

Transportation



Offer 1.1: Engineering Core Offer

2019: \$2,154,423 and 26.44 FTE, 0.00 Hourly FTE

2020: \$2,161,776 and 26.44 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will fund the City's Engineering Department which is made up of four divisions: Engineering Administration, Surveying, Capital Projects, and Right of Way (ROW) and Development Inspection. The Engineering Department also provides services for Traffic Operations, Streets Dept., Community Development and Neighborhood Service, Planning Development and Transportation Administration, FC Moves, Parks, Utilities, Police Services, Operation Services, MIS, Transfort, CAO, City Manager's Office, and Communications.

Engineering provides:

- Executive oversight and coordination of all infrastructure activities within the 580 lineal miles of City ROW (Utilities both public and private), Development issues (i.e. Downtown Hotel, Midtown redevelopment, etc.)
- Quality assurance of all improvements within the ROW which reduces long term maintenance costs
- Surveying services to multiple City departments
- Development review coordination to identify conflicts and opportunities with private and public projects
- Technical engineering support to multiple City departments as it relates to improvement costs and benefits
- Administration of the development capital expansion fee program (Street Oversizing)
- Citywide project coordination efforts with all City departments, private utilities, major private developments, and partner agencies which helps reduce project conflicts and traffic impacts
- Coordination with the three railroads that interface with the City's transportation system.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ✓TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 1.1: Engineering Core Offer

- Engineering Administration - Administrative support for all department functions (Includes capital projects, Street Oversizing Program, Development Review, and bridge and safe routes to everywhere programs); Oversight and coordination of all infrastructure activities within the ROW Implementation of the Land Use and Municipal Code ROW requirements). (FTE 6)
- Surveying - Provide surveying services to multiple City departments; Management of the surveying benchmark system; Review and preparation of legal ROW descriptions including property boundary research; Crime scene support. (FTE 5.65)
- Capital Projects - Design and construction of transportation capital projects with oversight of an annual 30 to 40 million dollar project budget. (FTE 10.5)
- ROW and Development Inspection - Inspection of construction in the City ROW; Permitting, enforcement, and management of City standards for the ROW; Assurance of conformance of development plans and specifications; Management and enforcement of the old town portable signs and right of way encroachments; Management and implementation of the Pedestrian Program. (FTE 5)
- This offer includes a contractual employee titled: Construction Inspector.

Links to Further Details:

- <http://www.fcgov.com/engineering>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- TRAN 6.1 - Improve safety for all modes of travel: Engineering improves the safety of all modes of travel. This is a very high priority for the Engineering Department. For example, the reconstruction of arterial intersections such as College and Prospect.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Engineering works interdepartmentally to identify and construct capital projects that decrease traffic congestion and improve high priority intersections.
- ✓ TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The Engineering Department oversees a multitude of programs and projects that improves or replaces transportation infrastructure in the transportation network.

Improvements & Efficiencies

- Identify projects to be grant ready.
- Continue to identify the appropriate project delivery mechanism for different projects. This includes the Construction Manager General Contractor (CMGC) process which allows us to select the contractor on qualifications as well as cost. It also allows the contractor and designer to work through the design resulting in better and more efficient projects.



Offer 1.1: Engineering Core Offer

- Work with Transfort & FC Moves to administer the bus stop accessibility program and Safe Routes to school program.
- Continue to implement a methodology and analysis program used to prioritize pedestrian projects for safe, sustainable walking within City limits.
- Coordinate interdepartmentally for asset management and to complete improvements concurrently for cost savings to departments, and reduce the impacts to neighborhoods by eliminating multiple projects.
- Continue to coordinate closely with Community Development and Neighborhood Services (CDNS) on updates to the Development Review Process.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>
- TRAN 62. Sidewalk Network (City-wide sidewalk network)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=476784&periodId=20947.html>
- ECON 9. Development Review initial plans - % time goal timeframe reached
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6276&object=measure&objectId=91300&periodId=20947.html>

Personnel Changes

- N/A

Differences from Prior Budget Cycles

- A new addition to this offer is the cost of vehicle replacement. The Engineering Department has 22 vehicles in its fleet. We are now programming the replacement of three vehicles in this two year budget.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Required per the budget manual, page 18, 1986 Early Retirement Enhancement, Engineering \$867.00.

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile



Offer 1.1: Engineering Core Offer

Offer Owner: CCrager

Lead Department: Engineering



1.1: Engineering Core Offer

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	26.44	26.44	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	2,196,063	2,261,132	3.0%
512000 - Benefits	661,717	687,743	3.9%
519000 - Other Personnel Costs	(1,039,777)	(1,061,656)	2.1%
510000 - Personnel Services	1,818,003	1,887,219	3.8%
521000 - Professional & Technical	6,975	6,975	- %
529000 - Other Prof & Tech Services	16,500	16,500	- %
520000 - Purchased Prof & Tech Services	23,475	23,475	- %
533000 - Repair & Maintenance Services	61,356	63,595	3.6%
530000 - Purchased Property Services	61,356	63,595	3.6%
541000 - Insurance	5,334	5,525	3.6%
542000 - Communication Services	34,950	35,500	1.6%
543000 - Internal Admin Services	2,066	2,102	1.7%
544000 - Employee Travel	7,825	7,825	- %
549000 - Other Purchased Services	8,700	8,700	- %
540000 - Other Purchased Services	58,875	59,652	1.3%
551000 - Vehicle & Equipment Supplies	47,514	49,635	4.5%
555000 - Office & Related Supplies	32,500	32,500	- %
556000 - Health & Safety Supplies	1,500	1,500	- %
559000 - Other Supplies	9,200	9,200	- %
550000 - Supplies	90,714	92,835	2.3%
565000 - Vehicles & Equipment	102,000	35,000	-65.7%
560000 - Capital Outlay	102,000	35,000	-65.7%
Total Expenses	2,154,423	2,161,776	0.3%



Funding Sources

100-General Fund: Ongoing	Ongoing	484,996	499,529	3.0%
292-Transportation Services Fund: Ongoing Revenue	Ongoing Restricted	1,669,427	1,662,247	-0.4%
	Funding Source Total	2,154,423	2,161,776	0.3%



Offer 1.2: Transportation Capital Expansion Fee Program

2019: \$3,303,763 and 1.50 FTE, 0.00 Hourly FTE

2020: \$3,310,378 and 1.50 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will operationalize the City’s Transportation Capital Expansion Fee (TCEF) Program.

The Transportation Capital Expansion Fee program is the primary mechanism that the City uses to ensure that new growth pays for its proportional impact on the City’s transportation system.

The program accomplishes the following: (1) Implements the Council’s policy of growth paying its fair share of transportation infrastructure, (2) Determines and collects impact fees for new development projects, (3) Contributes funding to growth-related City Capital Projects (with appropriations through separate offers for this budget cycle), and provides project oversight and management, including review, construction and inspection, and (4) Reimburses development for constructing roadway improvements above the local street access standards.

TCEF is a one-time fee, collected upon development, and is used to fund system improvements related to growth. A minor amount of general funds are included in the offer to fund improvements addressing existing deficiencies identified as a priority by the City during the development process. This offer appropriates the funds and authorizes staff to administer the TCEF program.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Expected deliverables for this program include adding capacity to the transportation system throughout the City, and reimbursing development for constructing roadway improvements above the local street access standards. Future, ongoing operations and maintenance costs are not a part of the core program offer, and have been addressed in specific project offers.
- IMPACT TO PROJECTED REVENUE: This program is “self-funded” via the collection of a fee charged to developers based directly on the developments’ estimated impact to the transportation system. The amount of this offer is based on the estimated fee collection. Over half of the City’s arterial and collector streets (56%) have been constructed through participation in the TCEF Program.
- Implements the Council’s policy of growth paying its fair share of transportation infrastructure. Impact fees are one-time payments that fund the expansion of public facilities needed to accommodate new development, ensuring that development pays its fair share of the costs of additional infrastructure.



Offer 1.2: Transportation Capital Expansion Fee Program

- This offer is scalable by not awarding the general fund contribution of \$250,000 / year to the program. Scaling this offer would result in the potential to miss opportunities to partner with developments to construct improvements aimed at addressing existing deficiencies. Historically, this general fund contribution has been included in the program's appropriation.
- The Transportation Capital Expansion Fee (TCEF) Program (formerly Street Oversizing), instituted by ordinance in 1979, was established to manage the construction of new arterial and collector streets, and is an "Impact Fee" funded program. The TCEF Program determines and collects impact fees for new development projects.

Links to Further Details:

- <https://www.fcgov.com/engineering/tcef.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The TCEF Program is the funding mechanism for ensuring that transportation improvements are constructed along with new development.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: The TCEF Program builds new arterial and collector streets in newly developing areas, including bike lanes sidewalks and transit stops. The TCEF Program is the main funding, design, and construction program for constructing the needed transportation infrastructure in all growing areas of the City.

Improvements & Efficiencies

- TCEF Program funds are commonly combined with other project funds for leverage and efficiencies.
- The TCEF Program is flexible, efficient, and can either reimburse developers for eligible improvements or to build and manage them with the Capital Projects group.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Personnel Changes

- N/A

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999



Offer 1.2: Transportation Capital Expansion Fee Program

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.2: Transportation Capital Expansion Fee Program

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	1.50	1.50	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	167,506	172,532	3.0%
512000 - Benefits	44,885	46,473	3.5%
510000 - Personnel Services	212,391	219,005	3.1%
521000 - Professional & Technical	100,000	100,000	- %
529000 - Other Prof & Tech Services	5,000	5,000	- %
520000 - Purchased Prof & Tech Services	105,000	105,000	- %
531000 - Utility Services	10,000	10,000	- %
533000 - Repair & Maintenance Services	20,000	20,000	- %
530000 - Purchased Property Services	30,000	30,000	- %
542000 - Communication Services	1,260	1,260	- %
543000 - Internal Admin Services	112	113	0.9%
549000 - Other Purchased Services	150,000	150,000	- %
540000 - Other Purchased Services	151,372	151,373	- %
561000 - Land	25,000	25,000	- %
563000 - Infrastructure	2,750,000	2,750,000	- %
560000 - Capital Outlay	2,775,000	2,775,000	- %
573000 - Rebates & Incentives	30,000	30,000	- %
570000 - Other	30,000	30,000	- %
Total Expenses	3,303,763	3,310,378	0.2%

Funding Sources

100-General Fund: Ongoing	Ongoing	250,000	250,000	- %
291-Street Oversizing Fund: Ongoing Revenue	Ongoing Restricted	3,053,763	3,060,378	0.2%
Funding Source Total		3,303,763	3,310,378	0.2%



Offer 1.3: City Bridge Program

2019: \$2,300,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$2,300,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will continue the City's Bridge Program which includes on-going bridge inspection, emergency repair, minor maintenance, and bridge reconstruction for the City's transportation network.

The City has 287 bridges in its inventory. Of these, more than 50 are older than their design life, meaning the likelihood of their needing to be replaced is high. Note that age is a very high-level evaluation, and actual programming of bridge replacements is based on many detailed factors which comprises the specific condition of each bridge.

We have used data from our bridge inspections and a customized asset management tool to create a bridge maintenance and replacement optimization schedule. With this analysis, we recommend a funding level necessary to design and replace at least two typical bridges per year, plus inspection and records maintenance. This level of funding needed is \$2.3 M per year, which will be used for repairs and/or replacement of bridges throughout the city network.

This offer includes \$2.0 M for repairs and replacements, and \$300,000 for inspections per year. In the 2015/2016 and in the 2017/2018 budget cycle bridges were funded through this core offer (\$1.7 M/year and an enhancement offer (\$600,000/year) totaling \$2.3 M/year. This offer will continue bridge funding at the same level which we have had from 2015 through 2018.

Creating long-term, on-going funding will add flexibility and predictability to the program. This will allow the City to coordinate with other projects in Utilities, Street Maintenance, Parks, Larimer County, Colorado Department of Transportation and other City Projects.

Bridge projects in this budget cycle will be prioritized based upon: Bridge Condition and Safety, Partnership Opportunities, and Leveraging bridge funds for federal grants.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 1.3: City Bridge Program

- Expected deliverables for this funding include: construction funding for the Drake Bridge replacement (near Research Boulevard), construction funding for the Vine Bridge replacement (west of Timberline), design funding for two bridges on Laporte Avenue, and ongoing bridge maintenance and inspections.
- Adequate maintenance and replacement of bridges is a critical, fundamental task required to maintain the current transportation infrastructure. Bridges support all modes of traffic including; vehicular, pedestrian, bicycle, and transit. Many of the gaps in our multi-modal network are due to sub-standard bridge widths.
- Future, ongoing operations and maintenance costs will be maintained through the ongoing funding of the Bridge Program.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: If neglected, bridges can fail catastrophically. Narrow bridges cause unsafe conditions especially for pedestrians and bicyclists.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The bridge program has been funded for the last several budget cycles, and many of our worst bridges have received partial grant funds. Long-term certainty gives the program the ability to plan and coordinate projects over longer time frames and react to collaborative opportunities with other projects and departments.

Improvements & Efficiencies

- The City has had great success over the years with using Bridge Funds to match federal grants, with the most recent grant of \$1,100,000 towards the replacement of Riverside Bridge over Spring Creek.

Performance Metrics

- TRAN 20. # of Bridges that Exceed Design Life
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=110990&periodId=20947.html>

Personnel Changes

- N/A

Differences from Prior Budget Cycles

- Not applicable



Offer 1.3: City Bridge Program

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.3: City Bridge Program

Ongoing Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		2,280,000	2,280,000	- %
	560000 - Capital Outlay	2,280,000	2,280,000	- %
591000 - Transfers to Funds		20,000	20,000	- %
	590000 - Transfers Out	20,000	20,000	- %
	Total Expenses	2,300,000	2,300,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	600,000	600,000	- %
254-KFCG Fund: Street Maint. & Repair	Ongoing Restricted	1,700,000	1,700,000	- %
	Funding Source Total	2,300,000	2,300,000	- %



Offer 1.4: ENHANCEMENT: Linden Street Bridge and Multimodal Improvements

2019: \$200,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will provide funding for feasibility analysis and conceptual level design for aesthetic and multi-modal enhancements for the Linden Bridge over the Poudre River and to evaluate sidewalk gaps on Linden Street from the Poudre River to Vine Drive.

Major components included in the feasibility and conceptual level design effort include: (1) separating the at-grade Poudre Trail from Linden Street (in conjunction with Park Planning), (2) adding sidewalks on Linden Street from the Poudre River to Vine Drive, (3) landscaping and urban design opportunities for Linden Street and the Linden Street Bridge over the Poudre River.

Funding this Offer will provide funding for feasibility analysis and conceptual level design as a collaborative effort among the City's Engineering, FC Moves, Utilities, and Parks Departments. The Engineering Department, through this offer, will analyze potential aesthetic enhancements for the bridge and potential to complete bicycle and pedestrian gaps along Linden Street. Park Planning and Utilities (through separate offers) will analyze the potential for constructing the Poudre River Trail under the exiting Linden Street Bridge.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- This is a collaborative project supporting multiple strategic objectives across several City Departments.
- This analysis will build upon recent multi-modal and streetscape improvements completed on Linden Street between Jefferson Street and the Poudre River.
- This analysis will evaluate opportunities for this area as redevelopment continues to occur in the River District and surrounding areas.
- Expected deliverables for this project include: preliminary design for multi-modal and urban design improvements along Linden Street and cost estimates for future budget cycles.
- There is no additional funding needs, at this time, for ongoing operations and maintenance.



Offer 1.4: ENHANCEMENT: Linden Street Bridge and Multimodal Improvements

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This project is scalable, and if scaled, would result in less specific designs and a wider range (contingency) on the cost estimates.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project would study multi-modal improvements along Linden Street, and potential crossing locations as the number of bicyclists and pedestrians increase in this area.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project would address preliminary design efforts to: complete two lengthy sidewalk gaps on Linden Street, analyze the potential of grade-separating the Poudre River Trail under the existing Linden Bridge (in conjunction with Park Planning and Utilities), and provide options for urban design/streetscape improvements similar to the Jefferson to Willow block of Linden Street.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.4: ENHANCEMENT: Linden Street Bridge and Multimodal Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	200,000	300,000	50.0%
520000 - Purchased Prof & Tech Services	200,000	300,000	50.0%
Total Expenses	200,000	300,000	50.0%
Funding Sources			
100-General Fund: One-time Revenue	200,000	300,000	50.0%
Funding Source Total	200,000	300,000	50.0%



Offer 1.5: ENHANCEMENT: CCIP - Arterial Intersections

2019: \$400,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$400,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will deliver ballot-mandated improvements to arterial intersections throughout the City. This program is funded through the Community Capital Improvement Program ¼-cent sales tax passed in the fall of 2014.

The goal of this program is to make prioritized safety, operational, and congestion improvements to arterial intersections throughout the City. This offer is a continuation of a 10-year program funded through Building on Basics. The projects are prioritized based on the 2011 Arterial Intersection Prioritization Study (the Study), which included a wide variety of data including traffic volume, accident rates, intersection delay, pedestrian/bicycle safety, and transit operations. The results of the Study are aligned with Key Strategic Outcome areas and focus on providing safe and reliable multi-modal travel throughout the City. The Study is being updated in 2018.

2017 funds were used for the design and construction of the College/Prospect intersection improvements. 2018 funds are being used for the design and construction of the College/Horsetooth intersection improvements.

2019 funds will be used for preliminary design of the College/Drake intersection. The 2020 funds will be used as matching funds for a \$2.25 M safety grant, funding improvements to the intersection of College/Trilby. Both intersections are high priority needs from the Study.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- This offer includes grant matching funds for planned safety improvements to the College/Trilby intersection.
- This offer includes preliminary design funding for the College/Drake intersection.
- This offer takes the data driven, cost/benefit analysis from the Study and constructs safety and congestion improvements to the City's highest ranking arterial intersections.
- Expected deliverables for this project include: completing the design and right-of-way acquisitions for the College/Trilby intersection, and completing the preliminary design and construction cost estimate for the College/Drake intersection.



Offer 1.5: ENHANCEMENT: CCIP - Arterial Intersections

- Future, ongoing operations and maintenance costs include: asphalt and concrete pavements, sidewalks, underground utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping/urban design improvements. These items will be maintained through existing operating budgets by multiple City departments.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

As proposed, this offer is not scalable.

Links to Further Details:

- <http://www.fcgov.com/engineering/aips>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The most common accident types which showed up in the Study were rear-end collisions and left turning movements across oncoming traffic. These accident types have been significantly reduced by constructing dedicated turn lanes and optimizing traffic signal phasing. Bicycle and pedestrian safety has been improved through enhanced crosswalks, pork chop islands at right turns, signing and striping.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Typical projects focus on constructing turn lanes to add capacity and reduce vehicle wait time. The projects also improve bicycle, pedestrian, and transit facilities by installing enhanced amenities and signage for all users.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: Most of the intersection projects add turn lanes and increase the life span of existing pavements. The projects also improve crosswalks, ramps, and transit facilities to meet current Americans with Disabilities Act (ADA) standards. Typically, traffic signal systems, street signs, and striping are replaced and/or enhanced which addresses other components of the City's aging infrastructure.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 1.5: ENHANCEMENT: CCIP - Arterial Intersections

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.5: ENHANCEMENT: CCIP - Arterial Intersections

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
563000 - Infrastructure	396,400	396,400	- %
560000 - Capital Outlay	396,400	396,400	- %
591000 - Transfers to Funds	3,600	3,600	- %
590000 - Transfers Out	3,600	3,600	- %
Total Expenses	400,000	400,000	- %
Funding Sources			
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	Ongoing Restricted 400,000	400,000	- %
Funding Source Total	400,000	400,000	- %



Offer 1.6: KFCG ENHANCEMENT: Laporte Avenue Bridges and Multimodal Improvements

2019: \$600,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$600,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will provide funding for design and construction of multi-modal improvements, bridge maintenance, and turn lane improvements on Laporte Avenue. The project is approximately one-mile long on Laporte Avenue from Fishback Avenue to Sunset Street (approximately one-half mile on each side of Taft Hill Road).

This is a collaborative effort between the City’s Engineering and FC Moves Departments with a majority of the funding coming from these departments.

Major components included in the design and construction effort include: (1) implementing a key bicycle infrastructure route in the City’s Big Jump area, (2) replacing two bridges on Laporte, east of Taft Hill, (3) adding sidewalks and bike lanes to the gaps in the system, (4) improving existing bus stops, and (5) urban design opportunities.

Of the two bridges on Laporte Avenue, both are “functionally obsolete” (lacking adequate bicycle and pedestrian facilities), and one is “structurally deficient”.

The total project cost is estimated at \$3.0 M. This offer is highly leveraged with the following contributions: \$1.5 M is eligible for funding through Engineering’s Bridge Program (this will cover the cost of construction of the two bridges), \$200,000 is eligible from Engineering’s Pedestrian Program, and \$100,000 is eligible from FC Moves. The remaining \$1.2 M would need to be fronted through a capital project to cover design costs for the bridges and one mile of roadway, and to cover the construction costs of pavement widening and restriping.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: a recommended roadway alternative, project design, and construction by the end of 2020.



Offer 1.6: KFCG ENHANCEMENT: Laporte Avenue Bridges and Multimodal Improvements

- Future, ongoing operations and maintenance costs include: asphalt and concrete pavements, sidewalks, underground utilities, traffic signs and striping, snow clearing operations, two new bridges which will be built to a 75-year design life, and urban design improvements. These items will be maintained through existing operating budgets by multiple City departments.
- This project leverages existing department funding to meet multiple objectives (bridge replacements, bicycle lane improvements, reduce sidewalk gaps).
- The City of Fort Collins is one of ten cities involved in the Big Jump Project and aims to double bicycle ridership in northwest Fort Collins.
- This project will improve multi-modal safety and provide more accessible alternatives for students of Poudre High School and the Poudre Community Academy, as well as local residents.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$3,000

Scalability and explanation

This offer includes design and construction funding for the proposed Laporte Avenue improvements. Scaling this offer has the potential to reduce the width of bicycle and sidewalk facilities.

Links to Further Details:

- [Big Jump Project website: https://peopleforbikes.org/placesforbikes/the-big-jump-project/](https://peopleforbikes.org/placesforbikes/the-big-jump-project/)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ **TRAN 6.1 - Improve safety for all modes of travel:** This project will provide quality infrastructure for all modes of travel. Vehicular traffic will be analyzed along the corridor with turn lane modifications incorporated where space allows. Bicycle and pedestrian improvements will be provided by filling in the existing network gaps. Existing transit stops will be upgraded and sidewalk connections accommodated.
- **TRAN 6.2 - Manage traffic congestion and improve high-priority intersections:** Traffic can routinely back up on Laporte Avenue between Impala and Taft Hill Road. This project will resolve this issue by modifying turn lanes, where feasible, and focusing efforts to increase bicycle ridership in the area as detailed in the Big Jump Project.
- **TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins:** This project will replace a structurally deficient bridge and a functionally obsolete bridge. Replacing these types of structures are the highest priority of the Bridge Program. This project will address the lack of multi-modal infrastructure for one-mile of Laporte Avenue (Fishback Avenue to Sunset Street).



Offer 1.6: KFCG ENHANCEMENT: Laporte Avenue Bridges and Multimodal Improvements

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.6: KFCG ENHANCEMENT: Laporte Avenue Bridges and Multimodal Improvements

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
<hr/>				
Expenses				
563000 - Infrastructure		594,000	594,000	- %
	560000 - Capital Outlay	594,000	594,000	- %
591000 - Transfers to Funds		6,000	6,000	- %
	590000 - Transfers Out	6,000	6,000	- %
	Total Expenses	600,000	600,000	- %
<hr/>				
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	600,000	600,000	- %
	Funding Source Total	600,000	600,000	- %



Offer 1.9: ENHANCEMENT: CCIP - Willow Street - River District Construction

2019: \$2,667,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will result in the construction of improvements to Willow Street between College Avenue and Linden Street as identified in the River District Infrastructure Plan and the Willow Street Improvements Conceptual Design Report. This project is identified in the Community Capital Improvement Program (CCIP) ¼-cent sales tax passed in the fall of 2014. The project is currently under design, using 2018 CCIP funds. The 2019 funds are intended for construction.

The project will complement recently constructed improvements along Linden Street, with the goal of enhancing Willow Street in a similar manner. In addition, the project will maximize on street parking recognizing the need for additional parking in the area.

Project opportunities include: (1) Potential for Low Impact Development solutions; (2) Emphasis on enhancements to pedestrian and bicycle mobility; (3) Significant urban design enhancements with features focusing on the historic and cultural significance of the River District; (4) A plaza area enhanced with Art in Public Places elements; and (5) Addition of substantial on-street parking.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins
- TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods

Additional Information

- Expected deliverables for this project include: completion of construction by the end of 2019.
- Future, ongoing operations and maintenance costs include: asphalt and concrete pavements, sidewalks, underground utilities, traffic signs and striping, snow clearing operations, and landscaping / urban design improvements. These items will be maintained through existing operating budgets by multiple City departments.
- Construction of multimodal improvements focusing on connectivity to Old Town. The design and improvements will support current and future redevelopment.
- Significant urban design enhancements complementing River District standards, with the addition of on-street parking.



Offer 1.9: ENHANCEMENT: CCIP - Willow Street - River District Construction

- Collaboration between City Departments and other entities to maximize improvements during one project

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$11,000

Scalability and explanation

This offer is not scalable as it is a dedicated construction funding from the CCIP project list.

Links to Further Details:

- [Downtown River District website: http://www.fcgov.com/riverdistrict/](http://www.fcgov.com/riverdistrict/)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The Willow Street improvements will improve deficient facilities for all modes, but most specifically for bicycles and pedestrians.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The Willow Street improvements will complete gaps in the sidewalk network and improve the aesthetics through urban design, landscaping, and Art in Public Places.
- TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: A primary goal of the Willow Street improvements is to increase on-street parking. The project will add approximately 70 permanent parking spaces.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.9: ENHANCEMENT: CCIP - Willow Street - River District Construction

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		2,640,330	-	- %
	560000 - Capital Outlay	2,640,330	-	- %
591000 - Transfers to Funds		26,670	-	- %
	590000 - Transfers Out	26,670	-	- %
	Total Expenses	2,667,000	-	- %
Funding Sources				
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	Ongoing Restricted	2,667,000	-	- %
	Funding Source Total	2,667,000	-	- %



Offer 1.10: ENHANCEMENT: CCIP - Linden Street Renovation Design and Construction

2019: \$563,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$2,898,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will result in improvements to Linden Street between Jefferson Street and Walnut Street. This project is identified in the Community Capital Improvement Program ¼-cent sales tax passed in the fall of 2014. The 2019 funds will be used for design and public outreach, the 2020 funds are intended for construction.

The project will complement recently constructed improvements along Linden Street (north of Jefferson Street) and the renovation of Old Town Square. The project will improve aging infrastructure and focus on a “convertible street” design.

Project opportunities include: (1) Potential for Low Impact Development solutions; (2) Emphasis on enhancements to pedestrian and bicycle mobility; (3) Urban design and landscaping enhancements; and (4) a hybrid street concept whereby the entire street becomes a flexible space for all travel modes.

Future, ongoing operations and maintenance costs are estimated at \$12,000 per year and include: pavements, sidewalks, utilities, traffic signs and striping, snow clearing operations, and landscaping/urban design improvements.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: design of the project in 2019 and completion of construction by the end of 2020.
- Construction of multimodal improvements focusing on connectivity between Old Town and the Downtown River District. Urban design and landscaping enhancements will tie Old Town Square to the River District.
- Collaboration between City Departments and other entities will maximize improvements during one project.
- Design and construction improvements will provide for a flexible street space.



Offer 1.10: ENHANCEMENT: CCIP - Linden Street Renovation Design and Construction

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$12,000

Scalability and explanation

This offer is not scalable as it is dedicated design and construction funding from the CCIP project list.

Links to Further Details:

- [Downtown Development Authority 2014 Year in Review \(Page 4\):](http://www.downtownfortcollins.org/docs/2014-DDA-YIR-FINAL.pdf)
<http://www.downtownfortcollins.org/docs/2014-DDA-YIR-FINAL.pdf>
- [Information on Fillmore Plaza, a hybrid street in Denver, CO:](http://www.designworkshop.com/press/2011/fillmore-plaza.html)
<http://www.designworkshop.com/press/2011/fillmore-plaza.html>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The Linden Street renovation will improve deficient facilities for all modes with its primary focus being pedestrians.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The Linden Street renovation will improve the aesthetics through urban design, landscaping, and Art in Public Places; and tie the Old Town Square renovations with the Linden Street improvements, north of Jefferson.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.10: ENHANCEMENT: CCIP - Linden Street Renovation Design and Construction

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	-	-	- %	
Hourly (FTE)	-	-	- %	
Expenses				
521000 - Professional & Technical	563,000	-	- %	
520000 - Purchased Prof & Tech Services	563,000	-	- %	
563000 - Infrastructure	-	2,869,020	- %	
560000 - Capital Outlay	-	2,869,020	- %	
591000 - Transfers to Funds	-	28,980	- %	
590000 - Transfers Out	-	28,980	- %	
Total Expenses	563,000	2,898,000	414.7%	
Funding Sources				
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	Ongoing Restricted	563,000	2,898,000	414.7%
Funding Source Total		563,000	2,898,000	414.7%



Offer 1.11: ENHANCEMENT: CCIP - Bike/Ped Grade Separated Crossing Fund

2019: \$2,000,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will deliver ballot-mandated improvements to construct bicycle and pedestrian grade separated crossings (underpasses and overpasses). This is one of the programs specifically funded through the Community Capital Improvement Program ¼-cent sales tax passed in the fall of 2014. The goal of this program is to make prioritized safety improvements at key conflict locations throughout the City.

The projects are prioritized based on the 2018 Bicycle and Pedestrian Grade Separation Prioritization Study (the Study) which includes a wide variety of data to develop recommendations including demand, connectivity, safety, public support, social equity, and opportunities for grants or other funding partners. The results of the Study are aligned with Key Strategic Outcome areas and focus on providing safe and reliable multi-modal travel throughout the City.

The 2016 funds were used as local match, and overmatch, for a Transportation Alternatives Program (TAP) grant for the proposed Power Trail grade separation at Harmony Road. The 2019 funds will be used as matching funds for other grant opportunities for the top five crossing locations from the Study, and partial construction funding for the Harmony/Power Trail project. Other top-ranked locations from the Study include: Mail Creek crossing at Union Pacific, Mason Trail at Drake Road, Power Trail to Caribou at Union Pacific, and Mason Trail at Horsetooth.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel

Additional Information

- Expected deliverables for this project include: completing the design and construction of the Harmony Road/Power Trail grade-separation and advancing preliminary designs and cost estimates for other top ranked locations.
- No additional funding is being requested for ongoing operations and maintenance with this offer.
- This offer includes potential grant matching funds for planned bicycle/pedestrian grade separation projects, and funding for preliminary design of the top ranked crossing projects.
- This offer includes construction funding for a planned grade separation of the Power Trail at Harmony Road.



Offer 1.11: ENHANCEMENT: CCIP - Bike/Ped Grade Separated Crossing Fund

- This offer takes the data driven, cost/benefit analysis from the Study and constructs safety and mobility improvements to the City’s highest ranking bicycle/pedestrian grade separation locations.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is not scalable as it is dedicated design and construction funding from the CCIP list.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for grade separations for bicyclists and pedestrians. This will create a safer environment for all modes, by reducing the number of at-grade crossings with arterial streets and railroad crossings.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.11: ENHANCEMENT: CCIP - Bike/Ped Grade Separated Crossing Fund

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		1,980,000	-	- %
	560000 - Capital Outlay	1,980,000	-	- %
591000 - Transfers to Funds		20,000	-	- %
	590000 - Transfers Out	20,000	-	- %
	Total Expenses	2,000,000	-	- %
Funding Sources				
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	Ongoing Restricted	2,000,000	-	- %
	Funding Source Total	2,000,000	-	- %



Offer 1.12: ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

2019: \$2,300,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the construction of the 4-lane arterial standards of Timberline Road from Stetson Creek Drive to Trilby Road.

This project includes the following elements: (1) Completing the 4-lane arterial standards for Timberline Road from Stetson Creek Drive to Trilby Road, (2) Intersection and capacity improvements at the intersection of Timberline with Kechter and Zephyr, (3) Completing gaps in bicycle and pedestrian facilities, (4) Constructing raised medians in strategic locations to reduce the number of crashes and, (5) landscaping improvements.

A majority of the funding for this project will come from a Surface Transportation Block Grant (STBG) and the Transportation Capital Expansion Fee (TCEF) program. \$500,000 in design funding for this project was appropriated in the spring of 2018 from the TCEF program.

The right-of-way and construction cost for this section of Timberline Road is estimated at \$6.5 M. Of this cost, \$2.3 M is eligible for funding through the Transportation Capital Expansion Fee (TCEF) program (2019 funding and will be appropriated with this offer), and \$2.2 M comes from the STBG grant. The \$2.2 M grant funding will be appropriated in 2020 through separate Council action. The remaining \$2.0 M will need to be funded through a capital project (linked to a separate offer submitted for KFCG).

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing the right-of-way acquisitions and construction by the end of 2020 through context sensitive design solutions.
- Future, ongoing operations and maintenance costs are estimated at \$22,000 per year and include: pavement, sidewalks, utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping/urban design improvements.
- This project will ultimately solve mobility, access, and safety issues for nearby, existing neighborhoods that have been impacted by the growth in traffic and congestion along Timberline.



Offer 1.12: ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

- This offer will fund the right-of-way and construction phases.
- \$500,000 has already been appropriated from the TCEF program to begin design work in 2018.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$22,000

Scalability and explanation

Scaling this offer would have a negative impact on the number of medians and landscape improvements proposed for this project.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Vehicular crashes are expected to be reduced by adding capacity to the transportation system and by making intersection improvements. Bicycle and pedestrian improvements will be brought up to standards and connected throughout the corridor.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Traffic can routinely back up Timberline during peak travel times, which creates difficulty for left-turning vehicles along the corridor. The project will resolve this issue by: improving the existing Kechter intersection, signaling the Zephyr intersection, and installing strategically placed medians for vehicle safety.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of transportation and utility infrastructure for approximately 1.5 miles of Timberline Road from Stetson Creek Drive to Trilby Road. Where applicable, existing pavement life will be extended through various pavement treatments.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team



Offer 1.12: ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.12: ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
563000 - Infrastructure	2,277,000	-	- %
560000 - Capital Outlay	2,277,000	-	- %
591000 - Transfers to Funds	23,000	-	- %
590000 - Transfers Out	23,000	-	- %
Total Expenses	2,300,000	-	- %
Funding Sources			
291-Street Oversizing Fund: Reserve	2,294,940	-	- %
Reserves			
292-Transportation Services Fund: Reserve	5,060	-	- %
Reserves			
Funding Source Total	2,300,000	-	- %



Offer 1.13: KFCG ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

2019: \$1,000,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$1,000,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the construction of the 4-lane arterial standards of Timberline Road from Stetson Creek Drive to Trilby Road.

This project includes the following elements: (1) Completing the 4-lane arterial standards for Timberline Road from Stetson Creek Drive to Trilby Road, (2) Intersection and capacity improvements at the intersection of Timberline with Kechter and Zephyr, (3) Completing gaps in bicycle and pedestrian facilities, (4) Constructing raised medians in strategic locations to reduce the number of crashes and, (5) landscaping improvements.

A majority of the funding for this project will come from a Surface Transportation Block Grant (STBG) and the Transportation Capital Expansion Fee (TCEF) program. \$500,000 in design funding for this project was appropriated in the spring of 2018 from the TCEF program.

The right-of-way and construction cost for this section of Timberline Road is estimated at \$6.5 M. Of this cost \$2.3 M is eligible for funding through the Transportation Capital Expansion Fee (TCEF) program (2019 funding which is linked to a separate offer submitted for TCEF) and \$2.2 M comes from the STBG grant. The \$2.2 M grant funding will be appropriated in 2020 through separate Council action. The remaining \$2.0 M will need to be funded through a capital project.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing the right-of-way acquisitions and construction by the end of 2020 through context sensitive design solutions.
- Future, ongoing operations and maintenance costs are estimated at \$22,000 per year and include: pavement, sidewalks, utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping/urban design improvements.
- This project will ultimately solve mobility, access, and safety issues for nearby, existing neighborhoods that have been impacted by the growth in traffic and congestion along Timberline.
- This offer will fund the right-of-way and construction phases.



Offer 1.13: KFCG ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

- \$500,000 has already been appropriated from the TCEF program to begin design work in 2018.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$22,000

Scalability and explanation

x

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Vehicular crashes are expected to be reduced by adding capacity to the transportation system and by making intersection improvements. Bicycle and pedestrian improvements will be brought up to standards and connected throughout the corridor.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Traffic can routinely back up Timberline during peak travel times, which creates difficulty for left-turning vehicles along the corridor. The project will resolve this issue by improving the existing Kechter intersection, signaling the Zephyr intersection, and installing strategically placed medians for vehicle safety.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of transportation and utility infrastructure for approximately 1.5 miles of Timberline Road from Stetson Creek Drive to Trilby Road. Where applicable, existing pavement life will be extended through various pavement treatments.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- x

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable



Offer 1.13: KFCG ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.13: KFCG ENHANCEMENT: South Timberline Improvements - Stetson Creek Drive to Trilby Road

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		990,000	990,000	- %
	560000 - Capital Outlay	990,000	990,000	- %
591000 - Transfers to Funds		10,000	10,000	- %
	590000 - Transfers Out	10,000	10,000	- %
	Total Expenses	1,000,000	1,000,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	1,000,000	1,000,000	- %
	Funding Source Total	1,000,000	1,000,000	- %



Offer 1.14: ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

2019: \$600,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete design, right of way acquisition, and construction of improvements (above and beyond basic grant-funded operational changes) to the College Avenue and Trilby Road Intersection.

The City has applied for and received a \$2.25 M safety grant for this intersection. The matching funds for the grant (approximately \$225,000) will come from the Arterial Intersection Improvements portion of the Community Capital Investment Program (CCIP) ¼-cent sales tax.

This project includes the following elements: (1) Adding dual northbound and southbound left turn lanes on College Avenue, (2) Adding a dedicated right turn lane from eastbound Trilby to southbound College Avenue, (3) Replacing the existing traffic signal system, (4) Adding raised medians and bicycle/pedestrian improvements and, (5) landscaping and urban design elements.

The total project cost for this intersection is estimated at \$5.0 M. Of this cost \$600,000 is eligible for funding through the Transportation Capital Expansion Fee (TCEF) program (which will be funded with this offer), \$550,000 will be allocated from the Arterial Intersections CCIP funding, and \$2.25 M comes from the federal safety grant. The remaining \$1.6 M will need to be funded through a capital project (linked to a separate offer submitted for KFCG funding).

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Expected deliverables for this project include: completing the design, right-of-way acquisition, and construction of the project by the end of 2020.
- Future, ongoing operations and maintenance costs are estimated at \$6,000 per year and include: pavement, sidewalks, utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping/urban design improvements.
- This project will address safety and operational improvements at this intersection which has a higher than expected rate of vehicle crashes. This project will also address multi-modal issues by constructing bicycle, pedestrian, and ADA compliant improvements.



Offer 1.14: ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

- This offer will leverage the significant \$2.25 M federal safety grant and will position the project for constructing the improvements by the end of 2020.
- Approximately 46,000 vehicles utilize this intersection on a daily basis. On average, this intersection experiences 33 crashes per year, with 11 crashes being severe. When factoring in intersection geometry and traffic volumes, this intersection experiences the second highest rate of crashes in the City.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$6,000

Scalability and explanation

This offer would make the total project budget \$5M. Based on recent similar projects, this is a minimum amount necessary to accomplish the project goals. If this amount is reduced, some proposed improvements would have to be eliminated.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Left turn approach crashes are prevalent at this intersection. This issue will be addressed with the addition of dual left turn lanes on College Avenue. Bicycle, pedestrian, and transit (where applicable) improvements will be provided throughout the footprint of the proposed improvements.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: This intersection is one of the most congested locations within the City and experiences a higher than expected rate of crashes. The project will resolve this issue by: constructing multiple auxiliary turn lanes, replacing the traffic signal system and, installing raised medians where feasible.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 1.14: ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.14: ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
563000 - Infrastructure	594,000	-	- %
560000 - Capital Outlay	594,000	-	- %
591000 - Transfers to Funds	6,000	-	- %
590000 - Transfers Out	6,000	-	- %
Total Expenses	600,000	-	- %
Funding Sources			
291-Street Oversizing Fund: Reserve	598,680	-	- %
Reserves			
292-Transportation Services Fund: Reserve	1,320	-	- %
Reserves			
Funding Source Total	600,000	-	- %



Offer 1.15: KFCG ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

2019: \$800,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$800,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete design, right of way acquisition, and construction of improvements (above and beyond basic grant-funded operational changes) to the College Avenue and Trilby Road Intersection.

