

Climate Action Plan - Community Advisory Committee

February 7, 2019 12:00 – 2:30 pm

300 Laporte – CIC Room

Anticipated Meeting Results: CAC Members will...

- Get to know the new members and each other a bit better;
- Celebrate 2018 accomplishments, impact, and influence
- Provide final input into City Plan
- Co-create what success will look like for the 2030 Climate Action Plan and Energy Policy (and assoc. plans)
- Offer feedback on the 2019 messaging campaigns for climate action

Agenda

12:00 – 12:25 Introductions, 2018 Accomplishments, and Updates (*Inform*)

(Chris Hutchinson, Lindsay Ex, CAC Members)

- Introductions, icebreaker, and ground rules reminder
- Celebration of 2018 accomplishments, impact and influence (*Lindsay*)
- 2019 Direction for the CAC (*Lindsay*)

12:25 – 1:05 City Plan Scenarios (*Inform/Involve*)

(Ryan Mounce, Meaghan Overton, Aaron Iverson, CAC Members)

- Provide input into the draft City Plan policies and principles, in particular the principles and policies that influence climate action
- **CAC Feedback will:** Be incorporated into the final draft of City Plan

Assignment 1: Review the City Plan homework document; respond to the two questions on page 2

1:05 – 1:15 Break

1:15 – 2:00 Climate Action Plan + Energy Policy Update (*Collaborate*)

(Lindsay, John Phelan, CAC Members)

- Overview of the update the Climate Action Plan and Energy Policy; share how these plans will align with the Road to Zero Waste Update and Platte River's Integrated Resource Plan
- Conduct a World Café style breakout session to begin co-creating the planning scope and the community engagement process
- **CAC Feedback will:** Guide the development of the community engagement plan and the scope of the planning process (which staff proposes to review at the Q2 meeting)

Assignment 2: Review the budget offer; respond to the 3 questions starting on page 3

2:00 – 2:20 2019 CAP Messaging Campaigns (*Inform + Involve*)

(Lindsay, Grant Smith, Jill Marx, CAC Members)

- Share out draft framing and principles for 2019 messaging campaigns
- Solicit feedback from the CAC on how the overall concept presented resonates with the group and any reactions to the draft principles developed by the team
- **CAC Feedback will:** Guide development of 2019 messaging campaigns, launching in Q2

2:20 – 2:30 Next Steps (*Collaborate*)

(Chris Hutchinson, Lindsay Ex, CAC Members)

- Start, Stop, Continue
- Q2 2019 Meeting Preview
- **CAC Feedback will:** Guide the CAP CAC activities and how meetings are designed

Assignment 1: City Plan – Feedback on Principles and Policies

Description

The CAP Community Advisory Committee has reviewed the City Plan efforts at numerous stages, and this is the final CAC discussion on this topic. For this meeting, we will review the DRAFT Plan and focus specifically on the aspects of the plan that impact climate action. More information about all phases of City Plan can be found here:

<https://ourcity.fcgov.com/cityplan>.

Instructions & Homework

Review the pdf attached to the email entitled “City Plan – CAP CAC Homework”, which includes several sections from the draft version of City Plan compiled into one document:

- From the plan introduction, the narrative around a focus on climate action (pages 32-33)
- Principles/policies from the Environmental Health Section (pages 56-63)
- Principles/policies from the Transportation Section (pages 70-78)

We’re asking CAC members to review these sections in preparation for the meeting with these general question in mind:

1. The City Plan introduction highlights several focus areas for the community and organization in the coming years, including climate action. Does the narrative capture the community’s story about where we’ve been and where we’d like to head in our climate action efforts? We’re also interested in any ideas on graphics or illustrations to accompany this text – the current map is a placeholder.
2. The Environmental Health and Transportation Sections are the two areas in City Plan with the most direct CAP connection. Do the relevant principles and policies in these sections provide appropriate, high-level policy direction for climate action? Is anything big missing?

Assignment 2: Climate Action Plan + Energy Policy Update

Description

In 2019 thru 2020, staff will be updating the Climate Action Plan and Energy Policy (see attached budget offer) and will be aligning these updates with the Road to Zero Waste Plan and Platte River's Integrated Resource Plan update.

Staff is designing each of the 2019 quarterly CAC meetings to influence and impact the development of these plans. In this quarter, the focus is on helping to design the community engagement plan and to help design the scope. Staff is seeking the CAC's input in two main ways at the Q1 meeting:

- Help in designing the community engagement plan for the plan's development, and
- To provide early guidance on the principles that will be used to guide the planning processes.

Instructions

At the meeting, we will break out into small groups to answer the overarching question of "what should success look like?" in three different areas: (1) residential engagement, (2) business engagement, and (3) 2030 initiatives selection. The homework for this meeting offers the (approximately) same prompts that we'll be using in the breakout groups.

1. If the planning processes were successful, how would residents be engaged?

Initial thoughts from staff:

- Residents would have been given opportunity to participate in the planning processes and have their voices heard (inclusion)
- Residents would be able to see their ideas in the final plan (influence)
- Residents would be able to see the most impactful actions for them to take to achieve the 2030 goals (impact)

What are your thoughts on this? What would your stakeholders like to see added?

2. If the planning processes were successful, how would businesses be engaged?

Initial thoughts from staff:

- Businesses would have been given opportunity to participate in the planning processes and have their voices heard (inclusion)
- Businesses would be able to see their ideas in the final plan (influence)
- Businesses would be able to see the most impactful actions for them to take to achieve the 2030 goals (impact)

What are your thoughts on this? What would your stakeholders like to see added?

3. If the planning processes were successful, how would initiatives to achieve the 2030 goals be selected?

Initial thoughts from staff:

- Initiatives would balance out achieving the goals with being cost-effective
- Initiatives would be developed in the right sequence, e.g., acknowledge the capital needs necessary for implementation
- A balance of voluntary, incentive-based initiatives with those that could be mandated
- Initiatives should balance affordability, reliability, and the goals
- Initiative descriptions would acknowledge tensions and tradeoffs
- Initiatives would be inclusive of mitigation and resilience
- Priority would be given to the most equitable and inclusive initiatives

What are your thoughts on this? What would your stakeholders like to see added?

MAINTAINING OUR FOCUS ON CLIMATE ACTION...

City Plan principles and policies play a significant role in supporting the City's ongoing efforts to protect the climate and our environment with aggressive, industry leading goals. Increased density and transportation options result in a smaller land use footprint, reduced vehicle miles traveled, increased walkability and bikeability, and smaller housing units sizes. This in turn translates to reduced energy use, greenhouse gas (GHG) emissions, and water demand, and improved health outcomes. In addition, City Plan helps advance the City's Nature in the City goals—providing opportunities for habitat, recreation, and connection to the outdoors.

