

**J. Review Every Five Years**

At least once every five years, the Fee Administrator will recommend to the County Commissioners whether any changes should be made to the non-regional road component of the TCEF or this regulation. The Fee Administrator will be assisted by their counterparts in participating local governments. The purpose of this review is to analyze the effects of inflation on actual costs; to assess potential changes in needs; to assess any changes in the characteristics of land uses; and to ensure that the non-regional road capital expansion fees will not exceed a proportionate share of the costs of addressing the impacts of growth and development on non-regional roads as required by applicable law. Any recommended modifications of this regulation as a result of the review shall only be effective following approval by the County Commissioners.

**K. Automatic Annual Adjustments**

The provisions of §5.7.7.I shall not affect the provisions of §5.7.7.E.3.b, which provide for annual adjustments to the fee schedule to reflect changes in construction costs without further action by the County Commissioners.

**L. Severability**

If one or more provisions of this regulation are invalidated by any court of law, those provisions shall be severed from the remainder of this regulation, the validity of the remainder of this regulation shall not be affected, and the invalidated provisions shall be deemed to have been replaced with provisions as close as possible to the intent of the original provisions while correcting for the cause of the invalidation.

---

**5.7.8. Regional Road Capital Expansion Fee****A. Findings****1. Successor Regulation**

This regional road capital expansion fee ("regional road fee regulations") is a successor to that Larimer County Road Capital Expansion Fee Regulation adopted by Larimer County in 2006.

**2. New Growth in County**

The Larimer County Transportation Master Plan 2017 (TMP) projects there will be a significant amount of new growth and development in Larimer County in the next 23 years.

**3. Need for Capacity Expansion**

The 2017 Transportation Capital Expansion Fee Study (TCEF) has determined that this new growth and development will require a substantial expansion in road capital facilities if adequate levels of service (LOS) are to be maintained on county roads.

**4. Improvements Needed**

The TMP has identified the cost of growth-related transportation improvements required to maintain adequate levels of service on county roads. In addition, the TCEF has divided Larimer County's road system into "regional" and "non-regional" roads based on the use of the roads.

**5. Proportionate Share Policy**

In order to address this need, the County Commissioners have established a policy that future growth and new development will contribute its proportionate share of the costs of providing capital facilities for regional roads.

**6. Regional Transportation Capital Expansion Fee Preferred**

The County Commissioners have determined that the imposition of a regional road capital expansion fee is one of the preferred methods of regulating new growth and development in Larimer County in order to ensure that new growth and development bears a proportionate share of the costs of capital improvements for regional roads necessary to accommodate new growth and development while at the same time maintaining the adopted LOS on the regional road system and promoting and protecting the public health, safety and welfare.

**7. Consistent with Comprehensive Plan**

A regional road capital expansion fee that contributes to this proportionate share assists in the implementation of and is consistent with the Comprehensive Plan.

**8. Coordinated Provision of Services**

In order to implement a region-wide regional road capital expansion fee system, the County Commissioners have and will pursue the establishment of intergovernmental agreements with the other local governments in the region that results in those municipalities' participation and cooperation by adoption of a regional road capital expansion fee to accommodate new development within their jurisdictions, or by the adoption of other methods to contribute their proportionate share of funds.

**9. Compliance with Applicable Law**

The County Commissioners have determined that the TMP, the TCEF, and this regulation comply with the requirements of C.R.S. § 29-20-104.5 and other applicable law.