The City has applied for and received a \$2.25 M safety grant for this intersection. The matching funds for the grant (approximately \$225,000) will come from the Arterial Intersection Improvements portion of the Community Capital Investment Program (CCIP) ¼-cent sales tax.

This project includes the following elements: (1) Adding dual northbound and southbound left turn lanes on College Avenue, (2) Adding a dedicated right turn lane from eastbound Trilby to southbound College Avenue, (3) Replacing the existing traffic signal system, (4) Adding raised medians and bicycle/pedestrian improvements and, (5) landscaping and urban design elements.

The total project cost for this intersection is estimated at \$5.0 M. Of this cost, \$600,000 is eligible for funding through the Transportation Capital Expansion Fee (TCEF) program (linked to a separate offer submitted for TCEF), \$550,000 will be allocated from the Arterial Intersections CCIP funding, and \$2.25 M comes from the federal safety grant. The remaining \$1.6 M will need to be funded through a capital project.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Expected deliverables for this project include: completing the design, right-of-way acquisition, and construction of the project by the end of 2020.
- Future, ongoing operations and maintenance costs are estimated at \$6,000 per year and include: pavement, sidewalks, utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping/urban design improvements.
- This project will address safety and operational improvements at this intersection which has a higher than expected rate of vehicle crashes. This project will also address multi-modal issues by constructing bicycle, pedestrian, and ADA compliant improvements.



Offer 1.15: KFCG ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

- This offer will leverage the significant \$2.25 M federal safety grant and position the project for constructing the improvements by the end of 2020.
- Approximately 46,000 vehicles utilize this intersection on a daily basis. On average, this intersection experiences 33 crashes per year, with 11 crashes being severe. When factoring in intersection geometry and traffic volumes, this intersection experiences the second highest rate of crashes in the City.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$6,000

Scalability and explanation

This offer would make the total project budget \$5M. Based on recent similar projects, this is a minimum amount necessary to accomplish the project goals. If this amount is reduced, some proposed improvements would have to be eliminated.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Left turn approach crashes are prevalent at this intersection. This issue will be addressed with the addition of dual left turn lanes on College Avenue. Bicycle, pedestrian, and transit (where applicable) improvements will be provided throughout the footprint of the proposed improvements.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: This intersection is one of the most congested locations within the City; along with a higher than expected rate of crashes. The project will resolve this issue by: constructing multiple auxiliary turn lanes, replacing the traffic signal system and, installing raised medians where feasible.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 1.15: KFCG ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.15: KFCG ENHANCEMENT: College Avenue and Trilby Road Intersection Improvements

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		792,000	792,000	- %
	560000 - Capital Outlay	792,000	792,000	- %
591000 - Transfers to Funds		8,000	8,000	- %
	590000 - Transfers Out	8,000	8,000	- %
	Total Expenses	800,000	800,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	800,000	800,000	- %
	Funding Source Total	800,000	800,000	- %



Offer 1.16: KFCG ENHANCEMENT: Arthur Ditch Safety Improvements

2019: \$250,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$250,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will build upon the initial findings of the Arthur Ditch Alternatives Analysis study completed by the City in 2017. This study identified several conceptual level alternatives to address the covered section of the ditch between Wood Street and Laurel Street. This offer proposes to refine this study; identifying the preferred alternatives, performing a more thorough feasibility analysis on the preferred alternatives, and completing preliminary engineering and cost estimate for the preferred alternatives.

The Arthur Ditch was put underground in a concrete culvert through Fort Collins from Wood Street to Laurel Street around 1933. The culvert passes through public right of way (ROW) and approximately 67 private properties. Neither the City nor the Ditch Company agreed to maintain the culvert in private property, and it is now over 80 years old. The culvert has not been regularly maintained or inspected. The ditch is in a prescriptive easement which is not specifically described or listed in property records. It is likely that many property owners are not aware of its presence under their property.

The culvert is well past its expected useful life, and has been rapidly failing in the right of way where the City has the responsibility of repairing and replacing it. While many sections of the Arthur Ditch have been replaced in the public ROW, there are still streets and alleys with the original Arthur Ditch which is now structurally deficient.

After witnessing the condition of the ditch in the right of way, we have become increasingly concerned that the ditch will begin to fail on private property.

In some cases, the cost to replace the culvert on private property in a traditional manner may exceed the value of the property.

Because the cost to replace the ditch is so high and because of the public ROW and private property owners affected (approximately 67), we have identified this as a significant public health and safety threat.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 1.16: KFCG ENHANCEMENT: Arthur Ditch Safety Improvements

- Expected deliverables for this project include: public engagement and awareness related to the location and status of the Arthur Ditch, safety improvement recommendations, and potentially constructed projects.
- No additional funding is being requested for ongoing operations and maintenance.
- This offer is a pro-active approach to a complex problem potentially affecting the City, private property owners and the ditch company.
- It is only a matter of time before this culvert begins to fail on private property; this offer takes the initiative to have a solution in place before that happens. This offer seeks an efficient, innovative solution that creates a win-win for all stakeholders.
- This offer will provide needed information to inform an educated decision about the risks, liabilities, and solutions to the long term maintenance of the Arthur Ditch.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

Due to the potential ancillary reduction of liability to the bridge program, this offer could be reduced and would result in less progress with evaluating the top alternatives for permanent solutions as recommended with the Arthur Ditch study effort.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will ultimately provide quality infrastructure for all modes of travel, similar to numerous Arthur Ditch projects completed over the past 10 years by the City’s Bridge Program.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The Arthur Ditch was put underground in a concrete culvert through Fort Collins from Wood Street to Laurel Street around 1933, and the culvert has not been regularly maintained or inspected. Currently, 8 locations have been identified as structurally deficient within the City’s right-of-way.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=10446&periodId=20947.html>



Offer 1.16: KFCG ENHANCEMENT: Arthur Ditch Safety Improvements

- TRAN 20. # of Bridges that Exceed Design Life

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=110990&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.16: KFCG ENHANCEMENT: Arthur Ditch Safety Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	250,000	250,000	- %
520000 - Purchased Prof & Tech Services	250,000	250,000	- %
Total Expenses	250,000	250,000	- %
Funding Sources			
254-KFCG Fund: Other Transportation	Ongoing Restricted 250,000	250,000	- %
Funding Source Total	250,000	250,000	- %



Offer 1.17: ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

2019: \$400,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the design and construction of a bicycle and pedestrian grade separation of Harmony Road.

This is a crucial bicycle and pedestrian infrastructure need at the local and regional level as identified in the 2013 North Front Range MPO Bicycle Master Plan, 2013 City of Fort Collins Paved Recreational Trail Master Plan, and the 2014 City of Fort Collins Bicycle Plan.

The existing Power Trail is a 10' wide, multi-use, paved concrete trail running north and south through the City of Fort Collins. The northern end of the trail begins at the Edora Pool and Ice Center (EPIC) and ties into the City's Spring Creek Trail (east-west). A majority of the Power Trail parallels, and is within, the Union Pacific Railroad (UPRR) right-of-way. The trail merges with the Fossil Creek Trail, passes under Trilby Road and Carpenter Road, and connects to the City of Loveland.

The total project cost is estimated at \$5.0 M. Of this cost \$400,000 is eligible for funding through the Transportation Capital Expansion Fee (TCEF) program (which will be funded with this offer), \$2.0 M will be allocated from the Bicycle/Pedestrian Grade Separation CCIP funding (which includes \$1.1 M from 2016 funding [already appropriated], and \$0.9 M from 2019 funding), and \$800,000 comes from a Transportation Alternatives Program (TAP) grant. The remaining \$1.8 M will need to be funded through a capital project (linked to a separate offer submitted for KFCG).

This offer is being submitted in conjunction with a Parks Planning and Development offer to complete the existing three-quarter mile gap in the Power Trail, north and south of Harmony Road.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Staff issued a design Request for Proposals (RFP) in the spring of 2018 to secure a consultant team for alternatives analysis and design documents.
- Expected deliverables for this project include: an alternatives analysis study, public outreach, right-of-way, and completing construction by the end of 2020.



Offer 1.17: ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

- Future, ongoing operations and maintenance costs are estimated at \$5,000 per year and include: pavement, sidewalks, utilities, traffic signs and striping, snow clearing operations, a grade-separated structure which will be built to a 75-year design life, and landscaping/urban design improvements.
- This offer includes grant matching funds for planned bicycle/pedestrian grade separation projects. This offer includes construction funding for a planned grade separation of the Power Trail at Harmony Road.
- This offer takes the data driven, cost/benefit analysis from the Study and constructs safety and mobility improvements to the City’s highest-ranking bicycle/pedestrian grade separation locations.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$5,000

Scalability and explanation

As proposed, this offer is not scalable.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure a grade separation of Harmony Road for bicyclists and pedestrians. This project will complete the gap section of the Power Trail, in conjunction with and offer from the City’s Parks Planning and Development group.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of a safe, accessible, grade-separation of Harmony Road for bicyclists and pedestrians which has been identified in multiple local and regional planning efforts.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 1.17: ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.17: ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
563000 - Infrastructure	396,000	-	- %
560000 - Capital Outlay	396,000	-	- %
591000 - Transfers to Funds	4,000	-	- %
590000 - Transfers Out	4,000	-	- %
Total Expenses	400,000	-	- %
Funding Sources			
291-Street Oversizing Fund: Reserve	399,120	-	- %
Reserves			
292-Transportation Services Fund: Reserve	880	-	- %
Reserves			
Funding Source Total	400,000	-	- %



Offer 1.18: KFCG ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

2019: \$500,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$1,300,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the design and construction of a bicycle and pedestrian grade separation of Harmony Road.

This is a crucial bicycle and pedestrian infrastructure need at the local and regional level as identified in the 2013 North Front Range MPO Bicycle Master Plan, 2013 City of Fort Collins Paved Recreational Trail Master Plan, and the 2014 City of Fort Collins Bicycle Plan.

The existing Power Trail is a 10' wide, multi-use, paved concrete trail running north and south through the City of Fort Collins. The northern end of the trail begins at the Edora Pool and Ice Center (EPIC) and ties into the City's Spring Creek Trail (east-west). A majority of the Power Trail parallels, and is within, the Union Pacific Railroad (UPRR) right-of-way. The trail merges with the Fossil Creek Trail, passes under Trilby Road and Carpenter Road, and connects to the City of Loveland.

The existing Power Trail has approximately a three-quarter mile gap in it, north and south of Harmony Road. The detour route is approximately 1.5 miles long and requires users to cross Harmony Road at-grade at McMurry Avenue. This offer proposes to: (1) provide a grade separation at Harmony Road, and (2) to complete the three-quarter mile gap in the Power Trail.

The total project cost is estimated at \$5.0 M. Of this cost \$400,000 is eligible for funding through the Transportation Capital Expansion Fee (TCEF) program (linked to a separate offer submitted for TCEF funding), \$2.0 M will be allocated from the Bicycle/Pedestrian Grade Separation CCIP funding (which includes \$1.1 M from 2016 funding [already appropriated] and \$0.9 M from 2019 funding), and \$800,000 comes from a Transportation Alternatives Program (TAP) grant. The remaining \$1.8 M will need to be funded through a capital project (this offer).

This offer is being submitted in conjunction with a Parks Planning and Development offer to complete the existing three-quarter mile gap in the Power Trail, north and south of Harmony Road.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 1.18: KFCG ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

- Staff issued a design Request for Proposals (RFP) in the spring of 2018 to secure a consultant team for alternatives analysis and design documents.
- Expected deliverables for this project include: an alternatives analysis study, public outreach, right-of-way, and completing construction by the end of 2020.
- Future, ongoing operations and maintenance costs are estimated at \$5,000 per year and include: pavement, sidewalks, utilities, traffic signs and striping, snow clearing operations, a grade-separated structure which will be built to a 75-year design life, and landscaping/urban design improvements.
- This offer includes grant matching funds for planned bicycle/pedestrian grade separation projects. This offer includes construction funding for a planned grade separation of the Power Trail at Harmony Road.
- This offer takes the data driven, cost/benefit analysis from the Study and constructs safety and mobility improvements to the City’s highest-ranking bicycle/pedestrian grade separation locations.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$5,000

Scalability and explanation

As proposed, this offer is not scalable.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure a grade separation of Harmony Road for bicyclists and pedestrians. This project will complete the gap section of the Power Trail, in conjunction with and offer from the City’s Parks Planning and Development group.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of a safe, accessible, grade-separation of Harmony Road for bicyclists and pedestrians which has been identified in multiple local and regional planning efforts.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget



Offer 1.18: KFCG ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.18: KFCG ENHANCEMENT: Harmony/Power Trail Grade Separated Crossing and Trail Extension

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %

Expenses

563000 - Infrastructure	495,000	1,287,000	160.0%
560000 - Capital Outlay	495,000	1,287,000	160.0%
591000 - Transfers to Funds	5,000	13,000	160.0%
590000 - Transfers Out	5,000	13,000	160.0%
Total Expenses	500,000	1,300,000	160.0%

Funding Sources

254-KFCG Fund: Other Transportation	Ongoing Restricted	500,000	1,300,000	160.0%
Funding Source Total		500,000	1,300,000	160.0%



Offer 1.19: ENHANCEMENT: Jefferson Street Final Design - College to Lincoln

2019: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will provide funding for the right-of-way acquisition phase. This is a collaborative effort between the City's Engineering and Utilities Departments.

The preliminary design was completed in 2018, and the City received clearance from the Colorado Department of Transportation (CDOT) to proceed to the right-of-way acquisition phase. The primary goals of the project are: (1) improve multi-modal facilities, (2) formalize on-street parking in the area, (3) replace underground utilities which are nearing the end of their design life, (4) improve safety by constructing raised medians, and (5) installing urban design/landscape improvements.

Funding the right-of-way phase will allow: (1) an opportunity for final design for the roadway, wet utilities, and dry utilities in the 2021/2022 budget cycle, (2) refinement of the construction cost estimate which is currently in the \$12 M - \$14 M range, (3) getting the project "grant ready" for construction funding opportunities, and (4) evaluating construction alternatives and phasing to minimize impact to local businesses and the travelling public.

Current funding includes the following: \$1 M Congestion Mitigation and Air Quality (CMAQ) federal grant and \$250,000 from the Building on Basics (BOB) intersection funds (this funding was used for an alternatives analysis of the street cross-section, preliminary design, and environmental/historical clearances). Additional funding is being requested to complete the right-of-way phase.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing the right-of-way phase, searching for construction funding grant opportunities, and refining the construction cost estimate to position the project for construction funding in the 2021/2022 budget cycle.
- No additional funding is being requested for ongoing operations and maintenance.
- This project leverages grant funds to continue progress toward having the project shovel-ready.
- This is a collaborative project supporting multiple strategic objectives across several City Departments.



Offer 1.19: ENHANCEMENT: Jefferson Street Final Design - College to Lincoln

- The primary goals of the project are safety improvements for all modes, aesthetic improvements consistent with the Poudre River District design standards, and replacing aging utility infrastructure.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is not scalable since this is the required amount of money to complete the right-of-way phase.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel by: installing bicycle facilities which do not currently exist, improving sidewalks and making routes ADA accessible, and installing raised medians in key locations to reduce the number of vehicular crashes.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will install bike lanes which do not currently exist, replace aging and undersized wet utilities, resurface the roadway to extend the pavement life, and formalize the existing on-street parking.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp
Lead Department: Engineering



1.19: ENHANCEMENT: Jefferson Street Final Design - College to Lincoln

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
561000 - Land		300,000	-	- %
	560000 - Capital Outlay	300,000	-	- %
	Total Expenses	300,000	-	- %
Funding Sources				
100-General Fund: One-time Revenue	One-Time Restricted	300,000	-	- %
	Funding Source Total	300,000	-	- %



Offer 1.20: ENHANCEMENT: Lemay Realignment and Suniga Road Improvements Project

2019: \$808,750 and 0.00 FTE, 0.00 Hourly FTE

2020: \$808,500 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the final design and construction of the Lemay Realignment (Lincoln to Conifer), a grade-separated roadway bridge over the Burlington Northern Santa Fe (BNSF) Railway and Vine Drive, and the new intersection of Suniga Road and the Lemay Realignment.

This project includes the following elements: (1) Completing the 4-lane arterial standards for Lemay Avenue at the intersection with Lincoln Street, (2) Extending Buckingham Street from Ninth Street to the Lemay Realignment, (3) Building a 4-lane roadway bridge over the BNSF Railway and Vine Drive, (4) Constructing a new arterial-arterial intersection of Lemay Avenue and Suniga Road, northeast of the current Vine Drive and Lemay Avenue intersection, and (5) Completing the Lemay Realignment at the existing intersection with Conifer Street.

The project provides a wide range of benefits, but three important ones are: (1) A solution to congestion, access and livability problems for historic neighborhoods near Lemay Avenue (Ninth Street) and Vine Drive, (2) Improvements to traffic/train switching delays and safety for the traveling public, and (3) Key improvements to deficient and lacking infrastructure including sidewalks, bike lanes, bridges and pavement.

This high priority transportation capital project is ranked in the top ten on the Capital Improvement Projects (CIP) list within the adopted Transportation Master Plan. This offer includes final design and construction funding and is highly leveraged with previous Budgeting for Outcomes (BFO) offers and the City's Transportation Capital Expansion Fee (TCEF) program.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing the final design, hiring a general contractor to assist with constructability and phasing, and completing construction by the end of 2020. 60% project design and construction estimating were completed in 2018.



Offer 1.20: ENHANCEMENT: Lemay Realignment and Suniga Road Improvements Project

- Future, ongoing operations and maintenance costs include: asphalt and concrete pavements, sidewalks, underground utilities, traffic signals, traffic signs and striping, snow clearing operations, a roadway bridge which will be built to a 75-year design life, and landscaping/urban design improvements. Many of these items will be maintained through existing operating budgets by multiple City depts.
- Since this is such a large capital project, with a large landscaping component, additional funding is being requested for ongoing operations and maintenance in the amount of \$20,000 per year.
- This project will address critical long-term existing deficiencies for all modes of travel that are only worsening with additional development in the area. This project will ultimately solve mobility, access, and emergency services problems for nearby, existing neighborhoods that have been disproportionately impacted by the growth in traffic and congestion near Vine and Lemay.
- \$3.4 M has already been appropriated to this project from the TCEF program and previous BFO offers. This offer funds \$10M of the project with debt financing over a 20-year repayment period. An additional \$8.6M of TCEF will be appropriated at the time the bond proceeds are appropriated. Including principle and interest this project will cost \$28M at completion.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$820,000

Scalability and explanation

This offer includes final design and construction funding for the proposed Realignment of Lemay, intersection improvements at multiple locations, bridge construction, and landscape / urban design improvements. Scaling this offer would have a negative impact on the aesthetics and landscape buffers currently proposed with the project. Future TCEF appropriations may be requested in 2018 to complete critical path work items, these funds would come from the \$8.6 M TCEF allocation.

Links to Further Details:

- [Vine/Lemay Project Website – www.fcgov.com/engineering/vine-lemay.php](http://www.fcgov.com/engineering/vine-lemay.php)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Vehicular traffic will be placed on the Lemay Realignment, with local access being maintained for residents near the existing Vine/Lemay intersection. Bicycle and pedestrian improvements will be provided on the Lemay Realignment and at the existing at-grade Vine/Lemay intersection.



Offer 1.20: ENHANCEMENT: Lemay Realignment and Suniga Road Improvements Project

- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Traffic can routinely back up south on Lemay Avenue nearly a mile to Mulberry when a train is present. Because of switching operations and substandard street width, this location has some of the worst train delays in the City. The project will resolve this issue by constructing the roadway bridge over the BNSF Railway.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project, along with completing Suniga Road, is the most critical, high-priority transportation project for the City to be prepared for additional growth in northeast Fort Collins. This project will address the lack of transportation and utility infrastructure for one-mile of the Lemay Avenue corridor (Lincoln Street to Conifer Street).

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>
- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.20: ENHANCEMENT: Lemay Realignment and Suniga Road Improvements Project

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
581000 - Debt Service		808,750	808,500	- %
580000 - Debt & Other Uses		808,750	808,500	- %
Total Expenses		808,750	808,500	- %
Funding Sources				
100-General Fund: Ongoing	Ongoing	269,583	539,000	99.9%
100-General Fund: Reserves	Reserve	539,167	269,500	-50.0%
Funding Source Total		808,750	808,500	- %



Offer 1.24: ENHANCEMENT: CCIP - Pedestrian Sidewalk Accessibility Improvements

2019: \$1,100,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$1,100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will fund the Pedestrian Sidewalk and ADA Compliance Program. To date, the sidewalk program has been funded by the 2005 Building on Basics (BOB) and Keep Fort Collins Great (KFCG). In 2015, Community Capital Improvement Program (CCIP) ballot initiative Safe Routes to Everywhere was approved to continue this program for installation of pedestrian improvements city wide to eliminate hazards and remove obstacles along with improvements to bus stops and the bicycle network.

With the cost of Pedestrian Sidewalk and Americans with Disabilities Act (ADA) Compliance Program needs increasing to \$156 million, a sustainable and predictable revenue source is recommended to implement the overall cost of construction.

This offer:

- Supports the recently updated Climate Action Plan to achieve climate action goals.
- Supports the recently updated Transportation Master Plan. Approximately \$1,400,000 per year through 2025 has been allocated for pedestrian improvement projects.
- Seeks to implement the recommendations from the pedestrian needs assessment completed in 2013, and later updated in 2017, which identifies missing or substandard sidewalks, and ramps that do not comply with the ADA.
- Seeks to incorporate the pedestrian improvement program ADA transition plan into the citywide ADA transition plan.
- Level of service compliance
- Supports prioritization of infrastructure management software.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility

Additional Information

- Addresses City-wide sidewalk needs objectively, comprehensively, and provide for the ability to coordinate sidewalk construction with other departments to construct sidewalks as quickly as possible, seek cost efficiencies, and meet City transportation goals.
- Supports quality of the pedestrian environment and potential pedestrian activity levels by creating a safe and convenient mode of transportation and recreation.



Offer 1.24: ENHANCEMENT: CCIP - Pedestrian Sidewalk Accessibility Improvements

- Use of prioritization software provides ability to focus resources in areas of high pedestrian volumes where conditions may be difficult and pose the greatest threat to the pedestrian.
- Encourages alternative modes of travel.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is not scalable.

Links to Further Details:

- <https://www.fcgov.com/engineering/pedneeds.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This offer is essential to fund needed upgrades to our pedestrian sidewalk network by increasing widths of existing sidewalks where needed, providing sidewalks in areas that currently do not have sidewalk facilities, and meeting ADA standards at sidewalks and intersections.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The infrastructure of pedestrian facilities is a high priority for the Fort Collins community, and this offer provides much needed improvements to aging and/or missing sidewalk networks. This offer also provides funding to construct sidewalks in largely undeveloped areas of the City, such as the northeast quadrant.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: Some of the funding of this offer is used to assist our Asset Management function in the collection and analysis of data for our sidewalk network. This in turn provides a well-planned repair, maintenance, and construction program for our sidewalk network to reduce lifecycle costs.

Performance Metrics

- TRAN 62. Sidewalk Network (City-wide sidewalk network)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=476784&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 1.24: ENHANCEMENT: CCIP - Pedestrian Sidewalk Accessibility Improvements

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: CCrager

Lead Department: Engineering



1.24: ENHANCEMENT: CCIP - Pedestrian Sidewalk Accessibility Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	-	-	- %	
Hourly (FTE)	-	-	- %	
Expenses				
563000 - Infrastructure	1,089,000	1,089,000	- %	
560000 - Capital Outlay	1,089,000	1,089,000	- %	
591000 - Transfers to Funds	11,000	11,000	- %	
590000 - Transfers Out	11,000	11,000	- %	
Total Expenses	1,100,000	1,100,000	- %	
Funding Sources				
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	Ongoing Restricted	1,100,000	1,100,000	- %
Funding Source Total		1,100,000	1,100,000	- %



Offer 1.26: ENHANCEMENT: Railroad Crossing Maintenance

2019: \$125,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$125,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer supports safe, quality infrastructure and smooth traffic flow across the City’s transportation system by replacing broken and dangerous railroad crossings and maintaining adjacent roadway infrastructure. The Colorado Public Utilities Commission (PUC) requires railroads and local municipalities to share the material and labor costs (50/50 split) for replacement and repair of railroad crossings. This is referenced in the PUC as Code 4 of Colorado Regulations 723-7. Damaged railroad crossings pose a significant safety risk to motorists, bicyclists, and pedestrians, as well as the potential for liability claims against the City.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Improves and maintains the 53 track crossing locations; 19 on arterial streets with a life expectancy of 20 years, and 34 minor crossings with a life expectancy of 50 years.
- In 2017 staff conducted a condition assessment of the 19 arterial crossings and results show that 2 to 3 arterial replacements will be needed per year to keep up with the rate of deterioration, in addition to other maintenance and repair requirements and needed periodic replacements on the minor crossings.
- The funding level request in this offer matches the physical conditions and replacement schedule for 2019 and 2020.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is not scalable.

Links to Further Details:

- Not applicable



Offer 1.26: ENHANCEMENT: Railroad Crossing Maintenance

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This offer improves safety for all modes of travel by ensuring safe and reliable railroad crossings, and maintaining adjacent streets infrastructure. This offer also ensures funding to conduct adequate condition assessments, which allows staff to plan for replacement projects and avoid emergency repair situations.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Dilapidated and inadequate railroad crossings can exacerbate traffic congestion, as 19 of the 72 existing crossings exist on arterial roadways currently. This offer provides funding to better manage delays caused by congestion at train crossings.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: Improving the infrastructure at intersections is a high priority for the Fort Collins community, and this offer addresses the aging infrastructure of train crossings which exist at many intersections. As previously stated, the PUC requires railroads and local municipalities to share the material and labor costs (50/50 split) for replacement and repair of railroad crossings.

Performance Metrics

- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: CCrager

Lead Department: Engineering



1.26: ENHANCEMENT: Railroad Crossing Maintenance

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		125,000	125,000	- %
	560000 - Capital Outlay	125,000	125,000	- %
	Total Expenses	125,000	125,000	- %
Funding Sources				
100-General Fund: Ongoing	Ongoing	125,000	125,000	- %
	Funding Source Total	125,000	125,000	- %



Offer 1.27: ENHANCEMENT: Vine Drive Design - College Avenue to Linden Street

2019: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the preliminary design for Vine Drive from College Avenue to Linden Street, which is approximately 0.4 miles.

This project includes the following elements: (1) Preliminary (30%) design, (2) Analyzing recent development frontages (including RMI and the City's whitewater park) and preparing for further redevelopment in this area, (3) Construction estimating to prepare for the 2021/2022 budget cycle, (4) Analyzing traffic patterns and projected vehicular trips as the Suniga Road corridor continues to be built, and (5) Urban design/landscaping improvements.

This offer is being requested in response to recent developments along this corridor, including the upcoming Kayak Park, and to prepare for upcoming redevelopments along Vine Drive, College Avenue in this area, and Linden Street. Currently, Vine Drive is proposed as a 2-lane arterial street. This project will analyze the gaps in the sidewalk and bike lane network, and determine if additional on-street parking is needed.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing a preliminary design and construction cost estimate.
- No additional funding is being requested for ongoing operations and maintenance.
- This project will complete a preliminary, multi-modal design and analyze the need for on-street parking.
- This offer will produce a 30% level construction cost estimate.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0



Offer 1.27: ENHANCEMENT: Vine Drive Design - College Avenue to Linden Street

Scalability and explanation

This offer is not scalable since this is the minimum requirement needed to complete the preliminary design.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide a preliminary design, for all travel modes, which can be taken to final design and construction through a future City capital project, or by future developments along Vine Drive.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of multi-modal transportation infrastructure on Vine Drive from College Avenue to Linden Street.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: CCrager

Lead Department: Engineering



1.27: ENHANCEMENT: Vine Drive Design - College Avenue to Linden Street

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	300,000	-	- %
520000 - Purchased Prof & Tech Services	300,000	-	- %
Total Expenses	300,000	-	- %
Funding Sources			
100-General Fund: One-time Revenue	300,000	-	- %
Funding Source Total	300,000	-	- %



Offer 1.28: ENHANCEMENT: Horsetooth Road and Strauss Cabin Road Design

2019: \$0 and 0.00 FTE, 0.00 Hourly FTE

2020: \$250,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the preliminary design for Horsetooth Road and Strauss Cabin Road from the intersection of Horsetooth and Ziegler to the intersection of Strauss Cabin and Harmony, which is approximately 2 miles.

This project includes the following elements: (1) Preliminary (30%) design, (2) Analyzing potential development frontages and existing Natural Areas frontages, (3) Construction estimating to prepare for future budget cycles, (4) Providing context sensitive design solutions for the proposed 2-lane Collector street section, and (5) Urban design/landscaping opportunities.

Currently, this section of roadway is a gravel road with no facilities for bicycles and pedestrians and is in Larimer County. This project will analyze the proposed street section and initiate stakeholder and community discussions about future improvements in this area. This design funding will also initiate conversations with Larimer County about the timing of annexing, portions or all roadway segments, into the City.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing a preliminary design and construction cost estimate.
- No additional funding is being requested for ongoing operations and maintenance.
- This project will complete a preliminary, multi-modal, context sensitive design.
- This offer will produce a 30% level construction cost estimate.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation



Offer 1.28: ENHANCEMENT: Horsetooth Road and Strauss Cabin Road Design

This offer is not scalable since this is the minimum requirement needed to complete the preliminary design.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide a preliminary design, for all travel modes, which can be taken to final design and construction through a future City capital project, or by future developments along this stretch of roadway.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of multi-modal transportation infrastructure and bring the roadway up to City standards with future construction funding.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.28: ENHANCEMENT: Horsetooth Road and Strauss Cabin Road Design

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	-	250,000	- %
520000 - Purchased Prof & Tech Services	-	250,000	- %
Total Expenses	-	250,000	- %
Funding Sources			
100-General Fund: One-time Revenue	-	250,000	- %
One-Time Restricted	-	250,000	- %
Funding Source Total	-	250,000	- %



Offer 1.29: ENHANCEMENT: North Mason Street Design - Alpine Street to Hemlock Street

2019: \$200,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the preliminary design for North Mason Street (Alpine Street to Hickory Street), along with Alpine Street, Pinon Street, and Hemlock Street (Mason Street to North College Avenue) which total approximately 3,000 feet of street.

This project includes the following elements: (1) Preliminary (30%) design, (2) Analyzing existing and proposed right-of-way lines, (3) Analyzing utility alignments for design and construction of a proposed storm water backbone project, and (4) Construction estimating to prepare for future budget cycles or development in the area.

This offer is in conjunction with two other offers, URA - Economic Health 40.4 and Utilities - Safe Community 11.13. In recent years the North College Urban Renewal Authority (URA) and members of the North College Citizens Advisory Group (CAG) have expressed interest in implementing stormwater and roadway improvements in this area. The stormwater infrastructure improvements are needed to promote development and re-development of the area.

Funding this Offer will allow Engineering staff to finalize roadway alignments and complete preliminary grading plans (2019), followed by right-of-way and/or easement acquisitions for the proposed roadways (2020).

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completing a preliminary design and construction cost estimate.
- No additional funding is being requested for ongoing operations and maintenance.
- This project will complete a preliminary (30%) roadway design and finalize stormwater utility alignments.
- This offer will produce a preliminary level construction cost estimate for future roadway improvements built with development projects of City capital projects.
- This project is a partnership between Engineering, Stormwater, Economic Health, and the URA.



Offer 1.29: ENHANCEMENT: North Mason Street Design - Alpine Street to Hemlock Street

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is not scalable since this is the minimum requirement needed to complete the preliminary design and necessary acquisitions.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide a preliminary design, for all travel modes, which can be taken to final design and construction through a future City capital project, or by future developments in the area.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will address the lack of multi-modal transportation and stormwater infrastructure along this section of Mason Street.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: Engineering



1.29: ENHANCEMENT: North Mason Street Design - Alpine Street to Hemlock Street

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %

Expenses

521000 - Professional & Technical	200,000	300,000	50.0%
520000 - Purchased Prof & Tech Services	200,000	300,000	50.0%
Total Expenses	200,000	300,000	50.0%

Funding Sources

100-General Fund: One-time Revenue	One-Time Restricted	200,000	300,000	50.0%
	Funding Source Total	200,000	300,000	50.0%



Offer 1.30: ENHANCEMENT: Great Western Railway Crossings at Timberline Road and Sharp Point Drive

2019: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete safety and maintenance improvements where the Great Western Railway crosses with Timberline Road and Sharp Point Drive.

This project includes the following elements: (1) Replacement of the railroad signal system and crossing material extension to accommodate the 6-lane section of Timberline Road (south of Prospect Road), (2) Installation of a new railroad signal system and crossing material at Sharp Point Drive, (3) Completion of the concrete and asphalt roadways at both crossings, (4) Completion of bicycle and pedestrians gaps along both roadways and, (6) Analyzation of a future quiet zone along this stretch of the Great Western Railway as requested by numerous residents in the area.

This offer is being requested in response to the lengthy negotiations between the City and Great Western Railway which began in 2015 for both crossing locations. The railroad construction estimates were completed in early 2016. The City is responsible to pay the full cost of the railroad construction work at both locations as part of the capital improvements agreements. The City has requested Great Western Railway to complete their portion of the projects by the end of 2018, as part of the on-going negotiations and settlement agreement.

Funding this offer will appropriate \$150,000 to the Timberline/Great Western crossing from general fund reserves, and appropriate \$150,000 to the Sharp Point/Great Western crossing from general fund reserves.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Expected deliverables for this project include: completion of the Great Western work for new signal systems and surface crossing material, completion of asphalt paving and bicycle and pedestrian facilities, and analyzing the potential for a future quiet zone.
- This project will complete safety and maintenance improvements for the existing Timberline/Great Western crossing, and the new Sharp Point/Great Western crossing.
- This offer is leveraged with funding collected from adjacent developments through prior appropriations.



Offer 1.30: ENHANCEMENT: Great Western Railway Crossings at Timberline Road and Sharp Point Drive

- This project will complete sub-standard and missing bicycle and pedestrian connections and provide for safer and direct access to the Poudre River Trail system. This offer will provide funding to analyze a potential, future quiet zone which has been requested by numerous residents in the area.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$8,000

Scalability and explanation

This offer is not scalable since this is the minimum requirement needed to complete the construction and quiet zone analysis.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This connection will provide a safer environment, meeting Railroad and Public Utilities Commission standards, for all modes of travel on Sharp Point Drive. Additionally, the project will provide a safer at-grade crossing for all modes at the Timberline/Great Western crossing.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project will complete sub-standard and missing bicycle and pedestrian connections and provide for safer and direct access to the Poudre River Trail system.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile



***Offer 1.30: ENHANCEMENT: Great Western Railway Crossings at
Timberline Road and Sharp Point Drive***

Offer Owner: TKemp

Lead Department: Engineering



1.30: ENHANCEMENT: Great Western Railway Crossings at Timberline Road and Sharp Point Drive

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		300,000	-	- %
	560000 - Capital Outlay	300,000	-	- %
	Total Expenses	300,000	-	- %
Funding Sources				
100-General Fund: One-time Revenue	One-Time Restricted	300,000	-	- %
	Funding Source Total	300,000	-	- %



Offer 6.1: Transportation Planning Services

2019: \$586,142 and 4.00 FTE, 0.00 Hourly FTE

2020: \$601,328 and 4.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will continue provision of transportation planning services managed by the FC Moves Department in the Planning, Development, and Transportation Service Area. Services include: corridor plans, Master Street Plan, pedestrian planning, capital improvement planning, travel demand modeling, active modes planning, street standard development and maintenance, and development review. These plans, policies, and services guide and inform how the City's transportation systems are built, operated and maintained. Transportation Planning is a key component of a healthy, efficient, innovative, safe, and sustainable community and economy. The other functions within FC Moves are the Safe Routes to School Program and FC Bikes; those functions are funded through separate offers.

This offer includes annual membership in the North Front Range Metropolitan Planning Organization (NFRMPO). Fort Collins has been a member of the NFRMPO since its inception in 1988. Membership in the NFRMPO is required in order to secure regional, state, and federal transportation funds, and for ensuring consistency between local and regional plans.

The 2019-20 Transportation Planning work plan may include:

- Enhanced Travel Corridor Master Plans for the North College/Mountain Vista and Prospect Road corridors.
- Development of local, regional, federal, and state grant applications for funding multimodal transportation plans, programs, and projects.
- Travel demand model maintenance, updates, and support.
- On-going management and updates to the City's Master Street Plan and multimodal Capital Improvement Plan.
- Development review services to support implementation of City's transportation plans.
- Supporting the City's energy, climate action, and sustainability goals.
- Program management for FC Bikes and Safe Routes to School.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 6.1: Transportation Planning Services

- Transportation planning staff are committed to close coordination with other key departments. Partners include Engineering, Traffic Operations, Streets, Planning, Social Sustainability, Environmental Health, Economic Health, Utilities, and community organizations and stakeholders.
- In addition to plan development, transportation planning staff work on project implementation such as green streets, automated bike share, infrastructure demonstration projects, school area infrastructure improvements, and development of capital projects.
- In 2019-2020, transportation planning staff will work as project managers for several major initiatives. Depending on other BFO funding, these many include Enhanced Travel Corridor Plans and the launch of new programs such as trip reduction and efficiency and FC Walks.

Links to Further Details:

- • <http://www.fcgov.com/transportationplanning/>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: FC Moves develops long range transportation plans for local and regional transportation networks. These plans ensure adequate capacity for all modes of travel.
- TRAN 6.1 - Improve safety for all modes of travel: Plans and projects consider safety a top priority for all modes, and include recommendations for improving travel safety.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: Enhanced Travel Corridor Plans and other area transportation plans focus on network needs, including aging or missing infrastructure. Plans ensure that these inadequacies are identified and addressed.

Improvements & Efficiencies

- Transportation plans are developed using a project management model that leverages limited personnel resources to manage teams of staff and consultants. Some projects are completed by internal teams, some projects are supplemented by consulting teams.
- The efforts of FC Moves staff have resulted in the City's designation as a Silver level Walk Friendly Community and a Platinum Level Bicycle Friendly Community, and most recently a Platinum Bicycle Friendly Business (for the City organization.)
- The FC Moves model combines transportation planning and active modes/vehicle trip reduction functions into one department. This is an innovative approach shared with only a few other communities that ensures a functional link between sustainable transportation strategies and long range plans and policies.



Offer 6.1: Transportation Planning Services

Performance Metrics

- TRAN 65. % Commute Mode Share

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=516908&periodId=20947.html>

Personnel Changes

- None.

Differences from Prior Budget Cycles

- This offer rebalances individual line items to reflect actual past expenses, without substantially changing the overall offer amount.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: psizemore

Lead Department: FC Moves



6.1: Transportation Planning Services

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	4.00	4.00	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	319,137	328,337	2.9%
512000 - Benefits	96,195	100,017	4.0%
519000 - Other Personnel Costs	(14,681)	(15,274)	4.0%
510000 - Personnel Services	400,651	413,080	3.1%
521000 - Professional & Technical	41,000	41,000	- %
522000 - Governmental Services	86,438	89,031	3.0%
529000 - Other Prof & Tech Services	10,000	10,000	- %
520000 - Purchased Prof & Tech Services	137,438	140,031	1.9%
533000 - Repair & Maintenance Services	1,700	1,800	5.9%
530000 - Purchased Property Services	1,700	1,800	5.9%
541000 - Insurance	206	214	3.9%
542000 - Communication Services	8,000	8,000	- %
543000 - Internal Admin Services	297	303	2.0%
544000 - Employee Travel	8,200	8,200	- %
549000 - Other Purchased Services	12,500	12,500	- %
540000 - Other Purchased Services	29,203	29,217	- %
551000 - Vehicle & Equipment Supplies	1,050	1,100	4.8%
555000 - Office & Related Supplies	11,500	11,500	- %
559000 - Other Supplies	4,600	4,600	- %
550000 - Supplies	17,150	17,200	0.3%
Total Expenses	586,142	601,328	2.6%

Transportation



Funding Sources

254-KFCG Fund: Other Transportation	Ongoing Restricted	86,438	89,031	3.0%
292-Transportation Services Fund: Ongoing Revenue	Ongoing Restricted	499,704	512,297	2.5%
	Funding Source Total	586,142	601,328	2.6%



Offer 6.2: ENHANCEMENT: CCIP - Bicycle Infrastructure

2019: \$350,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$350,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will apply the 2015 Community Capital Improvement Program (CCIP) annual funding allocated for bicycle improvement projects for 2019-2020. The approved CCIP tax package includes \$350,000 in 2019 and 2020 for bicycle improvement projects to implement the adopted 2014 Bicycle Master Plan. This provides funding for capital projects such as on-street bike lanes, connections between on and off street facilities, wayfinding signage, bicycle parking, and street crossings to promote cycling and safety.

