locations. Ultimately this would result in revenue being lost to outlying communities where development fees are not as high and consequently, halting activity and slowing economic growth in the community.

WCCA looks forward to continued collaborative solutions for Grand Junction's economic growth and appreciates the consideration of the above stated recommendations.

Sincerely,

Shawna Grieger, Executive Director
Western Colorado Contractors Association

HOUSING AND BUILDING ASSOCIATION of WESTERN COLORADO

February 28, 2019

TO: Various; City of Grand Junction
City Council
Greg Caton, City Manager
Trent Prall, Public Works Director
250 N. 5th Street
Grand Junction, CO 81501

RE: TCP, TIP Increase

To whom it may concern,

The HBA of Western Colorado is committed to the home building industry in Western Colorado. We believe that a growing community is dependent on the housing industry and vice versa. The HBA is concerned with the implementation timeline of any fee increases. Many developments or projects are started years in advance, and this will affect the feasibility of those projects that have been long in the works. Also, it should be noted that with housing this fee increase at this point will likely be absorbed primarily by the builder as appraisers will not simply increase the value of the home to cover any increase in fees. This in turn hits the pockets of the very companies/individuals who are spurring the vast majority of local growth.

Much the same as the Western Colorado Contractors Association and the Associated Members of Growth and Development have proposed we would like to see the implementation spread out over a period of time.

- ¼ of the full fee to be implemented January 2020
- An additional ¼ of the fee to be implemented January 2021
- An additional ¼ of the fee to be implemented January 2022
- An additional ¼ of the fee to be implemented January 2023

This timeline will allow the city to reassess fees when the Riverside Parkway is paid in full as well time to complete a new fee study every 5 years rather than 17 years.

We also ask for a very clear point in the development application process for the fees to be effective. If applied properly and communicated in an effective manner this increase could actually spur growth by incentivizing developers to get their projects off the ground.

We would like the city to consider leaving the same coverages or application of the TCP fee rather than increasing the fee on top of changing what it is applied to (ie: ROW, turn lanes)

569 S. Westgate Drive #3
Grand Junction, CO 81505

Also of concern in the study is the use of full road replacement cost ($2.7M per lane as seen in the table below) of all lanes rather than just the incremental cost of adding an additional lane for capacity. The developer should only be responsible for the additional capacity.

	2002 Study	2018 Update	2018/2002 Ratio
Weighted Average Cost per Lane-Mile	$710,861	$2,764,644	3.89
÷ Average Daily Capacity per Lane	7,108	7,827	1.10
Average Cost per Vehicle-Mile of Capacity (VMC)	$100	$353	3.53
x VMC/VMT Ratio	1.50	1.00	0.67
Cost per Vehicle-Mile of Travel (VMT)	$150	$353	2.35

Cost per VMT up by about the same rate as inflation

The HBA would also like to see a detailed list of any additional proposed new or increased fees that are being considered as this will also affect affordability of development and housing. (ie: fire fees, park fees, etc)

We appreciate the city's willingness for feedback and input from our association. An open dialog is welcome.

Regards,

Kelly Maves, President
Traci Weinbrecht, Executive Officer
Housing and Building Association of Western Colorado
(970) 245-0263 Office
(970) 589-7775 Kelly Maves' Cell

February 12, 2019

To: Various, City of Grand Junction

RE: TCP Increase

To Whom It May Concern:

The Associated Members for Growth and Development (AMGD) have met to discuss the proposed increase of Transportation Capacity Payment fees. Following are a list of items that should be addressed before decisions are made.

1. AMGD is concerned with missing information. There has been no clear answer of what is included in the total over $2.7 million that is the stated cost per lane mile of roadway, up from $700,000 in 2002. This is critical as it is the basis for the final recommended TCP Fee. $2.7 million seems very high for a lane mile of road; the increase of nearly 4 times as much from 2002 also seems higher than reasonable.
2. There has been a lack of transparency in the process. Public outreach / involvement has been limited. The lack of outreach and public involvement is not limited to this instance. The City is now limiting public involvement on many fronts.
3. How much does this increase affect the overall cost of construction in Grand Junction? The City should first perform comprehensive study of the fees in our area and analysis should be done on how much as a percentage of cost this fee impacts overall costs.
4. How does this fee and the comprehensive fees in our valley compare to other jurisdictions as a percentage of overall cost?
5. The City of Grand Junction needs to clearly communicate any change this has on the expectations of the builder and or developer.
6. How will credits will be implemented for construction of improvements required by the City?
7. How does the increase in fees and TCP itself relate to the metro / special taxing districts? Why is the City doing both?

When adopted, the fee needs to be on a graduated schedule for implementation. AMGD proposes the following schedule increase for TCP fees (please note this is limited to the scope of AMGD and only represents AMGD, this schedule is not representative of any of the other organizations that are members of AMGD): 1/4 of the full fee to be implemented January 2020, 1/4 to be implemented January 2021, 1/4 to be implemented July 2022, final 1/4 implemented January 2023 and to be evaluated for

increase or decrease annually thereafter by a factor tied to annual inflation for the Western Slope of Colorado.

In addition to the schedule for adoption, the implementation for adoption must also be considered. For Site Plan review (commercial / industrial) the TCP should be tied to the date of initial submittal - NOT planning clearance / building permit. For example, a property submitted for Site Plan review in November 2019 would still be on the current TCP schedule even if they did not go to planning clearance / building permit until June 2020. Residential can remain at planning clearance / building permit, but the disclosure of the fees must be included on the correspondence to all submitting for planning clearance / building permit at least six months in advance of fee increase.

AMGD looks forward to hearing your response on the above items.

Respectfully submitted,

Rebekah Scarrow
AGMD Facilitator
Email: rebekah.scarrow@gmail.com