Figure 5-5: Regional Road System

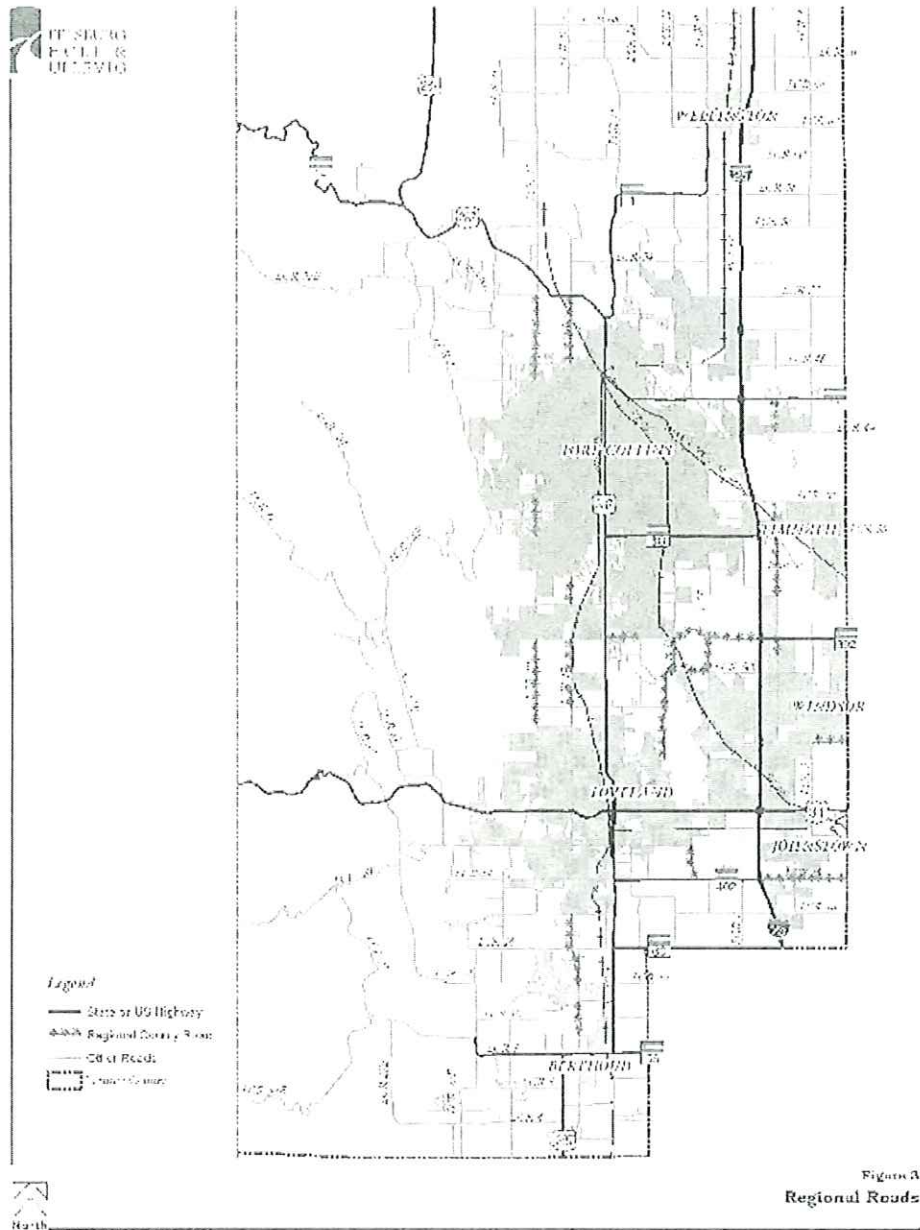


Figure 5-5  
Regional Roads

## B. Applicability

This regional road capital expansion fee applies to all lands within unincorporated Larimer County and, under intergovernmental agreements, all other lands within the boundaries of the participating local governments.

## C. Intent and Purpose

### 1. Intent

These regional road fee regulations are intended to implement and be consistent with the Comprehensive Plan and the TMP.



**2. Purpose**

This section establishes of a system for the imposition of regional road capital expansion fees to assure that new development contributes its proportionate share of the cost of providing, and benefits from the provision of, regional road capital improvements.

**3. Proportionate Allocation of Costs**

These regulations are intended to be consistent with the principle of allocating a proportionate share of the costs of new public facilities to new growth and development. It approaches the problem of determining the proportionate share regional road capital expansion fee in a conservative and reasonable manner. This fee will only partially capture the governmental expenditures associated with improving the roads on the regional road system.

**4. Technical Support**

The regional road fee is based primarily upon the TMP, the TCEF, the master plan, and other technical data collected in connection with those documents, all of which are incorporated herein by reference.

**5. Compliance with Law**

Regional road fee is intended to comply with the provisions of C.R.S. § 29-20-104.5 including without limitation the requirements (i) that the regional road capital expansion fee not be calculated or used to fund existing deficiencies in the regional road system, (ii) that no property owner be required to provide a dedication or improvement for the same improvements funded by the regional road capital expansion fee.

**D. Intergovernmental Agreement**

1. In order to implement a region-wide regional road capital expansion fee program, Larimer County has and intends to enter into intergovernmental agreements with the other local governments in the region that result in those municipalities' participation and cooperation by adoption of a regional road capital expansion fee to accommodate new development within their jurisdictions to maintain the adopted LOS on the regional road system.
2. The intergovernmental agreements shall provide for adoption and implementation of a regional road capital expansion fee regulation similar to this regulation by the other local governments in Larimer County, or for the collection of funds equivalent to those fees from other sources consistent with applicable law, and procedures for regional cooperation in the effort to plan for, fund, and construct regional road capital improvements.
3. The intergovernmental agreements shall provide the County Commissioners the authority to coordinate the joint efforts of the participating local governments in this effort and to coordinate the administration of the regional road capital expansion fee program.
4. The intergovernmental agreements shall provide that the County Commissioners appoint a Regional Road Capital Expansion Fee Administrator (the "Fee Administrator") who will be responsible for the administration of the regional road capital expansion fee program, with assistance from each of the participating local governments.