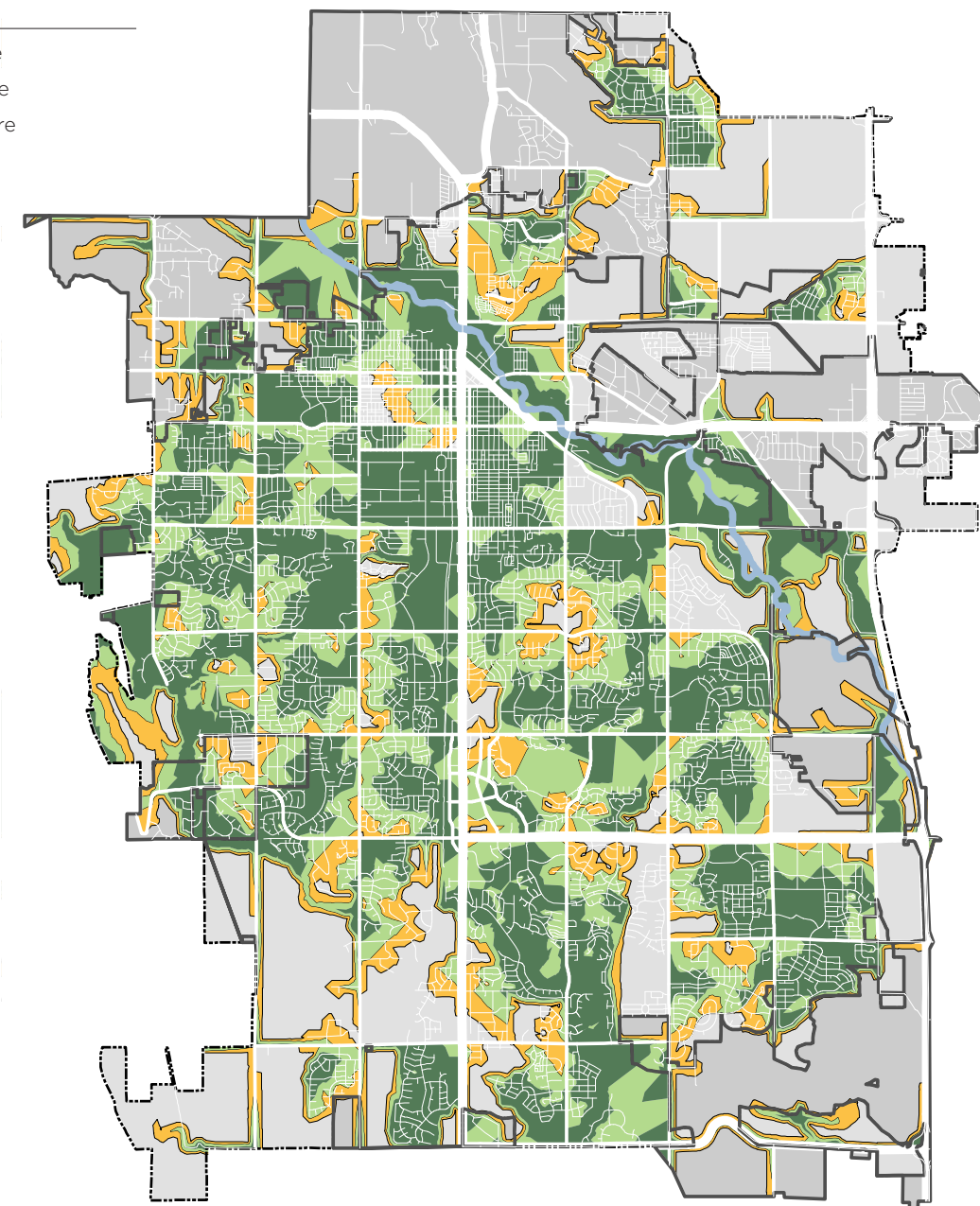
Where are we today?

- » Many residents have access to a park or natural area within a 10-minute walk of their home, but gaps still remain.
- » We have set aggressive climate action goals, and aim to eliminating emissions of greenhouse gases by 2050; overall emissions have decreased since 2005.
- » We do not meet national air quality standards for ozone.
- » Although other policies and documents guide long-term actions, the City lacks a climate adaptation and resilience plan.
- » We have the potential to reach our 2030 goal to reduce GHGs by 80%, but shifts in development patterns and travel behaviors and other steps will be needed to realize this reduction.

WHERE WILL WE FOCUS OUR EFFORTS?

LEGEND

- 0 - 5 minute walk to nature
- 5 - 10 minute walk to nature
- 10 - 15 minute walk to nature
- Underserved areas



Creating, retaining, or reclaiming natural elements and systems within the urban core is an essential component of the City's climate action efforts. Updates as part of the City Plan process reflect a focus on:

- **Increasing access to Nature in the City**
Policies seek to increase the number of residents that have access to natural areas, parks, and/or open space within a 10-minute walk of their home, emphasizing existing gaps and areas planned for intensification.
- **Promoting sustainable development practices**
Policies seek to reduce net energy and water use in new and existing development.
- **Aligning land use and transportation decisions**
The Structure Plan and Transportation Plan work in tandem to promote development patterns and transportation behaviors that reduce VMT.
- **Advance carbon neutral energy systems**
Policies support a continued focus on partnerships and regulatory shifts needed to promote the greater electrification of everything.
- **Coordinating climate adaptation and resilience planning efforts**
City Plan provides a coordinated and cohesive set of policies to support ongoing climate adaptation and resilience planning throughout the organization.



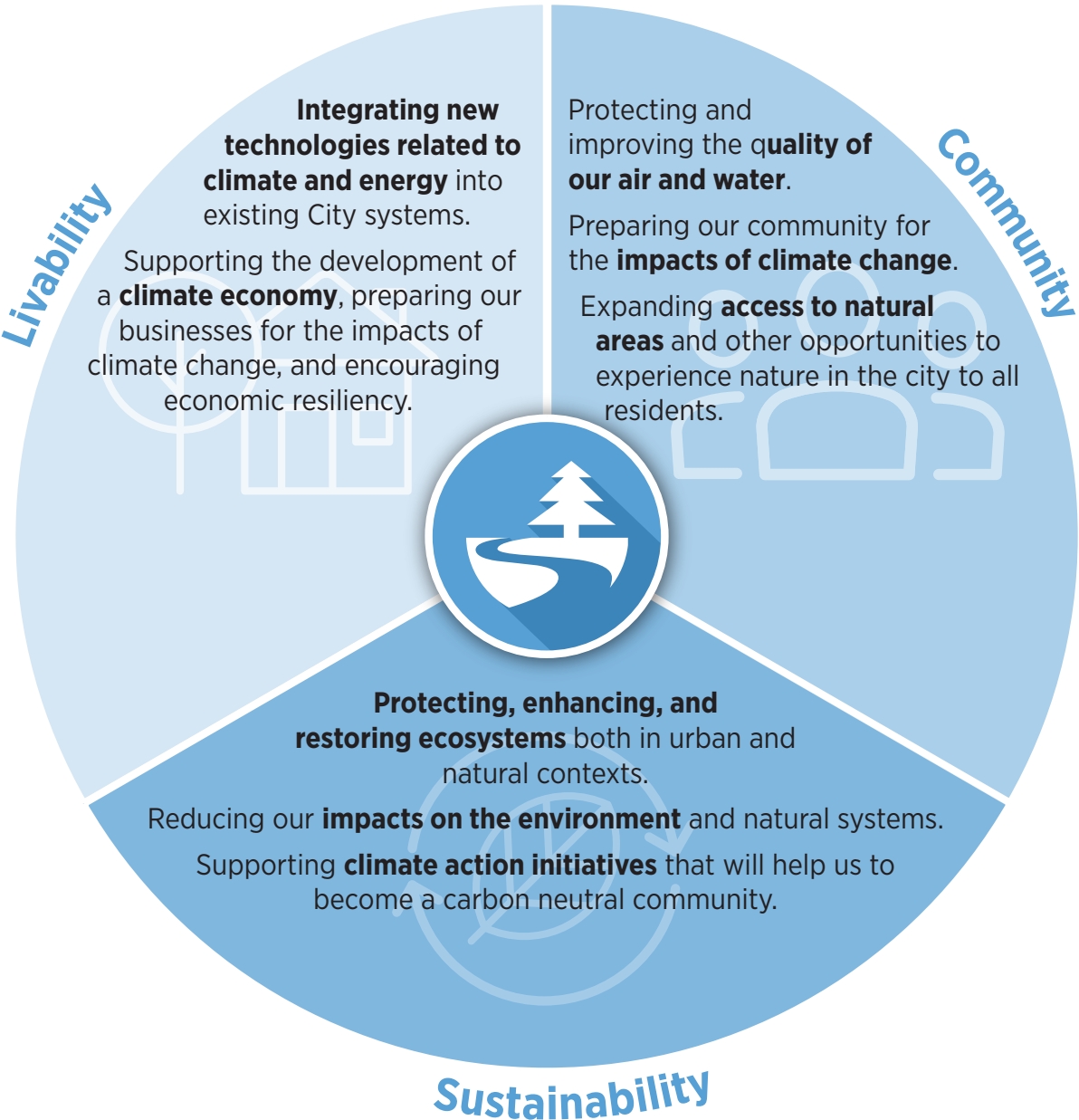
ENVIRONMENTAL HEALTH

Protecting and enhancing the environment is a core value in Fort Collins. From passing our first open space sales tax in 1973 to establishing our first climate action goals in 1999, the community's leadership on environmental stewardship and conservation reinforces that core value. This plan provides principles and policies to continue the advancement of environmental health with the following themes:

- » **Climate Action Goals.** Fort Collins aims to become carbon neutral by 2050, and already, we've managed to reduce our emissions by over 17% while also growing our population and local economy. The principles in this outcome area continue to support ongoing climate mitigation efforts, e.g., reducing emissions from energy, waste, and transportation, while ensuring solutions continue to be designed for affordability, equitable access, and to preserve the incredible quality of life residents enjoy.
- » **Climate Change Adaptation and Resilience.** Even if we are successful in reaching our climate action goals, the reality is global climate change is already occurring and is having an impact on our community. Understanding what these threats are and how we prepare for and adapt to their impacts will be important to ensuring Fort Collins can be resilient to changes in our climate. These impacts include more frequent days of extreme heat, increased frequency and duration of droughts, greater wildfire risks and poorer air quality. Principles in this outcome area recognize mitigation and resilience solutions must be addressed systematically and be integrated into the City's day-to-day decision-making processes.