The voter approved CCIP Bicycle Plan implementation ballot initiative set aside \$5 million over 10 years to be spent on capital expenditures (infrastructure design, construction and matching grants). Projects using the CCIP Bicycle Plan funds implement the Bicycle Plan and are important elements of realizing the goals that are set forth in City Council policies as articulated in City Plan and the Transportation Master Plan.

The CCIP Bicycle Plan funds are used to increase the capacity and safety of the city's bicycle network. Examples of projects that will be considered as part of the 2019-2020 project selection process:

- Low Stress Network Implementation: The primary infrastructure recommendation from the 2014 Bicycle Master Plan is the development of a low stress network of bikeways across the city. These routes use existing streets and trails and improvements are focused on intersections and enhancements to high stress segments.
- Intersection Improvements: Possible improvements at signalized and unsignalized intersections to proactively address needs throughout the City.
- Bicycle Parking: An effort to improve City provided bicycle parking in high-use areas.
- Bicycle Counters and data collection equipment: Permanent and mobile counters to deploy as needed to assess usage on the bicycle system to more effectively plan for facilities.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel

Additional Information

- The funds for this offer come from the voter approved sales tax initiative known as the Community Capital Improvement Program (CCIP).
- Past years of Bicycle Plan Implementation funding have been leveraged to obtain grant funding for multimodal projects with a strong bicycling element.



Offer 6.2: ENHANCEMENT: CCIP - Bicycle Infrastructure

- Project funding decisions are guided by the 2014 Bicycle Master Plan.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$10,000

Scalability and explanation

This offer is not scalable. The total amount allocated to bicycle improvements is a part of the ballot initiative, and the annual allocation has been determined based on the distribution of funds to all programs and projects listed in the initiative.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This offer will fund improvements to the bicycle network that will increase safety for roadway users.

Performance Metrics

- TRAN 47. % of residents responding very good/good - Ease of traveling by bicycle in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109980&periodId=20947.html>
- TRAN 64. Percent Arterial Bike Network Crossings Completed
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=516340&periodId=20947.html>
- TRAN 65. % Commute Mode Share
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=516908&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

title change

Offer Profile

Offer Owner: psizemore

Lead Department: FC Moves



6.2: ENHANCEMENT: CCIP - Bicycle Infrastructure

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		346,500	346,500	- %
	560000 - Capital Outlay	346,500	346,500	- %
591000 - Transfers to Funds		3,500	3,500	- %
	590000 - Transfers Out	3,500	3,500	- %
	Total Expenses	350,000	350,000	- %
Funding Sources				
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	Ongoing Restricted	350,000	350,000	- %
	Funding Source Total	350,000	350,000	- %



Offer 6.3: Safe Routes to School Program

2019: \$169,989 and 1.00 FTE, 0.00 Hourly FTE

2020: \$178,746 and 1.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will continue the City’s Safe Routes to School (SRTS) program housed within the FC Moves Department.

The SRTS program is part of a nationwide effort encouraging more children to walk and bike to school, benefiting their health, academic achievement and the environment. A long-term goal of the City’s program is to get 50 percent of K-12 schoolchildren safely biking or walking to school. SRTS is considered a best practice by top transportation, mobility and health organizations — from the American Planning Association, to the Federal Highway Administration, to the Centers for Disease Control and Prevention. SRTS emphasizes the Six Es of transportation and mobility services: Education, Encouragement, Engineering, Enforcement, Evaluation and Equity. The City’s SRTS program leads education, encouragement, evaluation and equity activities while collaborating with other City departments to address engineering and enforcement issues.

SRTS is highly collaborative and supports key City departments and programs including Transportation Planning, FC Bikes, Traffic Operations, Engineering, Police Services, Recreation, Parks and Sustainability. Non-City partners include the Colorado Department of Transportation, Poudre School District, Bike Fort Collins, Safe Kids Larimer County, BASE Camp, Boy Scouts and Girl Scouts, Boys and Girls Clubs, NFRMPO Bike & Ped Collaborative, local health organizations, and bike shops and other businesses.

Funding associated with this offer will provide office supplies, equipment, bike helmets for low-income students, educational giveaways, equipment maintenance, contractor services and other operating expenses. Funding will also cover staff salary and benefits. Grant funding provides additional resources for new and replacement equipment as well as new programming in response to community requests.

Program staff include an SRTS Coordinator and SRTS Assistant. Local nonprofit organizations are contracted to help deliver the education program.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- NLSH 1.4 - Co-create a more inclusive and equitable community that promotes unity and honors diversity



Offer 6.3: Safe Routes to School Program

Additional Information

- The City's SRTS program provides bike-ped safety education and encouragement activities to Fort Collins K-12 students and their parents. In 2017, the program reached more than 13,400 students and 1,700 adults. That's more than 15,000 people, compared to just 2,000 when the program started 11 years ago. This program has garnered national attention as a leader in innovative and equitable methods.
- Education is key to keeping kids safe. The entire community shares responsibility — parents, teachers, businesses, community agencies and government. SRTS emphasizes safety education related to the two modes of travel that kids can do independently. Much of the built environment that children must navigate is created and maintained by the City, making it essential to provide safety education.
- The SRTS School Rotation Schedule is a plan to teach bike-ped safety to all public-school students at strategic times during their educational development. In 2017 more than 7,600 students at 27 local schools received instruction, and 113 adults learned how to teach safe biking and walking through train-the-trainer events. Assistance was provided by 515 volunteers donating 1,600 volunteer hours.
- In 2017 SRTS distributed more than 400 free bike helmets to K-12 students and their parents, focusing on families with limited financial resources. The program also performed bike-safety checks and minor repairs on an estimated 4,000 students' bicycles. This is part of the SRTS program's support for public-health initiatives related to injury prevention and active-transportation health strategies.
- SRTS coordinates major events such as International Walk to School Day and National Bike to School Day (plus "Bike Week" at many schools), for which Fort Collins is a recognized leader in Colorado. SRTS also assists with walking school buses and bike trains (groups of kids who walk or bike together for safety) as well as ever-popular bike field trips and biking/walking camps and clubs.

Links to Further Details:

- <http://www.coloradodot.info/programs/bikeped/safe-routes>
- <http://saferoutesinfo.org>
- <http://www.saferoutespartnership.org>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This offer serves nearly 25 percent of Fort Collins' population, namely, youth under 18 years of age. Most of these youth can only travel independently by walking or biking, making it imperative that City streets be designed for safe travel by all modes and that bicycle and pedestrian safety education be provided to all youth and their parents.



Offer 6.3: Safe Routes to School Program

- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: A significant proportion, perhaps as much as 15 percent, of early morning and mid-afternoon traffic congestion is due to parents driving their children to and from school. One strategy for reducing traffic congestion and improving traffic flow can be through getting more kids biking and walking to school so their parents do not clog the streets with unnecessary trips in the family car.
- NLSH 1.4 - Co-create a more inclusive and equitable community that promotes unity and honors diversity: This program strives for equitable treatment of all students by emphasizing inclusion of disabled children during every type of program. For example, adaptive equipment is used to ensure disabled students are included with their classmates on bike field trips. The disabled children ride along on tandem bikes or in trailers and tagalongs pulled by teachers, SRTS instructors, parents and volunteers.

Improvements & Efficiencies

- SRTS has solidified its ability to provide bike-ped safety education to 7,500 to 8,000 students annually. The School Rotation Schedule, pilot-tested through a CDOT grant in 2015, now ensures that all students at public schools have multiple opportunities to learn bike-ped safety during PE classes and other school activities during their K-12 education.
- The SRTS fleet grew in 2017 to include 178 total vehicles (cargo van, bicycles, tagalongs and trailers), an increase of 48% over 2016. A new CDOT grant received in early 2018 will expand the fleet by 29 more vehicles, including a cargo trailer to be stationed at Olander Elementary and equipped specifically for bike field trips and adaptive equipment for inclusion of children with disabilities.
- The SRTS train-the-trainer program taught 133 adults how to teach bike-ped safety to children in 2017, far surpassing the goal of training 100 adults annually.
- SRTS has leveraged multiple new initiatives in the community. Examples include after-school and summer biking and walking camps/clubs, weeklong “Bike Week” celebrations, bike-ped infrastructure improvements in the vicinity of schools, satellite bike fleets at schools, school bike field trips, bike fix-it stations at schools and adoption of the SRTS curriculum by school PE teachers.
- SRTS is a key component of Fort Collins’ status as a “Bicycle Friendly Community” and “Walk Friendly Community.” The City likely would not maintain its status as a Platinum Bicycle Friendly Community without this comprehensive youth education program led by SRTS.
- SRTS has begun recruiting more volunteers, with 515 volunteers (mostly parents at schools) logging more than 1,600 volunteer hours in support of SRTS programming in 2017.
- Feedback from teachers, principals and parents is overwhelmingly positive, with 100% of participating teachers reporting high satisfaction with program content and delivery.



Offer 6.3: Safe Routes to School Program

- Fort Collins can be proud to have the first public high school and first public middle school in the nation to be designated Bicycle Friendly Businesses (BFBs) by the League of American Bicyclists. Both of these schools were inspired through SRTS programs to to apply for BFB status. Fort Collins High School is a silver-level BFB, and Leshar Middle School is a gold-level BFB.

Performance Metrics

- TRAN 39. Safe Routes to School Overall Student Participation
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111046&periodId=20947.html>
- TRAN 40. Safe Routes to School % of K-12 Students Who Regularly Walk or Bike to School
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111047&periodId=20947.html>
- TRAN 41. Safe Routes to School # Students Receiving Formal Bike/Ped Safety Instruction
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111048&periodId=20947.html>

Personnel Changes

- One full time hourly is being converted to classified.

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: nnichols

Lead Department: FC Moves



6.3: Safe Routes to School Program

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	1.00	1.00	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	70,711	77,837	10.1%	
512000 - Benefits	21,828	23,459	7.5%	
519000 - Other Personnel Costs	100	100	- %	
510000 - Personnel Services	92,639	101,396	9.5%	
529000 - Other Prof & Tech Services	2,000	2,000	- %	
520000 - Purchased Prof & Tech Services	2,000	2,000	- %	
533000 - Repair & Maintenance Services	1,000	1,000	- %	
530000 - Purchased Property Services	1,000	1,000	- %	
544000 - Employee Travel	2,250	2,250	- %	
549000 - Other Purchased Services	60,350	60,350	- %	
540000 - Other Purchased Services	62,600	62,600	- %	
555000 - Office & Related Supplies	500	500	- %	
559000 - Other Supplies	11,250	11,250	- %	
550000 - Supplies	11,750	11,750	- %	
Total Expenses	169,989	178,746	5.2%	
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	169,989	178,746	5.2%
Funding Source Total		169,989	178,746	5.2%



Offer 6.4: FC Bikes

2019: \$476,865 and 3.00 FTE, 0.00 Hourly FTE

2020: \$485,798 and 3.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will maintain the current staffing and services of the City's FC Bikes Program. FC Bikes implements a comprehensive set of strategies to improve safety and education for all transportation system users, while enhancing the accessibility of bicycling for people of all backgrounds across the community. The work of FC Bikes has contributed to Fort Collins' designation as a Platinum Bicycle Friendly Community, one of only five in the country, an upward trend in bicycle ridership, and a decrease in bicycle crashes. In 2017, Fort Collins was one of only 10 cities in the country selected to participate in the national Big Jump Program, a reflection of the City's ongoing support of bicycling.

Specific FC Bikes services include:

- Coordination with City departments and the community to implement the 2014 Bicycle Master
- Plan low-stress bike network and other bike infrastructure improvements
- Bike parking management
- Bike safety initiatives including extensive bicycle and motorist education
- Bicycle Ambassador Program
- Enforcement initiatives with Police Services
- Business outreach
- Bike Share
- Bike to Work Days and Open Streets
- Fort Collins Bike Map
- Ongoing program and project evaluation and data collection

This offer also provides resources to sponsor the Fort Collins Bike Share system. The Bike Share program increases the accessibility of bicycling and public transit by providing bikes available for checkout 24/7 at convenient stations around town (owned and operated by Zagster). As one of several local sponsors, the City's contribution to the Fort Collins Bike Share Program is decreasing every year while the system continues to expand, and this trend is expected to continue in 2019 and 2020.

The Bike Plan sets a 20% bicycle ridership goal and a goal to reduce bicycle injuries and eliminate fatalities by 2020. Maintaining a comprehensive set of bicycle programs designed to reach new riders and improve safety supports the City's various sustainability and Climate Action Plan goals.



Offer 6.4: FC Bikes

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- FC Bikes staff coordinate with multiple City departments and community stakeholders to offer innovative and inclusive bicycle programs and services for residents and visitors of Fort Collins.
- Since 2012, the number and severity of bicycle crashes has decreased; the FC Bikes Program seeks to offer a comprehensive set of programs designed to reduce bicycle crashes in Fort Collins and improve transportation safety for all.
- In 2019-2020, FC Bikes staff will oversee the implementation of multiple initiatives, including: Bicycle Ambassador Program, Bicycle Friendly Driver Program, Open Streets, Bike to Work Day, Ride Smart Drive Smart, low-stress bicycle network implementation, bike parking, and bike share.
- Builds on the City's Platinum Bicycle Friendly Community designation to implement a comprehensive approach to promoting bicycling as a healthy, safe, and economically viable form of transportation for people of all ages and abilities across the community.
- Participation in FC Bikes programs increases every year. In 2017, Bike to Work Day and Open Streets events combined attracted nearly 25,000 participants, and FC Bikes educated over 5,000 people through classes and events. This offer includes a contractual position titled: Bikes Program Specialist.

Links to Further Details:

- [FC Bikes Program Website: http://www.fcgov.com/fcbikes](http://www.fcgov.com/fcbikes)
- [Fort Collins Bike Share Website: http://zagster.com/fortcollins/](http://zagster.com/fortcollins/)
- [Big Jump Program: https://www.fcgov.com/bicycling/bigjump.php](https://www.fcgov.com/bicycling/bigjump.php)

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)

- ✓TRAN 6.1 - Improve safety for all modes of travel: Implements a comprehensive set of strategies to reduce bicycle-vehicle collisions in Fort Collins through education, enforcement, encouragement, engineering and evaluation.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: This offer funds bicycle infrastructure planning and programs to promote alternative forms of transportation.

Improvements & Efficiencies

- FC Bikes balances full-time and part time staff with the use of interns, volunteers and consultants to achieve the most productivity with the best use of resources.



Offer 6.4: FC Bikes

- FC Bikes implements a train-the-trainer model to effectively reach more people through its bicycle safety education and outreach programs. Over 100 Bicycle Ambassadors have been trained to teach classes, attend events or support community outreach, effectively expanding the reach of FC Bikes three full-time staff.
- The opening of the Walk & Wheel Skills Hub, a unique public/private partnership, has resulted in operational improvements and cost savings. An educational training course (e.g., bike rodeo) would normally require extensive set-up time and multiple staff/volunteers to manage operations. With the Skills Hub, minimal set up time is required, and a large group can be instructed with one staff member.
- FC Bikes and Police Services partnered to repurpose a former SWAT van to be utilized and branded as the Ride Smart Drive Smart vehicle. This vehicle provides storage for bikes and event equipment and has effectively reduced event prep and take-down time by 50-75%.

Performance Metrics

- TRAN 34. % Commute Mode Share by Bicycle
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=104737&periodId=20947.html>
- TRAN 22. FC Bike Library Checkouts
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=110991&periodId=20947.html>
- TRAN 63. Number of People Trained on Vehicle, Bicycle, and Pedestrian Safety
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=516173&periodId=20947.html>

Personnel Changes

- Two previous contract positions converted to classified positions.

Differences from Prior Budget Cycles

- Fort Collins Bike Library has evolved and expanded into the Fort Collins Bike Share Program. This offer supports automated bike share stations through Zagster Inc., and has reduced the city's overall contribution to bike share services.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile



Offer 6.4: FC Bikes

Offer Owner: tgregor

Lead Department: FC Moves



6.4: FC Bikes

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	3.00	3.00	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	214,319	220,597	2.9%	
512000 - Benefits	64,403	67,054	4.1%	
510000 - Personnel Services	278,722	287,651	3.2%	
521000 - Professional & Technical	48,500	48,500	- %	
529000 - Other Prof & Tech Services	2,500	2,500	- %	
520000 - Purchased Prof & Tech Services	51,000	51,000	- %	
533000 - Repair & Maintenance Services	223	227	1.8%	
530000 - Purchased Property Services	223	227	1.8%	
542000 - Communication Services	3,820	3,820	- %	
544000 - Employee Travel	2,600	2,600	- %	
549000 - Other Purchased Services	32,000	32,000	- %	
540000 - Other Purchased Services	38,420	38,420	- %	
555000 - Office & Related Supplies	3,000	3,000	- %	
559000 - Other Supplies	105,500	105,500	- %	
550000 - Supplies	108,500	108,500	- %	
Total Expenses	476,865	485,798	1.9%	
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	75,000	75,000	- %
292-Transportation Services Fund: Ongoing Revenue	Ongoing Restricted	401,865	410,798	2.2%
Funding Source Total		476,865	485,798	1.9%



Offer 6.5: Travel Behavior Survey

2019: \$0 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will continue an annual community-wide travel behavior survey program that collects comprehensive and accurate data on resident and employee multimodal travel.

This program helps the City determine if transportation projects and programs are having the desired impacts and supports data analysis of key transportation indicators. The data adds to our understanding of travel behavior, Vehicle Miles Traveled, (VMT) and the modes of transportation being used, all of which are critical to the City's greenhouse gas calculations for the Climate Action Plan. The data provides a comprehensive way of tracking mode shift, which the City uses in Budgeting For Outcomes metrics reporting. In the first two years of the survey, one round of resident information was collected in 2017 and one round of information about people working within city limits will be collected in 2018. This data is already being used to inform the City Plan Trends and Forces Report, as well as to update Climate Action Plan project charters. In the 2 year cycle proposed by this offer, the first year will be an "off" year (no funding required) and the second year will be another round of resident surveys.

The program includes distribution of a mobile application and companion hard copy survey that collect the following:

- Trips by mode (biking, walking, transit, driving, etc.) and purpose (work, shopping, school, etc.)
- Telecommuting trends
- Trip characteristics by mode
- Vehicle occupancy
- Vehicle ownership and availability
- Trip distance
- Trip start times
- Traveler demographics (age, occupation, gender, etc.)

Without this program, estimating mode share and other travel behavior relies upon regional or census surveys that are infrequent, not always statistically valid, and lacking in critical areas, such as non-work trips.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- HPG 7.6 - Leverage data, technology, metrics and benchmarks to guide decisions, improve results, and enhance service delivery



Offer 6.5: Travel Behavior Survey

Additional Information

- Important addition to transportation analysis that helps the City determine if transportation projects and programs are having the desired impacts
- Provides comprehensive data collection program for trip-making, including survey development, app development, distribution of survey, and analysis of results
- Collects valuable travel behavior data that the City does not currently have to support planning efforts (e.g., Climate Action Plan, Transportation Master Plan)
- Supports the tracking of key indicators such as Vehicle Miles Traveled (VMT) (used in Climate Action Plan greenhouse gas emission calculations) and mode share (part of BFO Metrics Reporting)

Links to Further Details:

- <https://www.fcgov.com/transportation/travelsurvey.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Collecting this data supports long-term planning efforts, such as corridor plans and the Transportation Master Plan update
- HPG 7.6 - Leverage data, technology, metrics and benchmarks to guide decisions, improve results, and enhance service delivery: This survey data helps inform planning studies, but also allows the City to track progress and report on performance metrics.

Improvements & Efficiencies

- In the first cycle of the survey, an app was developed to make submitting data easier and more convenient. In this second cycle of surveys, the app can be updated and reused, allowing more of the program resources to go to increasing the reach of the program and getting more responses.

Performance Metrics

- TRAN 65. % Commute Mode Share
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=516908&periodId=20947.html>

Personnel Changes

- NA

Differences from Prior Budget Cycles



Offer 6.5: Travel Behavior Survey

- Because this study occurs in 3 year cycles, the first year (2019) does not require any finding. In the last cycle, both 2017 and 2018 required funding for surveys.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: psizemore

Lead Department: FC Moves



6.5: Travel Behavior Survey

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
529000 - Other Prof & Tech Services	-	100,000	- %
520000 - Purchased Prof & Tech Services	-	100,000	- %
Total Expenses	-	100,000	- %
Funding Sources			
292-Transportation Services Fund: Ongoing Restricted Ongoing Revenue	-	100,000	- %
Funding Source Total	-	100,000	- %



Offer 6.7: KFCG ENHANCEMENT: Hampshire Low-stress Bikeway

2019: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$300,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will supplement Community Capital Improvement Program (CCIP) funds in order to complete the Hampshire Bikeway, a four-mile low-stress bicycle route recommended in the 2014 Bicycle Master Plan. The Hampshire Bikeway is a north-south route connecting five schools and other destinations from W. Vine Drive to the Spring Creek Trail . This offer will complete improvements at three major arterial crossings along the corridor and signage and striping enhancements.

The Bike Plan recommends a 2020 low-stress bike network to strategically advance safe and comfortable bicycling opportunities across the community. This network leverages existing low-traffic and low-speed streets, and identifies key arterial crossing improvements to help people safely navigate the network. This network is composed of more than 50 corridors; each corridor includes recommended projects related to improving intersection crossings, striping, and wayfinding signage. The Pitkin Bikeway Corridor Project provides an example of the type of corridor project that will be supported through this funding.

This offer will supplement CCIP funding in order to complete three arterial crossing improvements by 2020 at the following locations along the Hampshire Bikeway: W. Elizabeth St. at Ponderosa Dr., W. Prospect Rd. at Fuqua Dr./Hampshire Rd., and W. Drake Rd. at Hampshire Rd. In addition, bicycle wayfinding and striping enhancements will be installed to provide a seamless and intuitive citywide bikeway.

The City’s arterial street system provides direct connections for people bicycling; however, research shows that most people do not feel comfortable bicycling on streets with high traffic volumes and speeds. Establishing accessible bicycling routes by enhancing the local and collector street system holds significant potential to achieve the City’s goals of a 20% bicycle mode share, zero bicycle fatalities, and fewer annual bicycle related injuries, while offering other environmental, economic and social sustainability benefits.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 6.7: KFCG ENHANCEMENT: Hampshire Low-stress Bikeway

- Builds on the City's Platinum Bicycle Friendly Community designation to implement a comprehensive approach to promoting bicycling as a healthy, safe, and economically viable form of transportation for people of all ages and abilities across the community.
- Connects five K-12 schools as well as several trails and parks along a low-stress bikeway corridor. Creates an integrated bicycle network leveraging low-traffic and low-speed streets with the goal of increasing bicycle ridership to 20% and reducing injuries from bicycle versus motor vehicle crashes.
- This project will improve multimodal safety and provide more accessible alternatives for students of Poudre High School, Poudre Community Academy, Bauder Elementary, Olander Elementary and Blevins Middle School, as well as local residents.
- Fort Collins is one of 10 cities involved in the Big Jump Project and aims to double bicycle ridership in northwest Fort Collins. The Hampshire Bikeway is an integral north-south route connecting the Big Jump neighborhoods to key destinations, including schools.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

The Pitkin Bikeway Project demonstrates the level of investment necessary for a low stress corridor project where improvements are needed at multiple arterial crossings. The estimated cost for this corridor was approximately \$900,000. This offer can be scaled to provide more or less supplementary funding to complete the 2020 low-stress bicycle network. The amount of funding provided will directly impact the number and type of Bicycle Master Plan projects implemented.

Links to Further Details:

- Big Jump Project website: <https://peopleforbikes.org/placesforbikes/the-big-jump-project/>
- 2014 Bicycle Master Plan: <https://www.fcgov.com/bicycling/bike-plan.php>
- Pitkin Bikeway (example project): <https://www.fcgov.com/bicycling/pitkinbikeway.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: Provides a connected bikeway of low-traffic and low-speed streets and improves intersection crossings to facilitate direct and safe connections to community destinations.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: This offer supports this objective by promoting walking and bicycling as a means of travel. This improves individual health and by reducing auto traffic reduces air pollution and greenhouse gas emissions.



Offer 6.7: KFCG ENHANCEMENT: Hampshire Low-stress Bikeway

- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This offer funds signalized pedestrian and bicycle crossings at arterials along the Hampshire Bikeway. Today, these arterial streets serve as significant barriers and safety hazards to walking and bicycling.

Performance Metrics

- TRAN 64. Percent Arterial Bike Network Crossings Completed
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=516340&periodId=20947.html>
- TRAN 34. % Commute Mode Share by Bicycle
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=104737&periodId=20947.html>
- TRAN 40. Safe Routes to School % of K-12 Students Who Regularly Walk or Bike to School
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111047&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: tgregor

Lead Department: FC Moves



6.7: KFCG ENHANCEMENT: Hampshire Low-stress Bikeway

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		300,000	300,000	- %
	560000 - Capital Outlay	300,000	300,000	- %
	Total Expenses	300,000	300,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation Reserves & One-Time Use Tax	Reserve	300,000	300,000	- %
	Funding Source Total	300,000	300,000	- %



Offer 6.9: School Crossing Guard Program

2019: \$94,350 and 0.00 FTE, 0.00 Hourly FTE

2020: \$94,350 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will continue the School Crossing Guard Program, operated through an intergovernmental agreement (IGA) with Poudre School District (PSD). Per the IGA, PSD assumes all responsibility for the establishment, operation and administration of the School Crossing Guard Program. The City's contribution is an annual payment to PSD of \$94,350. PSD pays directly for the balance of program costs (up to an additional \$94,350).

The School Crossing Guard Program provides safe student crossings at major roadways located near PSD schools, primarily elementary schools. These roadways have a high volume of traffic and higher speeds, resulting in the need for crossing guards. The physical presence of the crossing guards is essential for the students to feel confident and safe in crossing busy streets to and from school. When surveyed, many parents have indicated they would not allow their students to bike or walk to school without the presence of crossing guards.

Providing for the safety of K-8 students crossing these roadways supports the City's goals as stated in:

- Bicycle and pedestrian safety as part of the City's Safe Routes to School program
- Council-adopted Bicycle Plan, Pedestrian Plan and Transportation Master Plan

Currently 10 crossing-guard locations are staffed by 13 crossing guards, benefiting the following schools: Bauder, Beattie, Cache la Poudre, Dunn, Kinard, Laurel, O'Dea, Olander and Riffenburgh. Most are staffed twice a day, and some justify additional midday staffing for half-day kindergarten students. Because of the close interaction among crossing guards, students and school staff, the program is most efficiently administered by PSD, including school principals at affected schools. PSD provides all training, uniforms, scheduling, supervision and personnel for this program.

This program is a cost-effective way to support a vital community safety service serving more than a thousand children each day.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information



Offer 6.9: School Crossing Guard Program

- The school crossing guards are a visible presence of safety personnel that directly influence driver behavior and traffic safety at the crossing points for K-8 students to and from school. This program also has a strong safety education component for the students in learning how to cross the street safely and increases their awareness of traffic dangers.
- The partnership with Poudre School District is a cost-effective approach to managing the School Crossing Guard Program and is essential in providing this important safety service to K-8 students.
- The signs used by the school crossing guards and the crossing guards' physical presence contribute to slower speeds of approaching traffic and voluntary speed compliance by motorists.
- According to National Center for Safe Routes to School survey results, many local parents indicate that they would not allow their students to bike or walk to school without the presence of school crossing guards.
- Crossing-guard locations are determined in partnership with the City's Traffic Operations Department based on crash data, traffic volume, traffic speed and other variables indicating higher risk for students.

Links to Further Details:

- fcgov.com/saferoutes
- psdschools.org
- www.coloradodot.info/programs/bikeped/safe-routes/training/crossing-guard

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: School crossing guards are an essential component of an overall safety program to help K-8 students get to and from school safely. The crossing guards address both perceived and very real safety issues of concern to parents.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Up to 15% to 20% of morning traffic congestion is due to parents driving their students to school. Programs such as this provide enhanced safety to help persuade parents to allow their students to walk instead of being driven, thereby reducing unnecessary trips by car.

Improvements & Efficiencies

- This program continues to exemplify an effective partnership between the City and Poudre School District.
- Poudre School District has agreed to cover new program expenses up to equal what the City is contributing, ensuring adequate room for program flexibility and growth to meet the needs of the community



Offer 6.9: School Crossing Guard Program

Performance Metrics

- TRAN 39. Safe Routes to School Overall Student Participation
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111046&periodId=20947.html>
- TRAN 40. Safe Routes to School % of K-12 Students Who Regularly Walk or Bike to School
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111047&periodId=20947.html>

Personnel Changes

- Not applicable.

Differences from Prior Budget Cycles

- None.

Explanation of Any Adjustments to Personnel Costs using object 519999

- n/a

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: nnichols

Lead Department: FC Moves



6.9: School Crossing Guard Program

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
529000 - Other Prof & Tech Services	94,350	94,350	- %
520000 - Purchased Prof & Tech Services	94,350	94,350	- %
Total Expenses	94,350	94,350	- %
Funding Sources			
254-KFCG Fund: Other Transportation	Ongoing Restricted 94,350	94,350	- %
Funding Source Total	94,350	94,350	- %



Offer 6.10: ENHANCEMENT: Pedestrian Master Plan and FC Walks Program

2019: \$250,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer will fund an update to the City's Pedestrian Plan, and add staff to implement a walking program. Last updated in 2011, the Fort Collins Pedestrian Plan has guided the creation of a safe and efficient pedestrian network, and to improve conditions so walking can be a viable transportation choice to aid in congestion relief and community livability. The focus of the first two plans has been on pedestrian infrastructure including sidewalks, curb ramps, and crossings. As a result, the City has a robust pedestrian infrastructure program, funded by the Community Capital Improvement Program quarter cent tax, which targets and rebuilds, fixes or builds new curb ramps and sidewalks throughout the City.

Typically, master plans such as the Pedestrian Plan, are updated every five years. With the update of the Transportation Master Plan (TMP) being completed in 2019, the Pedestrian Plan is perfectly timed to follow on with an update that will help implement the TMP.

The first year of funding (2019) is for a consultant contract to prepare a Pedestrian Master Plan, as well as a 0.5 hourly position to coordinate the plan. The Plan will be scoped to address the overall vision for walking in Fort Collins, including:

- Safety issues and improvements
- Pedestrian demand and priority areas
- Updates to the Pedestrian Level of Service methodology
- Crossing policy review and update
- Walking education and promotion
- Pedestrian project list
- Funding strategies and action plan

The second year of funding (2020) is to implement an education and promotion program focused on walking utilizing the 0.5 hourly position. This type of program is a critical companion to the infrastructure work, to educate people on the benefits of walking and to encourage behavior change, with efforts such as:

- Walk-to-work programs
- Walking maps
- Marketing campaign promoting walking
- International Walk to School Day



Offer 6.10: ENHANCEMENT: Pedestrian Master Plan and FC Walks Program

- Educational and historical walks
- Strengthening of partnerships
- Data collection and assessment of pedestrian safety issues

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- In 2013, Fort Collins was designated as a bronze-level Walk Friendly Community, and was recently re-designated in 2018 as a silver-level community. The Plan update and FC Walks program will build upon the successes that led to this designation and will work to advance the City's rating. even further.
- FC Walks will be responsible for coordinating and implementing action items from the updated Plan.
- Pedestrian-related issues are currently covered by a number of departments, including Engineering and Streets, who design, construct and maintain pedestrian facilities based on formal plans for pedestrian infrastructure. The FC Walks program will coordinate these related functions together in a collaborative, outcome-oriented approach.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$60,000

Scalability and explanation

This offer is scalable to a limited extent. We anticipate that the 0.5 hourly position is the minimum necessary to provide the basic programming and support described in this offer. Some scalability of the other program funds may be possible. Reductions would likely mean fewer or smaller scale events, fewer promotional materials, and potentially an inability to fund mapping and printing.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)



Offer 6.10: ENHANCEMENT: Pedestrian Master Plan and FC Walks Program

- ✓TRAN 6.1 - Improve safety for all modes of travel: There is a missing gap in education and promotion targeting walking. Everyone at some point in their trip is a pedestrian, encouraging walking and creating a safe walking environment is fundamental to a healthy city.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: Secondary level: Reducing vehicle miles traveled is a key strategy for reducing transportation related GHG emissions. A fundamental way to do this is to shift trips from driving to other modes, like walking. To facilitate this shift requires planning and building the right infrastructure, while also educating and encouraging the public to walk more and drive less when possible.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: One of the biggest barriers to walking are gaps in the sidewalk network, which this planning effort will help to address.

Performance Metrics

- TRAN 62. Sidewalk Network (City-wide sidewalk network)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=476784&periodId=20947.html>
- TRAN 35. % Commute Mode Share by Non-SOV (Single Occupant Vehicle)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=111036&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: Alverson
Lead Department: FC Moves



6.10: ENHANCEMENT: Pedestrian Master Plan and FC Walks Program

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	250,000	100,000	-60.0%
520000 - Purchased Prof & Tech Services	250,000	100,000	-60.0%
Total Expenses	250,000	100,000	-60.0%
Funding Sources			
292-Transportation Services Fund: Reserve	250,000	100,000	-60.0%
Reserves			
Funding Source Total	250,000	100,000	-60.0%



Offer 6.11: ENHANCEMENT: Transportation Options Plan and Program

2019: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer will fund the development of a program to promote and incentivize innovative transportation options and trip efficiency solutions across Fort Collins (historically known as Travel Demand Management or TDM). Reducing the demand on our roads and parking infrastructure (from single-occupancy automobiles) is a proven nationwide strategy to address congestion.

The City currently tackles congestion through intersection improvements (better turn lanes), state of the art traffic management systems, and traveler information on FC Trips. A Transportation Options Program complements infrastructure investment by helping and incentivizing people to more efficiently use the transportation system, by taking transit, ridesharing, walking, biking, and teleworking, instead of driving alone.

Strategies that may be implemented include:

- Incentives for telework and flex schedules,
- Improved or subsidized access to transit,
- Parking management strategies,
- Promotion of bicycling and reducing barriers,
- Promotion of walking and reducing barriers,
- Ride sharing (vanpool, carpool, car share, bike share)
- Technology applications including programming for mobile devices and intelligent transportation systems

The space on our roadways is finite, as such it should be managed as a valuable resource. With population growth comes increased demand on our roads, which in most parts of the City will not be widened to absorb more traffic. Road widening, in built out areas, impacts neighborhoods and typically has been shown to induce more travel. A Transportation Options program, as funded by this offer, proactively works to shift trips to more efficient (meaning better use of limited street space) modes like transit, bicycling, walking and ridesharing.

The funds are envisioned to initially (2019) develop a plan laying out the program elements and structure. The second year of funds (2020) would fund the program operations (including a 0.5 hourly position), education events and incentives.



Offer 6.11: ENHANCEMENT: Transportation Options Plan and Program

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals
- TRAN 6.3 - Improve transit availability and grow ridership

Additional Information

- This offer supports the City's goals in the Climate Action Plan and the Strategic Plan by reducing mobile emissions and their contribution to Greenhouse Gases.
- This planning effort will assess how to expand the availability of alternatives to single occupancy vehicles, through City programs and policies, such as FC Bikes and Transfort.
- This planning effort will address how to improve incentives for sustainable travel and investigate the true cost (and potential pricing) for automobile use

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$100,000

Scalability and explanation

The scope of this proposed program is consistent with other similar programs throughout the country for cities the size of Fort Collins. A smaller budget would reduce the amount of programs that could be deployed with limited public outreach. A larger budget would allow a more comprehensive effort with more public outreach.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)

- ✓TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Managing travel demand is a proven congestion relief strategy.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: Reducing Vehicle Miles Traveled (VMT), particularly from people driving alone, is a key strategy for reducing transportation related GHG emissions. The program described in this offer is focused on shifting drivers, driving alone, to more efficient travel modes like transit, bicycling, walking, or ride sharing. Not driving alone even one or two days a week can significantly help reduce VMT.



Offer 6.11: ENHANCEMENT: Transportation Options Plan and Program

- TRAN 6.3 - Improve transit availability and grow ridership: Supporting and promoting transit ridership is typically a key element of this type of program.

Performance Metrics

- TRAN 13. Ridership per capita - service area population
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91517&periodId=20947.html>
- TRAN 17. MAX ridership
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=92936&periodId=20947.html>
- TRAN 35. % Commute Mode Share by Non-SOV (Single Occupant Vehicle)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7269&object=measure&objectId=111036&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: Alverson

Lead Department: FC Moves



6.11: ENHANCEMENT: Transportation Options Plan and Program

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	150,000	100,000	-33.3%
520000 - Purchased Prof & Tech Services	150,000	100,000	-33.3%
Total Expenses	150,000	100,000	-33.3%
Funding Sources			
292-Transportation Services Fund: Reserve	150,000	100,000	-33.3%
Reserves			
Funding Source Total	150,000	100,000	-33.3%



Offer 6.12: ENHANCEMENT: North College/Mountain Vista ETC Master Plan

2019: \$325,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer will fund a consultant contract to conduct the North College/Mountain Vista Enhanced Travel Corridor (ETC) Plan. This proposed effort is an action item identified in City Plan, the Transportation Master Plan (TMP) as well as the Mountain Vista Subarea Plan. ETCs are uniquely designed corridors that are planned for high-frequency transit, bicycling, and walking. Enhancements to these corridors may include improved vehicular and transit operations and improved infrastructure, such as dedicated bike lanes, transit, pedestrian or bike priority signalization at intersections, under/overpasses, and multi-use sidewalks.

Residents and businesses have long called for better mobility for northeast Fort Collins and improved connections to the rest of Fort Collins. With the success of the MAX bus service, serving Downtown, Midtown and south Fort Collins, advocates in northern Fort Collins have called for similar high-frequency transit to serve their needs.

The North College/Mountain Vista corridor is projected to accommodate a significant portion of Fort Collins' future local and regional development, which will notably increase travel demand within the corridor, from I-25 to the west. Significant developments are currently underway or proposed that will dramatically impact travel in NE Fort Collins. This study will be a comprehensive corridor plan that will include a corridor vision, alternative context-sensitive designs, costs and a phasing and implementation plan. The goal is to enhance mobility and economic health within northeast Fort Collins and provide connections to existing and future businesses, residences, and major employment centers. This offer will help support high-quality economic development opportunities for mixed-use, transit-oriented development and support Fort Collins' active lifestyles and environmental goals outlined in the Climate Action Plan.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.3 - Improve transit availability and grow ridership

Additional Information

- The Mountain Vista / North College ETC will identify future options for high-frequency transit (MAX-like service), enhanced bicycle, and pedestrian facilities.



Offer 6.12: ENHANCEMENT: North College/Mountain Vista ETC Master Plan

- The project will promote equitable outcomes for existing neighborhoods in northeast Fort Collins. Residents in these neighborhoods experience inequitable access to transportation options and are largely car dependent due to substandard bus stops and low-frequency service, low-quality or non-existent bicycle and pedestrian facilities.
- The City and private property owners have been working cooperatively for the past several years to encourage higher-quality commercial, residential, and industrial development, mainly through the North College Urban Renewal Authority. The ETC would support redevelopment and growth, through high-quality infrastructure and improved access.
- The corridor plan would identify how the City and community want to enhance our street design beyond the minimum engineering and design requirements to support mobility and access for all modes of travel.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

The budget for this planning project is consistent with other recent projects including the Harmony Road ETC, the College Avenue Transportation Study and the Lincoln Corridor Plan. The budget allows for a 12 to 16 month long project with the support of a consultant. If the study were scaled down, the design would include less detail with less public involvement. Additional budget would allow the project to be developed to a conceptual engineering design level with more intense public outreach.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: North and northeast Fort Collins is falling behind in transportation infrastructure. This planning effort will identify what needs to be done in the near term and long term to ensure good traffic flow and mobility options.
- TRAN 6.3 - Improve transit availability and grow ridership: Transit service in N. Fort Collins is fairly limited. This plan will layout expansion plans.