**E. Level of Service Standard (LOS).**

The County Commissioners have determined that the regional road system will operate at LOS-D or better.

**F. Imposition of Regional Fee****1. Time of Fee Obligation and Payment**

- a. Any person or governmental body (unless exempted by intergovernmental agreement) who causes the commencement of traffic-generating development will be obligated to pay a regional road capital expansion fee consistent with the terms of this section.
- b. Except as described in §5.7.8.F.1.c below, the fee will be determined and paid to the Fee Administrator at the time of issuance of a building permit, provided, however that the Fee Administrator may delay the duty to pay the fee until the issuance of a certificate of occupancy if the Fee Administrator determines that such delay will not result in a delay in construction of any regional road improvement in the benefit area where the property is located.
- c. For traffic-generating development that occurs as a result of a county approval, the fee will be determined and paid to the Fee Administrator at the time agreed upon by the County Commissioners and the applicant as a condition of Larimer County approval, but no earlier than the issuance of a development construction permit for the development containing Larimer County approved activity, if any.
- d. If any credits are due under §5.7.1.B, they will also be determined at that time.
- e. If the building permit or approval is for less than the entire development or activity, the fee will be computed separately for the amount of development covered by the permit, or approval.
- f. If the fee is exacted for traffic-generating development that increases traffic impact because of a change in use, the fee will be determined by computing the difference between the fee applicable to the new traffic-generating development and fee applicable to the existing traffic-generating development.
- g. The obligation to pay the transportation capital expansion fee will run with the land.
- h. Any person who, prior to the effective date of this regulation, agreed to pay a transportation capital expansion fee pursuant to a previous regulation, or as a condition of development approval, will be responsible for the payment of the fee under the terms of any such previous regulation or agreement, rather than the terms of this regulation.

**2. Exemptions**

The following types of development and activity are exempt from the terms of the regional road fee regulations. An exemption shall be claimed by the fee payer at the time of application for a building permit or development construction permit.

- a. Alteration of an existing building where no additional vehicular trips will be produced over and above that produced by the existing use.
- b. The construction of residential accessory buildings or structures that will not produce additional vehicular trips.



- c. The replacement of a destroyed or partially-destroyed building or structure of the same size and use, provided that no additional trips will be produced above those produced by the original use of the land.
- d. Any affordable housing development specifically exempted by the Board of County Commissioners pursuant to C.R.S. § 29-20-104.5(5).
- e. Home occupation with ten or fewer average daily trip ends, accessory rural occupation with ten or fewer average daily trip ends, and bed and breakfast with six or fewer guests.

**3. Establishment of Fee Schedule**

- a. Any person who causes the commencement of traffic-generating development, except those persons exempted under §5.7.8.F.2 or preparing an independent fee calculation study under §5.7.8.G, shall pay a regional road capital expansion fee in accordance with the road fee schedule.
- b. The fees in the road fee schedule shall be updated annually by the Fee Administrator to reflect changes in road construction costs during the previous year. The updated fees shall become effective on the first day of July. To calculate an updated fee, each fee in the road fee schedule shall be multiplied by a ratio, the numerator of which is the annual eight-quarter moving average in the Colorado Construction Cost Index Report prepared by the Colorado Department of Transportation and the denominator of which is the same index for a period one year earlier than the numerator. If the ratio is less than, or equal to 1.05, the fees in the road fee schedule shall be updated by the Fee Administrator without further action by the County Commissioners. If the ratio is greater than 1.05, the Fee Administrator shall report the ratio to the County Commissioners, and the County Commissioners shall determine the ratio that shall be used to update the fees. All obligations to pay the regional road capital expansion fee shall apply to the most recent update of the fees in the road fee schedule.
- c. If a fee is to be paid for mixed uses, the fee will be determined according to the above schedule by apportioning the space committed to uses specified on the schedule.
- d. If the type of traffic-generating development for which a building permit or other approval is requested is not specified on the fee schedule, the Fee Administrator will determine the fee on the basis of the fee applicable to the most nearly comparable development category on the regional road fee schedule. The Fee Administrator will be guided in the selection of a comparable land use by:
  - i. Using trip generation rates contained in the most current edition of the report titled "Trip Generation," prepared by the Institute of Transportation Engineers (ITE), articles or reports appearing in the ITE Journal, or studies or reports prepared by the U.S. Department of Transportation or Colorado Department of Transportation, and applying the formula in §5.7.8.G.2; or
  - ii. Computing the fee by use of an independent fee calculation study as provided in §5.7.8.G.