- » **Resource Management and Conservation.** Managing our use of and impact on our community's natural resources will continue to be a major focus of City Plan. Protecting wildlife habitats, urban forests, the Poudre River and urban ecosystems ensures future generations will be able to enjoy them as the current one has. In addition, managing and conserving resources will be essential as our population continues to grow.
- » **Air Quality.** Although air quality is generally considered good, there are still areas where we need to focus improvements. For example, we currently do not meet federal standards for ozone, and indoor air quality is an area where the City and residents have significant influence. The principles and policies under this outcome area will align City Plan with ongoing air quality efforts, including updates to the City's air quality plan.

Principles Support our Core Values By:



Principles and Policies

The following principles and policies will guide our actions in this outcome area.

Principle ENV 1: Conserve, preserve, protect, create, and enhance ecosystems and natural spaces within Fort Collins, the Growth Management Area, and the region.

POLICY ENV 1.1 - PUBLIC OPEN LANDS

Maintain a system of publicly-owned open lands to protect the integrity of wildlife habitat and conservation sites, protect corridors between natural areas, conserve outstanding examples of Fort Collins’ diverse natural heritage, and provide a broad range of opportunities for educational, interpretive, and recreational programs to meet community needs.

POLICY ENV 1.2 - LAND CONSERVATION AND STEWARDSHIP

Continue to acquire, manage, maintain, and enhance public open lands and natural areas in accordance with the City’s Land Conservation and Stewardship Master Plan to ensure the conservation of plants and animals in need of protection and their associated ecosystems, support biodiversity, control the invasion and spread of undesirable non-native plants, improve aesthetics, and provide opportunities for appropriate public use.

POLICY ENV 1.3 - NATURE IN THE CITY

Conserve, protect, and enhance natural resources and high value biological resources throughout the Growth Management Area by:

- » Directing development away from sensitive natural areas to the maximum extent feasible;
- » Identifying opportunities to integrate or reintroduce natural systems as part of the built environment to improve habitat in urbanized areas and expand residents’ access to nature;
- » Utilizing green infrastructure to manage stormwater and increase greenspace in public right-of-ways, and in public and private parking lots, rooftops, and throughout development footprints; and
- » Incentivize deploying either or both solar PV and vegetated areas for rooftops.

POLICY ENV 1.4 - CONFLICT MANAGEMENT

Manage conflicts between people and public open lands through site design, public information and education, habitat manipulation, and plant and animal population management techniques.

POLICY ENV 1.5 - ACCESS TO NATURE

Design trail routes in open lands to minimize ecological impacts while enhancing access and recreation. Determination of type of trail or suitability for access will be made through an analysis of potential ecological impacts and recreation needs. Special attention will be given to environmentally sensitive trail design, location, and construction. Ensure that development activities provide and maintain access to public open land areas, where appropriate.

POLICY ENV 1.6 - CORRIDORS

Provide public access, promote wildlife movement, and link neighborhoods, parks, and activity centers, commercial centers, and streets through a network of open lands and trails along streams, drainageways, and irrigation ditch corridors, where compatible with natural habitats, utilizing environmentally sensitive trail design.

NATURE IN THE CITY

Nature in the City sets a visionary approach to preserving and enhancing nature within the city. Specifically, the vision is “to provide a connected open space network accessible to the entire community that provides a variety of experiences and functional habitat for people, plants and wildlife.” As Fort Collins grows, it is more important than ever to ensure nature remains a defining attribute of the city. It stresses the importance of creating, retaining, or reclaiming natural elements and systems within the urban core, not just in public parks and open spaces, but as part of established neighborhoods and future developments. Consistent with other City plans, this vision will be accomplished through a triple-bottom-line approach considering benefits and impacts of environmental, economic, and social variables. Nature in the City identifies three priority goals:

1. Easy access to nature. Ensure every resident is within a 10-minute walk to nature from their home or workplace.
2. High quality natural spaces. Conserve, create, and enhance natural spaces to provide diverse social and ecological opportunities.
3. Land stewardship. Shift the landscape aesthetic to more diverse forms that support healthy environments for people and wildlife.

Ongoing implementation of Nature in the City plays a critical role in linking the City’s climate, health, and equity goals.

Principle ENV 2: Become a carbon neutral community by 2050 and improve the community’s resilience by preparing and adapting to the impacts of climate change.

POLICY ENV 2.1 - AFFORDABILITY, RELIABILITY, AND SUSTAINABILITY

The community’s commitment to carbon neutrality is predicated on preserving and enhancing Fort Collins’ quality of life. Prioritize strategies that optimize the affordability of living and thriving in Fort Collins, continue the high standards of electricity reliability the community enjoys, and advance toward carbon neutrality.

POLICY ENV 2.2 - INTEGRATE MITIGATION AND RESILIENCE ACTIONS

Continue to implement, monitor, and periodically update the Climate Action Plan, including strategies for reducing carbon emissions and climate change risks in City operations and all major planning efforts. Promote actions in the community that improve the community’s resilience to climate change hazards and impacts.

Principle ENV 3: Advance carbon neutral energy systems.

POLICY ENV 3.1 - CARBON NEUTRAL ELECTRICITY SUPPLY

Provide 100% renewable electricity supply by 2030 and continue to incentivize distributed energy resources.

POLICY ENV 3.2 - CARBON NEUTRAL BUILDINGS

Support carbon-free energy use and prioritize energy efficiency incentives across Fort Collins’ existing and new construction building stock, including City owned facilities.

POLICY HI 3.3 - ELECTRIFICATION

Support a systems approach to electrification, including buildings, mobility, and other systems.



Principle ENV 4: Protect human health and the environment by continually improving air quality.

POLICY ENV 4.1 - PRIORITY AIR POLLUTANTS
Focus on high-priority air pollutants, as identified in the Air Quality Plan, considering such criteria as health impacts, community concerns, air pollution trends, compliance with current state and federal standards, and ability to affect improvements at the local level.

POLICY EH 4.2 - OZONE ATTAINMENT
Support attainment of Federal standards for ozone attainment by implementing programs and policies that reduce local emissions of ozone causing pollutants, and supporting legislation and policy that reduces regional transport of ozone and ozone causing pollutants.

POLICY ENV 4.3 - INDOOR AIR
Provide public information regarding potential indoor air quality concerns, and promote behavior change and public action to reduce potential risks in homes, schools and workplaces.

POLICY ENV 4.4 - LOW EMISSION VEHICLES AND ENGINES
Promote electric and low emissions alternatives to gas and diesel powered vehicles and other engine sources, such as lawn and garden maintenance equipment, to reduce fuel consumption and air emissions.

POLICY ENV 4.5 - MONITORING PROGRAMS
Monitor, characterize, track, and report ambient air pollutant concentrations to increase awareness of air quality issues, and better identify opportunities to improve local air quality conditions and reduce emissions.



Electrify Your Summer event recycling gas lawn mowers and replacing with electric lawn mowers.

AIR QUALITY PLAN

The Air Quality Plan sets forth policies and strategies that will guide the City's efforts to improve air quality. The air quality program is seen as one of the most important elements of protecting residents future quality of life. The plan and city programs aim to fill in the gaps left by federal, state, and county programs. The overall purpose of the plan is to:

1. Respond to a strong citizen mandate for the City to protect and improve air quality
2. Complement and fill gaps left by federal, state and county efforts by providing local education, incentives and regulation
3. Provide a long-term planning framework for air quality protection
4. Recognize and coordinate the efforts of several City departments

Ongoing implementation of the Air Quality Plan plays a critical role in linking the City's climate, health, and equity goals.

Principle ENV 5: Create a zero waste system.

POLICY ENV 5.1 - LANDFILL DIVERSION
Divert recoverable materials from the landfill— based on the hierarchy for materials management—in the interest of transforming these otherwise wasted resources into marketable commodities. In particular, keep organics (such as yard trimmings and food scraps), construction and demolition materials, curbside recyclable materials, and hazardous materials from landfill disposal.

