



# City Council Work Session Agenda

May 26, 2026 at 6:00 PM

Emily Francis, Mayor  
Julie Pignataro, District 2, Mayor Pro Tem  
Chris Conway, District 1  
Josh Fudge, District 3  
Melanie Potyondy, District 4  
Amy Hoeven, District 5  
Anne Nelsen, District 6

Council Information Center (CIC)  
300 Laporte Avenue, Fort Collins

Cablecast on FCTV  
Channel 14 on Connexion  
Channel 14 and 881 on Comcast

Carrie Daggett  
City Attorney

Kelly DiMartino  
City Manager

Delynn Coldiron  
City Clerk

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol: [Rules of Procedure](#)

## ATTENDANCE OPTIONS

- Meetings are open to the public and can be attended by anyone in person by anyone.
- Meetings are televised live on Channels 14 & 881 on cable television.
- Meetings are livestreamed on the City's website, <https://fortcollins.gov/fctv>.

## CITY COUNCIL WORK SESSION 6:00 PM

### A) CALL MEETING TO ORDER

### B) ITEMS FOR DISCUSSION

#### 1. 2027 and 2028 Budget - Utility Rates and Revenue Assumptions

The purpose of this item is to discuss both utility rate forecasts and key governmental revenue forecasts for the 2027-28 Biennial Budget.

#### 2. Front Range Passenger Rail and Joint Service Update

The purpose of this item is for the Front Range Passenger Rail District (FRPRD) to provide an update of planned inter-city passenger rail to Fort Collins, The Colorado Connector "CoCo". The FRPRD is requesting City Council to consider a resolution of support for this effort at a future meeting. This discussion will provide updated information from the memorandum sent to City Council on March 24, 2026.

### C) ANNOUNCEMENTS

### D) ADJOURNMENT

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide advance notice. Requests for interpretation at a meeting should be made by noon the day before.

A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione aviso previo. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.

**File Attachments for Item:**

**1. 2027 and 2028 Budget - Utility Rates and Revenue Assumptions**

The purpose of this item is to discuss both utility rate forecasts and key governmental revenue forecasts for the 2027-28 Biennial Budget.

# WORK SESSION AGENDA ITEM SUMMARY

City Council



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## STAFF

Caleb Weitz, Chief Financial Officer  
Jennifer Poznanovic, Sales Tax & Revenue Director  
Joe Wimmer, Utilities Finance Director  
Victoria Shaw, Budget Director

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## SUBJECT FOR DISCUSSION

**2027 and 2028 Budget - Utility Rates and Revenue Assumptions**

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## EXECUTIVE SUMMARY

The purpose of this item is to discuss both utility rate forecasts and key governmental revenue forecasts for the 2027-28 Biennial Budget.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. Would City Council like to see any other Utility scenarios?
2. Does City Council support the governmental revenue forecast scenarios?
3. What feedback does City Council have about the budget engagement approach?

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## BACKGROUND / DISCUSSION

**Funding Sources:** The 2027-28 budget relies on critical revenue streams to maintain municipal operations and fulfill voter mandates. General Fund sales and use tax revenues are distributed across all city services, while dedicated taxes remain restricted by ballot language. Within the enterprise funds, forecasted utility rate increases are necessary to address inflationary costs and maintain existing service delivery.

### **Utilities Rates: 2027-28 Recommendation**

The revenues needed to support the ongoing operation and capital costs of providing each of the four utilities services to customers are primarily collected through monthly utility rates. Long-term rate planning and capital project planning are important to ensure future revenues are adequate and reserves are available to maintain and replace infrastructure to continue providing reliable services to our customers. Frequent review and updating of the cost-of-service allocation models behind the monthly utility rates maintains equity across rate classes and helps to reduce the year-to-year rate adjustment impact on customers.

Item 1.

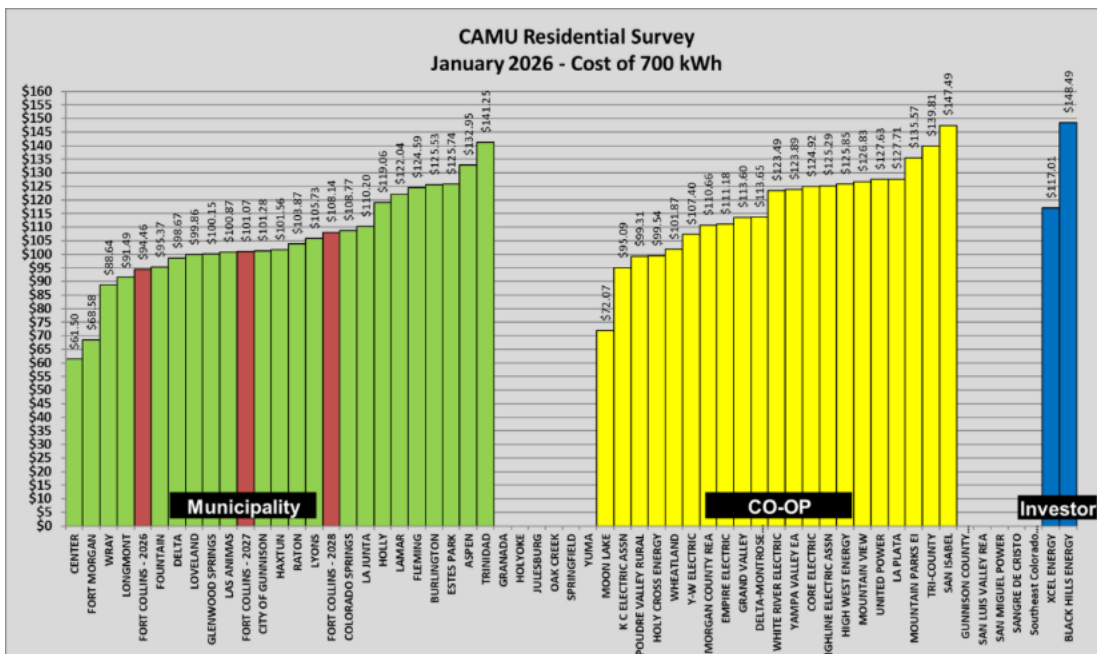
A summary of the proposed rate increases for the four utility services are shown in the table below.

	2027	2028
Light & Power	7.0%	7.0%
Water	15.0%	15.0%
Wastewater	10.0%	10.0%
Stormwater	5.0%	5.0%

**Electric**

Staff are proposing a 7.0% retail rate increase for the Light & Power utility in 2027 and 2028. This increase is driven by a combination of a 7.5% increase in wholesale electric expenses in 2027 and 2028, as well as an increase to cover distribution operating costs and investments in capital projects. Roughly two-thirds of costs incurred each year to provide electric service are attributable to wholesale expenses, while the other one-third is attributable to costs related to operating and maintaining the distribution system.

Fort Collins Utilities participates in the Colorado Association of Municipal Utilities (CAMU) survey each year. Below are the residential electric rate comparisons for the electric utilities in Colorado that responded to the survey. Fort Collins is shown in the maroon-colored bar within the graph, including 2027 and 2028 rate increase outcomes. Based on the January 2026 survey, Fort Collins Utilities remains towards the lower end of average electric cost within the state, assuming 700 kWh of consumption in a month, at \$94.46, or 6<sup>th</sup> lowest overall of all responses.



**Water**

Staff are proposing a 15% rate increase for the Water Fund in 2027 and 2028. Water rate increases are primarily driven by the cost of capital investment, particularly construction of the Halligan Water Supply Project and maintaining replacement of the water distribution system. Debt financing for the Halligan Water Supply Project will be the major component impacting substantial water rates over the next 3-5 years while the project progresses towards and starts construction.

**Wastewater**

Staff are proposing a 10% rate increase for the Wastewater Fund in 2027 and 2028. In addition to rate increases needed for ongoing operational inflationary pressures, the Drake Water Reclamation Facility (DWRF) recently completed a comprehensive condition assessment and requires significant capital investment. The report indicates that 39% of the plant is beyond its useful life, and 7% of the plant is in poor or very poor condition. The Wastewater Fund Capital Improvement Plan (CIP) includes plans for a large revenue bond debt issuance needed for reconstruction of the DWRF Preliminary Treatment Facility, and the combined Wastewater-Water Quality Laboratory Project.

**Stormwater**





Staff are proposing a 5% rate increase for the Stormwater Fund in 2027 and 2028. The Oak Street Stormwater Improvement Project revenue bond issuance of \$40M in 2023 increased debt service payments for this fund. Additional capital improvement budget capacity is being created to continue capital replacement and improvements to the stormwater infrastructure system.

**Bill Impacts and Front Range Comparisons**

The table below shows the impacts of the proposed rate change to the average residential monthly bill. Under the proposed rate changes, a residential customer’s total utility bill, for a customer receiving all four municipal utility services, would increase by 9.3%, or \$18.86 per month in 2027.

# RESIDENTIAL MONTHLY BILL COMPARISON

2026 to 2027

	2026 RATES	2027 RATES	% CHANGE	\$ CHANGE
 <b>ELECTRIC</b> 620 kilowatt-hours/month	\$90.22	\$96.54	7.0%	\$6.32
 <b>WATER</b> 7,000 gallons/month	\$49.46	\$56.88	15.0%	\$7.42
 <b>WASTEWATER</b> 3,300 gallons/month WQA	\$38.24	\$42.06	10.0%	\$3.82
 <b>STORMWATER</b> 8,000 sq. ft. lot, light runoff	\$25.97	\$27.27	5.0%	\$1.30
<b>AVG. Utility Bill Total</b>	<b>\$203.89</b>	<b>\$222.75</b>	<b>9.3%</b>	<b>\$18.86</b>

The table below compares typical residential electric, water, wastewater, and stormwater monthly utility bills across neighboring utilities along the Front Range, based on existing 2026 rates for each community. In total, Fort Collins Utilities comes in the second lowest at \$213.90 for all four services.

## RESIDENTIAL MONTHLY BILL COMPARISON

### 2026 UTILITY RATES

	 ELECTRIC	 WATER	 WASTEWATER	 STORMWATER	UTILITY TOTAL
	700 kWh	3 kgal/mo winter, 11 kgal/mo summer	3,300 gallons/mo WQA	8,000 sq ft lot, light runoff	
<b>LONGMONT</b>	\$93.99	\$57.91	\$37.31	\$18.85	\$208.06
<b>FORT COLLINS</b>	\$100.23	\$49.46	\$38.24	\$25.97	\$213.90
<b>LOVELAND</b>	\$106.92	\$51.40	\$39.02	\$26.13	\$223.47
<b>COLORADO SPRINGS</b>	\$110.85	\$83.00	\$32.41	\$8.00	\$234.26
<b>BOULDER</b>	\$118.19	\$61.06	\$46.44	\$29.88	\$255.57
<b>GREELEY</b>	\$118.19	\$64.26	\$36.81	\$42.44	\$261.70

### Utilities Capital Improvement Planning

Capital Improvement Plans (2027-2031) for all four utilities funds are attached. Capital improvement plans were formulated based on the proposed rate increases as presented. The first two years of the plan are recommended to move forward for consideration in the 2027-28 budget should the proposed rate increases remain supported.

Over the past year, Fort Collins staff reconstructed Utilities’ capital improvement plans by implementing a new Enterprise Project Management Office (EPMO) framework. This best-practice approach utilizes a risk-and-reward scoring methodology for multidisciplinary staff to objectively prioritize projects across all operating departments. Under this new structure, the service area established long-term plans, including draft 20-year plans for One Water funds and a 10-year plan for Light & Power.

### 2027-28 Governmental Revenue Forecast

#### Sales and Use Tax:

Sales and use tax revenue is approximately 50% of city governmental revenue and the largest governmental revenue stream. Sales and use tax revenue is generally the most flexible revenue for the delivery of city services.

Year-to-date sales and use tax collections through April are tracking very close to budget. While year-to-date figures remain noticeably above budget, driven by strong sales and use tax performance in January and March, the data also shows month-to-month volatility with a weaker February (January revenue predominantly reflects December economic activity and is accrued back to the 2025 fiscal year). Also, with

an overall uncertain economic outlook, decreasing consumer sentiment and higher energy prices staff is currently forecasting reasonably conservative 2.7% growth for sales and use tax in 2027 and 2.0% in 2028.

	2026 Budget	2027 Forecast	% Δ	\$ Amount	2028 Forecast	% Δ Budget	\$ Amount
Sales Tax	\$181.8M	\$185.4M	2.0%	\$3.6M	\$189.1M	2.0%	\$3.7M
Use Tax	\$25.0M	\$27.0M	8.0%	\$2.0M	\$27.5M	2.0%	\$500K
<b>Total</b>	<b>\$206.8M</b>	<b>\$212.4M</b>	<b>2.7%</b>	<b>\$5.6M</b>	<b>\$216.6M</b>	<b>2.0%</b>	<b>\$4.2M</b>

However, if favorable trends continue over the next few months, staff forecasts a possible upside scenario of 3.6% sales and use tax growth in 2027 and 2.9% growth in 2028.

	2026 Budget	2027 Forecast	% Δ	\$ Amount	2028 Forecast	% Δ Budget	\$ Amount
Sales Tax	\$181.8M	\$187.2M	3.0%	\$5.4M	\$192.9M	3.0%	\$5.7M
Use Tax	\$25.0M	\$27.0M	8.0%	\$2.0M	\$27.5M	2.0%	\$500K
<b>Total</b>	<b>\$206.8M</b>	<b>\$214.2M</b>	<b>3.6%</b>	<b>\$7.4M</b>	<b>\$220.4M</b>	<b>2.9%</b>	<b>\$6.2M</b>

#### Property Tax:

Property tax is about 10% of city governmental revenue; however, Poudre Fire Authority receives 67% of the city's portion of property tax through an intergovernmental agreement (IGA).

Staff projects 2026 property tax revenue of \$35.5M (up \$1.4M from budget) based on the November 2025 certificate of valuation. Based on guidance from the Larimer County Assessor's Office, staff is forecasting 4% growth in 2027 and flat growth in 2028.

#### Budget Outlook:

Based on these revenue projections, staff are still anticipating the budget shortfall in governmental funds in 2027 to maintain all current services would be approximately \$15M . Although this figure could be reduced with a more optimistic revenue forecast, there would still be a shortfall which requires expense reductions to balance the budget and align long-term costs with anticipated revenues. Staff are evaluating proposals for reductions to identify the most strategic approaches. The expense outlook will be the focus of the July 14th work session on the 2027-28 budget.

### **NEXT STEPS**

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The next Council Work Session for the 2027-28 budget is scheduled for July 14th.

### **ATTACHMENTS / LINKS**

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1. Utilities Capital Improvement Plan (2027-2031)
2. Utilities Council Finance Committee Follow-Up – May 7th, 2026
3. Utilities CFC Appendix Slides
4. Presentation

## May 7th Council Finance Committee

### Follow-Up: Utilities Finance Overview and 27/28 Rates

#### Phasing Implementation of Rate Increase Through Calendar Year

- Staff evaluated the bill impact of implementing rate increases for select utilities mid-year as opposed to all utilities rates effective January 1st to mitigate customer affordability changes.
- Due to higher seasonal consumption in the summer, implementing rate increases mid-year could be more impactful to customers, particularly for electric and water services due to higher irrigation and electric air conditioning load.

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Monthly Avg
Electric		\$ 85.50	\$ 85.50	\$ 85.50	\$ 85.50	\$ 96.83	\$ 96.83	\$ 96.83	\$ 96.83	\$ 96.83	\$ 85.50	\$ 85.50	\$ 85.50	\$1,082.63	\$ 90.22
Water		\$ 33.82	\$ 33.82	\$ 33.82	\$ 33.82	\$ 65.09	\$ 65.09	\$ 65.09	\$ 65.09	\$ 65.09	\$ 65.09	\$ 33.82	\$ 33.82	\$ 593.47	\$ 49.46
Wastewater		\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 38.24	\$ 458.88	\$ 38.24
Stormwater		\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 25.97	\$ 311.64	\$ 25.97
		\$ 183.53	\$ 183.53	\$ 183.53	\$ 183.53	\$ 226.13	\$ 226.13	\$ 226.13	\$ 226.13	\$ 226.13	\$ 214.80	\$ 183.53	\$ 183.53	\$2,446.62	\$ 203.88
Electric	7%	\$ 91.48						\$ 103.61							\$ 96.53
Water	15%	\$ 38.90						\$ 74.85							\$ 56.87
Wastewater	10%	\$ 42.06						\$ 42.06							\$ 42.06
Stormwater	5%	\$ 27.27						\$ 27.27							\$ 27.27
		\$ 199.71						\$ 247.79							\$ 222.74
		\$ 16.18						\$ 21.66							\$ 18.86

- Any delay in increase would lower utility revenue (i.e. only 6 months vs full 12 months), therefore increasing the percentage needed to meet revenue forecasts.

#### Income-Qualified Assistance Program (IQAP)

IQAP provides Fort Collins Utilities customers who are at or below 60% of the state median income reduced rates on select Utilities services. The program was introduced in October 2018 as a pilot program and was adopted as permanent in 2022. The IQAP bill adjustment effectively applies a 25% rate discount on electric, water, and wastewater services. In July 2021, City Council approved moving the program from an application-based, opt-in program to an auto-enroll, opt-out program, subject to participants' participation in the complementary state Low-income Energy Assistance Program (LEAP).

While most customers who meet the income requirements are eligible to apply for LEAP, there are two populations that were identified who were either not eligible to receive LEAP, even though their income is within approval range, and those who may not be able to take advantage of the program due to additional household assistance they receive. Customers impacted are those where the household has members who are not documented U.S. citizens, and renters who have a Housing Choice Voucher (formerly Section 8) where heat is included in their rent. In 2023, we implemented an alternate entry system that would allow access to IQAP, separate

from LEAP, while maintaining an income verification process. We have partnered with Housing Catalyst and The Family Center/La Familia to assist with the alternate entry program.

### **Affordability Benchmarks: Percentage of Income Spent on Utility Bills**

Recent data from the American Water Works Association (AWWA) report, *Beyond the Replacement Era: Balancing Compounding Infrastructure Needs with Household Affordability (2026)* compares common affordability benchmarks in the industry.

- Nationally, industry benchmarks use a combined 4.5% threshold of household income spent on drinking water and wastewater services to identify utility affordability burden. Data shows that 13.1 million households (10.0% of U.S. households) are already over this threshold. At the more stringent 3.0% combined affordability benchmark, approximately 21.5 million households (16.4% of total U.S. households) are currently burdened.
- In comparison to Fort Collins Utilities (2026): For wastewater services, Fort Collins Utilities bills amount to 0.8% of household income at 60% AMI and drops to 0.5% at 100% AMI. For water services, Fort Collins Utilities bills amount to 1.0% of household income for families at 60% AMI and 0.6% for families at 100% AMI. Combined, this amounts to 1.8% of income for water and wastewater services at 60% AMI and 1.1% for 100% AMI.

### **IQAP Discount Methodology**

The IQAP discount is designed to equalize the relative utility bill affordability among income-qualifying customers. The IQAP calculation is based on census tract income data and Fort Collins electric utility data as water and wastewater bills are not paid by individual tenants of multi-family housing.

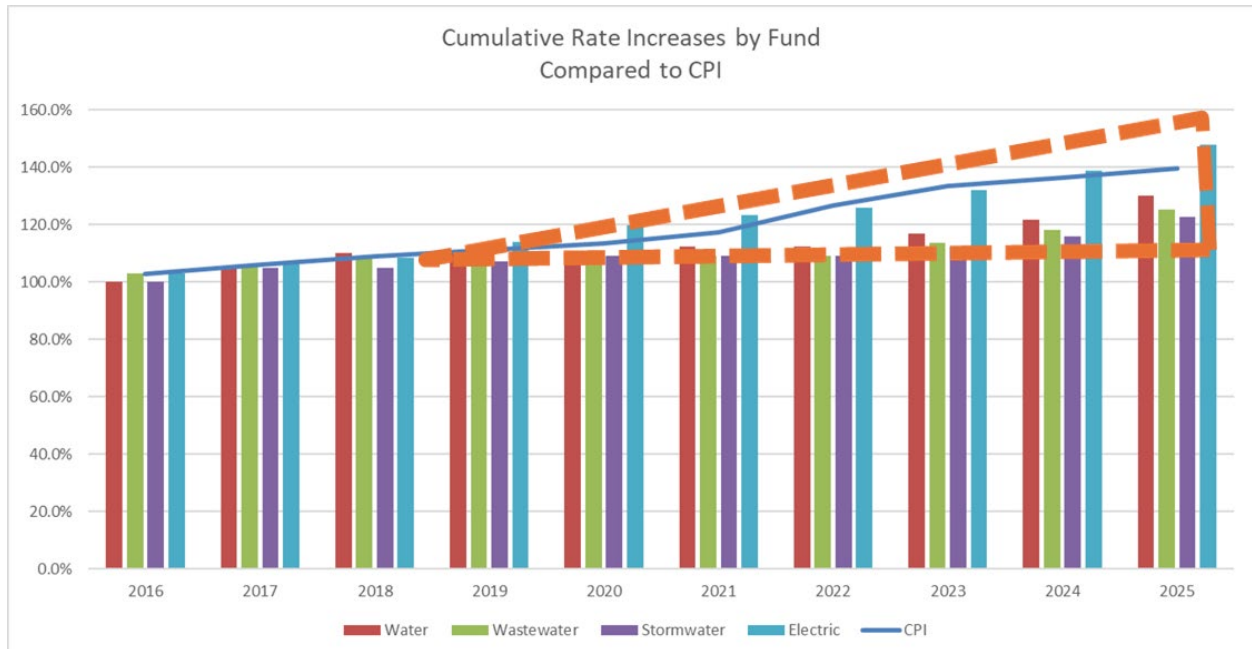
2022 analysis and basis of 25% discount:

- 60% AMI customers paid 1.92% of income towards electric bills. 100% AMI customers paid 1.28% of income towards electric bills.
- The ratio of 1.92% over 1.28% is 150.2%, meaning a 50% discount would be needed to equalize the two income categories.
  - Assumption is that LEAP pays 50% of the discount, therefore Utilities offers a 25% IQAP discount .

The 2025 analysis showed similar results compared to the IQAP 25% discount which remained unchanged.

### Historical Rate Increases Compared to CPI - Closing the Gap

- Under recommended rate forecasts (15% Water, 10% Wastewater, 5% Stormwater), the One Water funds will meet and exceed CPI during the next 27/28 budget period.
- Comparing rates to CPI serves as a useful benchmark for maintaining ongoing operating costs, though it fails to account for major capital projects requiring larger rate increases. Regarding the capital replacement targets described at the Finance Committee meeting, replacement targets were not achieved during the period in the graph. Thus, exceeding the CPI line would be required as the baseline rates depicted in the graph do not meet the utilities capital goals.





# City of Fort Collins Utilities

Capital Improvement Plan (CIP)

2027-2031



Draft - May 26th, 2026 Council Work Session

	Capital Improvement Budget		Capital Improvement Plan				15 Year Total 2032+	Project Type
	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030	Proposed 2031			
<b>Water</b>								
<b>Asset Management</b>								
Water Asset Management Program Funding	\$125,000	\$125,000	\$125,000	\$125,000	\$0	\$0		Planning
<b>Subtotal Asset Management</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>		
<b>Distribution &amp; Transmission</b>								
Cathodic Protection	\$500,000	\$0	\$500,000	\$0	\$0	\$0		Asset Renewal
Large Cap Water Distribution Replacement	\$831,600	\$0	\$831,600	\$1,831,600	\$831,600	\$18,400,000		Asset Renewal
Large Valve Replacement Program	\$0	\$350,000	\$350,000	\$350,000	\$350,000	\$5,250,000		Asset Renewal
Meter Capital Program	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$15,000,000		Asset Renewal
Meter Crawlspace Conversion	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$1,500,000		Asset Renewal
N. Lemay Valve Replacement	\$0	\$600,000	\$0	\$0	\$0	\$0		Asset Renewal
Small Cap Water Distribution Replacement	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$37,500,000		Asset Renewal
Water Distribution Master Plan Updates	\$500,000	\$0	\$0	\$0	\$500,000	\$1,500,000		Planning
Water Distribution Pressure Monitoring	\$0	\$100,000	\$100,000	\$0	\$0	\$0		New Infrastructure
Water Distribution Replacement Program years 6 - 20	\$0	\$0	\$0	\$0	\$0	\$48,430,085		Asset Renewal
<b>Subtotal Distribution &amp; Transmission</b>	<b>\$5,831,600</b>	<b>\$5,050,000</b>	<b>\$5,781,600</b>	<b>\$6,181,600</b>	<b>\$5,681,600</b>	<b>\$127,580,085</b>		
<b>Facilities &amp; Land</b>								
700-USC Campus Asset Renewals & Replacements	\$93,750	\$93,750	\$93,750	\$93,750	\$93,750	\$1,406,250		Asset Renewal
700-USC Campus Re-location/ New or 2nd Site	\$0	\$0	\$0	\$0	\$250,000	\$2,500,000		New Infrastructure
<b>Subtotal Facilities &amp; Land</b>	<b>\$93,750</b>	<b>\$93,750</b>	<b>\$93,750</b>	<b>\$93,750</b>	<b>\$343,750</b>	<b>\$3,906,250</b>		
<b>Production</b>								
2nd Horsetooth Reservoir Tower Inlet	\$0	\$0	\$0	\$0	\$0	\$5,524,270		New Infrastructure
Additional microhydro (variable speed)	\$0	\$0	\$0	\$0	\$0	\$300,000		New Infrastructure
Fiber communication to Gateway and Goathill	\$500,000	\$1,500,000	\$0	\$0	\$0	\$0		New Infrastructure
Implementation of WTR Beneficial Use	\$0	\$0	\$100,000	\$100,000	\$0	\$0		New Infrastructure
New solar field on top of finished water reservoirs (500 kW)	\$0	\$0	\$0	\$0	\$0	\$1,883,000		New Infrastructure
Replace and expand WTF solar field	\$0	\$0	\$0	\$0	\$0	\$150,000		Asset Renewal
Rooftop solar at WTF	\$0	\$0	\$0	\$0	\$0	\$1,500,000		New Infrastructure
SCADA Platform Replacement	\$200,000	\$400,000	\$400,000	\$0	\$0	\$0		Asset Renewal
SOS 24" Poudre Pipeline - Replace line from Canyon Mouth to Bellvue	\$0	\$0	\$0	\$0	\$0	\$15,000,000		Asset Renewal
SOS 24" Poudre Pipeline Lining - Inside Canyon	\$0	\$0	\$0	\$0	\$1,000,000	\$9,000,000		Asset Renewal
Water Treatment Facility Finished Water Metering	\$0	\$0	\$0	\$0	\$0	\$1,113,945		New Infrastructure
Water Treatment Facility Solids Belt Press Building - Construction	\$0	\$0	\$0	\$0	\$0	\$927,464		New Infrastructure
WTF Replacement Program	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$15,000,000		Asset Renewal
<b>Subtotal Production</b>	<b>\$700,000</b>	<b>\$2,400,000</b>	<b>\$1,500,000</b>	<b>\$1,100,000</b>	<b>\$2,000,000</b>	<b>\$50,398,679</b>		
<b>Utilities Technology</b>								
Customer Digital Experience; Post-Phoenix Enhancements Placeholder	\$0	\$0	\$0	\$375,000	\$0	\$0		New Infrastructure
Datawarehouse and Data Lake Build	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000		New Infrastructure
Enterprise Resource Planning (ERP) Replacement	\$1,695,759	\$0	\$0	\$0	\$0	\$0		Asset Renewal
Expand IVR Capability/Improve Customer Contact Center & Employee DX	\$0	\$0	\$0	\$0	\$375,000	\$375,000		New Infrastructure
GIS Migration and Implementation (Utility Network)	\$250,000	\$250,000	\$0	\$0	\$0	\$0		New Infrastructure
Maximo DataSplice function to Maximo Mobile WFO	\$165,000	\$0	\$0	\$0	\$0	\$0		New Infrastructure
<b>Subtotal Utilities Technology</b>	<b>\$2,110,759</b>	<b>\$300,000</b>	<b>\$50,000</b>	<b>\$425,000</b>	<b>\$425,000</b>	<b>\$425,000</b>		
<b>Water Quality</b>								
Water Quality Lab	\$1,891,384	\$17,022,457	\$0	\$0	\$0	\$0		Asset Renewal
Water Quality Lab Instrument Replacement	\$100,000	\$100,000	\$60,000	\$60,000	\$60,000	\$240,000		Asset Renewal
Watershed Protection	\$200,000	\$200,000	\$200,000	\$200,000	\$250,000	\$4,100,000		New Infrastructure
<b>Subtotal Water Quality</b>	<b>\$2,191,384</b>	<b>\$17,322,457</b>	<b>\$260,000</b>	<b>\$260,000</b>	<b>\$310,000</b>	<b>\$4,340,000</b>		
<b>Water Resources</b>								
Integrated Water Resource Plan (IRP)	\$700,000	\$0	\$0	\$0	\$0	\$0		Planning
Water Supply Development	\$2,652,250	\$2,652,250	\$2,652,250	\$2,652,250	\$2,652,250	\$29,174,750		New Infrastructure
<b>Subtotal Water Resources</b>	<b>\$3,352,250</b>	<b>\$2,652,250</b>	<b>\$2,652,250</b>	<b>\$2,652,250</b>	<b>\$2,652,250</b>	<b>\$29,174,750</b>		
<b>Water Supply Project</b>								
Halligan Reservoir Water Supply Project	\$150,000,000	\$77,705,743	\$0	\$0	\$0	\$0		New Infrastructure
<b>Subtotal Water Resources</b>	<b>\$150,000,000</b>	<b>\$77,705,743</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
<b>Total</b>	<b>\$164,404,743</b>	<b>\$105,649,200</b>	<b>\$10,462,600</b>	<b>\$10,837,600</b>	<b>\$11,412,600</b>	<b>\$215,824,764</b>		