Performance Metrics

- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>



Offer 6.12: ENHANCEMENT: North College/Mountain Vista ETC Master Plan

- TRAN 49. % of residents responding very good/good - Traffic congestion in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109982&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: Alverson
Lead Department: FC Moves



6.12: ENHANCEMENT: North College/Mountain Vista ETC Master Plan

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
549000 - Other Purchased Services	325,000	-	- %
540000 - Other Purchased Services	325,000	-	- %
Total Expenses	325,000	-	- %
Funding Sources			
292-Transportation Services Fund: Reserve Reserves	325,000	-	- %
Funding Source Total	325,000	-	- %



Offer 6.13: KFCG ENHANCEMENT: Motorist Education to Protect Vulnerable Road Users

2019: \$25,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$25,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will expand the reach of the City’s FC Bikes Bicycle Ambassador Program (BAP) and Safe Routes to School (SRTS) program housed within the FC Moves Department. Working together, BAP and SRTS will increase bicycle, pedestrian and motor-vehicle driver educational offerings to high-school students and will offer the Bicycle Friendly Driver course to teachers, parents and administrators at K-12 schools.

BAP is the adult education branch of the City’s FC Bikes program. BAP aims to make northern Colorado the safest and best place to ride a bicycle by utilizing BAP members to teach others how to bicycle safely and how to operate motor vehicles safely when people on bicycles are present. BAP currently has more than 100 members who teach nearly 100 classes and offer bicycle-related educational activities at more than 50 events each year.

The City’s SRTS program is also housed in the FC Moves department and has a long-term goal of having 50% of K-12 children safely biking or walking to school. SRTS provides programming at Poudre School District schools in Fort Collins on a specified schedule that ensures all K-8 students receive bike-ped safety education at key stages of their educational development.

In December 2015 FC Bikes launched a motorist-focused course titled Bicycle Friendly Driver (BFD) that has since reached more than 3,900 people in northern Colorado. BFD is a 90-minute course taught by Bicycle Ambassadors in which motor-vehicle drivers learn how to safely share the road with bicyclists.

With this offer, SRTS and BAP will collaborate to offer Bicycle Friendly Driver to an additional 2,200 people annually -- 1,600 teenage drivers at high schools as well as 600 parents, teachers and administrators at K-8 schools. Building on the success of SRTS in PSD schools, this will allow the two programs to expand their reach and provide safety education to all members of the family, making the roadways safer for all users. Funding will provide contractual services, office supplies and program supplies.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information



Offer 6.13: KFCG ENHANCEMENT: Motorist Education to Protect Vulnerable Road Users

- This offer will help protect vulnerable road users including K-12 students biking and walking to school as well as new teenage drivers. According to the Centers for Disease Control and Prevention, motor-vehicle crashes are a leading cause of death and serious injury among children and teenagers, both as bicyclists/pedestrians who are vulnerable to getting hit by cars and as new drivers.
- BAP reaches more than 4,000 people annually through bicycle-related classes and events. By training Bicycle Ambassadors to teach others about bicycling, bicycling safety and sharing the road with people who ride bicycles, BAP helps to create a safer environment where more people can and will choose to use a bicycle as a form of transportation.
- Education is key to keeping road users safe. Prior to the creation of the BFD, the majority of bicycling education was focused on teaching bicyclists how to ride safely and ignored the fact that 50% of crashes involving bicyclists and motor vehicles are the result of motorists' errors. The Bicycle Friendly Driver program was created to address this gap in roadway safety education.
- FC Bikes piloted a School Bicycle Ambassador Program in 2016-17 during which Bicycle Friendly Driver was taught to students at four local high schools. Through the pilot, FC Bikes was able to reach more than 1,000 students and test the concept of teaching motor-vehicle safety to teenagers. This offer builds on the success of the pilot program.
- The SRTS School Rotation Schedule is a plan to teach bike-ped safety to all public-school students at strategic times during their educational development. This plan has proven successful at reaching over 7,600 students annually. The opportunity exists to educate more members of the community by offering roadway-safety education to students' parents and teachers as well as new teenage drivers.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$20,000

Scalability and explanation

This offer is scalable by reaching fewer students with less funding.

Links to Further Details:

- bicycleambassadorprogram.org
- fcgov.com/bicyclefriendlydriver
- fcgov.com/saferoutes

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)



Offer 6.13: KFCG ENHANCEMENT: Motorist Education to Protect Vulnerable Road Users

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The BFD program curriculum is data-driven and focuses on teaching motorists and bicyclists how to avoid being involved in the most common bicycle/motor-vehicle crashes that occur in Fort Collins. Education initiatives such as BFD have likely contributed to the 22% decrease in bicycle/motor-vehicle crashes since 2012. This offer aims to continue the trend in reducing the number of crashes.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: As people feel more safe and confident riding bicycles and motorists better understand how to share the roadway with bicyclists, bicycle mode share is likely to increase. Increased bicycle ridership will help reduce traffic congestion by replacing car trips with trips by bicycle.

Performance Metrics

- TRAN 39. Safe Routes to School Overall Student Participation
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111046&periodId=20947.html>
- TRAN 40. Safe Routes to School % of K-12 Students Who Regularly Walk or Bike to School
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111047&periodId=20947.html>
- TRAN 41. Safe Routes to School # Students Receiving Formal Bike/Ped Safety Instruction
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7781&object=measure&objectId=111048&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: nnichols

Lead Department: FC Moves



6.13: KFCG ENHANCEMENT: Motorist Education to Protect Vulnerable Road Users

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
579000 - Other		25,000	25,000	- %
	570000 - Other	25,000	25,000	- %
	Total Expenses	25,000	25,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	25,000	25,000	- %
	Funding Source Total	25,000	25,000	- %



Offer 31.1: Streetscape Maintenance

2019: \$761,523 and 2.01 FTE, 2.14 Hourly FTE

2020: \$778,851 and 2.01 FTE, 2.14 Hourly FTE

Offer Summary

Funding this offer maintains more than 396 streetscapes (medians and parkways) totaling 85 acres. Streetscapes help provide safe, functional and visually appealing streets for the community.

The Parks Department assumes responsibility for new streetscape maintenance from the Engineering Department after a two-year, post-construction warranty period is complete. Basic maintenance for turf, low-density planting areas and hardscapes are provided by a private contractor. Contractual duties include maintaining irrigation systems, mowing, trimming, weeding and cleaning. Outsourcing this maintenance operation has kept maintenance costs low for these areas that require routine basic maintenance. The Forestry Division provides tree care for all streetscapes.

In 2013, new Fort Collins Streetscape Standards were implemented. These new standards require more in-depth maintenance with an emphasis on horticulture and plant survival. Local contractors are not equipped to handle the higher level of maintenance required for these areas. Subsequently the Parks Department horticulture staff has assumed responsibility for 14.44 acres of new and renovated medians with high density plantings. This approach has been a success in keeping plant life alive and thriving under difficult conditions. The horticulture crew will continue to maintain all new streetscapes developed under the new standards with high density planting to ensure the success of these locations.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility

Additional Information

- Plants in commercial landscapes, both annual and perennial, are heavily impacted by the public and automobile traffic. It is necessary to continually coordinate horticultural renovations if plant diversity and enhanced aesthetics are desired within the community. Currently enhanced coordination with Engineering is essential to stabilize the streetscape landscape before turnover to Parks.
- A new Trained Observer performance measure was implemented in 2017. This program rates the visual quality of the streetscapes along major arterials from a citizen's perspective.



Offer 31.1: Streetscape Maintenance

- Most enhanced streetscapes are located along well-traveled corridors. This requires additional resources for traffic control during maintenance activities. Traffic control takes significant time to coordinate and schedule, and is integral to employee safety and meeting City safety goals.
- Streetscapes must be well maintained to look and function as designed. Poor maintenance is the primary cause for failure of green infrastructure.

Links to Further Details:

- <http://www.fcgov.com/planning/pdf/streetscape-doc.pdf>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: This offer directly correlates to maintaining the current level of service for streetscapes and infrastructure. Streetscapes built previous to 2013 are maintained at the level designed and streetscapes designed based on the 2013 Streetscape Standards are maintained at the new level.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: Streetscapes are maintained at the level designed with the intent to provide plant life and irrigation systems that can survive harsh conditions and are reliable.

Improvements & Efficiencies

- The new streetscape standards have enriched the look of medians and parkways. The skill set required to maintain high density planted areas is not available from maintenance contractors. The current contract is for mowing, weeding and irrigation repair. For improved maintenance Parks is using staff's horticulture expertise to address the higher level of maintenance needed for these areas.
- In 2017 new irrigation controllers were installed in high water use streetscapes to more effectively manage irrigation systems. The new controllers will allow the irrigation systems to be operated remotely from an app or computer, adjusts watering needs based on weather conditions, notifies technicians of irrigation system problems and allows immediate reporting of water usage.
- In 2017 Parks staff created the Plant ID Reference Guide. This guide is intended as a resource for individuals responsible for plant care and plant maintenance throughout the parks system. The guide is a compilation of plants inventoried within the parks and streetscape programs. Each plant description provides specific information for employees in choosing the best variety for each location.



Offer 31.1: Streetscape Maintenance

- Plant inventory information is also used to prioritize plant replacement ensuring the streetscapes follow the intended look of the original design. Plant mortality is also tracked to identify health trends of plants. Employees make the necessary changes to ensure they are using the best-suited-plants for each location.
- Coordinated efforts are in place between the Streetscapes staff team, the Forestry Division and the streetscape contractor to share traffic control operations whenever possible. This collaboration reduces traffic control costs for the department by occupying the same footprint for multiple projects. By consolidating traffic control plans, the impact on citizen’s commute is reduced.
- Parks utilizes a GIS system to track streetscape infrastructure, including maintenance responsibility, square footage, water accounts, and locations of infrastructure. This enhanced tracking allows for analysis of water usage, efficient deployment of staff to locations, and better tracking and communication for contracts.
- Parks participated in an FC Lean process to improve the quality of maintenance on the contracted streetscapes. Results of that process are being incorporated into a 2019 contract update.

Performance Metrics

- TRAN 68. Trained Observer Program – Percentage of Medians Ratings With No Problems
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6286&object=measure&objectId=524001&periodId=20947.html>

Personnel Changes

- A year round hourly position was converted to a long term hourly position and there are no longer any year round hourly positions in this offer.

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: DGorkowski

Lead Department: Parks



31.1: Streetscape Maintenance

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	2.01	2.01	- %
Hourly (FTE)	2.14	2.14	- %
Expenses			
511000 - Salaries & Wages	159,566	165,601	3.8%
512000 - Benefits	42,620	44,451	4.3%
519000 - Other Personnel Costs	(1,540)	(1,591)	3.3%
510000 - Personnel Services	200,646	208,461	3.9%
531000 - Utility Services	150,830	151,036	0.1%
533000 - Repair & Maintenance Services	314,486	323,083	2.7%
530000 - Purchased Property Services	465,316	474,119	1.9%
542000 - Communication Services	860	860	- %
543000 - Internal Admin Services	80	85	6.3%
540000 - Other Purchased Services	940	945	0.5%
551000 - Vehicle & Equipment Supplies	6,371	7,076	11.1%
552000 - Land & Building Maint Supplies	26,000	26,000	- %
556000 - Health & Safety Supplies	500	500	- %
558000 - Chemical Supplies	6,000	6,000	- %
559000 - Other Supplies	750	750	- %
550000 - Supplies	39,621	40,326	1.8%
564000 - Improvements Other Than Bldg	55,000	55,000	- %
560000 - Capital Outlay	55,000	55,000	- %
Total Expenses	761,523	778,851	2.3%

Funding Sources

100-General Fund: Ongoing	Ongoing	751,718	768,752	2.3%
100-General Fund: Park Fees	Ongoing Restricted	9,805	10,099	3.0%
Funding Source Total		761,523	778,851	2.3%



Offer 31.2: ENHANCEMENT: 2.0 FTE - Park Technician, Park Maintenance Worker and New Streetscapes

2019: \$162,991 and 1.00 FTE, 0.00 Hourly FTE

2020: \$292,397 and 2.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide resources for new streetscape maintenance responsibilities in 2019 and 2020. Capacity to absorb additional properties is unavailable without maintenance resources and new support personnel.

The Parks Department is tasked with maintaining the City's streetscape system. This program will be required to maintain an additional 265,267 square feet of property in 2019 and 180,076 square feet in 2020. The additional properties necessitate the hiring of a Park Technician in 2019 and a Park Maintenance Worker in 2020. The new medians referenced in this offer have already been built through City Capital Improvement Projects. Examples of projects include Lincoln Corridor (Lemay to Willow), Prospect and Timberline intersection, Mulberry Bridge, College and Prospect intersection and Elizabeth/Shields underpass. The Parks Department assumes responsibility for maintaining these sites after Engineering's two-year warranty period is complete.

Streetscape maintenance is requiring more technical expertise in irrigation system water management and conservation, GIS mapping, specialized horticultural knowledge of landscapes, and plant inventory and mortality analysis. It is a year-round program and needs appropriate staffing to meet those obligations. The Park Technician is required to manage the horticulture aspects as well as the irrigation management. The Park Maintenance Worker is required to assist with daily maintenance tasks and snow removal operations. The goal of this enhancement is to properly resource and staff for additional streetscape maintenance responsibilities and year-round demands placed on the program. Maintaining the new streetscapes as designed under the 2013 Streetscape Standards is the goal of the program.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility

Additional Information

- Park Maintenance Workers are the entry level classified employees that are equipped and trained to provide daily maintenance activities. Higher paid Park Technicians are then available to accomplish more complicated maintenance tasks. Park Maintenance Workers will provide work direction to the hourly staff.



Offer 31.2: ENHANCEMENT: 2.0 FTE - Park Technician, Park Maintenance Worker and New Streetscapes

- Annual flower beds and pots are now being incorporated into many gateway and intersection projects per the Streetscape Standard. This requires a significant increase in maintenance resources and horticulture knowledge.
- Plants in commercial landscapes, both annual and perennial, are heavily impacted by the public and automobile traffic. It is necessary to continually coordinate horticultural renovations with plant diversity and enhanced aesthetics that are desired by the community. Currently enhanced coordination with Engineering is essential to stabilize the streetscape landscape before turnover to Parks.
- Most enhanced medians are located along well-traveled corridors. This requires additional resources for traffic control. Traffic control takes significant time to coordinate and schedule, and is integral to employee safety and meeting City safety goals.
- Streetscapes must be well maintained to look and function as designed. Poor maintenance is the primary cause of failure of green infrastructure.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$292,000

Scalability and explanation

This offer is not scalable.

Links to Further Details:

- <http://www.fcgov.com/planning/pdf/streetscape-doc.pdf>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: - This offer supports maintaining the City's streetscapes as designed to be visually appealing public spaces that contribute to Fort Collins' distinct identity.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: This offer supports maintaining assets to reduce lifecycle costs while improving reliability. A goal of the program is to evaluate and promote plant life in medians that is sustainable and reliable in a harsh environment.

Performance Metrics

- TRAN 68. Trained Observer Program – Percentage of Medians Ratings With No Problems



Offer 31.2: ENHANCEMENT: 2.0 FTE - Park Technician, Park Maintenance Worker and New Streetscapes

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6286&object=measure&objectId=524001&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: DGorkowski

Lead Department: Parks



31.2: ENHANCEMENT: 2.0 FTE - Park Technician, Park Maintenance Worker and New Streetscapes

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	1.00	2.00	100.0%	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	45,826	89,119	94.5%	
512000 - Benefits	18,806	39,365	109.3%	
510000 - Personnel Services	64,632	128,484	98.8%	
531000 - Utility Services	13,264	22,268	67.9%	
532000 - Cleaning Services	30,000	30,000	- %	
533000 - Repair & Maintenance Services	24,949	44,700	79.2%	
534000 - Rental Services	3,879	11,701	201.6%	
530000 - Purchased Property Services	72,092	108,669	50.7%	
542000 - Communication Services	660	1,320	100.0%	
543000 - Internal Admin Services	37	76	105.4%	
544000 - Employee Travel	500	1,000	100.0%	
540000 - Other Purchased Services	1,197	2,396	100.2%	
551000 - Vehicle & Equipment Supplies	1,300	2,600	100.0%	
552000 - Land & Building Maint Supplies	22,809	48,324	111.9%	
556000 - Health & Safety Supplies	250	500	100.0%	
559000 - Other Supplies	711	1,424	100.3%	
550000 - Supplies	25,070	52,848	110.8%	
Total Expenses	162,991	292,397	79.4%	
Funding Sources				
100-General Fund: Ongoing	Ongoing	162,991	292,397	79.4%
Funding Source Total		162,991	292,397	79.4%



Offer 31.3: ENHANCEMENT: 1.0 FTE - Streetscapes/Horticulture Crew Chief

2019: \$82,355 and 1.00 FTE, 0.00 Hourly FTE

2020: \$103,297 and 1.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide necessary supervision and contract oversight for the expanding streetscapes and horticultural program within the Parks Department. The growth of this program is driven by continual construction of new streetscapes and by the 2013 Streetscape Standards which has resulted in additional complex planting areas. Currently, this staffing resource is being provided by the Parks Project Manager in charge of the Parks Lifecycle program and a Parks Supervisor. This staffing model is diverting resources away from several essential programs and is not sustainable.

This position’s responsibilities will be:

- Oversight of the streetscape maintenance contract. The contractor maintains 75 acres of turf, low density plantings and hardscape medians and parkways.
- Supervise the internally staffed Enhanced Streetscape Horticultural Program (implementation of the 2013 Streetscape Standards for streetscapes with high density plantings). Since its inception in 2013, this program has expanded to 14.44 acres without the needed supervision of a Crew Chief.
- Coordination with Engineering on enhanced streetscape projects and working with the Streetscape Standards team (5-6 projects per year).
- Coordinate the Parks Horticultural Program that supports planted areas in Parks, Facilities, Cemeteries, and Golf (approximately 515,000 square feet in 663 planting areas).
- Supervise two Park Technicians and 11 hourly positions.
- Maintenance of related technical resources (i.e. GIS mapping.)
- Outreach and coordination with the CSU Horticultural Program.
- Water management of all contracted and enhanced streetscape sites, includes 115 potable water taps and irrigation repairs.
- Assistance with median renovations that are managed through the Parks Lifecycle Program (1-2 projects per year).

This position will provide needed vision, direction and supervision for this program and will allow for reallocation of resources needed in other areas of the Park Department.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.6 - Maintain Level of Service ‘B’ for City streets and the current level of service for medians and associated infrastructure
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility

Additional Information



Offer 31.3: ENHANCEMENT: 1.0 FTE - Streetscapes/Horticulture Crew Chief

- Areas of maintenance responsibility for this program have expanded to gateway entrances to the City, including I-25/392 interchange and high-density plantings at College/Harmony, and Mulberry Bridge will be added in 2019. Additionally, underpasses at Foothills Mall and CSU (Elizabeth and Shields) will be added to this program in 2019.
- In 2019 and 2020, an additional 445,343 sq. ft. of new streetscapes will be added to the streetscape maintenance inventory, further increasing staff and the need for more direct supervision for this program
- The management and tracking of this program has increased the need for technical GIS expertise. All medians have been measured and mapped with associated water taps on the City’s GIS system. This position will need the technical expertise to continue this process as new medians are added to the system.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$103,295

Scalability and explanation

This offer is not scalable.

Links to Further Details:

- <http://www.fcgov.com/planning/pdf/streetscape-doc.pdf>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.6 - Maintain Level of Service ‘B’ for City streets and the current level of service for medians and associated infrastructure: The management and tracking of this program has increased the need for technical GIS expertise. All medians have been measured and mapped with associated water taps on the City’s GIS system. This position will need the technical expertise to continue this process as new medians are added to the system.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: This offer supports maintaining assets to reduce lifecycle costs while improving reliability. A goal of the program is to evaluate and promote plant life in medians that is sustainable and reliable in a harsh environment.

Performance Metrics

- TRAN 68. Trained Observer Program – Percentage of Medians Ratings With No Problems
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6286&object=measure&objectId=524001&periodId=20947.html>



Offer 31.3: ENHANCEMENT: 1.0 FTE - Streetscapes/Horticulture Crew Chief

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: DGorkowski

Lead Department: Parks



31.3: ENHANCEMENT: 1.0 FTE - Streetscapes/Horticulture Crew Chief

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	1.00	1.00	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	55,196	68,223	23.6%
512000 - Benefits	19,333	24,118	24.8%
510000 - Personnel Services	74,529	92,341	23.9%
533000 - Repair & Maintenance Services	500	1,000	100.0%
534000 - Rental Services	3,879	7,758	100.0%
530000 - Purchased Property Services	4,379	8,758	100.0%
542000 - Communication Services	660	660	- %
543000 - Internal Admin Services	37	38	2.7%
540000 - Other Purchased Services	697	698	0.1%
551000 - Vehicle & Equipment Supplies	750	1,000	33.3%
555000 - Office & Related Supplies	1,500	-	- %
556000 - Health & Safety Supplies	250	250	- %
559000 - Other Supplies	250	250	- %
550000 - Supplies	2,750	1,500	-45.5%
Total Expenses	82,355	103,297	25.4%

Funding Sources

100-General Fund: Ongoing	Ongoing	82,355	103,297	25.4%
Funding Source Total		82,355	103,297	25.4%



Offer 31.4: ENHANCEMENT: Streetscape Renovations

2019: \$400,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$400,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide \$400,000 per year for Streetscape renovations that involve irrigation, landscape and decorative hardscape treatments.

The City of Fort Collins is charged with maintenance of approximately 85 acres of land in the public right-of-way. Approximately 50 acres of streetscapes are irrigated and in need of major renovations. Streetscapes use over 24 million gallons of water, with a cost of over \$145,000. These streetscapes support over 3,000 trees within the urban forest and are located on major arterials which help enhance the character of the City. There are over 120 irrigation taps spread over three different water utility districts (Fort Collins Utilities, ELCO, Fort Collins/Loveland Water District). Streetscapes renovated through this offer will be converted to meet the 2013 Streetscape Standards, promote water conservation techniques and the use of Colorado specific plant material.

Focus areas include partnering with the Downtown Development Authority (DDA) on planned improvements to streetscapes in Old Town, safety improvements for visibility along Foxtail that were requested, but not funded, through the Vibrant Neighborhood Grant process, and completion of plantings along the West Drake parkway project that was underfunded due to changing water tap fees. Water conservation focused sites include areas with a poor history of water usage (consistent pattern of using more than the water budget or extreme due to irreparable irrigation system damage that affects plant mortality) and sites with installation dates of over 30 years old. Examples of areas include sections along Drake Road, Shields Road, Taft Hill Road, Mountain Avenue, Willox, Timberline near Harmony, and West Harmony. Additionally, installation of centrally controlled irrigation controllers in strategic areas will improve water conservation.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- The DDA board has allocated funding to design and install micro-space projects in downtown starting in 2020. Nature in the City and Water Conservation departments are interested in contributing monies to these projects. The Parks Department is interested in contributing a portion of the Streetscapes Renovation offer towards the downtown micro-spaces project if funded.
- Irrigation improvements can conserve water by approximately 20-30%. This could yield approximately 5 -7 million gallons of water savings.



Offer 31.4: ENHANCEMENT: Streetscape Renovations

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer can be scalable between years as was done in the previous budget cycle. The offer could also be reduced based on the funding available.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: This offer directly correlates to maintaining the current level of service for medians and infrastructure. Renovations of older streetscapes needs to occur for current level of service to continue.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This offer directly correlates to improving aging in and along transportation corridors

Performance Metrics

- TRAN 69. Square Footage of Streetscapes Renovated
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6286&object=measure&objectId=644991&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: DGorkowski
Lead Department: Parks



31.4: ENHANCEMENT: Streetscape Renovations

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
535000 - Construction Services	400,000	400,000	- %
530000 - Purchased Property Services	400,000	400,000	- %
Total Expenses	400,000	400,000	- %
Funding Sources			
100-General Fund: Reserves	400,000	400,000	- %
Reserve	400,000	400,000	- %
Funding Source Total	400,000	400,000	- %



Offer 34.1: Traffic Operations

2019: \$3,181,471 and 23.60 FTE, 2.60 Hourly FTE

2020: \$3,254,757 and 23.60 FTE, 2.60 Hourly FTE

Offer Summary

This offer provides ongoing management, maintenance, repair, and improvement of the City's traffic infrastructure. Approval of this offer helps ensure a safe and efficient transportation system for all users.

There are three areas of focus: Traffic Signal Maintenance; Signs/Pavement Markings; and Traffic Engineering.

Traffic Signal Maintenance: Includes the continued maintenance, repair, and upgrade of the traffic signal system. This includes the signal infrastructure, hardware, software, and the traffic signal communication system. Operation and maintenance of the City's signal system is an essential safety service as well as an important element of minimizing travel delays, fuel consumption and air pollution.

2019: \$878,658; KFCG: \$0

2020: \$904,402; KFCG: \$0

Signs and Pavement Markings: Includes the fabrication, installation, repair and maintenance of traffic signs and pavement markings on the public roadways in Fort Collins. Signs and pavement markings are used to inform, guide, warn and regulate all modes of travel. Proper signing/marketing maintenance is critical for public safety and the efficiency of the transportation system.

2019: \$1,044,536; KFCG: \$64,151

2020: \$1,079,004; KFCG: \$64,151.

Traffic Engineering: Includes traffic signal timing, staffing of the Traffic Operations Center, traffic data collection, traffic safety data management and analysis, work area traffic control, neighborhood traffic mitigation, development review and department administration. Traffic Engineering provides support to City Council, the Planning and Zoning Board, Transportation Board and the North Front Range Metropolitan Planning Organization. Lastly, Traffic Engineering provides support for other City departments including but not limited to FC Moves, Engineering, Streets, Parking, Police Services, Community Development & Neighborhood Services, and the City Manager's Office.

2019: \$1,194,046.

2020: \$1,207,125.

Total KFCG requested:

2019: \$64,151

2020: \$64,151



Offer 34.1: Traffic Operations

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Traffic Operations maintains 182 traffic signals, 48 pedestrian signals, 49 school zones, 4 fire station signals and 59 radar speed displays. We utilize preventative maintenance methods to reduce more costly, reactive maintenance caused by malfunctions or equipment failures. The signal response overtime performance measure (call outs after hours) is used to evaluate effectiveness of the program.
- Traffic Signals - Maintains 40 closed-circuit television cameras, 412 video detection cameras and 40 Bluetooth readers for travel time and congestion monitoring. 35 miles of fiber-optics tie this system together and allow remote traffic management from the City's Traffic Operations Center.
- Signs and Pavement Markings – Responsible for yearly painting of 835 lane miles of 'long line' striping and maintenance of more than 30,000 traffic signs (about 2,500 are replaced annually). Install long lasting durable pavement markings for crosswalks, arrows, bike lanes and railroad markings. Provides signing and striping support to projects through Streets, Engineering, Transport, and FCMoves.

Links to Further Details:

- [Traffic Operations Home Page: http://www.fcgov.com/traffic/](http://www.fcgov.com/traffic/)
- [Traffic Safety Summary Report: http://www.fcgov.com/traffic/safetysummary.php](http://www.fcgov.com/traffic/safetysummary.php)
- [Traffic Operations Center: http://www.fcgov.com/traffic/eng-atms.php](http://www.fcgov.com/traffic/eng-atms.php)

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)

- ✓TRAN 6.1 - Improve safety for all modes of travel: Traffic Engineering - Leads the citywide traffic safety program using a data driven approach. Analyzes crash data to identify crash patterns and high crash locations. Implements low cost safety measures and informs safety projects in Engineering, FCMoves, Police Services and other community based organizations.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Traffic Operations provides ongoing management and optimization of signal timings on major arterial street corridors. Implements state of the art signal control technologies including traffic adaptive control. Utilizes real-time and historical travel data to monitor, evaluate and improve travel throughout the City. Since Q4 '14 travel times decreased by 6% while traffic volumes increased 10%.

Improvements & Efficiencies



Offer 34.1: Traffic Operations

- Traffic Operations has modified signal maintenance strategies to minimize response maintenance during off hours. Performance measure TRAN 38 - Traffic Signal Response Overtime is being used to measure effectiveness. The goal is to reduce overtime hours for emergency repairs by utilizing modern equipment and best practice preventative maintenance techniques.
- Traffic Operations is continuing to deploy tools to collect real-time and historical travel time data 24 hours a day, 7 days a week and 365 days a year. This allows for statistically valid measurements to be used with Performance Measure TRAN 36 - Average Travel Speeds/Times on Arterial Streets. It also provides a means to accurately quantify benefits from signal timing changes, projects etc.
- Traffic Operations is continuing to refine the type of durable pavement markings used with the goal of utilizing materials that are the least expensive to install and maintain, minimize environmental impacts, and provide the longest life and highest benefit/cost ratio.
- Work completed in previous years has laid the groundwork for deployment of new adaptive control strategies for our traffic signal system. Adaptive control provides a means for traffic signals to more effectively respond automatically to varying traffic patterns in order to minimize stops, delays and vehicle emissions. (See offer 34.3)
- Ongoing efforts to reduce congestion and improve transportation system efficiency through signal timing refinements and other projects result in measurable reductions in motorist delay and greenhouse gases.

Performance Metrics

- SAFE 6. Number of Injury/Fatal Crashes
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=91504&periodId=20947.html>
- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>
- TRAN 38. Traffic Signal Response Overtime
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=104454&periodId=20947.html>

Personnel Changes

- Administrative position change - conversion of 3.5 full time hourly positions to Classified. Adjusted the FTE Distribution percentage of several Traffic employees (including 0.5 full time hourly position) in this offer into our Traffic Construction offer in anticipation of increased project work in 2019 and 2020.

Differences from Prior Budget Cycles

- Safety, Security and Risk Management (SSRM) transfer charges have been moved and are being centralized into PDT Administration.



Offer 34.1: Traffic Operations

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



34.1: Traffic Operations

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	23.60	23.60	- %
Hourly (FTE)	2.60	2.60	- %
Expenses			
511000 - Salaries & Wages	1,577,657	1,635,753	3.7%
512000 - Benefits	551,076	575,102	4.4%
519000 - Other Personnel Costs	(40,039)	(41,676)	4.1%
510000 - Personnel Services	2,088,694	2,169,179	3.9%
521000 - Professional & Technical	110,000	110,000	- %
529000 - Other Prof & Tech Services	68,483	69,220	1.1%
520000 - Purchased Prof & Tech Services	178,483	179,220	0.4%
531000 - Utility Services	84,271	84,946	0.8%
532000 - Cleaning Services	15,898	16,332	2.7%
533000 - Repair & Maintenance Services	273,780	274,204	0.2%
534000 - Rental Services	68,001	54,161	-20.4%
530000 - Purchased Property Services	441,950	429,643	-2.8%
541000 - Insurance	11,740	12,158	3.6%
542000 - Communication Services	29,679	29,679	- %
543000 - Internal Admin Services	1,711	1,741	1.8%
544000 - Employee Travel	7,500	7,500	- %
549000 - Other Purchased Services	5,370	5,370	- %
540000 - Other Purchased Services	56,000	56,448	0.8%
551000 - Vehicle & Equipment Supplies	54,091	58,014	7.3%
552000 - Land & Building Maint Supplies	215,000	215,000	- %
555000 - Office & Related Supplies	22,950	22,950	- %
556000 - Health & Safety Supplies	12,400	12,400	- %
559000 - Other Supplies	101,903	101,903	- %
550000 - Supplies	406,344	410,267	1.0%
565000 - Vehicles & Equipment	10,000	10,000	- %
560000 - Capital Outlay	10,000	10,000	- %
Total Expenses	3,181,471	3,254,757	2.3%



Funding Sources

254-KFCG Fund: Other Transportation	Ongoing Restricted	64,151	64,151	- %
292-Transportation Services Fund: Ongoing Revenue	Ongoing Restricted	3,117,320	3,190,606	2.4%
	Funding Source Total	3,181,471	3,254,757	2.3%



Offer 34.2: Traffic Operations Equipment

2019: \$238,715 and 0.00 FTE, 0.00 Hourly FTE

2020: \$206,191 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

The City's total investment in traffic signal infrastructure is estimated to be approximately \$28M. Much of this infrastructure was installed as long ago as the 1970s and 1980s, and is in need of replacement or upgrade. In 2011 funds were allocated to Traffic Operations for equipment replacement/upgrade through both the Transportation Fund and KFCG funds. This offer continues that funding. KFCG funding has been used to replace critical traffic signal infrastructure including conduit, wiring, signal poles, etc., and to upgrade signals to improve performance. Transportation Fund money has been used to replace aging traffic signal infrastructure; upgrades to the video wall in the Traffic Operations Center, replace communication servers and desktop workstations in the Traffic Operations Center; replace vehicles that were past their service life; and purchase/upgrade other needed equipment to provide our basic core services.

Without this funding, maintenance activities will go back to a less cost-effective reactionary mode where items are only replaced when they fail. This tends to be less cost effective in the long run and has greater implications for users of the transportation system. It is also less strategic as decisions about equipment replacement are driven by immediate needs versus long-term planned asset management goals. By maintaining this funding for equipment replacement, Traffic Operations will be able to continue the proactive maintenance approach created with this funding.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins
- TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Traffic Signals - Currently, Traffic Operations maintains 182 traffic signals, 48 pedestrian signals, 49 school zones, 4 fire station signals and 59 radar speed displays. This infrastructure requires ongoing maintenance and repairs to maintain proper operation.
- Traffic Signals - Maintain 48 closed-circuit television cameras, 422 video detection cameras and 40 Bluetooth readers for travel time and congestion monitoring. 35 miles of fiber-optics tie this system together and allow remote traffic management from the City's Traffic Operations Center.



Offer 34.2: Traffic Operations Equipment

- Examples of Projects completed in the past two years with this funding include: New pedestrian signals on Mulberry at Sherwood and on Drake at Brookwood, new signal poles for JFK/Horsetooth, new signal cabinet at Loomis/Laurel, new signal pole at College/Jefferson, new signal poles for College/Troutman, signal upgrades at Shields/Laporte, new left turn signals at Snow Mesa/Harmony.

Links to Further Details:

- [Traffic Operations Home Page: http://www.fcgov.com/traffic/](http://www.fcgov.com/traffic/)
- [Traffic Safety Summary Report: http://www.fcgov.com/traffic/safetysummary.php](http://www.fcgov.com/traffic/safetysummary.php)
- [Traffic Operations Center: http://www.fcgov.com/traffic/eng-atms.php](http://www.fcgov.com/traffic/eng-atms.php)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: Maintenance of transportation infrastructure is critical to the ongoing safe and efficient operation of the transportation system.
- TRAN 6.1 - Improve safety for all modes of travel: The proper function and operation of traffic signal systems are critical for the safety of our transportation system.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: The proper function and operation of traffic signal systems are critical for managing congestion.

Improvements & Efficiencies

- Traffic Operations purchased a portable traffic signal in 2017 to be used in the event of signal pole knockdowns or other situations where temporary signal control is needed. Traffic signal controller upgrades are providing new features to enhance safety and operations. Specifically, peer-to-peer capabilities that allow signal controllers to share data and functions.

Performance Metrics

- TRAN 38. Traffic Signal Response Overtime
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=104454&periodId=20947.html>
- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>
- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>



Offer 34.2: Traffic Operations Equipment

Personnel Changes

- None

Differences from Prior Budget Cycles

- Lease purchase payments for 2019 and 2020 have been transferred to Operation Services offer number 50.8.

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



34.2: Traffic Operations Equipment

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	-	-	- %	
Hourly (FTE)	-	-	- %	
Expenses				
534000 - Rental Services	88,025	68,233	-22.5%	
535000 - Construction Services	40,000	40,000	- %	
530000 - Purchased Property Services	128,025	108,233	-15.5%	
553000 - Infrastructure Maint Supplies	20,000	20,000	- %	
554000 - Utility Supplies	30,000	30,000	- %	
550000 - Supplies	50,000	50,000	- %	
565000 - Vehicles & Equipment	60,690	47,958	-21.0%	
560000 - Capital Outlay	60,690	47,958	-21.0%	
Total Expenses	238,715	206,191	-13.6%	
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	238,715	206,191	-13.6%
Funding Source Total		238,715	206,191	-13.6%



Offer 34.3: KFCG ENHANCEMENT: Adaptive Signal System Expansion

2019: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will expand the use of adaptive signal control in Fort Collins. Beginning in 2017 work began to install an adaptive signal control system on Harmony Road from Lady Moon to College. That project was completed in early 2018. A second adaptive system is slated for Timberline Road later this year.

Adaptive signal control is a state-of-the-art signal timing strategy intended to minimize stops, delays, air pollution and fuel consumption at signalized intersections. In most locations, the City uses pre-programmed signal timing plans that run by time of day. Those plans are developed based on past traffic counts. They work well where traffic volumes and patterns remain relatively consistent from day to day. Where patterns are less consistent, adaptive signal control uses vehicle detectors placed strategically to allow the signal system to collect data in near real-time and adapt the signal timing automatically to account for changing traffic patterns.

Our experience with adaptive control on Harmony Road has helped us target other specific locations that may benefit most from the use of adaptive control. We are proposing the use of adaptive control strategically at intersections on Lemay, Shields, Taft Hill and College. Based on the installation cost on Harmony, the requested \$150,000/year would provide for adaptive control at approximately 10 intersections per year.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Adaptive control at ten signalized intersections per year on key arterial streets in Fort Collins. The project will primarily entail installation of new controllers and additional detection in advance of intersections to supplement existing stop line detection that is already in place.
- This project builds upon previous projects funded through prior BFO cycles. In particular, the installation of centralized signal control software and video detection that allows for the implementation of adaptive control technology very cost effectively.
- Appendix F in the latest Community Survey benchmarks different services against other communities in Colorado and nationally. "Ease of Driving" and "Traffic Congestion" are two of only a handful where the City rates "Much Lower" when compared to other benchmark cities. Adaptive signal control is a strategy intended to reduce congestion.



Offer 34.3: KFCG ENHANCEMENT: Adaptive Signal System Expansion

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is scalable. We could implement adaptive control at less intersections, but it would maximize the benefit to install at all locations.

Links to Further Details:

- <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm>
- https://w3.usa.siemens.com/mobility/us/en/urban-mobility/road-solutions/adaptive-software/Documents/ACS_Lite_Overview_TRB_2008_CD.pdf

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: This offer would target high priority intersections for implementation of adaptive control.

Performance Metrics

- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>
- TRAN 49. % of residents responding very good/good - Traffic congestion in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109982&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



34.3: KFCG ENHANCEMENT: Adaptive Signal System Expansion

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
565000 - Vehicles & Equipment		150,000	150,000	- %
	560000 - Capital Outlay	150,000	150,000	- %
	Total Expenses	150,000	150,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	150,000	150,000	- %
	Funding Source Total	150,000	150,000	- %



Offer 34.4: Signal Pole Inspection and Maintenance

2019: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide for the continuation of a signal pole inspection program started in 2017 and for the replacement of signal poles identified through that program. Starting in 2017 a structural engineering firm was retained to inspect signal poles throughout the City. To date, about half (250) of our signal poles have been inspected and six have been identified as in need of replacement. As inspections continue in 2018 we anticipate that there will be more poles identified for replacement.

This inspection/replacement cycle should be an ongoing part of a traffic signal asset management program. We envision signal pole inspections on an industry standard four-year cycle (every other budget cycle) with funds from this offer during non-inspection years going towards replacement of signal poles identified during the previous inspection cycle. That being the case, we are anticipating that the \$100,000 of KFCG Funds per year in this offer will be used primarily for signal pole replacements identified in 2017 – 2018. At approximately \$18,000 per pole, this offer would about cover the replacement of the six poles identified thus far in 2017/2018. Additional poles identified in 2018 would be replaced in 2020.

Maintaining this program also allows us to retain the structural engineering firm on a standby basis to conduct inspections as the result of unforeseen circumstances. Traffic signal poles are sometimes damaged in traffic accidents. It will be beneficial to have a specialist on call who can inspect these poles to determine if they are fit to maintain in operation or if they need to be replaced immediately.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins
- TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure
- TRAN 6.1 - Improve safety for all modes of travel

Additional Information

- The City has invested \$28 million in traffic signal infrastructure. Maintenance of this investment is a high priority. This program was started in 2017 - 2018. This offer is for the continuation of that program.
- Traffic Operations is working with the Engineering Department to utilize asset management software (Deighton) to analyze and develop an optimized traffic signal pole maintenance and replacement schedule.
- Maintains critical transportation infrastructure in a data-driven, pro-active, cost-effective manner.