POLICY ENV 5.2 - REGIONAL WASTESHED
Collaborate with regional governments for infrastructure and policy development as well as other entities in the educational and nonprofit sectors for innovation and implementation. Seek partners in the business community to help lead toward a zero waste system that supports economic health and community prosperity – including attracting and retaining business in the recycle/reuse sector.

POLICY ENV 5.3 - REDUCE, REUSE, REFUSE
Provide education and promote the City's goals for reducing all types of waste at the source. Encourage the use of durable and reusable goods to avoid low-quality, high-polluting products such as single-use disposables and items with a short usable life span.

POLICY ENV 5.4 - CULTURE CHANGE
Continue to identify and develop viable strategies designed to help residents and businesses live and operate more efficiently and sustainability to achieve a zero waste system for the community.

ROAD TO ZERO WASTE

The City of Fort Collins has been committed to reducing waste for over 20-years. In 1999 the City set the goal to divert 50% of its waste from landfills. In 2016, this goal was exceeded diverting materials towards recycling or composting. Most recently, the ambitious goal to achieve zero waste by 2030 has been set in the Waste Reduction and Recycling Plan: On the Road to Zero Waste. Key priorities in the plan include culture change, reduce and reuse, composting organics out of landfills, and construction deconstruction and demolition. The priorities and policies in City plan and reinforce the goals of Zero Waste.

POLICY ENV 5.5 - SUSTAINABLE MATERIALS MANAGEMENT
Employ a Sustainable Materials Management approach to holistically address the root causes of solid waste and the link between consumption and climate change. View the production, acquisition, use, and disposal of goods and food as an integrated system with impacts and opportunities for improvement along the entire chain.



Waste Audit determining how much waste could be diverted from the landfill and recycled or composted instead.

Principle ENV 6: Manage water resources in a manner that enhances and protects water quality, supply, and reliability.



One Planet Program tour of a composting facility.

POLICY EH 6.1 - WATER SUPPLY AND DEMAND MANAGEMENT POLICY
Provide for an integrated approach to providing a reliable water supply to meet the beneficial needs of customers and the community while promoting the efficient and wise use of water. Implement conservation measures in accordance with the Water Conservation Plan and periodically adjust as needed. Water supply reliability criteria will take into consideration potential effects of climate change and other vulnerabilities.

POLICY ENV 6.2 - DEVELOPMENT ALONG WATERWAYS
Use development regulations, such as setbacks from natural features and performance standards, to conserve and protect natural resources along the Poudre River, Spring Creek, Fossil Creek, Boxelder Creek and other waterways. Encourage public and private redevelopment in high priority environmental areas where there is currently underutilized development such as surface parking lots, underutilized retail, etc. Utilize this redevelopment to bring about and enhance the habitat and ecosystem functionality of the redeveloped area.

POLICY ENV 6.3 - WATERSHED APPROACH TO STORMWATER MANAGEMENT
Design stormwater systems to minimize the introduction of human caused pollutants. Pursue educational programs and demonstration projects to enhance public understanding of pollution prevention efforts. Design tributary systems for water quality control with appropriate use of buffer areas, grass swales, detention ponds, etc. Include receiving water habitat restoration and protection in stormwater master plans in conjunction with habitat mapping efforts.

POLICY ENV 6.4 - LOW IMPACT DEVELOPMENT
Pursue and implement Low Impact Development (LID) as an effective approach to address stormwater quality and impacts to streams by urbanization. Low Impact Development is a comprehensive land planning and engineering design approach with a goal of minimizing the impact of development on urban watersheds through the use of various techniques aimed at mimicking pre- development hydrology.

POLICY ENV 6.5 - BEST MANAGEMENT PRACTICES
Utilize stormwater facility design criteria that follow national Best Management Practices (BMPs).

POLICY ENV 6.6 - PUBLIC LANDS
Utilize public lands such as street right of way, for the design of multi-functional stormwater facilities by maximizing the carrying capacity of streets with curb and gutter, and by modifying design standards to promote infiltration or detention where appropriate depending on area specifics. Emphasize the development of a linked surface stormwater system that reinforces the City’s open lands policy and reduces the need for large stormwater pipes.

Principle ENV 7: Manage the Poudre River’s diverse resources and functions to create a sustainable river ecosystem.

- POLICY ENV 7.1 - ECOLOGICAL RESILIENCE**
Support a healthy river ecosystem that has the capacity to persist and adapt over time in the face of natural and human-caused challenges. Protect or enhance opportunities for natural processes to drive ecosystem renewal by:
- » Working to quantify and provide adequate in stream flows to maintain the ecological functionality, and recreational and scenic values of the Cache la Poudre River through Fort Collins;
 - » Maintaining natural area protection buffers along both banks of the Poudre River;
 - » Considering vertical and lateral channel stability with new development and redevelopment to ensure adequate setbacks are provided to account for lateral migration of the River channel across the floodplain and vertical degradation; and
 - » Restoring or enhancing degraded or disturbed areas to improve natural habitat conditions, biodiversity, and aesthetic and recreational values.

POLICY ENV 7.2 - SITING AND DESIGN OF RECREATIONAL FEATURES
Locate and design recreational features within the Poudre River Corridor in a way that avoids or minimizes impacts to natural areas, wildlife habitat, water quality, and other environmental values. Place emphasis on integrating natural, environmental, historic, and cultural values within new public recreation sites.

POLICY ENV 7.3 - VISUAL RESOURCES
Locate and design development and/or recreational facilities within the Poudre River Corridor to best maintain or enhance views of the River, its natural setting, the protected corridor features, and the foothills and mountains.

POLICY EH 7.4 - CACHE LA POUDE RIVER NATIONAL HERITAGE AREA
Protect historic landmarks and significant cultural landscapes within the Cache la Poudre River National Heritage Area using land acquisition, local landmark designation, conservation easements, land use policies, and development and design standards. Support and provide historical, cultural, and environmental learning opportunities in accordance with adopted goals for the area.

POLICY EH 7.5 - GRAVEL MINE RECLAMATION
Collaborate with gravel mining interests to develop innovative approaches to gravel mine reclamation that will provide wildlife habitat, restoration of native landscapes, recreational opportunities, water storage, and other public values.

POUDRE RIVER INITIATIVES

The State of the Poudre River (SOPR) initiative aims to foster programs that consider river and health functions in a comprehensive approach. The SOPR is intended to serve as a collective understanding on the potential impacts of projects or decisions and to provide means to effectively evaluate impacts, measure progress, and communicate results. The initiative will continue through repeated assessments on a periodic basis to ensure that the vision and goals are being achieved.