	Capital Improvement Budget		Capital Improvement Plan				15 Year Total 2032+	Project Type
	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030	Proposed 2031			
<b>Wastewater</b>								
<b>Asset Management</b>								
Water Asset Management Program Funding	\$62,500	\$62,500	\$62,500	\$62,500	\$0	\$0		Planning
<b>Subtotal Asset Management</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$0</b>	<b>\$0</b>		
<b>Collection System</b>								
Small Cap Wastewater Collection System Replacement	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$36,000,000		Asset Renewal
Spring Creek Drop Structure at College Ave (affects wastewater)	\$0	\$0	\$0	\$0	\$0	\$500,000		Asset Renewal
Large Cap Wastewater Collection Replacement	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$7,000,000		Asset Renewal
Wastewater Collection System Master Plan	\$500,000	\$0	\$0	\$0	\$0	\$2,000,000		Planning
WW CIPP program	\$0	\$500,000	\$500,000	\$500,000	\$1,000,000	\$15,000,000		Asset Renewal
<b>Subtotal Collection System</b>	<b>\$2,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$4,000,000</b>	<b>\$60,500,000</b>		
<b>Facilities &amp; Land</b>								
700-USC Campus Asset Renewals & Replacements	\$56,250	\$56,250	\$56,250	\$56,250	\$56,250	\$843,750		Asset Renewal
700-USC Campus Re-location/ New or 2nd Site	\$0	\$0	\$0	\$0	\$150,000	\$1,500,000		New Infrastructure
<b>Subtotal Facilities &amp; Land</b>	<b>\$56,250</b>	<b>\$56,250</b>	<b>\$56,250</b>	<b>\$56,250</b>	<b>\$206,250</b>	<b>\$2,343,750</b>		
<b>Utilities Technology</b>								
Customer Digital Experience; Post-Phoenix Enhancements Placeholder	\$0	\$0	\$0	\$187,500	\$0	\$0		New Infrastructure
Datawarehouse and Data Lake Build	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		New Infrastructure
Enterprise Resource Planning (ERP) Replacement	\$847,879	\$0	\$0	\$0	\$0	\$0		Asset Renewal
Expand IVR Capability/Improve Customer Contact Center & Employee DX	\$0	\$0	\$0	\$0	\$187,500	\$187,500		New Infrastructure
GIS Migration and Implementation (Utility Network)	\$250,000	\$250,000	\$0	\$0	\$0	\$0		New Infrastructure
Maximo DataSplice function to Maximo Mobile WFO	\$165,000	\$0	\$0	\$0	\$0	\$0		New Infrastructure
<b>Subtotal Utilities Technology</b>	<b>\$1,262,879</b>	<b>\$275,000</b>	<b>\$25,000</b>	<b>\$212,500</b>	<b>\$212,500</b>	<b>\$212,500</b>		
<b>Water Quality</b>								
Water Quality Lab	\$1,891,384	\$17,022,457	\$0	\$0	\$0	\$0		Asset Renewal
Pollution Control Lab Instrument Replacement	\$100,000	\$60,000	\$60,000	\$60,000	\$60,000	\$900,000		Asset Renewal
<b>Subtotal Water Quality</b>	<b>\$1,991,384</b>	<b>\$17,082,457</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$900,000</b>		
<b>Water Reclamation &amp; Biosolids</b>								
DWRF Preliminary Treatment	\$11,800,000	\$40,000,000	\$40,000,000	\$0	\$0	\$0		Asset Renewal
DWRF Sidestream Phosphorus Removal Phase II	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$0	\$0		Asset Renewal
DWRF Septage Receiving Station Construction	\$3,000,000	\$0	\$0	\$0	\$0	\$0		Asset Renewal
WRB Replacement Program	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000	\$37,000,000		Asset Renewal
NFRWQPA Utility Plan Update (wastewater, collection, and stormwater)	\$500,000	\$551,250	\$0	\$0	\$0	\$2,000,000		Planning
Switchgear, Transformers, and SSB (w/ L&P)	\$250,000	\$250,000	\$250,000	\$500,000	\$500,000	\$1,000,000		Asset Renewal
SCADA Platform Replacement	\$200,000	\$400,000	\$400,000	\$0	\$0	\$0		Asset Renewal
IT/OT Network Replacements	\$125,000	\$125,000	\$0	\$0	\$0	\$0		Asset Renewal
Facility Wide Glycol Loop Replacement	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0		Asset Renewal
DWRF NPT Process Lab Replacement	\$0	\$0	\$0	\$500,000	\$0	\$0		Asset Renewal
MSR Land Acquisition Program	\$0	\$0	\$0	\$0	\$100,000	\$1,500,000		New Infrastructure
DWRF Digester 613 Lid & Mixer Replacement	\$0	\$0	\$0	\$0	\$950,000	\$8,550,000		Asset Renewal
Primary Clarifier Sludge Collectors	\$0	\$0	\$0	\$0	\$300,000	\$0		Asset Renewal
Primary Clarifier Scum Collectors	\$0	\$0	\$0	\$0	\$300,000	\$0		Asset Renewal
WRB Master Plan Projects (2032-2046)	\$0	\$0	\$0	\$0	\$0	\$97,260,000		Asset Renewal
<b>Subtotal Water Reclamation &amp; Biosolids</b>	<b>\$19,375,000</b>	<b>\$44,326,250</b>	<b>\$43,150,000</b>	<b>\$2,500,000</b>	<b>\$4,150,000</b>	<b>\$147,310,000</b>		
<b>Total</b>	<b>\$25,248,013</b>	<b>\$65,302,457</b>	<b>\$46,853,750</b>	<b>\$6,391,250</b>	<b>\$8,628,750</b>	<b>\$211,266,250</b>		

	Capital Improvement Budget		Capital Improvement Plan				15 Year Total 2032+	Project Type
	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030	Proposed 2031			
<b>Stormwater</b>								
<b>Asset Management</b>								
Water Asset Management Program Funding	\$62,500	\$62,500	\$62,500	\$62,500	\$0	\$0		Planning
<b>Subtotal Asset Management</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$0</b>	<b>\$0</b>		
<b>Facilities &amp; Land</b>								
700-USC Campus Asset Renewals & Replacements	\$56,250	\$56,250	\$56,250	\$56,250	\$56,250	\$843,750		Asset Renewal
700-USC Campus Re-location/ New or 2nd Site	\$0	\$0	\$0	\$0	\$150,000	\$1,500,000		New Infrastructure
<b>Subtotal Facilities &amp; Land</b>	<b>\$56,250</b>	<b>\$56,250</b>	<b>\$56,250</b>	<b>\$56,250</b>	<b>\$206,250</b>	<b>\$2,343,750</b>		
<b>SW Collection and Detention</b>								
SW CIPP (Cured-In-Place-Pipe) Program	\$200,000	\$200,000	\$500,000	\$500,000	\$750,000	\$11,250,000		Asset Renewal
SW Small Capital Replacement Program	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$45,000,000		Asset Renewal
<b>Subtotal SW Collection and Detention</b>	<b>\$2,900,000</b>	<b>\$2,900,000</b>	<b>\$3,200,000</b>	<b>\$3,200,000</b>	<b>\$3,450,000</b>	<b>\$56,250,000</b>		
<b>SW Flood Protection</b>								
North Mason Stormwater Project (River to North of Hickory)	\$4,463,173	\$1,713,071	\$0	\$0	\$0	\$0		New Infrastructure
Stormwater Master Plan Updates	\$300,000	\$300,000	\$600,000	\$600,000	\$700,000	\$0		New Infrastructure
Bristlecone Storm Sewer (Affordable Housing)	\$0	\$1,255,000	\$1,255,000	\$0	\$0	\$0		New Infrastructure
Location M: Vine Drive Crossing (West Vine Basin Master Plan)	\$1,000,000	\$2,117,693	\$0	\$0	\$0	\$0		New Infrastructure
BNRR Embankment	\$0	\$0	\$0	\$767,000	\$0	\$0		New Infrastructure
Mulberry to Boxelder Creek - Culverts and Channel (Group 1)	\$0	\$0	\$2,491,630	\$12,424,671	\$10,000,000	\$0		New Infrastructure
SW Flood Protection Master Plan Projects (2032-2046)	\$0	\$0	\$0	\$0	\$0	\$165,200,789		New Infrastructure
<b>Subtotal SW Flood Protection</b>	<b>\$5,763,173</b>	<b>\$5,385,764</b>	<b>\$4,346,630</b>	<b>\$13,791,671</b>	<b>\$10,700,000</b>	<b>\$165,200,789</b>		
<b>Stream Rehab and Water Quality</b>								
Spring Creek at Edora Park dam to Lemay Ave	\$750,000	\$0	\$3,664,993	\$0	\$0	\$0		New Infrastructure
Fossil Creek from Apple Wood Sub. to College Ave	\$0	\$500,000	\$1,000,000	\$0	\$0	\$0		New Infrastructure
Spring Creek from Poudre River confluence to Edora Park	\$0	\$0	\$0	\$1,000,000	\$3,604,426	\$0		New Infrastructure
Stream Rehab & WQ Projects (2032-2046)	\$0	\$0	\$0	\$0	\$0	\$8,610,951		New Infrastructure
<b>Subtotal Stream Rehab and Water Quality</b>	<b>\$750,000</b>	<b>\$500,000</b>	<b>\$4,664,993</b>	<b>\$1,000,000</b>	<b>\$3,604,426</b>	<b>\$8,610,951</b>		
<b>Utilities Technology</b>								
Customer Digital Experience; Post-Phoenix Enhancements Placeholder	\$0	\$0	\$0	\$187,500	\$0	\$0		New Infrastructure
Datawarehouse and Data Lake Build	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000		New Infrastructure
Enterprise Resource Planning (ERP) Replacement	\$847,879	\$0	\$0	\$0	\$0	\$0		Asset Renewal
Expand IVR Capability/Improve Customer Contact Center & Employee DX	\$0	\$0	\$0	\$0	\$187,500	\$187,500		New Infrastructure
GIS Migration and Implementation (Utility Network)	\$250,000	\$250,000	\$0	\$0	\$0	\$0		New Infrastructure
Maximo DataSplice function to Maximo Mobile WFO	\$165,000	\$0	\$0	\$0	\$0	\$0		New Infrastructure
<b>Subtotal Utilities Technology</b>	<b>\$1,262,879</b>	<b>\$275,000</b>	<b>\$25,000</b>	<b>\$212,500</b>	<b>\$212,500</b>	<b>\$212,500</b>		
<b>Total</b>	<b>\$10,044,802</b>	<b>\$8,679,514</b>	<b>\$7,690,380</b>	<b>\$17,322,921</b>	<b>\$14,568,750</b>	<b>\$224,007,039</b>		

	Capital Improvement Budget		Capital Improvement Plan				5 Year Total 2032+	Project Type
	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030	Proposed 2031			
<b>Light &amp; Power</b>								
<b>Advanced Meter Infrastructure</b>								
AMI On-Going Exchange	\$2,039,500	\$2,039,500	\$2,039,500	\$2,039,500	\$2,039,500	\$10,197,500	Asset Renewal	
<b>Subtotal Advanced Meter Infrastructure</b>	<b>\$2,039,500</b>	<b>\$2,039,500</b>	<b>\$2,039,500</b>	<b>\$2,039,500</b>	<b>\$2,039,500</b>	<b>\$10,197,500</b>		
<b>Back Lot to Front Lot</b>								
Back Lot to Front Lot	\$1,700,000	\$1,700,000	\$1,700,000	\$2,400,000	\$2,400,000	\$11,300,000	Asset Renewal	
<b>Subtotal Back Lot to Front Lot</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$2,400,000</b>	<b>\$2,400,000</b>	<b>\$11,300,000</b>		
<b>Dist. System Impr. &amp; Replace</b>								
Cable Replacement	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000	Asset Renewal	
<b>Subtotal Dist. System Impr. &amp; Replace</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$20,000,000</b>		
<b>Distribution Automation</b>								
Distribution Automation	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000	Asset Renewal	
Double Circuit Feeder Monitoring	\$60,000	\$60,000	\$0	\$0	\$0	\$0	Asset Renewal	
<b>Subtotal Distribution Automation</b>	<b>\$410,000</b>	<b>\$410,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$1,750,000</b>		
<b>New Capacity - Circuits</b>								
New Capacity - Circuits	\$2,320,079	\$1,426,854	\$3,274,371	\$2,572,760	\$3,263,118	\$5,642,982	New Infrastructure	
<b>Subtotal New Capacity - Circuits</b>	<b>\$2,320,079</b>	<b>\$1,426,854</b>	<b>\$3,274,371</b>	<b>\$2,572,760</b>	<b>\$3,263,118</b>	<b>\$5,642,982</b>		
<b>New Capacity - Duct Banks</b>								
New Capacity - Duct Banks	\$900,000	\$1,000,000	\$1,337,091	\$2,488,730	\$375,000	\$250,000	New Infrastructure	
<b>Subtotal New Capacity - Duct Banks</b>	<b>\$900,000</b>	<b>\$1,000,000</b>	<b>\$1,337,091</b>	<b>\$2,488,730</b>	<b>\$375,000</b>	<b>\$250,000</b>		
<b>Operational Technology</b>								
Advanced Distribution Management System (ADMS/OMS)	\$0	\$1,500,000	\$1,500,000	\$250,000	\$250,000	\$1,250,000	New Infrastructure	
Maximo Asset Management / Work Order Management	\$0	\$380,000	\$0	\$0	\$0	\$0	New Infrastructure	
eSCADA Hardware/Software	\$75,000	\$75,000	\$0	\$0	\$0	\$0	New Infrastructure	
Radio System Upgrades	\$0	\$0	\$42,642	\$42,642	\$42,642	\$213,210	Asset Renewal	
Utility Network (GIS)	\$500,000	\$500,000	\$0	\$0	\$0	\$0	New Infrastructure	
GPS & Underground Facilities Visualization	\$127,926	\$0	\$0	\$0	\$0	\$0	New Infrastructure	
Energy Services System Integrations - DERMs, CIS, ADMS	\$106,605	\$106,605	\$0	\$0	\$0	\$0	New Infrastructure	
VPP - DER Device Implementation	\$450,000	\$325,000	\$0	\$0	\$0	\$0	New Infrastructure	
Datawarehouse & Data Lake	\$100,000	\$100,000	\$0	\$0	\$0	\$0	New Infrastructure	
Enterprise Resource Planning (ERP) Replacement	\$3,391,517	\$0	\$0	\$0	\$0	\$0	New Infrastructure	
<b>Subtotal Operational Technology</b>	<b>\$4,751,048</b>	<b>\$2,986,605</b>	<b>\$1,542,642</b>	<b>\$292,642</b>	<b>\$292,642</b>	<b>\$1,463,210</b>		
<b>Service Center L&amp;P</b>								
Minor Renovations	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Asset Renewal	
Rear Lot Regrade	\$100,000	\$100,000	\$0	\$0	\$0	\$0	Asset Renewal	
Warehouse Covered Structure	\$0	\$200,000	\$0	\$0	\$0	\$0	Asset Renewal	
Campus Asset Renewals & Replacement	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000	Asset Renewal	
Utility Training Site	\$35,000	\$35,000	\$0	\$0	\$0	\$0	Asset Renewal	
Utility Campus Relocations	\$0	\$0	\$0	\$0	\$0	\$3,500,000	New Infrastructure	
<b>Subtotal Service Center L&amp;P</b>	<b>\$310,000</b>	<b>\$510,000</b>	<b>\$175,000</b>	<b>\$175,000</b>	<b>\$175,000</b>	<b>\$4,375,000</b>		
<b>Streetlights</b>								
Street Pole Replacement Program	\$442,445	\$442,445	\$442,445	\$442,445	\$442,445	\$2,212,226	Asset Renewal	
<b>Subtotal Streetlights</b>	<b>\$442,445</b>	<b>\$442,445</b>	<b>\$442,445</b>	<b>\$442,445</b>	<b>\$442,445</b>	<b>\$2,212,226</b>		
<b>Subdivision Construction</b>								
Subdivision Construction	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$17,500,000	New Infrastructure	
<b>Subtotal Subdivision Construction</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$17,500,000</b>		
<b>Substation Cap Prj</b>								
Battery Banks Repair/Replace	\$60,000	\$60,000	\$0	\$34,000	\$68,000	\$0	Asset Renewal	
Transformer Radiator Repair/Replace	\$120,000	\$120,000	\$0	\$0	\$140,000	\$292,000	Asset Renewal	
Load Tap Changer (LTC) Repair/Replace	\$160,000	\$160,000	\$175,000	\$90,000	\$0	\$1,000,000	Asset Renewal	
HVAC Units Repair/Replace	\$35,000	\$35,000	\$0	\$25,000	\$0	\$75,000	Asset Renewal	
Substation Misc. Capital	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	Asset Renewal	
Substation Basalite Walls	\$620,000	\$635,000	\$650,000	\$1,500,000	\$0	\$0	Asset Renewal	
Equipment for Conservation Voltage Reduction (CVR)	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$225,000	Asset Renewal	
Transformer Oil Filtration	\$200,000	\$208,000	\$110,000	\$115,000	\$0	\$600,000	Asset Renewal	
Substation Access & Security	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	New Infrastructure	
Wildlife Mitigation	\$0	\$0	\$50,000	\$50,000	\$50,000	\$250,000	New Infrastructure	
Preventative Maintenance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Asset Renewal	
Substation Modernization	\$0	\$0	\$0	\$250,000	\$250,000	\$1,250,000	New Infrastructure	
Relay Upgrades/Replacement	\$0	\$0	\$0	\$0	\$100,000	\$100,000	Asset Renewal	

Item 1.	tion Maintenance Equipment	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	Asset Renewal
	for Banks New Replacement	\$35,000	\$0	\$40,000	\$0	\$0	\$0	Asset Renewal
	Oil Containment Walls	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000	Asset Renewal
	<b>Subtotal Substation Cap Prj</b>	<b>\$1,625,000</b>	<b>\$1,613,000</b>	<b>\$2,070,000</b>	<b>\$3,109,000</b>	<b>\$1,653,000</b>	<b>\$5,692,000</b>	
<b>System Purchases</b>								
	System Purchases	\$0	\$0	\$0	\$0	\$0	\$7,538,333	New Infrastructure
	<b>Subtotal System Purchases</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,538,333</b>	
<b>System Relocations</b>								
	System Relocations	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000	Asset Renewal
	<b>Subtotal System Relocations</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>	
<b>Transformers</b>								
	Transformer Purchases	\$3,000,000	\$3,000,000	\$3,000,000	\$3,500,000	\$3,500,000	\$17,500,000	New Infrastructure
	<b>Subtotal Transformers</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$17,500,000</b>	
<b>Total</b>		<b>\$25,398,072</b>	<b>\$23,028,404</b>	<b>\$23,831,049</b>	<b>\$25,270,077</b>	<b>\$22,390,705</b>	<b>\$107,421,251</b>	



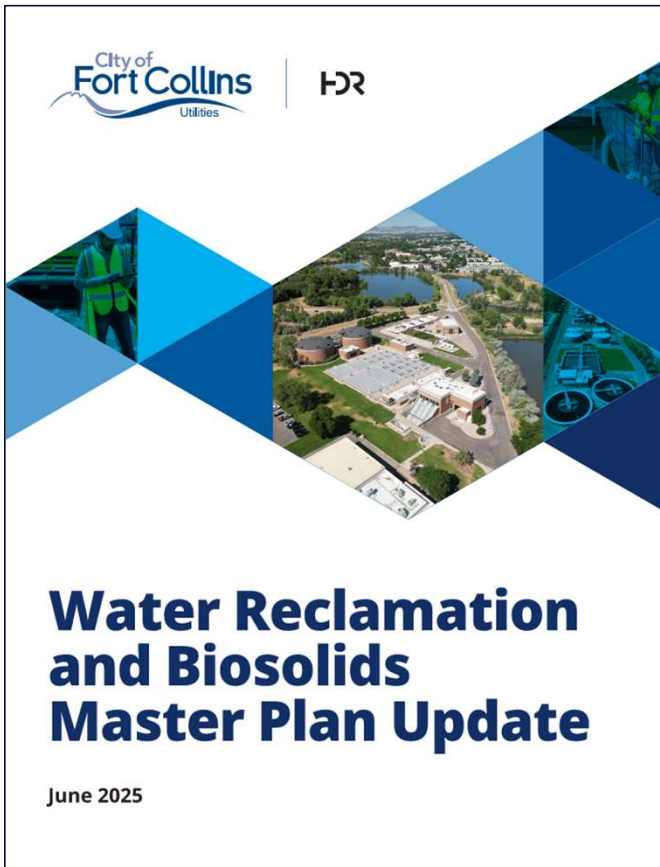
# Appendix

Council Finance Committee – May 2026  
Utilities Financial Overview and Rate Forecast



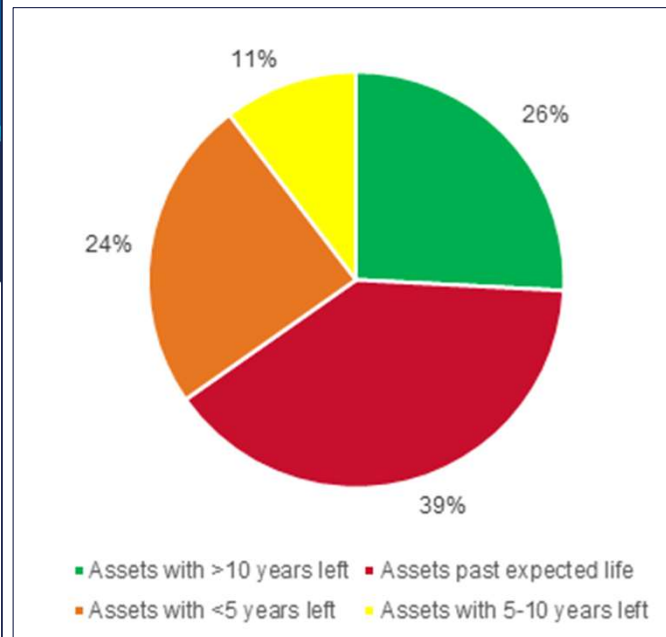
Wastewater Fund

Water Reclamation & Biosolids  
Condition Assessment

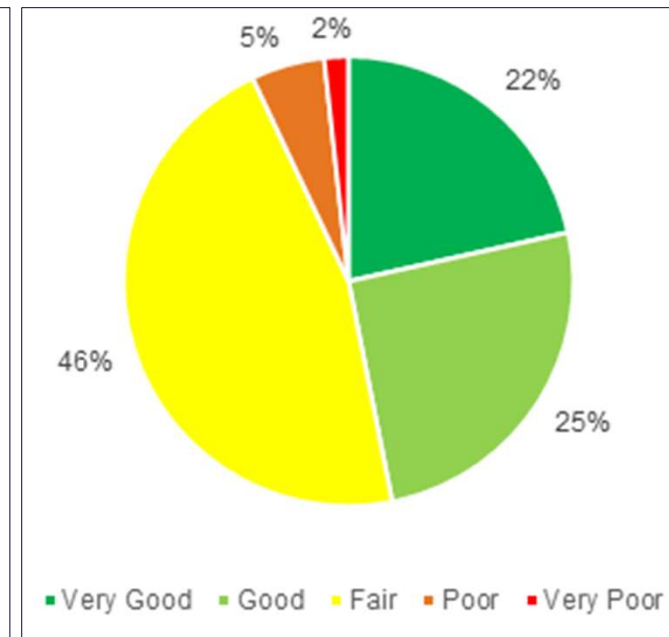


- 3 Facilities: DWRF, MWRF, Meadow Springs Ranch
- Evaluation of capital needs, regulatory requirements, system growth

WRB Asset Age



WRB Condition Assessment



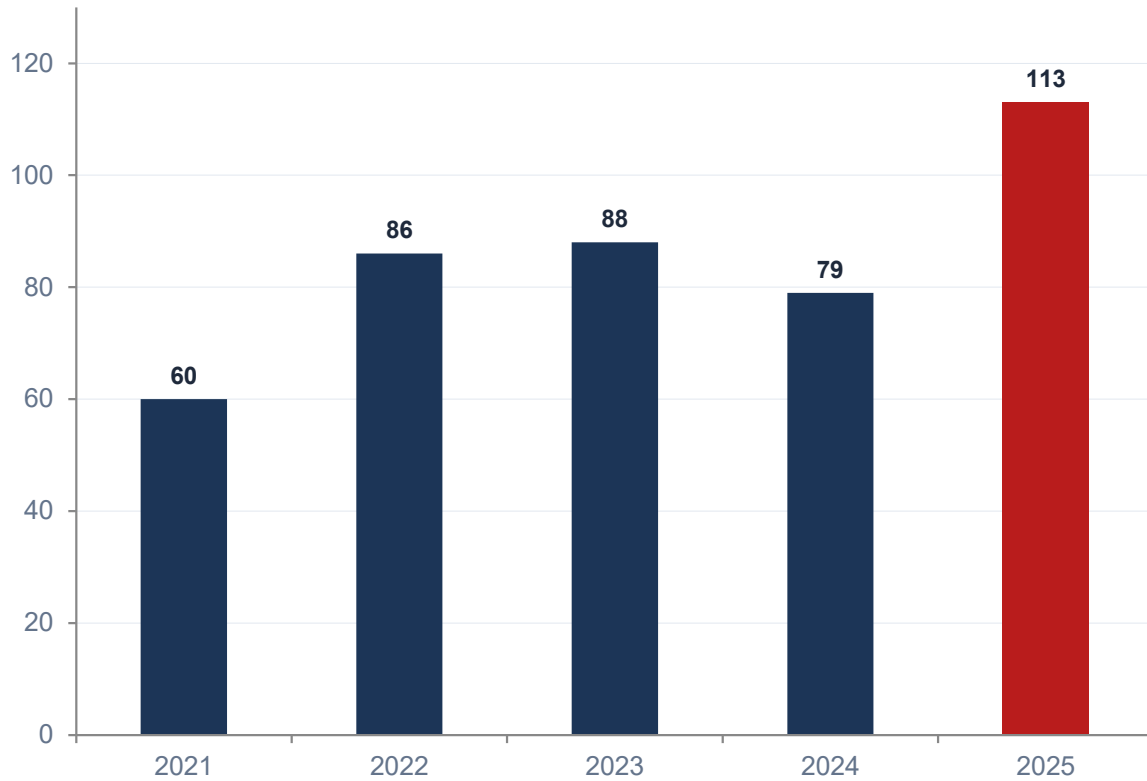


Water Fund

Water Main Break Data Analysis

# Break Frequency

Dataset E: 457 confirmed Maximo work orders, 2021–2026 YTD



**85.2**  
5-year average breaks per year  
(2021–2025)

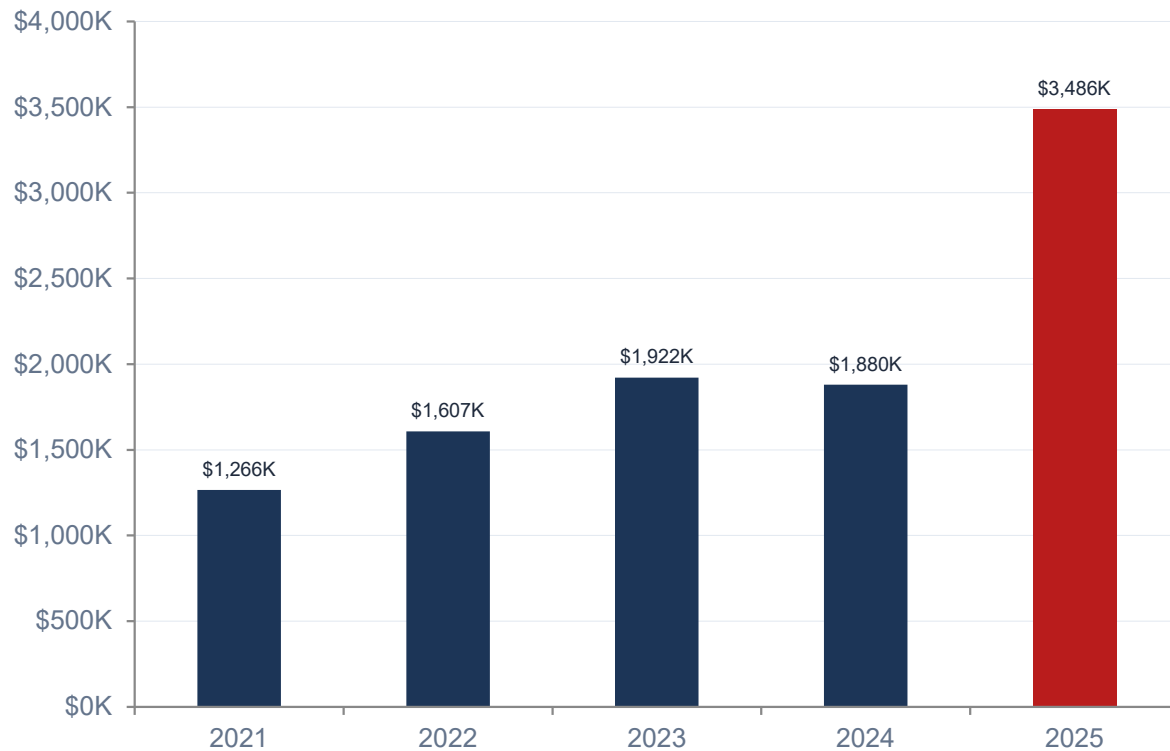
**113**  
Breaks in 2025 — highest on record

**~107**  
2026 annualized pace  
(31 breaks in first 106 days)

2025 spike was DIP-dominated (76 of 113 breaks), indicating system-wide degradation — not isolated to Cast Iron.

