



**CITY OF LOVELAND**  
**PUBLIC WORKS DEPARTMENT**  
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**AGENDA ITEM:** 1%

**MEETING DATE:** 9/6/2011

**TO:** City Council

**FROM:** Public Works

**PRESENTER:** Keith Reester, Public Works Director and David Klockeman, City Engineer

**TITLE:** North I-25 Environmental Impact Statement (EIS) – Final Document Review

**DESCRIPTION:** The Colorado Department of Transportation (CDOT), in cooperation with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), has just released the Final North I-25 Environmental Impact Statement (EIS) document for review. The City of Loveland has been involved in the EIS since the process began in 2004. The official review period is from August 19, 2011 to September 19, 2011. On August 30, 2011 the comment period was extended to October 3, 2011. As part of this review period, CDOT is requesting that the City of Loveland, as one of the participating local agencies, provide comments back to the Project Team.

**BUDGET IMPACT:**

Yes  No

There is no funding impact related to this item for the City of Loveland.

**SUMMARY:**

The North I-25 Environmental Impact Statement (EIS) process began in 2004. The EIS projected growth and transportation related needs to the year 2035. To date, the EIS has gone through Scoping, the development of the Purpose and Need, the Development of Alternatives, the preparation of the Draft EIS, and the Public and Agency Review of the Draft EIS. The City of Loveland has actively participated in all parts of this process from the beginning.

The Draft EIS included Package A and Package B alternatives that addressed specific parts of the previously established Purpose and Need. After the completion of the review and comments for the Draft EIS, a Preferred Alternative was developed that combined elements from Package A and Package B to better address the Purpose and Need as well establish the overall capital costs of the improvements included in the Preferred Alternative.

The capital costs of the improvements included in the Preferred Alternative total \$2.178 Billion (2009 dollars). In reviewing the anticipated allocated funding through the planning year of 2035, it was determined that \$688 Million was available. In order to complete the EIS process, a Record of Decision is required that establishes the transportation improvements that can be implemented within the planning timeframe included in the document. Therefore, based on the available funding, it was determined that three phases would be established for this EIS – Phase 1 from now to 2035, Phase 2 from 2035 to 2055, and Phase 3 from 2055 to 2075.

The capital projects were then established by the Project Team and the local agencies for Phase 1, including \$548 Million for Highway improvements and \$121 Million for Transit improvements.

In addition to the evaluation of the alternatives and documentation and the phasing determination, several other steps have been completed to ensure that the proposed improvements met applicable standards, as well as went through a “legal sufficiency review” with FHWA.

On August 19<sup>th</sup>, the Final EIS was released, which includes all of the above information. The review period is from August 19 to August 11, 2011. As part of this review period, CDOT is requesting that the City of Loveland, as one of the participating local agencies, provide comments back to the Project Team. As part of this request, CDOT provided information to City Staff in the form of a guide for local jurisdictions, which is included as an attachment to this item.

The full document is available at a number of locations around the region and locally at Loveland City Hall and at the Loveland Library. The process includes three (3) public hearings during the review period: September 12, 2011 at the SW Weld County Building in Longmont, September 13, 2011 at the Longmont Public Library, and September 15, 2011 at The Ranch (Budweiser Event Center) in Loveland. Public comment will be taken at all of the public hearings. Additional information can be obtained through the project website at [www.coloradodot.info/projects/north-i-25-eis](http://www.coloradodot.info/projects/north-i-25-eis).

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**LIST OF ATTACHMENTS:**

1. North I-25 Environmental Impact Statement Fact Sheet – August 2011
  2. North I-25 Environmental Impact Statement Advertisement Copy for:  
Release of FEIS, Public Hearing Announcement, and Public Review Locations
  3. North I-25 Environmental Impact Statement – Final EIS Purpose and Need Chapter
  4. North I-25 Environmental Impact Statement – Preferred Alternative Graphic
  5. North I-25 Environmental Impact Statement – Phase 1 Record of Decision Map
  6. North I-25 Environmental Impact Statement – Review Guide for Local Jurisdictions
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**RECOMMENDED CITY COUNCIL ACTION:**

Council discussion, including addressing questions included in the attached Review Guide, and Staff direction for response to Final North I-25 Environmental Impact Statement (EIS) as part of Review Period.

**REVIEWED BY CITY MANAGER:**

## FACT SHEET

# North I-25 Environmental Impact Statement

Wellington to Denver

August 2011

## UPCOMING PUBLIC HEARINGS

The Colorado Department of Transportation will host three public hearings in September to gather feedback on the Final Environmental Impact Statement. All meetings will take place from 4:30 p.m. to 7 p.m. with a brief presentation at 5:30 p.m. and an opportunity to comment publicly.

September 12, 2011- Southwest Weld County Building: 4209 Weld County Road 24 1/2 (I-25 exit #240)

September 13, 2011- Longmont Public Library: 409 4th Avenue in Longmont

September 15, 2011- The Ranch (Budweiser Events Center): 5290 Arena Circle (I-25 exit #259)

### Project Overview

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is completing an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along approximately 60 miles of the I-25 corridor from the Fort Collins-Wellington area to Denver. The EIS addresses regional and inter-regional movement of people, goods and services along I-25.



### Preferred Alternative

Over the past year, CDOT has been working closely with FHWA and local agencies to identify a preferred alternative. With guidance from public comments submitted on the Draft Environmental Impact Statement (DEIS) and an extensive collaborative effort, a preferred alternative has been identified which will include the following elements:

- General Purpose Lanes – one new general purpose lane in each direction of I-25 between SH 66 and SH 14.
- Tolerated Express Lanes (TEL) – one buffer-separated TEL in each direction of I-25 from the existing HOV/Express Toll lanes at approximately 84th Avenue north to SH 14.

- Interchanges - 13 I-25 interchanges will be upgraded.
- Express Bus – Express bus with 13 stations along I-25, US 34 and Harmony Road with service from Fort Collins and Greeley to downtown Denver and DIA.
- Commuter Rail – Commuter rail service with nine stations connecting Fort Collins to Longmont using the Burlington Northern Santa Fe Railroad right-of-way, generally paralleling SH 119 then County Road 7 and tying into FasTracks North Metro line in Thornton, providing service to downtown Denver. Passengers may also connect to the FasTracks Northwest line in Longmont, which will travel to Boulder.
- Commuter Bus – Commuter bus service with eight stations along US 85 connecting Greeley to downtown Denver.
- Congestion Management- Improvements include accommodations for ridesharing, carpools and van-pools, along with additional bicycle and pedestrian facilities. In addition, signal timing, ramp metering on I-25 and signage will also be improved.

### Frequently Asked Questions

**Q.** When will we have an opportunity to review the Final EIS?

**A.** The North I-25 Final EIS will be available for public review and comment for a 30-day period from mid-August to mid-September. During this time, the public hearings listed above will be held to gather feedback.

*Continued on page 2*

## FACT SHEET

# North I-25 Environmental Impact Statement

## Wellington to Denver

August 2011

**Q.** What does the Final EIS include?

**A.** The Final EIS includes a detailed evaluation of the three build alternatives including Package A, Package B and the Preferred Alternative. A phased approach for implementation of the Preferred Alternative will also be included. The Preferred Alternative and Phase 1 are shown on the project website at <http://www.coloradodot.info/projects/north-i-25-eis>

**Q.** What is a Record of Decision (ROD)?

**A.** The Record of Decision for North I-25 is a document that will describe the transportation improvements that have been selected by CDOT and FHWA for the first phase of implementation.

**Q.** What is the North I-25 ROD expected to include?

**A.** A final decision on what to include in the North I-25 ROD will be made after the Final EIS public comment period. It is currently anticipated that Phase 1, as identified in the Final EIS, will be selected for implementation in the ROD.

**Q.** When will the North I-25 ROD be completed?

**A.** The ROD is expected to be signed by CDOT and FHWA in Fall 2011.

**Q.** When will construction begin?

**A.** To accommodate current funding limitations, CDOT and FHWA anticipate constructing the improvements in phases over time. CDOT is already moving forward with preliminary design of two northern sections of I-25 improvements. At this time, construction funding has not been identified.

### Staying Informed

For the latest information about the project, visit <http://www.coloradodot.info/projects/north-i-25-eis>



Mark Your Calendars  
PUBLIC HEARINGS IN SEPTEMBER

Join the North I-25 Environmental Impact Statement (EIS) Project Team for public hearings on the North I-25 Final EIS!

The Colorado Department of Transportation (CDOT) is pleased to announce the availability of the Final EIS. The Final EIS identifies and evaluates multi-modal transportation improvements from the Fort Collins-Wellington area to Denver.

**Review Period:** A 30-day public review period will conclude on Sept. 19, 2011. Verbal and written comments on the Final EIS must be received by the North I-25 EIS Project Team by Sept. 19, 2011 to be considered.

**Public Hearings:** Three (3) public hearings to receive verbal and written comments on the Final EIS will be held. All of the public hearings will take place from 4:30 pm to 7 pm at the following locations:

Sept. 12, 2011: Southwest Weld County Service Center, Large Meeting Room, 4209 Weld County Rd. 24 ½, Longmont (I-25 Exit 240)

Sept. 13, 2011: Longmont Public Library, Meeting Rooms A & B, 409 4th Ave., Longmont

Sept. 15, 2011: The Ranch (Budweiser Events Center), Exhibit Rooms B & C, 5280 Arena Circle, Loveland (I-25 Exit 259)

The format for each of the public hearings will include an open house from 4:30 pm to 5:30 pm with a brief presentation beginning at 5:30 pm with an opportunity to comment. The open house will then continue after the presentation and comment period. The project team will be available until 7 pm for follow-up questions or clarification.

**Public Review Locations:** The Final EIS is available for public review at the following locations beginning Aug. 19, 2011:

Berthoud Town Hall	328 Massachusetts Ave.	Berthoud
Brighton City Hall	22 S. 4 <sup>th</sup> Ave.	Brighton
CDOT Headquarters	4201 E. Arkansas Ave.	Denver
CDOT Region 4 Headquarters	1420 2 <sup>nd</sup> St.	Greeley
CDOT Region 4, Loveland Residency	2207 Hwy. 402	Loveland
City of Longmont Civic Center	350 Kimbark St.	Longmont
Dacono City Hall	512 Cherry St.	Dacono
Erie Town Hall	645 Holbrook St.	Erie
FHWA Colorado Division Office	12300 W. Dakota Ave., Ste. 180	Lakewood
Firestone Town Hall	151 Grant Ave.	Firestone
Fort Collins City Building	300 LaPorte Ave.	Fort Collins
Fort Collins Regional Library	201 Peterson St.	Fort Collins
Frederick Town Hall Admin. Bldg.	401 Locust St.	Frederick
Greeley City Building	1000 10 <sup>th</sup> Ave.	Greeley
Greeley Lincoln Park Library	919 7 <sup>th</sup> St., Ste. 100	Greeley
Johnstown Town Hall	101 Charlotte St.	Johnstown
Longmont Library	409 4 <sup>th</sup> Ave.	Longmont
Loveland City Hall	500 E. 3 <sup>rd</sup> St., Ste. 110	Loveland
Loveland Library	300 N. Adams Ave.	Loveland

Mead Town Hall  
Milliken Town Hall  
Northglenn City Hall  
SW Weld County Building  
Thornton City Hall

441 Third St.  
2951 Ash St.  
11701 Community Center Dr.  
915 10<sup>th</sup> St.  
9500 Civic Center Dr.

Mead  
Milliken  
Northglenn  
Greeley  
Thornton

More information about the project can be found at  
<http://www.coloradodot.info/projects/north-i-25-eis>.

**Comments:** Written and verbal comments can be submitted at the public hearings. Written comments also can be submitted through the website (<http://www.coloradodot.info/projects/north-i-25-eis>), by facsimile (303-721-0832), or by mail to the following address:

North I-25 Project Team  
c/o Tom Anzia  
Felsburg Holt & Ullevig  
6300 S. Syracuse Way, Suite 600  
Centennial, CO 80111

## CHAPTER 1 PURPOSE AND NEED

### 1.1 INTRODUCTION

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), has initiated preparation of an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along approximately 61 miles of the I-25 corridor from the Fort Collins-Wellington area to Denver. The improvements being considered in this Final EIS will address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The Draft EIS was issued in October 2008.

#### What's In Chapter 1?

##### Chapter 1 - Purpose and Need

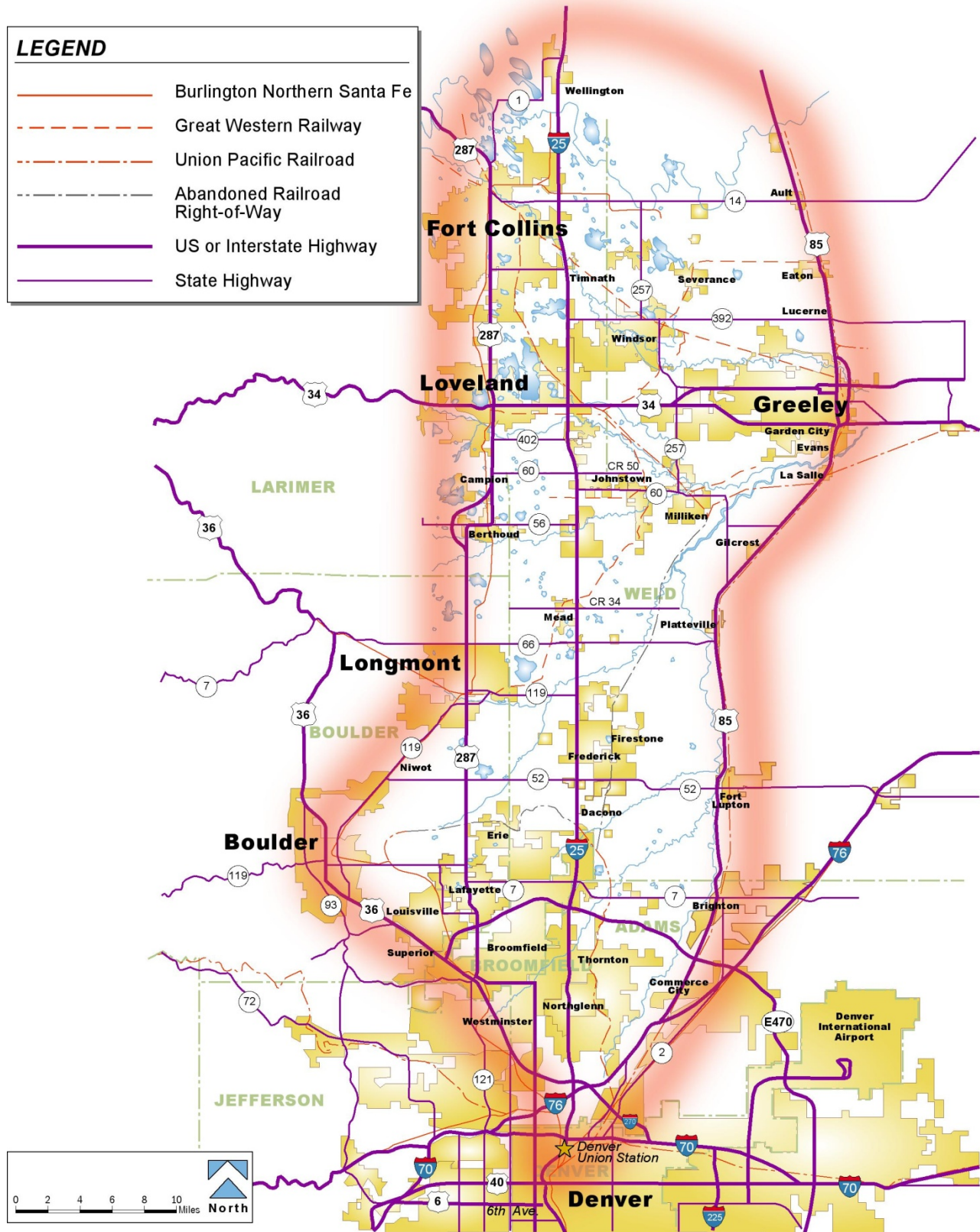
- 1.1 Introduction
- 1.2 Project Location
- 1.3 Background and Project History
- 1.4 Purpose and Need
- 1.5 Need for Action
- 1.6 Relationship to Transportation Planning Process
- 1.7 Concurrent Corridor Studies
- 1.8 Relationship to NEPA

### 1.2 PROJECT LOCATION

The regional study area extends from Wellington at the north end to Denver Union Station on the south, and from US 287 and the Burlington Northern and Santa Fe (BNSF) Railway routes on the west to US 85 and the Union Pacific Railroad (UPRR) routes on the east. The regional study area, depicted in **Figure 1-1**, spans portions of seven counties: Adams, Boulder, Broomfield, Denver, Jefferson, Larimer, and Weld. The regional study area includes 38 incorporated communities and three transportation planning regions (TPRs): the Denver Regional Council of Governments (DRCOG), the North Front Range Metropolitan Planning Organization (NFRMPO), and the Upper Front Range Regional Planning Commission (UFRRPC). Major population centers in the regional study area include Fort Collins, Greeley, Loveland, and the communities in the northern portion of the Denver metropolitan area (Denver Metro Area).



1 **Figure 1-1 North I-25 EIS Regional Study Area**  
2



## 1.3 BACKGROUND AND PROJECT HISTORY

This northern Colorado corridor has become the focus of a substantial portion of statewide growth over the years, with I-25 serving as the primary north-south spine of the transportation system. These growth pressures have resulted in considerable increases in travel demand to the corridor, including both travel between northern Colorado and the Denver Metro Area and travel between communities in northern Colorado. At the same time, this corridor is a major link in the nationwide interstate highway system serving long distance travel, and is a critical element of the Western Transportation Trade Network (WTTN). The WTTN is a system of highway and rail routes through 14 western states; it carries the majority of freight through the western United States. As traffic volumes and safety concerns have increased on I-25 and connecting roadways, awareness of the need to plan for transportation improvements in this corridor has grown.