Offer 34.4: Signal Pole Inspection and Maintenance

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins:
Some of the traffic signal infrastructure that is being inspected through this program was installed in the 1970's or 1980's. Some of this aging infrastructure is in need of replacement.
- TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: Traffic signals are a critical part of the overall transportation system infrastructure.
- TRAN 6.1 - Improve safety for all modes of travel: Proper traffic signal operation is critical to safety of the transportation system.

Improvements & Efficiencies

- This program represents an improvement to past reactive methods which relied on failure or visible damage to signal poles to force replacement. This proactive approach better ensures the safety of the public and reduces costs by replacing poles with a more structured, planned approach.

Performance Metrics

- TRAN 38. Traffic Signal Response Overtime
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=104454&periodId=20947.html>
- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>
- SAFE 6. Number of Injury/Fatal Crashes
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=91504&periodId=20947.html>

Personnel Changes

- No personnel changes.

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 34.4: Signal Pole Inspection and Maintenance

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



34.4: Signal Pole Inspection and Maintenance

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	-	-	- %	
Hourly (FTE)	-	-	- %	
Expenses				
565000 - Vehicles & Equipment	100,000	100,000	- %	
560000 - Capital Outlay	100,000	100,000	- %	
Total Expenses	100,000	100,000	- %	
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	100,000	100,000	- %
Funding Source Total		100,000	100,000	- %



Offer 34.5: Neighborhood Traffic Mitigation Program

2019: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will continue the City's Neighborhood Traffic Mitigation Program at current funding levels. The program is coordinated through the City's Traffic Operations Department.

Speeding and cut-through traffic in residential neighborhoods are common concerns expressed by Fort Collins residents. Prior to 2010, the City's Neighborhood Traffic Mitigation Program was limited in scope (\$20,000) - providing portable radar speed trailers, yard signs and radio advertisements reminding drivers to slow down in neighborhoods, school areas etc. In 2010, City Council authorized a one-time expenditure of an additional \$100,000 of General Fund money for implementation of physical traffic calming devices based on specific evaluation criteria. In 2011-2012, funds from the Traffic Calming Surcharge were used to continue the program. In 2013, an additional \$30,000 of Traffic Calming Surcharge funding was provided bringing the total annual program funding to \$150,000.

Since 2010, traffic mitigation projects have been completed on about 40 residential streets (5-6 streets per year). Projects have included road diets (converting a street from four lanes to three lanes, including a center turn lane), radar speed displays, dynamic school speed limit signs and speed humps. These devices are applied based on a screening criteria along with an extensive consensus building process within each neighborhood. This offer proposes to continue the Neighborhood Traffic Mitigation Program at current funding levels, using \$150,000/year from the Traffic Calming Surcharge.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods
- ✓TRAN 6.1 - Improve safety for all modes of travel

Additional Information

- Both speed humps and radar speed display signs have been shown to be effective at reducing travel speeds.

Links to Further Details:

- <http://www.fcgov.com/traffic/neighborhoodsafety.php>

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)

- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods: Traffic impacts in residential areas negatively affects quality of life in neighborhoods. Mitigating those impacts through traffic calming as proven to be an effective way of enhancing neighborhood livability.



Offer 34.5: Neighborhood Traffic Mitigation Program

- ✓ TRAN 6.1 - Improve safety for all modes of travel: While traffic calming is usually intended to enhance neighborhood livability, there can be positive safety benefits in some circumstances. For example, speed humps were used to mitigate speeds on W. Swallow in 2017 in response to an identified crash history in the area.

Improvements & Efficiencies

- Coordinate with the Street Maintenance Program to implement traffic mitigation on streets scheduled for repaving. This reduces cost by providing economies of scale.

Performance Metrics

- TRAN 37. Average Speed on Neighborhood Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=104451&periodId=20947.html>
- NLSH 64. % of residents responding very good/good - Your neighborhood as a place to live
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109864&periodId=20947.html>

Personnel Changes

- n/a

Differences from Prior Budget Cycles

- In the prior offer, \$50,000/year of the funding was from KFCG. This time, we are requesting full funding from the Traffic Calming Surcharge.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



34.5: Neighborhood Traffic Mitigation Program

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	20,000	20,000	- %
520000 - Purchased Prof & Tech Services	20,000	20,000	- %
533000 - Repair & Maintenance Services	30,000	30,000	- %
535000 - Construction Services	65,000	65,000	- %
530000 - Purchased Property Services	95,000	95,000	- %
559000 - Other Supplies	35,000	35,000	- %
550000 - Supplies	35,000	35,000	- %
Total Expenses	150,000	150,000	- %
Funding Sources			
100-General Fund: Traffic Calming Ongoing Restricted Surcharge	150,000	150,000	- %
Funding Source Total	150,000	150,000	- %



Offer 34.7: ENHANCEMENT: Bicycle and Pedestrian Infrastructure Maintenance

2019: \$52,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$52,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This is a joint offer between the Traffic Operations and Streets Departments requesting additional funding to maintain new bicycle and pedestrian infrastructure. There are significant maintenance costs associated with bike and pedestrian facilities that are above and beyond current budgeted resources.

The following types of maintenance for new bike/ped facilities would be funded by this offer:

- Pavement - crack repair and potholes
- Sweeping and litter removal
- Snow Removal
- Traffic signals
- Pavement markings
- Traffic signs

New bike facilities require different maintenance strategies. First, the need for arterial street crossings on the City's low stress bicycle network has resulted in the installation of new traffic signals at a higher rate than in previous budget cycles. By the end of 2018, 8 - 10 new signals will have been installed in the past two years along with associated pavement markings often including green colored markings and extensive directional and wayfinding markings. Also, protected bike lanes are being added that require new, more expensive maintenance methods. Access to the pavement in the protected areas for repair, sweeping and snow removal requires special equipment and more labor leading to increased cost. This offer is intended to fund these increased costs. The amount was calculated based on actual excess maintenance cost from previously completed bike and traffic signal projects.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel

Additional Information

- Not applicable



Offer 34.7: ENHANCEMENT: Bicycle and Pedestrian Infrastructure Maintenance

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$30,000

Scalability and explanation

The amount of this offer is dependent on the amount of new bike facilities installed.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: The City is in the process of implementing the 2014 bike plan that includes significant improvements to complete build out of a 2020 low stress network as well as pilot protected bike lane projects.

Performance Metrics

- SAFE 6. Number of Injury/Fatal Crashes
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=91504&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



34.7: ENHANCEMENT: Bicycle and Pedestrian Infrastructure Maintenance

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	30,000	30,000	- %
520000 - Purchased Prof & Tech Services	30,000	30,000	- %
533000 - Repair & Maintenance Services	12,000	12,000	- %
530000 - Purchased Property Services	12,000	12,000	- %
552000 - Land & Building Maint Supplies	10,000	10,000	- %
550000 - Supplies	10,000	10,000	- %
Total Expenses	52,000	52,000	- %
Funding Sources			
292-Transportation Services Fund: Ongoing Restricted	52,000	52,000	- %
Ongoing Revenue			
Funding Source Total	52,000	52,000	- %



Offer 35.1: Street Maintenance Program (SMP)

2019: \$16,605,300 and 19.50 FTE, 5.00 Hourly FTE

2020: \$16,908,500 and 19.50 FTE, 5.00 Hourly FTE

Offer Summary

Funding this offer provides roadway maintenance for 1,957 lane miles of roads. A pavement management system has been implemented and used for analyzing pavement conditions and optimizing the use of available funding, selecting the right maintenance treatment at the right time on the right street, for maximum benefit and protection of our ever-increasing infrastructure investment. Maintaining the existing infrastructure must always be our number-one focus.

Pavement conditions deteriorate over time. The cost of maintenance also increases with the age of the pavement. The Street Maintenance Program (SMP) takes advantage of this simple principle and uses pavement preservation techniques to distribute available funding on routine and preventative maintenance treatments before pavement deterioration requires rehabilitation treatments that can cost from eight to ten times as much.

Additionally, construction costs continue to rise approximately 5% annually which has long term impacts on how much maintenance can be performed on a yearly basis when budgets don't get increased at the same levels.

The SMP manages a variety of projects including asphalt repairs, crack sealing, overlays, surface treatments and concrete repairs. Project coordination is a vital component of the program, requiring collaboration with internal City departments and external utility agencies, schools and special interest groups.

This offer provides maintenance for safe, well-maintained infrastructure such as streets, curb and gutter, sidewalks, bike lanes and pedestrian access ramps. It is a legal requirement to make pedestrian access ramps Americans With Disabilities Act (ADA) compliant adjacent to streets scheduled for resurfacing.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure
- TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility

Additional Information



Offer 35.1: Street Maintenance Program (SMP)

- Keep Fort Collins Great (KFCG) Funding amounts included in this offer are:
KFCG Funding - 2019 - \$7,606,000
KFCG Funding - 2020 - \$7,766,300
- Since the inception of KFCG funding in 2011, SMP has been able to complete an additional 371 lane miles for a total of 859 lane miles. The program is averaging 123 lane miles per year with the additional KFCG funding. Prior to this additional funding, an average of 70 lane miles annually were completed. Of concern, KFCG sunsets at the end of 2020, representing half of the overall SMP budget.
- The SMP set a yearly performance goal of 125 total lane miles of road to resurface in 2017. The goal was exceeded with a total of 129 lane miles resurfaced.
- Street maintenance extends the life of the pavement, protecting the taxpayer's \$1 billion dollar infrastructure investment. Street maintenance also improves skid resistance (making roads safer), rideability, drainage, and aesthetics.
- The SMP has received four national and state awards since 2013 for overlay projects.

Links to Further Details:

- <https://www.fcgov.com/streets/smp.php>
- <https://www.fcgov.com/streets/smp-awards.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: The City of Fort Collins has set a goal to achieve and maintain an average Pavement Condition Index (PCI) of 70 to 85 for all city streets which equates to Level of Service "B" or "Good".
- TRAN 6.1 - Improve safety for all modes of travel: SMP staff collaborates on all projects with other City departments such as FC Moves, Traffic Operations, and Engineering to implement safety opportunities that exist for all modes of travel.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: Using the PCI as a foundation, staff uses software to model the projected network condition and the estimated life cycle costs. The software also helps identify maintenance and rehabilitation requirements for budgeting and planning.

Improvements & Efficiencies

- Data in the pavement management system is updated as paving activities are completed each year. To calibrate the data, street maintenance uses a third party to collect actual street condition data every three years. The next collection will occur at the end of 2018.



Offer 35.1: Street Maintenance Program (SMP)

- The target PCI is a Level of Service "B" or "Good" (70 or better on a 100 scale) average rating for the network. The most recent PCI assessment in 2015 was 75.8, an improvement over the 2012 rating of 70.9. For 2018, the projected PCI is 79.7. This indicates that street maintenance is effective in improving pavement conditions.
- In 2017, SMP started utilizing the Nextdoor social media as another communication tool to help inform the public about street maintenance work in their area. Nextdoor is a private social network for neighborhoods. This communication is in addition to other social networking tools that are utilized such as Facebook and Twitter.
- To ensure overall safety of our projects, SMP began yearly work coordination with the Forestry and Code Compliance Departments. City Code states that trees shall be pruned to 8 feet above the sidewalk and 14 feet above the street. This proactive approach allows pruning to be accomplished prior to street maintenance work to ensure project safety and protection of city trees.
- SMP has upgraded two positions to project management level positions. This allows for better project oversight, improved communications, and an increased level of customer service to businesses, citizens, and other City departments.
- Ground penetrating radar (GPR) equipment is an efficient and non-destructive way to survey a large inventory of roadways with minimal traffic impacts. It provides existing pavement thicknesses which allows better accuracy when creating cost estimates/scheduling/scope of work of projects. Another GPR improvement is the ability to visualize data in Google maps.
- In 2017, SMP utilized a surface treatment called HA5 for the first time. A test area was performed on select residential streets. So far HA5 has proven to be another cost effective maintenance treatment option that we hope to continue to add to our maintenance toolbox. In 2018, HA5 will be installed on a much larger scale, including an arterial roadway which has higher traffic volumes.
- SMP issued a bid award to a new contractor that specializes in sidewalk trip hazard removal and inspections. The new contractor was not only the lowest bidder but has proven that their methods are more efficient and less disruptive to property owners and pedestrians. Additionally their patented machine (cutter) removes trip hazards while being below OSHA requirements for airborne silica dust.
- Concrete repairs are generally performed one year in advance of the resurfacing efforts which create scheduling efficiencies.

Performance Metrics

- TRAN 4. Pavement condition: average Pavement Condition Index (PCI)- OVERALL
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91508&periodId=20947.html>
- TRAN 50. % of residents responding very good/good - Street maintenance in Fort Collins



Offer 35.1: Street Maintenance Program (SMP)

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109983&periodId=20947.html>

- TRAN 3. Cumulative Lane Miles of Roadway Pavement Improved

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91507&periodId=20947.html>

Personnel Changes

- None

Differences from Prior Budget Cycles

- Annual reduction of approximately \$900,000 from General Fund.

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider

Lead Department: Streets



35.1: Street Maintenance Program (SMP)

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	19.50	19.50	- %
Hourly (FTE)	5.00	5.00	- %
Expenses			
511000 - Salaries & Wages	1,544,610	1,595,833	3.3%
512000 - Benefits	462,853	482,579	4.3%
510000 - Personnel Services	2,007,463	2,078,412	3.5%
521000 - Professional & Technical	490,481	475,284	-3.1%
520000 - Purchased Prof & Tech Services	490,481	475,284	-3.1%
533000 - Repair & Maintenance Services	6,690,764	6,779,492	1.3%
534000 - Rental Services	3,000	3,000	- %
535000 - Construction Services	5,105,426	5,263,083	3.1%
530000 - Purchased Property Services	11,799,190	12,045,575	2.1%
542000 - Communication Services	5,235	5,334	1.9%
543000 - Internal Admin Services	632	643	1.7%
544000 - Employee Travel	2,900	2,900	- %
549000 - Other Purchased Services	10,000	10,000	- %
540000 - Other Purchased Services	18,767	18,877	0.6%
551000 - Vehicle & Equipment Supplies	144,738	147,257	1.7%
552000 - Land & Building Maint Supplies	30,000	30,000	- %
553000 - Infrastructure Maint Supplies	2,108,361	2,106,795	-0.1%
555000 - Office & Related Supplies	2,300	2,300	- %
556000 - Health & Safety Supplies	1,000	1,000	- %
559000 - Other Supplies	3,000	3,000	- %
550000 - Supplies	2,289,399	2,290,352	- %
Total Expenses	16,605,300	16,908,500	1.8%

Transportation



Funding Sources

100-General Fund: Ongoing	Ongoing	705,000	705,000	- %
254-KFCG Fund: Street Maint. & Repair	Ongoing Restricted	7,606,000	7,766,300	2.1%
292-Transportation Services Fund: Sales & Use Tax Pavement Management	Ongoing Restricted	8,294,300	8,437,200	1.7%
	Funding Source Total	16,605,300	16,908,500	1.8%



Offer 35.2: Snow and Ice Removal

2019: \$2,224,259 and 3.00 FTE, 0.00 Hourly FTE

2020: \$2,224,262 and 3.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide high quality snow and ice removal services for all modes of transportation through the Snow and Ice Program. A well planned and executed winter operations plan is imperative. This plan strives to maximize services while minimizing the impact to the environment as well as being cost efficient. The goal is to remove snow and ice from streets, bike lanes, sidewalks and pedestrian access ramps 24 hours after the storm. While the severity of each winter storm is unpredictable, the Streets Department will continue to work within its resources to maintain the highest level of customer service possible while balancing efficiency in snow and ice control.

When a storm is forecasted, City crews and contractors are readied and equipment can be mobilized quickly to plow and de-ice streets and sidewalks. No two storms are identical, and weather conditions can vary significantly during the winter months. Different conditions require different tactics and corresponding strategies.

During the snow season, crews are assigned to shifts to be able to respond 24/7 to weather events. Plow teams are assigned routes. First they concentrate on major arterial streets, then collector streets and school routes. If deemed necessary, residential streets are next, but only if snow depth warrants plowing. In some cases, the first response to a winter snow and ice storm may be de-icing treatments before full plowing operations begin. After the storm, in the cleanup phase, crews go back to finish bike lanes, and contractors clear sidewalks and pedestrian access ramps. Downtown snow removal is an intensive process and is performed as needed according to conditions. It is generally done at night to minimize the impact to traffic and parking. It requires multiple pieces of heavy equipment, and snow must be picked up and hauled to a designated snow dump site.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- SAFE 5.4 - Improve emergency management and preparedness
- HPG 7.1 - Provide world-class municipal services to residents and businesses

Additional Information

- The Streets Department snow removal program encompasses vital snow and ice operations along 1,257 lane miles of city streets, as well as bike lanes, sidewalks, pedestrian access ramps, pedestrian trails (including the Mason Trail), parking lots and the Downtown area. This program includes deicing materials, labor and equipment costs needed to respond to snow/ice events.



Offer 35.2: Snow and Ice Removal

- Preparation of staff includes a two-day intensive training every year on challenges, equipment readiness, personnel, plow routes, technology, and materials.
- Public safety: Snow removal services are offered 24 hours a day, 7 days a week with the goal of providing a safe transportation network for emergency services, motorists, bicyclists, and pedestrians. To provide quality customer service, all requests are tracked and responded to accordingly.
- City-wide economic, environmental, and financial sustainability: Commerce can thrive year-round by providing access for all modes of transportation. Snow and ice removal services promote fuel conservation by preventing wheel slippage, decreasing emissions and preventing damage to vehicles.
- Snow and ice removal for 39 unclaimed pedestrian connectors: These walkways are scattered throughout the community. They are considered a risk to public safety, especially for school children who utilize neighborhood walkways frequently.

Links to Further Details:

- <http://www.fcgov.com/streets/snow-ice.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The Streets Department provides efficient and timely snow removal services. Studies show snow and ice control operations reduce vehicle accidents and may prevent serious injuries.
- SAFE 5.4 - Improve emergency management and preparedness: The Streets Department developed a comprehensive Master Snow Removal Plan handbook that includes an emergency plan. This handbook is a City Council approved document. It is updated annually, and a yearly two-day training is conducted to be prepared for snow emergencies. The Streets Department collaborates with other City departments and other emergency services agencies and providers.
- HPG 7.1 - Provide world-class municipal services to residents and businesses: It is vital to keep traffic flowing no matter what the weather conditions. Commerce can continue to thrive when snow and ice are cleared from roadways, bike lanes, and sidewalks.

Improvements & Efficiencies

- Roadway Weather Information Systems as a Service – A new approach to roadway weather is being utilized at 4 locations throughout the city. The concept of the service model is that the vendor owns and maintains the equipment while charging us a monthly fee. The benefit is that we can get the latest roadway weather technology to assist us during snow removal without a high upfront capital cost.



Offer 35.2: Snow and Ice Removal

- Ice breaker equipment was purchased for faster and more efficient ice cutting operations. This new equipment uses less energy and minimizes concrete and pavement damage.
- A new salt brine maker was purchased. It provides a more consistent production of salt brine. It is also 100% automated and expels large debris through a discharge chute. It provides remote access by LAN and cellular connection to blend salt brine from any location.

Performance Metrics

- TRAN 8. Snow removal: average hours to bare pavement after snow ends- ARTERIAL
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91512&periodId=20947.html>

Personnel Changes

- None

Differences from Prior Budget Cycles

- Enhancement offers were submitted in the last 3 budget cycles and were not been approved. Streets has consistently needed to go to Council for additional appropriation to cover actual costs. Spending trends justify the additional appropriation for snow and ice removal due to the City's growth and expanded services.

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider
Lead Department: Streets



35.2: Snow and Ice Removal

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	3.00	3.00	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	276,298	280,586	1.6%
512000 - Benefits	64,940	67,491	3.9%
510000 - Personnel Services	341,238	348,077	2.0%
521000 - Professional & Technical	250,000	250,000	- %
520000 - Purchased Prof & Tech Services	250,000	250,000	- %
533000 - Repair & Maintenance Services	355,000	366,550	3.3%
530000 - Purchased Property Services	355,000	366,550	3.3%
541000 - Insurance	2,809	2,908	3.5%
542000 - Communication Services	10,000	10,000	- %
540000 - Other Purchased Services	12,809	12,908	0.8%
551000 - Vehicle & Equipment Supplies	7,819	8,628	10.3%
553000 - Infrastructure Maint Supplies	1,242,393	1,223,099	-1.6%
559000 - Other Supplies	10,000	10,000	- %
550000 - Supplies	1,260,212	1,241,727	-1.5%
565000 - Vehicles & Equipment	5,000	5,000	- %
560000 - Capital Outlay	5,000	5,000	- %
Total Expenses	2,224,259	2,224,262	- %

Funding Sources

292-Transportation Services Fund: Ongoing Restricted	1,424,259	1,424,262	- %
Ongoing Revenue			
292-Transportation Services Fund: Reserve	800,000	800,000	- %
Reserves			
Funding Source Total	2,224,259	2,224,262	- %



Offer 35.3: Essential Street Operations

2019: \$3,120,341 and 12.00 FTE, 2.89 Hourly FTE

2020: \$3,165,123 and 12.00 FTE, 2.89 Hourly FTE

Offer Summary

Funding this offer will allow the Streets Department to manage and provide a high level of service for maintenance activities to enhance the lives of citizens and preserve the quality of our neighborhoods and business districts.

Maintenance programs include: mowing, barrow ditches, unpaved roads, potholes, crack sealing, road shoulders, guard rails, asphalt patching, concrete repairs, the MAX corridor, pedestrian lighting, pedestrian underpasses, and the adopt-a-street program. This offer also provides 24/7 on-call staff for emergency calls for support on any safety concerns, such as debris in the road or pavement failures.

The support functions are Administration and Information Technology. The support functions are vital to maintain a diverse department that represents 60+ staff encompassing the following programs: Street Maintenance Program, Snow Operations, Emergency Responses, Graffiti, Sweeping, Alleys, Mowing & Road Shoulders, Crushing/Recycling, Traffic Control, Rehab Crew, and Patch Crew.

The administration group provides leadership, coordination and support for all Streets programs. Support services include work planning, billing and budget management, public outreach, personnel safety and training, world-class customer service, environmental compliance, technology innovation and building maintenance. This team is also integral in coordinating the work of hired contractors, managing service requests from the public, and processing Human Resources documentation for hiring, disciplinary actions, and separations.

Ongoing debt service for capital purchases made through lease payments are being funded from Keep Fort Collins Great (KFCG) Other Transportation Revenues in the amount of \$210,515 (2019) and \$210,515 (2020).

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins
- TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.6 - Leverage data, technology, metrics and benchmarks to guide decisions, improve results, and enhance service delivery

Additional Information

- This offer is critical for planning, budgeting, and managing all Streets operations including tracking costs, collecting and analyzing data, customer requests, performance measurements, equipment management, facility oversight, and building a culture of safety.



Offer 35.3: Essential Street Operations

- Essential Street Operations provide internal and external customer service. Collaborate and coordinate with Larimer County, State agencies, utility companies, school districts, Colorado State University, other City departments, media, businesses, and residents.
- Roadway system maintenance addresses potholes, repairing pavement edge failures, bridge maintenance, guard rail maintenance and cleaning, smoothing depressions and ruts, street patching, and crack sealing.

Links to Further Details:

- <http://www.fcgov.com/streets/>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: Street maintenance is a high priority for the citizens of Fort Collins to provide quality services.
- TRAN 6.1 - Improve safety for all modes of travel: Providing safe, well maintained roadways is a critical mission of the Essential Street Operations.
- HPG 7.6 - Leverage data, technology, metrics and benchmarks to guide decisions, improve results, and enhance service delivery: The Streets Department optimizes the use of the latest technology to enhance data-driven decision making, create efficiencies, manage costs, and assist with continual improvement processes. Citizen requests are tracked and measured in specialized software to provide world class customer service.

Improvements & Efficiencies

- LED lights are being installed inside and outside the Streets facility to reduce energy usage.
- The Streets Department continues to reduce energy usage in the building and have reduced carbon emissions by 26.89% over 2005 baseline numbers. This represents an additional 10% reduction from 2015 and shows good progress towards the goal.
- In 2017, the Streets Department achieved certification of our Environmental Management System (EMS). This entailed meeting the new requirements of the latest International Organization for Standardization (ISO) 14001:2015 standard. This system provides a framework to ensure environmental compliance, reduce environmental impacts, and to continually improve the Streets operation.

Performance Metrics

- TRAN 18. Pothole response time
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=92937&periodId=20947.html>
- TRAN 4. Pavement condition: average Pavement Condition Index (PCI)- OVERALL



Offer 35.3: Essential Street Operations

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91508&periodId=20947.html>

Personnel Changes

- None

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider

Lead Department: Streets



35.3: Essential Street Operations

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	12.00	12.00	- %
Hourly (FTE)	2.89	2.89	- %
Expenses			
511000 - Salaries & Wages	906,608	932,348	2.8%
512000 - Benefits	278,107	289,195	4.0%
510000 - Personnel Services	1,184,715	1,221,543	3.1%
521000 - Professional & Technical	247,836	247,836	- %
520000 - Purchased Prof & Tech Services	247,836	247,836	- %
531000 - Utility Services	128,911	131,052	1.7%
532000 - Cleaning Services	32,962	33,831	2.6%
533000 - Repair & Maintenance Services	387,536	388,312	0.2%
534000 - Rental Services	608,222	608,223	- %
530000 - Purchased Property Services	1,157,631	1,161,418	0.3%
541000 - Insurance	24,939	25,993	4.2%
542000 - Communication Services	49,000	49,000	- %
543000 - Internal Admin Services	1,152	1,173	1.8%
544000 - Employee Travel	15,100	15,100	- %
549000 - Other Purchased Services	9,000	9,000	- %
540000 - Other Purchased Services	99,191	100,266	1.1%
551000 - Vehicle & Equipment Supplies	34,144	39,282	15.0%
552000 - Land & Building Maint Supplies	30,000	30,000	- %
553000 - Infrastructure Maint Supplies	203,837	188,402	-7.6%
555000 - Office & Related Supplies	8,000	8,000	- %
556000 - Health & Safety Supplies	11,500	11,500	- %
559000 - Other Supplies	15,610	16,047	2.8%
550000 - Supplies	303,091	293,231	-3.3%
565000 - Vehicles & Equipment	10,000	10,000	- %
560000 - Capital Outlay	10,000	10,000	- %
591000 - Transfers to Funds	117,877	130,829	11.0%
590000 - Transfers Out	117,877	130,829	11.0%
Total Expenses	3,120,341	3,165,123	1.4%



Funding Sources

100-General Fund: Ongoing	Ongoing	445,000	445,000	- %
254-KFCG Fund: Other Transportation	Ongoing Restricted	210,515	210,515	- %
292-Transportation Services Fund: CCIP O&M	Ongoing Restricted	36,000	36,000	- %
292-Transportation Services Fund: Ongoing Revenue	Ongoing Restricted	2,278,826	2,323,608	2.0%
292-Transportation Services Fund: Work for Others	Ongoing Restricted	150,000	150,000	- %
	Funding Source Total	3,120,341	3,165,123	1.4%



Offer 35.4: Street Sweeping

2019: \$713,019 and 4.25 FTE, 1.56 Hourly FTE

2020: \$725,595 and 4.25 FTE, 1.56 Hourly FTE

Offer Summary

Funding this offer provides for strategic sweeping operations on streets and bike lanes throughout the City. As part of the street sweeping program, arterial streets (such as Horsetooth, Shields, Prospect) and their adjoining bike lanes are scheduled for sweeping once every two weeks. The Downtown area is swept two times per week. Residential and collector streets are swept four times per year.

Other components of the sweeping program include: compliance with the Fugitive Dust Policy; bike lane sweeping; Max/BRT sweeping; Mason Trail sweeping; and 24-hour emergency response for street and bike lane hazards.

Regular street sweeping is important for safety and overall air and water quality by removing debris. Regular street sweeping keeps debris out of the storm drains, improving the water quality and preventing street flooding by keeping storm drains open. Aesthetics is also an important consideration. Street sweeping has always been a demand from citizens and the need will only increase as the street network expands with added lane miles and new residential areas.

Another benefit of sweeping is that it promotes the City as a bicycle-friendly community by providing safe traveling surfaces for bicycle commuters. Without regular bike lane sweeping, debris such as dirt and glass from the roadway is forced into the bike lanes and road shoulders.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- ENV 4.2 - Improve indoor and outdoor air quality
- ENV 4.9 - Sustain and improve the health of the Cache la Poudre River and its watershed

Additional Information

- The sweeping program assists the Utilities Department with sweeping services for water main breaks. The sweeping program also provides accident clean-up assistance to the Police and Fire Departments.
- The Stormwater Department contributes \$220,000 per year towards this program, which is included in this offer.
- Streets will continue to partner with the Parks Department to ensure pedestrian walkways and bridges remain free of debris. This partnership is also important for collaboration in the Downtown area. Parks and Streets coordinate Downtown cleaning schedules so Parks can efficiently blow litter into the roadway for street sweepers to clean-up immediately.



Offer 35.4: Street Sweeping

Links to Further Details:

- <http://www.fcgov.com/streets/sweeping.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: The sweeping program supports emergency services to clean up accident debris and dumped loads on the roads. Streets are kept clean and free of debris for safety and aesthetics of our city.
- ENV 4.2 - Improve indoor and outdoor air quality: Street sweeping reduces fugitive dust from getting in the air by capturing the particulate matter so that it does not become airborne.
- ENV 4.9 - Sustain and improve the health of the Cache la Poudre River and its watershed: This offer helps prevent hazardous material and debris from getting into the runoff to the Poudre River.

Improvements & Efficiencies

- Streets and Forestry collaborate to provide safe and timely removal of tree debris on city streets after Forestry operations to trim City trees.
- During fall street sweeping, leaves are collected and taken to the Crushing/Recycling Facility for composting. This reduces the amount of leaves taken to the landfill, reduces haul time to the landfill, and eliminates tipping fees. The compost material is used by other City departments.
- In 2018, a study will be initiated to evaluate the effectiveness of the street sweeping program through new data collection technology installed on the street sweepers.
- A new sweeper was purchased in 2017 with articulating front mounted broom equipment which allows sweeping in the tops of medians, tight corners, and roundabouts. This type of sweeping had to be done by hand previously. This has led to more efficient, higher quality sweeping in difficult areas.
- An Innovation Fund award was given to Streets in early 2018 to build a sweeper clean-out station to help reduce the amount of debris captured in the wash bay. This station uses compressed air to clear debris from street sweepers prior to being washed in the wash bay. This will significantly reduce wash bay drain clean-out costs and hazardous material disposal.

Performance Metrics

- TRAN 9. Street sweeping: number of lane miles swept
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91513&periodId=20947.html>

Personnel Changes

- None



Offer 35.4: Street Sweeping

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider
Lead Department: Streets



35.4: Street Sweeping

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	4.25	4.25	- %
Hourly (FTE)	1.56	1.56	- %
Expenses			
511000 - Salaries & Wages	335,158	343,835	2.6%
512000 - Benefits	99,473	103,372	3.9%
510000 - Personnel Services	434,631	447,207	2.9%
521000 - Professional & Technical	9,000	9,000	- %
520000 - Purchased Prof & Tech Services	9,000	9,000	- %
533000 - Repair & Maintenance Services	216,159	216,150	- %
530000 - Purchased Property Services	216,159	216,150	- %
541000 - Insurance	5,109	5,292	3.6%
543000 - Internal Admin Services	316	322	1.9%
540000 - Other Purchased Services	5,425	5,614	3.5%
551000 - Vehicle & Equipment Supplies	39,604	39,424	-0.5%
552000 - Land & Building Maint Supplies	3,500	3,500	- %
556000 - Health & Safety Supplies	500	500	- %
559000 - Other Supplies	4,200	4,200	- %
550000 - Supplies	47,804	47,624	-0.4%
Total Expenses	713,019	725,595	1.8%
Funding Sources			
292-Transportation Services Fund: Ongoing Restricted Ongoing Revenue	713,019	725,595	1.8%
Funding Source Total	713,019	725,595	1.8%



Offer 35.5: Planning, Development & Transportation (PDT) Work for Others

2019: \$3,965,138 and 12.60 FTE, 5.45 Hourly FTE

2020: \$3,961,621 and 12.60 FTE, 5.45 Hourly FTE

Offer Summary

This collaborative offer allows an opportunity for City departments, Colorado State University, Poudre School District, developers and public agencies to purchase high quality goods and services at competitive prices from the Streets, Traffic and Engineering departments. This program pays for itself through revenue generated from the following services:

- Street Patching
- Traffic Control
- Snow Removal
- Road Construction
- Crushing Operation
- Contract Sweeping
- Signs and Pavement Marking Installation
- Traffic Signal Construction

This program provides Fort Collins' citizens with a quality product at a reduced cost while utilizing city equipment and employee expertise. Through this program, the Streets Department provides street patching services for the Water, Wastewater, and Light & Power departments, and maintenance and construction of new roads for Natural Areas and Wastewater. The program provides sweeping and snow removal services for the Civic Center Parking Structure, the Old Town Parking Structure, Police Services parking lots and various other City parking lots.

The Streets Department also provides traffic control services to all City departments on a full-time and emergency basis 24-hours-a-day/365 days per year. Maintaining a high level of consistent, dedicated staff is critical to provide safe work zones for the traveling public and workers, no matter what the situation.

Traffic Operations typically builds or upgrades about four traffic signals per year for development or the City's Capital Improvement Projects. In addition, numerous signing and marking projects occur through this program. Funding for these projects comes from other jurisdictions, developers and other City departments.

Also included in this offer is the operation of the crushing/recycling facility. Through the crushing facility, the City avoids landfill fees by recycling material from street projects. The crushing facility accepts clean material from contractors and the public for free.



Offer 35.5: Planning, Development & Transportation (PDT) Work for Others

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.1 - Provide world-class municipal services to residents and businesses
- ENV 4.4 - Achieve the 2020 Road to Zero Waste goals and work toward 2030 zero waste goals

Additional Information

- This program represents a collaborative effort between other City Departments as well as Colorado State University, Poudre School District, Larimer County, Platte River Power Authority and Poudre Valley Hospital. Work performed for these entities helps ensure consistency of design and materials which promotes efficient maintenance of critical infrastructure and compliance with design standards.
- The work area traffic control group sets up all devices (barricades and cones) utilized to safely guide traffic around paving and patching projects, Engineering projects, Utilities capital projects, water main breaks, and Police and Fire emergency situations.
- The Work for Others (WFO) program promotes environmental sustainability practices by operating the City's crushing/recycling facility. This facility recycles materials such as asphalt and concrete from City street projects along with accepting those materials without charge from private sources.
- Environmental sustainability is achieved by reducing landfill utilization where the materials would go otherwise. The materials are crushed and recycled to create usable products that can be purchased by the public or other City departments to resurface roads, driveways, parking lots and building projects.
- The Streets patching group works collaboratively with the Utilities Department to perform temporary and permanent patches after utilities work in the street, including water main breaks. This provides a faster turnaround on street repairs and less impact to the traveling public at a competitive price.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$1

Scalability and explanation

none

Links to Further Details:

- <http://www.fcgov.com/streets/crushing.php>
- <http://www.fcgov.com/streets/work.php>



Offer 35.5: Planning, Development & Transportation (PDT) Work for Others

- <http://www.fcgov.com/streets/traffic-control.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: Traffic control establishes safe work zones and protects workers and the traveling public from hazards.
- HPG 7.1 - Provide world-class municipal services to residents and businesses: This program provides the citizens of Fort Collins with quality and reliable traffic control services and products installed by highly trained staff at a reduced cost. This ensures consistency of design and materials which promote efficient maintenance of critical infrastructure and compliance with design standards.
- ENV 4.4 - Achieve the 2020 Road to Zero Waste goals and work toward 2030 zero waste goals: The Crushing/Recycling/Composting Facility helps advance the sustainability goals of the City of Fort Collins by taking products that would normally go to the landfill and processing for reuse in the community. Specific examples include: asphalt, concrete, toilets, leaves and other organic materials from other City departments.

Performance Metrics

- TRAN 8. Snow removal: average hours to bare pavement after snow ends- ARTERIAL
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91512&periodId=20947.html>
- TRAN 9. Street sweeping: number of lane miles swept
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91513&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider
Lead Department: Streets



35.5: Planning, Development & Transportation (PDT) Work for Others

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	12.60	12.60	- %
Hourly (FTE)	5.45	5.45	- %
Expenses			
511000 - Salaries & Wages	875,323	906,946	3.6%
512000 - Benefits	277,388	289,883	4.5%
519000 - Other Personnel Costs	(79,267)	(82,325)	3.9%
510000 - Personnel Services	1,073,444	1,114,504	3.8%
521000 - Professional & Technical	224,174	224,279	- %
520000 - Purchased Prof & Tech Services	224,174	224,279	- %
531000 - Utility Services	29,592	30,807	4.1%
533000 - Repair & Maintenance Services	534,047	514,573	-3.6%
534000 - Rental Services	647,771	366,010	-43.5%
535000 - Construction Services	150,000	150,000	- %
530000 - Purchased Property Services	1,361,410	1,061,390	-22.0%
541000 - Insurance	15,559	16,117	3.6%
543000 - Internal Admin Services	502	511	1.8%
540000 - Other Purchased Services	16,061	16,628	3.5%
551000 - Vehicle & Equipment Supplies	115,591	146,731	26.9%
552000 - Land & Building Maint Supplies	129,449	143,891	11.2%
553000 - Infrastructure Maint Supplies	648,370	848,738	30.9%
554000 - Utility Supplies	75,000	75,000	- %
556000 - Health & Safety Supplies	10,000	10,000	- %
559000 - Other Supplies	52,000	72,000	38.5%
550000 - Supplies	1,030,410	1,296,360	25.8%
565000 - Vehicles & Equipment	259,639	248,460	-4.3%
560000 - Capital Outlay	259,639	248,460	-4.3%
Total Expenses	3,965,138	3,961,621	-0.1%



Funding Sources

292-Transportation Services Fund: Ongoing Restricted Work for Others	3,965,138	3,961,621	-0.1%
Funding Source Total	3,965,138	3,961,621	-0.1%



Offer 35.6: KFCG ENHANCEMENT: Alley Maintenance

2019: \$200,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$200,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This is a collaborative offer between the Streets Department and the Forestry Department to provide safe and well maintained alleys for a total yearly cost of \$200,000.

Restores the Alley Maintenance program to \$125,000 per year. The alley maintenance portion of the budget was eliminated in 2009. It was re-approved in the 2015-2016 Budgeting for Outcomes (BFO) process. During this time period, all unpaved alleys were graded and alley repairs were completed as needed. It was not approved in the 2017-2018 budget. During the time when funding was not available, the Streets Department was forced to take a hands-off approach to alley maintenance by eliminating routine maintenance for 241 blocks of alleys, most of which are unpaved. Without funding there have been 85 alley complaints and six Service Area Requests (SARs). This offer would reestablish the ability for once-a-year blading in every unpaved alley, as well as the reconstruction of a select few alleys to improve drainage, cure problematic locations, and restore the aggregate surface. This offer may also allow a very limited amount of asphalt repair work in paved alleys.

As part of alley maintenance, there is a need to prune or remove woody vegetation for clear passage of high profile vehicles. It will require \$75,000 each year in the 2019/2020 budget cycle broken out as follows: \$25,000 for alley right-of-way surveys and \$50,000 to clear approximately 35 blocks of alley right-of-way each year. Thirty-five blocks of alley clearance per year would translate to a seven-year woody vegetation clearance rotation. This offer is scalable as to the amount of clearance work, but the cost to survey alley rights-of-way is fixed.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.1 - Provide world-class municipal services to residents and businesses
- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods

Additional Information

- This offer addresses dust issues; with rejuvenated surfaces using higher quality material, dust is greatly reduced.
- Enhances quality of life perspectives with improved driving surfaces.
- Drainage issues can be mitigated for properties along alleys.
- Helps eliminate water collection habitat for insects such as mosquitos.



Offer 35.6: KFCG ENHANCEMENT: Alley Maintenance

- Provides safe access, quick response, and clear passage for emergency vehicles. Also minimizes damage by high profile vehicles such as garbage collection trucks.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$200,000

Scalability and explanation

Offer is scalable based on funding.