# Annual Break Costs

Source: Transmission & Distribution departmental main break subset costs — 2021 through 2025



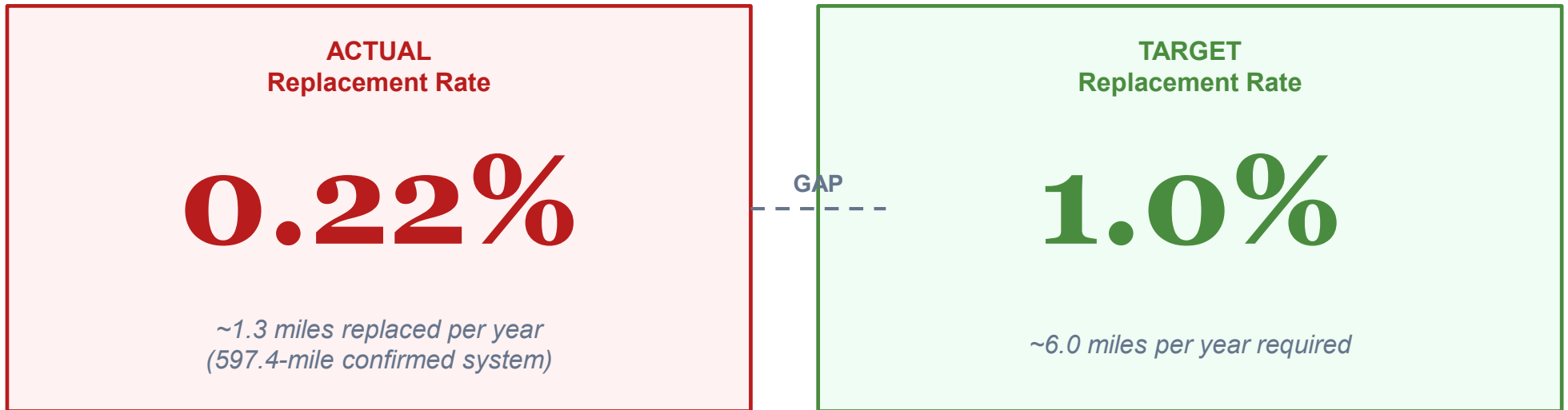
Year	Breaks	Total Cost	Cost / Break
2021	59	\$1,265,599	\$21,451
2022	86	\$1,607,048	\$18,687
2023	88	\$1,922,081	\$21,842
2024	80	\$1,880,060	\$23,501
<b>2025</b>	<b>114</b>	<b>\$3,486,000</b>	<b>\$30,579</b>
<b>5-Yr Total</b>	<b>427</b>	<b>\$10,160,788</b>	<b>\$23,796 avg</b>

**2025 cost per break: \$30,579**  
 42% above the 5-year average of \$23,796

Departmental subset costs — includes personnel, overtime, street restoration, sand & gravel, pipe and materials, traffic control, .

# The Replacement Rate Gap

0.22% actual vs. 1.0% target — five consecutive years of compounding shortfall



**0.78%/yr**  
Annual replacement shortfall

**~23 miles**  
Deferred replacement (2021–2025 est.)

**~\$46M**  
Cumulative capital gap since 2021  
(at \$2M/mile est.)\*

\*Capital gap = 0.78%/yr shortfall × 597.4 miles × 5 years × \$2.0M/mile (based on Fort Collins replacement project history).

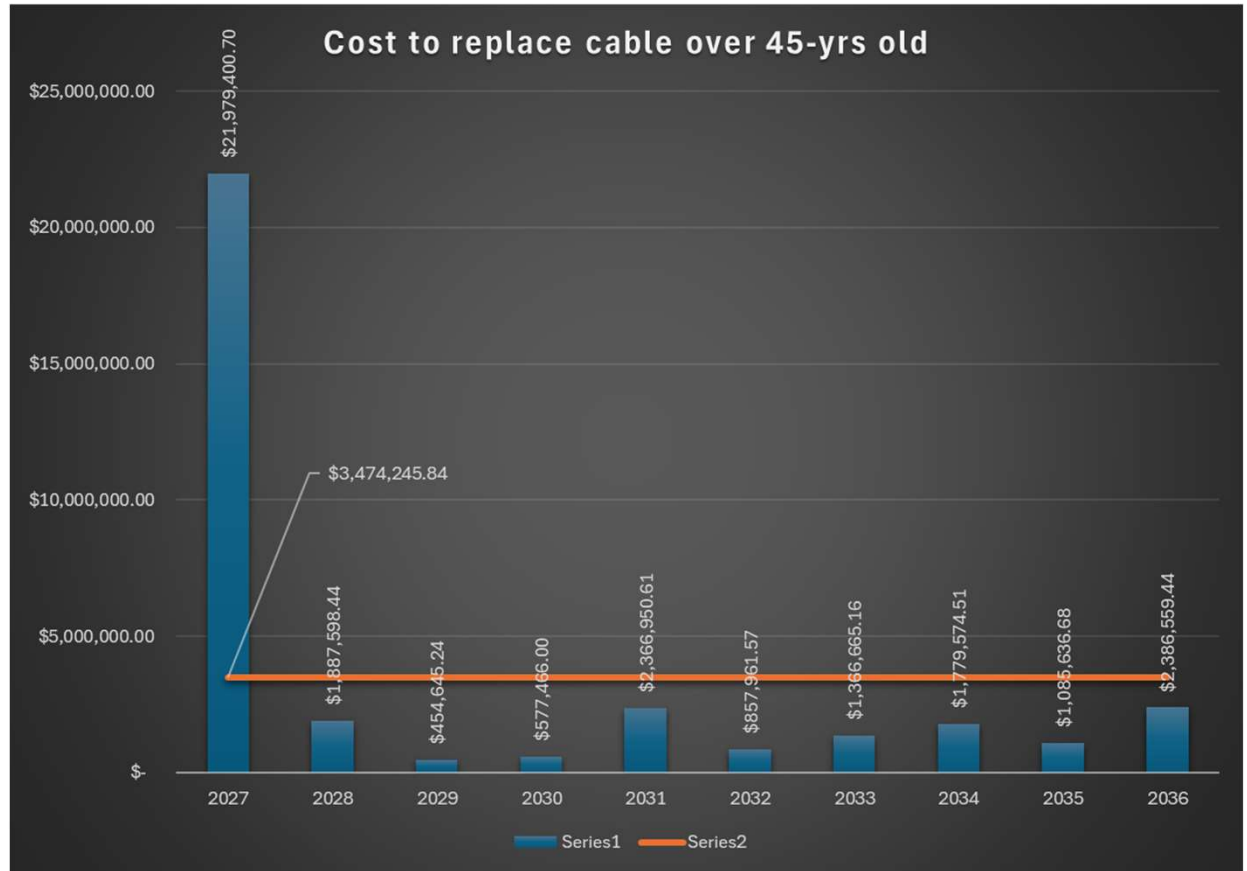


Light & Power Fund  
Cable & Transformer Asset  
Replacement Program

# Light & Power Cable Replacement Program – Over 45-years



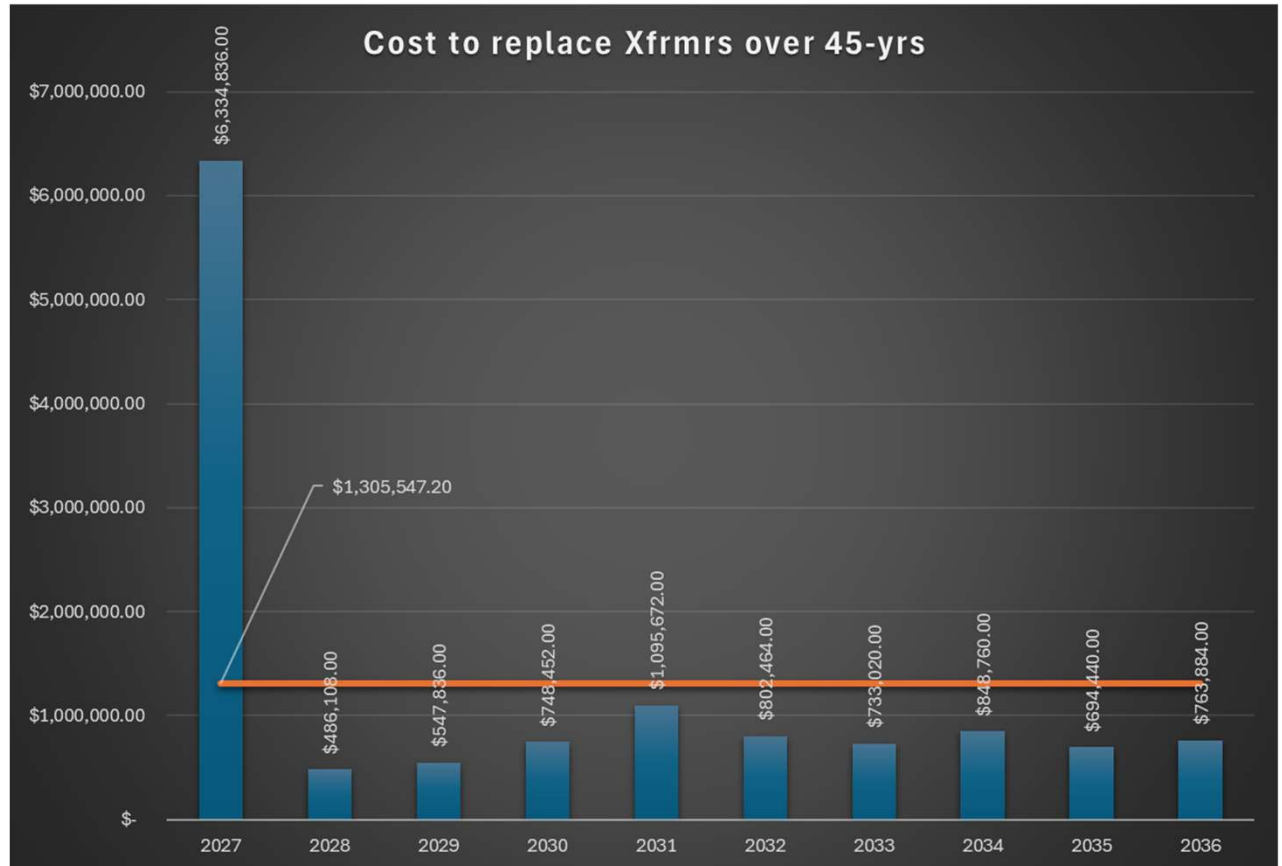
Cost to Replace of 45 Yrs		
Year	Total	Average
2027	\$ 21,979,400.70	\$ 3,474,245.84
2028	\$ 1,887,598.44	\$ 3,474,245.84
2029	\$ 454,645.24	\$ 3,474,245.84
2030	\$ 577,466.00	\$ 3,474,245.84
2031	\$ 2,366,950.61	\$ 3,474,245.84
2032	\$ 857,961.57	\$ 3,474,245.84
2033	\$ 1,366,665.16	\$ 3,474,245.84
2034	\$ 1,779,574.51	\$ 3,474,245.84
2035	\$ 1,085,636.68	\$ 3,474,245.84
2036	\$ 2,386,559.44	\$ 3,474,245.84



# Light & Power Transformer Replacement Program – Over 45-years



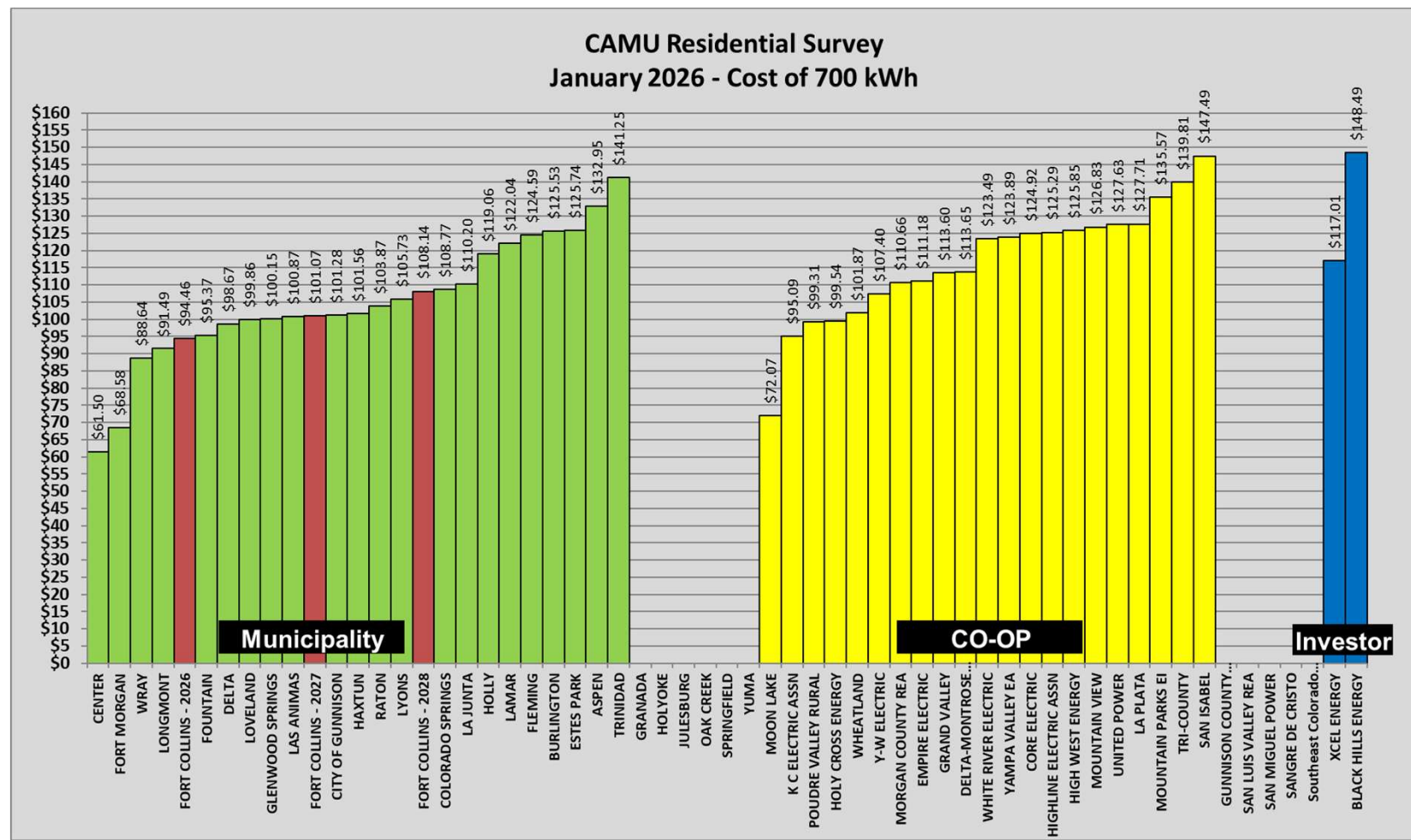
45-yr Program		
Year	Total	Average
2027	\$ 6,334,836.00	\$ 1,305,547.20
2028	\$ 486,108.00	\$ 1,305,547.20
2029	\$ 547,836.00	\$ 1,305,547.20
2030	\$ 748,452.00	\$ 1,305,547.20
2031	\$ 1,095,672.00	\$ 1,305,547.20
2032	\$ 802,464.00	\$ 1,305,547.20
2033	\$ 733,020.00	\$ 1,305,547.20
2034	\$ 848,760.00	\$ 1,305,547.20
2035	\$ 694,440.00	\$ 1,305,547.20
2036	\$ 763,884.00	\$ 1,305,547.20