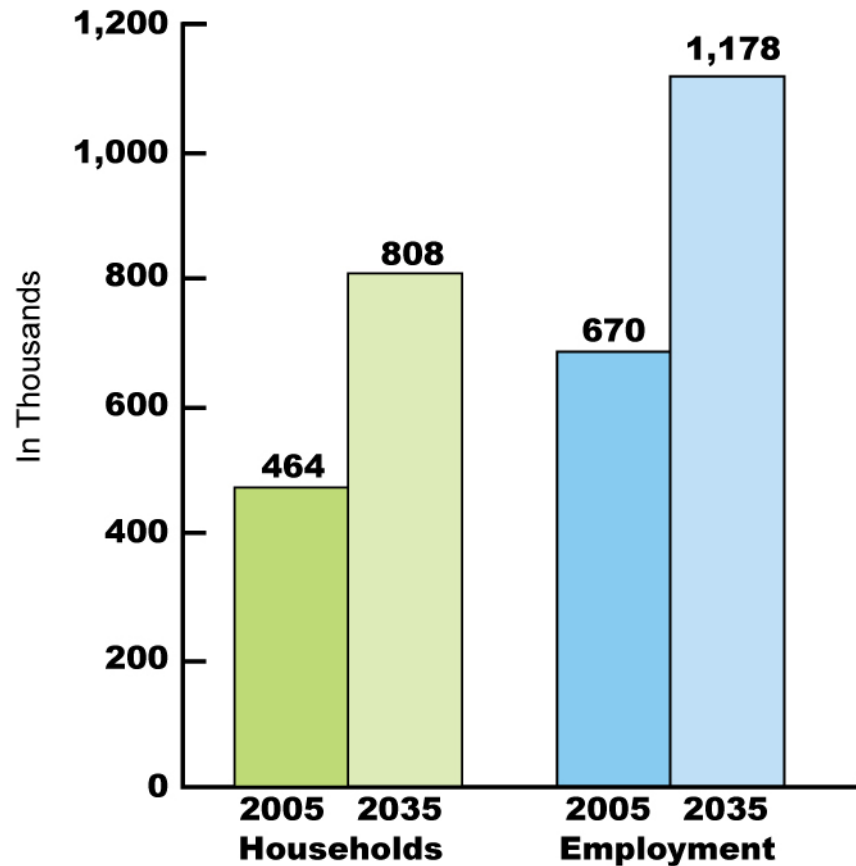
Illustrating the growth in the North I-25 corridor, **Figure 1-2** compares year 2005 households and employment to projected year 2035 future households and employment in the regional study area. Projections show an increase of 74 percent in households, while projections for employment show a corresponding increase of 76 percent over the year 2005 levels. This growth will result in increases in travel demand throughout the regional study area.

Providing transportation systems that operate safely, efficiently, and allow travelers to conveniently access shopping, recreational activities, work, and community services, as well as providing for efficient movement of freight, are important to maintain an economically viable region.

In 1993, CDOT initiated a feasibility study, with a subsequent 1995 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), for improvements to enhance the capacity and safety of I-25 between State Highway (SH) 7 and SH 66. This supported the decision making process for improvements on I-25, which have recently been completed (between SH 7 and SH 66). Subsequently, CDOT, in conjunction with regional planning groups (North Front Range Transportation and Air Quality Planning Council, UFRRPC, and DRCOG), undertook a major investment study called the *North Front Range Transportation Alternatives Feasibility Study* (TAFS), to evaluate an extensive range of alternative highway improvements, bus transit alternatives, passenger-rail alternatives, and travel demand management programs for the corridor from SH 7 to SH 14. This study, published in March 2000, recommended a Vision Plan that included, as major components, an inter-regional bus service, combination general purpose/high occupancy vehicle (HOV) lanes, and passenger rail service.

In more recent years, a number of studies have been conducted by communities or groups of communities to establish planning guidelines for growth in segments of this corridor. These plans have addressed both land use and transportation issues. The initiation of this North I-25 EIS represents the next step in evaluating and planning for implementation of improvements in this corridor.

1 **Figure 1-2** Year 2005 and 2035 Households and Employment in the Regional Study  
2 **Area**



3 *Source: NFRMPO and DRCOG 2035 RTP data.*

## 4 **1.4 PROJECT PURPOSE**

5 The purpose of the project is to meet long-term travel needs between the Denver Metro Area  
6 and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-  
7 Wellington area. To meet long-term travel needs, the project must improve safety, mobility and  
8 accessibility, and provide modal alternatives and interrelationships.

## 9 **1.5 NEED FOR THE ACTION**

10 The need for the project can be summarized in the following four categories:

- 11 ▶ Increased frequency and severity of crashes
- 12 ▶ Increasing traffic congestion leading to mobility and accessibility problems
- 13 ▶ Aging and functionally obsolete infrastructure
- 14 ▶ Lack of modal alternatives

1 The project needs relate differently to highway and transit components of the solutions.  
2 Highway alternatives were evaluated in addressing all four of these needs. Transit alternatives  
3 were evaluated in addressing two of the needs: increasing traffic congestion leading to mobility  
4 and accessibility problems, and lack of modal alternatives.

5 Specific measures were developed for each of the needs in order to provide a means for  
6 evaluating the effectiveness of each alternative. These measures and results of the evaluation  
7 are included in **Chapter 2 Alternatives**.

## 8 **1.5.1 Highway Safety Concerns**

9 Over the last decade, the number of crashes along I-25 has increased, and a number of  
10 locations on I-25 currently experience worse than expected safety performance when  
11 compared to other four-lane and six-lane interstate facilities in Colorado with similar traffic  
12 volumes. This, in part, can be attributed to congestion and the fact that portions of I-25 do not  
13 meet current design standards.

14 There is a need to reduce crashes on the portions of I-25 that have worse than average safety  
15 performance, as described in **Section 1.5.1.1**.

### 16 **1.5.1.3 CRASH DATA**

17 In 1991, 331 crashes were reported along I-25 between SH 7 and Wellington. By 2001, this  
18 number had more than tripled to 1,130 crashes. The largest increases in the number of  
19 crashes occurred on I-25 between SH 7 and SH 52 (the section improved in 2005) and  
20 between SH 66 and SH 56. In 1991, injury and/or fatal crashes accounted for 144 of the  
21 reported crashes along I-25 between SH 7 and Wellington. By 2001, the number of injury  
22 and/or fatal crashes had increased to 351.

23 Level of service of safety (LOSS) is a qualitative measure that characterizes safety of a  
24 roadway segment in reference to its expected performance (Kononov and Allery, 2004).  
25 Locations that are considered to be LOSS I and LOSS II operate more safely than other  
26 facilities of a similar size and with similar traffic volumes throughout the state. Locations  
27 identified as LOSS III and LOSS IV represent sections with a less than average safety  
28 performance when compared to similar facilities statewide. Sections of I-25 that fall into the  
29 LOSS IV category are considered to have a “high potential for crash reduction,” and were  
30 reviewed in more detail.

31 As shown in **Table 1-1**, six locations in the regional study area along I-25 are considered to  
32 have a high potential for crash reduction, and over half operate worse than other comparable  
33 facilities. When injury and fatality crashes are separated from crashes resulting only in  
34 property damage, I-25 between SH 14 and Mountain Vista Road also falls into the high  
35 potential for crash reduction category.

36

1 **Table 1-1 I-25 Level of Service of Safety**

Location on I-25	LOSS I Low potential for crash reduction	LOSS II Better than expected safety performance	LOSS III Less than expected safety performance	LOSS IV High potential for crash reduction
US 36 – 84th Ave.		•		
84th Ave. – Thornton Pkwy		•		
Thornton Pkwy – 112th Ave.		•		
112th Ave. – 136th Ave.		•		
136th Ave. – SH 7			•	
SH 7 – County Road (CR) 8				•
CR 8 – SH 52				•
SH 52 – SH 119				•
SH 119 – SH 66			•	
SH 66 – CR 34			•	
CR 34 – SH 56				•
SH 56 – SH 60				•
SH 60 – SH 402			•	
SH 402 – US 34			•	
US 34 – Crossroads				•
Crossroads – SH 392		•		
SH 392 – Harmony		•		
Harmony – Prospect			•	
Prospect – SH 14			•	
SH 14 – Mtn. Vista			•	
Mtn. Vista – SH 1			•	



Average Safety Performance

■ Portion of I-25 recently reconstructed and widened to six lanes.

Note: A median barrier to reduce the potential for crossover, head-on crashes was installed from SH 7 to US 34 in 2004 since these crash data were recorded.

Source: CDOT crash records, January 2000 – December 2002. This is the most recent data set available prior to reconstruction of sections of I-25.

CDOT Safety Performance Functions Intersection Diagnostics, April 2004 (CDOT, 2004a).

2 **Table 1-2** lists the locations identified as having high potential for crash reduction and  
 3 identifies the types of crashes that are higher than what is anticipated. As shown, a preliminary  
 4 assessment indicates that a number of the locations exceed the anticipated number of rear-  
 5 end crashes, crashes involving the guardrail, and crashes involving other objects.

6 On many facilities, rear-end crashes are a result of congestion, while crashes involving other  
 7 objects are a result of debris, or other objects in the travel way. A more thorough diagnostic  
 8 analysis was conducted to identify the cause of crashes and to then recommend mitigation  
 9 measures. The safety analysis included the following:

- 1 ▶ Review CDOT database of crashes compiled through Highway Patrol reports
- 2 ▶ Perform statistical analysis in areas with a high-crash concentration to identify any
- 3 abnormal crash patterns (i.e., identify trends)
- 4 ▶ Review accident reports to obtain additional information on the accident experience
- 5 ▶ Identify possible causes for areas of high-accident concentration/above-normal accident
- 6 experience, focusing on statistically problematic accident types
- 7 ▶ Identify possible roadway improvement options to help minimize specific accident
- 8 types/improve overall accident experience

9 The recommendations for mitigation measures were folded into the alternatives described in  
10 **Chapter 2** of this EIS.

11 It is anticipated that safety will improve between SH 7 and SH 52, where I-25 was recently  
12 widened to six lanes and updated to current design standards. Rear-end crashes and crashes  
13 involving the guardrail will likely be reduced as a result of this improvement. In addition, a  
14 median barrier was installed in 2004 between SH 7 and US 34, reducing the potential for  
15 crossover head-on crashes.

16 **Table 1-2 Preliminary Assessment of Locations on North I-25 with High Potential for**  
17 **Crash Reduction by Crash Type**

Location	Rear-end	Sideswipe same direction	Guardrail	Involving other object	Head-on*	Other non-collision**
SH 7 – CR 8	√		√		√	√
CR 8 – SH 52	√			√		
SH 52 – SH 119	√		√	√		√
CR 34 – SH 56	√		√	√		√
SH 56 – SH 60	√	√	√	√		
US 34 – Crossroads			√	√		√
SH 14 – Mtn. Vista	√			√	√	

√ = Types of crashes that exceed the number anticipated.

\* A median barrier, reducing the potential for crossover head-on crashes, was installed from SH 7 to US 34 in 2004 since these crash data were recorded.

\*\* These include incidents creating a hazardous road condition but that did not involve a crash (e.g., losing cargo on road, losing wheel, engine or brake fire, or broken down or stopped vehicle in travel lane).

Source: CDOT crash records, January 2000 – December 2002. This is the most recent data set available prior to reconstruction of sections of I-25.

CDOT Safety Performance Functions Intersection Diagnostics, April 2004 (CDOT, 2004a).

#### 18 1.5.1.4 I-25 ROADWAY DEFICIENCIES

19 Roadway characteristics were evaluated along I-25, and comparisons were made to the  
20 current American Association of State Highway and Transportation Officials (AASHTO, 2004)  
21 and CDOT (CDOT, 2006) standards. This assessment included shoulder widths, stopping  
22 sight distance, horizontal alignment, and vertical alignment. The existing 10-foot outside  
23 shoulder width is substandard along the entire I-25 corridor from SH 66 to SH 1. Current  
24 standards require a 12-foot outside shoulder width, which is important to provide continuous,

1 safe refuge for stopped vehicles and emergency use. The stopping sight distance is deficient  
2 at numerous locations between SH 66 and SH 1 based on a design speed of 80 miles per hour  
3 (mph). I-25 has a maximum posted speed limit of 75 mph and a design speed of 5-10 mph in  
4 excess of the maximum posted speed limit, which is a standard design practice. Deficiencies  
5 in the horizontal alignment include curves that are too sharp and inadequate transitions  
6 coming into or out of curves. Horizontal deficiencies in the I-25 corridor exist between Weld  
7 County Road (WCR) 34 and Larimer County Road (LCR) 26 and between SH 392 and  
8 Harmony Road.

9 In 2005, I-25 between SH 7 and SH 52 was improved and widened to six lanes. In 2009, I-25  
10 between SH 52 and SH 66 was improved and widened to six lanes. Design deficiencies on  
11 I-25 between SH 7 and SH 66 were corrected with these improvements.

## 12 1.5.2 Highway and Transit Mobility and Accessibility

13 Population and employment growth are causing increasing traffic congestion, limiting mobility  
14 and accessibility within the regional study area. This situation is expected to continue to  
15 worsen, and there is a need for transportation improvements to address year 2035  
16 transportation demand, which balances mobility and accessibility along the I-25 corridor. There  
17 is also a need to plan transportation improvements in such a manner as to not preclude  
18 improvements which may be needed after year 2035.

19 Within the regional study area, residential and commercial growth is occurring at a very high  
20 rate, which contributes to, and will continue to contribute to, increasing traffic volumes. Despite  
21 the fact that a large portion of the regional study area remains in agricultural use, new  
22 development is springing up at a rapid pace. Forecasts indicate that households and  
23 employment in the study area are expected to increase by about 75 percent from year 2005  
24 levels by the year 2035. This indicates that the high rate of growth is expected to continue over  
25 an extended period of time.

26 Development is occurring or being planned for without the benefit of a coordinated, overall  
27 long-term strategy. Land use and development patterns in the I-25 corridor are evolving on a  
28 daily basis. A significant number of new commercial developments have been recently  
29 developed or are planned, including a 700,000-square-foot regional mall (Centerra), a new  
30 regional hospital, and other regional retail and employment centers. In addition, south of the  
31 SH 7/E-470 area, there are a number of recently completed or planned major developments  
32 located along the I-25 corridor in Broomfield, Thornton, Westminster, and unincorporated  
33 areas. At this time, there are no common development standards in place to ensure right-of-  
34 way preservation to accommodate future transportation needs along the I-25 corridor.

35 Without improvements, by year 2035, about 85 percent of I-25 is projected to be congested  
36 and to operate over capacity during the peak periods of travel. **Figure 1-3** illustrates year 2002  
37 and 2035 daily traffic volumes along I-25. As shown, in year 2035 the daily demand along I-25  
38 is expected to exceed capacity everywhere except the very northern segment. In addition,  
39 congestion on the arterial network that connects the residential and employment centers in  
40 northern Colorado to I-25 is expected to substantially increase by year 2035. This situation is  
41 illustrated on **Figure 1-3**. In the year 2035 (the second illustration), the top red line shows  
42 demand on I-25 while the pink bands below this show the capacity on I-25. The differential  
43 between demand and capacity would typically show up as congestion on I-25 and on the  
44 adjacent arterial roadways.

1 With regard to highway accessibility, many of the interchanges along I-25 were built before  
2 1966, when travel demand was much lower. Approximately 60 percent of the interchanges  
3 between SH 7 and SH 1 are currently considered functionally obsolete. These interchanges  
4 were designed to operate in a rural, low-volume environment, and do not have the capacity to  
5 safely or efficiently accommodate the higher traffic volumes that they are currently  
6 experiencing. The configuration of these interchanges impedes accessibility to and from I-25  
7 and restricts capacity east and west between the northern Colorado communities.