## G. Independent Fee Calculation Study

### 1. General

- a. The regional road capital expansion fee may be computed by the use of an independent fee calculation study per §5.7.1.A based on the standards and calculations provided in this section.
- b. The independent fee calculation study shall be created either at the election of the fee payer or upon the request of the Fee Administrator for any proposed land development activity that the Fee Administrator determines:
  - i. Is not listed on the fee schedule and is not comparable to any land use on the fee schedule, or
  - ii. Is likely to generate impacts costing substantially more to mitigate than the amount of the fee that would be generated by the use of the fee schedule, due to its nature, timing, or location.
- c. The preparation of the independent fee calculation study will be the responsibility of, and at the expense of, the electing party.
- d. Any person electing to perform an independent fee calculation study shall pay an application fee for administrative costs associated with the review and decision on such independent fee calculation study.

### 2. Formula

- a. The independent fee calculation study for the regional road capital expansion fee will be calculated using the following formula:

Total weekday vehicle trip ends x Trip rate adjustment factor for inbound trips, including pass-by x Average miles per trip x Trip length adjustment factor x Capital (Growth) cost per VMT.

**Table 5-8: Road TCEF Input Factors**

Non-Regional Average Miles per Trip	3.72
2018 Non-Regional Capital (Growth) Cost per VMT [1]	\$191.42
Regional Average Miles per Trip	0.23
Regional Capital (Growth) Cost per VMT [1]	\$257.16

**Notes:**

[1] Cost per VMT varies annually (LCLUC 9.5.6.C.2) Contact TCEF Administrator for current rate.

**Table 5-9: Nonresidential Development Trip Rate Adjustments**

Nonresidential Development Type	Trip Rate Adjustment (%)	Trip Length Adjustment (%)
Industrial	50%	86%
Commercial	33%	57%
Office & Other Services	50%	86%



- b. The independent fee calculations will be based on data, information or assumptions in this regulation or independent sources. Independent sources may be used, provided that:
  - i. The independent source is an accepted standard source of transportation engineering or planning data or information; and
  - ii. The independent source is a local study on trip characteristics carried out by a qualified traffic planner or engineer under an accepted methodology of transportation planning or engineering; and
  - iii. The trip rate adjustment factor used in the independent fee calculation study shall be based on actual surveys conducted in Larimer County.

#### **H. Use of Fees Collected**

##### **1. Single Benefit District**

- a. Because the TMP and TCEF show widespread use of the regional road system by all portions of Larimer County, all of the unincorporated area within Larimer County is hereby designated as the regional road capital expansion fee benefit district. This single benefit district is the same as the single benefit district established by the regional transportation capital expansion fee regulation of 2006 that this regulation replaces.
- b. Regional road capital expansion fee funds shall be spent within the single regional road benefit district.

##### **2. Establishment of Trust Fund**

There is hereby established the Larimer County Regional Road Capital Expansion Fee Trust Fund for the purpose of ensuring that fees collected under this regulation are designated for the accommodation of impacts reasonably attributable to the proposed traffic-generating development.

##### **3. Requirements for Trust Fund**

- a. All regional road capital expansion fees collected by the Fee Administrator under this regulation shall be immediately deposited in the regional road capital expansion fee trust fund.
- b. No monies from the trust fund shall be spent for periodic or routine maintenance, rehabilitation, or replacement of any facility of any type, or to address deficiencies in the regional road system existing on the effective date of this regulation.
- c. Any proceeds in the trust fund not immediately necessary for expenditure will be invested in an interest-bearing account. All income derived from these investments shall be retained in the trust fund until spent for the same purposes permitted for the remainder of the trust fund deposits.
- d. Proceeds collected and all interest accrued on such funds will be used solely for regional road capital facilities on the regional road.
- e. Records of the trust fund accounts will be available for public inspection in the Fee Administrator's office during normal business hours.

##### **4. Intergovernmental Agreement**

Each participating local government will also establish a trust fund into which regional road capital expansion fees collected by that government will be deposited. The



procedures for control and expenditure of these funds will be established in the intergovernmental agreements.