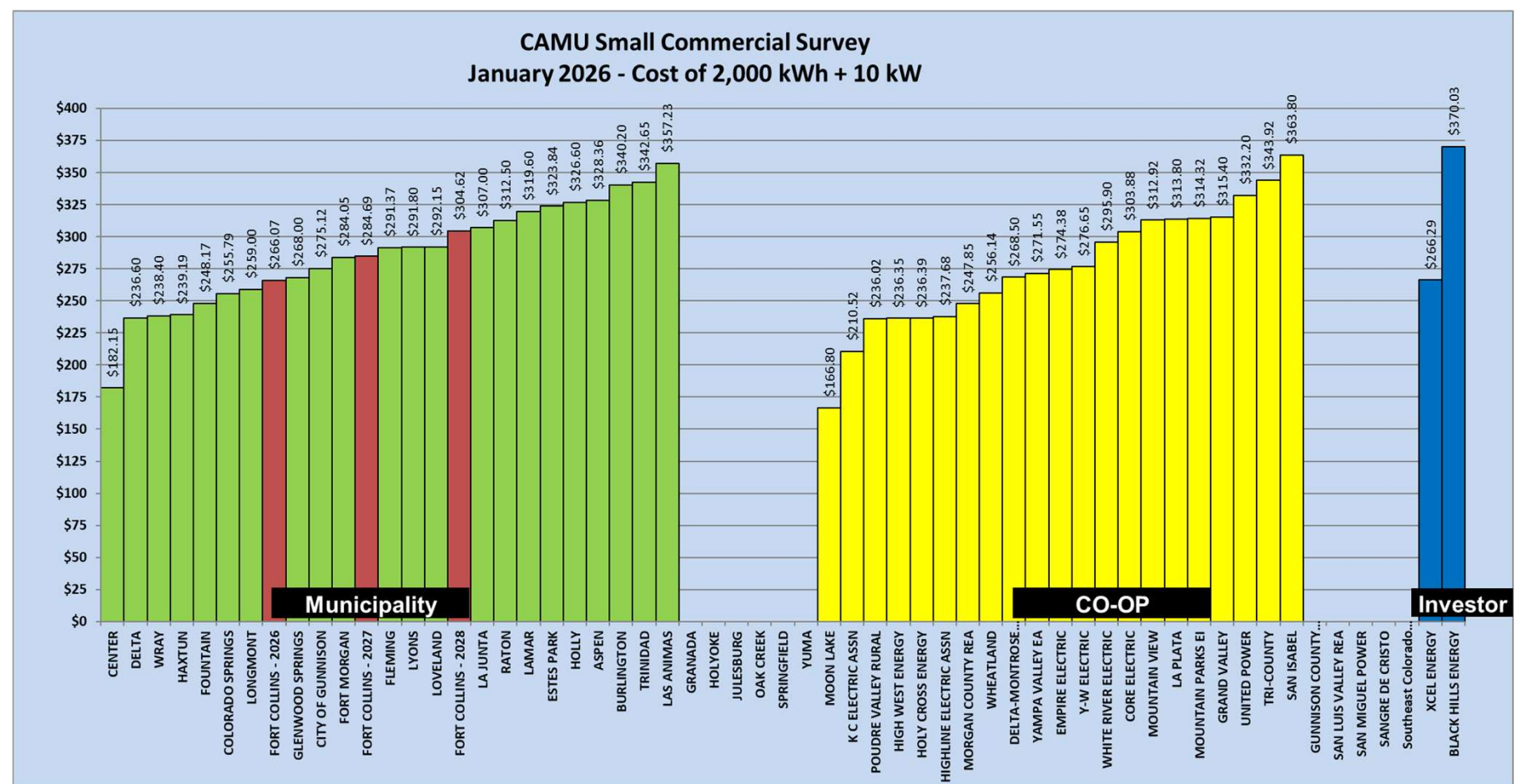


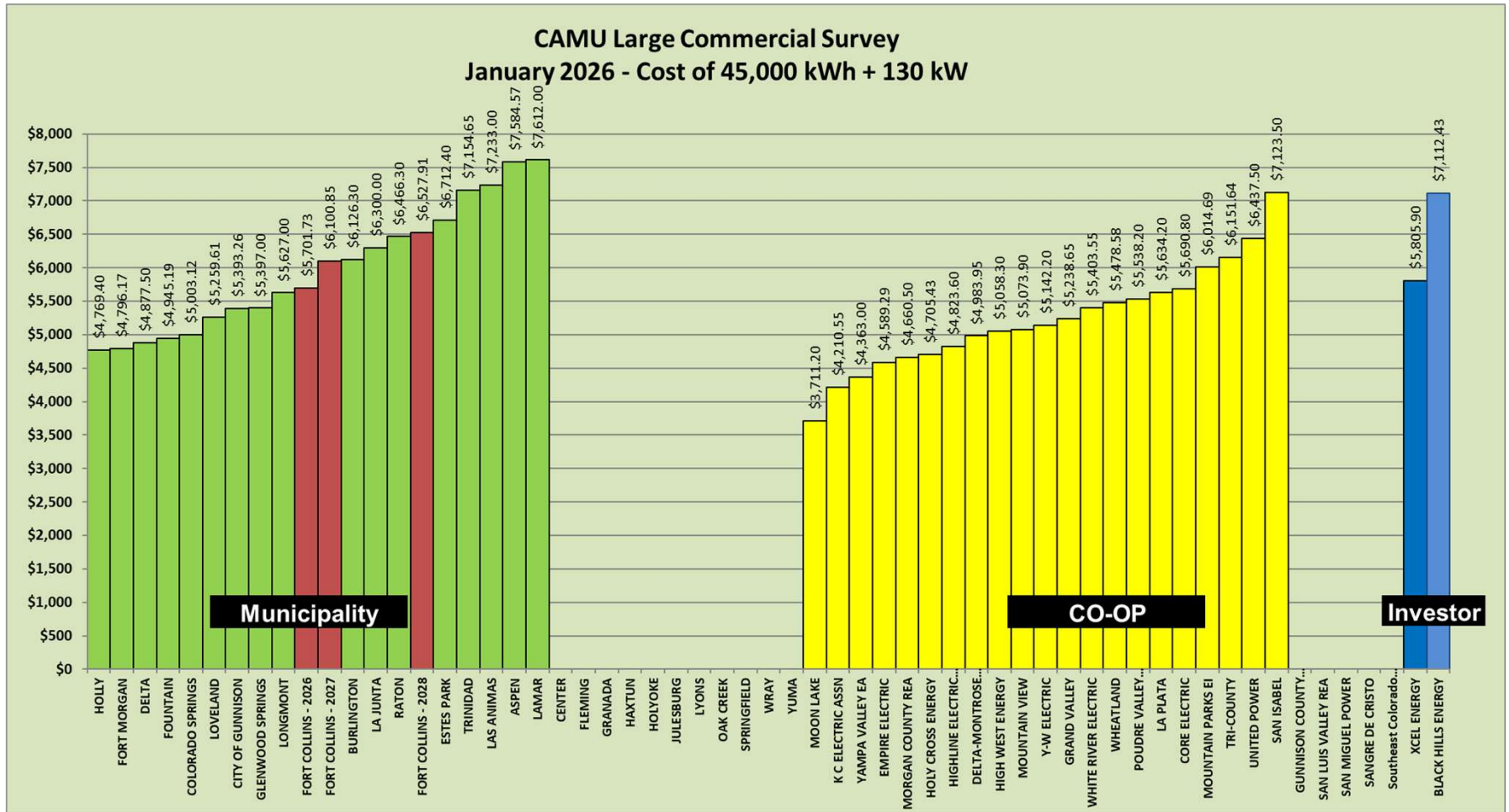


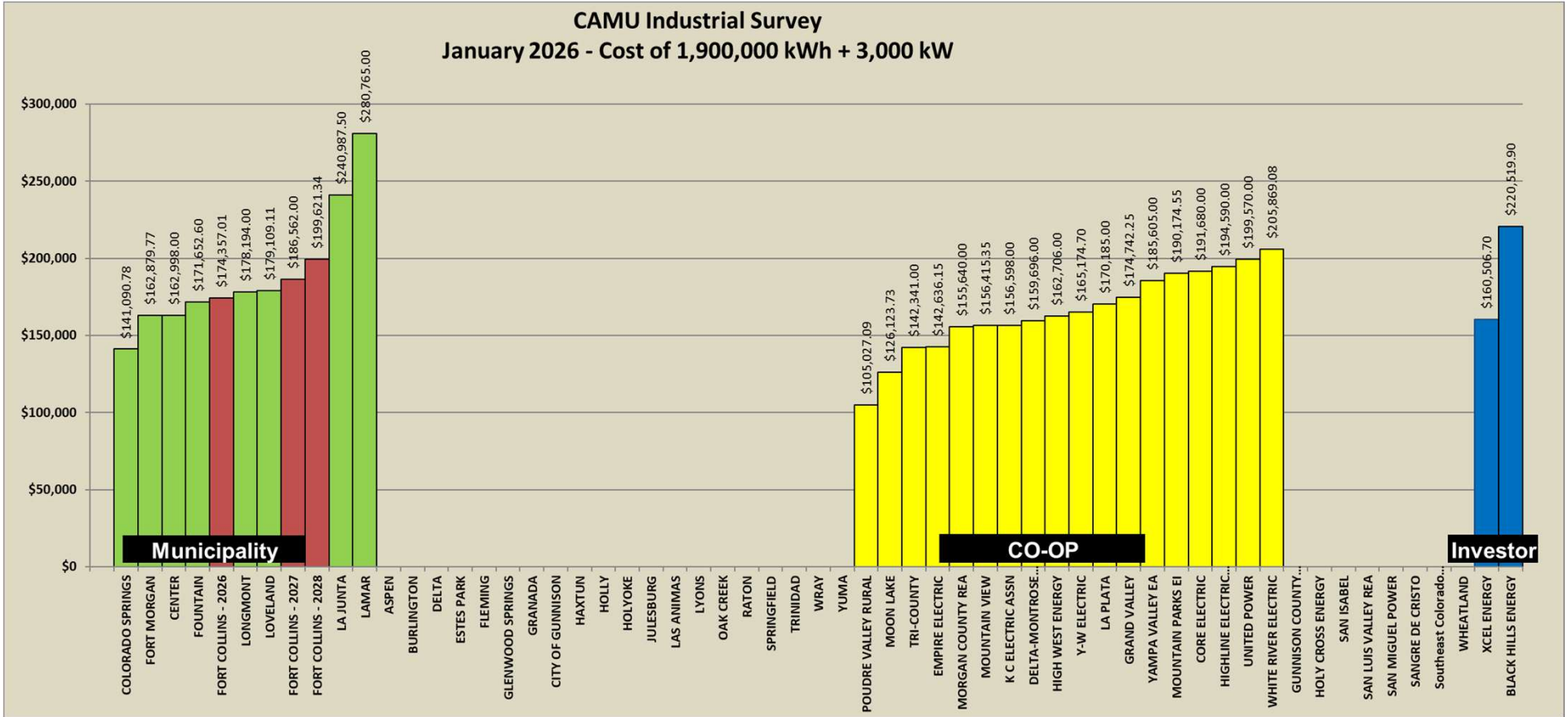
## Additional Regional Rate Comparisons

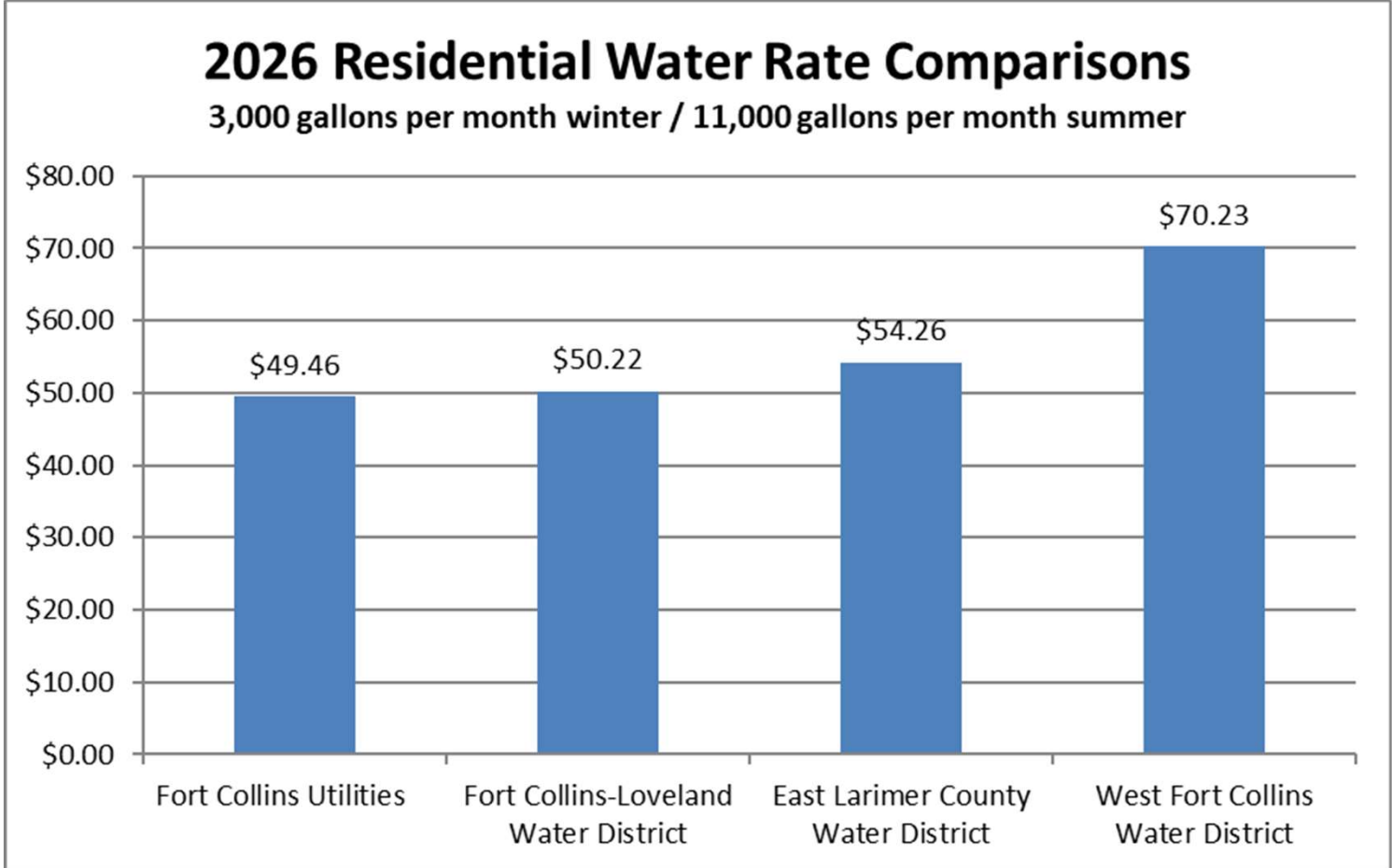
### 2026 CAMU, Water Districts









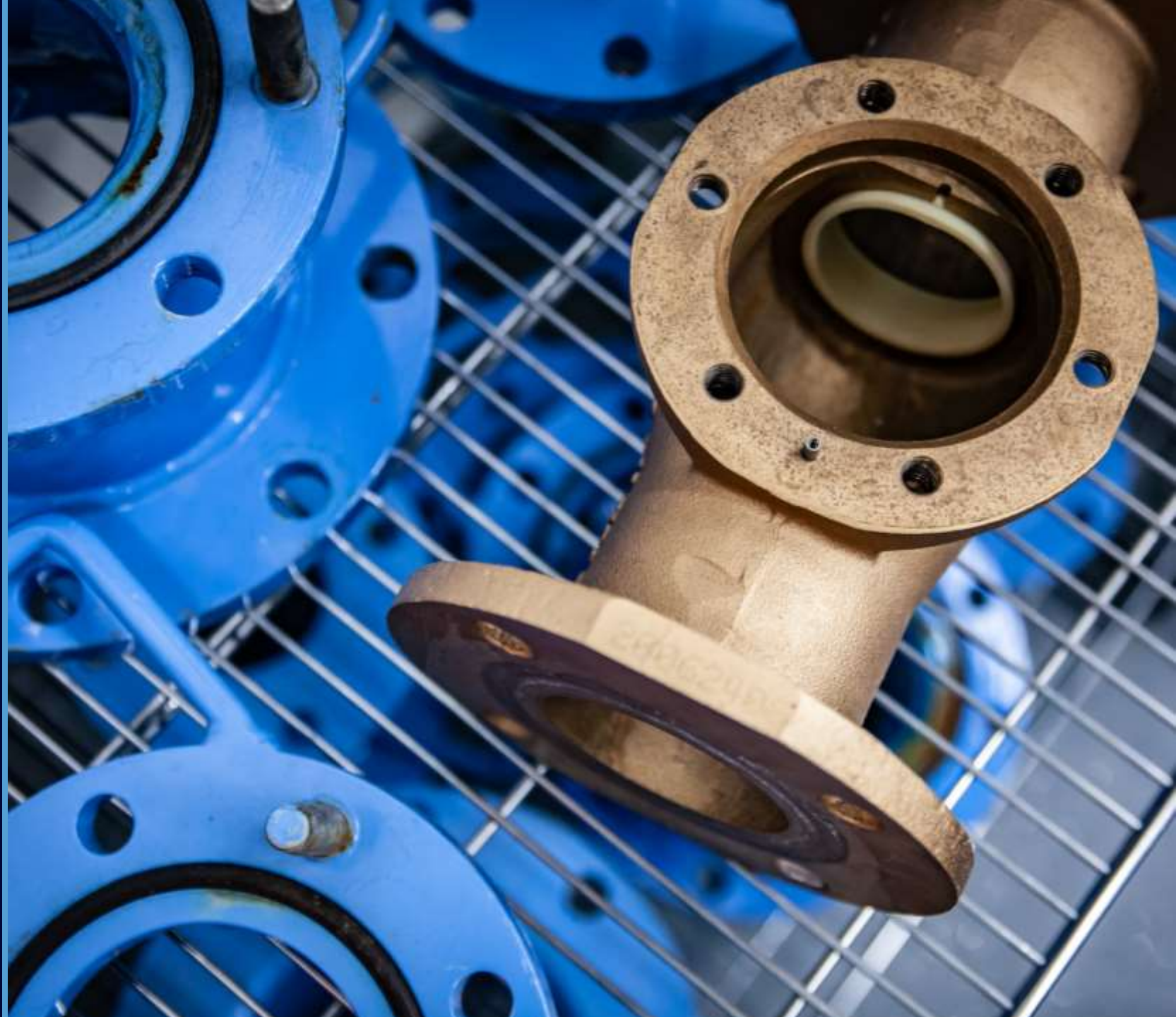


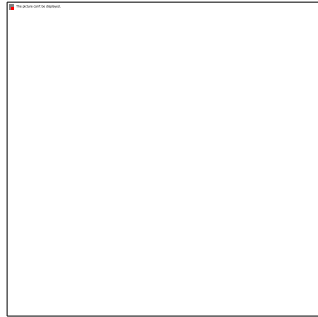
# Council Work Session

## 2027-28 Budget: Utility Rates and Revenue Assumptions

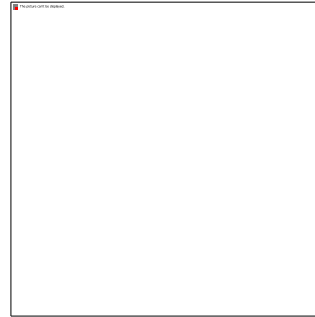
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Caleb Weitz  
Jen Poznanovic  
Joe Wimmer  
Victoria Shaw

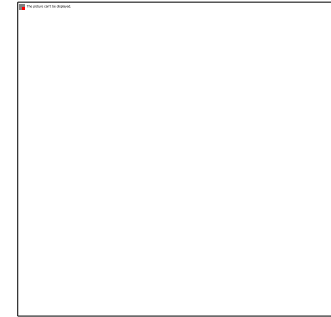




Would Council like to see any other Utility scenarios?



Does Council support the governmental revenue forecast scenarios?



Does Council have any feedback about the budget engagement approach?

## Governmental

Authority-approved spending

- General (City Operations)
- Special Revenue:
  - Transportation Services
  - 2050 Tax Parks Rec Transit Climate
  - Recreation
  - URA (Urban Renewal Authority)
  - GID (General Improvement District)
  - *Many more*
- Debt Service
- Capital Project

## Enterprise

Fee-based, 100% cost-recovery operations

- Water
- Wastewater
- Stormwater
- Electric and Telecommunications
- Golf

## **Inflation & Consumer Environment**

- Q1 GDP 2.0%, Rebound from .05% in Q4 of 2025 (BEA)
- Core inflation-CPI Steady for Q1 2.6%, Headline-CPI (incl. Energy/Food) Surged in April to 3.8% with energy leading the way 17.9% increase over the last 12 months (Geopolitical implications), (BLS).
- U. Michigan Consumer Sentiment preliminary May numbers indicate consumer sentiment has decreased from April concerns from consumers about high energy prices and tariff impacts (less willingness to spend).

## **Interest Rates & Financial Conditions**

- Held rates steady due to inflation concerns attributed to the Iran conflict.
- New Fed Chair inbound 5/15/26 has indicated a desire to reduce rates in attempt to spur economic growth.

## **Labor Market Trends**

- National labor market shows resilience, increase by 115,00 jobs in April.(BLS)
- Employment in IT continued to trend down in April (-13,000). Telecommunications lost 3,000 jobs. (BLS)

## **Overall Economic Outlook- Uncertainty**

- The U.S. economy remains stable, though inflation and higher energy costs continue to pressure consumer spending.
- Interest rates remain elevated amid inflation concerns, with possible future rate reductions providing potential economic support.

## State of Colorado Budget/ Outlook

- State of Colorado closed a \$1.2 Billion dollar short fall with program and staffing cuts
- The U.S. and Colorado are forecasted to continue to grow at a slow to moderate pace, with larger than usual upside and downside risks. Possibly Lower Tariffs and Ai wealth to the upside, and Iran conflict downside (State of Colorado March 2026)

## Colorado Labor Market – Mixed Messaging

- National Jobs Market Grew by 178,000 & 115,000 Jobs in March and April, yet Colorado's year over job rate in March was  $-.04\%$  which equates to about 11,000 fewer job (FC Chamber of Commerce 4/14/26)
- CO unemployment rate 3.8% ; Fort Collins/Greeley rate of 4.3% ; National Average 4.3%

## Local Area – Uncertainty and Reductions

- CSU Facing \$54M in budget reductions (4/13/26)
  - \$35.8 million in strategic budget reductions; \$3 million position reductions expected to be vacant; Utilization of \$15 million in one-time funds
- PSD Facing \$8-\$17M short fall (2/12/26)
  - PSD to use a combination of staff cuts from attrition and staff reductions to close the gap

## Overall Perspective

- Warranted conservative to moderate approach to revenue growth projections.
- National trends remain somewhat positive, while local conditions show concern with slightly higher unemployment and workforce reductions among large local employers.
- Ongoing uncertainty remains related to geopolitical conflicts and national tariff policies.



# Utilities Rates 2027/28 Recommendation

## WATER

TOTAL REVENUE

**\$43.6M**

OPERATING EXPENSES

**\$32.3M**

CAPITAL EXPENSES

**\$11.2M**

~36,144 Customers

## WASTEWATER

TOTAL REVENUE

**\$31.3M**

OPERATING EXPENSES

**\$21.5M**

CAPITAL EXPENSES

**\$13.2M**

~35,724 Customers

## STORMWATER

TOTAL REVENUE

**\$23.6M**

OPERATING EXPENSES

**\$13.1M**

CAPITAL EXPENSES

**\$13.0M**

~49,195 Customers

## LIGHT & POWER

TOTAL REVENUE

**\$186.5M**

OPERATING EXPENSES

**\$168.9M**

CAPITAL EXPENSES

**\$18.6M**

~79,924 Customers

## FUND-LEVEL FINANCIAL OBJECTIVES

### Capital Planning

Structured, long-term financing strategy to fund infrastructure investment while maintaining fund solvency

### Debt Service Coverage Ratio

Maintain covenant compliance margins and creditworthiness across all four utility funds

### Reserves — Days Cash on Hand

Preserve operational liquidity and emergency contingency buffers within City policy minimums

**CAPITAL BUDGET**

<b>2027</b>	<b>2028</b>
<b>\$165.1M</b>	<b>\$108.4M</b>

**KEY PROJECTS**

- Water Supply Project
- Water Quality Lab
- Water Distribution Replacement

	<b>2027</b>	<b>2028</b>
<b>Distribution and Transmission</b>	\$6,254,430	\$5,692,500
<b>Halligan Reservoir</b>	\$150,000,000	\$77,705,743
<b>Production</b>	\$735,000	\$2,640,000
<b>Water Quality</b>	\$2,300,953	\$19,054,703
<b>Water Resources</b>	\$3,519,863	\$2,917,475
<b>Facilities and Land</b>	\$98,438	\$98,438
<b>Technology</b>	\$2,216,296	\$330,000

**CAPITAL BUDGET**

2027	2028
<b>\$26.3M</b>	<b>\$71.6M</b>

**KEY PROJECTS**

- Drake Water Reclamation Facility
  - Preliminary Treatment
  - Phosphorus Removal
  - Septage Receiving
- Water Quality Lab

	2027	2028
<b>Collection</b>	\$2,690,625	\$3,918,750
<b>Water Reclamation &amp; Biosolids</b>	\$20,343,750	\$48,758,875
<b>Water Quality</b>	\$2,090,953	\$18,790,703
<b>Facilities &amp; Land</b>	\$59,063	\$61,875
<b>Technology</b>	\$1,326,023	\$302,500

**CAPITAL BUDGET**

2027	2028
<b>\$11.3M</b>	<b>\$10.1M</b>

**KEY PROJECTS**

- Collection System Replacement Program
- North Mason Stormwater Project
- Vine Drive Crossing

	2027	2028
<b>SW Collection and Detention</b>	\$3,110,625	\$3,258,750
<b>Flood Protection</b>	\$6,051,332	\$5,924,340
<b>Stream Rehab and Water Quality</b>	\$787,500	\$550,000
<b>Facilities and Land</b>	\$59,063	\$61,875
<b>Technology</b>	\$1,326,023	\$302,500

**CAPITAL BUDGET**

2027	2028
<b>\$25.7M</b>	<b>\$24.3M</b>

**KEY PROJECTS**

- Cable Replacement
- Transformer Replacement
- Meters/AMI Replacement

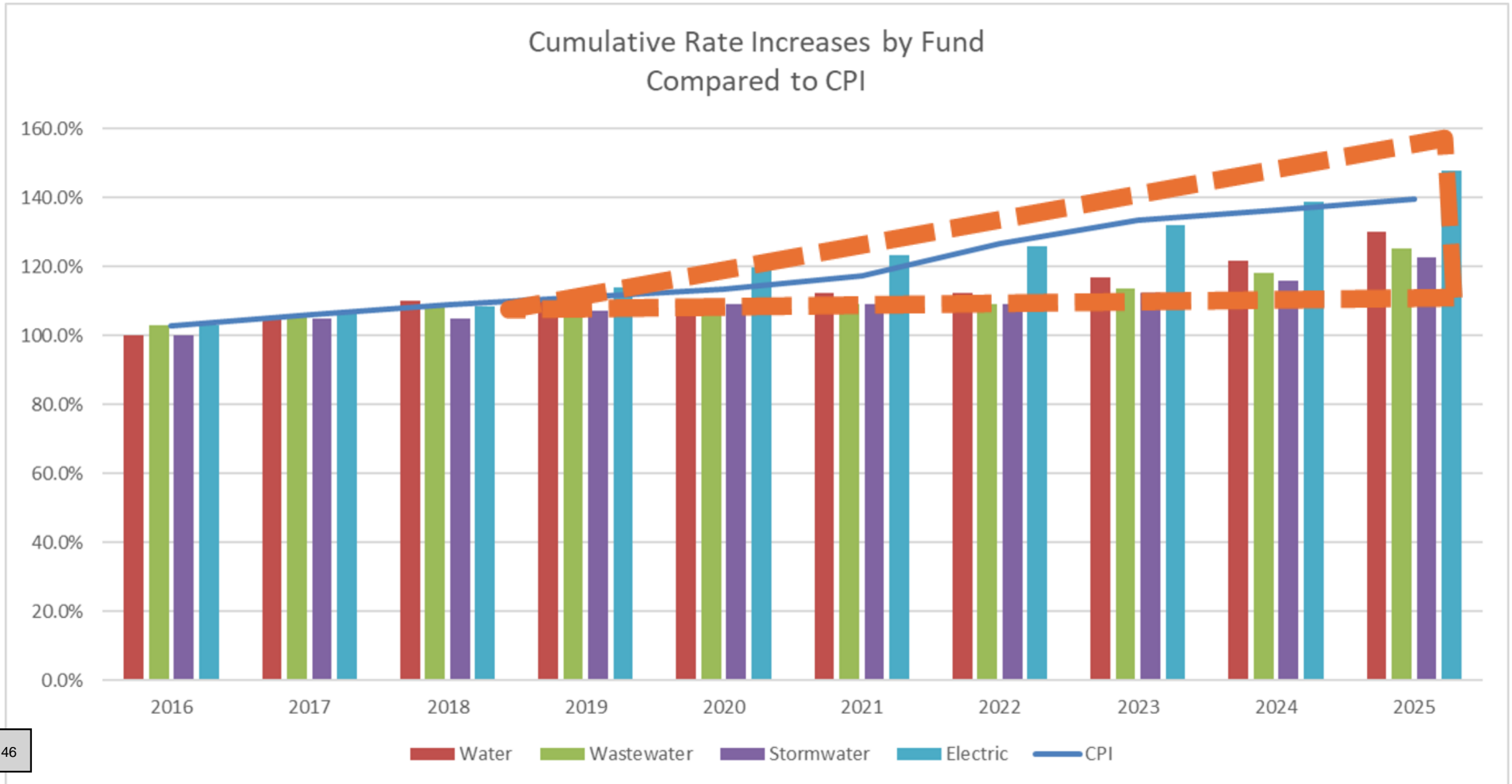
	2027	2028
<b>Cable Replacement</b>	\$4,200,000	\$4,400,000
<b>Circuits/Duct Banks</b>	\$3,381,083	\$2,669,539
<b>Transformers</b>	\$3,150,000	\$3,300,000
<b>Streetlights</b>	\$464,567	\$486,690
<b>Meters/AMI</b>	\$2,141,475	\$2,243,450
<b>Back Lot – Front Lot</b>	\$1,785,000	\$1,870,000
<b>Subdivision Const.</b>	\$3,675,000	\$3,850,000
<b>Technology</b>	\$5,419,100	\$3,763,766
<b>Facilities</b>	\$325,500	\$561,000
<b>Substations</b>	\$1,706,250	\$1,774,300
<b>System Relocations</b>	\$420,000	\$440,000

# Rates History

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Light &amp; Power</b>	2%	3%	3%	2%	5%	5%	3%	2%	5%	5%	<b>6.5%</b>	<b>6%</b>
<b>Water</b>	0%	0%	5%	5%	0%	0%	2%	0%	4%	4%	<b>7%</b>	<b>9%</b>
<b>Wastewater</b>	3%	3%	3%	3%	0%	0%	0%	0%	4%	4%	<b>6%</b>	<b>8%</b>
<b>Stormwater</b>	0%	0%	5%	0%	2%	2%	0%	0%	3%	3%	<b>6%</b>	<b>6%</b>

<u>10-year average 2015-24</u>	
<b>Light &amp; Power</b>	3.5%
<b>Water</b>	2.0%
<b>Wastewater</b>	2.0%
<b>Stormwater</b>	1.5%

# Rates History vs CPI



# Item 1. Water Fund | Rate Scenario Comparison —2027 & 2028

## HIGH (accelerated)

ANNUAL RATE INCREASE

**17%**

In Each 2027 & 2028

WATER MAIN REPLACEMENT

**~285 Years**

▲ *140-year Improvement*

- ✓ Halligan, Water Lab project funding
- ✓ Increase capital replacement investment
- ✓ Maximum bond covenant headroom

## MEDIUM (proposed)

ANNUAL RATE INCREASE

**15%**

In Each 2027 & 2028

WATER MAIN REPLACEMENT

**~425 Years**

--- *maintains baseline*

- ✓ Halligan, Water Lab project funding
- ✓ Maintain capital replacement
- ✓ Meets bond covenant minimums

## LOW (deferred)

ANNUAL RATE INCREASE

**14%**

In Each 2027 & 2028

WATER MAIN REPLACEMENT

**~575 Years**

▼ *150-year decrease*

**WATER QUALITY LAB POSTPONED**

- ✓ Halligan project funding
- ✗ Delay Water Quality Lab project
- ✗ Decreased capital program (water meters, main replacement)
- ✗ Highest risk covenant margins

Item 1. **Wastewater Fund | Rate Scenario Comparison —2027 & 2028**

**HIGH (accelerated)**

ANNUAL RATE INCREASE

**12%**

In Each 2027 & 2028

WASTEWATER MAIN REPLACEMENT

**~325 Years**

▲ *125-year Improvement*

- ✓ DWRP Preliminary Treatment, Water Lab, project financing
- ✓ Increase collection system capital replacement
- ✓ Maximum bond covenant headroom

**MEDIUM (proposed)**

ANNUAL RATE INCREASE

**10%**

In Each 2027 & 2028

WASTEWATER MAIN REPLACEMENT

**~450 Years**

--- *maintains baseline*

- ✓ DWRP Preliminary Treatment, Water Lab, project financing
- ✓ Maintain collection system capital replacement
- ✓ Meets bond covenant minimums

**LOW (deferred)**

ANNUAL RATE INCREASE

**8%**

In Each 2027 & 2028

WASTEWATER MAIN REPLACEMENT

**~650 Years**

▼ *200-year decrease*

WATER QUALITY LAB POSTPONED

- ✓ DWRP Preliminary Treatment financing
- ✗ Delay Water Quality Lab project
- ✗ Decreased collection system capital replacement
- ✗ Highest risk covenant margins

## HIGH (accelerated)

ANNUAL RATE INCREASE

7%

In Each 2027 & 2028

STORMWATER MAIN REPLACEMENT

~385 Years

▲ 65-year Improvement

REGIONAL FLOOD MITIGATION PROJECTS (2029, 2033+)

- ✓ Increase capital replacement investment
- ✓ Large flood mitigation project (\$25M+) on expedited cadence

## MEDIUM (proposed)

ANNUAL RATE INCREASE

5%

In Each 2027 & 2028

STORMWATER MAIN REPLACEMENT

~450 Years

--- maintains baseline

REGIONAL FLOOD MITIGATION PROJECTS (2030, 2034+)

- ✓ Maintain capital replacement
- ✓ Large flood mitigation project (\$25M+) on 4-5-year cadence

## LOW (deferred)

ANNUAL RATE INCREASE

3%

In Each 2027 & 2028

STORMWATER MAIN REPLACEMENT

~535 Years

▼ 85-year decrease

REGIONAL FLOOD MITIGATION PROJECTS (2030, 2035+)

- ✗ Decreased capital program (collection system replacement)
- ✗ Delayed timeline for flood mitigation projects (\$25M+)

# Light & Power Fund | Rate Scenario Comparison —2027 & 2028

## HIGH (accelerated)

ANNUAL RATE INCREASE

# 7.5%

In Each 2027 & 2028

CABLE REPLACEMENT

### 6-year backlog recovery

TRANSFORMERS

### 3-year backlog recovery

- ✓ PRPA wholesale increase
- ✓ Increased capital replacement
- ✓ Lowest reliability risk

## MEDIUM (proposed)

ANNUAL RATE INCREASE

# 7.0%

In Each 2027 & 2028

CABLE REPLACEMENT

### 8-year backlog recovery

TRANSFORMERS

### 6-year backlog recovery

- ✓ PRPA wholesale increase
- ✓ Proposed capital replacement
- ✓ Moderate reliability risk

## LOW (deferred)

ANNUAL RATE INCREASE

# 6.5%

In Each 2027 & 2028

CABLE REPLACEMENT

### 10-year backlog recovery

TRANSFORMERS





### 15+ year backlog recovery

- ✓ PRPA wholesale increase
- ✗ Transformer replacement not fully funded without capital plan revision
- ✗ Highest reliability risk



# RESIDENTIAL MONTHLY BILL COMPARISON





2026 to 2027

	2026 RATES	2027 RATES	% CHANGE	\$ CHANGE
 <b>ELECTRIC</b> 620 kilowatt-hours/month	\$90.22	\$96.54	7.0%	\$6.32
 <b>WATER</b> 7,000 gallons/month	\$49.46	\$56.88	15.0%	\$7.42
 <b>WASTEWATER</b> 3,300 gallons/month WQA	\$38.24	\$42.06	10.0%	\$3.82
 <b>STORMWATER</b> 8,000 sq.ft. lot, light runoff	\$25.97	\$27.27	5.0%	\$1.30
<b>AVG. Utility Bill Total</b>	<b>\$203.89</b>	<b>\$222.75</b>	<b>9.3%</b>	<b>\$18.86</b>





# COMMERCIAL MONTHLY BILL COMPARISON

2026 to 2027

	2026 RATES	2027 RATES	% CHANGE	\$ CHANGE
 <b>ELECTRIC</b> 5,000 kilowatt-hours/month	\$673.34	\$720.47	7.0%	\$47.13
 <b>WATER</b> 70,000 gallons/month	\$283.40	\$325.91	15.0%	\$42.51
 <b>WASTEWATER</b> 30,000 gallons/month WQA	\$161.12	\$177.23	10.0%	\$16.11
 <b>STORMWATER</b> 1.5 acre lot, medium runoff	\$212.09	\$222.69	5.0%	\$10.60
<b>AVG. Utility Bill Total</b>	<b>\$1,329.95</b>	<b>\$1,446.31</b>	<b>8.7%</b>	<b>\$116.36</b>

# RESIDENTIAL MONTHLY BILL COMPARISON

## 2026 UTILITY RATES

	 <b>ELECTRIC</b>	 <b>WATER</b>	 <b>WASTEWATER</b>	 <b>STORMWATER</b>	<b>UTILITY TOTAL</b>
	700 kWh	3 kgal/mo winter, 11 kgal/mo summer	3,300 gallons/mo WQA	8,000 sq ft lot, light runoff	
<b>LONGMONT</b>	\$93.99	\$57.91	\$37.31	\$18.85	\$208.06
<b>FORT COLLINS</b>	\$100.23	\$49.46	\$38.24	\$25.97	\$213.90
<b>LOVELAND</b>	\$106.92	\$51.40	\$39.02	\$26.13	\$223.47
<b>COLORADO SPRINGS</b>	\$110.85	\$83.00	\$32.41	\$8.00	\$234.26
<b>BOULDER</b>	\$118.19	\$61.06	\$46.44	\$29.88	\$255.57
<b>GREELEY</b>	\$118.19	\$64.26	\$36.81	\$42.44	\$261.70

Forecasted Annual Rate Increases										
	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Light & Power	7.0%	7.0%	5.5%	5.5%	5.5%	5.5%	5.0%	3.0%	3.0%	3.0%
Water	15.0%	15.0%	15.0%	7.5%	7.5%	5.0%	5.0%	3.0%	3.0%	3.0%
Wastewater	10.0%	10.0%	8.5%	8.5%	7.5%	7.0%	3.0%	3.0%	3.0%	3.0%
Stormwater	5.0%	5.0%	4.5%	4.5%	4.0%	4.0%	3.0%	3.0%	3.0%	3.0%

## LEAP and IQAP

### Reduced Rates

- Income-Qualified Assistance Program



### Outreach

- Water Conservation programs
- Energy Services programs
- Utilities Insights Newsletter
- Direct customer engagement



### One-Time Payment Assistance

- Payment Assistance Fund
- Utilities Emergency Fund



### Retrofit Programs

- Larimer County Conservation Corps Water and Energy Program (LCCC)
- Colorado Affordable Residential Energy (CARE)

- Utilities 2027/28 Budget Development
  - Operating budget optimization to align with organization
  - Zero-growth FTE budget goal
  - Maximize asset value with revenue opportunities and cost reductions
  
- Finalize Capital Improvement Plans based on preferred rate assumptions

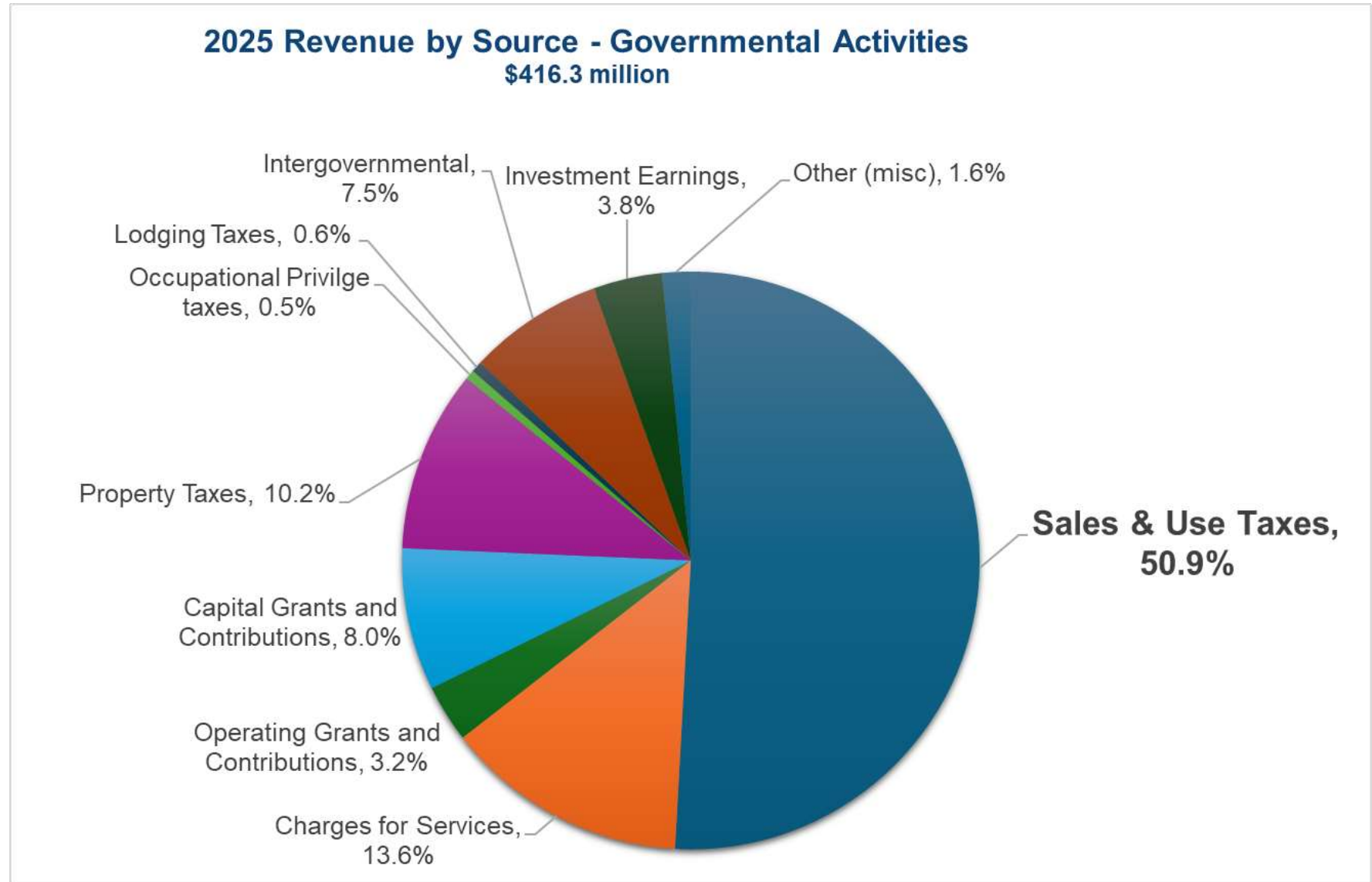


# Questions – Utility Rates



# Governmental Revenue 2027/28 Forecast

**Sales & Use Tax:**  
Approx. 50% of City  
governmental revenue



## Fundamental Tax Framework

### Sales Tax

Collected and remitted by the **retailer** at the point of sale. These funds are held in trust for the city and remitted based on the assigned filing frequency.