Links to Further Details:

- <http://www.fcgov.com/streets/roads-alleys.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: Quality infrastructure is dependent upon well maintained alleys. It is imperative that emergency equipment has clear passage in alleys for rapid response.
- HPG 7.1 - Provide world-class municipal services to residents and businesses: This request restores funding to provide alley maintenance in response to numerous citizen complaints.
- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods: Well-cared-for alleys help create a feeling that people use the area, and adds to the comfort level of the neighborhood. Well maintained alleys can be a deterrent to crime and provides a safe environment, whereas uncared for alleys can appear to be abandoned.

Performance Metrics

- TRAN 46. % of residents responding very good/good - Fort Collins as a walkable city
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109979&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider
Lead Department: Streets



35.6: KFCG ENHANCEMENT: Alley Maintenance

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	125,000	125,000	- %
520000 - Purchased Prof & Tech Services	125,000	125,000	- %
533000 - Repair & Maintenance Services	75,000	75,000	- %
530000 - Purchased Property Services	75,000	75,000	- %
Total Expenses	200,000	200,000	- %
Funding Sources			
100-General Fund: Ongoing	75,000	75,000	- %
292-Transportation Services Fund: Ongoing Restricted	125,000	125,000	- %
Ongoing Revenue			
Funding Source Total	200,000	200,000	- %



Offer 35.7: ENHANCEMENT: Restore Street Maintenance Program (SMP) Funding

2019: \$250,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$500,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

One of the City’s most valuable transportation assets is the street network consisting of 1957 lane miles of pavement, with an estimated replacement value of approximately \$1 billion. The City has established a goal of maintaining an overall Level of Service (LOS) “B” or “Good” or a pavement condition index (PCI) range of 70-85. In 2018, funding was reduced by \$900,000 as an ongoing reduction. This has a significant impact to the program and the level of service that can be provided. This offer attempts to partially restore the reduction on an incremental basis of \$250,000 in 2019 and \$500,000 in 2020. Over the three-year period of 2018-2020 this equates to a total reduction of \$1,950,000 if this enhancement is funded. If not, the total reduction to the SMP will be \$2,700,000.

While conditions on the overall street network have been improving, if the funding reduction continues, over time it will cause decline in the overall PCI and create a backlog of deferred maintenance that will cost significantly more in future dollars.

While past investments have increased the PCI system-wide, the long term outlook for the street system is that it will rapidly deteriorate. The program would be forced to focus more on arterial and collector streets and residential streets would be compromised. It is estimated that the overall PCI will drop approximately one point per year, and by 2029 the PCI would be at a LOS “C” or “Fair” with a PCI rating of 56-69.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.6 - Maintain Level of Service ‘B’ for City streets and the current level of service for medians and associated infrastructure
- TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility

Additional Information

- Construction costs are increasing an average of 5% annually, and the sales tax projections are only increasing 2% annually. In addition, the street network is growing due to annexations and new development.
- Good roads cost less to maintain. If the street network is allowed to deteriorate to fair, it will cost significantly more to return to a condition of LOS "B" or "Good".
- Studies have shown that every \$1 spent on pavement preservation can save \$8-\$10 or more in future rehabilitation costs.



Offer 35.7: ENHANCEMENT: Restore Street Maintenance Program (SMP) Funding

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

Offer is scalable based on funding.

Links to Further Details:

- <https://www.fcgov.com/streets/smp.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: The City of Fort Collins has set a goal to achieve and maintain an average PCI of 70 to 85 for all city streets which equates to a Level of Service "B".
- TRAN 6.1 - Improve safety for all modes of travel: On all projects, SMP staff collaborates with other City departments such as FC Moves, Traffic, and Engineering to implement safety opportunities that exist for all modes of travel.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: Using the PCI as a foundation, staff uses software to model the projected network condition and the estimated life cycle costs. The software also identifies maintenance and rehabilitation requirements for budgeting and planning.

Performance Metrics

- TRAN 4. Pavement condition: average Pavement Condition Index (PCI)- OVERALL
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91508&periodId=20947.html>
- TRAN 50. % of residents responding very good/good - Street maintenance in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109983&periodId=20947.html>
- TRAN 3. Cumulative Lane Miles of Roadway Pavement Improved
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91507&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team



***Offer 35.7: ENHANCEMENT: Restore Street Maintenance Program (SMP)
Funding***

- Not applicable

Offer Profile

Offer Owner: LSchneider

Lead Department: Streets



35.7: ENHANCEMENT: Restore Street Maintenance Program (SMP) Funding

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
533000 - Repair & Maintenance Services	250,000	500,000	100.0%
530000 - Purchased Property Services	250,000	500,000	100.0%
Total Expenses	250,000	500,000	100.0%
Funding Sources			
100-General Fund: Ongoing	250,000	500,000	100.0%
Funding Source Total	250,000	500,000	100.0%



Offer 35.8: ENHANCEMENT: 3.0 FTE Conversion from Hourly to Contractual - Traffic Control Supervisors

2019: \$0 and 3.00 FTE, -3.00 Hourly FTE

2020: \$0 and 3.00 FTE, -3.00 Hourly FTE

Offer Summary

Reclassifies three full-time hourly Traffic Control Supervisor (TCS) positions to three contractual TCS positions. Since these positions are currently hourly positions, converting them to contractual will not have a financial impact on the Streets Department since the benefits for contractual and hourly employees are the same cost.

The Streets Department provides traffic control services to City departments on a full-time and emergency basis 24-hours-a-day/365 days per year. Maintaining a high level of consistent, dedicated staff is critical to provide safe work zones for the traveling public and workers, no matter what the situation.

Traffic control is often called upon for assistance during emergencies from Traffic Operations, Poudre Fire Authority, Police Services, and during natural disasters (e.g., the 2013 flood). They are also utilized for sensitive projects such as the set up/take down of DUI check points.

These positions will support the City’s “Reliable High Speed Internet Services” project by collaborating with the Light & Power Department to provide safe work zones during installation of broadband equipment throughout Fort Collins. This will be a fast moving project covering an estimated 7-10 miles per week. Setting up safe work zones quickly and efficiently will be critical.

Due to the high demand for traffic control services, it is a constant challenge to manage overtime to ensure the City’s overtime cap of \$20,000 annually is not exceeded. In 2017, the average annual overtime of five TCS employees was \$17,300.

If these positions are not funded, the overall traffic control program will be forced to reduce the level of service to other City departments. Without adequate personnel, services cannot be provided. The City would lose the internal collaboration that occurs with experienced traffic control staff who understand and can efficiently respond to the unique needs of each department. Analysis shows it would cost the City at least 15% more to contract out traffic control services.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.1 - Provide world-class municipal services to residents and businesses
- ECON 3.7 - Deploy reliable, high-speed internet services throughout the community



Offer 35.8: ENHANCEMENT: 3.0 FTE Conversion from Hourly to Contractual - Traffic Control Supervisors

Additional Information

- The Streets Department Traffic Control has long served the City with safe, timely and affordable service for all its traffic control needs and continues to be a prominent player in any project that involves woReclassifies 3 full-time hrk within public right-of-way. Providing consistent, quality, well-skilled staff is instrumental in the success and safety of the program and the traveling public.
- Per city, state and federal requirements, if work is performed in the public right-of-way, traffic control needs to be on the jobsite. Traffic Control staff work directly with Streets and many departments in the City including Traffic, Engineering, Parks, Utilities, Transfort, Police Services and Forestry.
- Traffic Control staff provide on-call 24-hour services that often involve high-stress and emergency situations within the community. They work with Police Services in unsafe situations, closing down roadways for accidents, hazardous spills, and unexpected events on the roads requiring lane or road closures. They also function as equipment operators for snow operations.
- These positions are considered safety-sensitive. The retention of competent, certified and properly trained personnel is crucial to the operation of a safe and efficient traffic control program.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

The offer is scalable based on the number of Traffic Control Supervisors that could be converted from hourly to classified. This would not have any financial impact.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: Traffic control establishes safe work zones, and protects workers and the traveling public from hazards.
- HPG 7.1 - Provide world-class municipal services to residents and businesses: Traffic control is instrumental in collaborating and coordinating with City departments, external agencies, businesses and citizens.
- ECON 3.7 - Deploy reliable, high-speed internet services throughout the community: Traffic control services are an essential part of the installation of broadband equipment in the right-of-way to provide safe work zones.



Offer 35.8: ENHANCEMENT: 3.0 FTE Conversion from Hourly to Contractual - Traffic Control Supervisors

Performance Metrics

- TRAN 46. % of residents responding very good/good - Fort Collins as a walkable city
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109979&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider
Lead Department: Streets



35.8: ENHANCEMENT: 3.0 FTE Conversion from Hourly to Contractual - Traffic Control Supervisors

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	3.00	3.00	- %	
Hourly (FTE)	-3.00	-3.00	- %	
Expenses				
511000 - Salaries & Wages	-	-	- %	
512000 - Benefits	-	-	- %	
510000 - Personnel Services	-	-	- %	
Total Expenses	-	-	- %	
Funding Sources				
No Funding Source Required	Ongoing	-	-	- %
Funding Source Total		-	-	- %



Offer 35.9: ENHANCEMENT: Backup Generators for Streets Facility and Traffic Facility

2019: \$340,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

The Streets and Traffic Operations Departments need emergency generators specifically for emergency situations where there is a complete loss of power. The Streets facility has a backup generator that is now 40 years old and no longer works. Repairs are cost prohibitive due to the age and condition of the generator. The snow command center and material storage facility for granular and liquid use for winter operations has no back up power.

Traffic Operations operates and maintains 182 traffic signals located throughout the City. Signals can be managed in real-time from the Traffic Operations Center. Using CCTV cameras and other technologies to monitor and evaluate traffic conditions, staff is able to remotely adjust signal timing to maximize traffic flow and reduce congestion resulting from unanticipated events such as work zones, traffic crashes, trains, weather, floods, etc. In order to ensure continuity of operations, Traffic is requesting a backup generator that will allow the continued monitoring and adjustment of traffic signals during a localized power outage that affects the Traffic Operations Center.

The mere thought of a power outage can be daunting for these operations. The generators would allow the facilities to have enough power to operate critical systems. Citizens count on the City to provide them with basic core services. These backup power generators serve to support these basic services, as a source of alternative energy in times of crisis and to make sure they can continue to operate despite power grid failures and power supply shortages.

Acting decisively and quickly during emergency situations, especially during times of natural disasters is imperative to operations. Backup power will also help Streets and Traffic continue important administrative tasks that help manage or keep offices open to handle citizen requests.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- SAFE 5.4 - Improve emergency management and preparedness

Additional Information

- This also benefits the crews that need electricity to power lights at night for safety. With this in mind, back-up power generators should be seen as a critical element.
- The Streets portion of this offer is \$230,000. The Traffic Operations portion is \$110,000.



Offer 35.9: ENHANCEMENT: Backup Generators for Streets Facility and Traffic Facility

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is for 2 generators and is scalable.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: The Streets Department provides efficient and timely snow removal services. Traffic operations can monitor the traffic flow more effectively making it safer for the traveling public.
- SAFE 5.4 - Improve emergency management and preparedness: Emergency management is a high priority and both the Streets and Traffic Departments need to be able to respond in emergency situations.

Performance Metrics

- TRAN 8. Snow removal: average hours to bare pavement after snow ends- ARTERIAL
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91512&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: LSchneider
Lead Department: Streets



35.9: ENHANCEMENT: Backup Generators for Streets Facility and Traffic Facility

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
565000 - Vehicles & Equipment	340,000	-	- %
560000 - Capital Outlay	340,000	-	- %
Total Expenses	340,000	-	- %
Funding Sources			
292-Transportation Services Fund: Reserve	340,000	-	- %
Reserves			
Funding Source Total	340,000	-	- %



Offer 36.1: Harmony Road Maintenance

2019: \$272,347 and 0.00 FTE, 0.00 Hourly FTE

2020: \$272,641 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will support ongoing maintenance and operation of a key city arterial to ensure quality infrastructure and smooth traffic flow.

Harmony Road is a major arterial road that links I-25 to U.S. Highway 287. In 2006, the City received funding from the Colorado Department of Transportation (CDOT) to own and maintain Harmony Road. The funding is currently part of the 292 fund and is identified as the Harmony Road Maintenance Fund. This is a joint offer between the Streets Department and Traffic Department to provide routine maintenance such as sweeping, snow and ice removal, pothole repair, traffic signs and signal repairs, pavement markings, and mowing the road shoulders and medians. The expenditures for these activities are drawn directly from the Harmony Road Reserve.

This offer also includes the landscaping, maintenance and utility costs for the Harmony Transfer Center, also known as the Harmony Park and Ride, and the Harmony/I-25 interchange. This facility serves a variety of multi-modes and socio-economic groups: carpoolers, shuttle riders to and from Denver International Airport, and bicyclists. Located on East Harmony Road near I-25, the Harmony Transfer Center serves as a primary hub for carpoolers and shuttle services to and from Denver International Airport. The Streets Department provides sweeping, mowing, patching, striping, signage, trash removal, snow and ice removal and other maintenance activities at the Transfer Center. The Streets Department also maintains an information kiosk and leases covered bike lockers at the facility. Beyond the Harmony Transfer Center, this offer also includes regular landscaping, mowing, trash removal and other maintenance activities throughout the entire Harmony/I-25 interchange, and adjoining medians and right-of-way areas.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility
- TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure

Additional Information

- This offer funds the ongoing maintenance and operation of Harmony Road from College Avenue to I-25 to assure quality infrastructure and smooth traffic flow. Harmony Road is a major entrance point into Fort Collins and a primary route for commuters and travelers going to and from the Denver metropolitan area and other communities along the Front Range.



Offer 36.1: Harmony Road Maintenance

- The Harmony/I-25 interchange is an important gateway to the city. Annual and attentive maintenance of this area enhances overall perception of a clean, attractive city.
- The Harmony Transfer Center serves as a primary hub for carpoolers, CDOT Bustang service, and shuttle service to and from Denver International Airport.
- The Harmony Transfer parking lot is highly utilized most of the time and is the only City-maintained parking lot facility that supports a variety of multi-modal alternatives including airport shuttles, carpoolers and bicyclists. This transportation hub offers a regional network that enhances citizens' mobility.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This is the southerly entrance into Fort Collins and a primary route for commuters and travelers going to and from the Denver metro area and other communities along the Front Range. This offer supports the ongoing maintenance and operation to assure quality infrastructure and smooth traffic flow.
- HPG 7.8 - Maintain assets to reduce lifecycle costs while improving reliability and accessibility: The City utilizes preventative maintenance programs to ensure quality infrastructure in a cost effective manner.
- TRAN 6.6 - Maintain Level of Service 'B' for City streets and the current level of service for medians and associated infrastructure: The City of Fort Collins has set a goal to achieve and maintain an average PCI of 70 or higher for all city streets which equates to Level of Service "B".

Improvements & Efficiencies

- Traffic Operations will be updating thermoplastic pavement markings on Harmony Road in 2019/2020. These durable markings were installed 5 - 7 years ago and are scheduled for repair/replacement.
- Collaborated with Colorado Department of Transportation and installed restroom facilities at the Harmony Park and Ride.

Performance Metrics

- TRAN 4. Pavement condition: average Pavement Condition Index (PCI)- OVERALL
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91508&periodId=20947.html>
- TRAN 8. Snow removal: average hours to bare pavement after snow ends- ARTERIAL



Offer 36.1: Harmony Road Maintenance

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91512&periodId=20947.html>

- TRAN 9. Street sweeping: number of lane miles swept

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6351&object=measure&objectId=91513&periodId=20947.html>

Personnel Changes

- None

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- None

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: JOlson

Lead Department: Traffic



36.1: Harmony Road Maintenance

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	15,000	15,000	- %
510000 - Personnel Services	15,000	15,000	- %
521000 - Professional & Technical	132,965	132,965	- %
529000 - Other Prof & Tech Services	4,000	4,000	- %
520000 - Purchased Prof & Tech Services	136,965	136,965	- %
531000 - Utility Services	18,360	18,360	- %
533000 - Repair & Maintenance Services	58,705	58,999	0.5%
530000 - Purchased Property Services	77,065	77,359	0.4%
551000 - Vehicle & Equipment Supplies	4,167	4,167	- %
552000 - Land & Building Maint Supplies	15,000	15,000	- %
553000 - Infrastructure Maint Supplies	23,150	23,150	- %
559000 - Other Supplies	1,000	1,000	- %
550000 - Supplies	43,317	43,317	- %
Total Expenses	272,347	272,641	0.1%

Funding Sources

292-Transportation Services Fund: One-Time Restricted Harmony Rd Revenue	131,712	131,712	- %
292-Transportation Services Fund: Reserve Reserves Harmony Rd	140,635	140,929	0.2%
Funding Source Total	272,347	272,641	0.1%



Offer 45.1: Transit Local Fixed Route Network

2019: \$16,931,514 and 107.45 FTE, 33.93 Hourly FTE

2020: \$17,283,980 and 107.45 FTE, 33.93 Hourly FTE

Offer Summary

Funding this offer will provide fixed route transit service within the City of Fort Collins and regional service. This offer is a request for Transfort to continue to provide the following transportation options for the City's community; transit service throughout the City along 22 routes, that include the MAX, FLEX (Regional service to Loveland/Longmont/Boulder), Around the Horn, Gold, and 18 local routes.

Specifically, this proposal will pay for bus operator salaries and benefits, fleet maintenance expenses, fuel (bio-diesel and Compressed Natural Gas [CNG]), insurance, operator uniforms and support services.

This offer will fund 129,000 hours of revenue service for each of the budget cycle's two years. Anticipated levels of ridership are in excess of 4 million trips per year. Over the last year, fixed route ridership has increased by 6% and from 2013 to 2016 transit ridership in Fort Collins increased by 78%. This offer also addresses support services such as: road supervision, dispatching/scheduling, customer service, facility maintenance, utility costs, service development and public outreach, administrative staffing, communication expenses (telephone, wireless etc.), passenger safety and code enforcement, supplies, and liability insurance.

Funding for this offer will come from a variety of sources:

- Federal funding in the form of Federal Transit Administration (FTA) Section 5307 grants (~\$5M)
- State funding from FASTER (~\$400k)
- Advertising fees from the buses and bus shelters along the routes (~\$300K)
- Fare and pass revenue and grant funding from the Bohemian Foundation (that allows the youth population to travel free of charge on all routes), (~\$600k)
- An Agreement with Colorado State University and the Associated Students of Colorado State University to provide enhanced transit services to campus and surrounding areas (~\$2M),
- Revenue from the utilization of Transfort's bus wash facility on Trilby Road, and
- The General Fund or other City sources (~\$9M).

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals



Offer 45.1: Transit Local Fixed Route Network

Additional Information

- Transfort operates 22 fixed-routes throughout the City of Fort Collins and one regional route that services Fort Collins, Loveland, Berthoud, Longmont and Boulder (provided with contributions from each community).
- Generally transit service operates between 6:30AM-7PM, with six routes operating later evening service until 10:30PM and MAX BRT route operating from 5:30AM-12:30AM.
- Route frequencies vary. MAX BRT and two CSU routes operate on 10 minute frequencies, other routes operate at either 30 minute or hourly frequencies.
- A Transit Manager contractual position was added in early 2018, per an Inter-governmental Agreement with the City of Loveland to help run the COLT route between the 2 Cities. The IGA includes the provision that the costs will be reimbursed to the City of Fort Collins by the City of Loveland monthly.

Links to Further Details:

- [Transfort homepage http://www.ridetransfort.com](http://www.ridetransfort.com)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: This offer provides the community's base fixed-route transit services including a regional route (FLEX) and a Bus Rapid Transit Route (MAX).
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: This offer provides the community's base fixed route transit service to provide modal options to driving. Public transportation is effective in reducing traffic congestion.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Improvements & Efficiencies

- Total Fixed Route Ridership increased by 6%
- Passengers per Revenue Mile increased by 7.5%
- Passengers per Revenue Hour increased by 5.1%
- Net Expense per Passenger decreased by 5%



Offer 45.1: Transit Local Fixed Route Network

- Converted all intra-departmental (parking and transit) forms from paper and Word Doc processes to a fully integrated, web-based forms portal. No additional purchases were required for this project as the portal is part of an existing platform. The process change supports workflow processes and allows for analysis of the data captured from this enhanced process.
- Fully implemented a network monitoring system that actively monitors over 500 transit network devices for connectivity status. The system was purchased through a CDOT FASTER grant. The product allows staff to pre-empt network failures to ensure our passenger information and security systems are consistently on-line.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Personnel Changes

- Not applicable

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.1: Transit Local Fixed Route Network

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	107.45	107.45	- %
Hourly (FTE)	33.93	33.93	- %
Expenses			
511000 - Salaries & Wages	7,117,385	7,323,963	2.9%
512000 - Benefits	2,617,102	2,723,381	4.1%
519000 - Other Personnel Costs	(193,795)	(199,607)	3.0%
510000 - Personnel Services	9,540,692	9,847,737	3.2%
521000 - Professional & Technical	187,381	187,616	0.1%
522000 - Governmental Services	1,271,040	1,271,040	- %
529000 - Other Prof & Tech Services	160,000	160,000	- %
520000 - Purchased Prof & Tech Services	1,618,421	1,618,656	- %
531000 - Utility Services	142,153	145,116	2.1%
532000 - Cleaning Services	72,458	74,631	3.0%
533000 - Repair & Maintenance Services	3,485,983	3,587,894	2.9%
530000 - Purchased Property Services	3,700,594	3,807,641	2.9%
541000 - Insurance	78,391	81,375	3.8%
542000 - Communication Services	115,000	115,000	- %
543000 - Internal Admin Services	8,385	8,530	1.7%
544000 - Employee Travel	23,000	23,000	- %
549000 - Other Purchased Services	126,700	126,700	- %
540000 - Other Purchased Services	351,476	354,605	0.9%
551000 - Vehicle & Equipment Supplies	1,311,176	1,373,264	4.7%
555000 - Office & Related Supplies	60,000	60,000	- %
559000 - Other Supplies	99,800	99,800	- %
550000 - Supplies	1,470,976	1,533,064	4.2%
569000 - Other Capital Outlay	130,000	-	- %
560000 - Capital Outlay	130,000	-	- %
591000 - Transfers to Funds	119,355	122,277	2.4%
590000 - Transfers Out	119,355	122,277	2.4%
Total Expenses	16,931,514	17,283,980	2.1%



Funding Sources

100-General Fund: Ongoing	Ongoing	5,653,311	5,335,419	-5.6%
254-KFCG Fund: Other Transportation	Ongoing Restricted	1,520,000	1,540,000	1.3%
290-Transit Services Fund: Ongoing Revenue	Ongoing Restricted	9,758,203	10,408,561	6.7%
	Funding Source Total	16,931,514	17,283,980	2.1%



Offer 45.3: Dial-A-Ride Service

2019: \$2,155,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$2,190,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide the federally-mandated Dial-A-Ride paratransit service to Americans with Disabilities Act (ADA) eligible individuals within a 3/4-mile radius of an existing transit fixed route, Dial-A-Taxi service that provides taxi vouchers to Dial-A-Ride clients, and specialized shuttle service for individuals with a disability accessing Foothills Gateway, Inc.

The Americans with Disabilities Act of 1990 stipulates that any transit agency offering fixed route service, must also provide paratransit service to eligible passengers within 3/4 of a mile of the fixed route service area, during the same hours of service, and that the paratransit fare must not be more than twice the fixed route regular fare. Passengers are pre-certified for this door-to-door, on-demand service based upon their inability to access fixed route bus services due to a disability.

Dial-A-Ride is the name used for Transfort’s paratransit service and 100% of the service is provided by a third-party vendor. The budget amounts referenced in this offer are a sum of the vendor’s contracted per-passenger rates plus a monthly stipend for a dispatch function. The existing contract rate has increases each year. The existing contract for Dial-A-Ride expires in 2018 and the new per trip rate will be negotiated in 2019. This offer also includes appropriation of funds for Dial-A-Taxi vouchers. Each Dial-A-Taxi voucher is \$20, regardless of trip length and is paid for at an 80%/20% match of federal and local funds. Dial-A-Taxi trips must start in the service area, but can end at any location.

This offer will specifically pay for contract-provider expenses, based on a per-passenger charge and inclusive of a dispatch function, and for the Transfort staff that are employed to manage the Dial-A-Ride program. Funding for this offer is anticipated from three major sources: federal funding (Federal Transit Administration Section 5307 and Section 5310 grant funding), passenger fares (\$2.50 per trip), and City General Fund.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- NLSH 1.3 - Improve accessibility to City and community programs and services to low and moderate income populations
- NLSH 1.4 - Co-create a more inclusive and equitable community that promotes unity and honors diversity

Additional Information

- 100% turnkey contract operation with provider.



Offer 45.3: Dial-A-Ride Service

- This is a Federally-mandated service plus grandfathered clients.
- Set rate per passenger plus monthly stipend for dispatch services.
- The increase in cost from the 2017-2018 budget cycle is due to the addition of providing Dial-A-Ride paratransit service for Loveland.
- Funding this offer will allow for a continued shuttle service for Foothills Gateway Dial-A-Ride passengers. This service picks up clients at their homes and transports them to Foothills Gateway. In the afternoon, the shuttle picks up the clients at Foothills Gateway and drops them off at their residence.

Links to Further Details:

- [Civil Rights Compliance under the ADA http://www.fta.dot.gov/grants/12903.html](http://www.fta.dot.gov/grants/12903.html)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: Public transportation provides personal mobility and freedom for people from every walk of life. Public transportation improves access to education and employment, which in turn leads to better long-term economic opportunities. Public transportation lessens financial burdens by alleviating the need to operate individual vehicles which also supports public health.
- NLSH 1.3 - Improve accessibility to City and community programs and services to low and moderate income populations: Funding this offer will allow individuals with disabilities the freedom of mobility to participate in our community for work, shopping, medical, school and social activities.
- NLSH 1.4 - Co-create a more inclusive and equitable community that promotes unity and honors diversity: Paratransit ensures that our disabled community has the same access public transportation as all others do.

Improvements & Efficiencies

- Replaced an antiquated, legacy in-vehicle computer system for our Dial-A-Ride service using an FTA grant. This project improves the reliability and decreases the amount of overhead required by technology and maintenance staff. The net effect is improved reliability for our Dial-A-Ride passengers.

Performance Metrics

- TRAN 15. Operating expense per passenger
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91519&periodId=20947.html>



Offer 45.3: Dial-A-Ride Service

Personnel Changes

- Not applicable

Differences from Prior Budget Cycles

- This offer also includes the 2015 – 2016 Enhancement Offer 7.25 paratransit Service to Foothills Gateway.
- This offer also includes grant funding to provide the Dial-A-Taxi voucher program.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.3: Dial-A-Ride Service

Ongoing Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
521000 - Professional & Technical		2,155,000	2,190,000	1.6%
520000 - Purchased Prof & Tech Services		2,155,000	2,190,000	1.6%
Total Expenses		2,155,000	2,190,000	1.6%
Funding Sources				
100-General Fund: Ongoing	Ongoing	2,155,000	2,190,000	1.6%
Funding Source Total		2,155,000	2,190,000	1.6%



Offer 45.5: Transfort 365 Service

2019: \$790,608 and 5.00 FTE, 0.00 Hourly FTE

2020: \$804,992 and 5.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide continued Transfort 365 Service (Sundays and holidays) at the current level funded in 2017 and 2018. Six routes (MAX, 2, 3, 8, 14, and 16) currently operate on Sundays and holidays, including paratransit, from 8 am to 7 pm. The service, which began August 2017, has been funded by the City, Colorado State University (CSU) and Associated Students of Colorado State University (ASCSU). CSU and ASCSU contribute approximately 25% of the funding per year.

The provision of 365 Service has been well received by transit riders and ridership has exceeded projections by 52%, for a total of approximately 2,000 passenger trips on an average Sunday. The service has provided a lifeline to those who depend on transit for their daily mobility needs. The service has also helped to accommodate demand by visitors to the City and CSU and for people traveling to Downtown for events.

Expansion of Sunday and holiday service is proposed in Offer 45.6.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- The 2017/2018 service level includes about \$70K funded from reserves. Converting this amount to an on-going source is included in Offer 45.6.

Links to Further Details:

- [Transfort website http://www.ridetransfort.com/365](http://www.ridetransfort.com/365)

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)

- ✓TRAN 6.3 - Improve transit availability and grow ridership: This offer directly implements this strategic objective by providing transit availability on Sunday. Transit availability on Sunday enhances local business and sales tax generation, makes Fort Collins more attractive for conventions, and provide mobility for transit dependent individuals.



Offer 45.5: Transfort 365 Service

- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Since many large public events occur Downtown, Sunday service helps to solve related parking and congestion issues. Without transit service to serve CSU and the downtown area, additional parking would be necessary to accommodate the thousands of extra trips each day into this area.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Improvements & Efficiencies

- Service is partially funded through partnerships with ASCSU and CSU.
- Net Expense per Passenger decreased by 5%
- Total Fixed Route Ridership increased by 6%

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>
- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Personnel Changes

- Not applicable

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable



Offer 45.5: Transfort 365 Service

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.5: Transfort 365 Service

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	5.00	5.00	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	343,468	353,236	2.8%	
512000 - Benefits	121,182	126,092	4.1%	
519000 - Other Personnel Costs	(9,292)	(9,586)	3.2%	
510000 - Personnel Services	455,358	469,742	3.2%	
533000 - Repair & Maintenance Services	199,400	199,400	- %	
530000 - Purchased Property Services	199,400	199,400	- %	
551000 - Vehicle & Equipment Supplies	135,850	135,850	- %	
550000 - Supplies	135,850	135,850	- %	
Total Expenses	790,608	804,992	1.8%	
Funding Sources				
100-General Fund: Ongoing	Ongoing	790,608	804,992	1.8%
Funding Source Total		790,608	804,992	1.8%



Offer 45.6: ENHANCEMENT: Transfort 365 Service

2019: \$264,365 and 5.00 FTE, 0.00 Hourly FTE

2020: \$582,725 and 5.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will expand Transfort 365 service to additional key routes. Six routes currently operate on Sundays and holidays, including MAX, from 8 am to 7 pm. The level of service that began in August 2017 includes contributions from Colorado State University (CSU) and the Associated Students of Colorado State University (ASCSU) in the amounts of \$105k/year each. The existing service is proposed to be continued in offer 45.5. This offer closes the funding gap for the cost of the existing service (\$71K) and expands paratransit service to the weekday service area on Sundays and holidays (\$80K).

365 Service has exceeded ridership projections by 52%, for a total of approximately 2,000 passenger trips on an average Sunday. The addition of Sunday and holiday service has provided options, flexibility, and basic mobility to those who depend on transit for their daily needs. The service has also helped to accommodate demand by visitors to the City and CSU, and for people traveling to Downtown for events. The year-round, consistent paratransit service will address citizen requests to increase mobility options for individuals with disabilities that are unable to use the fixed route system.

Based on the demand for existing routes, this offer requests funding to operate additional routes on Sundays and holidays. Routes that have been identified for expansion include 5 (Lemay), 7 (Drake), 9-10 (Old Town West), 18 (Riverside/Prospect), and HORN (CSU campus). Funding this offer will also expand the Dial-A-Ride service area on Sundays. Dial-A-Ride is a federally mandated paratransit service for individuals who are unable to use the fixed route bus system due to a disability. Adding these routes is expected to provide 700 additional daily passenger trips.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- Closes a funding gap for the existing Transfort 365 service.
- Includes the most requested additional services including Routes 5, 7, 9, 10, 18 and HORN.
- Expands complementary Americans with Disabilities Act paratransit to core Monday-Saturday service area (ongoing annual Dial-A-Ride cost \$80K).



Offer 45.6: ENHANCEMENT: Transfort 365 Service

- Hours of service would be 8 AM – 7 PM and service would operate at 30 and 60 minute frequencies.
- Service would start in August 2019 (pro-rated cost \$238K, ongoing annual fixed route cost \$509K).

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$589,621

Scalability and explanation

The offer can be scaled in the following ways:

1. Expand or reduce the number of routes included in the offer.
2. Provide funding only to close the gap for the cost of the existing service (\$71K).
3. Provide funding only to expand Dial-A-Ride paratransit to the minimum required area (\$80K).
4. Provide funding only for the funding gap and Dial-A-Ride paratransit service (\$152K).

Links to Further Details:

- [Transfort website http://www.ridetransfort.com/365](http://www.ridetransfort.com/365)
- [Dial-A-Ride Users' Guide with Service Areas http://ridetransfort.com/img/site_specific/uploads/DARUsersGuide.pdf](http://ridetransfort.com/img/site_specific/uploads/DARUsersGuide.pdf)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: This offer directly supports this strategic objective by providing increased transit availability on Sundays and holidays. Service on these days enhances local business and sales tax generation, makes Fort Collins more attractive for conventions and weekend events, and provides mobility for transit dependent individuals.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Sunday service helps to solve related parking and congestion issues for large events. Without transit service to Midtown and the downtown area, additional parking would be necessary to accommodate the thousands of extra trips each day into this area. If 100 passenger trips were accommodated on buses from people who ordinarily drive, 100 fewer parking spaces would be needed.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins



Offer 45.6: ENHANCEMENT: Transfort 365 Service

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>

- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.6: ENHANCEMENT: Transfort 365 Service

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	5.00	5.00	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	116,642	240,282	106.0%	
512000 - Benefits	50,437	105,013	108.2%	
519000 - Other Personnel Costs	(3,341)	(6,906)	106.7%	
510000 - Personnel Services	163,738	338,389	106.7%	
521000 - Professional & Technical	29,437	80,497	173.5%	
520000 - Purchased Prof & Tech Services	29,437	80,497	173.5%	
533000 - Repair & Maintenance Services	47,460	109,226	130.1%	
530000 - Purchased Property Services	47,460	109,226	130.1%	
551000 - Vehicle & Equipment Supplies	23,730	54,613	130.1%	
550000 - Supplies	23,730	54,613	130.1%	
Total Expenses	264,365	582,725	120.4%	
Funding Sources				
100-General Fund: Ongoing	Ongoing	264,365	582,725	120.4%
Funding Source Total		264,365	582,725	120.4%



Offer 45.8: ENHANCEMENT: South East Transit Fixed Route and Dial-A-Ride Service

2019: \$560,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$346,994 and 3.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer would provide new fixed route transit service and demand response paratransit service (Dial-A-Ride) to a portion of the southeast area of Fort Collins. Currently, there is limited transit and paratransit service in areas south of Harmony Road along College, Trilby and Lemay. Citizens and social service agencies regularly request service to the area.

This offer would provide access to a fixed-route and paratransit for low-income residents in communities such as Provincetowne, clients of social service entities such as Foothills Gateway, senior housing residents, and others living and working along the College, Trilby and Lemay corridors. Fixed route service would operate every 30 minutes, Monday - Saturday between the hours of 6:30 AM and 6:30 PM.

A significant portion of the cost of this offer is for Americans with Disabilities Act (ADA)-mandated demand response service required within ¼ mile of the fixed route (cost is approximately 50% fixed route and 50% paratransit, not including a new bus). Dial-A-Ride is expected to be heavily used by Foothills Gateway clients based on past usage. City staff is engaged in discussions with Foothills Gateway about partnering, and while to this date Foothills Gateway remains non-committal about funding, it may be willing to contribute in the future.

Projected Ridership for the fixed route would be 11 passengers per hour on weekdays (136 per day) and 8 passengers per hour on Saturdays (100 per day). Approximately 44 daily trips are anticipated for Dial-A-Ride.

This offer includes buying one Compressed Natural Gas bus in 2019 to allow service to start in August of 2020. To expedite the start of the service, fixed route service could be temporarily contracted out.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.3 - Improve transit availability and grow ridership
- NLSH 1.7 - Guide development through community planning, historic preservation, and efficient and effective development review
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information



Offer 45.8: ENHANCEMENT: South East Transit Fixed Route and Dial-A-Ride Service

- Service would begin in August 2020 (pro-rated fixed-route cost \$349K, ongoing annual fixed-route cost \$439K).
- Includes complementary Dial-A-Ride paratransit service (pro-rated cost \$186K, ongoing cost \$504K).
- Includes the purchase of one bus in 2019 (\$560K).
- A large source of transit demand is for paratransit service to social service agencies including Foothills Gateway, Spirit Crossing, Elderhaus, and Summit Stone Health Partners.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$943,209

Scalability and explanation

1. It would be difficult to scale fixed-route service other than eliminating the service or providing minor changes in span of service, such as eliminating Saturdays or ending earlier in the evening. Paratransit is mandatory and can only be scaled along with the fixed-route.
2. A partnership with Foothills Gateway involving funding would reduce the cost of this offer.
3. A paratransit-only option could be included; such as offering a partnership with social service agencies to split the cost.

Links to Further Details:

- [City of Fort Collins Transportation Master Plan](http://www.fcgov.com/planfortcollins/pdf/tmp.pdf) <http://www.fcgov.com/planfortcollins/pdf/tmp.pdf>
- [Transfort homepage](http://www.ridetransfort.com) <http://www.ridetransfort.com>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: The service proposed in this offer fills gaps in the Fort Collins transit network, specifically in the southeast Lemay area. The fulfillment of this offer will link southeast Lemay neighborhoods to the South Transit Center and activity centers.
- NLSH 1.7 - Guide development through community planning, historic preservation, and efficient and effective development review: Providing service to the unserved area of southeast Lemay makes participation in city programs and facilities a realistic option for residents in Southeast Fort Collins. Public transportation provides personal mobility and freedom for people from every walk of life. Public transportation improves access to education and employment, which in turn leads to better long-term economic opportunities.



Offer 45.8: ENHANCEMENT: South East Transit Fixed Route and Dial-A-Ride Service

- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>
- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.8: ENHANCEMENT: South East Transit Fixed Route and Dial-A-Ride Service

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	3.00	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	-	68,964	- %
512000 - Benefits	-	30,978	- %
519000 - Other Personnel Costs	-	(1,999)	- %
510000 - Personnel Services	-	97,943	- %
521000 - Professional & Technical	-	186,594	- %
520000 - Purchased Prof & Tech Services	-	186,594	- %
533000 - Repair & Maintenance Services	-	41,638	- %
530000 - Purchased Property Services	-	41,638	- %
551000 - Vehicle & Equipment Supplies	-	20,819	- %
550000 - Supplies	-	20,819	- %
569000 - Other Capital Outlay	560,000	-	- %
560000 - Capital Outlay	560,000	-	- %
Total Expenses	560,000	346,994	-38.0%

Funding Sources

100-General Fund: One-time Revenue	One-Time Restricted	560,000	-	- %
100-General Fund: Ongoing	Ongoing	-	346,994	- %
Funding Source Total		560,000	346,994	-38.0%



Offer 45.10: ENHANCEMENT: Dial-A-Taxi Increase Service Availability

2019: \$109,500 and 0.00 FTE, 0.00 Hourly FTE

2020: \$109,500 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will allow for 15 additional Dial-A-Taxi trips per day for Dial-A-Ride customers. Dial-A-Taxi is a supplemental program that provides voucher subsidies for Dial-A-Ride passengers, individuals who are unable to use the fixed route bus system as a result of a disability. The cost of adding 15 additional Dial-A-Taxi trips per day is \$109,500 annually. An eligibility process is used to determine if someone is eligible for the service. This process includes an application and a health care provider determination.

The voucher program assists in expanding the level of service available through Dial-A-Ride. Specifically, Dial-A-Taxi allows passengers to traverse beyond the limited Dial-A-Ride service area, to travel at any time of day and any day of the week, regardless of whether Dial-A-Ride service is available or fixed route bus service is running. Currently, Dial-A-Taxi trips must originate in the Dial-A-Ride service area, but can end at any destination. The subsidized voucher pays for up to \$20 on the taximeter and the customer is responsible for any overage. The Dial-A-Taxi program has been instrumental in allowing Dial-A-Ride passengers more flexibility and freedom than allowed in a standard Americans with Disabilities Act (ADA) paratransit service program. Contractually, each voucher costs \$20 regardless of the trip length.

The Dial-A-Taxi program is currently being funded by a federal grant and the current level of funding only provides 20 Dial-A-Taxi trips per day. Passengers are allowed to book trips one day in advance. The program has gained popularity and regularly, the available trips for the day are reserved within the first 10 minutes of the reservation window opening. For example, by 8:10am on Saturday all of the available Sunday trips were booked. Citizen requests for additional Dial-A-Taxi services have been made frequently throughout the past year. City staff is concurrently working on several other program changes to maximize the effectiveness of the Dial-A-Taxi program.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership

Additional Information

- 441 (or 32%) of the 1,417 Dial-A-Ride clients use or have used Dial-A-Taxi.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$109,500



Offer 45.10: ENHANCEMENT: Dial-A-Taxi Increase Service Availability

Scalability and explanation

The offer requests funding for fifteen additional Dial-A-Taxi trips per day for Dial-A-Ride customers. This offer could be scaled to provide more or less Dial-A-Taxi trips.