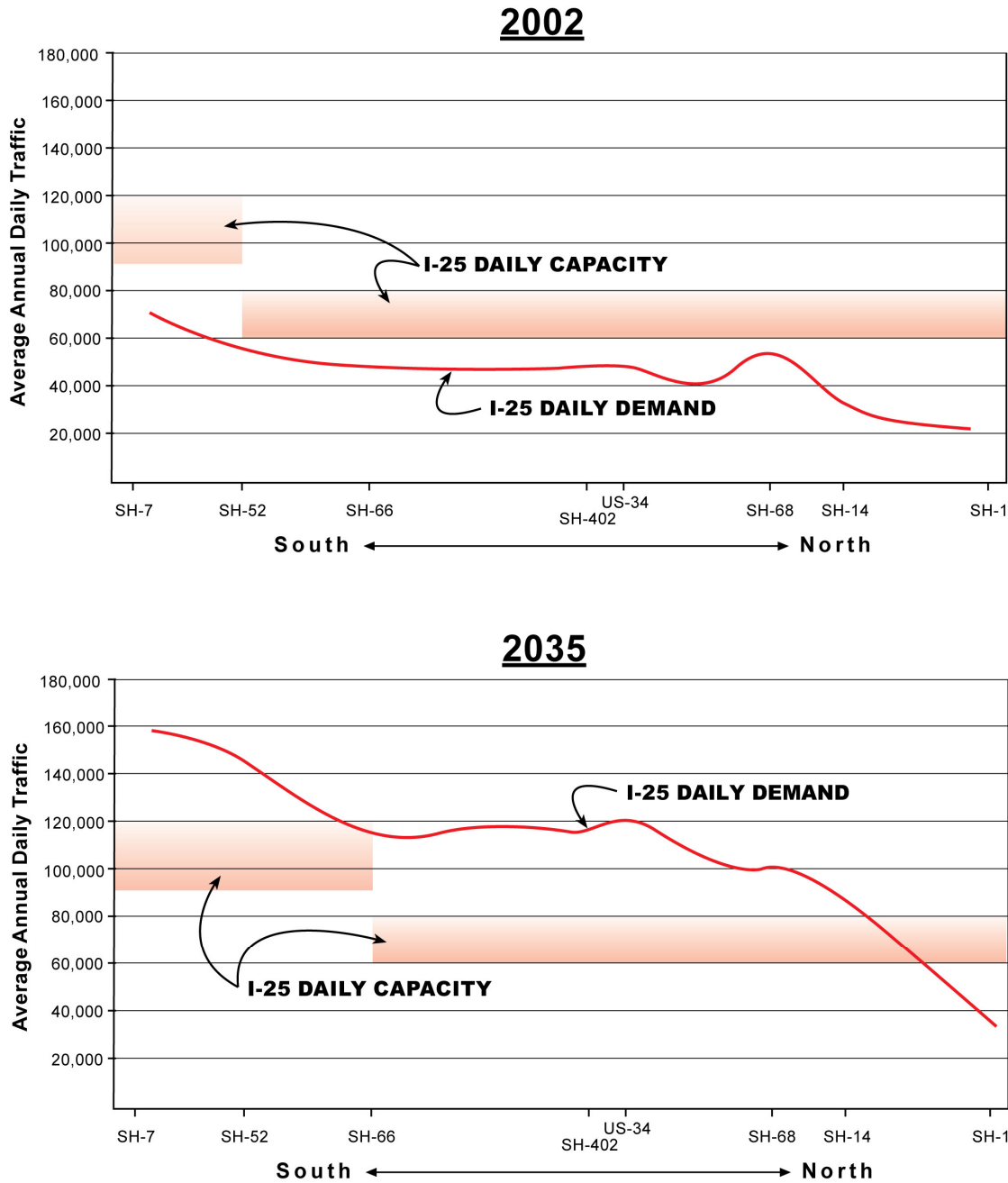
8 Regarding freight movement, commodity flow projections made in the Eastern Colorado  
9 Mobility Study (Felsburg, Holt & Ullevig [FHU], 2002a) indicate that freight tonnage in and out  
10 of Adams, Denver, Larimer, and Weld counties is expected to increase from 96.2 million tons  
11 in 1998 to 192.3 million tons in 2025. This reflects more than a doubling of commodity  
12 movement to/from these four counties alone. Truck volume projections indicate that volumes  
13 could increase from approximately 8,000 trucks daily in 2004 to 19,000 trucks daily in year  
14 2035.

15 The anticipated congestion will create slower travel speeds and longer travel times for both  
16 freight and personal travel. AM peak hour southbound travel time between SH 1 and  
17 20th Street (Denver) is expected to double compared to the existing travel time (20th Street in  
18 Denver is one of the major I-25 interchanges that provide access to and from downtown  
19 Denver). Between SH 1 and 20th Street, the average peak hour speed in 2035 is expected to  
20 be less than 30 mph compared to the current average speed of 60 mph. Posted speeds on  
21 I-25 are 75 mph north of 136th Avenue, 65 mph north of 120th Avenue, and 55 mph from  
22 120th Avenue through downtown Denver.

23



1 **Figure 1-3 Current and Future Daily Traffic Volumes and Capacities**



2  
3 **1.5.3 Aging and Obsolete Highway Infrastructure**

4 A number of structures along I-25 are currently structurally deficient or are expected to be so  
5 by year 2035. Structurally deficient means that one or more components of the bridge rate  
6 poor or worse with regard to structural condition. Segments of pavement on I-25 are reaching  
7 the end of the pavement's life expectancy and surface conditions are deteriorating rapidly.  
8 Aging infrastructure along I-25 needs to be replaced.

**1.5.3.3 STRUCTURES**

Seventy-three percent of the structures on I-25 between SH 7 and SH 1 were constructed before 1966, according to CDOT’s publication, *Field Log of Structures* (CDOT, 2005a). By the year 2035, it is anticipated that all of these structures will need to be replaced or rehabilitated. Also, the structures located from SH 52 to SH 66 have been replaced as part of the current widening projects adding general purpose lanes to I-25.

The following 12 interchanges and 5 railroad structures, shown on **Table 1-3**, would need to be replaced for the year 2035 design horizon due to deficiencies based on age or condition. An additional 39 structures serving pedestrians, waterways, and cross streets would also need to be replaced along the I-25 mainline.

**Table 1-3 Aging and Obsolete Structures**

Interchange Structures		Railroad Structures	
WCR 34	LCR 26	GWR – north of WCR 34 (MP 246)	
SH 56	Prospect Rd.	GWR – north of SH 56 (MP 252)	
SH 60	SH 14	UPRR – north of US 34 (MP 259)	
LCR 16	SH 1	BNSF – north of SH 68 (MP 267)	
SH 402	120th Avenue	BNSF – north of SH 14 (MP 270)	
US 34	136th Avenue		

Notes:

WCR...Weld County Road  
LCR ....Larimer County Road  
MP .....Milepost  
SH .....State highway

GWR...Great Western Railroad  
UPRR .Union Pacific Railroad  
BNSF ..Burlington, Northern, and Santa Fe Railroad

According to CDOT’s Field Log of Structures (CDOT, 2005a), two structures along this stretch of I-25 have a minimum vertical clearance of less than 16.5 feet (the interstate highway standard). The structures are WCR 34 and WCR 38. Damage to these structures due to substandard vertical clearance could occur by the larger commercial vehicles using I-25.

**1.5.3.4 PAVEMENT**

CDOT data shows approximately 42 percent of the pavement on I-25 between SH 7 and SH 1 is rated as either “fair” (sufficient or adequate) or “poor” (less than adequate) and has a service life of less than 10 years remaining. By year 2035, it is anticipated that the pavement along I-25 north of SH 66 would need to be replaced due to deficient conditions.

**1.5.3.5 DRAINAGE**

Most of the existing drainage structures along I-25 were built during the 1960s. At that time, the adjacent areas were rural, and flood damage was limited to agricultural land. The sizes of many of these drainage structures were based on limited rainfall data for what was estimated to be a 25- or 50-year storm event. The 100-year storm is now used for drainage design in urbanized areas and for floodplains under the jurisdiction of the Federal Emergency Management Agency (FEMA). Many of the existing drainage structures constrict stormwater flows, cause flooding, and overtopping of the adjacent highways. In order to conform to newer criteria and control flooding, most drainage structures along I-25 should be replaced.

There are no facilities in place along I-25 to treat runoff from paved areas, except for the newly constructed facilities between SH 52 and SH 66. Prior to 2001, CDOT and many municipalities were not required to treat runoff from paved areas. CDOT now has a municipal separate storm

1 sewer system (MS4) permit from the Colorado Department of Public Health and Environment  
2 (CDPHE). This permit requires CDOT to implement a program to reduce the discharge of  
3 pollutants by installing permanent facilities.

#### 4 **1.5.4 Highway and Transit Modal Alternatives and** 5 **Interrelationships**

6 Alternative modes of travel are very limited in northern Colorado, and between northern  
7 Colorado and the Denver Metro Area. In 1999, when the Transportation Alternatives Feasibility  
8 Study (TAFS) was being conducted, residents of northern Colorado were asked to complete a  
9 transportation survey (Kimley-Horn and Associates, 1999). Results of this survey indicated a  
10 strong desire by residents to see regional transit options provided in northern Colorado. As  
11 evidenced through public input throughout this project, the results of the 1999 survey remain  
12 valid.

13 In addition to a strong desire for transit options, there is a need for public transportation due to  
14 the increasing cost of gas, the decreasing supply of energy, and the aging population, which  
15 will likely result in more transit dependent individuals. In addition, the increasing unreliability of  
16 auto travel points out a need for other transportation mode alternatives.

#### 17 **1.5.4.3 RAIL SERVICE**

18 Participants in the TAFS survey were asked to rate potential transportation solutions such as  
19 bus service, highway widening, and rail service. On a scale of one to five with five being the  
20 best, "rail service on I-25" received a 3.95, the highest score of all the potential solutions on  
21 the survey. In addition, over 50 percent of the written comments received were in support of  
22 providing transit service or suggested ways to move away from single-occupant vehicle use.  
23 An electronic survey, conducted as part of the same study, found that 61 percent of  
24 respondents felt that the best transportation policy option for Coloradans was rail, while only  
25 18 percent favored widening I-25.

26 In recent public opinion surveys conducted for NFRMPO (ETC Institute, 2002, 2005),  
27 44 percent of respondents stated that they would like to see their tax dollars spent on providing  
28 commuter rail service between the northern Colorado communities and Denver. This option  
29 rated higher than any other improvement listed on the questionnaire.

#### 30 **1.5.4.4 BUS SERVICE**

31 There is very little intra-regional (such as Loveland to Greeley) and no inter-regional  
32 (Fort Collins to Denver) public transit service serving the I-25 corridor. Existing public-transit  
33 service in northern Colorado is essentially limited to service within the individual communities.  
34 Fort Collins, Greeley, and Loveland each operate fixed-route and demand responsive service  
35 in their communities. FoxTrot is an intercity service connecting Longmont, Loveland, and  
36 Fort Collins. The Weld County Mini-Bus program provides connections between Weld County  
37 communities and Boulder, Fort Collins, Fort Morgan, and Loveland. The Town of Berthoud  
38 operates a demand responsive service that operates in the Berthoud Fire District. This service  
39 also connects to Longmont and Loveland. The Regional Transportation District (RTD) provides  
40 bus service from Longmont to Boulder or Denver or from communities south of SH 66 to  
41 Denver. The NFRMPO Household Survey and the Front Range Commuter Bus study both  
42 indicate that there is a demand for transit service connecting the North Front Range  
43 communities to each other and to the Denver Metro Area.

1 Private bus operators (such as Greyhound) provide limited service connecting northern  
2 Colorado to the Denver Metro Area. However, these trips are not scheduled around a typical  
3 commuter schedule.

#### 4 **1.5.4.5 VANPOOLS**

5 The NFRMPO operates a vanpool program that provides trips between Greeley, Fort Collins,  
6 and Loveland and to the Denver Metro Area. In September 2010, there were 82 van routes in  
7 service. Over 70 vans travel between the northern Colorado communities and the Denver  
8 Metro Area. Other vans travel within the northern region or from the Denver Metro Area to  
9 northern Colorado. Each week, NFRMPO responds to about 50 calls from residents interested  
10 in participating in the vanpool program and estimates that there is a demand for 150 vans.  
11 Almost all of these calls come from people traveling to the Denver Metro Area. The level of  
12 interest in this service indicates in part that there is an unmet demand for alternative modes of  
13 inter-regional travel in the region.

#### 14 **1.5.4.6 CARPOOLS**

15 The NFRMPO also operates an automated ride matching service on the NFRMPO web site.  
16 In the first few months of 2005, interest in ride sharing increased by about 400 percent over  
17 demand estimates made toward the end of 2004. Much of this was attributed to the increase  
18 in gas prices that occurred during that same period.

19 A number of well-utilized carpool lots are located along I-25. A survey of these lots was  
20 conducted for CDOT Region 4 and also for the *Front Range Commuter Bus Study*  
21 (TransitPlus and FHU, 2003). Both studies showed that the 250 parking spaces located  
22 between SH 60 and SH 392 were approximately 85 percent occupied. The parking lots  
23 located along the south end of the corridor are not as well utilized, but demand for all of  
24 these lots is expected to increase as population and employment in the area continues to  
25 grow.

26

## 1.6 RELATIONSHIP TO THE TRANSPORTATION PLANNING PROCESS

A number of communities in the regional study area have developed transportation plans that recommend transportation improvements to accommodate the travel needs of their communities now and in the future. The three transportation planning regions (TPRs) in the regional study area coordinate the efforts of these local communities to create a comprehensive, fiscally-constrained, transportation plan for each region. The NFRMPO coordinates the planning efforts of the urban area including Fort Collins, Greeley, and Loveland. UFRRPC provides the same type of planning coordination efforts for rural portions of Larimer, Morgan, and Weld counties that are not part of NFRMPO. DRCOG coordinates efforts in the Denver Metro Area and north along the Front Range to just north of Mead.

**Figure 1-4** illustrates the three TPRs in the regional study area. The 2035 Statewide Transportation Plan (CDOT, 2008) melds the Colorado Transportation Commission policy with the goals and recommendations from each of the state's TPRs. Each document identifies a vision for the area's transportation network and establishes goals and policies for implementation of the transportation vision.

Relevant regional and statewide transportation planning goals and policies are described briefly below.

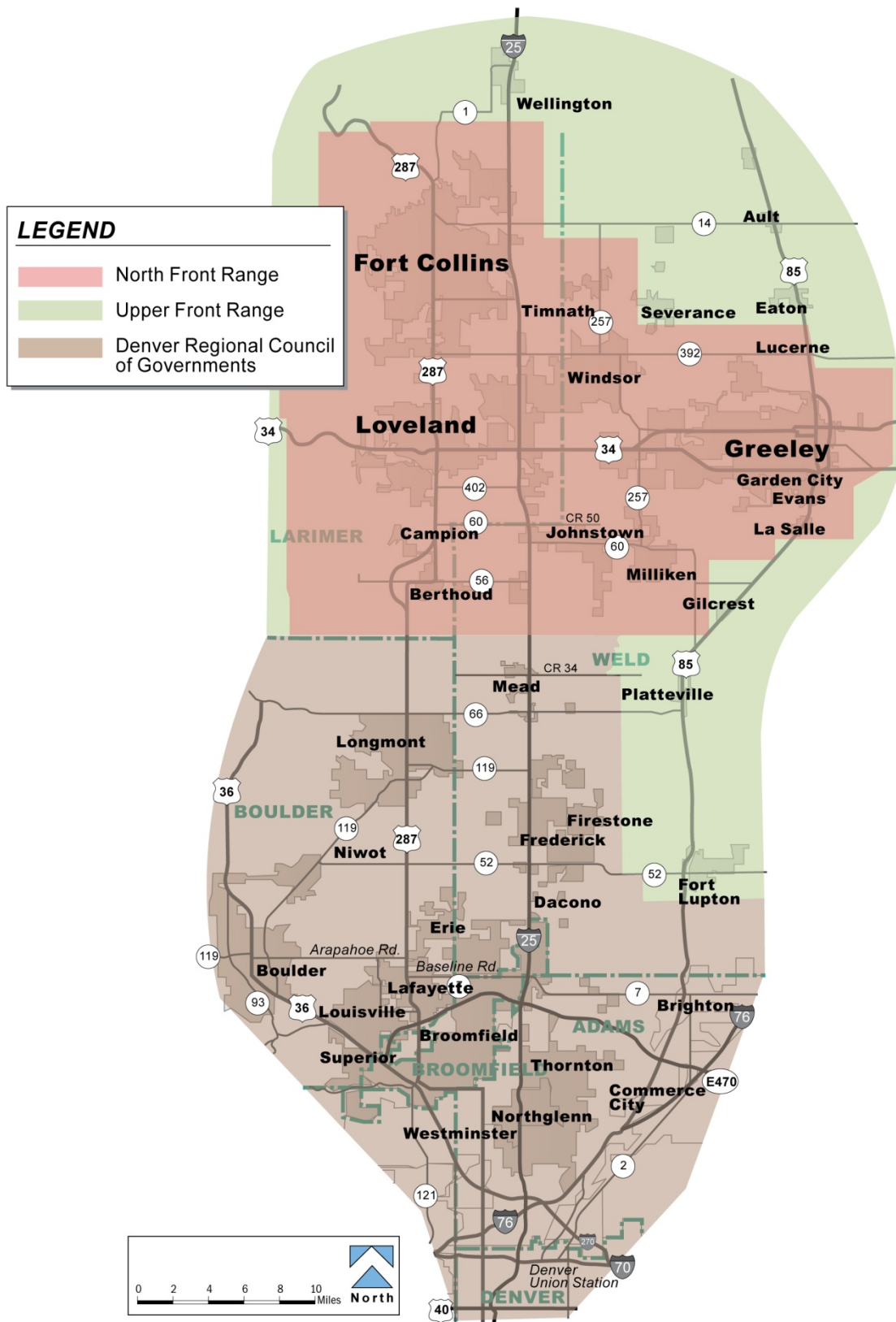
### 1.6.1 North Front Range

NFRMPO is in the process of updating the North Front Range (NFR) 2035 Regional Transportation Plan (RTP) with the updated plan anticipated to be adopted in September 2011 (NFRMPO, 2011). The NFR 2035 RTP's value statement reads: "Recognizing the unique character of the region, we will provide an environmentally, socially, and economically sensitive multi-modal transportation system for all users that protects and enhances the region's quality of life." Other goals identified in the RTP that are relevant to the North I-25 EIS are: provide a safe, balanced multi-modal system; foster regional coordination; minimize congestion; minimize environmental impacts; and provide a positive economic impact. The NFR 2035 RTP identifies the I-25 corridor as one of the top three priority corridors.

### 1.6.2 Upper Front Range

UFRRPC adopted the *Upper Front Range 2035 Regional Transportation Plan* in January 2008 (FHU, 2008a). The Upper Front Range RTP's stated goal is: "To provide a multi-modal transportation system that maximizes public input, fosters cooperation, and meets the transportation needs of all travelers in the Upper Front Range." The plan also states that UFRRPC would like to include I-25 in any future strategic funding programs. UFRRPC has adopted a number of policy directives which support passenger rail service and expansion and coordination of bus transit service in the Upper Front Range.