### Use Tax

Remitted directly by the **consumer** (typically a business) when legally imposed tax was not collected at purchase. It is the complement to sales tax.

# Common Sales Tax Scenarios



## Retail Purchases

Applies to taxable items based on the final purchase price at checkout.



## Delivery Charges

Applies to all transportation and delivery charges on taxable sales.



## Service Fees

Additional “fees” (e.g., kitchen fees) become part of the taxable purchase price



## Common Use Tax Scenarios

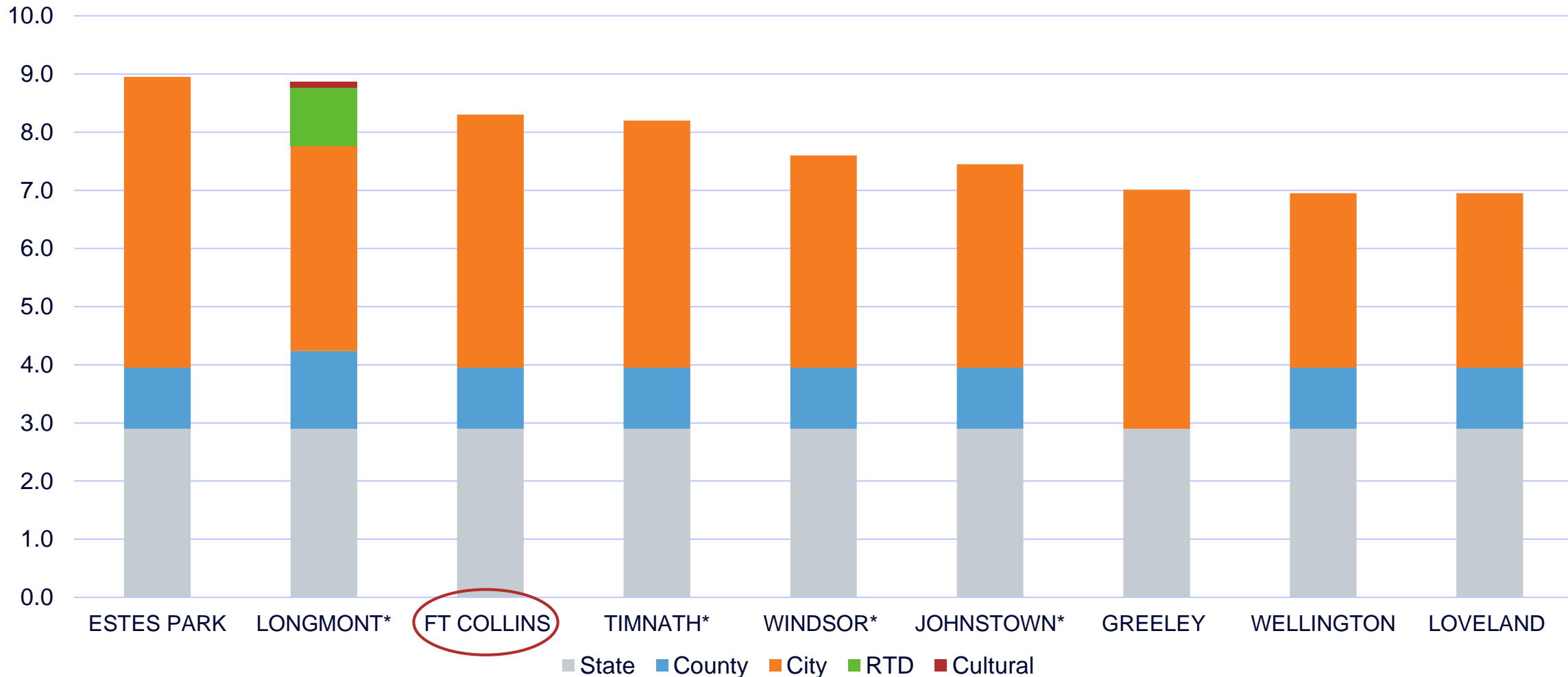
- Motor Vehicle Sales:** Tax is often not paid at the point of sale but is due upon registration.
  
- Building Permits:** City sales tax is collected as part of the building permit process for construction materials.
  
- Other Purchases:** Due when local sales tax was not collected by an out-of-city vendor for items delivered or used in the city.

*The use tax rate is the same as the sales tax rate of 4.35%*

Item 1.

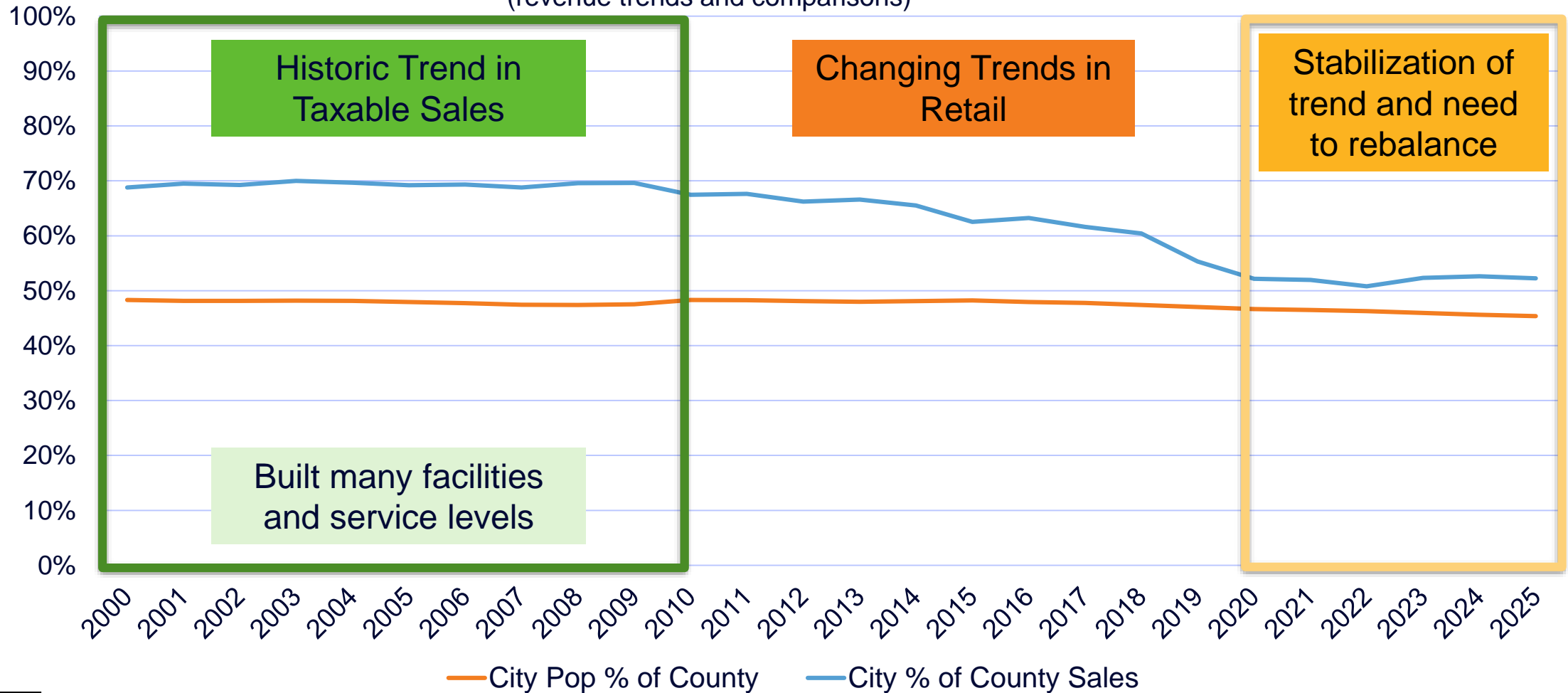
## Sales Tax Rates

Total Tax Rates



\*Jurisdictions located in more than one county; tax rate depends on county location

**Fort Collins Net Taxable Sales**  
(revenue trends and comparisons)



## Budget to Actual

Sales Tax	\$3.0M over budget
Use Tax	\$2.6M over budget
Combined	\$5.6M over budget (\$2.3M over without January)

- Strong start of the year for audits, voluntary disclosure agreements (VDAs) and building permit use tax.
- January revenue predominantly reflects December economic activity and will be accrued back to the 2025 fiscal year.
- YTD April Sales and use tax collections are up 3.4% compared to 2025.
- Softening across majority of sales tax categories except for line retailers.



Most Front Range cities are seeing positive sales tax growth YTD in 2026

City	2025 Sales Tax Growth	2026 YTD Sales Tax Growth
Johnstown	1.2%	7.7%
Westminster	5.9%	7.4%
Windsor	9.8%	7.2%
Arvada	2.4%	6.0%
Lakewood	1.9%	5.2%
Greeley	1.1%	5.2%
Thornton	1.1%	5.0%
Fort Collins	3.7%	4.9%
Timnath	4.5%	4.2%
Colorado Springs	1.0%	4.1%
Loveland	1.7%	4.0%
Commerce City	10.4%	2.5%
Boulder	0.8%	1.6%
Longmont	2.0%	1.5%
Aurora	4.7%	-0.7%

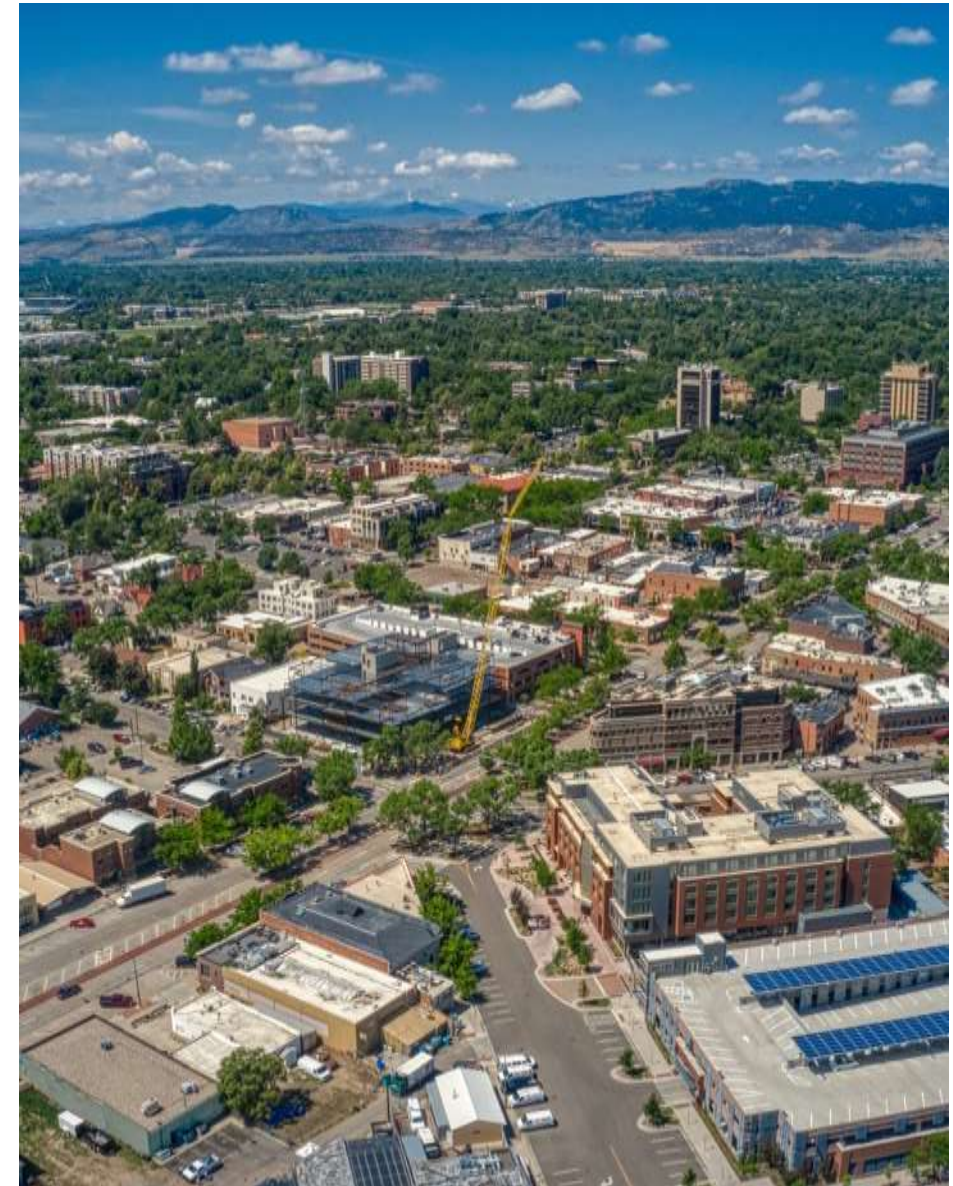
\*April YTD or most recent data available

2027	2028
\$185.4M	\$189.1M
2%	2%

- Softening across majority of sales tax categories except for online retailers
- Overall uncertain economic outlook as the U.S. economy remains stable, though inflation and higher energy costs continue to pressure consumer spending
- Decreasing consumer sentiment indicates concerns from consumers about high energy prices and tariff impacts
- Historically Fort Collins Sales Tax follows the same trend as US GDP, Colorado Personal Income, US CPI and Denver-Aurora-Lakewood CPI

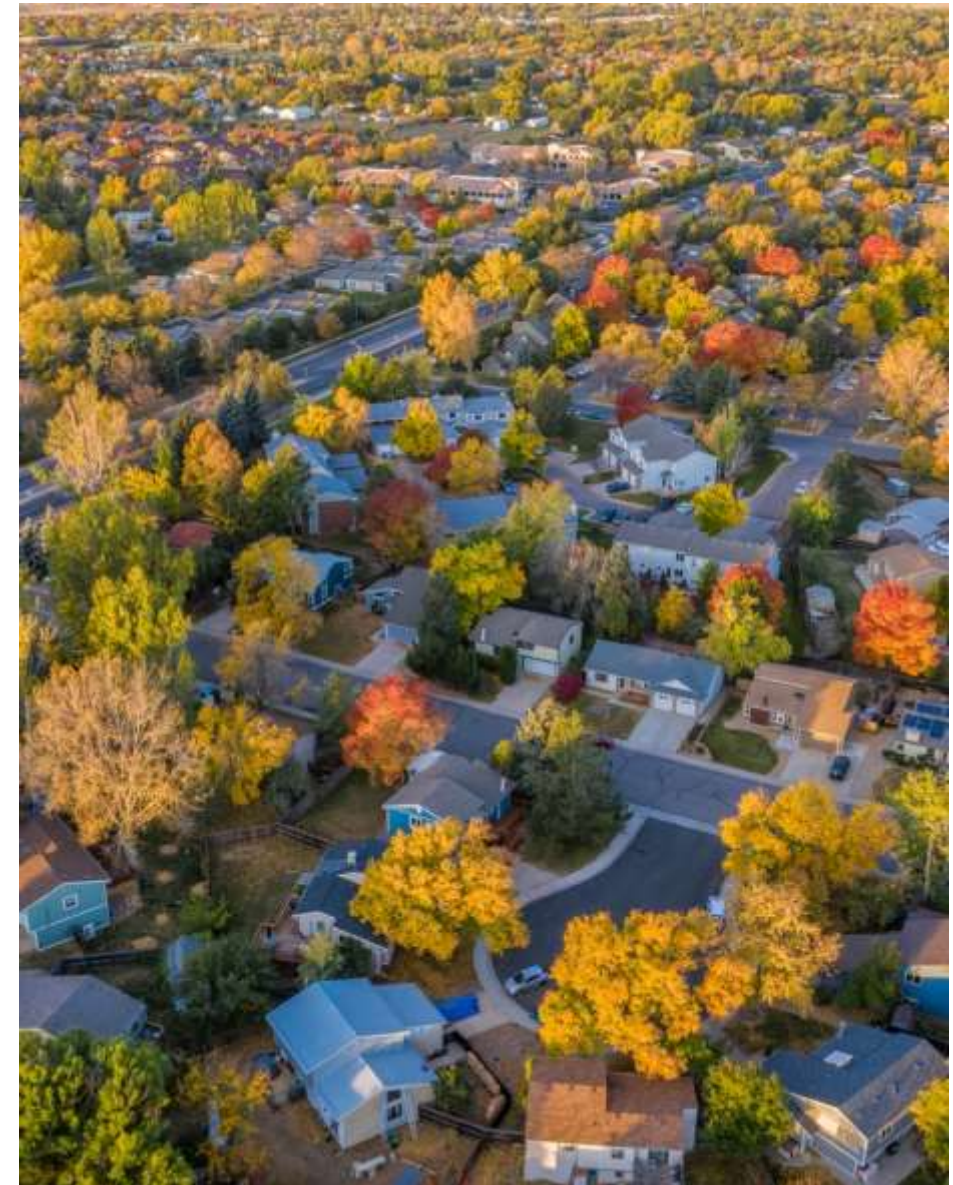
**“The economic outlook remains highly uncertain, and the conflict in the Middle East has added to this uncertainty,”**

**Federal Reserve Chair Jerome Powell, May 2026.**



2027	2028
\$27.0M	\$27.5M
8%	2%

- In 2025, use tax collections were up 17% compared to 2024 driven by audit revenue and strong building permit tax revenue.
- Car tax collections were down 2.5% in 2025 (flat 2026 YTD April).
- Forecast is projected inflation growth from 2024 actuals
- Use Tax is volatile and difficult to forecast, driven largely by development and business investment.



## Baseline Forecast

	2026 Budget	2027 Forecast	% Δ	\$ Amount	2028 Forecast	% Δ Budget	\$ Amount
Sales Tax	\$181.8M	\$185.4M	2.0%	\$3.6M	\$189.1M	2.0%	\$3.7M
Use Tax	\$25.0M	\$27.0M	8.0%	\$2.0M	\$27.5M	2.0%	\$500K
<b>Total</b>	<b>\$206.8M</b>	<b>\$212.4M</b>	<b>2.7%</b>	<b>\$5.6M</b>	<b>\$216.6M</b>	<b>2.0%</b>	<b>\$4.2M</b>

- Reasonably conservative forecast
- \$4.0M General Fund portion in 2027 and \$3.0M 2028

## Optimistic Forecast

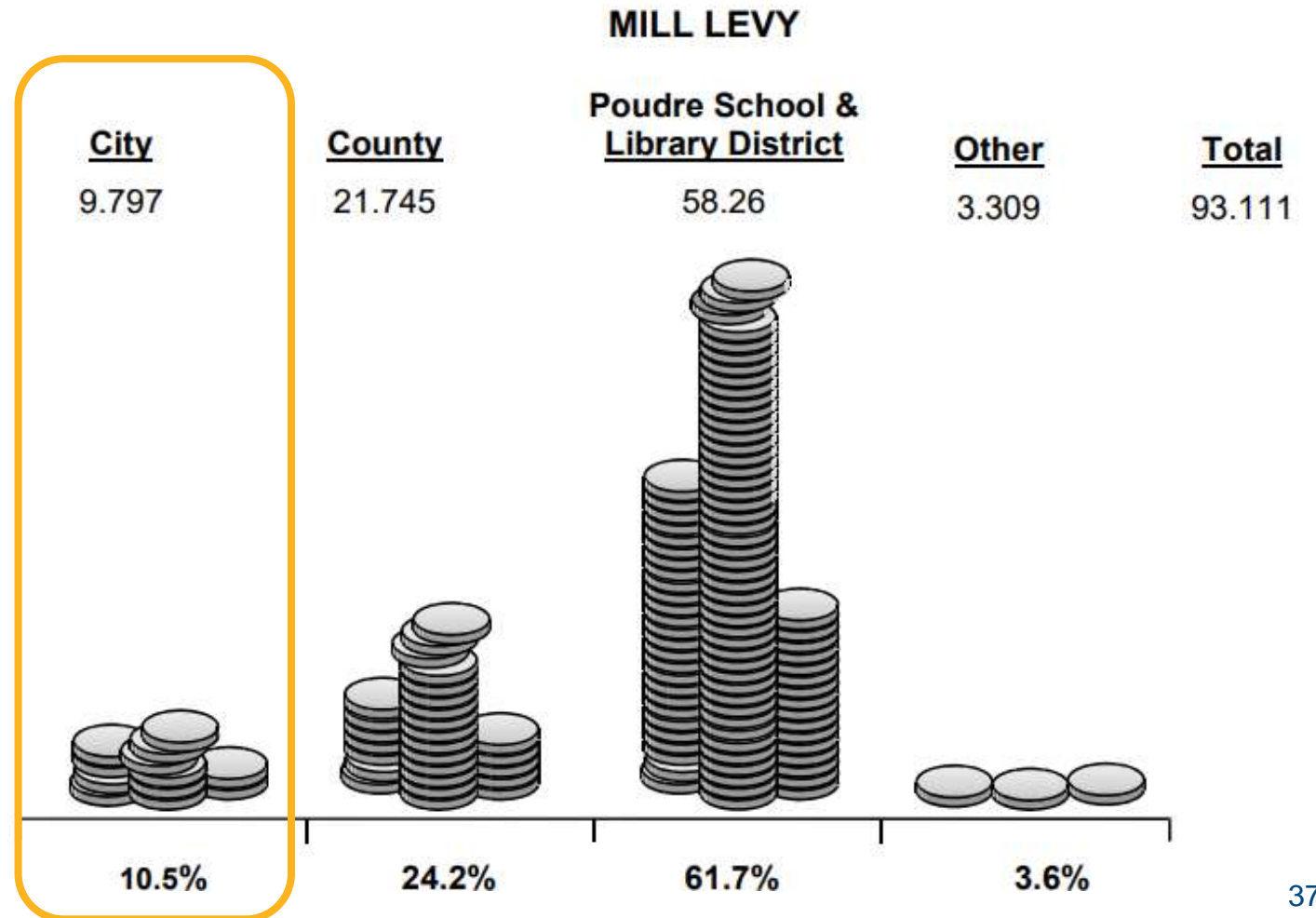
	2026 Budget	2027 Forecast	% Δ	\$ Amount	2028 Forecast	% Δ Budget	\$ Amount
Sales Tax	\$181.8M	\$187.2M	3.0%	\$5.4M	\$192.9M	3.0%	\$5.7M
Use Tax	\$25.0M	\$27.0M	8.0%	\$2.0M	\$27.5M	2.0%	\$500K
<b>Total</b>	<b>\$206.8M</b>	<b>\$214.2M</b>	<b>3.6%</b>	<b>\$7.4M</b>	<b>\$220.4M</b>	<b>2.9%</b>	<b>\$6.2M</b>

- Possible upside forecast if sustained favorability continues in 2026
- \$5.3M General Fund portion in 2027 and \$4.4M in 2028

## Property Tax

- The property tax assessment remains unchanged since 1992 at 9.797 mills.
- 10.5% of a city property owner's property tax goes to the City of Fort Collins.
- Poudre Fire Authority receives 67% of the city's portion of property tax via an intergovernmental agreement (IGA).

### What Does a City Property Owner Pay? 2026 property tax based on 2025 assessment



2027	2028
\$35.5M 4%	\$35.5M 0%

- Recommendation is based on preliminary 2026 valuations and discussions with the Larimer County Assessor’s Office
- 2026 budget is \$34.1M, however the 2026 forecast is \$35.5M (\$1.4M higher than budgeted)
- Poudre Fire Authority (PFA) receives 67% of the city’s portion of property tax via an IGA:
  - **PFA’s portion \$23.7M** in 2027 and 2028
  - **City’s portion \$11.8M** in 2027 and 2028



# General Fund Revenues

	2026 Budget	2027 Forecast	2028 Forecast
Taxes	\$191.7 M	\$195.0 M	\$198.1 M
Intergovernmental	\$18.6 M	\$21.6 M	\$23.0 M
Charges For Service	\$12.5 M	\$13.2 M	\$13.4 M
Licenses, Permits and Fines	\$7.8 M	\$7.5 M	\$7.6 M
Earnings On Investments	\$2.1 M	\$1.9 M	\$1.9 M
Miscellaneous & Other	\$1.9 M	\$1.1 M	\$1.1 M
Transfers	\$2.2 M	\$2.0 M	\$2.0 M
<b>Total</b>	<b>\$236.7 M</b>	<b>\$242.2 M</b>	<b>\$247.2 M</b>

- Intergovernmental increases driven by Utilities PILOT payments, offsetting \$0.3M decline in State Marijuana Revenue sharing
- Fines for camera radar less than originally projected
- Earnings on investments decline with fund balance

Revenue Scenario	Estimated Gov't Fund Shortfall
Baseline	\$15M - \$17M
Optimistic	\$12.5M - \$14.5M

- Expense scenarios include 3.5% - 4.5% personnel expense increases; staff merit increases to be determined based on market conditions and budget capacity
- Focus on long-term sustainability while maintaining core services
- Early emerging themes:
  - Aligning funding sources with costs so each area is paying its appropriate share
  - Identifying efficiency opportunities, particularly in vacant positions
  - Considering service level tradeoffs to align resources with priorities

# Item 1. Budget Engagement



Recommended Budget is built to reflect existing engagement from:

- Operational work
- Strategic Plans
- Community Survey

Change in process to not publish all proposals due to sensitivities of possible budget reductions

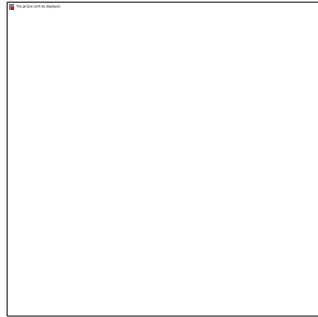
Upon Recommended Budget publication, specific budget engagement includes

- Our City page
- Super Issues Board
- Public Hearings
  - Oct 6
  - Oct 20

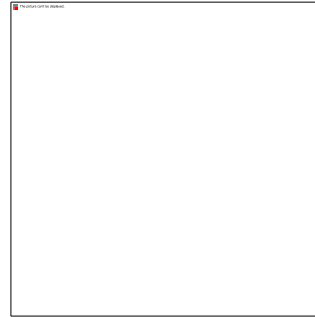
# Budget Timeline

	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
<b>Council Finance Committee</b>	Service Area Financial Overviews								Budget Review		
<b>Council</b>				Work Session		Work Session		Work Sessions		Budget Adoption	
<b>Engagement</b>			Chamber LLAC Economic Advisory Board	Super Issues Board				Super Issues Board	Public Hearings Oct 6 & 20		

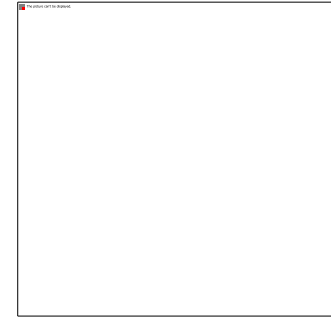
- Late June – Publish 2026 Baseline consolidated program inventory
- July 14 Work Session – Preview of budget and check-in on priorities & areas of interest
- Sept 3 – Recommended Budget Published



Would Council like to see any other Utility scenarios?