TRANSPORTATION

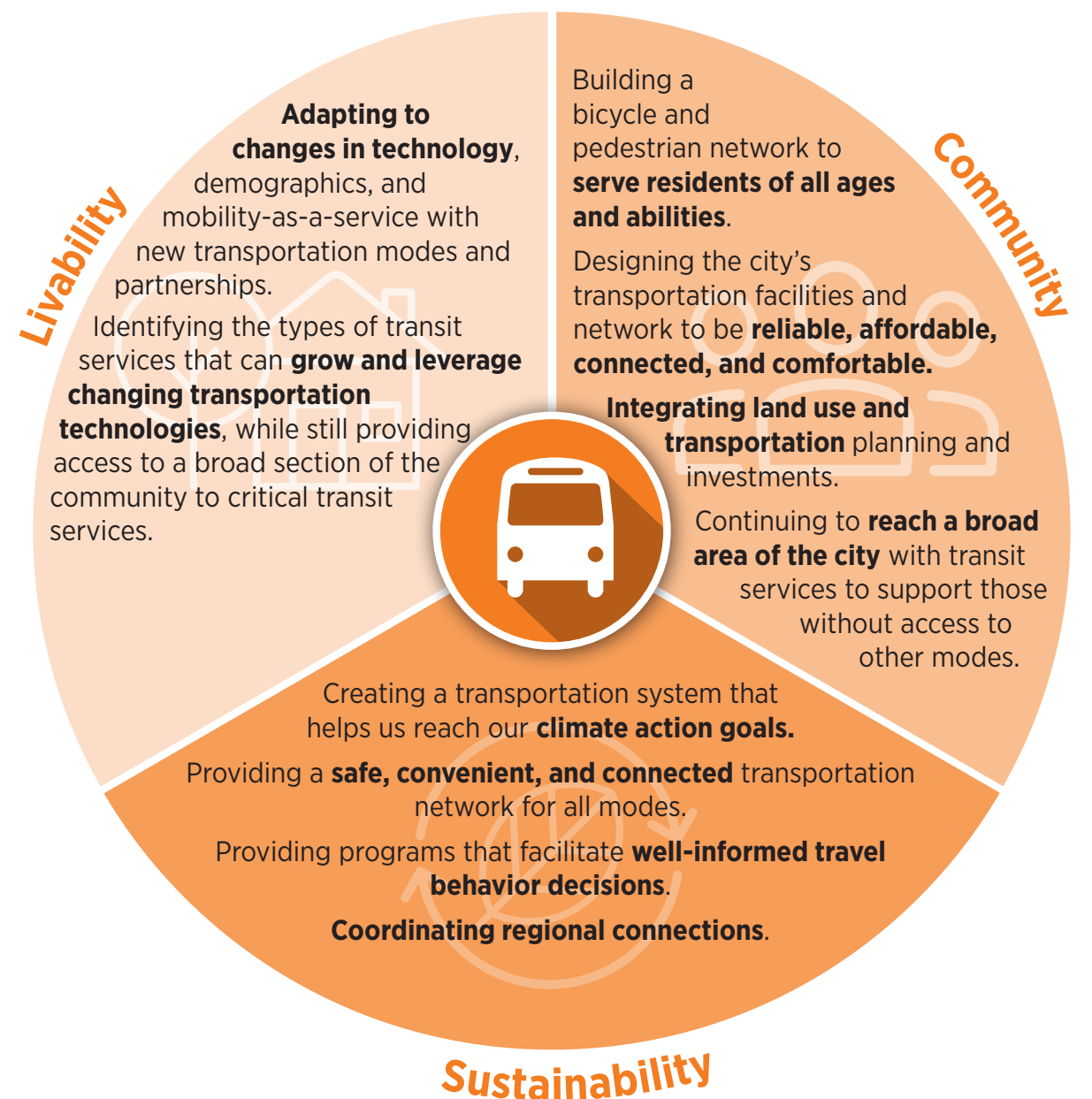
Transportation and mobility in Fort Collins are quickly evolving in order to meet the community’s vision and adapt to changes in technology. The principles and policies of this outcome area reflect ambitious goals for reducing greenhouse gas emissions, improving safety for all modes, and helping reduce single occupancy vehicles (SOV) through quality multi-modal infrastructure and service and programmatic improvements. This list provides a framework for integrating land use with transportation, providing residents and visitors with travel options that are safe, convenient and reliable, and increase awareness of travel behavior decisions to promote non-auto options. These principles and policies more specifically will:

- » **Integrate Land Use and Transportation.** Land use patterns and policies have a direct impact on travel behavior. Some of the key considerations include refining the role and extent of the Enhanced Transit Corridors, supporting the implementation of intended land use densities where significant transit investments have been made (or will be made in the future), and seeking to proactively address the housing affordability issues that are driving increases in in-commuting.
- » **Anticipate and Adapt to Emerging Mobility and Delivery Trends.** A number of external factors taking place locally, regionally, and nationally will impact how transportation metrics in Fort Collins trend into the future—the degree to which consumers rely on ride-hailing services, shifts in private vehicle ownership, the way in which next-generation autonomous vehicles are owned and operated, and the degree to which delivery affect travel. It is important that the City explores the potential impacts and opportunities associated with different scenarios on the transportation system and land use patterns. A

key consideration will be the degree to which the City and community is willing to support the adoption of policies and incentives (or potentially regulations) to mitigate potentially negative impacts—such as an increase in VMT or SOV, or both—in the future.

- » **Support Bicycling and Walking through Infrastructure and Programs.** The City and region have facilities and services for biking and walking, but these amenities should be enhanced and expanded. Biking and walking should be an easy, convenient, and safe activity or mode of transportation that is appropriate for all ages and abilities. Infrastructure should be paired with programs in order to provide the necessary information for residents, visitors and employees to choose transportation options that support a healthy lifestyle.
- » **Meeting Mobility Needs with Transit.** Transfort connects thousands of City residents to jobs, schools, services, and other destinations every day. These transit connections are made on services designed to match distinct travel markets – regional routes, high frequency corridors, paratransit services, and local routes. The network reflects a balance between providing most City residents with a short and convenient trip to transit combined with several high-frequency routes where riders can show up and go without having to worry about a schedule. As the City evolves in the future, Transfort is committed to continue to refine its service through new routes that will increase frequency in high density corridors, innovative new services to connect people to transit, and new partnerships to provide regional connections.

Principles Support our Core Values By:



Principles and Policies

The following principles and policies will guide our actions in this outcome area.

Principle T 1: Transportation plans, management and investments support land use plans and decisions.

POLICY T 1.1 - DEVELOPMENT AND TRANSPORTATION INVESTMENT

As development occurs, concurrent transportation investments should be made to support increased demands for travel.

POLICY T 1.2 - LAND USE CONTEXT

Transportation projects will consider the land use context through design sensitive to land use, environmental, scenic, aesthetic, historic values and equity considerations.

POLICY T 1.3 - DESIGN FOR ACTIVE LIVING

Promote neighborhood and community design that encourages physical activity.

POLICY T 1.4 - ADEQUATE PUBLIC FACILITIES

Development projects will provide adequate public facilities in accordance to their traffic impact and required standards.

POLICY T 1.5 - DISTRICTS AND ACTIVITY CENTERS

Provide a wide array of transportation facilities and services to support development and functioning of activity centers and districts.

POLICY T 1.6 - INTERFACE WITH OPEN LANDS

Transportation corridors adjacent to open lands and community separators will be designed in a manner that avoids and minimizes negative impacts.

POLICY T 1.7 - BRT AND HIGH FREQUENCY TRANSIT SERVICE

The implementation of new transit corridors, new BRT corridors and more frequent service on existing transit corridors will be phased to coincide with new development.

POLICY T 1.8 - SUSTAINABLE DESIGN

Plan, build and maintain streets, trails, intersections, and sidewalks using sustainable design principles and best practices.

Principle T 2: Build and maintain high quality infrastructure supporting all modes of travel.

POLICY T 2.1 - FUNDING

Seek and secure sustainable, dedicated long-term funding for all modes of transportation.

POLICY T 2.2 - CIP HORIZON AND SCHEDULE

The Capital Improvement Plan (CIP) will have a 25 year horizon plus a short-term (5-6 year) horizon and be updated every two years in coordination with the Budgeting for Outcomes schedule and other strategic opportunities.

POLICY T 2.3 - LAYERED NETWORK

Develop a layered network for Fort Collins that designates a continuous, connected, efficient, convenient and comfortable network for bicycling, walking, transit and vehicles.

POLICY T 2.4 - STREET DESIGN CRITERIA

Keep street and sidewalk design standards current with community values, new modes of travel, and new technical standards.

POLICY T 2.5 - MAINTENANCE AND ASSET MANAGEMENT

Protect investment in transportation facilities, systems and services through a proactive, high-quality maintenance program.

POLICY T 2.6 - COMPLETE NETWORK

Determine modal priorities and operational improvements based on the Master Streets Plan.

POLICY T 2.7 - MODAL PLANS

Maintain and update Bicycle, Pedestrian and Transit plans that expand upon the general principles and policies identified here.

Principle T 3: Lead transportation innovation by exploring and utilizing emerging and transformative systems and technologies.

POLICY T 3.1 - EMERGING TRANSPORTATION

Update design standards, policies and operational strategies to support and manage newly emerging transportation options (including but not limited to autonomous vehicles, neighborhood electric vehicles, electric assist bicycles, and e-scooters).

POLICY T 3.2 - TRIP PLANNING APPLICATION

Support development of an all-encompassing trip planning app that aggregates all available modes and includes travel time and cost.

POLICY T 3.3 - DEVELOPMENT AND SHARING OF INFRASTRUCTURE

Encourage the development and sharing of both public and private infrastructure to facilitate the movement of people, goods and information throughout the City.

POLICY T 3.4 - VEHICLE SHARING

Encourage and support partnerships to provide vehicle sharing opportunities. Programs should include a wide range, or “full spectrum,” of vehicle types (e.g., delivery trucks, pickup trucks, hybrid vehicles, scooters/mopeds, etc).

POLICY T 3.5 - DRONES

Encourage and support the use and experimentation of drones for the delivery of goods, while also considering compliance with the Federal Aviation Administration (FAA) rules and regulations.