**I. Refund of Fees Not Spent****1. General**

Any regional road capital expansion fees collected, together with interest earned on such fees, will be returned to the fee payer or the fee payer's successor in interest (if the development subject to the fee is sold by the fee payer), if the fees have not been spent within ten years from the date the first building permit for the traffic-generating development was issued (or, if the Fee Administrator agreed to delay collection of the fee until the issuance of a certificate of occupancy, then within ten years from the date of the certificate of occupancy). Fees will be spent on the basis of the first fee collected being the first fee spent.

**2. Prior Rights Continue**

Any person entitled to a refund pursuant to the terms of the regional transportation capital expansion fee regulation of 2006 shall retain any such rights notwithstanding the replacement of that earlier regulation with this regulation, and the adoption of this regulation shall not affect the dates upon which any such refund may become due or the procedures that the claimant must follow in order to obtain a refund.

**J. Mistake or Misrepresentation**

1. If the regional road impact fee is calculated and paid based on a mistake or misrepresentation, it shall be recalculated.
2. Any amounts overpaid by a fee payer shall be refunded by Larimer County within 30 days after the Fee Administrator's acceptance of the recalculated amount, with interest since the date of such overpayment at the same rate applicable to trust fund deposits since the initial payment was made.
3. Any amounts underpaid by the fee payer shall be paid to Larimer County within 30 days after the Fee Administrator's notification of the calculated amount, with interest since the date of such underpayment at the same rate applicable to trust fund deposits since the initial payment was made.
4. In the case of an underpayment to Larimer County, Larimer County shall not issue any additional permits or approvals for the project for which the fees were previously paid until such underpayment is corrected, and if amounts owed to Larimer County are not paid within 60 days after the Fee Administrator's notification of the recalculated amount, Larimer County may also repeal any permits issued in reliance on the previous payment of such fees and refund fees received, with interest since the date of the payment, to the then current owner of the land.

**K. Review Every Five Years**

At least once every five years, the Fee Administrator will recommend to the County Commissioners whether any changes should be made to the regional road component of the TCEF or this regulation. The Fee Administrator will be assisted by their counterparts in participating local governments. The purpose of this review is to analyze the effects of inflation on actual costs; to assess potential changes in needs; to assess any changes in the characteristics of land uses; and to ensure that the regional road capital expansion fees will not exceed a fair share of the costs of addressing the impacts of growth and development on

regional roads as required by applicable law. Any recommended modifications of this regulation as a result of the review shall only be effective following approval by the County Commissioners.

**L. Automatic Annual Adjustments**

The provisions of §5.7.8.J above shall not affect the provisions of §5.7.8.F.3.b, which provide for annual adjustments to the fee schedule to reflect changes in construction costs without further action by the County Commissioners.

**M. Severability**

If one or more provisions of this regulation are invalidated by any court of law, those provisions shall be severed from the remainder of this regulation, the validity of the remainder of this regulation shall not be affected, and the invalidated provisions shall be deemed to have been replaced with provisions as close as possible to the intent of the original provisions while correcting for the cause of the invalidation.

---

**5.7.9. Right of Way Dedications**

**A. Purpose**

The purpose of right-of-way dedications is to provide adequate roadways for safe and convenient access to all development.

**B. Applicability**

Right-of-way dedications apply to all applications for conservation development, subdivision, minor land division, rural land plan, administrative special review, special review, and site plan review submitted under this Code.

**C. Dedications Required**

Sufficient right-of-way for all county roads shall be dedicated to Larimer County by the property owner(s) for each development proposal to meet the minimum right-of-way standards cited in the Rural Area Road Standards or the Urban Area Street Standards, as appropriate. Sufficient right-of-way for all state and federal highways shall be dedicated to the Colorado Department of Transportation by the property owner(s) for each development proposal consistent with the recommendations of the Colorado Department of Transportation.

**D. Dedication Process**

Right-of-way dedications for all conservation developments, subdivisions, rural land plans, and minor land divisions shall appear on the final plat prior to recording. Right-of-way dedications for administrative special reviews, special reviews, site plan reviews and special exceptions shall be accomplished by a properly executed deed of dedication at the time of final approval. The wording for dedication statements is included in the technical supplement to the code.

**E. Dedication for a Land Division**

All road rights-of-way in conservation developments, subdivisions, minor land divisions, and rural land use plans shall be dedicated for public use. Internal land division roads may be private if specifically approved by the County Commissioners and noted in the project development agreement per §6.3.9.H.