

	<b>Transportation Maintenance Fee</b>	<b>Park Maintenance Fee</b>
<b>Description</b>	Established to maintain city streets, bike lanes, medians (excluding landscaping), and city maintained sidewalks. Maintenance functions include pavement surface, pothole repair, seal coats and repaving	Established to provide a permanent partial funding source for maintenance of developed parks, a well as parks scheduled to be built over the next 20 years
<b>Total Amt.</b>	<b>\$2,300,000</b>	<b>\$900,000</b>
<b>Proposed Fees</b>	<ul style="list-style-type: none"> <li>Residential - \$1.57 per residential unit or \$18.84/year</li> <li>Commercial - \$22.88/acre (based on Ft. Collins rate)</li> <li>High-Traffic Retail-\$174.14/acre (based on Ft. Collins rate)</li> <li>Retail - \$71.89/acre (based on Ft. Collins rate)</li> <li>Industrial - \$18.22/acre (based on Ft. Collins rate)</li> <li>Institutional - \$22.88/acre (based on Ft. Collins rate)</li> <li>Fees adjusted annually by CPI inflation rate</li> </ul>	<ul style="list-style-type: none"> <li>\$1.85 per household per month or \$22.20/year</li> <li>Fees adjusted annually by CPI inflation rate</li> </ul>
<b>Rationale</b>	Fee would charge users of the city's transportation system for a portion of its maintenance. Fees would be allocated to businesses based on industry average daily trip information and to residents based on a flat fee for each household.	Establishes a flat fee charged to all residential dwelling units for maintenance of Community Parks.
<b>Exceptions</b>	Recommendation to exempt government and public school properties	Recommendation to establish a rebate program for low-income residents.
<b>Pros</b>	<ul style="list-style-type: none"> <li>Provides stable and permanent funding for a basic city service</li> <li>Frees up funds in the General Fund</li> <li>Transfers partial costs to those who use the streets most frequently</li> <li>Does not require voter approval</li> <li>Easy to implement via utility bills</li> </ul>	<ul style="list-style-type: none"> <li>Provides stable and permanent park maintenance funding</li> <li>Frees up funds in the General Fund</li> <li>Does not require voter approval</li> <li>Can support parks with General Fund and dedicated funds</li> <li>Costs allocated to residential properties only</li> </ul>
<b>Cons</b>	<ul style="list-style-type: none"> <li>May be perceived as a tax increase</li> <li>Increases utility bills</li> <li>Costs distributed more heavily to businesses that generate higher trip numbers</li> <li>Business may perceive that they pay a disproportionate share of the cost</li> </ul>	<ul style="list-style-type: none"> <li>May be perceived as a tax increase</li> <li>Increases utility bills</li> <li>Does not fully address park maintenance needs and General Fund obligation</li> </ul>
<b>Legality</b>	A Colorado court ruled that the Transportation Maintenance or Utility Fee is a legal financing mechanism.	N/A