1 Figure 1-4 Transportation Planning Region Boundaries



### 1.6.3 Denver Area

DRCOG adopted the year 2035 Metro Vision Regional Transportation Plan (2035 MVRTP) update in January 2011. DRCOG's 2035 MVRTP includes plans for three regional transit lines in the regional study area. The three regional transit lines are:

1. The proposed North Metro rail line from downtown Denver to SH 7 east of I-25
2. The US 36 corridor that would include Bus Rapid Transit (BRT) along US 36
3. The Northwest Rail corridor that includes 38 miles of commuter rail between downtown Denver, Longmont, and Boulder.

The plan also includes widening I-25 between US 36 and Thornton Parkway with one additional general purpose lane in each direction. CDOT submitted an amendment to this plan to change the planned general purpose lanes from US 36 to Thornton Parkway to tolled express lanes (TELS) that would extend from US 36 to 120th Avenue. The amendment also requested the addition of one new TEL in each direction from SH 66 to CR 38.

### 1.6.4 Statewide Plan

The Colorado Transportation Commission adopted the year 2035 Statewide Transportation Plan in March 2008 and an update is currently out for public review. The report states that the mission of the Transportation Commission is to: "Provide the best multi-modal transportation system for Colorado that most effectively moves people, goods, and information." The mission statement was expanded to include the following: "Enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices." The plan identifies a corridor vision for I-25 with the following goals:

- ▶ Increase travel reliability and improve mobility
- ▶ Reduce fatalities, injuries, and property-damage-only crash rates
- ▶ Preserve the existing transportation system
- ▶ Accommodate growth in freight transport
- ▶ Optimize the transportation system through intelligent transportation systems (ITS) and travel demand management measures

## 1.7 RECENT CORRIDOR STUDIES

A number of other corridor studies in the regional study area are being conducted simultaneously with the North I-25 EIS, or have been recently completed. Coordination with each of these efforts has been occurring throughout the project. A summary of each of the other corridor studies that occurred or is occurring in the regional study area is provided below. **Figure 1-5** shows the locations of other corridor studies within the regional study area.

### 1.7.1 US 287 Environmental Assessment

FHWA, in conjunction with CDOT, completed an EA for US 287 north of Fort Collins, beginning at SH 1 and extending two miles northwest. The project addressed mobility and safety issues along this stretch of highway. This EA and FONSI are completed and design is underway. Construction is planned for 2011.

### 1.7.2 US 287 Environmental Overview Study

CDOT completed an environmental overview study (EOS) for US 287 from 29th Street in Loveland to Harmony Road in Fort Collins. This study evaluated corridor route location alternatives. The No-Action Alternative was defined as the existing transportation system (including transportation improvements currently under construction) plus committed projects. As part of CDOT's comprehensive transportation planning process that integrates multi-modal transportation, land use, and environmental considerations, this EOS analyzed the need for transportation improvements and identified environmentally sensitive sites along the corridor in order to implement and coordinate a comprehensive transportation network.

CDOT initiated this study because of development pressure along the corridor. CDOT worked with local agencies, the public, stakeholders, and resource agencies to develop a highway footprint that addresses future improvements that may be financed through local agencies. This EOS is complete.

### 1.7.3 SH 392 Environmental Overview Study

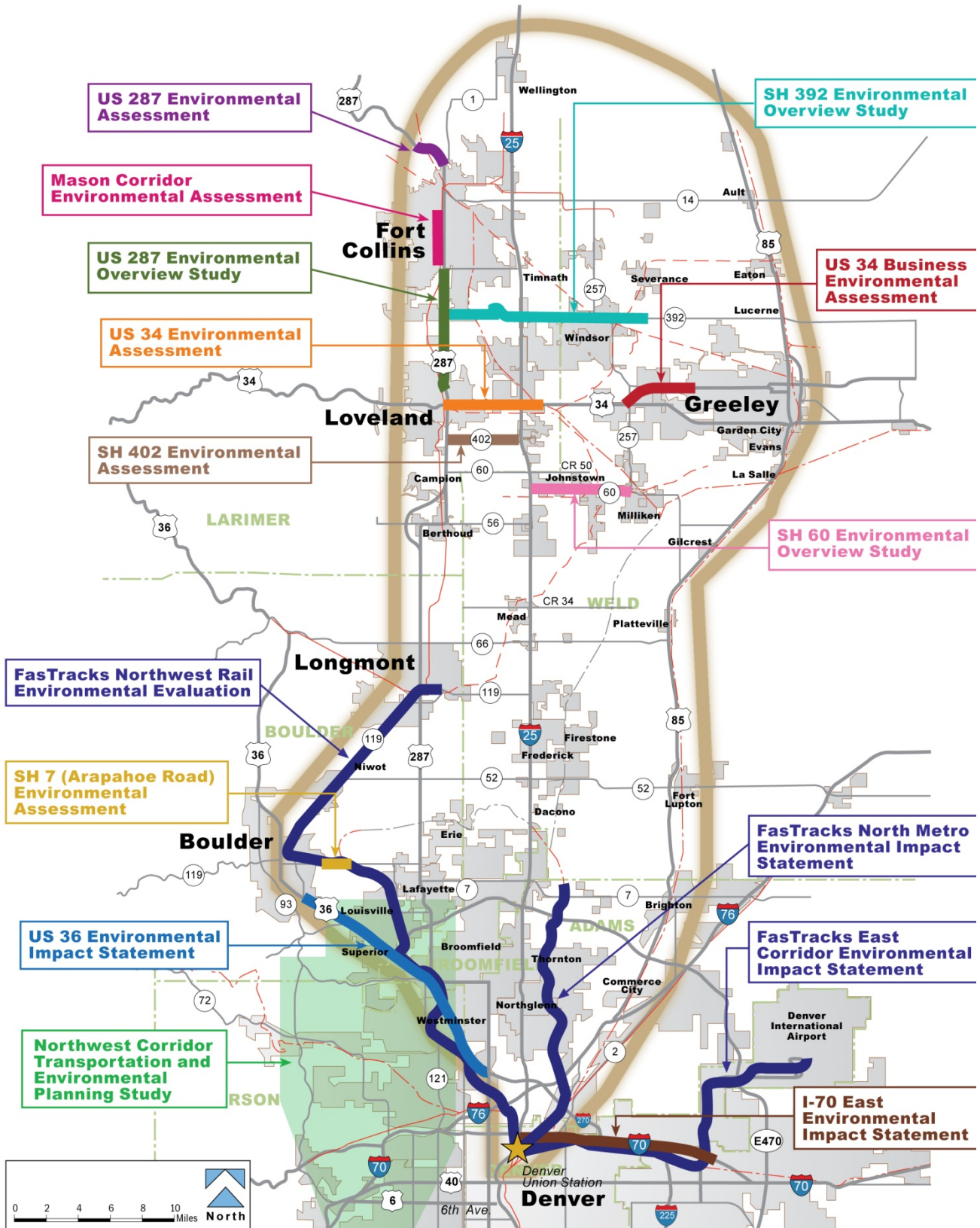
As part of CDOT's comprehensive transportation planning process that integrates multi-modal transportation, land use, and environmental considerations, this EOS analyzed the need for transportation improvements along SH 392 from US 287 to east of Windsor in order to implement and coordinate a comprehensive transportation network.

CDOT initiated this study because of development pressure along the corridor. The purpose for studying SH 392 from US 287 to east of Windsor is to accommodate future growth and development in south Fort Collins and Windsor and ensure mobility given present and predicted future traffic conditions. CDOT is working with the local agencies, the public, stakeholders, and resource agencies to develop a highway footprint that addresses future improvements that may be financed through local agencies. This EOS is complete.



1 Figure 1-5 Recent Corridor Studies

2



1 **1.7.4 US 34 Environmental Assessment**

2 FHWA, in conjunction with CDOT and local agencies, initiated an EA for improvements to  
3 US 34 between Garfield Avenue and just east of Larimer CR 3. The EA addresses future  
4 mobility, safety, and access. The EA does not address interchange improvements at I-25 and  
5 US 34. Planned improvements include multi-modal transportation and widening the highway  
6 from four to six lanes. This EA and FONSI are complete.

7 **1.7.5 US 34 Business Environmental Assessment**

8 FHWA, in conjunction with CDOT and local agencies, initiated an EA for transportation  
9 improvements along US 34 Business Route between 71st Avenue and SH 257. The purpose  
10 of the project is to alleviate congestion, both current and future; improve safety; improve  
11 access; and connect this segment of the highway with four lanes that currently exist on the  
12 western and eastern boundary of the project. This EA and FONSI are complete and the  
13 construction has been completed.

14 **1.7.6 SH 60 Environmental Overview Study**

15 As part of CDOT's comprehensive transportation planning process that integrates multi-modal  
16 transportation, land use, and environmental considerations, this EOS analyzed the need for  
17 transportation improvements and identified environmentally sensitive sites along SH 60  
18 between I-25 and SH 257 in order to implement and coordinate a comprehensive  
19 transportation network.

20 CDOT initiated this study because of development pressure along the corridor. The purpose  
21 and need for studying SH 60 from I-25 to SH 257 is to ensure mobility especially given recent  
22 annexations by Milliken and Johnstown and the amount and rate of ongoing and planned  
23 developments in those areas. CDOT will work with local agencies, the public, stakeholders,  
24 and resource agencies to develop a highway footprint that addresses future improvements that  
25 may be financed through local agencies. This EOS is complete.

26 **1.7.7 SH 402 Environmental Assessment**

27 FHWA, CDOT, and local agencies conducted an EA and subsequently approved a FONSI for  
28 improvements along SH 402 from US 287 to the I-25 interchange. The purpose of the project  
29 was to improve travel and safety on SH 402 within the study area. The difficulty experienced  
30 by drivers making a left turn to or from SH 402 contributes to this need. As traffic volumes  
31 increase, current mobility and safety issues will become worse if improvements are not made  
32 to the existing roadway. This EA and FONSI are complete.

33 **1.7.8 SH 7 (Arapahoe Road) Environmental Assessment**

34 The SH 7 EA evaluated transportation alternatives between Cherryvale Road and 75th Street.  
35 This is a major transportation corridor which serves the cities of Boulder, Erie, Lafayette, and  
36 Louisville, as well as Boulder County. This corridor has experienced tremendous growth over  
37 the last few years and motorists are encountering steadily increasing congestion. FHWA  
38 conducted the EA in cooperation with CDOT and the local agencies. This EA and FONSI are  
39 complete and design is underway. Construction of improvements at 75th Street is complete.

## 1.7.9 US 36 Environmental Impact Statement

The US 36 Mobility Partnership prepared an EIS to identify multi-modal transportation improvements between Denver and Boulder. Bus improvements associated with this EIS are in the FasTracks plan. The EIS study developed and evaluated highway and BRT alternatives developed in the MIS and considered all other reasonable alternatives, including the No-Action Alternative, to ensure maximum multi-modal capacity for the corridor. The study area was roughly 18 miles of US 36 between I-25 and the Table Mesa park-n-Ride in Boulder. The study area incorporated a number of communities in the northwest metropolitan Denver area, including the cities of Boulder, Broomfield, Denver, Lafayette, Louisville, Superior, and Westminster, as well as unincorporated Boulder County. The Draft EIS was released for public review in August 2007. The Final EIS was released in October 2009 and the Record of Decision (ROD) was signed in December 2009. Design is underway.

## 1.7.10 Northwest Corridor Transportation and Environmental Planning Study

CDOT is looking at long-range regional transportation needs in the northwest Denver Metro Area. By the year 2030, the Denver Metro Area, including the northwest region, will have an estimated population of approximately 3.2 million people. That is an increase of approximately 900,000 residents. Such growth demonstrates the need for the continuing study of future mobility in and through the region. CDOT's evaluation was documented in the Northwest Corridor Transportation and Environmental Planning Study and was released in July 2008.

## 1.7.11 I-70 East Environmental Impact Statement

The I-70 East EIS is evaluating highway improvements for the I-70 corridor between I-25 and Tower Road. The EIS will decide which transportation projects, if any, will be built to improve safety and mobility, and address congestion in the corridor. The Draft EIS was issued in November 2008. The Final EIS is in progress, scheduled to be complete late 2011.

## 1.7.12 FasTracks

FasTracks is RTD's comprehensive plan to build and operate 119 miles of new rail line, to expand and improve bus service, and to add 21,000 new park-n-Ride spaces throughout the Denver Metro Area. RTD currently estimates that FasTracks will cost \$ 6.5 billion to construct, to be funded by a combination of a region-wide sales tax, federal funds, and local and private contributions. The four cent per \$10 purchase sales tax went into effect on January 1, 2005. RTD's project implementation schedule for FasTracks is shown in **Table 1-4**. However, RTD currently projects a funding shortfall, which will result in some corridors being delayed until after 2035 unless additional funding sources can be put in place (RTD, "Completing the Vision", November 2010).

1 **Table 1-4 RTD FasTracks Project Schedule to Begin Operations**

Year	Corridor Facilities
2013	West Corridor Light Rail
2015	Union Station
2016	East Corridor Rail Gold Line Commuter Rail Central Corridor Light Rail Extension Northwest Rail (Phase 1)
2018 – 2042*	I-225 Corridor Rail North Metro Corridor Rail Northwest Rail Corridor (Phase 2) Southwest Corridor Light Rail Extension Southeast Corridor Light Rail Extension US 36 Corridor Bus Rapid Transit (Phase 2)

\*The range of timeframes varies, depending on different funding scenarios, an increase in sales and use tax scenarios of 0.4 percent, 0.3 percent, 0.2 percent, 0.1 percent, or no additional funds. The longest timeframe (2042) represents no increase in funding.

2 Four of these projects are adjacent to the northern front range communities. These are  
3 described in the following sections in more detail.

### 4 **1.7.13 Northwest Rail Environmental Evaluation**

5 This Environmental Evaluation (EE) was conducted by RTD to evaluate passenger rail  
6 alignments from Longmont to Denver. These improvements are in the FasTracks plan.  
7 Potential improvements include a 38.1-mile commuter rail line along the existing railroad right-  
8 of-way between Denver Union Station in downtown Denver and Longmont (through Boulder).  
9 Like the US 36 EIS, the study area incorporates a number of communities in the northwest  
10 metropolitan Denver area, including the cities of Boulder, Broomfield, Denver, Lafayette,  
11 Louisville, Superior, and Westminster, as well as unincorporated Boulder County. The Final EE  
12 was released in May 2010.

### 13 **1.7.14 North Metro Environmental Impact Statement**

14 RTD is conducting an EIS of the 18-mile North Metro corridor that extends from Denver Union  
15 Station in downtown Denver north to 160th Avenue (SH 7). The commuter rail line (which is in  
16 the FasTracks plan) generally follows the UPRR right-of-way to the east of I-25. The North  
17 Metro Corridor greatly expands transit access and service to the north metro area between  
18 I-25 and I-76. This area is one of the fastest growing areas in the Denver Metro Area and is  
19 expected to more than double in population and employment by 2025. The Draft EIS was  
20 released in 2009 and the project team is developing the Final EIS, which is scheduled for  
21 release in early 2011.

### 22 **1.7.15 East Corridor Environmental Impact Statement**

23 The East Corridor EIS evaluated high-capacity, fixed-guideway transit alternatives between  
24 downtown Denver and Denver International Airport (DIA). These improvements are in the  
25 FasTracks plan. The EIS identified the benefits and impacts associated with the various  
26 alternatives being evaluated in the corridor. The East Corridor EIS included an extensive

1 community involvement process. FTA conducted the study in cooperation with RTD, and the  
2 City and County of Denver. Federal Transit Administration (FTA) issued the ROD in November  
3 2009. This project is now in final design and construction.

### 4 **1.7.16 Denver Union Station Environmental Impact Statement**

5 A Final EIS has been completed to evaluate the transportation recommendations of Phase 1 of  
6 the approved Master Plan for Denver Union Station. The Station currently offers RTD light rail  
7 service, bus service, and passenger service by AMTRAK. Through implementation of the  
8 Master Plan, Denver Union Station will be transformed into a transportation hub serving the  
9 needs of residents, tourists, and commuters. FTA issued a ROD in March 2010 and  
10 construction is underway.

### 11 **1.7.17 Colorado Rail Relocation Implementation Study**

12 CDOT and the two Class One Railroads operating in Colorado, the BNSF and the UPRR, have  
13 been holding discussions regarding the possible relocation of rail infrastructure east, away  
14 from the Front Range. These preliminary efforts between CDOT and the railroads is known as  
15 the "Colorado Railroad Partnership Project" or alternatively as "Colorado's Safety and Mobility  
16 Partnership Project," and provide the backdrop for the current study. The purpose of this study  
17 is to identify public benefits, drawbacks and costs associated with a possible partnership  
18 project between CDOT, BNSF, UPRR, and other public entities. This will allow the parties to  
19 better assess the type and extent of their potential financial participation. The study's ultimate  
20 goal is to investigate whether there are likely to be sufficient benefits for the citizens of  
21 Colorado to warrant consideration of the investment of public dollars in the proposed railroad  
22 project. The study has been finalized and was published in 2009.

### 23 **1.7.18 Colorado Tolling Enterprise/High Performance 24 Transportation Enterprise**

25 The Colorado Tolling Enterprise (CTE) was created by CDOT to finance, build, operate, and  
26 maintain toll highways. CTE was made possible by legislation that enables CDOT and the  
27 state Transportation Commission to issue bonds for new or additional highway capacity toll  
28 projects throughout Colorado. A recent study by CTE evaluated the feasibility of creating a  
29 tolling facility along I-25. Two scenarios were evaluated and found to be potentially feasible.  
30 The first includes three general purpose lanes plus two express toll lanes in each direction  
31 from 120th Street to SH 66. From 120th to US 36, I-25 would have three general purpose  
32 lanes in each direction and two reversible express toll lanes. The second scenario includes  
33 three general purpose lanes in each direction and a two-lane reversible express toll lane  
34 facility between SH 7 and US 36. These tolling alternatives were considered in this North  
35 I-25 EIS. In 2009, the CTE was replaced by the Colorado High Performance Transportation  
36 Enterprise (HPTE).