POLICY T 3.6 - AUTONOMOUS VEHICLES

Ensure that autonomous and connected vehicles and infrastructure reduce travel time, support and encourage public transit, reduce greenhouse gas emissions and reduce low occupancy trips during peak time. This can be done by prioritizing Autonomous Vehicles that are shared or operated as a fleet and disincentivizing zero-occupancy vehicles.

POLICY T 3.7 - CONNECTED VEHICLES INFRASTRUCTURE

Implement connected and wayside infrastructure that increases the efficiency of connected vehicles. Ensure that this considers data sharing requirements and equitable distribution of connected infrastructure throughout the City. Consider a user-fee funding mechanism to pay for this infrastructure investment.

Photo Placeholder and Caption

POLICY T 3.8 - TRANSPORTATION NETWORK COMPANIES

Ensure Transportation Network Companies support Fort Collins’ goals of Towards Vision Zero, reduced Greenhouse Gas Emissions, decrease single occupancy vehicles, and improved travel time.

POLICY T 3.9 - ELECTRIC VEHICLES

Encourage, prioritize and support the use of electric vehicles through the design, management and operations of streets and wayside infrastructure such as electric vehicle charging stations.

POLICY T 3.10 - MULTIMODAL CONNECTIONS

Develop mobility hubs and mobility innovation zones that support multimodal connections and first/last mile strategies by designating a consolidated space for bus stops, docked bike share, free floating scooters and bikes, micromobility parking area, Transportation Network Company/shuttle pick up drop off zones, etc.

Principle T 4: Pursue regional transportation solutions.

POLICY T 4.1 - REGIONAL TRANSPORTATION PLANNING

Participate in the North Front Range Metropolitan Planning Organization’s (MPO) transportation programs and planning efforts.

POLICY T 4.2 - PARTNERSHIPS FOR INTERSTATE TRAVEL

Develop partnerships among Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Larimer County, North Front Range Metropolitan Planning Organization (MPO), surrounding communities, and private developers to build new and/or improve existing interchanges, overpasses and underpasses on I-25 to increase mobility and make bicycle and pedestrian connections across the interstate.

POLICY T 4.3 - EFFICIENT MOBILITY

Provide efficient mobility and cost-effective transport of people and goods within the region.

POLICY T 4.4 - REGIONAL CONNECTIONS

Provide safe, easy and effective connections to county, regional, state and national transportation corridors as well as private rail and air transportation systems.

POLICY T 4.5 - PARTNERSHIPS FOR MULTIMODAL TRAVEL

Work cooperatively with regional partners including the North Front Range Metropolitan Planning Organization, Colorado Department of Transportation (CDOT), Larimer County, and other northern Colorado communities to identify opportunities to provide regional transit and bicycle connections along regionally significant transportation corridors and trail easements including first and last mile strategies to transit.

POLICY T 4.6 - USE OF EXISTING RAILROAD RIGHTS-OF-WAY

Support efforts to explore the use of existing rail rights-of- way as well as other rights-of-way and easements for interregional means of transportation such as bicycling, walking and transit.

POLICY T 4.7 - FUTURE PASSENGER RAIL

Incorporate future opportunities for commuter passenger rail, or other intercity rail transit connections along existing or new rail corridors between Fort Collins, Denver and other North Front Range cities.

POLICY T 4.8 - REGIONAL TRANSIT

Work cooperatively with regional partners to identify opportunities to expand existing regional transit service and provide new regional transit service between Fort Collins and other cities along the Front Range.

Principle T 5: Transit is a safe, affordable, and convenient travel option for people of all ages and abilities.

POLICY T 5.1 - TRANSIT STOPS

Integrate transit stops into the design fabric of existing and future business districts and Neighborhood Commercial Centers, as well as social service centers. Provide adequate lighting, security, pedestrian amenities, wheelchair accessibility, bicycle parking, and weather protection.

Photo Caption Text. No more than one sentence.

POLICY T 5.2 - RELIABLE TRANSIT SERVICE

Provide fast and reliable transit service through the use of various design and operating strategies including bus stop bulb outs, transit signal priority, bus-only lanes, streamlining of route patterns to minimize deviations, and appropriately spaced bus stops.

POLICY T 5.3 - INTEGRATE AND EXPAND TRANSIT SERVICE TYPES

Integrate fixed-route transit service with innovation mobility zones to serve lower density areas of the City with non-traditional transit service. Use of existing and new technologies, including micro-transit, partnerships with transportation network companies, other transportation-as-a-service technologies and other innovations will be considered.

POLICY T 5.4 - CONNECT TRANSIT TO OTHER MODES

Connect public transit to other modes of travel through implementation of mobility hubs, connections at intersecting routes, shared facilities, schedule timing, and accessories such as bike racks on transit vehicles. These hubs will consider factors like bicycle parking, shared mobility staging, and curb-space for shuttles and drop-off vehicles.



MAX Transit Station

POLICY T 5.5 - BRT AND HIGH FREQUENCY TRANSIT SERVICE
Implement BRT and high frequency transit service as shown in adopted transit plans along major transportation corridors with supportive land uses, providing links between activity centers and districts, and recognizing target markets within the City.

POLICY T 5.6 - TRANSIT CENTER
Support the City’s transit centers as indicated in the TSP and North I-25 EIS.

POLICY T 5.7 - TRANSIT SYSTEM
The City’s public transit system will be expanded and restructured in phases to provide integrated, high-frequency, productivity-based transit service along major transportation corridors, with a combination of feeder transit lines, on-demand transit and other transportation as a service technology to connect major district destinations, consistent with adopted transit plans.

POLICY T 5.8 - TRANSFORT SERVICE STANDARDS
Transit service shall be provided in accordance with the Transfort Service Standards.

Principle T 6: Bicycling is a safe and convenient travel option supported by a connected network of facilities.

POLICY HI 6.1 - CONNECTED BICYCLE FACILITIES
Build and maintain bicycle facilities that form a continuous and dense low-stress bicycle network with seamless connections to public transit, bike share, schools, neighborhoods, community destinations, and the regional bicycle network.

POLICY T 6.2 - BICYCLE FACILITIES AND PROGRAMS
Implement appropriate, well-designed bicycle facilities, education and enforcement programs.

POLICY T 6.3 - PROGRAMS TO PROMOTE RULES OF THE ROAD
Implement programs and initiatives that promote understanding and empathy among transportation users and educate all users about rules of the road.

POLICY T 6.4 - BICYCLING FOR ALL AGES AND ABILITIES
Increase bicycle ridership by creating a welcoming environment for people of all bicycling levels in all parts of the City.

POLICY T 6.5 - BICYCLING TO PROMOTE PHYSICAL ACTIVITY
Increase access to bicycling as essential to a physically active and environmentally healthy community.

Principle T 7: Walking is a safe, easy, and convenient travel option supported by a connected network of sidewalks, paths, and trails.

POLICY T 7.1 - PEDESTRIAN FACILITIES
Implement pedestrian facilities as detailed in the Pedestrian Plan and Sidewalk Prioritization Program.

POLICY T 7.2 - SAFE PEDESTRIAN FACILITIES
Develop safe and secure pedestrian settings by developing and maintaining a well-lit, inhabited pedestrian network, by enforcing snow removal on sidewalks adjacent to residential properties and by mitigating the impacts of vehicles. Connections will be clearly visible and accessible, incorporating markings, signage, lighting and paving materials.

POLICY T 7.3 - NEIGHBORHOOD STREETS FOR WALKING
Neighborhood streets will provide an attractive, safe environment for pedestrians, bicyclists and drivers with well-designed streetscape, including detached sidewalks, parkways and well -defined crosswalks.

POLICY T 7.4 - PEDESTRIAN CONNECTIONS
Provide direct and visible pedestrian connections between cul-de-sacs, transit stops, schools, activity areas, public facilities, and other key pedestrian destinations.

Principle T 8: Manage use of the transportation system to ensure reliable traffic and transit flow through travel demand management and transportation system optimization.

POLICY T 8.1 - TRANSPORTATION DEMAND MANAGEMENT
Promote transportation options that reduce dependence on automobile trips (e.g., carpools, regional vanpools, telecommuting, electronic access, new vehicle types, vehicle sharing, transit, walking, biking, employee programs, market pricing for parking, road-user charges, etc.).