Does Council support the governmental revenue forecast scenarios?



Does Council have any feedback about budget engagement?

Item 1.

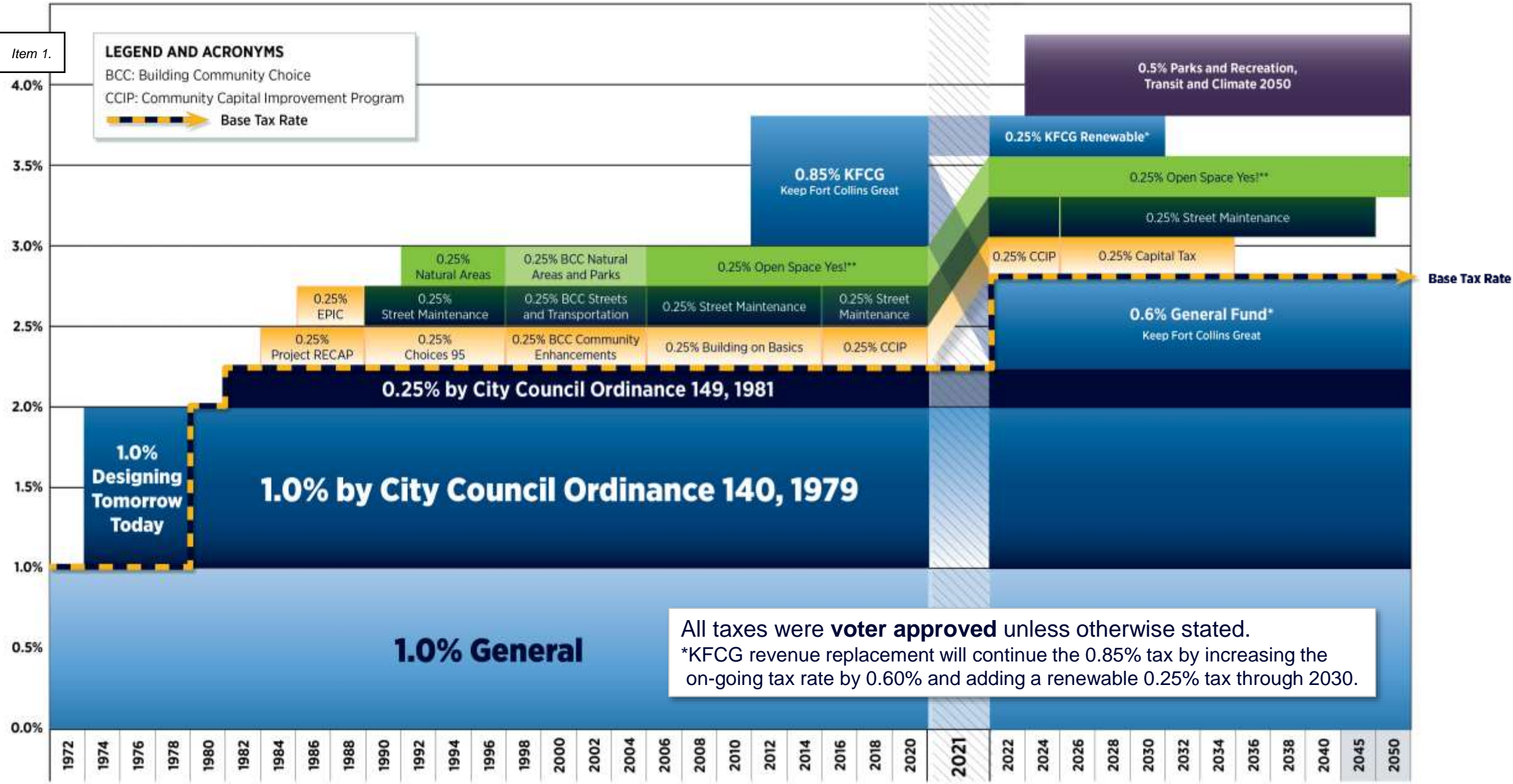


Backup

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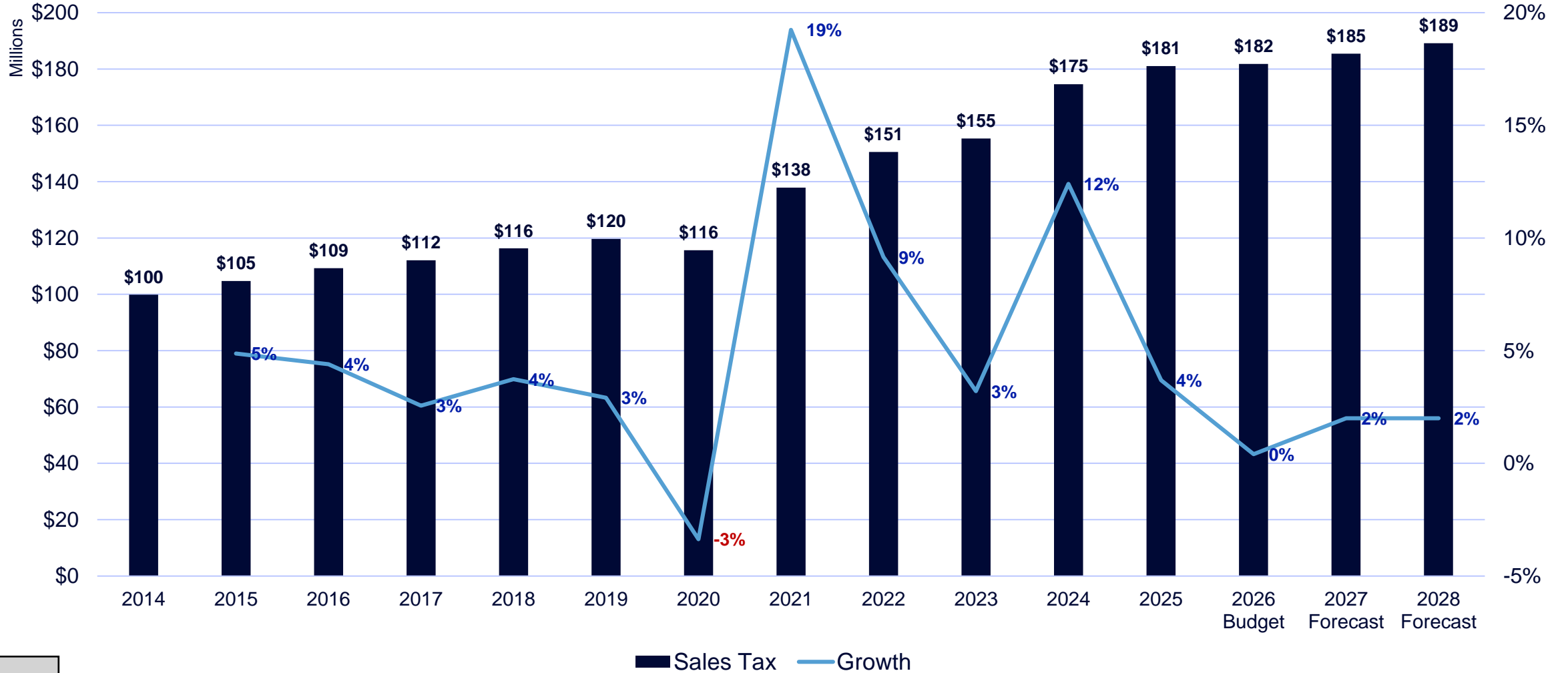
Item 1.

**LEGEND AND ACRONYMS**  
 BCC: Building Community Choice  
 CCIP: Community Capital Improvement Program  
 Base Tax Rate

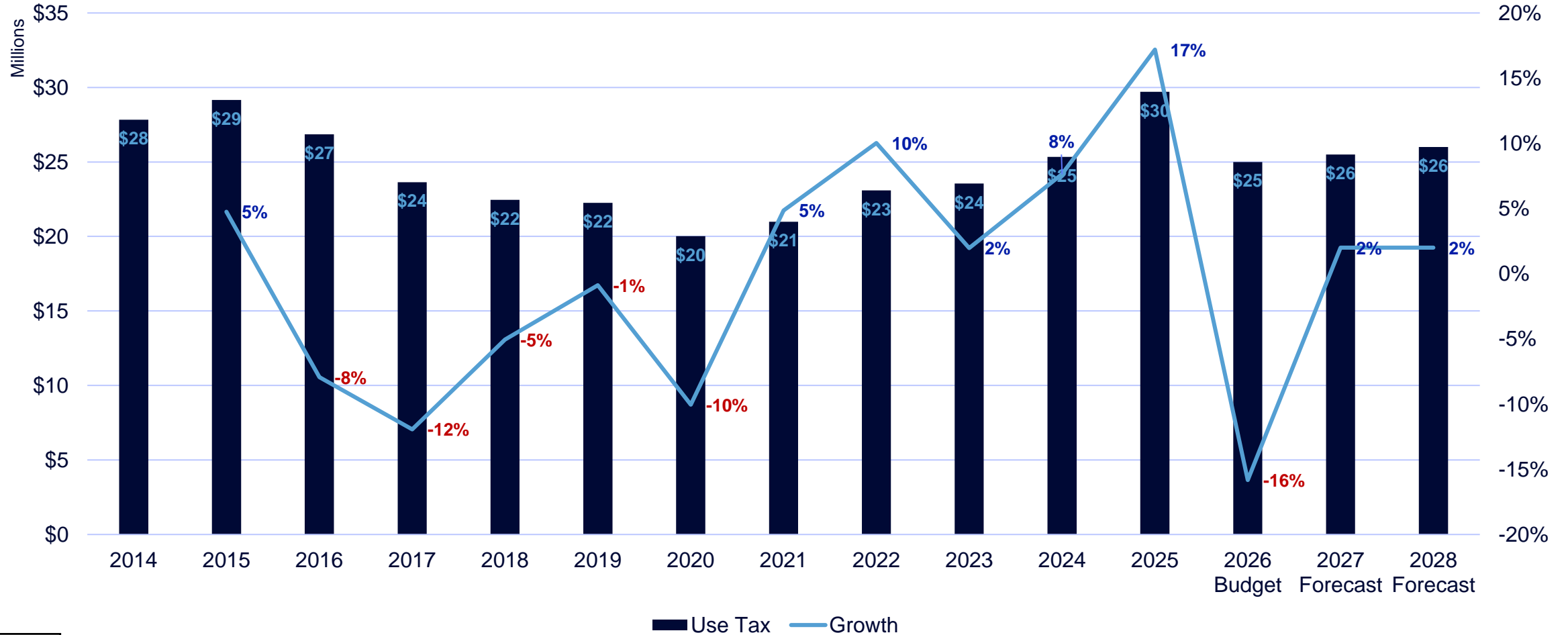


All taxes were **voter approved** unless otherwise stated.  
 \*KFCG revenue replacement will continue the 0.85% tax by increasing the on-going tax rate by 0.60% and adding a renewable 0.25% tax through 2030.

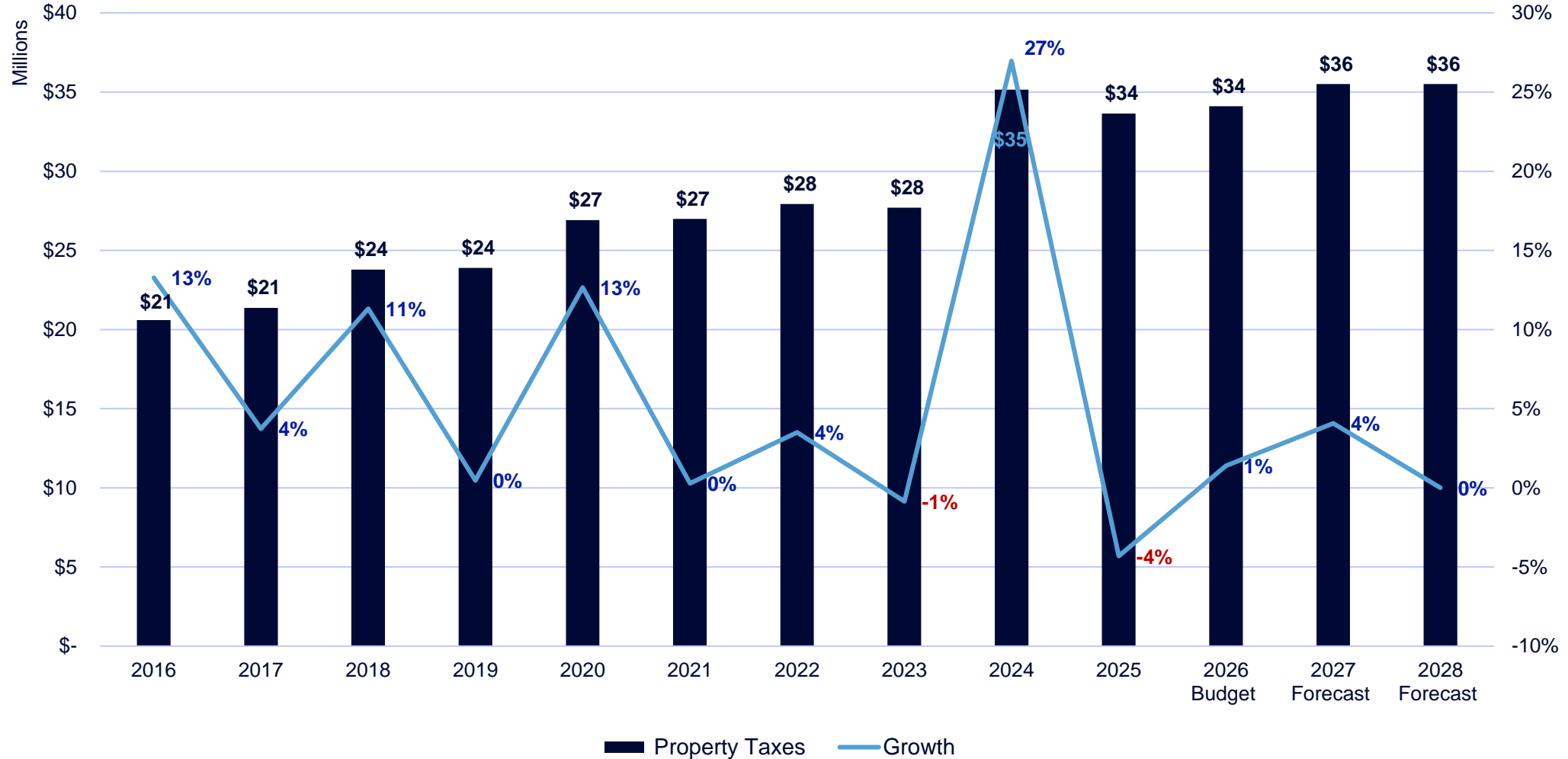
Sales Tax Collections



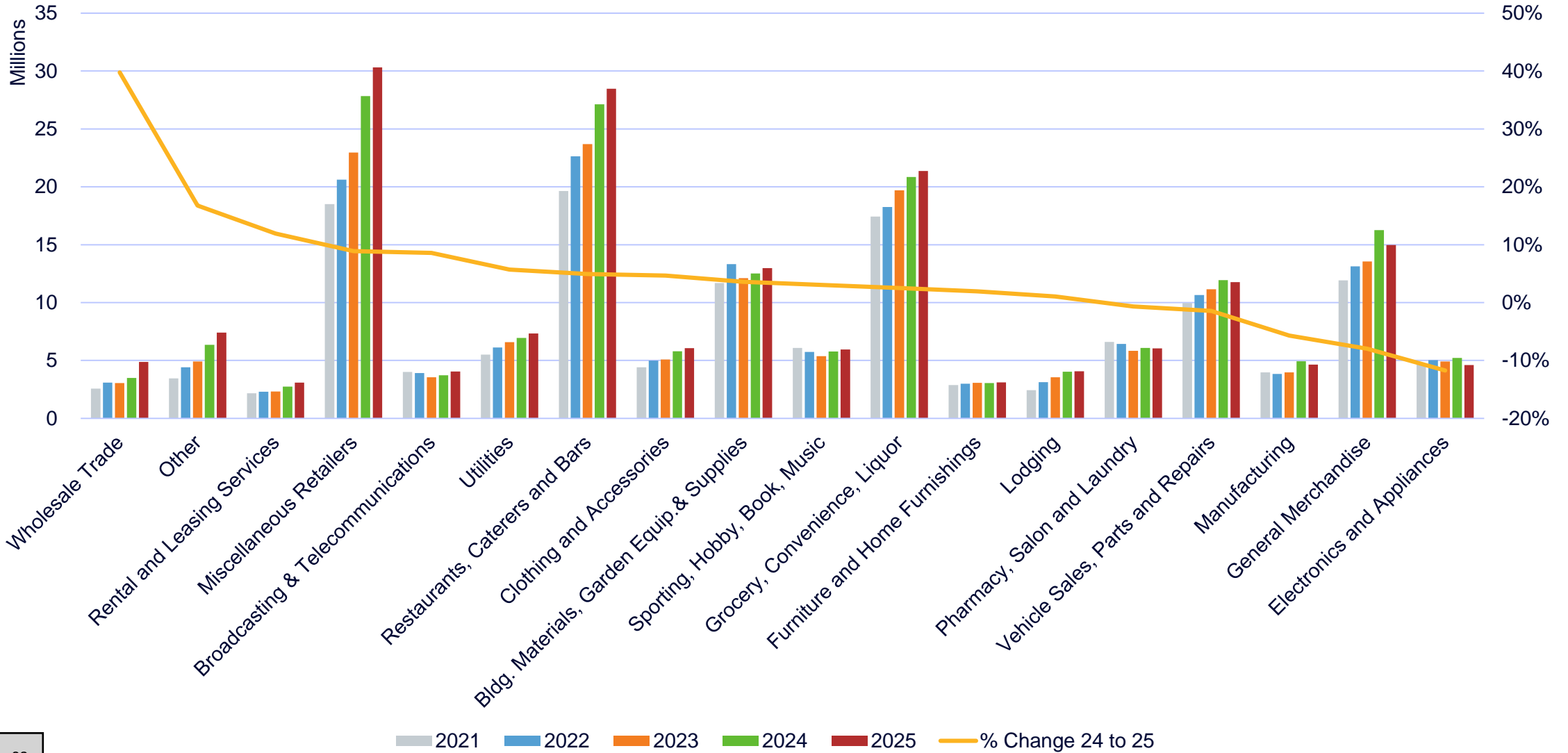
Use Tax Collections



Property Tax

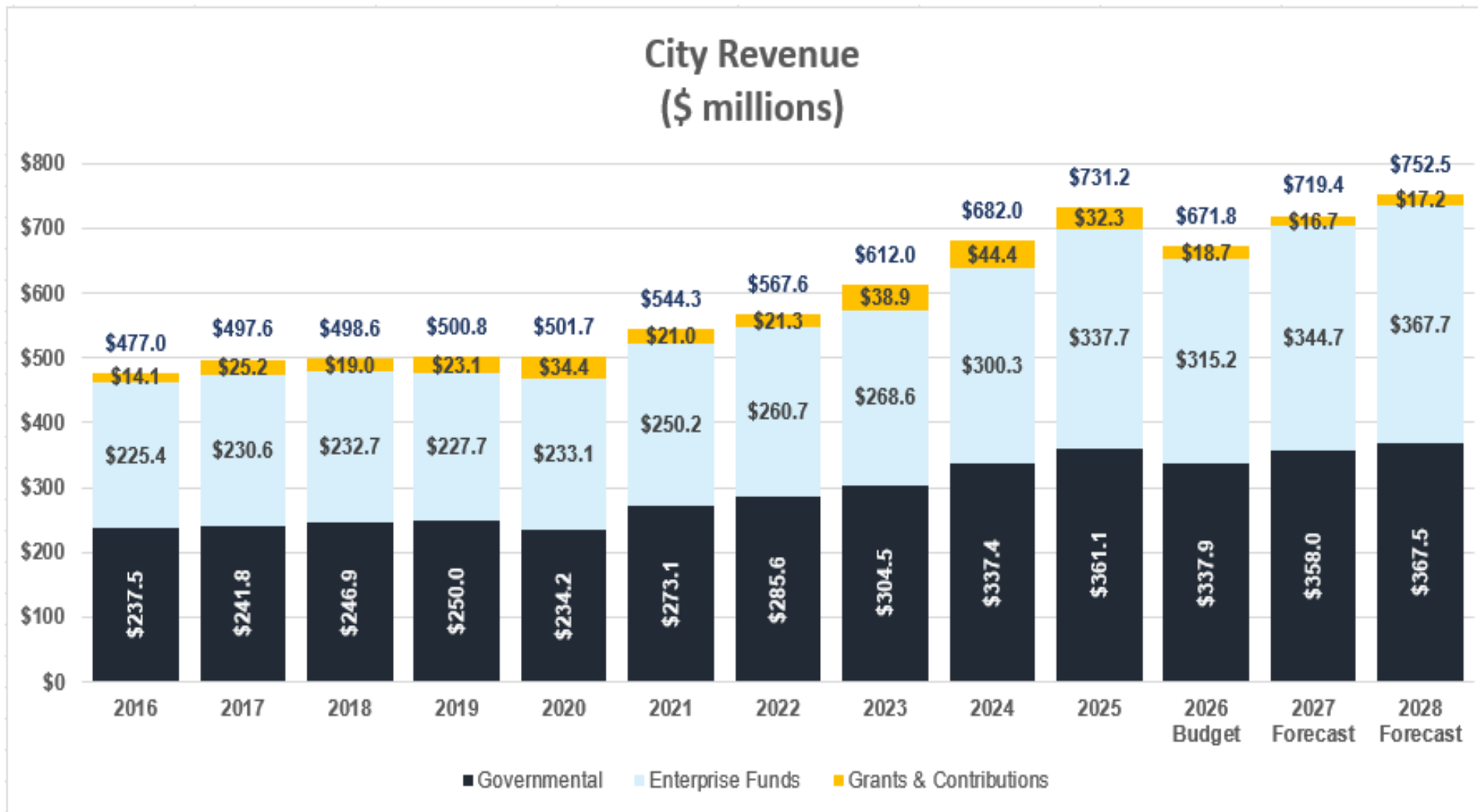


# Taxes Tax Collections By Category



## Tax Rate effective January 1, 2026 to Current

State of Colorado	2.90%
Larimer County	1.05%
City of Fort Collins	4.35%
<b>Total Sales Tax</b>	<b>8.30%</b>
Fort Collins Lodging Tax (in addition to above)	3.00%
<b>Total Accommodations Tax</b>	<b>11.30%</b>
<b>Fort Collins Tax on Food for Home Consumption</b>	<b>2.25%</b>

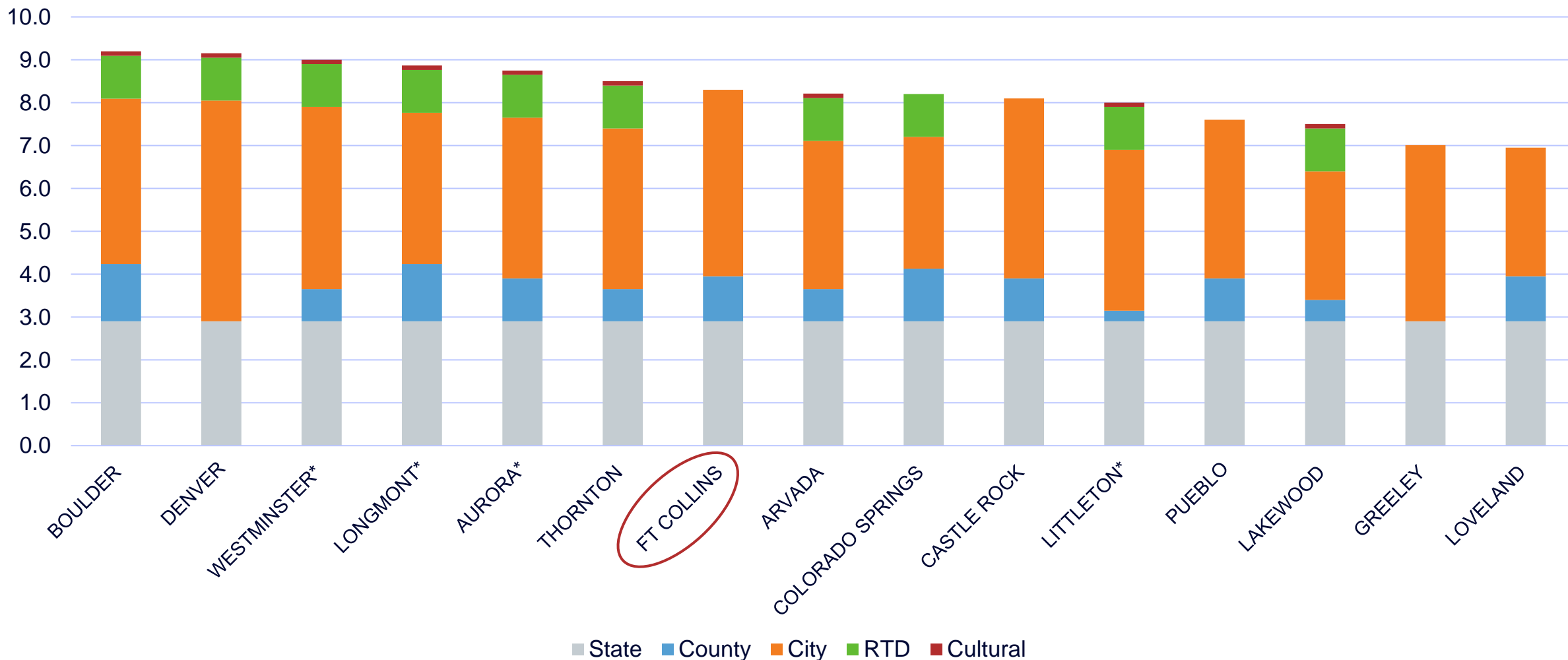


# Colorado City Full Stack (15 largest cities by population)

Item 1.

## Sales Tax Rates

### Total Tax Rates



\*Jurisdictions located in more than one county; tax rate depends on county location





## **Manufacturing Use Tax:**

- The city's sales and use tax rate is 4.35%. However, the use tax rate specifically for manufacturing equipment is 3%.

## **Remote Sellers & Economic Nexus:**

- Under the city's sales tax ordinance adopted in November 2020, remote sellers and marketplace facilitators must collect and remit city tax if they meet the state's economic nexus threshold.
- This threshold is triggered when a business reaches \$100k in gross retail sales across the State of Colorado within a calendar year.

# RESIDENTIAL MONTHLY BILL COMPARISON

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
	RATES	RATES	RATES	RATES	RATES	RATES	RATES	RATES	RATES	RATES	RATES
 <b>ELECTRIC</b> 620 kilowatt-hours/month	\$90.22	\$96.54	\$103.30	\$108.98	\$114.97	\$121.29	\$127.96	\$134.36	\$138.39	\$142.54	\$146.82
 <b>WATER</b> 7,000 gallons/month	\$49.46	\$56.88	\$65.41	\$75.22	\$80.86	\$86.92	\$91.27	\$95.83	\$98.70	\$101.66	\$104.71
 <b>WASTEWATER</b> 3,300 gallons/month WQA	\$38.24	\$42.06	\$46.27	\$50.20	\$54.47	\$58.56	\$62.66	\$64.54	\$66.48	\$68.47	\$70.52
 <b>STORMWATER</b> 8,000 sq.ft. lot, light runoff	\$25.97	\$27.27	\$28.63	\$29.92	\$31.27	\$32.52	\$33.82	\$34.83	\$35.87	\$36.95	\$38.06
<b>AVG. Utility Bill Total</b>	\$203.89	\$222.75	\$243.61	\$264.32	\$281.57	\$299.29	\$315.71	\$329.56	\$339.44	\$349.62	\$360.11
<b>AVG. Bill Increase</b>		\$18.86	\$20.86	\$20.71	\$17.25	\$17.72	\$16.42	\$13.85	\$9.88	\$10.18	\$10.49

**File Attachments for Item:**

**2. Front Range Passenger Rail and Joint Service Update**

The purpose of this item is for the Front Range Passenger Rail District (FRPRD) to provide an update of planned inter-city passenger rail to Fort Collins, The Colorado Connector "CoCo". The FRPRD is requesting City Council to consider a resolution of support for this effort at a future meeting. This discussion will provide updated information from the memorandum sent to City Council on March 24, 2026.

May 26, 2026

# WORK SESSION AGENDA ITEM SUMMARY

City Council




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## STAFF

Caryn Champine, Director, Planning, Development and Transportation  
 Seth Lorson, Senior Transportation Planner, FC Moves  
 John Putnam, Chair, Board of Directors, Front Range Passenger Rail District  
 Grant Bennett, Principal, Proximity Green (consultant to FRPR)

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## SUBJECT FOR DISCUSSION

### Front Range Passenger Rail and Joint Service Update

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## EXECUTIVE SUMMARY

The purpose of this item is for the Front Range Passenger Rail District (FRPRD) to provide an update of planned inter-city passenger rail to Fort Collins, The Colorado Connector "CoCo". The FRPRD is requesting City Council to consider a resolution of support for this effort at a future meeting. This discussion will provide updated information from the memorandum sent to City Council on March 24, 2026.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. Does Council support considering a resolution of support at a future meeting?
2. Are there any additional questions about CoCo?