### 37 **1.7.19 High-Speed Rail Feasibility Study - Phase III - Colorado 38 Springs to Pueblo and Denver to Fort Collins**

39 The Rocky Mountain Rail Authority (RMRA) is a multi-jurisdictional government body  
40 comprised of more than 50 Colorado cities, towns, counties, and transit authorities and has  
41 determined that, based on Federal Railroad Administration (FRA) criteria, high-speed rail is  
42 feasible in Colorado's I-70 and I-25 corridors. The study included the evaluation of the I-25

1 corridor from Cheyenne, WY to Trinidad, CO, passing through the metropolitan areas of  
2 Fort Collins, Denver, Colorado Springs and Pueblo along the way. I-25 connects Colorado's  
3 growing metropolitan areas along the Front Range. In the March 2010 High-Speed Rail  
4 Feasibility Study, a preliminary set of implementation phases was developed with this portion  
5 identified as Phase 3. It proposed eight years of project development and environmental  
6 clearance and six years of design and construction.

7 For this North I-25 EIS, high-speed rail was considered but was eliminated because to achieve  
8 the desirable speeds, only one or two stops would be provided, which did not meet the  
9 Purpose and Need (See **Chapter 2 Alternatives** and the *Alternatives Development and*  
10 *Screening Report*). However, the build packages considered in this Final EIS would not  
11 preclude possible future implementation of high-speed rail as a separate action.

## 12 **1.7.20 Mason Corridor Environmental Assessment**

13 This EA and Finding of No Significant Impact (FONSI) was conducted by the City of  
14 Fort Collins in conjunction with FTA to evaluate bus rapid transit along the Mason Corridor  
15 from Cherry Street to Harmony Road in Fort Collins, Colorado. The multi-modal Mason  
16 Corridor includes a recently constructed bicycle and pedestrian trail, as well as the planned  
17 bus rapid transit system in a fixed guideway for the majority of the corridor. The corridor lies  
18 partially between/within Burlington Northern and Santa Fe Railway property, a few hundred  
19 feet west of College Avenue (US 287). The FONSI was completed in the fall of 2008, and the  
20 Mason Corridor project received funding in the FTA New Starts Program. The project is  
21 currently in the final design stage of implementation and construction is set to begin in  
22 late 2011 to early 2012 with an opening day in late 2012.

## 23 **1.8 RELATIONSHIP TO NEPA**


















24 This EIS has been prepared pursuant to CEQ regulations implementing NEPA, FHWA, and  
25 FTA environmental impact and related procedures (23 Code of Federal Regulations  
26 [CFR] 771), FHWA Technical Advisory T6640.8A, and other applicable laws. It details the  
27 process through which transportation alternatives have been developed; discloses foreseeable  
28 social, economic, and environmental impacts resulting from the project; provides findings for  
29 public review; and outlines potential mitigation options. The lead federal agencies, FHWA and  
30 FTA, have signature authority on the ROD. CDOT is preparing this EIS under the guidance of  
31 the lead agencies.

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# Recommended Preferred Alternative

**LEGEND**

 Tolled Express Lanes	 Express Bus Transit Station
 General Purpose Lanes	 Commuter Bus Transit Station
 Express Bus	 Commuter Rail Transit Station
 Commuter Bus	 Carpool Lots
 Commuter Rail	 Commuter Rail Operational & Maintenance Facility
 Passing Track	 Commuter Bus Operational & Maintenance Facility
 Feeder Bus Service	 FasTracks Rail Line
 Interchange Reconstruction	 FasTracks / RTD Transit Station
 Number of Lanes: General Purpose / Tolled Express	

**TRANSIT STATION LOCATIONS**

**Commuter Rail**

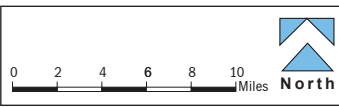
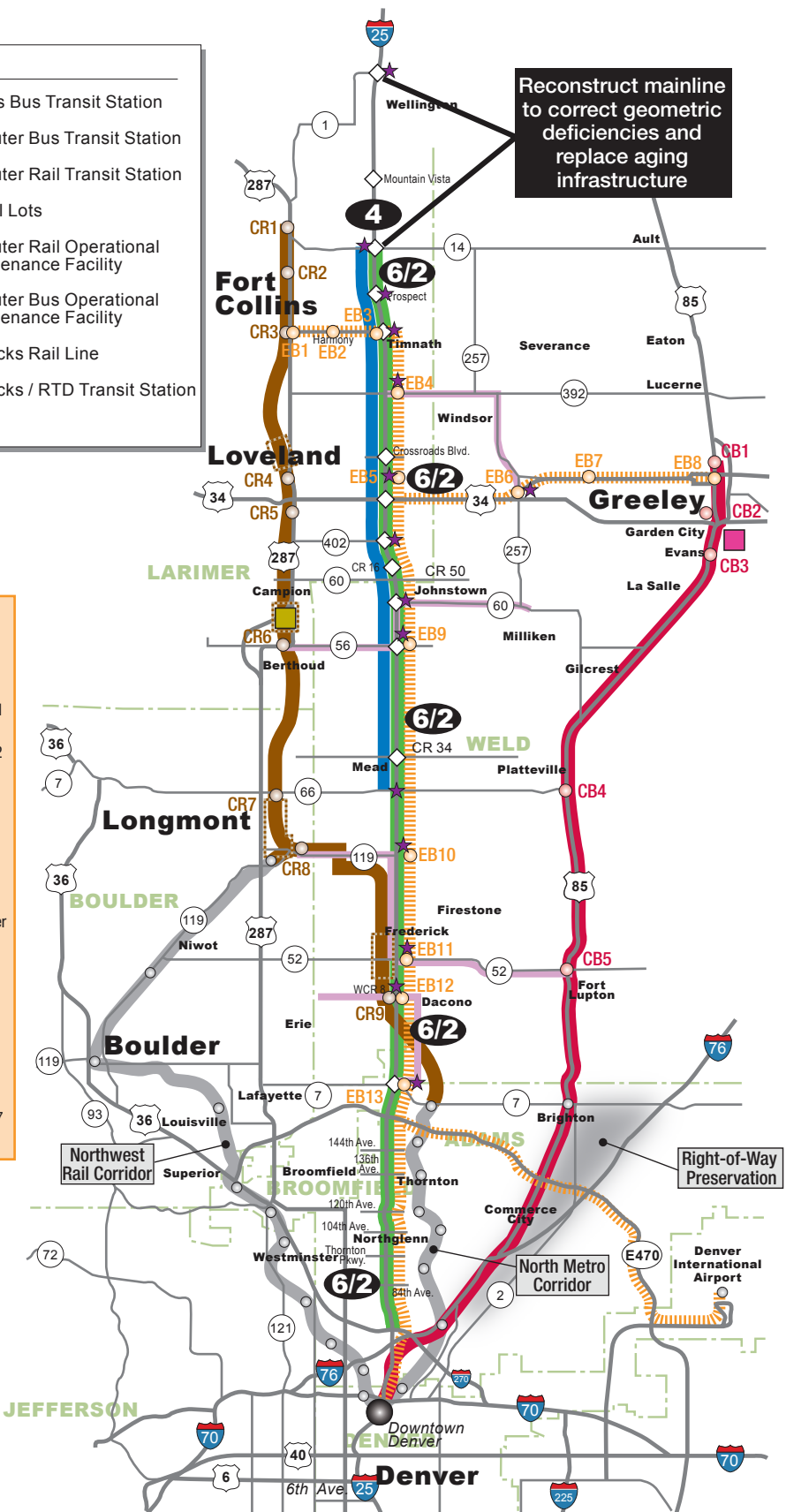
**Express Bus**

- CR1 Fort Collins Downtown Transit Center - BNSF and Maple St.
  - CR2 CSU - BNSF between University Ave. and W. Pitkin St.
  - CR3 South Fort Collins Transit Center - US 287 and Harmony Rd.
  - CR4 North Loveland - BNSF and 29th St.
  - CR5 Downtown Loveland - BNSF and approximately 6th St.
  - CR6 Berthoud - BNSF and SH 56
  - CR7 North Longmont - BNSF and SH 66
  - CR8 Longmont - Sugar Mill, south of Rogers Rd.
  - CR9 Erie - I-25 and CR 8
- FasTracks Rail Stations to Downtown Denver

- EB1 South Fort Collins Transit Center - US 287 and Harmony Rd.
  - EB2 Timberline - Harmony Rd. and Timberline
  - EB3 East Fort Collins - I-25 and Harmony Rd.
  - EB4 Windsor - I-25 and SH 392
  - EB5 Crossroads - Loveland between Crossroads Blvd. and US 34
  - EB6 West Greeley - US 34 and SH 257
  - EB7 Greeley - US 34 and 83rd Ave.
  - EB8 Greeley Downtown Transfer Center - 8th Ave. and 8th St.
  - EB9 Berthoud - I-25 and SH 56
  - EB10 Firestone - I-25 and SH 119
  - EB11 Frederick/Dacono - I-25 and SH 52
  - EB12 Erie - I-25 and CR 8
  - EB13 Broomfield - I-25 and SH 7
- DIA

**Commuter Bus**

- CB1 Greeley - US 85 and D St.
  - CB2 South Greeley - 8th Ave. and 24th St.
  - CB3 Evans - US 85 and 42nd St.
  - CB4 Platteville - US 85 and Grand Ave.
  - CB5 Fort Lupton - US 85 and CR 14.5
- Brighton - US 85 and SH 7
- Commerce City - 72nd and Colorado







# REVIEWING THE NORTH I-25 FEIS

A Guide for Local  
Jurisdictions



NORTH I-25  
EIS



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August 2011

# Reviewing the North I-25 EIS

## A Guide for Local Jurisdictions

### Comment Period:

- August 19 to September 19
- Public hearings are September 12, 13, and 15

### CDOT would appreciate if local agency comments:

- Could be received early in the comment period



# Reviewing the North I-25 EIS

## Chapter One—Purpose and Need

- Purpose/content: succinct discussion of transportation problems and needs—now and in 2035. (The DEIS used 2030, so this is a change.)
- Are there any transportation problems that have not been well defined? Have local jurisdiction issues or needs been acknowledged? (Could include congestion concerns, safety concerns, transit access or mobility concerns.)



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NORTH I-25  
EIS



3

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# Reviewing the North I-25 EIS

## Chapter Two–Alternatives

- Purpose/content: describe alternatives considered. The DEIS included two build alternatives. The FEIS includes three: the same two from the DEIS and the Preferred Alternative.
- Do you concur with the Preferred Alternative as defined?
- Are there specific design elements that you have concerns about?
- Are there design refinements you would like considered?



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EIS



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# Reviewing the North I-25 EIS

## Chapter Three—Affected Environment and Consequences

- Purpose/content: description of existing conditions and future impacts with no improvements compared to one or more build alternatives.
- Are the impacts of the alternatives correctly described?
- Are there any impacts that have not been addressed?



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EIS



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# Reviewing the North I-25 EIS

## Chapter Four–Transportation

- Purpose/content: description of future transportation benefits and impacts.
- Do the future project benefits meet your expectations?
- Are the impacts of concerns to your agency adequately described?
- Is mitigation identified for adverse impacts? Is there any mitigation that you would like to see included that is not addressed?



# Reviewing the North I-25 EIS

## Chapter Five–Section 4(f)

- Purpose/content: description of impacts to public parks, wildlife refuges, and historic properties.
- Are all parks, trails, historic properties or wildlife refuges adequately described?
- Are there any impacts that have not been identified?
- Would you recommend any additional mitigation?



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EIS



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# Reviewing the North I-25 EIS

## Chapter Six—Financial Analysis

- Purpose/content: identify costs, possible funding, and risks and uncertainties.
- Have funding sources been identified?
- Are there any risks or uncertainties that have not been identified?



# Reviewing the North I-25 EIS

## Chapter Seven—Evaluation of Alternatives

- Purpose/content: summary of the evaluation of alternatives.
- Have all benefits or impacts of concern to your agency been identified?



# Reviewing the North I-25 EIS

## Chapter Eight–Phasing

- Purpose/content: description and evaluation of Phase One of the Preferred Alternative. This is a new chapter since the Draft EIS.
- Do you agree with Phase One as described?



# Reviewing the North I-25 EIS

## Chapter Nine and Appendix A

### Public Involvement

- Purpose/content: description of public involvement program; also responses to DEIS public review comments.
- Have your comments on the Draft EIS been adequately responded to?





**CITY OF LOVELAND**  
FINANCE DEPARTMENT

Civic Center • 500 East Third • Loveland, Colorado 80537  
(970) 962-2695 • FAX (970) 962-2900 • TDD (970) 962-2620

**AGENDA ITEM:** 1&  
**MEETING DATE:** 9/6/2011  
**TO:** City Council  
**FROM:** Bonnie Steele, Payroll & Compliance Manager  
**PRESENTER:** Bonnie Steele

**TITLE:**  
July 2011 Financial Report

**DESCRIPTION:**

This is an information only item. No action is required. The Snapshot Report includes the City's preliminary revenue and expenditures including detailed reports on tax revenue, health claims and cash reserves for the seven months ending July 31, 2011.

**BUDGET IMPACT:**

Yes  No

**SUMMARY:**

The Snapshot Report is submitted for Council review and includes the reporting of the City's preliminary revenue and expenditures including detailed reports on tax revenue, health claims and cash reserves for the seven months ending July 31, 2011. Citywide Revenue (excluding internal transfers) of \$118,029,255 is 101.7% of year to date (YTD) budget or \$1,985,696 over the budget. Sales Tax collections year to date are 104.1% of the YTD budget or \$733,400 over budget. Building Material Use Tax is 55.9% of YTD budget, or \$459,359 under budget. The year to date Sales and Use Tax collections were 101.8% of YTD budget or \$372,113 over YTD budget. When the combined sales and use tax for the current year are compared to 2010 the same period last year, they are higher by 3.6% or \$717,716.

City wide total expenditures of \$114,978,560 (excluding internal transfers) are 85.0% of the YTD budget or \$20,280,140 under the budget, primarily due to the construction timing of capital projects (60.2% YTD budget).

The City's health claims paid year-to-date is \$3,920,410 or 96.1% of budget. Compared to 2010 for the same period, claims paid in 2011 increased \$196,204 or 5.27%. The City's cash and reserve balance year-to-date was \$191,820,347.

---

**LIST OF ATTACHMENTS:**

Snapshot report for July 2011

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**RECOMMENDED CITY COUNCIL ACTION:**

No action is required

**REVIEWED BY CITY MANAGER:**

# SnapShot

Monthly Financial Report

July 2011

## Inside This Edition

Citywide Revenues & Expenditures	2
General Fund Revenues & Expenditures	4
Tax Totals & Comparison	6
Sales Tax SIC & Geo Codes	8
Health Care Claims	9
Activity Measures	10
Cash & Reserves	11
Capital Projects	12

## Financial Sustainability Strategies Can Be Found At:

<a href="http://CITYOFLOVELAND.ORG">CITYOFLOVELAND.ORG</a>
↳ Departments
↳ Finance
↳ Administration
↳ Financial Reports
↳ Financial Sustainability Strategies



## A Snapshot In Time

- Citywide Revenue, excluding transfers between funds, \$118.0 million (101.7% of Year-To-Date Budget, 1.7% above projected)
- Sales & Use Tax Collection, \$20.5 million (101.8% of Year-To-Date Budget, 1.8% above projected)
- Citywide Expenditures, excluding transfers between funds, \$114.9 million (85.0% of Year-To-Date Budget, 15.0% below projected)
- Citywide Year-To-Date Revenues exceed Year-To-Date Expenditures by \$3.1 million.
- General Fund Revenue, excluding transfers between funds, \$40.6 million (104.5% of Year-To-Date Budget, 4.5% above projected).
- General Fund Expenditures, excluding transfers between funds, \$34.7 million, (93.4% of Year-To-Date Budget, 6.6% below projected)
- General Fund Revenues exceed Expenditures by \$5.4million.
- Health Claims, \$3.9 million (96.1% of Year-To-Date Budget, 3.9% below projected)
- Cash & Reserves Year-To-Date Balance, \$191.8 million, \$137.5 million or 71.6% of these funds are restricted or reserved primarily for future capital projects.



## The Sales Tax Basics



JULY 2011	Sales Tax	Motor Vehicle	Building	Combined
		Use Tax	Materials Use Tax	
Budget 2011	\$ 18,012,320	\$ 1,078,810	\$ 1,040,860	\$ 20,131,990
Actual 2011	\$ 18,745,720	\$ 1,176,882	\$ 581,501	\$ 20,504,103
% of Budget	104.1%	109.1%	55.9%	101.8%
Actual 2010	\$ 17,766,641	\$ 1,117,691	\$ 902,055	\$ 19,786,387
Change from prior year	5.5%	5.3%	-35.5%	3.6%

## Financial Sustainability

The City of Loveland uses a 10-year financial planning horizon. Last year the financial plan indicated that General Fund revenues would exceed General Fund expenditures annually by an average of \$3.5 million 2012-2020. Therefore the City engaged in a process to achieve financial sustainability over that time by engaging the public and identifying a strategy for balancing future budgets. Recommendations were developed pursuant to the principles adopted by City Council, and reflecting the policy views and priorities expressed by the City Council and the public. The resulting strategy includes both expenditure reductions and revenue increases, as the Council and the public indicated was desirable. The cumulative impact from recommended actions will mount over the next decade to \$33.5 million (\$22.6 million in cost reductions, \$6.6 million in revenue). The recommended actions consist of 81% cost reductions and 19% in revenues benefiting the General Fund for 2012. The strategy is also phased in over a number of years. Savings from early actions allow phased-in reductions in cost over the time period. City Council formally approved the strategy June 7, 2011.

