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**Minutes
City of Fort Collins
Futures Committee Meeting
Regular Meeting
300 LaPorte Ave
City Hall
January 14, 2013
4:00 – 6:00 p.m.**

Committee Members Present:

Wade Troxell - Chairman
Gerry Horak
Darin Atteberry

Committee Members Absent:

Lisa Poppaw
Bruce Hendee

Guests:

Karen Cumbo, Mark Jackson, Kurt Ravenschlag, Emma McArdle, Aaron Iverson, Diane Jones, Ginny Sawyer and Judy Laine

Agenda Item 1: Approval of Minutes

The minutes from December will be reviewed before the next meeting and then will seek approval at the February meeting.

Agenda Item 2: Transportation

Transportation focuses primarily on long range plans, financial stability and regional service.

Currently the primary focus is on mass-transit. When thinking into the future, does the future of transit stop at the boundary of Fort Collins?

Transportation developed a strategic operating plan that was adopted in 2009. This was done in coordination with the City of Loveland. This was developed together so they could operate independently but also be able to work together. In looking at Fort Collins, the city is built around the Mason Corridor. Phase 3 is focused on productivity and concentration on markets instead of a coverage based approach that can spread resources thin in order to cover more area; the productivity approach also focuses on the possibility of extended hours and increased frequencies. In addition, transportation has worked with CDOT on the transit services identified in the North I-25 EIS.

Transportation is looking toward the future in the areas of fuel, expansion, coordination and infrastructure.

- Fuel – natural gas, electric buses and hydrogen

- Expansion – making sure that the right type of service is out there to meet the demand, better utilization of taxi services
- Coordination – pedicabs, human service providers and the private sector – ensuring that we are linking all modes of transportation.

Funding Challenges of Transportation:

- Currently supported primarily through the General Fund
- Large funding gap between current service with MAX and Phase 3 improvements
 - \$15 million gap in operating and maintenance funding in Phase 3
 - \$8 million gap in capital funding to implement Phase 3
 - Federal funding is always an uncertainty
- Significant growth in demand for public Transportation over next decade
 - Saw a growth in 2012 in demand in areas such as SE Fort Collins as well as West Elizabeth
 - Growth as a result of the senior and youth population as well as those without transportation
 - Transportation is roughly 17% of the average household budget – resulting in the second highest expense to a household budget

In 2009, as part of the Strategic Planning effort, a Citizen Financial Committee (FAC) was formed. Some results were:

- Address elements of the funding gap
- Existing and growing demand, but currently there is a gap if you have an origin in Fort Collins and a destination in Loveland
- Recommended diversified funding, not just one solution
- Recommended Feasibility Study to assess regional transit consolidation

Regional Service:

In 2012, in response to the recommendation by the FAC, Fort Collins, Loveland, Larimer County, Berthoud and the North Front Range MPO undertook a study to assess regional consolidation of transit services. This is a brief summary of this project to-date.

FLEX is the only current regional service, and the TSOP and CDOT both have identified additional regional routes but the question always remains: who operates and who funds this regional service.

We have learned the following from the study:

- Large demand for paratransit services, especially between Fort Collins and Loveland
- Large number of inter-regional trips
- A certain percentage leaves everyday (about 17%), but a larger number comes in
- 83% stays within the region
- Consistent regional goals in improving air quality

Needs Statement developed as part of study were: increasing operational efficiency, increasing customer benefit, standardizing procedures, allowing for better implementation of regional plans, and political and fiscal sustainability. Improved regulatory compliance means – City of Fort

Collins is the designated recipient of the funding, can there be better control over the use of funds, and we are liable for the funds even if they go to another agency.

- Start with small steps with working together and then keep building on top of that (Para-transit may be an initial first step)
- Recommending a task force
- Recommendation is coming forward that it should be a phased approach
- Concerns: Spending money elsewhere would be a concern
- Looked at consolidation options (bottom line was there were not that much cost savings, opportunities were seen overtime, but the real benefit was the benefit to the customer. Was seen mostly as a cost neutral)

Questions:

- How does the airport support our transit system?
- What does it mean to provide transportation services?
- Are we served well by the provider?
- Can we integrate strategically a taxi service within our community? How does the PUC impact our use of taxis?
- Could be a pilot community for electric taxis?
- How do zip cars fit in?
- Is Electric distribution system an option?
 - PUC is trying to ensure there is enough demand to regulate...
 - Influence – we have the ability to provide letters of support, showing that there is a demand, providing more for demand
 - Most cost effective option – fixed route type option
- Who would get the buses if consolidation occurs?

Transportation plan for the future: if you have another dollar to spend, how would you spend it?

Things to Consider:

- There can be improvements within the Phases, significant improvement within Phase 1 includes MAX
- Phase 3 is unfunded, it is not workable without funding: theory is that once the type of transit system that BRT and MAX provides is seen, then it could be logical to ask to raise the funding
- Focus is on improving, not just focused on vehicles, but rather on pedestrian, bicycle, etc. – try to look at it as a whole picture and how it can be improved as a whole.
- Overall Question: How do you move people on what you currently have; improve and maintain what already exists
- Making the modes of transportation work with each other
- Concern with using the fire authority as a model, Council Member Horak felt the analogy was not appropriate
- It seems like the county should be included in the consolidation because it is unincorporated Larimer County between Fort Collins and Loveland
- Point to point systems should be considered

- Transit receives approximately 5% of general fund moneys

Agenda Item 3: Friendship Cities

Follow-up from the Council work session on January 24, 2012 was to draft criteria as well as the process.

At a 2012 Council Work Session, Council supported the development of a more informal approach (compared to Sister Cities International) for establishing relationships with international cities. This City is calling this a “Friendship City” approach.

Proposed criteria, process, and goals for reviewing requests was presented to the Futures Committee.

Proposed goals:

- Flexibility, not one size fits all
- Matching the City’s interests
- Providing benefit to each organization
- Clarifying expectations and accountability

The proposed process provides:

- Clear organizational contacts (designated individuals)
- Worksheet and operational guidelines
 - Purpose and goals
 - Expectations
 - Terms of commitment
 - Reporting expectations
- Review by City Manager
- Approved or denied by the City Council

The criteria would consider how compatible the international partner is with our goals as a City.

- Attribute Match
 - Does the community have similarities to our size, population, demographics, vision, mission, or goals?
- Goal Match
 - Does the community have relevant sustainability, cultural and/or economic goals?
- Connection Match
 - Does the community have existing local connections with significant community or business interests such as CSU, FRCC, UC Health Systems, PSD, or a targeted industry cluster?
- Exchange Match
 - Does the community currently participate in an on-going exchange program with an organization in the city such as the PSD, service organization, health care organization, etc.?
- Ethical Match
 - Does the community strive to be a stable and ethical government?

The Committee discussion and feedback included the following:

- The guidelines and criteria are good. It helps to eliminate those that aren't a good match or that don't have clear goals.
- We should align these partnerships with existing programs, clusters, and Triple Helix efforts, such as the Colorado Clean Energy Cluster.
- Strategically match these efforts with the vision and current reality of our City, University, and other major partners.
- Be very clear on all financial commitments.
- We may need to check in with existing businesses to better understand the role Economic Development could play in a partnership.