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## BACKGROUND / DISCUSSION

FRPRD is proposing a passenger train along Colorado's Front Range, The Colorado Connector "CoCo", that will connect Fort Collins to Pueblo. The service area plan includes using existing freight rail right-of-way and anticipates that along the corridor there will be 12 stations.

In April, the Joint Service Executive Oversight Committee (JSEOC) announced an Agreement with Burlington Northern Santa Fe (BNSF) railroad to provide passenger rail service from Denver to Fort Collins. This initial phase of rail service would operate three round trips per day, and it would set the stage for passenger rail service with as many as 10 round trips per day. Joint Service would launch using primarily existing funding sources with service anticipated to begin in 2029.

FRPRD staff have since November 2025 been preparing for a potential 2026 ballot referral measure and have been conducting outreach along the proposed route over the past few months. That includes a Town Hall that took place in Fort Collins on March 30, 2026. Full service for Front Range Passenger Rail is anticipated to start approximately 5½ years after voter approval.

## Drake Station

The FRPR District's preferred station location is adjacent to the MAX Drake Station. This is the location that has been agreed upon between BNSF Railroad and the Joint Service Executive Oversight Committee (JSEOC - Colorado Department of Transportation (CDOT), Clean Transit Enterprise (CTE), Colorado Transportation Investment Office (CTIO), Regional Transportation District-Denver (RTD), the Colorado Governor's Office, and FRPR District) for the first phase of service (Joint Service). Drake Station was chosen for its central location, lack of physical constraints exhibited by most other options, parking availability, access to transit and multi-use trails, and affordability to implement.

Drake Station will also be the permanent location for the long-term service unless 1) BNSF agrees to alter the access agreement with FRPR District, and 2) the City of Fort Collins pays the additional costs related to the station relocation. Initial estimates by the FRPR District are in the eight-figure range for locations further north such as East Vine Drive and up to nine-figures for the Downtown Transit Center. These costs are related to positive train control, street crossings, and additional safety improvements for passenger trains.

City Staff are currently exploring opportunities for station development and multi-modal access at the Drake Station location.

## **NEXT STEPS**

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The District is requesting approval of a resolution for Council support which will be presented at a forthcoming regular meeting.

The City of Fort Collins will continue to partner with FRPR District to ensure the development of inter-city passenger rail is consistent with city values. City Staff will continue to work on station-area planning, including exploring access and service needs, transit-oriented development, economic development, and community engagement.

## **ATTACHMENTS / LINKS**

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1. Draft Resolution
2. FRPR Memorandum, March 24, 2026
3. Presentation

RESOLUTION 2026-XXX  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
SUPPORTING THE FRONT RANGE PASSENGER RAIL  
DISTRICT'S NARRATIVE SUMMARY FOR PROPOSED FORT  
COLLINS STATION AND THE DEVELOPMENT OF PASSENGER  
RAIL SERVICE ALONG THE FRONT RANGE

A. The Front Range Passenger Rail District ("FRPRD") was established as a corporate and political subdivision of the State of Colorado to research, develop, construct, operate, and maintain an interconnected passenger rail system along the Front Range extending from Wyoming to New Mexico.

B. The development of a Front Range passenger rail system represents a significant regional investment in transportation infrastructure designed to serve current and future generations of Coloradans.

C. Front Range Passenger Rail is intended to connect residents and visitors to employment centers, housing opportunities, colleges and universities, medical facilities, and entertainment destinations throughout the Front Range.

D. Colorado's Front Range population is projected to approach seven million residents in the coming decades, increasing demand on existing transportation systems and exacerbating congestion along Interstate 25, one of the state's most heavily traveled and consistently congested corridors.

E. Passenger rail offers a reliable, efficient, and sustainable transportation alternative that can reduce vehicle miles traveled, alleviate roadway congestion, and contribute to improved air quality and environmental outcomes.

F. The Colorado Department of Transportation ("CDOT"), the FRPRD, and the Class I freight railroads spent the last four years extensively studying the operational feasibility of using existing rail infrastructure, enabling near-term passenger service while maximizing the use of existing assets.

G. Initial passenger rail service is anticipated to begin as early as 2029, providing a timely response to growing transportation needs.

H. Pending voter approval service will be expanded up to 10 round trips per day from Pueblo to Fort Collins and with station area buildout and development.

I. The FRPRD has conducted public outreach through town hall meetings, City Council presentations, and digital engagement, providing citizens with meaningful opportunities to ask questions, offer input, and engage with FRPRD board members and staff.

J. The inclusion of a passenger rail station in the City of Fort Collins has the potential to enhance transportation options, increase community vibrancy, support economic development, advance the creation of transit oriented development, and generate increased activity in the hospitality, retail, and service sectors.

K. The FRPRD has committed to providing direct payments annually over a period of twenty-five (25) years to the City of Fort Collins to support the design, construction, operation, and maintenance of a passenger rail station, first-mile, last mile connectivity, and related amenities.

L. The FRPRD has committed to increase annual payments to the City of Fort Collins by 10% annually by proactively approving a station area narrative.

M. Before referring a ballot measure to the citizens of the FRPRD, the FRPRD must provide accurate narratives of each proposed station's station area to the voters.

N. The City's plans align with FRPRD goals including explicit alignment with City Plan Policy T 4.7 – Future Passenger Rail – aiming to 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, per the 2017 Senate Bill and 2011 North I-25 Environmental Impact Statement.

O. Additional City plans align with FRPRD goals including City Plan Principle EH 5 to engage and help shape regional economic development efforts; Policy EH 5.4 regarding Regional Infrastructure to actively participate in conversations with other municipalities, organizations and regional leaders to collaborate on upgrading transportation and other regional infrastructure; Principle ENV 4 to protect human health and the environment by continually improving air quality; Policy ENV 4.6 regarding Vehicles and Non-Road Engines to promote efforts to reduce fuel consumption and associated pollutant emissions from vehicles and non-road engine sources, such as lawn and garden equipment; Principle T 4 to pursue regional transportation solutions; and Our Climate Future Big Move 4 regarding Convenient Transportation Choices to make it safe, easy, fast and affordable to get around without a car.

P. The City has shown support for development of rail service along the Front Range and cooperation among communities by adopting previous resolutions, including resolutions numbered 2000-045, 2025-055, 2025-092, and 2025-093.

In light of the foregoing recitals, which the Council hereby makes and adopts as determinations and findings, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. City Council formally adopts Exhibit A, the narrative describing the City's station area location, planning efforts to date, and anticipated post-ballot planning. The FRPRD may share this narrative publicly to reflect the City's current understanding

of station area conditions and planning direction. The narrative is non-binding and remains subject to refinement through future local decision-making processes.

Section 2. City Council supports the continued efforts of the FRPRD to plan, develop, and implement passenger rail service along the Front Range of Colorado.

Section 3. City Council affirms its support for ongoing public education and engagement efforts by the FRPRD to ensure that residents of the City of Fort Collins are informed about the proposed system, including proposed station-area, its benefits, costs, and anticipated impacts.

Section 4. City Council expresses its support for the inclusion of a passenger rail station within the City of Fort Collins if a ballot measure is passed by the voters of the FRPRD, recognizing the potential economic, mobility, and community benefits associated with such an investment.

Section 5. City Council encourages continued coordination among the FRPRD, CDOT, host freight railroads, and local governments.

Section 6. City Council directs staff to continue working collaboratively with the FRPRD on station planning, land use coordination, infrastructure integration, and opportunities to maximize local economic benefit.

The City Clerk is hereby directed to transmit a copy of this Resolution to the FRPRD, CDOT, and other relevant regional and state partners as evidence of the City's support of the project and station-area development.

Passed and adopted on MONTH DAY, 2026.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Effective Date: MONTH DAY, 2026  
Approving Attorney: Heather N. Jarvis

Exhibit: Exhibit A – narrative describing the City's station area location

## **Exhibit A to Resolution**

### **Fort Collins**

The Fort Collins station anchors the northern end of the Colorado Connector, the terminus of a rail line drawing this City into direct connection with Longmont, Boulder, Denver, and every community along the 180-mile corridor south to Pueblo.

The proposed station sits at Drake Road, where the BNSF tracks and the Mason Corridor converge, a location the City is formalizing through an active Station Area Planning process to establish design context, confirm station area goals, and shape surrounding land use. The Mason Corridor forms the spine of the Fort Collins Midtown district, the City's primary redevelopment corridor, where transit-oriented development, urban renewal tax increment financing, and a new state transit-supportive housing law are already aligned and in use. Significant mixed-use and residential projects are advancing at the Drake and College intersection immediately adjacent to the station, and the City's long-range vision for the corridor anticipates thousands of new residential units along the Midtown stretch in the years ahead. Colorado State University and its research campus anchor the station area to the west.

The multiuse trail network at this location ranks among the strongest on the corridor. The Mason Trail runs directly adjacent to the station, threading 3.5 miles through the heart of the city and connecting to the Spring Creek Trail, the Fossil Creek Trail, and the Poudre River Trail — recently completed as a 45-mile continuous paved path running from Bellvue through Fort Collins and east to Greeley. Old Town Fort Collins, the City's walkable historic downtown core, sits roughly two miles north, reachable by trail or by the MAX Bus Rapid Transit (BRT) Drake stop co-located with the station and running the full Mason Corridor spine to downtown and south to regional connections. Similarly, CSU Canvas Stadium, Moby Arena, Washington's and Aggie's Theater live music venues can be reached from this rail location via MAX BRT within 15-20 minutes.

The City of Fort Collins is leading the Station Area Planning effort, bringing years of transit-oriented planning investment including active urban renewal tools, seeking to advance a corridor already generating new development, and supporting the vibrancy of the Fort Collins station and the future of FRPR.

Item 2.



## Memorandum

Date: March 24, 2026

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City Manager   
 Caryn Champine, Director, Planning, Development and Transportation 

From: Seth Lorson, Sr Transportation Planner, Planning, Development and   
 Transportation, slorson@fortcollins.gov

Subject: Front Range Passenger Rail (FRPR)

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### Introduction

The Front Range Passenger Rail District (FRPR District) is hosting a Town Hall meeting on March 30, 2026. As there are multiple efforts occurring simultaneously, this memo is intended to offer background information on the FRPR District, decision points, relevant legislation, current planning efforts undertaken by both the FRPR District and the City of Fort Collins, and is intended to prepare the Council for participation in the planned Town Hall meeting, March 30, 2026 5:00-7:00pm (Co-hosted by the City, FRPR District, and Colorado Department of Transportation).

### FRPR and Joint Service Background and Decision Points

**FRPR:** In 2021, the Colorado State Legislature passed SB 21-238, which created the FRPR District “for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining a passenger rail system.” The FRPR project is a 180-mile intercity rail corridor along Colorado’s Front Range urban corridor proposed to operate along the BNSF Railway and Union Pacific Railroad freight rail corridors between Fort Collins and Pueblo (see map below). The full project will include stations in Fort Collins, Loveland, Longmont, Boulder, Louisville, Broomfield, Westminster, Denver, Littleton, Douglas County, Colorado Springs, and Pueblo. The FRPR District is governed by a board of directors with 17 voting and 7 non-voting members. The North Front Range region is represented by Jon Mallo of Loveland and Tricia Canonico of Fort Collins.

Item 2.

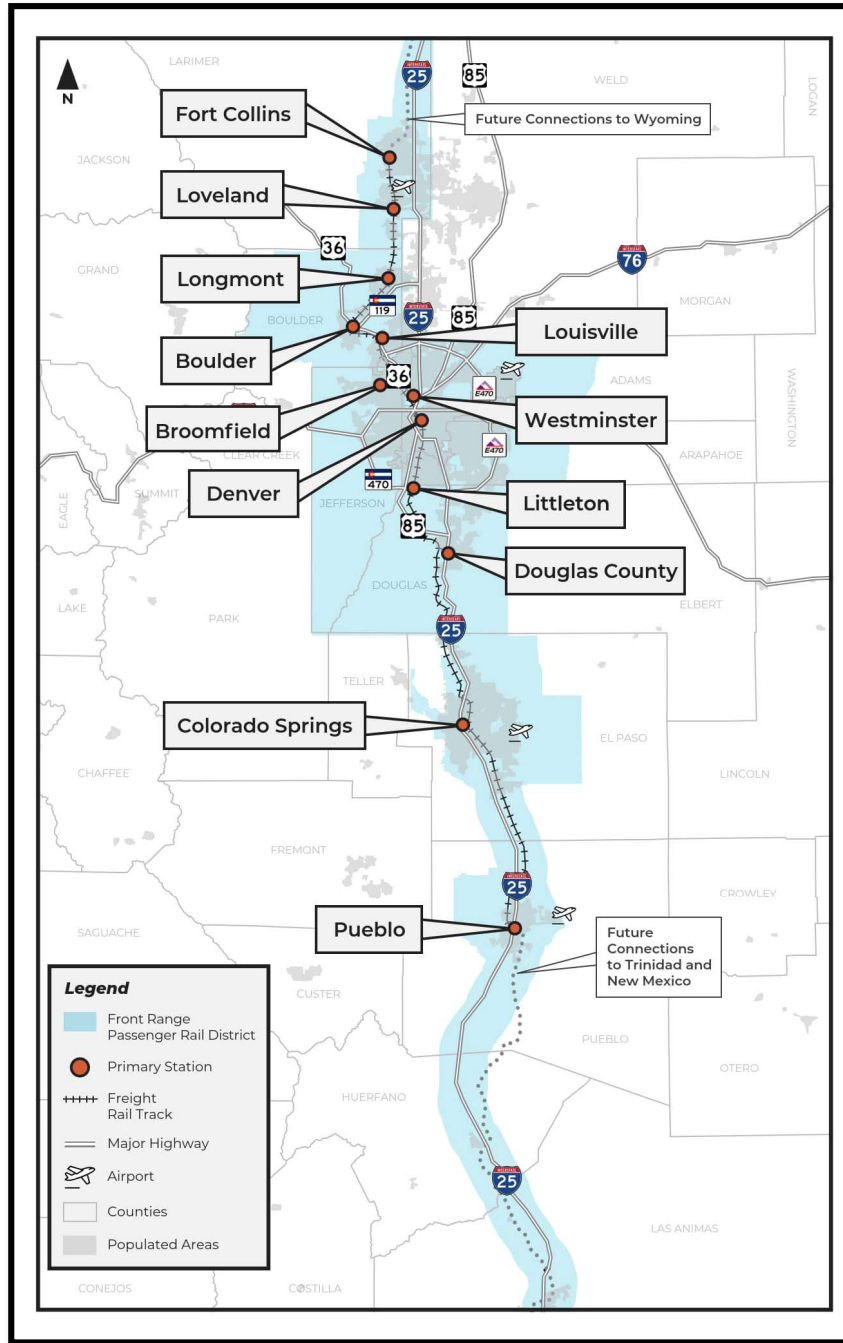
The District's preferred station location for Fort Collins is Drake Road, and they have not precluded the possibility of a second station location at Vine Road, in the longer term if/when the system is extended to Wyoming.

The District Board has final decision-making authority for District investments and final station locations. These decisions are made in partnership with multiple jurisdictions including Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), railroad companies, federal agencies and local communities. The District would like to have clarity on all station locations as part of their visioning process and ballot initiative efforts in Q2 2026. However, final decisions about station locations would not be made until after funding, the required Federal environmental clearance process (NEPA), and negotiations with partners.

**CDOT/Joint Service:** In 2024, the State Legislature passed SB 24-184 which advanced the first phase of FRPR referred to as 'Joint Service'. Joint Service was formulated through an Inter-Governmental Agreement with the Colorado Department of Transportation (CDOT), Clean Transit Enterprise (CTE), Colorado Transportation Investment Office (CTIO), Regional Transportation District-Denver (RTD), the Colorado Governor's Office, and FRPR District. Joint Service can be accomplished with existing revenue streams and does not require the FRPR District to go to the Ballot to provide the three daily round trip service.

To keep within the budget, CDOT/FRPR must keep the distance of the service as minimal as possible and offer a very basic level of investment at the platform. The intention is to provide "proof of concept" and to inform future service planning, if the full system is funded. Joint Service costs approximately \$2.5million/mile. The initial assessment by CDOT/FRPR identified the South Transit Center as the preferred station location for Fort Collins. After analysis and discussions with City staff, they agreed to extend the line further north for a more central location in Fort Collins. The cost was manageable because the Drake Road location requires less infrastructure investment for the platform, in comparison to the South Transit Center. The final decision for the Joint Service location will be made by CDOT in partnership with FRPR and BNSF Railroad.

Item 2.



### CDOT/FRPR District Led Planning Efforts

The Front Range Corridor is nearing completion of Step 2 (Service Development Plan or ‘SDP’) of the Federal Railroad Administration’s (FRA) three-step Corridor Identification and Development (Corridor ID) Program to facilitate the development of inter-city passenger rail. The SDP outlines service details including frequencies, station markets, and capital needs.

Item 2.

Following completion of the SDP, the Front Range Corridor will enter Step 3 of the CID program: Preliminary Engineering/ Environmental Permitting. Step 3 is anticipated to begin in early 2027 and advance capital projects for prioritized funding under the Federal-State Partnership Program.

The station area analysis chapter of the SDP references Amtrak and the Federal Railroad Administration (FRA) planning guidance, as these contain the most relevant and complete principles for planning intercity passenger rail stations aligning station facilities with forecasted ridership. City Staff also provided additional local context and analysis for consideration. Further station area planning is needed to identify details such as platform location, station building, parking, pick-up/drop-off, multi-modal connectivity and transit-oriented development opportunities. The FRPR District and project partners are working to advance visions for all FRPR station areas by the summer of 2026 in preparation for a potential November ballot initiative.

### **Local Return Program – City Responsibility**

The FRPR District is also seeking support from community partners and sharing information about their Local Return Program. The details of the program are in Attachment #1: *FRPRD Local Return Program*. Station communities would be responsible for funding station improvements except for the platform/platform access and work within the railroad right-of-way. Through the proposed district-wide sales tax, the FRPR District would collect revenue to be dispersed to station communities annually based on community population. These funds would support the design, construction, operation, and maintenance of the passenger rail station as well as supporting broader station area investments over a 25-year period. Communities are eligible for the funding if they provide a statement of support for the “station area vision” for Fort Collins in the form of an MOU or the like, by June 30, 2026.

### **City of Fort Collins Station Evaluation and Planning Efforts**

**Station Evaluation:** City Staff are evaluating station locations throughout this process to inform the District’s long term system planning and decision making. Our team evaluated seven potential station sites in Fort Collins. The preliminary site evaluation is provided in Attachment #2. Key factors influencing scoring, thus far, include the area required for the platform/trains and the need for “end of line” equipment and staging. For example, to accommodate a platform at the Downtown Transit Center, streets would need to be closed so the trains aren’t blocking

Item 2.

the road during boarding and alighting. As noted in the background information, City Staff evaluated and influenced the Joint Service Station location decision making.

**Station Planning:** City Staff are now kicking off the beginning stages of local planning for the future FRPR station(s), including planning for the first phase 'Joint Service'. The scope will include multiple horizons and will be adaptable to changing conditions, given current uncertainties described in the background information. The City of Fort Collins contracted with AECOM, a professional services firm experienced in supporting passenger rail station planning, to advance station area location evaluation and planning for FRPR. City Staff will lead a process to develop the station area vision that creates a safe, accessible and connected station area reflecting the City of Fort Collins's priorities. The effort will also provide feasible implementation strategies and investment priorities for future work planning. The plan will be reviewed and finalized with Council input.

For initial planning of Joint Service, staff will evaluate the Drake Station location. For longer term rail planning, the current focus is the Drake Station location. Given the uncertainties in funding, partner negotiations and federal environmental clearance, City Staff will maintain capacity to continue evaluation of other locations and adapting as final decisions are made by the District. Projects and/or initiatives will be aligned to phased expansion of the FRPR service, informing a vision for station area evolution over time. Planning will estimate costs for station area projects, in line with FRPR District policy guidance.

Over the next several months, City staff will solicit feedback from stakeholders and community members with the goal of identifying key items such as multimodal connections, transit-oriented development opportunities and more, aligned with near-, mid- and long-term horizons for FRPR.

### **Next Steps**

The City of Fort Collins, FRPR District, and project partners are working simultaneously. A timeline of project elements is included in Attachment #3 and illustrates the work being completed by each partner (City of Fort Collins, FRPR District, and CDOT).

The following are next steps with City Staff and City Council:

- **March 30, 2026:** FRPR District and the City of Fort Collins are co-hosting Town Hall meeting to provide information to City leaders and the community at large.

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- **April 2026:** Provide City Council scope and engagement strategy for City-led Station Planning.
- **April/May 2026:** Invite FRPR District to City Council to formally present the “station area vision” and request a statement of support. The FRPR District is planning to prepare station area graphics that will be the basis for the station area vision. City Staff will participate in visioning and assist in preparing for their Council visit. This presentation could occur during a work session, community report, or regular meeting. A vote could be placed on the consent agenda at a later date if scheduling becomes tight.

### **Attachments**

1. FRPRD Local Return Program
2. Preliminary Site Evaluation
3. Project Timeline

# Local Return Program – DRAFT

## Station Planning and Funding Principles

### Front Range Passenger Rail District (FRPRD)

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## Purpose

The Local Return Program follows months of input and feedback from FRPRD Board members and Station Partners, which include the municipalities and communities identified for FRPRD stations. This program and the principles identified below simplifies implementation, reduces administrative requirements, and preserves local flexibility while ensuring high-quality station delivery and clear public understanding across the corridor. The Local Return Program is optional, and Principle 4 below identifies the path for Station Partners that do not wish to participate in the program.

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## Principle 1: Local Return Funding

Following voter approval of a regional funding measure, FRPRD will provide annual funding for a 25-year period to each community hosting a passenger rail station, referred to as the Local Return.

Local Return funding must support the design, construction, operation, and maintenance of a passenger rail station, and may support broader station-area investments that enhance access, connectivity, and functionality, including multimodal access and first- and last-mile improvements. The train system's essential components, such as the platforms, sidings, canopies and ADA access to the platforms, will mostly lie within the Class 1 railroad right-of-way and be paid for by FRPRD separately.

Final funding conditions, scopes, and obligations for the Local Return Program will be formalized through an Intergovernmental Agreement (IGA) following voter approval of the referred ballot question.

Local Return funding amounts will be awarded for 25 years after ballot passage and will be based on community population:

- **Over 700,000:** \$4.0 million annually
- **Over 300,000:** \$3.5 million annually
- **Over 99,000:** \$3.0 million annually
- **Over 75,000:** \$2.5 million annually
- **Over 20,000:** \$2.0 million annually
- **Under 20,000:** \$1.5 million annually

Population will be determined using the most recent census or state demographic estimates.

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## Principle 2: Station Area Visioning and Public-Facing Materials

A station area visioning process is needed for every station identified in the Front Range Passenger Rail system.

- Visioning will occur between February and the beginning of June 2026.
- Station Partners may choose to lead or co-lead their own visioning process, or FRPRD will lead the process if a community prefers not to do so.
- Station Partners are not required to independently resource or manage the visioning process.

As part of station area visioning, FRPRD will prepare a uniform, graphic, public-facing station vision for every station.

- Vision materials will be consistent across the corridor and designed for general public understanding.
- Materials may reflect either community-led or District-led input but will be finalized by the FRPRD to ensure consistency.

The purpose of visioning is to establish a shared understanding of how each station and surrounding area could function and evolve over time.

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## Principle 3: Incentive for Community-Endorsed Station Vision

Any Station Partner that enters into an MOU or other agreement with FRPRD endorsing its station area vision by June 30, 2026 will receive an additional 10% increase to its annual Local Return funding amount.

- The agreement documents intent only and does not lock in final designs, funding allocations, or implementation obligations.
  - Final funding and implementation details will be established after ballot passage.
- 

## Principle 4: Minimum Station Delivery

If a Station Partner elects not to accept the Local Return funding, the District will deliver, operate and maintain a basic station and platform sufficient to support safe, accessible passenger rail service. Under this scenario, the Station Partner will be included in planning for the station delivery in their community, including the planning, design and construction components.

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## **Additional Clarifications**

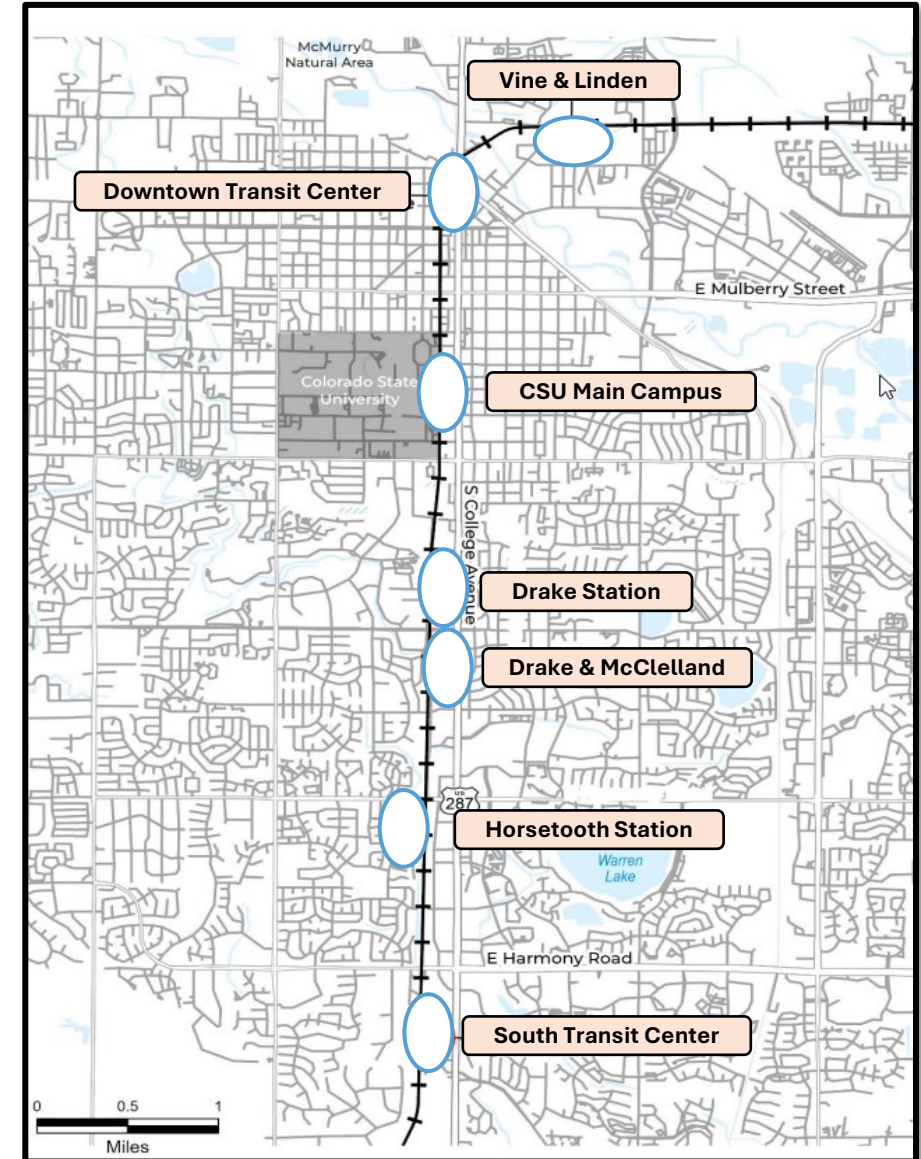
- Station Partners are not required to enter into MOUs ahead of ballot referral to receive the base amount of annual Local Return funding.
- Station Partners are not required to contribute to ballot access costs.
- Station area visioning is needed, but community leadership is optional.
- The 10% incentive is tied solely to endorsement of the station vision by June 30, 2026.