# Citywide Revenues & Expenditures

## Monthly Financial Report

### Combined Statement of Revenues and Expenditures JULY 2011

REVENUE	Current Month	YTD Actual	YTD Revised Budget **	% of Budget
<b>General Governmental</b>				
1 General Fund	\$ 7,361,434	\$ 40,661,112	\$ 38,914,155	104.5%
2 Special Revenue	79,283	507,078	646,382	78.4%
3 Other Entities	2,770,315	12,806,524	13,914,650	92.0%
4 Internal Service	1,254,441	9,534,270	9,511,678	100.2%
5 <i>Subtotal General Govt Operations</i>	<i>\$ 11,465,473</i>	<i>\$ 63,508,984</i>	<i>\$ 62,986,865</i>	<i>100.8%</i>
6 Capital Projects	1,627,436	7,269,147	7,160,170	101.5%
<b>Enterprise Fund</b>				
7 Water & Power	6,677,894	38,826,947	37,683,595	103.0%
8 Stormwater	345,305	2,463,628	2,508,331	98.2%
9 Golf	542,813	2,265,471	2,283,040	99.2%
10 Solid Waste	488,172	3,695,079	3,421,558	108.0%
11 <i>Subtotal Enterprise</i>	<i>\$ 8,054,185</i>	<i>\$ 47,251,124</i>	<i>\$ 45,896,524</i>	<i>103.0%</i>
<b>12 Total Revenue</b>	<b>\$ 21,147,094</b>	<b>\$ 118,029,255</b>	<b>\$ 116,043,559</b>	<b>101.7%</b>
<i>Prior Year External Revenue</i>		<i>113,526,326</i>		
<i>Increase (-Decrease) From Prior Year</i>		<i>4.0%</i>		
13 Internal Transfers	5,176,630	10,602,546	12,942,454	81.9%
<b>14 Grand Total Revenues</b>	<b>\$ 26,323,724</b>	<b>\$ 128,631,801</b>	<b>\$ 128,986,013</b>	<b>99.7%</b>

<b>EXPENDITURES</b>				
<b>General Governmental</b>				
15 General Fund	\$ 4,855,457	\$ 33,955,572	\$ 35,822,950	94.8%
16 Special Revenue	141,711	384,473	570,217	67.4%
17 Other Entities	2,478,226	11,818,257	12,726,819	92.9%
18 Internal Services	1,362,994	8,410,196	9,808,753	85.7%
19 <i>Subtotal General Gov't Operations</i>	<i>\$ 8,838,389</i>	<i>\$ 54,568,498</i>	<i>\$ 58,928,739</i>	<i>92.6%</i>
20 Capital	8,086,486	24,474,186	40,666,438	60.2%
<b>Enterprise Fund</b>				
21 Water & Power	4,680,095	31,093,202	30,294,491	102.6%
22 Stormwater	240,265	1,205,577	1,191,166	101.2%
23 Golf	266,887	1,449,061	1,618,863	89.5%
24 Solid Waste	310,604	2,188,035	2,559,003	85.5%
25 <i>Subtotal Enterprise</i>	<i>\$ 5,497,851</i>	<i>\$ 35,935,876</i>	<i>\$ 35,663,523</i>	<i>100.8%</i>
<b>26 Total Expenditures</b>	<b>\$ 22,422,726</b>	<b>\$ 114,978,560</b>	<b>\$ 135,258,700</b>	<b>85.0%</b>
<i>Prior Year External Expenditures</i>		<i>101,646,608</i>		
<i>Increase (-Decrease) From Prior Year</i>		<i>13.1%</i>		
27 Internal Transfers	5,176,630	10,602,546	12,942,454	81.9%
<b>28 Grand Total Expenditures</b>	<b>\$ 27,599,356</b>	<b>\$ 125,581,106</b>	<b>\$ 148,201,154</b>	<b>84.7%</b>

\*\* Based on seasonality of receipts and expenditures since 1995.

Special Revenue Funds: Community Development Block Grant, Cemetery, Local Improvement District, Lodging Tax, Affordable Housing, Seizure & Forfeitures.

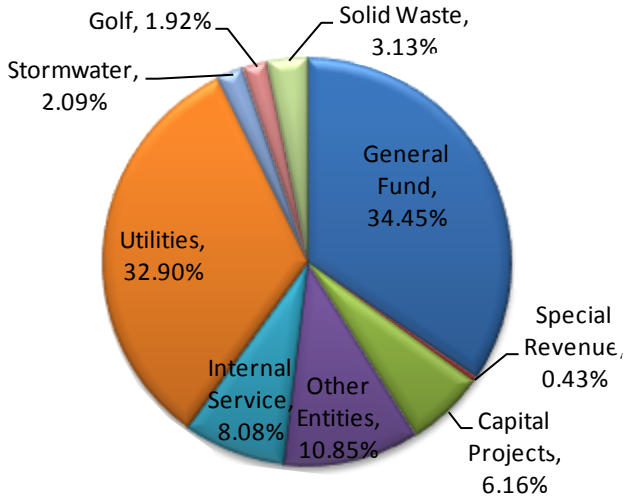
Other Entities Fund: Special Improvement District #1, Airport, General Improvement District #1, Loveland Urban Renewal Authority, Loveland/Larimer Building Authority.

General Government Capital Projects Fund: Capital Expansion Fee Funds, Park Improvement, Conservation Trust, Open Space, Art In Public Places.

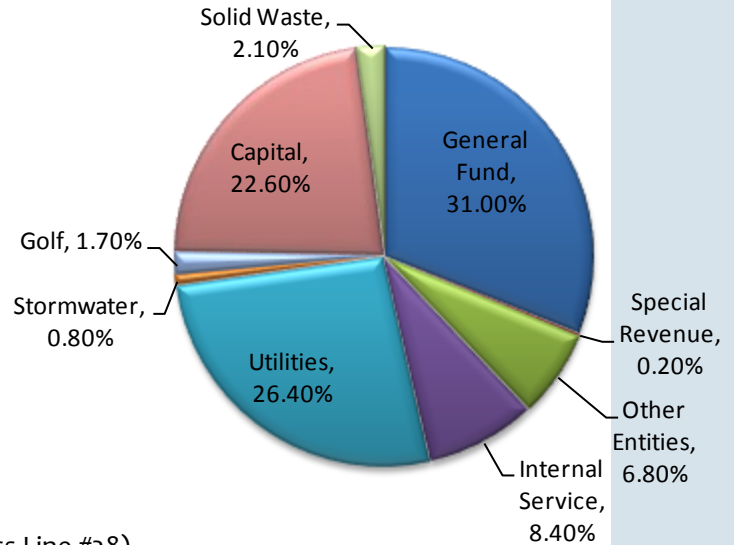
Internal Service Funds: Risk/Insurance, Fleet, Employee Benefits.



### YTD Operating Revenues of \$118.03 Million



### YTD Operating Expenditures of \$114.98 Million



Revenues exceed expenditures YTD by \$3,050,695. (Line #14 less Line #28)

Special Revenues (Line #2) are under budget due to less grants from Community Development Block Program (CDBG).

Other Entities (Line #3) are under budget due to slower grant spending at the Airport, and taxes coming slower than anticipated to the Loveland Urban Renewal Authority.

Solid Waste (Line #10) is over budget due to proceeds on sale of assets and higher than anticipated sales of recyclable materials.

Internal Transfers (Lines #13 & #27) is under budget due to slower than anticipated progress on several projects in the capital projects fund. Transfers are made based on actual expenditures.

Special Revenue (Line #16) is under budget due to timing of grants from lodging tax revenue and CDBG.

Other Entities (Line #17) are under budget due to property taxes coming in slower than anticipated to the Loveland Urban Renewal Authority. Payments are made that match the revenue coming in.

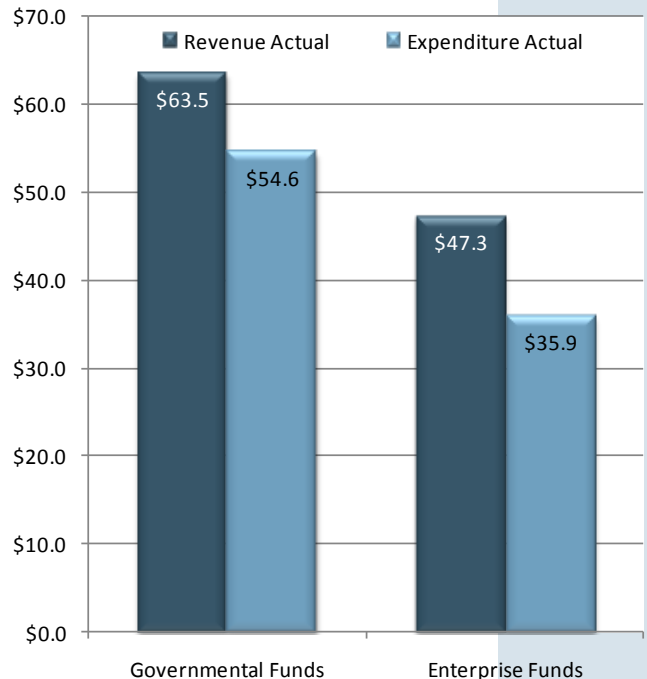
Internal Services (Line #18) is under budget due to timing of recording health claims, and payments for workers' compensation, supplies and purchased services.

Capital expenditures (Line #20) is under budget due to low activity on several projects throughout the City.

Golf (Line #23) is under budget due to less spending in their personal services, supplies and purchased services budgets

Solid Waste (Line #24) is under budget due to less spending on carts and bins, yard waste and solid waste disposal charges, and personal services.

### YTD Operating Revenue & Expenditures By Comparison, Excluding Transfers



# General Fund Revenues & Expenditures

## Monthly Financial Report

### General Fund Revenue & Expenditures JULY 2011

	REVENUE	JULY 2011	YTD Actual	YTD Revised Budget	% of Budget
1	Taxes				
2	Property Tax	1,663,341	7,399,939	7,221,750	102.5%
3	Sales Tax	2,882,075	18,745,720	18,012,320	104.1%
4	Building Use Tax	76,488	581,501	1,040,860	55.9%
5	Auto Use Tax	170,691	1,176,883	1,078,810	109.1%
6	Other Taxes	364,000	1,724,180	1,531,354	112.6%
7	Intergovernmental	1,233,132	4,052,985	3,924,854	103.3%
8	License & Permits				
9	Building Permits	88,919	660,899	455,630	145.1%
10	Other Permits	16,791	286,233	173,647	164.8%
11	Charges For Services	326,606	2,250,872	2,060,362	109.2%
12	Fines & Forfeitures	71,938	550,422	561,358	98.1%
13	Interest Income	9,070	291,961	261,205	111.8%
14	Miscellaneous	458,382	2,939,516	2,592,005	113.4%
15	<i>Subtotal</i>	<i>\$ 7,361,434</i>	<i>\$ 40,661,112</i>	<i>\$ 38,914,155</i>	<i>104.5%</i>
16	Internal Transfers	172,413	1,258,069	1,273,195	98.8%
17	<b>Total Revenue</b>	<b>\$ 7,533,847</b>	<b>\$ 41,919,181</b>	<b>\$ 40,187,350</b>	<b>104.3%</b>
<b>EXPENDITURES</b>					
	Operating				
18	Legislative	\$ 7,122	\$ 55,634	\$ 77,065	72.2%
19	Executive & Legal	129,988	1,002,598	992,138	101.1%
20	Comm. & Bus. Relations	30,594	202,135	239,692	84.3%
21	Cultural Services	133,521	704,097	719,176	97.9%
22	Development Services	199,542	1,846,619	2,009,649	91.9%
23	Finance	144,935	1,137,620	1,324,330	85.9%
24	Fire & Rescue	585,870	4,583,175	4,671,718	98.1%
25	Human Resources	58,658	423,366	599,902	70.6%
26	Information Technology	179,843	1,964,391	2,212,735	88.8%
27	Library	156,370	1,324,058	1,444,753	91.6%
28	Parks & Recreation	685,212	4,424,284	5,023,355	88.1%
29	Police	1,165,179	9,713,867	9,764,540	99.5%
30	Public Works	1,200,276	6,453,489	6,733,036	95.8%
31	Non-Departmental	263,012	823,151	1,283,485	64.1%
32	<i>Subtotal Operating</i>	<i>\$ 4,940,121</i>	<i>\$ 34,658,485</i>	<i>\$ 37,095,574</i>	<i>93.4%</i>
33	Internal Transfers	655,236	1,899,584	2,888,521	65.8%
34	<b>Total Expenditures</b>	<b>\$ 5,595,357</b>	<b>\$ 36,558,068</b>	<b>\$ 39,984,095</b>	<b>91.4%</b>

Building Use Tax (Line #4) is under budget due to low building activity.

Auto Use Tax (Line #5) is over budget due to higher than expected sales.

Other Taxes (Line #6) is over budget due to higher revenue for sales/use tax audits, cigarette tax, and cable TV franchise and PEG fees.

Building Permits (Line #9) is over budget due to fees paid for an office building on Rocky Mountain Avenue.

Other Permits (Line #10) is over budget primarily due to school fees in lieu of land, police and fire special events permits and inspection fees, and street cut permits.

Charges for Services (Line #11) is over budget primarily due to recreation and adult athletics revenues.

Interest Income (Line #13) is over budget due to higher than expected interest earnings .

Miscellaneous (Line #14) is over budget due to higher than anticipated collections for rental income, Library and Cultural Services donations, and proceeds on sale of assets.

Legislative (Line #18) is under budget mainly due to budget dollars for the Council Advance and travel and meetings not used.

Community & Bus. Relations (Line #20) is under budget due to timing in spending their personal services and purchased services budgets.

Development Services (Line #22) is under budget due to timing in spending their supplies, grants and historic preservation budgets.

Finance (Line #23) is under budget due to timing in spending their supplies, purchased services budgets for revenue audits, and bank charges/investment fees.

Human Resources (Line #25) is under budget due to timing in spending their supplies, and purchased services budget, as well as a vacant position.

Information Technology (Line #26) is under budget due to timing in spending their computer supplies, capital, and purchased services budgets.

Library (Line #27) is under budget due to timing in spending their supplies and capital budgets.

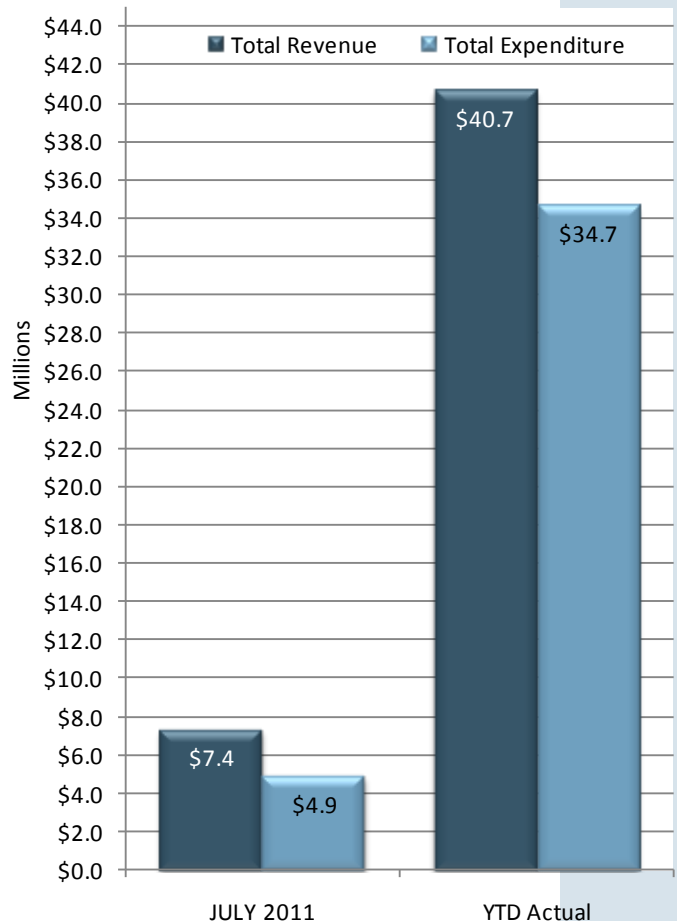
Parks & Recreation (Line #28) is under budget due to timing in spending their personal services, supplies, and purchased services budget.

Non-departmental (Line #31) is under budget due to timing in spending their purchased services budget and food sales tax rebate budget.

Internal transfers (Line #33) are under budget due to timing of capital projects expenditures. Transfers are made monthly based on actual project costs. Also, no transfers have been made to risk for unemployment claims, or to power for building fee waivers.