Links to Further Details:

- [Dial-A-Taxi Brochure](http://ridetransfort.com/img/site_specific/uploads/Dial-a-Taxi_brochure_final_2016.pdf) http://ridetransfort.com/img/site_specific/uploads/Dial-a-Taxi_brochure_final_2016.pdf
- [Dial-A-Ride Users' Guide with Service Areas](http://ridetransfort.com/img/site_specific/uploads/DARUsersGuide.pdf) http://ridetransfort.com/img/site_specific/uploads/DARUsersGuide.pdf

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: This offer will expand the level of service available through Dial-A-Ride, allowing an increase in availability and ridership.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins <https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.10: ENHANCEMENT: Dial-A-Taxi Increase Service Availability

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	-	-	- %	
Hourly (FTE)	-	-	- %	
Expenses				
521000 - Professional & Technical	109,500	109,500	- %	
520000 - Purchased Prof & Tech Services	109,500	109,500	- %	
Total Expenses	109,500	109,500	- %	
Funding Sources				
100-General Fund: Ongoing	Ongoing	109,500	109,500	- %
Funding Source Total		109,500	109,500	- %



Offer 45.11: ENHANCEMENT: Electric Bus Pilot

2019: \$1,100,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will result in the purchase of one electric bus (zero tailpipe emissions) and charging infrastructure for an electric bus pilot project. Transfort has potentially secured a Congestion Mitigation and Air Quality (CMAQ) grant for \$780,000 for the purchase of one 35-foot bus and one depot charger; this offer would be used as a local match. CMAQ funding cannot be guaranteed until North Front Range Metropolitan Planning Organization (NFRMPO) takes action on this item in the summer of 2018; however, the transfer of funds to be used by Transfort to purchase an electric bus has widespread regional support.

Transfort’s current fleet includes 51 vehicles, both diesel and Compressed Natural Gas (CNG) fueled buses. The electric bus will replace a bus that has met or exceeded its expected useful life. The purchase of zero emission vehicles furthers the overall City goals of reducing greenhouse gas emissions and will allow for significant savings in maintenance and fuel costs moving forward. This project would be a pilot project to begin to determine the feasibility of transitioning to a zero-emission fleet. The cost of the bus is approximately \$850,000 and the charger and infrastructure needed for the charger is \$250,000, making the total project cost \$1,100,000. The funding needed less the CMAQ grant is \$325,000.

This bus would be primarily used on the Horn campus shuttle, which serves the university population but also encompasses student housing, residential neighborhoods (including single family homes, town homes and apartment buildings) and connects east/west commuters in this area to the north/south Bus Rapid Transit (MAX) line. This route is ideal as a pilot route for electric vehicles as it is short enough to accommodate the use of only one depot charger at Transfort’s maintenance facility.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.3 - Improve transit availability and grow ridership
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- This project is consistent with the Colorado Department of Transportation (CDOT) Statewide Transit Plan to reach CDOT’s System Preservation and Environmental Stewardship objectives.
- This project is consistent with the North Front Range Metropolitan Planning Organization’s (NFRMPO) Regional Transportation Plan by helping to further the region’s air quality goals.



Offer 45.11: ENHANCEMENT: Electric Bus Pilot

- Purchase of zero emission vehicle
- Leveraging of local funds for Federal grants

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is scalable to add more buses, but the offer cannot be scaled down.

Links to Further Details:

- <https://nfrmpo.org/wp-content/uploads/2040-rtp-amended-june.pdf> (chapter 5 - Environmental Profile)
- <https://www.codot.gov/programs/transitandrail/plans-studies-reports/statewidetransitplan/statewide-transit-plan/view> (pages 124 & 128).

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.3 - Improve transit availability and grow ridership: Electric buses have the potential to improve customer experience (less noise and air pollution) and reduce long-term operational costs.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: The purchase of zero emission vehicles furthers the overall City goals of reducing greenhouse gas emissions and would determine the feasibility of transitioning to a zero-emission fleet.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile



Offer 45.11: ENHANCEMENT: Electric Bus Pilot

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.11: ENHANCEMENT: Electric Bus Pilot

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
569000 - Other Capital Outlay	1,100,000	-	- %
560000 - Capital Outlay	1,100,000	-	- %
Total Expenses	1,100,000	-	- %
Funding Sources			
100-General Fund: One-time Revenue	One-Time Restricted 325,000	-	- %
290-Transit Services Fund: Ongoing Revenue	Ongoing Restricted 775,000	-	- %
Funding Source Total	1,100,000	-	- %



Offer 45.12: ENHANCEMENT: North College Corridor Transit Improvements

2019: \$1,260,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$564,542 and 8.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide additional fixed-route transit service and enhancements along the North College corridor, resulting in expanded transit service on and east of N. College.

The specific request is to fund 2 additional buses exclusively operating on N. College with 10 minute frequencies, realign Routes 8/81 to east of College, expand Route 81 days/hours of service with 20-minute headways (60 min on Sundays), and add shelters to existing bus stops.

Since 2015, stakeholders along N. College have requested enhanced transit service. Routes 8/81 have the fastest growing ridership in Transfort's system with approximately 25K passenger boardings/month. A steady increase in ridership is projected over the next five years. Expanded bus service would be an incremental step towards the enhanced travel corridor concept with bus rapid transit as identified in the Transportation Master Plan and prioritized by Council.

The primary markets for the current routes are clients of social service agencies and residents of mobile home parks. The N. College area is evolving with more business growth and new housing development. The demand for social services remains high. A dedicated transit route on N. College will support the vision for area revitalization and growing ridership, while providing a viable mobility option to all potential transit users. Improved transit service contributes to higher ridership, ultimately reducing single occupant vehicle travel on N. College.

Due to the 18 – 24 month timeframe for purchase and build of buses, enhanced service would begin in August 2020, and operating costs for 2020 are pro-rated to reflect that start date. To expedite the start of the service, a portion of fixed route service could be contracted out temporarily to a transportation provider.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.1 - Improve safety for all modes of travel
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- Service would begin in August 2020 (pro-rated cost \$565K, on-going annual cost \$1.16M). No additional Dial-A-Ride service is needed.



Offer 45.12: ENHANCEMENT: North College Corridor Transit Improvements

- Capital costs include purchase of two buses 2019 (\$1.12M), and 14 shelters at \$280K (\$140K per year).
- The North Fort Collins Business Association (NFCBA) has communicated strong support for this offer.
- Ridership is projected to increase 30% on weekdays, 34% Saturdays, and 72% Sundays.
- Additional offer 6.12 Enhancement for a long-term mobility/Enhanced Travel Corridor plan for N. College is also being submitted in the 19-20 BFO Cycle by FCMoves. A long-term plan is crucial in establishing a corridor vision of transit-supportive development to support high-frequency transit.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$1,161,774

Scalability and explanation

This request is the most robust option. A scaled option would be to reduce the number of buses from 2 to 1, halving the operating and capital costs. Scaling back could affect one or more of the following elements: hours of operation, frequency of service, weekend service.

Links to Further Details:

- [North College Corridor Plan: https://www.fcgov.com/planning/pdf/nccp-doc.pdf](https://www.fcgov.com/planning/pdf/nccp-doc.pdf)
- [Transfort's webpage on North College Transit Enhancements: http://ridetransfort.com/abouttransfort/plans-and-projects/north-college](http://ridetransfort.com/abouttransfort/plans-and-projects/north-college)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: Offering a reliable, safe and frequent transit service supports growing ridership and attracts a greater breadth of people to use transit, like the MAX.
- TRAN 6.1 - Improve safety for all modes of travel: This will be achieved through the implementation of safety measures on buses and at stops.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour



Offer 45.12: ENHANCEMENT: North College Corridor Transit Improvements

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>

- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.12: ENHANCEMENT: North College Corridor Transit Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	8.00	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	-	183,904	- %
512000 - Benefits	-	82,608	- %
519000 - Other Personnel Costs	-	(5,330)	- %
510000 - Personnel Services	-	261,182	- %
533000 - Repair & Maintenance Services	-	108,906	- %
530000 - Purchased Property Services	-	108,906	- %
551000 - Vehicle & Equipment Supplies	-	54,454	- %
550000 - Supplies	-	54,454	- %
569000 - Other Capital Outlay	1,260,000	140,000	-88.9%
560000 - Capital Outlay	1,260,000	140,000	-88.9%
Total Expenses	1,260,000	564,542	-55.2%

Funding Sources

100-General Fund: One-time Revenue	One-Time Restricted	1,260,000	-	- %
100-General Fund: Ongoing	Ongoing	-	564,542	- %
	Funding Source Total	1,260,000	564,542	-55.2%



Offer 45.13: ENHANCEMENT: Regional Transit Service Partnership from Greeley to Fort Collins

2019: \$0 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will allow the City to contribute to regional transit service between Greeley and Fort Collins operated by Greeley-Evans Transit (GET). Travel between Northern Colorado regions has been growing and it is estimated that over 14,000 people commute daily between Fort Collins, Windsor and Greeley. The high level of in-commuting has a significant impact on congestion and quality of life for residents and travelers.

Regional services are a key mobility option that help address the negative impacts of in-commuting. Following the successes of FLEX, a regional service operated by Transfort that connects communities along Highway 287 and Bustang, a Colorado Department of Transportation (CDOT) service between Fort Collins and Denver, GET proposes a new express route between Greeley and Fort Collins. The service is anticipated to operate 7 trips per day between Greeley and Fort Collins, with stops at Colorado State University (CSU), University of Northern Colorado (UNC) and Windsor. The alignment in Fort Collins is proposed to include I-25 from Highway 392 to Highway 14 with a stop at the Harmony Transfer Center (HTC), and along Highway 14/Mulberry to the CSU Transit Center. Passengers would be able to make transfers to other routes at the CSU Transit Center, MAX, and make transfers to Bustang and Transfort's Route 16 at the HTC.

Based on a recent survey, almost 3,000 faculty and students commute between Fort Collins and Greeley, and many others in nearby communities indicated a desire for regional transit service. The result of such a service would be a reduction of intra-regional commuting by single occupant vehicles, air quality improvements and reduced greenhouse gas emissions, less congestion, and higher quality of life for commuters and residents. The proposed funding partners include CDOT; the Cities of Greeley, Evans, Windsor, and Fort Collins; and CSU and UNC.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- Provides expanded mobility options for commuters traveling to Fort Collins.
- Strengthens regional partnerships along the front range, including Windsor and Greeley.



Offer 45.13: ENHANCEMENT: Regional Transit Service Partnership from Greeley to Fort Collins

- Leverages City dollars towards a broader transit network across multiple communities.
- Reduces traffic congestion from commuters traveling into Fort Collins.
- Provides a direct transit link between Colorado State University and University of Northern Colorado.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$100,000

Scalability and explanation

This offer is scalable and the offer assumes funding commitments by the cities of Greeley, Windsor, and Fort Collins, and CDOT. City funding would be reduced if additional partnership funding is secured, such as from Colorado State University or University of Northern Colorado. The City's portion could also be pro-rated if service started later in 2020.

Links to Further Details:

- [North Front Range MPO Regional Transportation Plan: https://nfrmpo.org/rtp/](https://nfrmpo.org/rtp/)
- [Statewide Transit Plan: https://www.codot.gov/programs/transitandrail/plans-studies-reports/statewidetransitplan/statewide-transit-plan/view](https://www.codot.gov/programs/transitandrail/plans-studies-reports/statewidetransitplan/statewide-transit-plan/view)
- [Greeley Evans Transit Strategic Plan: https://greeleyevanstransit.com/wp-content/uploads/2017/04/get-2016-strategic-plan.pdf](https://greeleyevanstransit.com/wp-content/uploads/2017/04/get-2016-strategic-plan.pdf)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: This offer directly supports this strategic objective by providing another mobility option for commuters traveling between Greeley, Windsor and Fort Collins. The regional route will grow ridership, and 657 respondents to a survey said they would take the service three to five days a week.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: A regional route connecting Fort Collins, Windsor and Greeley will remove single occupancy vehicles from highly congested corridors in these areas, including I-25, Hwy 392, Hwy 14/Mulberry and Harmony. The proposed regional route will be aligned to optimize the number of people who can access and take advantage of Transfort's MAX route, bringing commuters and shoppers to Midtown and Old Town.



Offer 45.13: ENHANCEMENT: Regional Transit Service Partnership from Greeley to Fort Collins

- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>
- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.13: ENHANCEMENT: Regional Transit Service Partnership from Greeley to Fort Collins

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
522000 - Governmental Services	-	100,000	- %
520000 - Purchased Prof & Tech Services	-	100,000	- %
Total Expenses	-	100,000	- %
Funding Sources			
100-General Fund: Ongoing	-	100,000	- %
Funding Source Total	-	100,000	- %



Offer 45.14: ENHANCEMENT: West Elizabeth Enhanced Travel Corridor Implementation Plan

2019: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will allow progress of the next steps of the West Elizabeth Enhanced Travel Corridor (ETC) Plan (adopted in 2016 by City Council) and to coordinate the effort between City departments and potential partners, such as Colorado State University (CSU).

The ETC Plan envisions efficient, high frequency bus-rapid transit-like service on West Elizabeth, extending onto the CSU Campus and into Downtown, with connections to MAX. The planned enhanced level of transit service addresses demand generated from the densely populated corridor and the large employment center, CSU. Implementation of the ETC also addresses heavy transit loads/passengers left behind and infrastructure needs for travel by bicycle or foot. The ETC Plan recommended the following steps to get to a shovel-ready project: coordination of incremental projects, completion of 35% project design, providing environmental assessment work, and entering into the project development process for state and federal capital funding. The Plan also recommends a phased approach to implementation. These steps are similar to those used for the MAX project and are typical for a large-scale project

There are several local, state and federal capital funding sources that could be able to pay for the estimated \$18 million capital costs of the project. However, to be considered for funding, projects must be “shovel-ready”. A number of key questions must be addressed in order to prepare this project for funding, such as: 1) What are the specific steps needed to advance the project forward?; 2) How do planned W. Elizabeth capital projects fit within the larger project scope and how do approved/planned development projects affect the implementation?; 3) What specific funding sources are available, including a CSU partnership, and what are the steps to entering the process?; 4) Are some of the larger elements, such as the roundabouts, bicycle improvements at intersections, and transit signal priority feasible?

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.1 - Improve safety for all modes of travel
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- Provides funding for a study providing a scope of work, phasing, funding opportunities and process, timeline, and feasibility of key West Elizabeth ETC Plan elements. (\$150K in 2020)



Offer 45.14: ENHANCEMENT: West Elizabeth Enhanced Travel Corridor Implementation Plan

- Provides an incremental step towards full implementation of the ETC Plan.
- Key first step in accessing large sources of capital to fund the project.
- The West Elizabeth ETC Plan details a vision and implementation strategy for multi-modal improvements in a key transportation corridor.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is scalable and \$150K is estimated to be a minimum amount to move the project forward. Additional funding could increase progress.

Links to Further Details:

- [West Elizabeth Enhanced Travel Corridor Plan: https://www.fcgov.com/westelizabeth/](https://www.fcgov.com/westelizabeth/)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: The W. Elizabeth ETC Implementation Plan guides the City's next major transit project and results in a significantly higher level of service through a MAX-like bus rapid transit system. The high demand for transit along W. Elizabeth, heavy existing bus loads, and the high number of passengers left behind are indicators of the need for more robust transit service.
- TRAN 6.1 - Improve safety for all modes of travel: The ETC plan envisioned safety improvements for transit, bicyclists, pedestrians and autos such as enhanced pedestrian crossings, protected intersections, and buffered bike lanes.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>



Offer 45.14: ENHANCEMENT: West Elizabeth Enhanced Travel Corridor Implementation Plan

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.14: ENHANCEMENT: West Elizabeth Enhanced Travel Corridor Implementation Plan

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	150,000	-	- %
520000 - Purchased Prof & Tech Services	150,000	-	- %
Total Expenses	150,000	-	- %
Funding Sources			
100-General Fund: One-time Revenue	150,000	-	- %
Funding Source Total	150,000	-	- %



Offer 45.15: ENHANCEMENT: Transfort Capital Asset Repair and Replacement

2019: \$2,474,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$774,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide the funds for Transfort to repair, replace and maintain its capital equipment and facilities in 2019 and 2020. This offer is requesting appropriations totaling \$2,474,000 in 2019 and \$774,000 in 2020. This offer provides funding for capital repair, technology, bus/vehicle and equipment replacement items.

For 2019, Transfort was awarded \$1.35 million in Congestion Mitigation and Air Quality (CMAQ) grants for the purchase of three compressed natural gas (CNG) buses to replace diesel buses that are past end of life. This award requires \$362,000 in local match. Transfort receives annual federal formula grant funding (5339) for capital repair, replacement and enhancement. In 2019, Transfort anticipates \$410,000 in 5339, which requires a \$102,000 local match. In 2020, Transfort anticipates \$420,000 in 5339, which requires a \$104,00 local match. Transfort also receives \$200,000 annually in Colorado Department of Transportation (CDOT) capital grant money. A \$50,000 annual local match is required. 5330 and CDOT capital grant money is used toward facilities, rolling stock and equipment. Transfort assesses the condition of all assets, the lifecycle and the current apportionment amount available to determine the replacement or repair priorities each year.

Transfort annually receives federal grant funding for the repair and replacement of its capital equipment and facilities. Over time, federal funding has allowed Transfort to replace its aging fleet, repair and renovate its existing maintenance facility, bus stops, transit centers, and implement new technology that benefits Transfort and its customers. In total, funding this offer will allow Transfort to leverage \$1.96 million in grant funding with a \$514,000 local match in 2019 and \$620,000 in grant funding with a \$154,000 local match in 2020.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- Leveraging of local funds for federal grants.
- Pays for needed replacement and repairs of capital facilities, and equipment.
- Necessary for future federal capital funding.
- Contributes to bus fleet upgrades to replace buses that have met or exceeded their useful life.



Offer 45.15: ENHANCEMENT: Transfort Capital Asset Repair and Replacement

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

Any scaling of this offer could result in the loss of grant funding.

Links to Further Details:

- [Climate Action Plan http://www.fcgov.com/environmentalservices/pdf/cap-framework-2015.pdf](http://www.fcgov.com/environmentalservices/pdf/cap-framework-2015.pdf)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: Improve safety for all modes of travel including vehicular, pedestrian and bicycle. This offer provides funding to maintain Transfort assets in a state of good repair and allowing for safe travel and access of Transfort facilities.
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: Fill the gaps for all modes of travel and improve the current transportation infrastructure while enhancing the aesthetic environment. This offer provides funding to build, repair and maintain Transfort infrastructure and facilities. This offer will also provide the necessary resources to continue upgrading Bus Stops to be accessible and meet Americans with Disabilities Act design standards.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.15: ENHANCEMENT: Transfort Capital Asset Repair and Replacement

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
569000 - Other Capital Outlay		2,474,000	774,000	-68.7%
560000 - Capital Outlay		2,474,000	774,000	-68.7%
Total Expenses		2,474,000	774,000	-68.7%
Funding Sources				
100-General Fund: One-time Revenue	One-Time Restricted	2,474,000	774,000	-68.7%
Funding Source Total		2,474,000	774,000	-68.7%



Offer 45.16: ENHANCEMENT: Lincoln/Downtown/Colorado State University Transit Service through Partnerships

2019: \$1,170,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$326,242 and 6.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will assist in establishing partnerships to contribute to a shuttle route linking three important activity centers: Lincoln Corridor, Downtown, and Colorado State University (CSU). Transfort has been approached by entities to explore the possibility of a jointly funded service to link Lincoln with CSU. To further pursue new partnerships, Transfort will need to initiate an outreach program directed toward potential funding partners, and provide funding for Transfort’s share of new service. Potential partners for the service include student housing project owners/managers, Lincoln Corridor businesses and employers, Downtown businesses and employers, CSU and Associated Students of CSU.

The Lincoln Corridor/Downtown/CSU route fulfills a need that was identified in the Downtown Plan, the Lincoln Corridor Plan and the Transfort Strategic Operating Plan. The new transit route connects these major activity centers which together boasts over 35,000 jobs. In addition, the Downtown area has over 14,000 residents, the majority of which are age groups that trends have shown are more likely to use alternative modes of transportation (Fort Collins Market Assessment Downtown Plan, 2015).

This route will provide a frequently requested direct connection between the CSU Transit Center and Downtown. Currently, this connection is made only through a transfer between the HORN on-campus shuttle and MAX, or the infrequent service on Route 10.

Funding in 2019 would pay for contract assistance to work with potential partners and solidify funding. The goal would be to begin service in August 2020, and reach a 50% cost share between the City and other partners (approximately \$450K City, \$450K partners). If the goal for partner funding is not met, then service would be delayed until sufficient funding is committed or reduced in span or frequency.

Ridership is projected to be approximately 560 daily passengers or 24 passengers per revenue hour, exceeding Transfort’s goal of 20 passengers per revenue hour.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.1 - Improve safety for all modes of travel
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals



Offer 45.16: ENHANCEMENT: Lincoln/Downtown/Colorado State University Transit Service through Partnerships

Additional Information

- Costs in 2019 include hiring of contractor (\$50,000) and purchase of 2 buses (\$1.12M). Costs in 2020 include operations beginning in August 2020 (\$330K) Ongoing annual cost is \$892K.
- Service could potentially be contracted, and vehicles would be leased or owned by the contractor.
- Diversifies Transfort’s funding with new community partnerships and provides a new model program to support transit system expansions.
- Service to operate every 15 minutes weekdays from 7 a.m.-8:30 p.m. and every 30 minutes Saturdays from 10 a.m.- 8:30 p.m. between the Lincoln Corridor, Downtown and CSU.
- Would allow other Transfort routes to operate more efficiently, and eliminate overlapping public and private transit services.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$892,506

Scalability and explanation

This offer is scalable; any decreases in funding would make it more difficult to develop partnerships. In addition, reductions in frequency and/or hours of service would result in a loss of ridership potential.

Links to Further Details:

- [Lincoln Corridor Plan](http://www.fcgov.com/planning/lincoln) <http://www.fcgov.com/planning/lincoln>
- [Transfort Strategic Operating Plan](http://www.ridetransfort.com/abouttransfort/plans-and-projects/transfort-strategic-plan) <http://www.ridetransfort.com/abouttransfort/plans-and-projects/transfort-strategic-plan>
- [Downtown Plan](http://www.fcgov.com/planning/downtown/index.php) <http://www.fcgov.com/planning/downtown/index.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.3 - Improve transit availability and grow ridership: The offer expands transit availability along the Lincoln Corridor and between Lincoln, Downtown, and CSU, and grows ridership through a new partnership model.
- TRAN 6.1 - Improve safety for all modes of travel: This will be achieved through the implementation of safety measures on buses and at stops.



Offer 45.16: ENHANCEMENT: Lincoln/Downtown/Colorado State University Transit Service through Partnerships

- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>
- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.16: ENHANCEMENT: Lincoln/Downtown/Colorado State University Transit Service through Partnerships

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	6.00	- %
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	-	137,928	- %
512000 - Benefits	-	61,956	- %
519000 - Other Personnel Costs	-	(3,997)	- %
510000 - Personnel Services	-	195,887	- %
521000 - Professional & Technical	50,000	-	- %
520000 - Purchased Prof & Tech Services	50,000	-	- %
533000 - Repair & Maintenance Services	-	86,903	- %
530000 - Purchased Property Services	-	86,903	- %
551000 - Vehicle & Equipment Supplies	-	43,452	- %
550000 - Supplies	-	43,452	- %
569000 - Other Capital Outlay	1,120,000	-	- %
560000 - Capital Outlay	1,120,000	-	- %
Total Expenses	1,170,000	326,242	-72.1%

Funding Sources

100-General Fund: One-time Revenue	One-Time Restricted	1,170,000	-	- %
100-General Fund: Ongoing	Ongoing	-	326,242	- %
Funding Source Total		1,170,000	326,242	-72.1%



Offer 45.17: ENHANCEMENT: Improved Service and Increased Frequency to Existing Routes

2019: \$1,805,920 and 3.00 FTE, 0.00 Hourly FTE

2020: \$833,738 and 13.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide increased frequencies and more reliable service to several existing Transfort routes.

(1) Routes 6 (Taft Hill) & 12 (Horsetooth) are among the system's worst performing due to poor reliability, with just 50% of trips on time, and this is a contributing factor to low ridership. Two options are available for fixing the problems: One is a cost neutral option that realigns the routes but eliminates service in some areas; the second (captured in this offer) requires funding to support the current service with an additional bus, and adds service to the Foothills Mall/Harmony area and has more transfers to MAX. Stabilizing these routes is expected to increase daily ridership by approximately 200 trips. Includes 1 bus (\$560K) and ongoing service(\$600K).

(2) Provide high-frequency, 15-minute service on Route 7 (Drake), a key east-west MAX connector. Robust connections are an important element of Transfort's strategic plan, and high frequencies provide freedom to passengers by providing service when people need it, reducing wait times, increasing the availability of bus transfers, and improving reliability. This enhancement may also reduce the demand for parking spaces at the Drake Station. Weekday ridership is projected to increase by 38% with these changes, from 589 to 812 daily passenger trips. Includes 2 buses (\$1.12M) and ongoing service (\$748K).

(3) Increase frequencies on Route 19 (Shields) to enhance customer access along Shields and to Colorado State University (CSU), Front Range Community College (FRCC) and Rocky Mountain High School. Since Route 19 runs every 30 minutes only during peak hours, when CSU is in session, the offer would pay to increase service from 60 to 30 minutes at all other times, and 60 minute service on Saturdays. Citizens regularly request more service on this route. Transfort projects that this enhanced service will increase weekday ridership by 36% while providing a higher level of reliability for the route. Includes ongoing service (\$346K).

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information



Offer 45.17: ENHANCEMENT: Improved Service and Increased Frequency to Existing Routes

- Routes are evaluated annually using Transfort’s performance metrics. The most problematic routes are identified for improvement through this assessment.
- Route 6 & 12 improvements could start in August 2020 (pro-rated annual cost \$222K, ongoing cost \$600K).
- Route 7 improvements could start in August 2020 (pro-rated annual cost \$277K, ongoing cost \$748K).
- Route 19 improvements could start in August 2019 (pro-rated cost \$128K, ongoing annual cost \$346K).
- Includes 3 new vehicles; no additional Dial-A-Ride paratransit is needed.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$1,694,072

Scalability and explanation

This offer can be scaled by providing greater or lesser fixed route frequencies, resulting in ensuing ridership increases or declines.

Links to Further Details:

- <http://www.fcgov.com/planfortcollins/pdf/tmp.pdf> - City of Fort Collins Transportation Master Plan
- <http://www.ridetransfort.com> – Transfort homepage

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: This offer directly supports this strategic objective by addressing key reliability issues and providing more transit service where demand exists. Increasing frequencies is the most effective way to grow ridership as high frequencies overcome many of the inconveniences experienced on public transportation.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: This offer increases the capacity of roadways and intersections by converting single-occupant vehicles into bus passengers. Buses provide much needed increase in intersection throughput without costly, short-term infrastructure upgrades.



Offer 45.17: ENHANCEMENT: Improved Service and Increased Frequency to Existing Routes

- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>
- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.17: ENHANCEMENT: Improved Service and Increased Frequency to Existing Routes

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	3.00	13.00	333.3%
Hourly (FTE)	-	-	- %
Expenses			
511000 - Salaries & Wages	66,954	373,008	457.1%
512000 - Benefits	29,748	166,092	458.3%
519000 - Other Personnel Costs	(1,934)	(10,781)	457.4%
510000 - Personnel Services	94,768	528,319	457.5%
533000 - Repair & Maintenance Services	20,768	203,613	880.4%
530000 - Purchased Property Services	20,768	203,613	880.4%
551000 - Vehicle & Equipment Supplies	10,384	101,806	880.4%
550000 - Supplies	10,384	101,806	880.4%
569000 - Other Capital Outlay	1,680,000	-	- %
560000 - Capital Outlay	1,680,000	-	- %
Total Expenses	1,805,920	833,738	-53.8%

Funding Sources

100-General Fund: One-time Revenue	One-Time Restricted	1,680,000	-	- %
100-General Fund: Ongoing	Ongoing	125,920	833,738	562.1%
	Funding Source Total	1,805,920	833,738	-53.8%



Offer 45.18: ENHANCEMENT: Microtransit Pilot

2019: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$196,248 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will result in a feasibility study of City support for a privately operated, flexible transit service, referred to as “microtransit”, and a pilot program to provide a new microtransit service beginning in August 2020. Microtransit is a niche service that can address transit needs in unique situations, such as lower-ridership neighborhoods and other hard-to-serve areas, first-mile/last-mile connections, and service to special populations like seniors. While microtransit can take many forms, stop locations and schedules are more flexible, ridership on these services are generally lower than fixed-route transit, buses are smaller and carry fewer passengers, fares tend to be higher, and ride requests are typically made by smartphone.

Programs providing public funding for microtransit partnerships are growing throughout the country. Most operate as a shuttle service, picking up riders along a flexible route to one or more destinations using vans or similar small transit vehicles. Experiences throughout the country have been mixed, and public support for such services have raised several issues, including ADA accessibility, redirecting resources to lower ridership services, equity around cost and access, and high cost per passenger trip.

To understand if microtransit is appropriate for Fort Collins, a feasibility study needs to be prepared. Such a study would establish program goals, analyze demand, identify a candidate service area, investigate regulatory issues, capital and operating costs, and recommend an appropriate operations and marketing plan. The funding would also provide a public process for gathering community input on microtransit in Fort Collins. Pending the results of the study and a recommendation to proceed, the offer would fund a pilot microtransit service to begin in August 2020. This special service would be set up in a viable candidate area using a privately contracted model and vehicles leased or purchased by Transfort.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.3 - Improve transit availability and grow ridership
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals

Additional Information

- Funds feasibility study in 2019 (\$100,000) and operating costs for August 2020 start (\$196K; ongoing annual cost \$530K).
- Provides direction on a potential innovative approach to public transportation and includes a public-private partnership model.



Offer 45.18: ENHANCEMENT: Microtransit Pilot

- Potentially increase the flexibility of public transportation services.
- The August 2020 start date provides time for completion of the feasibility study and an RFP process for hiring a contractor.
- Research is needed to determine the feasibility of introducing microtransit in Fort Collins.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$530,400

Scalability and explanation

This offer could be scaled up or down. If scaled down, it is recommended that funding be retained for the feasibility study and the microtransit pilot be considered in a future budget cycle.

Links to Further Details:

- [MicroTransit news article](https://www.washingtonpost.com/local/trafficandcommuting/for-public-transit-agencies-losing-riders-microtransit-might-be-an-answer/2018/02/03/37771f46-0070-11e8-9d31-d72cf78dbeee_story.html?utm_term=.aaffd440c76b)
https://www.washingtonpost.com/local/trafficandcommuting/for-public-transit-agencies-losing-riders-microtransit-might-be-an-answer/2018/02/03/37771f46-0070-11e8-9d31-d72cf78dbeee_story.html?utm_term=.aaffd440c76b
- [MicroTransit Professional Blog](http://humantransit.org/2018/02/is-microtransit-a-sensible-transit-investment.html)
<http://humantransit.org/2018/02/is-microtransit-a-sensible-transit-investment.html>
- [Eno Center for Transportation research paper on microtransit:](https://www.enotrans.org/etl-material/uprouted-exploring-microtransit-united-states/)
<https://www.enotrans.org/etl-material/uprouted-exploring-microtransit-united-states/>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.3 - Improve transit availability and grow ridership: This offer would expand transit availability to hard-to-service areas or populations.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>
- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour



Offer 45.18: ENHANCEMENT: Microtransit Pilot

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>

- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)

<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.18: ENHANCEMENT: Microtransit Pilot

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	-	-	- %	
Hourly (FTE)	-	-	- %	
Expenses				
521000 - Professional & Technical	100,000	-	- %	
522000 - Governmental Services	-	196,248	- %	
520000 - Purchased Prof & Tech Services	100,000	196,248	96.2%	
Total Expenses	100,000	196,248	96.2%	
Funding Sources				
100-General Fund: Ongoing	Ongoing	100,000	196,248	96.2%
Funding Source Total		100,000	196,248	96.2%



Offer 45.19: Colorado State University Football Game-Day Transit Services

2019: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$150,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will enable Transfort to continue to provide enhanced transit routes during Colorado State University (CSU) football games.

These services are provided before, during, and after CSU football games hosted at Colorado State Stadium. CSU and the City work together to design the service. The City is reimbursed for actual costs.

The City of Fort Collins and Colorado State University have entered into an Intergovernmental Agreement (IGA) to fund these services. CSU funds the entire cost of this offer. Additional expanded service on game days necessary to fund community-wide increased demand is funded in Transfort's on-going core services offer.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.3 - Improve transit availability and grow ridership
- NLSH 1.3 - Improve accessibility to City and community programs and services to low and moderate income populations
- CR 2.3 - Provide enhanced opportunities for arts and culture throughout the City

Additional Information

- 85,209 passenger boardings during 2017 season service.
- 4 minute MAX frequency during peak periods.
- Transfort operates up to 50 buses, contracts an additional 5 buses.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)

- ✓TRAN 6.3 - Improve transit availability and grow ridership: Service levels focus on areas of greatest ridership demand and productivity, in accordance with the transit policies. Recent expansions of service requires work to optimize and improve service.
- NLSH 1.3 - Improve accessibility to City and community programs and services to low and moderate income populations: Public transit provides equal opportunity to people of all income levels to enjoy efficient and safe transportation to community programs like sporting events.



Offer 45.19: Colorado State University Football Game-Day Transit Services

- CR 2.3 - Provide enhanced opportunities for arts and culture throughout the City: Colorado State University football is an integral part of Fort Collins culture. Funding this offer will support access to CSU home games, thereby contributing to attendance and overall enjoyment of the new stadium.

Improvements & Efficiencies

- Customer service representatives and other departmental employees provided direct support, on-site at MAX and transit center locations to help customers navigate the system. The net effect for the customer was improved utilization of the transit system in a well-planned, organized manner.

Performance Metrics

- TRAN 1. Transfort Fixed Route Passengers per Revenue Hour
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91505&periodId=20947.html>
- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>
- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Personnel Changes

- None

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.19: Colorado State University Football Game-Day Transit Services

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
533000 - Repair & Maintenance Services	100,000	100,000	- %
530000 - Purchased Property Services	100,000	100,000	- %
551000 - Vehicle & Equipment Supplies	50,000	50,000	- %
550000 - Supplies	50,000	50,000	- %
Total Expenses	150,000	150,000	- %
Funding Sources			
290-Transit Services Fund: Ongoing Ongoing Restricted Revenue	150,000	150,000	- %
Funding Source Total	150,000	150,000	- %



Offer 45.20: KFCG ENHANCEMENT: 1.0 FTE Contractual - Transit Planner and Bus Stop Improvements/Upgrades

2019: \$361,522 and 1.00 FTE, 0.00 Hourly FTE

2020: \$364,350 and 1.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide the necessary resources to continue upgrading bus stops to be accessible and meet applicable federal regulations and design standards. Transfort estimates an average of 25 bus stops to be upgraded each budget year.

Keep Fort Collins Great (KFCG) funding of \$363,287 in 2019 and \$366,173 in 2020 is proposed for ongoing bus stop enhancements to meet applicable federal regulations and design standards, concrete repair/maintenance, and fund a contractual transit planner position.

The bus stop replacement program is proposed to be funded from two sources (KFCG and CCIP) and totals approximately \$465k each year. This offer proposes the KFCG portion and offer 45.21 proposes the Community Capital Improvement Program (CCIP) portion.

Transfort annually receives federal grant funding for the repair and replacement of its capital equipment and facilities. This federal funding is critical to maintain Transfort's assets in a state of good repair. However, a majority of this funding goes towards vehicle fleet replacement and it is not sufficient to adequately maintain and upgrade the bus stops. As a result, KFCG and CCIP funding has been used to address bus stop accessibility deficiencies.

Additional bus stop improvements and upgrades are proposed in Offer 45.21.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.3 - Improve transit availability and grow ridership

Additional Information

- Upgrading bus stops to be accessible and meet applicable federal regulations and design standards

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is scalable to be reduced to fewer bus stop improvements.



Offer 45.20: KFCG ENHANCEMENT: 1.0 FTE Contractual - Transit Planner and Bus Stop Improvements/Upgrades

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓TRAN 6.1 - Improve safety for all modes of travel: This offer will fund bus stop improvements to meet applicable federal regulations and design standards
- TRAN 6.3 - Improve transit availability and grow ridership: Funding this offer will increase ridership by making it more accessible to individuals with disabilities.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.20: KFCG ENHANCEMENT: 1.0 FTE Contractual - Transit Planner and Bus Stop Improvements/Upgrades

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	1.00	1.00	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	70,040	72,142	3.0%	
512000 - Benefits	18,248	19,031	4.3%	
519000 - Other Personnel Costs	(1,766)	(1,823)	3.2%	
510000 - Personnel Services	86,522	89,350	3.3%	
569000 - Other Capital Outlay	275,000	275,000	- %	
560000 - Capital Outlay	275,000	275,000	- %	
Total Expenses	361,522	364,350	0.8%	
Funding Sources				
254-KFCG Fund: Other Transportation	Ongoing Restricted	361,522	364,350	0.8%
Funding Source Total		361,522	364,350	0.8%



Offer 45.21: ENHANCEMENT: CCIP - Bus Stop Improvements

2019: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide the necessary resources to continue upgrading bus stops to be accessible and meet applicable federal regulations and design standards. Transfort estimates an average of 25 bus stops to be upgraded each budget year.

Ballot-mandated funding of \$100,000/year in both 2019 and 2020 is proposed for ongoing bus stop enhancements to meet applicable federal regulations and design standards, concrete repair and maintenance.

The bus stop replacement program is proposed to be funded from two sources (KFCG and CCIP) and totals approximately \$465k each year. This offer proposes the CCIP portion and offer 45.20 proposes the KFCG portion.

Transfort annually receives federal grant funding for the repair and replacement of its capital equipment and facilities. This federal funding is critical to maintain Transfort's assets in a state of good repair. However, a majority of this funding goes towards vehicle fleet replacement and it is not sufficient to adequately maintain and upgrade the bus stops. As a result, KFCG and CCIP funding has been used to address bus stop accessibility deficiencies.

Additional bus stop improvements and upgrades are proposed in Offer 45.20.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.3 - Improve transit availability and grow ridership

Additional Information

- Upgrading bus stops to be accessible and meet applicable federal regulations and design standards.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer is ballot-mandated and cannot be scaled.



Offer 45.21: ENHANCEMENT: CCIP - Bus Stop Improvements

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This offer will improve bus stops to meet applicable federal regulations and design standards.
- TRAN 6.3 - Improve transit availability and grow ridership: This offer will grow ridership by making transit more accessible to individuals with disabilities.

Performance Metrics

- TRAN 45. % of residents responding very good/good - Ease of traveling by public transportation in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109978&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



45.21: ENHANCEMENT: CCIP - Bus Stop Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
569000 - Other Capital Outlay	100,000	100,000	- %
560000 - Capital Outlay	100,000	100,000	- %
Total Expenses	100,000	100,000	- %
Funding Sources			
255-Community Capital Improvement Program (CCIP) Fund: Ongoing Revenue	100,000	100,000	- %
Funding Source Total	100,000	100,000	- %



Offer 46.1: Parking Services

2019: \$2,365,037 and 15.41 FTE, 0.50 Hourly FTE

2020: \$2,418,819 and 15.41 FTE, 0.50 Hourly FTE

Offer Summary

Funding this offer will continue to provide the core functions and mission of Parking Services including: management of public parking; creation of on-street parking space turnover; provision of parking for those with long-term parking needs; contribution to safe and orderly traffic flow; and enhancement of neighborhood quality through the enforcement of parking regulations. This offer is 100% funded from ongoing Parking revenues.

Parking Services primary divisions consist of customer service, enforcement, Residential Parking Permit Program, community parking management solutions, and facility operations. Parking Services manages the daily operations of the structures, lots, and pay machines, parking enforcement and citation management, and administering the sale and renewal of monthly and annual parking permits. Funding continues the operations and maintenance to manage two downtown parking structures, multiple surface lots, and maintains an existing level of service for the Residential Parking Permit Program (RP3). In addition, Parking Services provides community parking management solutions to address CSU home football games.