**Combined Service Development Plan and Fort Collins Internal evaluation** examined 7 site locations for alignment with detailed criteria including spatial constraints, multimodal connectivity, cost and more

## Evaluated Sites:

- Vine and Linden
- Downtown Transit Center
- CSU Main Campus
- Drake Station
- Drake and McClelland
- Horsetooth Station
- South Transit Center

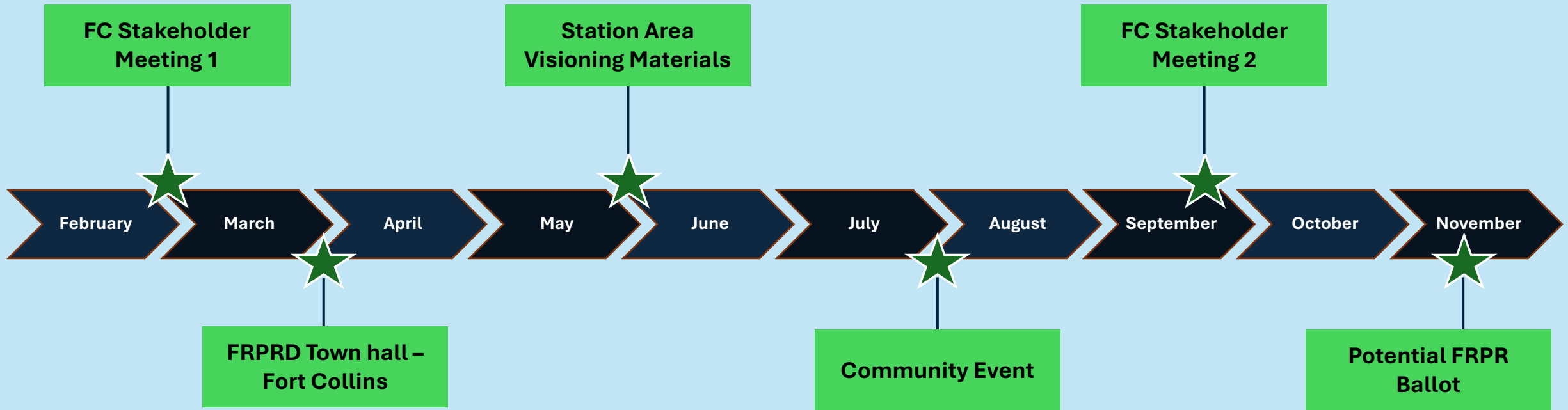
*Some sites would require street closures, property acquisition and redevelopment.*

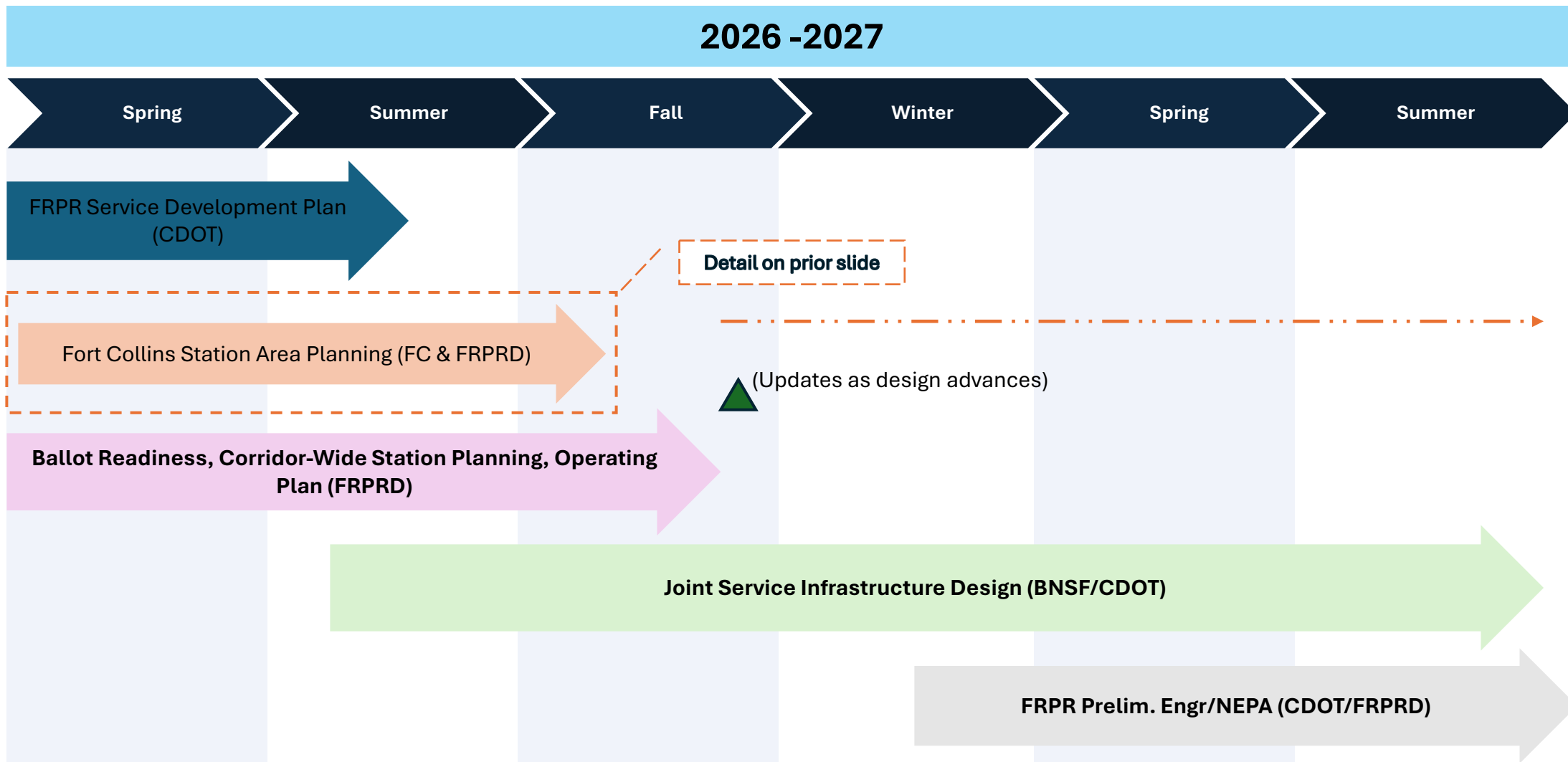


Item 2.	Criteria	Metrics	Level One Screening													
			Site 1 Vine & Linden		Site 2 Downtown Transit Center		Site 3 CSU Main Campus		Site 4 Drake Station		Site 5 Drake & McClelland		Site 6 MAX Horsetooth Station		Site 7 South Transit Center	
			Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score
Ridership Potential	Ability to attract boardings (existing population within 2-miles of site)	31,894	5	41,236	5	45,595	5	64,304	10	63,751	10	66,867	10	57,760	10	
	Ability to attract alightings (existing employment within 2-miles of site)	36,606	1	34,846	1	53,637	5	71,903	10	70,988	10	57,602	5	31,583	1	
	Transit propensity (average score of census tracts overlapping buffer within 1/2 mile)	15% as likely to use transit as national average	1	15% as likely to use transit as national average	1	18% as likely to use transit as national average	5	15% as likely to use transit as national average	1	14% as likely to use transit as national average	1	13% as likely to use transit as national average	1	13% as likely to use transit as national average	1	
Site Location and Ownership	Location in relation to city boundaries	Located north of large portion of the city	1	Located north of large portion of the city	1	Located centrally in City	5	Located centrally in City	10	Located centrally in City	10	Located south of large portion of the city	10	Located south of large portion of the city	1	
	Land owned by city or other public entity	Owned by City/CDOT	10	Owned by City	10	Owned by City	10	Owned by City	10	Owned by City	10	Private owner (theater), potential for sale	5	Owned by City	10	
	Number of land-owners or difficulty to re-locate existing land uses (if not publicly owned)	Difficult/Expensive to move existing uses	1	Transportation land use, would require street closure	5	Difficult/Expensive to move existing uses	1	Vacant land adjacent to rail line	10	Several land-owners around site, vacant land adjacent to rail line	5	Theater property has potential for purchase	10	Vacant land adjacent to rail line	10	
Site Size and Configuration	Can accommodate 700-foot platform	Can accommodate 700-foot platform	10	Can not accommodate 700-foot platform	1	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	
	Can accommodate station siding	Can accommodate station siding	10	Requires street closure	1	Can not accommodate station siding	1	Can accommodate station siding	10	Requires street closure/ped crossing	1	New Mercer Canal likely requires culvert	1	Can accommodate station siding	10	
	Can accommodate bus connections off-line (dedicated shoulder or bus turnaround)	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	Can not accommodate off-line bus facilities	1	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	
Parking Demand	Can accommodate initial parking demand (50 spaces)	Ample room for parking	10	City owned public parking adjacent to site	10	No transit only parking (CSU parking structure - not public)	1	Existing 100-space Park and Ride	10	Ample room for parking	10	Ample room for parking	10	Existing 170-space Park and Ride	10	
	Can accommodate future parking demand (100 spaces)	Ample room for parking	10	City owned public parking adjacent to site	10	No transit only parking (CSU parking structure - not public)	1	Existing 100-space Park and Ride	10	Ample room for parking	10	Ample room for parking	10	Existing 170-space Park and Ride	10	
	Parking is accessible from existing and planned roadway network	Easily accessible	10	Across downtown street	5	Easily accessible	10	Easily accessible	10	Easily accessible	10	New Mercer Canal may present challenge	5	Not easily accessible (grade, distance from parking)	1	
Land Use Consistency	Compatible with existing land uses	Industrial use - compatible, but not desirable for ridership	5	Downtown - compatible, desirable for ridership	10	CSU - compatible, desirable for ridership	10	Commercial/CSU veterinary - compatible, desirable for ridership	10	Commercial/ redeveloping - desirable for ridership	10	MF residential/ Commercial - compatible	5	SF residential/ MF residential - less compatible use	5	
	Future development would remain compatible with existing and future land uses	Few nearby development opportunities	5	Built out - but good for ridership	10	Built out - but good for ridership	10	Some vacant parcels - desirable for adding ridership	10	Some vacant parcels - desirable for adding ridership	10	Some nearby development opportunities	5	Few nearby development opportunities	5	
	Site located within Transit Overlay Development Zone and URA	Not within Transit Overlay Zone or URA	1	Not within URA	5	Not within URA	5	Within Transit Overlay Zone and URA	10	Within Transit Overlay Zone and URA	10	Not within URA	5	Not within URA	5	
Multi-Modal Connectivity	Connections to existing MAX and local bus routes (peak/off-peak buses per hour - one direction)	Local routes 8 (30) and 81 (30) (4 buses/Hr.)	1	MAX (10/20) and Local Routes 5 (60), 8 (30), 9 (60), 10 (60), 14 (60), 18 (60), 81 (30) (15/12 buses/hr.)	10	MAX (10/20) and CSU HORN (10) (12/9 buses/hr.)	1	MAX (10/20) and Local Routes 7 (30), CSU HORN (10) (14/11 buses/hr.)	5	MAX (10/20) and Local Routes 5 (60), 6 (60), 11 (60/Susp.) (9/6 buses/hr.)	5	MAX (10/20) and Local Routes 11 (60/Susp.), 12 (60/Susp.), 16 (30), 19 (30/60), FLEX (120) (13/10 buses/hr.)	10	MAX (10/20) and Local Routes 11 (60/Susp.), 12 (60/Susp.), 16 (30), 19 (30/60), FLEX (120) (13/10 buses/hr.)	10	
	Connections to existing and future bicycle & pedestrian facilities	Bike Trails: Powder River Bike Lanes: Linden, Vine Bike Friendly: Buckingham	5	Bike Trails: None Bike Lanes: Mason, Laporte Bike Friendly: Mountain, Howes	5	Bike Trails: Mason Trail Bike Lanes: University, Pitkin, Elizabeth, Remington Bike Friendly: Mason	10	Bike Trails: Mason Trail Bike Lanes: Drake, McClelland, Meadowlark/Research Bike Friendly: Harvard	10	Bike Trails: Mason Trail Bike Lanes: Drake, McClelland, Meadowlark/Research Bike Friendly: Harvard	10	Bike Trails: Mason Trail Bike Lanes: Horsetooth, Mason, Meadowlark Bike Friendly: None	5	Bike Trails: Mason/Fossil Creek Trail Bike Lanes: Harmony, S. College, Mason Bike Friendly: None	5	
	Provides for safe pedestrian access	Pedestrian/bus connections off-line	10	Requires crossing local streets for bus and parking access	1	Pedestrian/bus connections off-line	10	Pedestrian/bus connections off-line	10	Potentially requires crossing McClelland	5	Pedestrian/bus connections off-line	10	Pedestrian/bus connections off-line	10	
Traffic Operations	Accommodates east-west travel at the site	Little to no impact at Linden	10	Requires closure of either Maple or Laporte	1	Little to no impact at University Avenue	10	Little to no impact at Drake	10	Little to no impact at Drake	10	Little to no impact at Horsetooth	10	No impact at nearest crossings	10	
	Requires street closure(s)	No street closure required	10	Requires street closure	1	Likely no street closure required	10	No street closure required	10	No street closure required	10	No street closure required	10	No street closure required	10	
	Adds greater intersection complexity	Little to no impact at nearest crossings	10	Would Require reconfiguration of several intersections	1	Little to no impact at nearest crossings	10	Added complexity due to shared local street/MAX guideway at station	1	Added complexity due to shared local street/MAX guideway at station	1	Little to no impact at nearest crossings (on MAX guideway)	10	Little to no impact at nearest crossings (on MAX guideway)	10	
Railroad Operations	Existing spur/siding tracks prohibiting use of site	No rail infrastructure to prohibit use of site	10	Upstream rail infrastructure does not allow for tail tracks	1	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	
	Can accommodate future freight rail operations	Can accommodate	10	Difficult to accommodate freight service with station siding	1	Can accommodate	10	Can accommodate	10	Can accommodate	10	Can accommodate	10	Can accommodate	10	
	Can accommodate tail tracks (FC-end-of-line)	Can accommodate	10	Can not accommodate (short blocks)	1	Can accommodate, but undesirable location for idling trains (CSU uses)	5	Can accommodate	10	Can not accommodate (may require track extended north of intersection)	1	Can not accommodate (may require track extended north of intersection)	1	Can accommodate	10	
Natural Resources	Natural environmental risks (air quality, water resources, ecosystems)	Moderate flood risk	5	Little natural environmental risk downtown	10	Little natural environmental risk near CSU	10	Adjacent pond	5	Little natural environmental risk on site	10	Adjacent ditch	1	Streambed just south of site	5	
	Built environmental risks (neighborhoods, noise & vibration, hazardous materials, utilities)	Potential soil contamination	1	Noise concerns from trains entering/exiting station	5	Noise concerns from trains idling	5	No environmental risk to the built environment	10	Substation moving from northwest of intersection to southeast (on to site)	1	No environmental risk to the built environment	10	Noise & Vibration (SF residential)	5	

Item 2.	Criteria	Metrics	Level One Screening													
			Site 1 Vine & Linden		Site 2 Downtown Transit Center		Site 3 CSU Main Campus		Site 4 Drake Station		Site 5 Drake & McClelland		Site 6 MAX Horsetooth Station		Site 7 South Transit Center	
			Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score
		Potential cost of mitigation	Potentially high cost of mitigation	1	Potentially low cost of mitigation	10	Potentially low cost of mitigation	10	Potentially low cost of mitigation	10	Potentially low cost of mitigation	10	Potentially high cost of mitigation	1	Potentially low cost of mitigation	10
Prior Planning		Site location is consistent with prior station planning efforts	Not consistent with any prior station planning	1	Consistent with previous station evaluations	10	Not consistent with any prior station planning	1	Consistent with previous station evaluations	10	Consistent with previous station evaluations	10	Not consistent with any prior station planning	1	Consistent with previous station evaluations	10
		Site location fits with overall desire of city	Does not fit desire of city (does not serve most of population)	1	Downtown location is major economic and employment hub	10	CSU main campus is a major activity center, but only attracts campus visitors	5	Centrally located within city, near Foothills Mall and has development opportunities	10	Centrally located within city, near Foothills Mall and has development opportunities	10	Near Foothills Mall, but does not serve most of population	5	Does not fit desire of city (does not serve most of population)	1
		Site is politically viable	Little to no local political support for site	1	High local political support for downtown location	10	Moderate local political support for CSU focused location	5	High local political support for central location	10	High local political support for central location	10	Little to no local political support for southern site	1	Moderate local political support as site has station amenities	5
Cost Considerations		Systemwide additional distance	Most additional track	1	Most additional track	1	Most additional track	1	Moderate additional track	5	Moderate additional track	5	Least additional track	10	Least additional track	10
		Grades or elevation concerns	No grade issues	10	No grade issues	10	No grade issues	10	No grade issues	10	No grade issues	10	Canal creates likely grade issues due to constructability (may require culvert)	1	Grade issues at and near the station site	1
		BNSF cost considerations for existing infrastructure	Moderate costs (tail tracks could impact yard to the east)	5	High costs in downtown environment	1	Moderate costs (platform doesn't fit on blocks, could require additional distance for tail tracks)	5	Low costs	10	Moderate costs, as tail tracks would likely cross Drake	5	High costs as tail tracks may cross Horsetooth, and canal creates issues for station siding	1	High costs for access due to grade issues, and distance from Transit Center for pedestrians	1
Local Criteria: Non-Displacement/Gentrification		Potential for large changes in property values	Low potential	10	Low potential	10	Moderate potential	5	Low potential	10	Low potential	10	Moderate potential	5	Moderate potential	5
		Number of affordable housing units within 1 mile of site	866 units	10	482 units	5	354 units	5	443 units	5	339 units	5	339 units	5	270 units	1
Local Criteria: Equity		EnviroScreen Score (average score of census tracts overlapping buffer within 1/2 mile)	Score = 64	10	Score = 63	10	Score = 29	1	Score = 55	5	Score = 52	5	Score = 42	1	Score = 36	1
		Percentile of low-income, disabled, housing cost burdened, linguistically isolated, people of color, less than highschool education (average score of census tracts overlapping buffer within 1/2 mile)	Score = 70	10	Score = 68	10	Score = 48	5	Score = 49	5	Score = 46	5	Score = 42	1	Score = 39	1
Local Criteria: Vibrancy/Sense of Place		Can station act as a gathering place	Few other reasons to act as gathering place	1	Cultural hub of the City	10	Educational hub of the City	10	Opportunities to create gathering places	5	Opportunities to create gathering places	5	Few other reasons to act as gathering place	1	Few other reasons to act as gathering place	1
		Transit investment adds to sense of place	Would act only as a Park-n-Ride	1	Passengers arrive in center of downtown	10	Passengers arrive at doorstep of CSU	10	Opportunity to develop sense of place over time	5	Opportunity to develop sense of place over time	5	Limited opportunity to develop sense of place	1	Would act only as a Park-n-Ride	1
Local Criteria: Economic Development Opportunities		Station serves as a catalyst for redevelopment or new development	Land availability, but not desirable location for redevelopment	5	Built out with dense development, redevelopment would be appropriate	10	Little land availability due to CSU land uses	1	Some vacant parcels - could be catalyst	10	Some vacant parcels - could be catalyst	10	Some vacant parcels - could be catalyst	10	SF residential (west)/MF residential (east), some available parcels (east)	5
		Opportunities for mixed use station area planning (residential)	Little opportunity for mixed-use in this location	1	Many opportunities in downtown environment	10	Little opportunity for mixed-use in this location	1	Moderate opportunity for mixed-use in this location	5	Moderate opportunity for mixed-use in this location	5	Moderate opportunity for mixed-use in this location	5	Little opportunity for mixed-use in this location	1
Local Criteria: Proximity to Activity Centers		Proximity to major activity centers (within 1/2 mile)	No major activity centers nearby	1	Located in downtown	10	Adjacent to CSU Main Campus	10	Adjacent to CSU veterinary/Foothills Mall	10	Adjacent to CSU veterinary/Foothills Mall	10	Adjacent to Foothills Mall	5	No major activity centers nearby	1
		Proximity to shopping & entertainment venues (within 1/2 mile)	Few nearby shopping venues	1	Many nearby shopping venues	10	Few nearby shopping venues	1	Moderate number of nearby shopping venues	5	Moderate number of nearby shopping venues	5	Moderate number of nearby shopping venues	5	Few nearby shopping venues	1
Preliminary Recommendation / Total Score			Eliminate	242	Eliminate	269	Eliminate	257	Advance	362	Eliminate	325	Eliminate	248	Eliminate	250

# Fort Collins Station Area Planning Timeline





▲ if a 'GO' - Ballot Measure

# Front Range Passenger Rail and Joint Service Update

Caryn Champine, Director, PDT  
John Putnam, Chair, FRPR District



- Does City Council support considering a resolution of support at a future meeting?
- Are there any additional questions about CoCo?

Item 2.



**Colorado Connector**  
 By the Front Range Passenger Rail (FRPR) District

**Fort Collins**  
**City Council Discussion**



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Item 2.

# About Colorado Connector (CoCo)



**Over 25,000 Colorado residents voted to name our train “Colorado Connector” (CoCo).**

**Colorado’s new passenger train service connecting Front Range cities stateline to stateline**

**A uniquely Colorado approach partnering with freight railroads to deliver service**

**Front Range Passenger Rail District is responsible for planning, funding, building, and operating Colorado Connector (CoCo)**

# About the Front Range Passenger Rail District



**Meeting of FRPR District Board of Directors**

**Created by the Colorado General Assembly in 2021**

**Empowered to refer tax question for voter approval**

**Statutory direction to plan, finance, construct and operate intercity passenger rail**

# Phased Approach: Accelerates Service Delivery

**Phase 1 - Funding already secured and term sheet signed with BNSF; starter services between Fort Collins and Denver starting in 2029**

**Phase 2: Extends service from Fort Collins to Pueblo, completing initial station buildout subject to voter-approved funding**

**Ballot funds go directly to service operations and expansion**



# Joint Service At-A-Glance

**Starter service from Fort Collins to Denver funding already in place:**

**Frequency: 3** round trips per day, **7** days a week

**Station Locations: 8** stations

**Distance: 69** track miles

**Travel Time (approx.): 1 hour 40 minutes** incl. station stops and recovery

**Cost Efficiency: 60%+ lower cost** vs. prior estimates

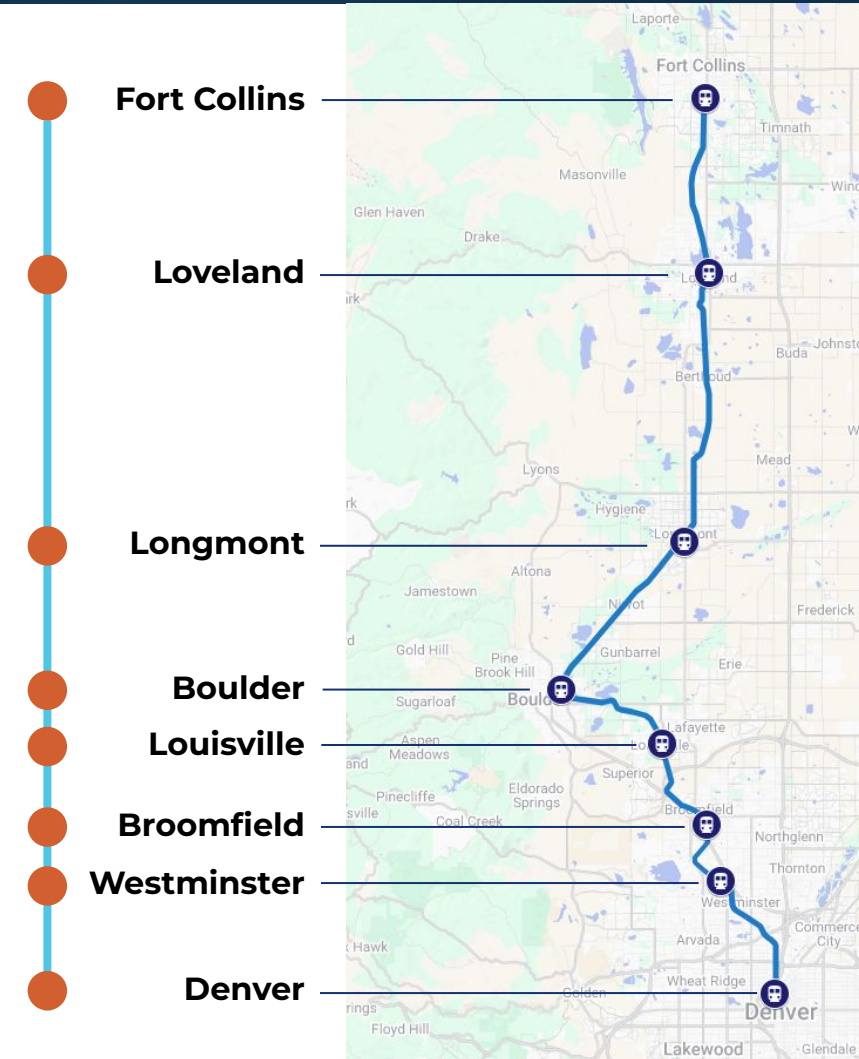
**Expedited delivery:** 2029 start vs. 2050+ from RTD alone, made possible by a direct access agreement with BNSF

**Host Railroads:**



BNSF from Fort Collins to Westminster

RTD from Westminster to Denver Union Station





## Partnership with Private Industry

### Direct collaboration with private freight railroads:

- ❑ Signed a term sheet with BNSF for the Fort Collins to Denver segment (April 2026)
- ❑ Initial infrastructure needs were jointly defined during the planning process with both Union Pacific (UP) and the BNSF Railway (BNSF)
- ❑ Ongoing partnership and further collaboration required to deliver future phases of the project
- ❑ Phased implementation approach strategy grounded in existing tracks



*Train riders arriving at Union Station bound for Coors Field*

# Item 2. Why CoCo: A Track Record for Rail

Across the U.S., Transit and Rail investment delivers:



## An alternative to highway congestion

- New traffic-free option for residents who drive
- New access for residents unable to drive



## A cleaner alternative

- Rail emits 80%+ less pollution vs. driving
- Rail is 50% more energy efficient than driving



## Affordable Transportation

- Driving is not getting cheaper
- Households with options to reduce from 2 cars to 1 car save ~\$10,000 per year



## Economic Multiplier Effect:

- Every \$1 of transit investment yields \$5 economic return
  - \$3 of this \$5 is local sales



## Household Value:

- Homes near transit worth up to 24% more



## New Jobs:

- Transit creates 50,000 jobs per \$1 billion
- Transit creates 30%+ more jobs than roads



*Discussions have commenced with **the Broncos** and host railroads to consider a special event station at their new stadium location.*

## ***Special Event Stations***

**Host railroad tracks pass through key regional sports and entertainment destinations**

**The District is exploring partnership possibilities to serve special events**

**Early prioritization placed on Broncos as the largest potential venue**

**Future opportunities can be explored after successful launch of service**

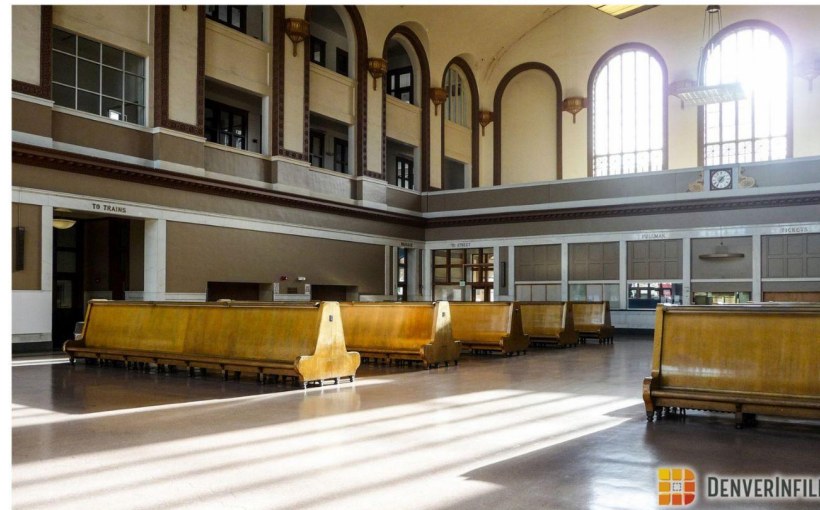
# Local Return for Station Areas

## Millions of Dollars Sent Annually to Municipalities

Funds for stations, local connections, sidewalks, bike access, transit and community improvements

Support local vision while strengthening downtown communities

Local communities maintain local control over station area ownership and management



**Denver Union Station**  
Circa 2000  
Pre-Redevelopment



**Denver Union Station**  
Today

# FORT COLLINS DRAFT STATION AREA



Future Stop: Cheyenne, WY →

OLD TOWN SQUARE

COLORADO STATE UNIVERSITY

THE GARDENS ON SPRING CREEK

FEDERAL CENTER

Prospect/Shields Neighborhood

CSU Tennis Complex

Eggleton Crossing

CSU VETERINARY HEALTH CAMPUS

COLORADO CONNECTOR STATION

The Edison at University Plaza

South College Heights Neighborhood

Meadow Lark Neighborhood

TRANSIT ORIENTED DEVELOPMENT ZONE

DRAKE MAX STATION

King Soopers

Drake and College Urban Renewal Area

MASON TRAIL

Drake Rd

College Ave

Harvard St

MAX BRT CORRIDOR

Drake and College Urban Renewal Area

US 287

Thunderbird Dr

Thunderbird Heights Neighborhood

Midtown Commons



# Proposed Resolution of Support for FRPR

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**The objective of this resolution is to:**

- **Endorse a narrative summary describing the proposed station area**
- **Support continued rail planning and collaboration**



## ***Moving Forward: The Front Range Passenger Rail District is exploring a 2026 ballot question***

### **Next steps include...**

#### **Stakeholder Engagement**

Complying with statutory mandate for outreach ahead of ballot referral

#### **Development of Operational Plans**

Outlining how funding would be managed, safeguarded, and tied to clear service outcomes before any potential ballot consideration

#### **Possible Ballot Referral**

In consideration for the November 2026 ballot

# Get Involved and Q&A



**Email: [Info@FRPRDistrict.com](mailto:Info@FRPRDistrict.com)**

**Website: [ColoradoConnector.com](http://ColoradoConnector.com)**

- Does City Council support considering a resolution of support at a future meeting?
- Are there any additional questions about CoCo?