POLICY T 8.2 - SYSTEM OPTIMIZATION
Manage traffic congestion through system optimization strategies (e.g., intelligent transportation systems (ITS), signal optimization).

POLICY T 8.3 - INNOVATIVE FUNDING
Consider parking or congestion pricing to balance demand on the system and fund new transportation options.

Photo Caption Text. No more than one sentence.

POLICY T 8.4 - MULTIMODAL LEVEL OF SERVICE
The City will have current Multimodal Level of Service standards positioned in alignment with transportation and land use goals.

POLICY T 8.5 - ACCESS MANAGEMENT
Protect the capacity and safety of critical corridors through access management.

POLICY T 8.6 - ROUNDABOUTS
Roundabouts will be considered as the principal means of achieving transportation system safety and efficiency at intersections for all modes of travel in accordance with Establishing Criteria for Arterial Intersection Analysis (Resolution 2001-120).

POLICY T 8.7 - EASE OF ACCESS AND BYPASS TRAFFIC
Encourage through-truck/freight traffic to bypass the City using designated truck routes on state and federal highways.

POLICY T 8.8 - EFFICIENT MOBILITY
Provide efficient mobility and cost-effective transport of people and goods between the various districts of the City.

POLICY T 8.9 - FREIGHT MOBILITY
Maintain a truck routing plan with designated truck routes to provide commercial access and minimize truck travel through residential neighborhoods.



Walk and Wheels skills hub

Principle T 9:Transportation systems support a healthy and equitable community.

POLICY T 9.1 - HEALTH AND HUMAN SERVICE PROVIDERS

Improve transportation access to health and human service organizations.

POLICY T 9.2 - ENERGY EFFICIENT AND ENVIRONMENTALLY SENSITIVE TRANSPORTATION

Develop a program to promote energy efficient and environmentally sensitive transportation choices. Coordinate the building code with the growth in new transportation fuels like electricity or hydrogen.

POLICY T 9.3 - CITY VEHICLE FLEET

Manage city vehicle fleets to minimize environmental impacts and use of non-renewable fuels.

POLICY HI 9.4 - HEALTHY TRANSPORTATION CHOICES

The City will develop and support community programs that promote healthy transportation choices.

POLICY T 9.5 - EQUITABLE ACCESS

Provide equitable access to services and resources particularly for historically marginalized and under-resourced communities.

POLICY T 9.6 - ACTIVE TRANSPORTATION

Support physically active transportation (e.g., bicycling, walking, wheelchairs, etc.) by continuing bike and pedestrian safety education and encouragement programs.

POLICY T 9.7 - ENVIRONMENTAL JUSTICE AND HEALTH EQUITY

Conduct formal evaluation of the potential environmental justice and health equity impacts of projects, policies, and plans using current best practice equity-metric tools to prevent adverse and disproportionate impacts.

POLICY T 9.8 - HEALTH AND EQUITY INDEX SCORE

Transportation projects will address the needs and prioritize historically marginalized and under-resourced communities as identified in the Health and Equity Index Score map in the City of Fort Collins’ Trends and Forces Report.

POLICY T 9.9 - AIR QUALITY

Support efforts to improve air quality through the prioritization of transportation infrastructure and programmatic investments that reduce single occupancy vehicles and vehicle miles traveled. Incorporate air quality impacts into transportation planning decisions through the use of the Fort Collins Air Quality Impacts Tool.

Photo Caption Text. No more than one sentence.



Photo Caption Text. No more than one sentence.

POLICY T 9.10 - CLIMATE ACTION PLAN

Prioritize transportation planning projects and programs that support the Climate Action Plan and Greenhouse Gas reduction goals.

Principle T 10: Provide safe travel conditions for all modes.

POLICY T 10.1 - TOWARDS VISION ZERO

Develop a safety enhancement action plan for all modes based on the City’s commitment to Vision Zero.

POLICY T 10.2 - EDUCATION AND ENFORCEMENT

The City will promote development of educational programs and appropriate utilization of traffic enforcement.

POLICY T 10.3 - SAFETY AND RESPECT

Develop and support education and enforcement programs that promote safety and encourage respect for traffic laws among drivers, pedestrians and bicyclists.

POLICY T 10.4 - SAFETY AND RESPECT

The City and community will partner to develop educational and enforcement programs that promote safety and encourage respect for bicyclists and by bicyclists for traffic laws through on-going enforcement and educational programs.

POLICY T 10.5 - PEDESTRIAN TRAFFIC LAWS

The City and community will partner to develop educational and enforcement programs that promote safety and encourage respect for pedestrians and by pedestrians for traffic laws.

POLICY T 10.6 - STREET CROSSINGS

Design street crossings at intersections consistent with Fort Collins Traffic Code, Land Use Code, the Manual on Uniform Traffic Control Devices and the Larimer County Urban Area Street Standards with regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals, and landscaping.

POLICY T 10.7 - SAFE ROUTES TO SCHOOL

The community will have a Safe Routes to School program focused on connectivity and prioritize a sustainable method to educate children, teachers, parents and schools about safe walking and bicycling.



Offer 43.12: ENHANCEMENT: 2030 Climate Action and Energy Policy Update – Optimizing Policy, Targets and Strategies

2019: \$40,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$80,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer supports a joint strategic planning and policy update of the CAP Framework and Energy Policy, which are typically updated every five years. This offer's funding will be split evenly (50/50) between Utilities and the General Fund.

In 2015, Council unanimously adopted updated climate action goals (20% below 2005 levels by 2020, 80% below by 2030, and to be carbon neutral by 2050). In the same year, Council adopted an updated Energy Policy with comprehensive utility goals and specific goals for renewable energy, energy efficiency and reliability. This offer focuses the City's and Utilities' attention toward the 2030 goal, and will leverage existing modeling tools and a rigorous data-driven decision-making structure to address the following questions:

- What are the most cost-effective, pragmatic and equitable initiatives in this timeframe?
- What is the right sequencing of initiatives to achieve the 2030 goal?
- What infrastructure and/or capital needs are necessary to reach the goal?
- How will emissions reductions in the natural gas sector be achieved?
- How should the City build in adaptation and resilience initiatives?
- How will the community (residents and businesses) need to be engaged over the ten-year period?
- What are the key areas of tension or tradeoffs that will need to be considered?

This offer should be funded this cycle because achieving the community's goals requires doubling annual progress (emissions reductions) every year between now and 2030 to meet the goal. The timing also aligns with the following efforts:

- Platte River's update to their Integrated Resource Plan, which will occur in 2019-2020 (electricity is 50% of community emissions)
- City Plan and Transportation Master Plan updates, which will conclude in the spring of 2019 (25% of community emissions)
- The Regional Wasteshed Planning (2017-2019) and the proposed Road to Zero Waste Plan update, which will occur in 2020 (4% of community emissions)

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

- ✓ ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals
- ENV 4.3 - Achieve 2020 Energy Policy goals and work toward long-term net zero energy
- ENV 4.5 - Develop strategies to improve the community's climate resiliency



Offer 43.12: ENHANCEMENT: 2030 Climate Action and Energy Policy Update – Optimizing Policy, Targets and Strategies

Additional Information

- 80% of the community supports additional action on climate (see links below). In addition, Climate Action, Energy Policy implementation, and the City's partnership with Platte River are all Council priorities.
- Initially labeled aspirational, Fort Collins has demonstrated climate action makes financial sense and advances quality of life. Examples include the significant local and utility-scale renewable energy investments that have the potential to be cost neutral to rate payers and impact the community's inventory by at least 10%.
- The City's efforts have been recognized world-wide, e.g., through the #Cities4Action award in 2017, & \$100,000 from Bloomberg Philanthropies & \$1M commitment from the state to advance climate economy efforts. Overall, Fort Collins investments have been leveraged on an almost 2:1 basis by the community & have a projected cumulative savings of \$467M to the community over their lifetime through 2050.
- This funding supports one-time consultant fees for the joint planning effort. While past Energy Policy updates were completed with existing resources, the nature of the transformations required to meet 2030 goals, and the alignment with the CAP update will be best served through a coordinated and expert consultant approach.
- If funded, staff would initiate this effort in the fall of 2019 and the plans would be complete in 2020. Staff anticipates that this framework and policy would be updated again in the 2025-2026 BFO cycle.

Impact to Ongoing Expenses

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

Scalability and explanation

Staff researched peer communities across the country to determine the proposed offer amount. The offer could be increased, and that increase would go directly toward additional community engagement and enhanced planning for resilience. Scaling down the offer would decrease community engagement and the ability to align this offer with other concurrent planning efforts.