Parking Services supports the economic vitality of Downtown Fort Collins by creating on-street parking space turnover by monitoring and enforcing parking time limits and providing parking structures as an alternative. Parking Enforcement contributes to safe and orderly traffic flow and neighborhood quality through the education and enforcement of parking regulations.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods

Additional Information

- Creates parking space turnover in Downtown by monitoring and enforcing parking time limits.
- Provides parking structures as long-term parking alternatives for those who need them.
- Manages the limited public resource of on-street parking and creates safe conditions.

Links to Further Details:

- [Parking Plan: Downtown and Surrounding Neighborhoods \(2013\)](http://www.fcgov.com/planning/parkingplan)
<http://www.fcgov.com/planning/parkingplan>



Offer 46.1: Parking Services

- [Downtown Plan \(2017\) https://www.fcgov.com/planning/downtown/index.](https://www.fcgov.com/planning/downtown/index)

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This offer creates on-street parking space turnover by monitoring and enforcing parking time limits and provides parking structures for long-term parking.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Parking services reduces traffic congestion and contributes to safe and orderly traffic flow.
- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods: Parking enforcement contributes to safe and orderly traffic flow and neighborhood quality through the education and enforcement of parking regulations.

Improvements & Efficiencies

- Provided same level of management and enforcement for an increasing number of RP3 zones (10 in 2017).
- Converted all intra-departmental (parking and transit) forms from paper and Word Document processes to a fully integrated, web-based forms portal. No additional purchases were required.
- Implemented 2 self-service kiosks allowing customers to pay for permits and citations in the Parking Services office.
- Collaborated with Municipal Court to create simpler, streamlined, customer focused process to contest a citation, and offer an online option.
- Coordination with other departments to create a smoother on-street permit process.
- Automated invoicing and recurring payment options for permit users.

Performance Metrics

- TRAN 48. % of residents responding very good/good - Availability of parking Downtown in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109981&periodId=20947.html>

Personnel Changes

- Not applicable

Differences from Prior Budget Cycles

- Not applicable



Offer 46.1: Parking Services

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



46.1: Parking Services

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	15.41	15.41	- %
Hourly (FTE)	0.50	0.50	- %
Expenses			
511000 - Salaries & Wages	859,652	884,303	2.9%
512000 - Benefits	331,161	344,651	4.1%
519000 - Other Personnel Costs	(24,316)	(25,095)	3.2%
510000 - Personnel Services	1,166,497	1,203,859	3.2%
521000 - Professional & Technical	275,528	276,494	0.4%
529000 - Other Prof & Tech Services	23,000	23,000	- %
520000 - Purchased Prof & Tech Services	298,528	299,494	0.3%
531000 - Utility Services	37,652	39,238	4.2%
533000 - Repair & Maintenance Services	734,431	747,372	1.8%
530000 - Purchased Property Services	772,083	786,610	1.9%
541000 - Insurance	19,409	20,296	4.6%
542000 - Communication Services	16,600	16,600	- %
543000 - Internal Admin Services	1,078	857	-20.5%
544000 - Employee Travel	8,000	8,000	- %
549000 - Other Purchased Services	16,800	16,800	- %
540000 - Other Purchased Services	61,887	62,553	1.1%
551000 - Vehicle & Equipment Supplies	1,799	2,060	14.5%
555000 - Office & Related Supplies	17,300	17,300	- %
556000 - Health & Safety Supplies	1,150	1,150	- %
559000 - Other Supplies	30,793	30,793	- %
550000 - Supplies	51,042	51,303	0.5%
569000 - Other Capital Outlay	15,000	15,000	- %
560000 - Capital Outlay	15,000	15,000	- %
Total Expenses	2,365,037	2,418,819	2.3%



Funding Sources

254-KFCG Fund: Other Community Priorities	Ongoing Restricted	47,687	48,506	1.7%
294-Parking Fund: Ongoing Revenue	Ongoing Restricted	2,317,350	2,370,313	2.3%
	Funding Source Total	2,365,037	2,418,819	2.3%



Offer 46.2: Firehouse Alley Parking Structure Operations and Maintenance

2019: \$255,338 and 0.39 FTE, 0.00 Hourly FTE

2020: \$261,542 and 0.39 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will provide the necessary operations and maintenance funding to manage the Firehouse Alley Parking Structure. Additionally, this offer will fund the requirement to maintain a reserve for major maintenance in the structure.

The City owns the structure in partnership with the Downtown Development Authority and the Bohemian Foundation. The City's portion of this offer is 100% funded from ongoing Parking revenues.

Services provided by this offer include landscaping and snow removal, facility maintenance and repair, security service, parking technology, video surveillance system, and creating reserves. This offer is necessary to properly manage and maintain this City asset that is critical to the long term sustainability of our Downtown, and is consistent with the Parking Plan and Downtown Plan by facilitating infill and redevelopment.

Since the structure opened in December 2017, usage is steadily increasing by 5% on average per month as citizens become more aware. Currently average usage on week days is 45% and weekend usage is 55% with max periods on weekends that reach 90%.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods
- SAFE 5.8 - Improve security at City facilities and properties

Additional Information

- Provides an alternative to on-street parking Downtown for those with long-term parking needs.
- Manages the limited public resource of downtown public parking and creates safe conditions.
- Supports the City's continued effort to work with public and private partners to address parking needs Downtown.

Links to Further Details:

- [Parking Plan](http://www.fcgov.com/planning/parkingplan) <http://www.fcgov.com/planning/parkingplan>

Linkage to Strategic Objectives

(*the primary objective is marked with a ✓*)



Offer 46.2: Firehouse Alley Parking Structure Operations and Maintenance

- ✓TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This offer maintains a recent increase in downtown parking supply and provides an alternative to on-street parking Downtown for those with long-term parking needs.
- SAFE 5.8 - Improve security at City facilities and properties: Perception of safety of Transfort/Parking Services has a high impact on residents' use and enjoyment of the services. This offer funds maintaining video security equipment and managing on-site security services in evening hours.

Improvements & Efficiencies

- Innovative payment, navigation systems, and technology for customers.
- Improved security infrastructure including 27 cameras and 6 emergency call boxes.
- Fully integrated Fort Collins Police Services Community Services Officers to use Parking Services' smartphone app for parking citations. The net effect of this enhancement is an increase in data quality and a reduction in voided citations.

Performance Metrics

- TRAN 48. % of residents responding very good/good - Availability of parking Downtown in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109981&periodId=20947.html>

Personnel Changes

- Not applicable

Differences from Prior Budget Cycles

- Not applicable

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



46.2: Firehouse Alley Parking Structure Operations and Maintenance

Ongoing Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	0.39	0.39	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	17,422	17,942	3.0%	
512000 - Benefits	7,723	8,038	4.1%	
510000 - Personnel Services	25,145	25,980	3.3%	
521000 - Professional & Technical	92,750	93,144	0.4%	
520000 - Purchased Prof & Tech Services	92,750	93,144	0.4%	
531000 - Utility Services	12,665	13,119	3.6%	
533000 - Repair & Maintenance Services	122,523	127,044	3.7%	
530000 - Purchased Property Services	135,188	140,163	3.7%	
542000 - Communication Services	2,255	2,255	- %	
540000 - Other Purchased Services	2,255	2,255	- %	
Total Expenses	255,338	261,542	2.4%	
Funding Sources				
294-Parking Fund: Ongoing Revenue	Ongoing Restricted	255,338	261,542	2.4%
Funding Source Total		255,338	261,542	2.4%



Offer 46.3: ENHANCEMENT: Parking Capital Equipment

2019: \$230,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$10,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will support the growth of Parking Services infrastructure management and enforcement. This request is for funds entirely from the Parking Services reserve fund.

The Residential Parking Permit Program (RP3) has grown exponentially in the last two years from 822 parking spaces in 2015 to 4,180 in 2017. Projections show similar growth in the next two years including the enforcement of Colorado State University stadium events. Additionally, Parking Enforcement Officers are now more actively managing and enforcing areas at Downtown’s periphery such as the River District, Canyon Avenue, University North, and the Mason Corridor.

Funding requests for this offer include the replacement of two enforcement vehicles equipped with License Plate Recognition (LPR) technology totaling a one-time expense of \$190,000 (\$95,000 per vehicle) in the year 2019. Additionally, replacement of signage for Downtown extended parking enforcement hours will total \$30,000 in 2019. The total cost for RP3 signage will be \$10,000 in 2019 and \$10,000 in 2020.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods

Additional Information

- The Residential Parking Permit Program has grown from 822 parking spaces in 2015 to 4,180 in 2017.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

The offer is scalable and could be scaled down to one vehicle with LPR and less signage replaced.

Links to Further Details:



Offer 46.3: ENHANCEMENT: Parking Capital Equipment

- [Parking Plan: Downtown and Surrounding Neighborhoods \(2013\)](https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486)
- [Downtown Plan \(2017\)](https://www.fcgov.com/planning/downtown/index.php) <https://www.fcgov.com/planning/downtown/index.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This offer creates on-street parking space turnover by monitoring and enforcing parking time limits.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Parking services reduces traffic congestion and contributes to safe and orderly traffic flow.
- NLSH 1.6 - Protect and preserve the quality of life in neighborhoods: The Residential Parking Permit Program and Parking Enforcement contributes to safe and orderly traffic flow and neighborhood quality through the education and enforcement of parking regulations.

Performance Metrics

- NLSH 82. RP3 Program - # of Properties and Citations
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=52971&object=measure&objectId=546769&periodId=20947.html>
- NLSH 83. RP3 Permits Issued
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=52971&object=measure&objectId=547626&periodId=20947.html>
- TRAN 48. % of residents responding very good/good - Availability of parking Downtown in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109981&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



46.3: ENHANCEMENT: Parking Capital Equipment

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	-
Hourly (FTE)	-	-	-
Expenses			
529000 - Other Prof & Tech Services	40,000	10,000	-75.0%
520000 - Purchased Prof & Tech Services	40,000	10,000	-75.0%
565000 - Vehicles & Equipment	190,000	-	-
560000 - Capital Outlay	190,000	-	-
Total Expenses	230,000	10,000	-95.7%
Funding Sources			
294-Parking Fund: Reserves (313420)	Reserve 230,000	10,000	-95.7%
Funding Source Total	230,000	10,000	-95.7%



Offer 46.4: ENHANCEMENT: Citywide Parking Master Plan

2019: \$250,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will enable the development of a city-wide parking plan. The parking plan will incorporate parking as a critical element of the transportation system.

The recently adopted 2017 Downtown Plan identifies the need for a city-wide parking plan to include a menu of options outlining parking and access funding mechanisms, organizational structure and stakeholder involvement (e.g., parking benefit district).

Questions this plan will address are: How does parking support the goals of our transportation system, how can parking policy support Climate Action Plan, how do our parking policies address innovations in transportation technology, and how do we resource parking services for future growth?

Parking plays a significant role in shaping our city, our environmental quality and our transportation choices. Aligning parking strategies with policies adopted in the City Plan, Climate Action Plan, and Transportation and Transit Master Plans will be crucial to the success of implementing these plans.

Currently, the City only has policies addressing parking in the Downtown and the Residential Parking Permit Program (RP3). Development and economic growth continue to occur throughout our commercial corridors. Parking Services is being asked to manage more parking in ways similar to Downtown with limited resources and no policy guidance. A parking study will address these issues and determine future policy.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections

Additional Information

- Development of transit park-n-ride policies.
- Create policies for public-private partnerships to develop new infrastructure.
- Build parking revenue and management models.



Offer 46.4: ENHANCEMENT: Citywide Parking Master Plan

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

Boulder did a multi-district parking study for \$225,000. River North (RiNo) district in Denver did a parking study for \$125,000. Cheyenne Wyoming did a downtown parking study for \$100,000.

This offer can be scaled but it would limit areas being addressed or the depth of the analysis.

Links to Further Details:

- [Parking Plan: Downtown and Surrounding Neighborhoods \(2013\)](https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486)
<https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486>
- [Downtown Plan \(2017\)](https://www.fcgov.com/planning/downtown/index.php) <https://www.fcgov.com/planning/downtown/index.php>
- [Denver Strategic Parking Plan \(city-wide\):](http://www.denvergov.org/content/dam/denvergov/Portals/Transportation-Mobility/documents/The_Strategic_Parking_Plan_Final.pdf)
http://www.denvergov.org/content/dam/denvergov/Portals/Transportation-Mobility/documents/The_Strategic_Parking_Plan_Final.pdf

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This offer would provide recommendations for parking, as well as in-depth analysis and insight to further develop parking improvements.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Parking services reduces traffic congestion and contributes to safe and orderly traffic flow.

Performance Metrics

- TRAN 48. % of residents responding very good/good - Availability of parking Downtown in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109981&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile



Offer 46.4: ENHANCEMENT: Citywide Parking Master Plan

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



46.4: ENHANCEMENT: Citywide Parking Master Plan

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
529000 - Other Prof & Tech Services	250,000	-	- %
520000 - Purchased Prof & Tech Services	250,000	-	- %
Total Expenses	250,000	-	- %
Funding Sources			
100-General Fund: One-time Revenue	250,000	-	- %
Funding Source Total	250,000	-	- %



Offer 46.5: ENHANCEMENT: MAX Parking Improvements

2019: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$100,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will improve the parking supply at MAX Bus Rapid Transit (BRT) stations. Park-n-Rides at MAX stations are a critical component to reducing traffic congestion, alleviating parking demand Downtown, and reducing smog and greenhouse gas emissions. Parking spaces near MAX stations are in very high demand and adjacent residential and commercial areas are experiencing spill-over parking.

Presently, the City is using a \$40K 5304 Federal Transit Administration (FTA) grant to identify opportunities for investment in Park-n-Rides near MAX stations. The study will identify opportunities for parking easements, lease agreements, shared parking, and fee-simple purchases. Without appropriate funding, negotiations for park-n-ride properties will be significantly slowed and even precluded by a mid-budget cycle appropriation.

The recently adopted 2017 Downtown Plan identifies Park-n-Rides as a key strategy to get people to the Downtown area without driving and recommends exploring additional parking opportunities outside of Downtown for transit routes that serve Downtown. The area around each station will be evaluated for public and public/private partnership parking opportunities.

While the specific projects to be funded will be unknown until the 5304 study is complete, the types of parking investments include leasing of parking spaces, funding to match other public and private sources for new spaces, improvements to meet code requirements for parking, access improvements, and other similar projects.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods
- TRAN 6.3 - Improve transit availability and grow ridership
- ECON 3.4 - Foster infill and redevelopment that enhances the community

Additional Information

- MAX Park-n-Ride lots are full during most weekdays and on summer weekends. The MAX Drake station parking lot consists of 75 spaces and is not sufficient for the demand. Currently, over 200 cars park in and around the lot, impacting private businesses.
- This offer supports the City's continued effort to work with public and private partners to address parking needs along the Mason Corridor.



Offer 46.5: ENHANCEMENT: MAX Parking Improvements

- This offer proposes \$100K each year in 2019/2020 for securing or improving MAX station area parking.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer can be scaled down to procure fewer Park-n-Rides along the Mason Corridor.

Links to Further Details:

- [Parking Plan: Downtown and Surrounding Neighborhoods \(2013\)](https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486)
<https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486>
- [Downtown Plan \(2017\)](https://www.fcgov.com/planning/downtown/index.php) <https://www.fcgov.com/planning/downtown/index.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This offer directly resources the acquisition, lease, or creation of parking on the MAX corridor.
- TRAN 6.3 - Improve transit availability and grow ridership: Additional parking availability at MAX locations will increase ridership on the MAX by meeting the parking demand.
- ECON 3.4 - Foster infill and redevelopment that enhances the community: MAX is an important public investment that support infill and redevelopment, and public/private parking solutions help foster these projects.

Performance Metrics

- TRAN 2. Cumulative Transfort Fixed Route Ridership (in thousands)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=91506&periodId=20947.html>
- TRAN 17. MAX ridership
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6350&object=measure&objectId=92936&periodId=20947.html>
- TRAN 66. MAX Parking Space Utilization
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=52971&object=measure&objectId=547628&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable



Offer 46.5: ENHANCEMENT: MAX Parking Improvements

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



46.5: ENHANCEMENT: MAX Parking Improvements

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
569000 - Other Capital Outlay		100,000	100,000	- %
560000 - Capital Outlay		100,000	100,000	- %
Total Expenses		100,000	100,000	- %
Funding Sources				
294-Parking Fund: Reserves (313420)	Reserve	100,000	100,000	- %
Funding Source Total		100,000	100,000	- %



Offer 46.7: ENHANCEMENT: Parking Services Technology and Support

2019: \$81,061 and 0.50 FTE, 0.00 Hourly FTE

2020: \$82,928 and 0.50 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will support the growth of Parking Services infrastructure management and enforcement by funding an additional .50 FTE for internal technical support and establish funding for marketing and communications support. This request will be funded from ongoing Parking revenues.

Currently, Parking Services is implementing the 2017 Downtown Plan by installing new technology in the Old Town and Civic Center Parking Structures, installing over 3,000 on-street parking sensors, extending on-street enforcement to later hours and introducing a pay-to-stay program in 2-hour spaces (requiring 400 signs). With the introduction of these systems, internal technical support for hardware and software is critical to ensure continuity of operations and high-quality delivery of the services. A request for an 0.5 FTE will be used to increase an existing 0.5 FTE to 1.0 full time support. Additional marketing support is necessary to successfully launch these programs and provide public outreach about the ease of parking in Downtown. Such marketing and communications techniques that require assistance and funding are: radio ads, social media ads, branding and material creation, Downtown Business Association marketing support, Colorado State University coordination, and concept generation.

The RP3 program has grown exponentially in the last two years from 822 parking spaces in 2015 to 4,180 in 2017, and projections show similar growth in the next two years including the enforcement of CSU stadium events . Additionally, Parking Services are now more actively managing and enforcing areas at Downtown’s periphery such as the River District, Canyon Avenue, University North, and the Mason Corridor.

Funding requests in this offer includes marketing and communications support totaling \$25,000 (2019) and \$25,000 (2020), and one 0.5 FTE IT Tech to support new technology totaling \$52,000 (2019) and \$53,000 (2020). These will be ongoing costs.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods

Additional Information

- Not applicable



Offer 46.7: ENHANCEMENT: Parking Services Technology and Support

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$80,000

Scalability and explanation

The offer could be scaled to include either marketing and communications support or technology support.

Links to Further Details:

- [Parking Plan: Downtown and Surrounding Neighborhoods \(2013\)](https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486)
<https://www.fcgov.com/planning/pdf/parking-plan.pdf?1382479486>
- [Downtown Plan \(2017\)](https://www.fcgov.com/planning/downtown/index.php) <https://www.fcgov.com/planning/downtown/index.php>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This offer increases marketing, communication, and technology support for parking services.

Performance Metrics

- TRAN 48. % of residents responding very good/good - Availability of parking Downtown in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109981&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: dklingner

Lead Department: Transfort / Parking Services



46.7: ENHANCEMENT: Parking Services Technology and Support

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change	
Full Time Equivalent (FTE) Staffing	0.50	0.50	- %	
Hourly (FTE)	-	-	- %	
Expenses				
511000 - Salaries & Wages	40,179	41,385	3.0%	
512000 - Benefits	15,882	16,543	4.2%	
510000 - Personnel Services	56,061	57,928	3.3%	
549000 - Other Purchased Services	25,000	25,000	- %	
540000 - Other Purchased Services	25,000	25,000	- %	
Total Expenses	81,061	82,928	2.3%	
Funding Sources				
294-Parking Fund: Ongoing Revenue	Ongoing Restricted	81,061	82,928	2.3%
	Funding Source Total	81,061	82,928	2.3%



Offer 69.1: ENHANCEMENT: I-25 Improvements Local Funding Match

2019: \$1,125,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$1,125,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer provides a \$2.25 million local match contribution to necessary improvements of the Interstate 25 (I-25) Corridor in Northern Colorado. Improvements will be made by the Colorado Department of Transportation and Federal Highway Administration. Local agencies in the Northern Colorado region including Loveland, Larimer County, and Windsor are contributing funds in hopes of matching federal grant opportunities including TIGER and FASTLANE applications submitted spring of 2016. The region's goal is to raise \$23 million in local matching funds to help accelerate needed improvements to infrastructure to improve safety and reduce congestion.

This is a one-time offer requested by the City Manager and City Council. This Offer is fully funded by a General Fund reserve 'assignment' for this intended purpose which is now being used to fund this Offer.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.4 - Support, enhance and accelerate I-25 improvements according to the multi-modal environmental impact statement

Additional Information

- Efforts, initiatives, and actions have been taken to urge the Colorado legislature and Colorado Department of Transportation (CDOT) to accelerate improvements to Interstate 25 (I-25). Plans for road capacity and transit improvements were identified in the North I-25 Environmental Impact Statement (2011), but funds needed to make these changes are not identified by CDOT in the foreseeable future.
- I-25 is the key interstate linkage in Northern Colorado, and serves as a major freight route as well as traveler connection between the Denver metro area to the south. Current infrastructure deficiencies, combined with increasing travel demand on the corridor result in safety and congestion issues along the Northern Colorado I-25 Corridor
- This item supports the adopted recommendations of the 2011 North I-25 Environmental Impact Statement (EIS), and also supports Council priority for I-25 funding
- Metrics have not yet been identified for this Offer.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0



Offer 69.1: ENHANCEMENT: I-25 Improvements Local Funding Match

Scalability and explanation

Scaling down the City's contribution may further delay the region's ability to accelerate needed I-25 infrastructure improvements. Scaling up the City's contribution may increase likelihood of infrastructure improvement in the next 2-4 years.

Links to Further Details:

- <https://www.codot.gov/projects/NorthI-25>
- http://www.nfrmpo.org/Libraries/FIX%20I-25/North%20I-25%20Funding%20Options_April%202016.sflb

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.4 - Support, enhance and accelerate I-25 improvements according to the multi-modal environmental impact statement: This is directly related to I-25 improvements and pays the City's portion of the contribution to help accelerate the execution of this project.

Performance Metrics

- A performance measure has not yet been identified/created; please see Additional Information above

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: ncurrell

Lead Department: PDT Administration



69.1: ENHANCEMENT: I-25 Improvements Local Funding Match

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
569000 - Other Capital Outlay		1,125,000	1,125,000	- %
560000 - Capital Outlay		1,125,000	1,125,000	- %
Total Expenses		1,125,000	1,125,000	- %
Funding Sources				
100-General Fund: One-time Revenue	One-Time Restricted	1,125,000	1,125,000	- %
Funding Source Total		1,125,000	1,125,000	- %



Offer 69.2: ENHANCEMENT: Regional Contribution to Larimer County for North I-25 Improvements

2019: \$460,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$470,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer meets the requirements of an Intergovernmental Agreement (IGA) between the City of Fort Collins and Larimer County.

In 2015 City Council adopted Resolution 2015-100 stating its support for a Larimer County proposal to use increased County mill levy funds as a method to facilitate funding Interstate 25 (I-25) improvements. This is a 5 year regional contribution of local matching funds for CDOT's North I-25 Improvements Project. With Resolution 2016-077, Council authorized Mayor Troxell to enter into an IGA with Larimer County and participating local agencies, including the City, to contribute local matching funds for this purpose. 2019 and 2020 will satisfy the 3rd and 4th annual installments of these payments to Larimer County.

These funds are estimated to generate a total of \$10 million over the course of the five-year period. The increase in the County Road and Bridge Mill Levy revenues received by the City and the other municipalities will be available to fund construction of roads and streets within their boundaries, making funds from the City's general fund or other funds available for contribution to the I-25 improvements. The County proposed using these contributions for improvements and local match opportunities on the I-25 Corridor within Larimer County. All eight Larimer County municipalities passed Resolutions supporting the proposal.

Fort Collins' total contribution to this five-year funding commitment is \$2,229,731. Fort Collins' annual share of funds is approximately \$450,000 in each of the five years. In 2017 Fort Collins paid \$445,946, in 2018 Fort Collins paid \$453,157.

The local share amount of Larimer County Road & Bridge Levy funds received by Fort Collins in 2017 was \$1.09 million, reflecting an increase of approximately \$509,000 over that received in 2015 (pre-IGA). The increase in Road and Bridge Funds received covers the amount of Fort Collins annual contribution, with no negative financial impacts to the City.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.4 - Support, enhance and accelerate I-25 improvements according to the multi-modal environmental impact statement

Additional Information

- Not applicable



Offer 69.2: ENHANCEMENT: Regional Contribution to Larimer County for North I-25 Improvements

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

Offer can not be scaled.

Links to Further Details:

- http://citydocs.fcgov.com/?cmd=convert&vid=72&docid=3116008&dt=AGENDA+ITEM&doc_download_date=FEB-20-2018&ITEM_NUMBER=15

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.4 - Support, enhance and accelerate I-25 improvements according to the multi-modal environmental impact statement: This offer directly supports I-25 improvements via a local funding match.

Performance Metrics

- TRAN 49. % of residents responding very good/good - Traffic congestion in Fort Collins
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109982&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: ncurrell

Lead Department: PDT Administration



69.2: ENHANCEMENT: Regional Contribution to Larimer County for North I-25 Improvements

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
522000 - Governmental Services	460,000	470,000	2.2%
520000 - Purchased Prof & Tech Services	460,000	470,000	2.2%
Total Expenses	460,000	470,000	2.2%
Funding Sources			
292-Transportation Services Fund: Ongoing Restricted Ongoing Revenue	460,000	470,000	2.2%
Funding Source Total	460,000	470,000	2.2%



Offer 69.3: ENHANCEMENT: I-25 and Prospect Interchange

2019: \$1,377,500 and 0.00 FTE, 0.00 Hourly FTE

2020: \$1,376,500 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer supports the construction of the I-25 and Prospect interchange as part of the overall North I-25 Improvements Project. The interchange at Prospect Road and I-25 is aging infrastructure that is currently beyond its design lifespan, and is failing in level of service (congestion) at peak periods of travel. Existing and planned development in the area are exacerbating congestion and safety issues. The interchange and Prospect Road are a critical gateway into central Fort Collins, as well as Timnath. The Colorado Department of Transportation (CDOT) will begin construction of the overall North I-25 Improvements Project in late 2018 or early 2019, contributing \$12M towards the total interchange project budget of \$31M. The construction of the I-25 and Prospect interchange is expected to take place from the summer of 2019 to the summer of 2021. The \$17.6M portion of the offer (as stated above for General Fund) will be funded through debt financing. This offer will also include an appropriation of \$1.4M in Transportation Capital Expansion Fee (TCEF) program.

City Council, on January 2, 2018, approved an Intergovernmental Agreement (IGA) to fund \$17M of the remaining project cost in partnership with property owners and Town of Timnath, which includes \$5M for urban design improvements. An additional \$2M is needed to complete the urban design and irrigation/landscaping after the CDOT project is completed (see further discussion below in scalability and explanation). This partnership agreement with CDOT allows for improvements to the I-25 and Prospect interchange to be accelerated by as many as five to ten years. The City has also reached a partnership with adjacent property owners to reimburse \$8.25M of the total contribution over 20 years. On March 6, 2018, City Council approved the financial agreement with the adjacent property owners for the construction of I-25 and Prospect, as well as the establishment of a Metro District to leverage revenue sources for repayment over 20 years.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.4 - Support, enhance and accelerate I-25 improvements according to the multi-modal environmental impact statement
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information

- The primary traffic benefits from an updated interchange include:
 - Replacement of the current bridge over I-25 which is structurally deficient.
 - Enables the interchange to increase from two lanes to four lanes, as the current two-lane configuration experiences failing level of service (congestion) at peak periods of travel.
 - Provides bicycle and pedestrian facilities on Prospect Road over I-25.



Offer 69.3: ENHANCEMENT: I-25 and Prospect Interchange

- The interchange and Prospect Road are a critical gateway into central Fort Collins, the CSU campus, as well as Timnath.
 - Funding sources for this \$31M project:
 - TCEF - \$1.4M
 - Debt Financing - \$17.1M
 - Town of Timnath - \$2.5M
 - Property Owners - \$7.1M
 - Fort Collins - \$7.5M
 - CDOT Contribution - \$12M
 - City ROW - \$0.5M (non-cash)
- Total project cost (including principal and interest) - \$41.4M
Total cost to City (including principal and interest) - \$19.8M

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$1,400,000

Scalability and explanation

\$2 million of this offer is for urban design and irrigation/landscaping to be completed after the Prospect Interchange is constructed by CDOT and is therefore scalable. \$17 million of the overall \$19 million included in this offer will be in an IGA to CDOT and paid over a 3-year period.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel across the newly constructed Prospect Interchange. Current conditions are not safe, due to failing level of service (congestion) at peak periods of travel, and this project will greatly improve the flow of traffic which will also improve safety.
- TRAN 6.4 - Support, enhance and accelerate I-25 improvements according to the multi-modal environmental impact statement: This project is a great example of how we are improving the flow of traffic on I-25 (and access to it) via collaboration with regional, state and federal partners. With these improvements to the interchange, as well as enhanced pedestrian and bicycle access across I-25, we help enable regional alternative modes of transportation to safely cross the busy thoroughfare.



Offer 69.3: ENHANCEMENT: I-25 and Prospect Interchange

- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: The current Prospect Interchange is aging infrastructure that is currently beyond its design lifespan and is structurally inadequate. This project provides a new Interchange to address this high priority deficiency and greatly enhance the safety of the travelling public.

Performance Metrics

- TRAN 28. Average Travel Speeds/Times on Arterial Streets
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=260446&periodId=20947.html>
- SAFE 6. Number of Injury/Fatal Crashes
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6349&object=measure&objectId=91504&periodId=20947.html>
- TRAN 62. Sidewalk Network (City-wide sidewalk network)
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=476784&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: CCrager

Lead Department: PDT Administration



69.3: ENHANCEMENT: I-25 and Prospect Interchange

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
581000 - Debt Service	1,377,500	1,376,500	-0.1%
580000 - Debt & Other Uses	1,377,500	1,376,500	-0.1%
Total Expenses	1,377,500	1,376,500	-0.1%
Funding Sources			
100-General Fund: Ongoing	674,833	916,000	35.7%
100-General Fund: Reserves	483,667	241,500	-50.1%
100-General Fund: Transfer/Other	219,000	219,000	- %
Funding Source Total	1,377,500	1,376,500	-0.1%



Offer 69.4: ENHANCEMENT: Prospect Road Improvements – Sharp Point Drive to I-25 Frontage Road

2019: \$2,000,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the construction of the 4-lane arterial standards of Prospect Road from Sharp Point Drive to the I-25 Frontage Road.

This high-priority capital improvement project would complete an important gap in the transportation network, and have significant connectivity and mobility benefits for pedestrians, bicycles and vehicles. Currently, this stretch of Prospect is congested with substantial back-ups and delay during peak travel times; and is lacking adequate bicycle and pedestrian facilities.

With past planning and construction efforts along this regionally significant corridor, the City has acquired a majority of the right-of-way, constructed four ultimate-width bridges in the Poudre River area and Boxelder Creek area, and is currently collaborating with the Colorado Department of Transportation (CDOT) and adjacent landowners at Prospect/I-25.

CDOT's current schedule for the reconstruction of the Prospect and I-25 interchange is from summer 2019 through spring 2021. This offer proposes to complete the Prospect improvements by the end of 2020, before the interchange improvements are complete.

Current traffic volumes on East Prospect warrant the need for a 4-lane roadway, with volumes expected to increase upon completion of the interchange and the development of several large-scale parcels adjacent to the interchange.

The total project cost for this section of Prospect Road is estimated at \$6.2 M. Of this cost \$2.0 M is eligible for construction funding through the TCEF program which would be appropriated with this offer. The remaining \$4.2 M would need to be funded through a capital project (linked to a separate offer submitted for KFCG). \$900,000 would be repaid over time when development occurs between Summitview and I-25.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓ TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 69.4: ENHANCEMENT: Prospect Road Improvements – Sharp Point Drive to I-25 Frontage Road

- Expected deliverables for this project include: completing the final design and right-of-way acquisitions in 2019 and completing construction by the end of 2020.
- Future, ongoing operations and maintenance costs are estimated at \$16,000 per year and include: pavements, sidewalks, utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping / urban design improvements.
- Current levels of daily traffic volumes have triggered the need for the 4-lane improvements, and traffic volumes are expected to grow after the completion of the Prospect/I-25 interchange completion.
- This project will address the lack of adequate bicycle and pedestrian facilities, specifically in the area of Summitview to I-25.
- Four bridges have been built along this corridor with past projects. All four bridges are wide enough to accommodate the proposed 4-lane roadway section.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$16,000

Scalability and explanation

This offer includes the planning, design, right of way, and construction funding for the project. If the offer is scaled, landscape and urban design items would be removed from the project.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Vehicular traffic warrants the need for the ultimate 4-lane improvements. Bicycle, pedestrian, and potential transit improvements will be provided in a context sensitive manner along this corridor.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Traffic can routinely back up Prospect in peak travel times. The project will resolve this issue by: addressing intersection improvements between Sharp Point and the I-25 frontage road, adding or extending turn lanes where applicable, and capacity along the corridor.



Offer 69.4: ENHANCEMENT: Prospect Road Improvements – Sharp Point Drive to I-25 Frontage Road

- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project is a high-priority transportation project for the City’s prioritized Capital Improvement Plan. This project will address the lack of transportation infrastructure for approximately 1.5 miles of the Prospect corridor.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp
Lead Department: PDT Administration



69.4: ENHANCEMENT: Prospect Road Improvements – Sharp Point Drive to I-25 Frontage Road

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	1,250,000	-	- %
520000 - Purchased Prof & Tech Services	1,250,000	-	- %
561000 - Land	750,000	-	- %
560000 - Capital Outlay	750,000	-	- %
Total Expenses	2,000,000	-	- %
Funding Sources			
291-Street Oversizing Fund: Reserve	2,000,000	-	- %
Reserves			
Funding Source Total	2,000,000	-	- %



Offer 69.5: KFCG ENHANCEMENT: Prospect Road Improvements - Sharp Point Drive to I-25 Frontage Road

2019: \$0 and 0.00 FTE, 0.00 Hourly FTE

2020: \$4,200,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this Offer will complete the construction of the 4-lane arterial standards of Prospect Road from Sharp Point Drive to the I-25 Frontage Road.

This high-priority capital improvement project would complete an important gap in the transportation network, and have significant connectivity and mobility benefits for pedestrians, bicycles and vehicles. Currently, this stretch of Prospect is congested with substantial back-ups and delay during peak travel times; and is lacking adequate bicycle and pedestrian facilities.

With past planning and construction efforts along this regionally significant corridor, the City has acquired a majority of the right-of-way, constructed four ultimate-width bridges in the Poudre River area and Boxelder Creek area, and is currently collaborating with the Colorado Department of Transportation (CDOT) and adjacent landowners at Prospect/I-25.

CDOT's current schedule for the reconstruction of the Prospect and I-25 interchange is from summer 2019 through spring 2021. This offer proposes to complete the Prospect improvements by the end of 2020, before the interchange improvements are complete.

Current traffic volumes on East Prospect warrant the need for a 4-lane roadway, with volumes expected to increase upon completion of the interchange and the development of several large-scale parcels adjacent to the interchange.

The total project cost for this section of Prospect Road is estimated at \$6.2 M. Of this cost \$2.0 M is eligible for construction funding through the TCEF program which would be appropriated through a separate offer. The remaining \$4.2 M would need to be funded through a capital project (this offer submitted for KFCG). \$900,000 would be repaid over time when development occurs between Summitview and I-25.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- ✓TRAN 6.1 - Improve safety for all modes of travel
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections
- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins

Additional Information



Offer 69.5: KFCG ENHANCEMENT: Prospect Road Improvements - Sharp Point Drive to I-25 Frontage Road

- Expected deliverables for this project include: completing the final design and right-of-way acquisitions in 2019 and completing construction by the end of 2020.
- Future, ongoing operations and maintenance costs are estimated at \$16,000 per year and include: pavements, sidewalks, utilities, traffic signals, traffic signs and striping, snow clearing operations, and landscaping / urban design improvements.
- Current levels of daily traffic volumes have triggered the need for the 4-lane improvements, and traffic volumes are expected to grow after the completion of the Prospect/I-25 interchange completion.
- This project will address the lack of adequate bicycle and pedestrian facilities, specifically in the area of Summitview to I-25.
- Four bridges have been built along this corridor with past projects. All four bridges are wide enough to accommodate the proposed 4-lane roadway section.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$16,000

Scalability and explanation

This offer includes the planning, design, right of way, and construction funding for the project. If the offer is scaled, landscape and urban design items would be removed from the project.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ TRAN 6.1 - Improve safety for all modes of travel: This project will provide quality infrastructure for all modes of travel. Vehicular traffic warrants the need for the ultimate 4-lane improvements. Bicycle, pedestrian, and potential transit improvements will be provided in a context sensitive manner along this corridor.
- TRAN 6.2 - Manage traffic congestion and improve high-priority intersections: Traffic can routinely back up Prospect in peak travel times. The project will resolve this issue by: addressing intersection improvements between Sharp Point and the I-25 frontage road, adding or extending turn lanes where applicable, and capacity along the corridor.



Offer 69.5: KFCG ENHANCEMENT: Prospect Road Improvements - Sharp Point Drive to I-25 Frontage Road

- TRAN 6.5 - Improve aging and/or missing transportation infrastructure that serves Fort Collins: This project is a high-priority transportation project for the City’s prioritized Capital Improvement Plan. This project will address the lack of transportation infrastructure for approximately 1.5 miles of the Prospect corridor.

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446&periodId=20947.html>

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: TKemp

Lead Department: PDT Administration



69.5: KFCG ENHANCEMENT: Prospect Road Improvements - Sharp Point Drive to I-25 Frontage Road

Enhancement to Programs and Services

		2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing		-	-	- %
Hourly (FTE)		-	-	- %
Expenses				
563000 - Infrastructure		-	4,158,000	- %
	560000 - Capital Outlay	-	4,158,000	- %
591000 - Transfers to Funds		-	42,000	- %
	590000 - Transfers Out	-	42,000	- %
	Total Expenses	-	4,200,000	- %
Funding Sources				
254-KFCG Fund: Other Transportation Reserves & One-Time Use Tax	Reserve	-	4,200,000	- %
	Funding Source Total	-	4,200,000	- %



Offer 93.1: ENHANCEMENT: New Block 32 Parking Structure Design

2019: \$1,500,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$0 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will allow for the design of a new Downtown parking structure. The Downtown area needs additional parking, particularly in the area where the City offices are located. This new four-level garage is planned for 245 Mason St., and would replace the surface parking just north of the 215 N. Mason facility.

The new 400-space parking structure would have one level below ground, which would contain mechanical equipment and parking stalls for City Fleet vehicles. The remaining three levels would allow for both public parking and City staff working in the downtown area. It will include a solar photo-voltaic (PV) system on the top level to off-set the building's energy use, and may also include some retail space to be leased.

This new parking structure is also a part of the Block 32 master plan which includes a new City Hall if funding is available.

This Offer supports the following Strategic Objectives *(the primary objective is marked with a ✓)*:

- ✓TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods
- ECON 3.3 - Enhance business engagement to address existing and emerging business needs

Additional Information

- This offer is funded by General Governmental Capital Improvement Fund.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of:
\$0

Scalability and explanation

This offer cannot be scaled as it is design only.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)



Offer 93.1: ENHANCEMENT: New Block 32 Parking Structure Design

- ✓TRAN 6.7 - Address parking needs Downtown, along the MAX corridor and in residential neighborhoods: This parking structure would drastically improve Downtown and surrounding neighborhood parking problems for now and the future.
- ECON 3.3 - Enhance business engagement to address existing and emerging business needs: This offer will help to alleviate parking problems in the northern Downtown Area which will free up parking for local businesses.

Performance Metrics

- A performance measure has not yet been identified/created; please see Additional Information above

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

Ignore

Offer Profile

Offer Owner: TOchsner
Lead Department: Operation Services



93.1: ENHANCEMENT: New Block 32 Parking Structure Design

Enhancement to Programs and Services

	2019 Projected Budget	2020 Projected Budget	2019 to 2020 Change
Full Time Equivalent (FTE) Staffing	-	-	- %
Hourly (FTE)	-	-	- %
Expenses			
521000 - Professional & Technical	1,500,000	-	- %
520000 - Purchased Prof & Tech Services	1,500,000	-	- %
Total Expenses	1,500,000	-	- %
Funding Sources			
250-Capital Expansion Fund:			
Ongoing Restricted	1,500,000	-	- %
General Government			
Funding Source Total	1,500,000	-	- %