

HIGHWAY EXPANSION FEE

CHARACTERISTICS

Pursuant to Section 43-4-506 (1) (j), C.R.S., a portion of the Public Highway Authority Law, the Board of Directors of the E-470 Public Highway Authority (“the Authority”) has the power to establish a highway expansion fee (“fee”) for new construction within the district boundaries. Such fees have been established for a distance of one and one-half miles on each side of the E-470 centerline, or a total width of three miles for Segment I, II, III, and IV (Interstate 25 at C-470 north to Interstate 25 at 156th Avenue) of the E-470 Beltway. A fee schedule has been adopted which has the following characteristicsⁱ:

1. Five land use categories: single family residential, multi-family residential, retail, office, and industrial. Fees vary by land use.
2. Fees are based on the amount of traffic a new development will place on E-470; hence, fees are based on distance from an E-470 interchange, based on the location of a quarter section and the distance from centerline of the highway.
3. A further adjustment factor used to derive the fee for a specific land use is based on the unique traffic (trip) generating characteristics within different locations (traffic analysis zones).

The methodology by which the fees are determined was analyzed in 2001. The Authority Board of Directors accepted the recommendation of the consultants and endorsed the continued application of the methodology for collection of the Authority’s highway expansion fees.

CRITERIA

A map is provided with the Fee Schedules, showing how to locate quarter sections to find the fee rate for retail, industrial, office, and single-family and multi-family residential uses. The fee rates vary by quarter section, so the appropriate rate must be identified using the maps and schedules. Criteriaⁱⁱ for collecting fees include:

- Fees shall be collected at the time of building permit issuance. Additions to or remodels of existing residential structures shall not be imposed. This includes new construction of free-standing structures (e.g. barn or shed) on parcels developed residentially.
- Where property upon which improvements are to be constructed is located in more than one fee district, the fee charged shall be from the fee district where more than fifty (50) percent (or a plurality if more than two districts are involved) of the footprint of the improvements will be located. If 50 percent of the improvement’s footprint is located in each of the two fee districts, the lower fee shall be imposed.
- Where property upon which improvements are to be constructed is located partially outside the boundary of the fee corridor, a fee will be charged if more than fifty (50) percent of the footprint of the improvement is located within the fee corridor.
- Where the official administering the fee is uncertain of which use category is applicable to a particular improvement, the following occupancy standards can assist in making the determination:
 1. Occupancy load less than 100: retail
 2. Occupancy load equal to 100, but less than 200: office
 3. Occupancy load equal to or greater than 200: industrial

ⁱ E-470 Public Highway Authority, [Highway Expansion Fees Collection Manual Revision April 2011](#), I. Collection Explanation

ⁱⁱ E-470 Public Highway Authority, [Highway Expansion Fees Collection Manual Revision April 2011](#), II. Collection Procedures