Links to Further Details:

- [Overall climate action site: www.fcgov.com/climateaction](http://www.fcgov.com/climateaction)
- https://www.fcgov.com/utilities/img/site_specific/uploads/Fort_Collins_2015_Energy_Policy_2.pdf
- [https://www.fcgov.com/climateaction/pdf/PRR - Fort Collins Climate Action Community Survey Report - 07.](https://www.fcgov.com/climateaction/pdf/PRR_-_Fort_Collins_Climate_Action_Community_Survey_Report_-_07)



Offer 43.12: ENHANCEMENT: 2030 Climate Action and Energy Policy Update – Optimizing Policy, Targets and Strategies

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: This offer is critical in the 2030 timeframe, as progress toward the community's 2030 goals needs to scale up by at least twice on an annual basis. This planning effort will outline the sequencing and infrastructure necessary to transform Fort Collins to a low-carbon community. It is anticipated that at least 1,000 residents will be engaged in this planning process.
- ENV 4.3 - Achieve 2020 Energy Policy goals and work toward long-term net zero energy: This offer is critical to develop the research, analysis and modeling necessary to inform the technical requirements necessary to update the Energy Policy, which will address a timeframe in which dramatic changes will occur for both supply and demand aspects of energy use.
- ENV 4.5 - Develop strategies to improve the community's climate resiliency: This offer directly addresses the Strategic Objective by bringing together a planning process for both mitigation (reducing emissions) and climate resilience (adaptation) for the first time. Planning and integrating adaptation with mitigation strategies are a best practice, and the Strategic Plan identifies the need for additional modeling and strategy identification to improve climate resiliency.

Performance Metrics

- ENV 3. Community Energy Use
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=105090&object=measure&objectId=91392.html>
- ENV 9. Percent decrease in community Greenhouse Gas (GHG) emissions from 2005 baseline
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6282&object=measure&objectId=91345.html>
- HPG 70. % of residents responding very good/good to the City's performance in - Encouraging sustainability in the community
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7718&object=measure&objectId=109928.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

CPIO edits

Offer Profile

Offer Owner: WBricher

Lead Department: Environmental Services



**43.12: ENHANCEMENT: 2030 Climate Action and Energy Policy Update –
Optimizing Policy, Targets and Strategies**

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	40,000	80,000	100.0%
520000 - Purchased Prof & Tech Services	40,000	80,000	100.0%
Total Expenses	40,000	80,000	100.0%

Funding Sources

100-General Fund: One-time Revenue	One-Time Restricted	20,000	40,000	100.0%
501-Light & Power Fund: Ongoing Revenue	Ongoing Restricted	20,000	40,000	100.0%
Funding Source Total		40,000	80,000	100.0%



Offer 43.10: KFCG ENHANCEMENT: Road to Zero Waste Plan Update

2019: \$15,000 and 0.00 FTE, 0.00 Hourly FTE

2020: \$15,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

Funding this offer will allow the Waste Reduction & Recycling program to update the Road to Zero Waste (RTZW) plan in 2019-20, along with updates to the Climate Action Plan/Energy Policy (Offer 43.12). RTZW, adopted by City Council in 2013, lays out strategies for reducing waste & diverting materials from landfills. An update is needed to reflect rapid changes that have occurred in recent years for recycling, & align with infrastructure development now underway (Regional Wasteshed Planning).

Since the RTZW plan was written, progress in Fort Collins includes:

- o Timberline Recycling Center opened
- o Expanded recycling requirements for residents and businesses adopted
- o Climate Action Plan (CAP) a major driver for environmental policy; carbon reductions from solid waste included as important targets
- o City Code recycling requirements now enforced at construction sites & businesses

Regional, national & global changes affecting markets & priorities include:

- o Regional Wasteshed Planning for new facilities & policies may be adopted & implemented as early as 2019, for Larimer County Landfill post-closure, such as composting infrastructure, expanded recycling center, construction debris recycling plant, ban on disposal of yard waste in landfills
- o Disrupted global markets represent opportunities to reposition US manufacturing to use more recyclable commodities
- o Sustainable Materials Management & Circular Economy have emerged as important frameworks for reducing waste.

An updated road map, including a review of existing goals, is needed to adapt priorities & strategies to changes that have occurred in the world of recycling & waste reduction.

Updating RTZW will be an important part of the CAP update; a Request for Proposals will be used to select a CAP consulting firm with capability to address waste reduction & recycling. The chosen firm will conduct research, interviews, etc. in close conjunction with staff & the public to develop comprehensive guiding documents.



Offer 43.10: KFCG ENHANCEMENT: Road to Zero Waste Plan Update

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

- ✓ ENV 4.4 - Achieve the 2020 Road to Zero Waste goals and work toward 2030 zero waste goals
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals
- ECON 3.2 - Maintain and grow diverse employment opportunities

Additional Information

- Timberline Recycling Center (TRC) Opportunities
 - An updated RtZW plan could offer suggestions, based on review of comparable communities, for how to best utilize and expand the TRC as a service to residents and businesses as well as an economic tool for increased resource recovery and business development.
- Climate Action Plan Integration
 - Solid waste currently accounts for 4% of the City's carbon inventory; waste reduction, recycling & composting are projected to play significant roles in reducing overall community emissions. Council's most recent goals for greenhouse gas reductions were set after RTZW plan was adopted; clearer alignment with the CAP framework is needed.
- Regional Collaboration
 - Since 2015, a major focus of planning for future resource recovery has been in partnership with Larimer County, Loveland, & Estes Park. Progress made by this coalition points to significant new infrastructure being constructed in the next 2-5 years, supported by clear City goals & policy that emerge from a RTZW update.
- Community Recycling Ordinance
 - Council unanimously adopted changes to City Code in 2016 to increase diversion of organic material (food scraps & yard trimmings); Fort Collins requires all businesses and multi-family residences to have recycling service by 2020. An updated RTZW plan will incorporate this amendment & help guide staff's implementation planning.

Impact to Ongoing Expenses

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

Scalability and explanation

This offer will be combined with an RFP for Offer 43.12 2030 Climate Action and Energy Policy Update to leverage resources and reduce overall costs. The offer has been scaled to \$15K/yr (from an initial proposal of \$55K in 2020) based on requests from the Budget Lead Team and could not be further reduced and still achieve the objectives.

Links to Further Details:



Offer 43.10: KFCG ENHANCEMENT: Road to Zero Waste Plan Update

- <http://www.fcgov.com/recycling>
- <https://www.fcgov.com/zerowaste>
- <https://www.fcgov.com/wasteshed>

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- ✓ ENV 4.4 - Achieve the 2020 Road to Zero Waste goals and work toward 2030 zero waste goals: The fundamental and primary purpose of this offer is to focus explicitly on SO #4.4 and it will reinvigorate waste reduction and recycling strategies throughout the organization and the community.
- ENV 4.1 - Achieve Climate Action Plan (CAP) 2020 goals and continue progress toward the 2030 goals: This enabling offer will engage hundreds of residents and businesses in the community during the co-creation and development of the RtZW plan update, and it will impact tens of thousands throughout the city and beyond as its elements are implemented. This offer may influence 2020 CAP goals and is critical to 2030 goals.
- ECON 3.2 - Maintain and grow diverse employment opportunities: Having a clear, relevant, and up-to-date strategic plan for waste material management signals to the market about where to invest for future growth in Fort Collins. Because the development of viable strategies for increased resource diversion and recovery is labor intensive, those investments support local employment opportunities across the educational spectrum.

Performance Metrics

- ENV 12. Tons of community recycled or composted materials, including cardboard
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6282&object=measure&objectId=91348.html>
- ENV 7. Community per capita per day of solid waste generation
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6282&object=measure&objectId=91344.html>
- ENV 10. Community solid waste diversion rate
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=6282&object=measure&objectId=91346.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

Removed Performance Measure ENV 11, replaced it with ENV 10 per Seller

Offer Profile



43.10: KFCG ENHANCEMENT: Road to Zero Waste Plan Update

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	15,000	15,000	- %
520000 - Purchased Prof & Tech Services	15,000	15,000	- %
Total Expenses	15,000	15,000	- %

Funding Sources

254-KFCG Fund: Other Community Reserve	15,000	15,000	- %
Priorities Reserves			
Funding Source Total	15,000	15,000	- %