Revenues exceed expenditures by \$5,361,113. (Line #17 less Line #34)

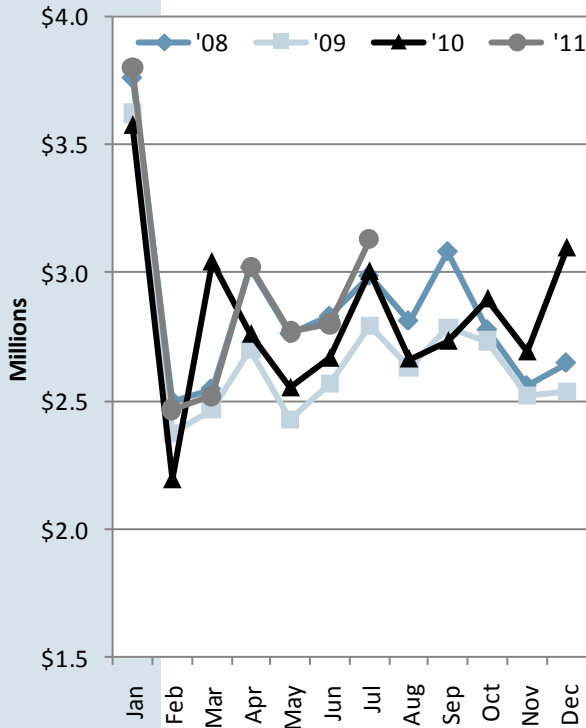
**General Fund Operating Revenue & Expenditures By Comparison, Excluding Transfers**



# Tax Totals & Comparisons

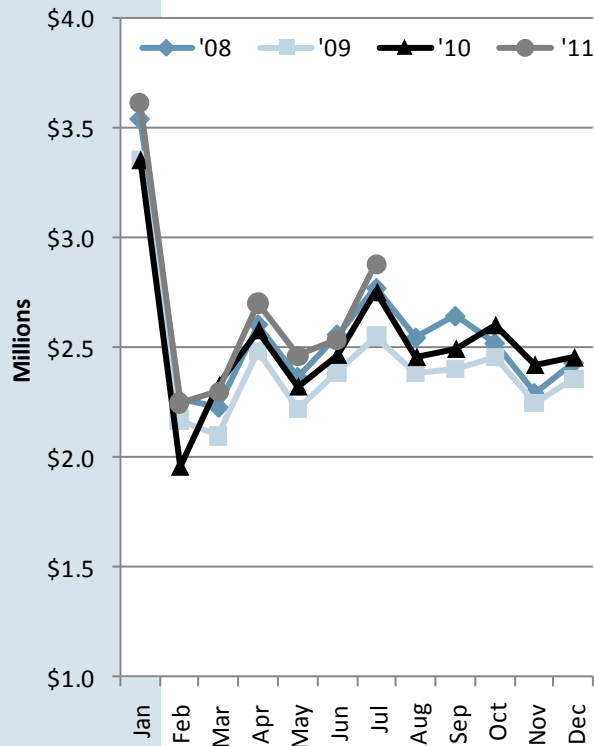
## Monthly Financial Report

### Sales & Use Tax



	'08	'09	'10	'11	2011 Budget	+ / - Budget
Jan	\$ 3,763,212	\$ 3,622,251	\$ 3,573,972	\$ 3,799,760	\$ 3,708,140	2.5%
Feb	\$ 2,499,464	\$ 2,374,608	\$ 2,191,609	\$ 2,465,447	\$ 2,618,440	-5.8%
Mar	\$ 2,544,688	\$ 2,468,095	\$ 3,041,068	\$ 2,517,162	\$ 2,559,770	-1.7%
Apr	\$ 3,020,580	\$ 2,701,737	\$ 2,759,556	\$ 3,022,770	\$ 2,910,840	3.8%
May	\$ 2,761,197	\$ 2,428,860	\$ 2,550,227	\$ 2,769,526	\$ 2,628,350	5.4%
Jun	\$ 2,829,423	\$ 2,569,125	\$ 2,665,632	\$ 2,800,184	\$ 2,738,110	2.3%
Jul	\$ 2,987,495	\$ 2,794,222	\$ 3,004,324	\$ 3,129,254	\$ 2,968,340	5.4%
Aug	\$ 2,811,579	\$ 2,628,842	\$ 2,662,932		\$ 2,815,690	
Sep	\$ 3,082,644	\$ 2,782,768	\$ 2,732,087		\$ 2,884,640	
Oct	\$ 2,776,559	\$ 2,733,964	\$ 2,897,370		\$ 2,941,910	
Nov	\$ 2,557,802	\$ 2,522,092	\$ 2,690,549		\$ 2,659,950	
Dec	\$ 2,646,945	\$ 2,537,802	\$ 3,096,111		\$ 2,682,740	
	\$ 34,281,588	\$ 32,164,365	\$ 33,865,435	\$ 20,504,103	\$ 34,116,920	
YTD	\$ 20,406,059	\$ 18,958,898	\$ 19,786,387	\$ 20,504,103	\$ 20,131,990	1.8%

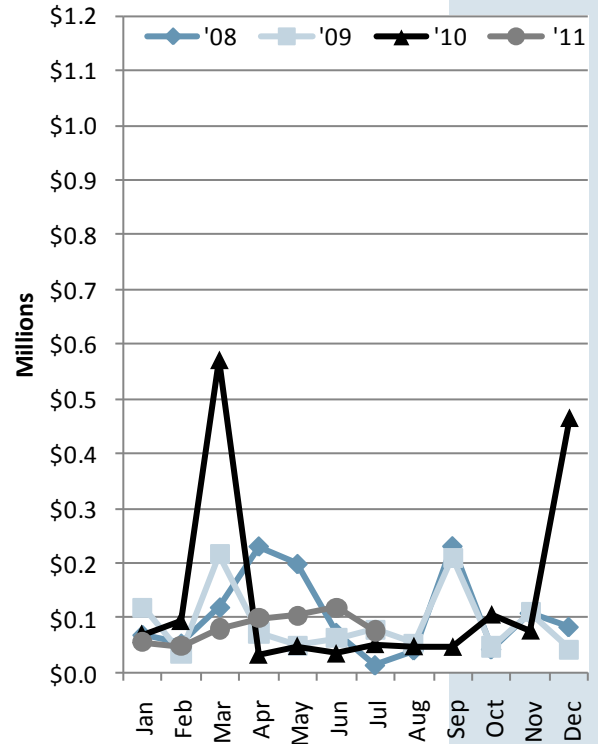
### Retail Sales Tax



	'08	'09	'10	'11	2011 Budget	+ / - Budget
Jan	\$ 3,538,021	\$ 3,354,704	\$ 3,352,821	\$ 3,613,881	\$ 3,419,500	5.7%
Feb	\$ 2,266,805	\$ 2,170,562	\$ 1,959,729	\$ 2,249,749	\$ 2,333,970	-3.6%
Mar	\$ 2,229,963	\$ 2,100,216	\$ 2,328,701	\$ 2,299,237	\$ 2,216,570	3.7%
Apr	\$ 2,605,919	\$ 2,482,752	\$ 2,579,918	\$ 2,702,024	\$ 2,585,290	4.5%
May	\$ 2,367,597	\$ 2,218,482	\$ 2,324,395	\$ 2,462,213	\$ 2,310,110	6.6%
Jun	\$ 2,560,453	\$ 2,390,535	\$ 2,468,207	\$ 2,536,541	\$ 2,489,270	1.9%
Jul	\$ 2,770,864	\$ 2,552,195	\$ 2,752,870	\$ 2,882,075	\$ 2,657,610	8.4%
Aug	\$ 2,546,052	\$ 2,383,119	\$ 2,458,382		\$ 2,481,550	
Sep	\$ 2,644,113	\$ 2,401,596	\$ 2,495,338		\$ 2,500,790	
Oct	\$ 2,521,253	\$ 2,457,158	\$ 2,602,599		\$ 2,558,640	
Nov	\$ 2,294,503	\$ 2,245,659	\$ 2,422,352		\$ 2,338,410	
Dec	\$ 2,432,635	\$ 2,358,273	\$ 2,455,821		\$ 2,424,090	
	\$ 30,778,179	\$ 29,115,253	\$ 30,201,133	\$ 18,745,720	\$ 30,315,800	
YTD	\$ 18,339,621	\$ 17,269,447	\$ 17,766,641	\$ 18,745,720	\$ 18,012,320	4.1%

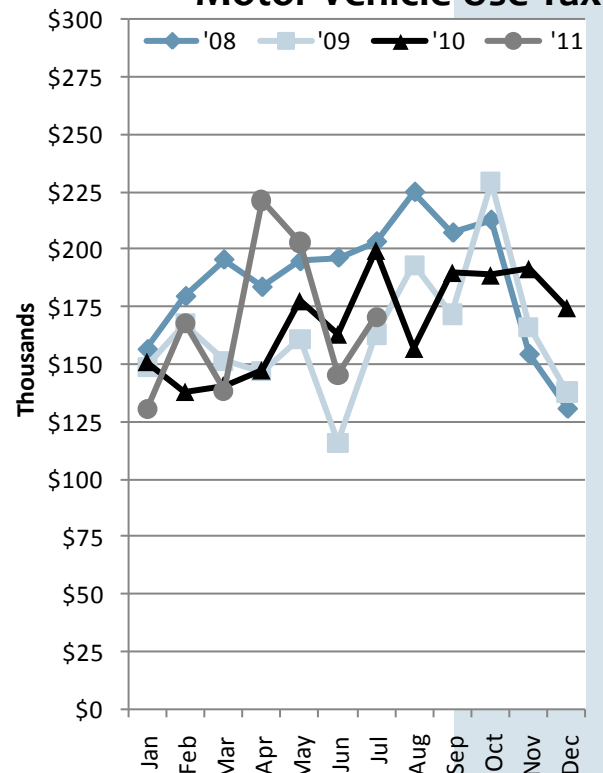
	'08	'09	'10	'11	2011 Budget	+ / - Budget
Jan	\$ 68,522	\$ 118,719	\$ 70,117	\$ 55,542	\$ 136,380	-59.3%
Feb	\$ 52,986	\$ 36,254	\$ 93,928	\$ 47,621	\$ 112,810	-57.8%
Mar	\$ 119,149	\$ 216,500	\$ 571,599	\$ 79,590	\$ 188,330	-57.7%
Apr	\$ 230,954	\$ 72,251	\$ 32,260	\$ 99,569	\$ 175,440	-43.2%
May	\$ 198,765	\$ 49,434	\$ 48,145	\$ 104,373	\$ 153,590	-32.0%
Jun	\$ 72,544	\$ 62,723	\$ 34,349	\$ 118,318	\$ 130,300	-9.2%
Jul	\$ 13,276	\$ 79,061	\$ 51,657	\$ 76,488	\$ 144,010	-46.9%
Aug	\$ 40,683	\$ 52,578	\$ 47,716		\$ 136,550	
Sep	\$ 231,321	\$ 209,338	\$ 46,646		\$ 208,060	
Oct	\$ 42,561	\$ 47,437	\$ 105,818		\$ 148,620	
Nov	\$ 108,737	\$ 110,207	\$ 76,444		\$ 151,490	
Dec	\$ 83,315	\$ 41,844	\$ 465,626		\$ 115,540	
	\$ 1,262,815	\$ 1,096,346	\$ 1,644,305	\$ 581,501	\$ 1,801,120	
YTD	\$ 756,197	\$ 634,942	\$ 902,055	\$ 581,501	\$ 1,040,860	-44.1%

### Building Material Use Tax



	'08	'09	'10	'11	2011 Budget	+ / - Budget
Jan	\$ 156,669	\$ 148,828	\$ 151,034	\$ 130,337	\$ 152,260	-14.4%
Feb	\$ 179,673	\$ 167,793	\$ 137,951	\$ 168,077	\$ 171,660	-2.1%
Mar	\$ 195,576	\$ 151,378	\$ 140,768	\$ 138,335	\$ 154,870	-10.7%
Apr	\$ 183,707	\$ 146,734	\$ 147,378	\$ 221,177	\$ 150,110	47.3%
May	\$ 194,835	\$ 160,943	\$ 177,687	\$ 202,940	\$ 164,650	23.3%
Jun	\$ 196,426	\$ 115,867	\$ 163,076	\$ 145,325	\$ 118,540	22.6%
Jul	\$ 203,356	\$ 162,966	\$ 199,797	\$ 170,691	\$ 166,720	2.4%
Aug	\$ 224,843	\$ 193,144	\$ 156,834		\$ 197,590	
Sep	\$ 207,209	\$ 171,833	\$ 190,102		\$ 175,790	
Oct	\$ 212,745	\$ 229,369	\$ 188,953		\$ 234,650	
Nov	\$ 154,561	\$ 166,225	\$ 191,753		\$ 170,050	
Dec	\$ 130,995	\$ 137,685	\$ 174,664		\$ 143,110	
	\$ 2,240,595	\$ 1,952,766	\$ 2,019,997	\$ 1,176,882	\$ 2,000,000	
YTD	\$ 1,310,241	\$ 1,054,509	\$ 1,117,691	\$ 1,176,882	\$ 1,078,810	9.1%

### Motor Vehicle Use Tax



# Sales Tax Collections

## Monthly Financial Report

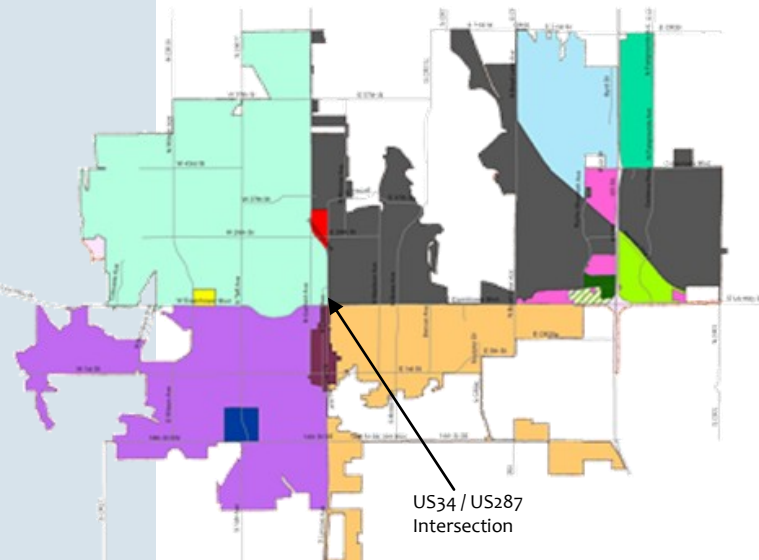
### Collections By Standard Industrial Classification Code

Summary of Sales Tax Collections by Industry Code JULY 2011							
Description	YTD 2011	YTD 2010	\$ Change	% Change	% of Total	Cumulative %	
1 Department Stores & General Merchandise	\$ 4,322,018	\$ 4,293,708	\$ 28,310	0.7%	23.1%	23.1%	
2 Restaurants & Bars	\$ 2,195,836	\$ 2,030,605	\$ 165,230	8.1%	11.7%	34.8%	
3 Grocery Stores & Specialty Foods	\$ 1,923,721	\$ 1,834,470	\$ 89,252	4.9%	10.3%	45.0%	
4 Clothing & Clothing Accessories Stores	\$ 1,357,142	\$ 1,185,366	\$ 171,776	14.5%	7.2%	52.3%	
5 Building Material & Lawn & Garden Supplies	\$ 1,223,961	\$ 1,157,796	\$ 66,165	5.7%	6.5%	58.8%	
6 Motor Vehicle Dealers, Auto Parts & Leasing	\$ 1,122,312	\$ 1,028,054	\$ 94,258	9.2%	6.0%	64.8%	
7 Utilities	\$ 1,063,921	\$ 1,067,342	\$ (3,421)	-0.3%	5.7%	70.5%	
8 Sporting Goods, Hobby, Book & Music Stores	\$ 912,693	\$ 833,848	\$ 78,845	9.5%	4.9%	75.3%	
9 Broadcasting & Telecommunications	\$ 785,930	\$ 769,483	\$ 16,448	2.1%	4.2%	79.5%	
10 Used Merchandise Stores	\$ 524,898	\$ 479,921	\$ 44,977	9.4%	2.8%	82.3%	
11 Electronics & Appliance Stores	\$ 419,793	\$ 425,604	\$ (5,811)	-1.4%	2.2%	84.6%	
12 Beer, Wine & Liquor Stores	\$ 406,444	\$ 385,929	\$ 20,515	5.3%	2.2%	86.7%	
13 Hotels, Motels & Other Accommodations	\$ 375,187	\$ 309,901	\$ 65,286	21.1%	2.0%	88.7%	
14 Health & Personal Care Stores	\$ 333,167	\$ 297,136	\$ 36,031	12.1%	1.8%	90.5%	
15 Consumer Goods & Commercial Equipment	\$ 296,971	\$ 277,627	\$ 19,344	7.0%	1.6%	92.1%	
16 Electronic Shopping & Mail-Order Houses	\$ 265,367	\$ 234,099	\$ 31,268	13.4%	1.4%	93.5%	
17 Furniture & Home Furnishing Stores	\$ 249,790	\$ 223,731	\$ 26,059	11.6%	1.3%	94.8%	
18 Office Supplies, Stationery & Gift Stores	\$ 204,312	\$ 198,672	\$ 5,639	2.8%	1.1%	95.9%	
19 Gasoline Stations with Convenience Stores	\$ 135,302	\$ 132,172	\$ 3,130	2.4%	0.7%	96.7%	
20 All Other Categories	\$ 626,955	\$ 601,178	\$ 25,777	4.3%	3.3%	100.0%	
<b>Total</b>	<b>\$ 18,745,720</b>	<b>\$ 17,766,641</b>	<b>\$ 979,079</b>	<b>5.5%</b>	<b>100.0%</b>	<b>100.0%</b>	

Sales tax revenue through July 2011 is 5.51% over 2010. Every geographical area continues to hold on to positive year-to-date sales over the same period last year even with the national trend showing a decline in sales. The North East Loveland area is showing gains over last year due in part to the addition and performance of several new businesses in the Crossroads area. The Outlet Mall continues to trend up over 13% in part from new store openings.

By business category; Hotels, Motels & Other Accommodations are up 21.1% over last year's sales numbers while Clothing & Clothing Accessories are up 14.5% followed by Sporting Goods, Hobby, and Book & Music Stores at 9.5%

The year-to-date audit revenue is \$307,391 and \$266,014 has been collected in lodging tax.



### Collections By Geographical Code

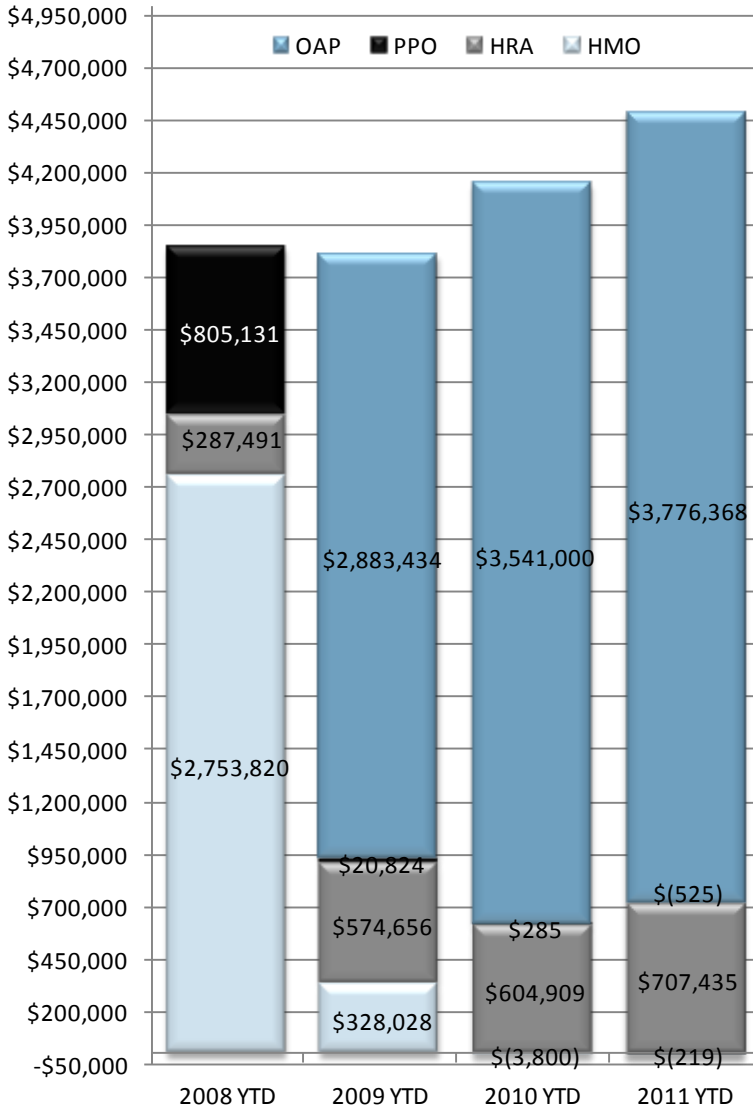
Geographical Area	YTD 2011	YTD 2010	% Change
North West Loveland	\$2,161,209	\$2,146,560	0.7%
South West Loveland	\$621,324	\$593,978	4.6%
North East Loveland	\$1,188,971	\$1,078,014	10.3%
South East Loveland	\$4,546,006	\$4,458,720	2.0%
Orchards Shopping Center	\$1,198,996	\$1,128,654	6.2%
Columbine Shopping Center	\$348,294	\$324,374	7.4%
Downtown	\$608,107	\$587,111	3.6%
Centerra	\$1,728,889	\$1,575,948	9.7%
Promenade Shops	\$1,419,826	\$1,345,520	5.5%
Outlet Mall	\$731,390	\$645,748	13.3%
Thompson Valley Shopping Center	\$921,067	\$855,803	7.6%
The Ranch	\$391,539	\$330,057	18.6%
Airport	\$210,682	\$168,870	24.8%
All Other Areas	\$2,669,419	\$2,527,286	5.6%
<b>Total</b>	<b>\$18,745,720</b>	<b>\$17,766,641</b>	<b>5.5%</b>

# Health Care Claims

July 2011

## June Incurred Claims Posted In July

### YTD Processed Claims

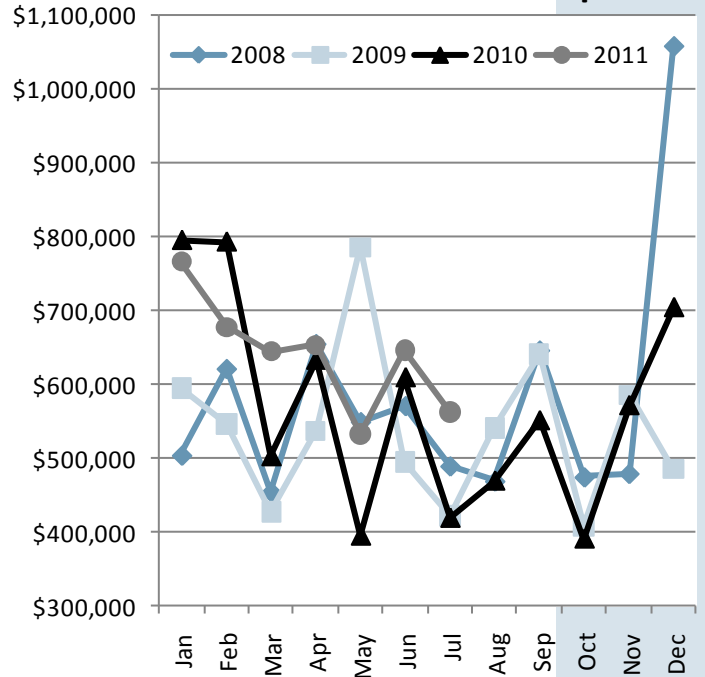


### Claims Over \$25k Comparison (2008-2011)

	Year-to-date # of claims			
	2008	2009	2010	2011
July-YTD	24	26	24	32

2011 Stoploss YTD claims: 0

### Total Incurred Claims Comparison



### Cash Basis for Claims Paid

		HMO	OAP	HRA	PPO	Total	Budget	\$ Over / (Under) Budget	% Over / (Under) Budget
		2011	July	\$ -	\$ 464,233	\$ 182,497	\$ (525)	\$ 646,205	\$ 680,043
	YTD	-	3,261,740	659,195	\$(525)	3,920,410	4,080,255	(159,845)	-3.9%
2010	July	44	527,401	81,282	-	608,727	630,046	(21,319)	-3.4%
	YTD	(3,800)	3,195,551	532,170	285	3,724,206	3,780,275	(56,069)	-1.5%
Change	July	(44)	(63,168)	101,215	(525)	37,478			
	% Jul	0.0%	-12.0%	124.5%	0.0%	6.2%			
	YTD	\$ (3,800)	\$ 66,189	\$ 127,025	\$ (810)	\$ 196,204			
	% YTD	100.0%	2.1%	23.9%	-284.2%	5.3%			

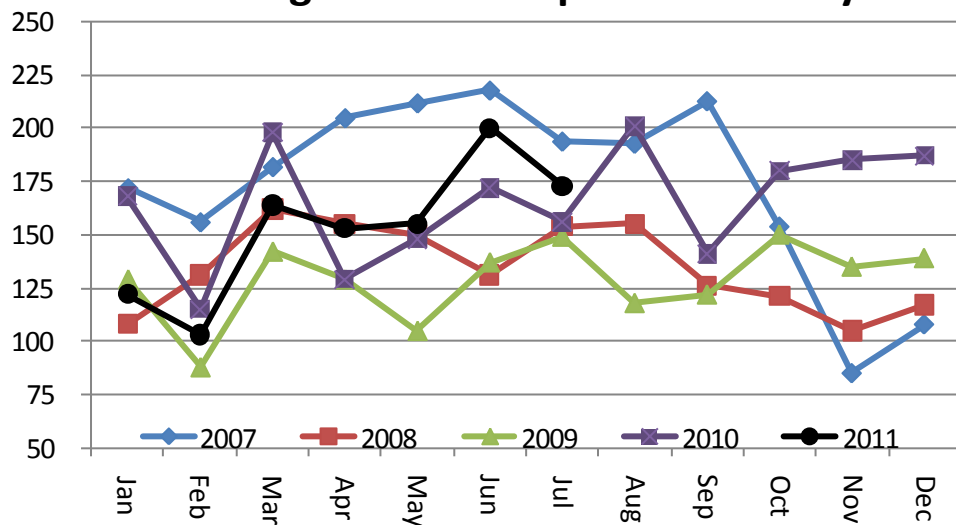
# Activity Measures

## Monthly Financial Report

### Activity Measures

Measures	July '09	July '10	July '11	2009 YTD	2010 YTD	2011 YTD
# of Building Permits	149	156	173	879	1,086	1,070
Building Permit Valuations	\$ 5,482,610	\$ 4,951,541	\$ 7,011,880	\$ 44,315,936	\$ 80,683,121	\$ 54,174,048
# of Certified Occupancies	14	16	19	127	110	126
Net # of Sales Tax Licenses	2	(16)	16	116	63	117
New Residential Electric Meter Sets	4	14	20	68	108	201
# of Utility Bills Sent	33,270	35,061	35,587	233,601	244,772	248,423
Rounds of Golf	21,766	20,533	19,771	80,911	68,598	72,278
Health Claim Costs/Emp.	\$ 685	\$ 679	\$ 899	\$ 6,271	\$ 6,718	\$ 7,162
# of Vacant Positions	10	11	14			
# of Frozen Vacant Positions	19	14	12			
# of Eliminated Positions	14	40	45			
KWH Demand (kH)	125,314	135,155	139,890	686,353	713,121	722,859
KWH Purchased (kwh)	63,471,206	68,158,987	74,077,514	388,979,689	402,868,109	417,011,041
Gallons of Water Sold	437,418,428	509,206,372	512,199,991	1,617,127,589	1,630,840,326	1,705,806,215
# of Workers' Comp Claims	16	7	16	59	84	69
\$ of Workers' Comp Claims Paid	\$ 48,257	\$ 72,690	\$ 13,077	\$ 106,392	\$ 187,808	\$ 83,414
# of Open Claims Current Year	NA	12	20			
# of Total Open Claims	NA	14	22			
\$ of Total Open Claims	\$ 406,606	\$ 353,920	\$ 79,678			
# of Hotel Rooms	NA	1,117	1,117			
\$ of Lodging Tax Collected	NA	\$ 62,162	\$ 68,505	\$ -	\$ 228,571	\$ 266,014

### Building Permit Comparison History





## Cash &amp; Reserves

July 2011

## Cash &amp; Reserves

Total Cash & Reserves = \$191.8 million, of which \$137.5 million is restricted or reserved, or 71.6%, leaving \$54.3 million unrestricted.

Statement of Cash July 2011			
	Beginning	YTD Activity	Ending
<b>Restricted</b>			
1 Capital Expansion Fees	\$ 36,464,857	\$ (1,198,786)	\$ 35,266,071
2 Other Special Revenue Funds	20,268,968	811,824	21,080,792
3 Capital Projects	3,439,842	(1,079,624)	2,360,219
4 Debt Reserves-Golf	-	-	-
5 Water System Impact Fees	5,634,568	988,299	6,622,867
6 Windy Gap	4,776,059	(519,010)	4,257,049
7 Raw Water	22,801,762	(9,298,267)	13,503,495
8 Wastewater System Impact Fees	4,258,451	475,564	4,734,015
9 Storm Drainage System Impact Fees	1,542,372	(179,118)	1,363,254
10 Power System Impact Fees	5,624,382	1,039,066	6,663,448
11 Cemetery	2,433,991	53,988	2,487,979
12 Other Entities	3,393,300	1,160,054	4,553,354
<b>13 Total Restricted</b>	<b>\$ 110,638,551</b>	<b>\$ (7,746,009)</b>	<b>\$ 102,892,542</b>
<b>Committed/Assigned Balance Amounts</b>			
14 General Fund			
15 Operating/Emergency ***	1,731,040	-	1,731,040
16 Council Contingency	-	-	-
17 Council Capital Reserve ***	4,730,850	(1,091,750)	3,639,100
18 Liability	125,000	-	125,000
19 Equipment Replacement	-	-	-
20 Police Communication Console Replacement	512,000	104,000	616,000
21 Library Reserve	158,379	1,675	160,054
22 Library Building Reserve	16,750	-	16,750
23 Telephone Switch Reserve	261,460	-	261,460
24 Excess TABOR	5,698,193	(495,126)	5,203,067
25 Water	660,898	(164,793)	496,105
26 Wastewater	816,746	9,302	826,048
27 Storm Water	442,355	3,088	445,443
28 Power	2,696,087	176,113	2,872,200
29 Golf	243,784	2,577	246,361
30 Insurance Reserves	4,632,532	32,525	4,665,057
31 Employee Benefits	6,443,162	210,008	6,653,170
32 Fleet Replacement	6,208,177	454,551	6,662,728
<b>33 Total Committed/Assigned</b>	<b>\$ 35,377,415</b>	<b>\$ (757,830)</b>	<b>\$ 34,619,585</b>
<b>34 Total Restricted/Committed/Assigned</b>	<b>\$ 146,015,966</b>	<b>\$ (8,503,839)</b>	<b>\$ 137,512,127</b>
<b>Unassigned Balance Amounts</b>			
35 General	12,740,445	5,985,520	18,725,964
36 Airport	814,146	88,616	902,762
37 Internal Service - Vehicle Maintenance	57,032	70,090	127,122
38 Golf	902,662	556,828	1,459,491
39 Water	3,745,091	(933,827)	2,811,264
40 Wastewater	7,350,712	83,720	7,434,432
41 Power	15,277,828	997,974	16,275,802
42 Stormwater	2,506,679	17,498	2,524,177
43 Solid Waste	2,873,450	1,173,757	4,047,207
<b>44 Total Unassigned</b>	<b>\$ 46,268,044</b>	<b>\$ 8,040,176</b>	<b>\$ 54,308,220</b>
<b>45 Total Cash</b>	<b>\$ 192,284,010</b>	<b>\$ (463,663)</b>	<b>\$ 191,820,347</b>

\*Operating/Emergency: TABOR Amendment requirement for 3% of operating expenditures excluding transfers and debt.

\*\*Other Entities Fund: Special Improvement District #1, Airport, General Improvement District #1, Loveland Urban Renewal Authority, Loveland/Larimer Building Authority

\*\*\*Contributions made at year end.

(Line #17) Council Capital Reserve: \$900,000 Downtown Improvements \$191,750 Interfund Loan Payment

(Line #22) The market value of the Proctor & Gamble Stock as of December 31, 2010 is \$205,856. This value represents the original value of the stock when it was first donated.

(Line #24) Six main streets projects are: US 34/Madison, Boyd Lake Ave Extension, Signal at 4th/Lincoln, Crossroads/71st St, 57th/287, and Crossroads/I-25

Prepared by:  
Finance Department

WEBSITE: [WWW.CITYOFLOVELAND.ORG](http://WWW.CITYOFLOVELAND.ORG)

## Citywide Capital Projects Over \$500,000

Project Title	2011 Budget	2011 Expenditures	Remaining 2011 Budget	% of 2011 Budget (Exp/Bud)	Budget Book Page #
<b>Water Capital</b>					
Washington Ave WL Replacement	\$ 497,810	\$ 155,722	\$ 342,088	31.28%	C-115
Filter Plant 2 Improvements	\$ 1,251,850	\$ 959,999	\$ 291,851	76.69%	C-113
<b>Raw Water Capital</b>					
Windy Gap Firming Project	\$ 596,490	\$ -	\$ 596,490	0.00%	C-86
Purchase Colorado Big Thompson Water	\$ 4,623,000	\$ 4,500,000	\$ 123,000	97.34%	C-87
<b>Wastewater Utility Capital</b>					
Carlisle Phase IV (Taft to RR)	\$ 623,730	\$ 17,252	\$ 606,478	2.77%	C-101
Waste Activated Sludge Thickening	\$ 4,802,740	\$ 346,789	\$ 4,455,951	7.22%	C-88
South Horseshoe Lift Station Submersible	\$ 887,000	\$ -	\$ 887,000	0.00%	
<b>Power Capital</b>					
Horseshoe Sub tie S along Taft to ckt existing on West 29th	\$ 2,300,000	\$ 5,697	\$ 2,294,303	0.25%	
West Sub tie E along Arkins Branch, N along Wilson to 29th	\$ 1,300,000	\$ 25,163	\$ 1,274,837	1.94%	
Valley Sub tie W along 402, N along Wilson, W along Arkins to W Sub	\$ 1,100,000	\$ 5,777	\$ 1,094,223	0.53%	
Horseshoe Sub - New Transformer	\$ 1,200,000	\$ -	\$ 1,200,000	0.00%	
<b>Stormwater Capital</b>					
Washington Ave Outfall Phase 4	\$ 3,313,990	\$ 1,250,514	\$ 2,063,476	37.73%	
<b>Streets Transportation Program</b>					
US34/Madison	\$ 749,020	\$ 247,748	\$ 501,272	33.08%	
Boyd Lake Ave Extension	\$ 1,005,100	\$ 455,210	\$ 549,890	45.29%	C-71
2011 Street Rehabilitation	\$ 2,956,210	\$ 1,390,842	\$ 1,565,368	47.05%	C-39
<b>All Other</b>					
Downtown Infrastructure	\$ 900,000	\$ -	\$ 900,000	0.00%	C-40
Open Lands Acquisition	\$ 2,445,000	\$ -	\$ 2,445,000	0.00%	C-29
MeHaffey Park Development	\$ 640,000	\$ -	\$ 640,000	0.00%	C-28
Library Expansion	\$ 7,870,850	\$ 3,408,921	\$ 4,461,929	43.31%	
Agilent Land/Building	\$ 5,675,000	\$ 5,280,884	\$ 394,116	93.06%	

City of Loveland  
500 East 3rd Street  
Loveland, CO 80537

For more information regarding this report contact:  
Renee Wheeler, Assistant City Manager  
970.962.2704 or [wheeler@ci.loveland.co.us](mailto:wheeler@ci.loveland.co.us)





**CITY OF LOVELAND**  
CITY MANAGER'S OFFICE

Civic Center • 500 East Third • Loveland, Colorado 80537  
(970) 962-2303 • FAX (970) 962-2900 • TDD (970) 962-2620

**AGENDA ITEM:** 1'  
**MEETING DATE:** 9/6/2011  
**TO:** Mayor and City Council  
**FROM:** Alan Krcmarik, Executive Fiscal Advisor  
**PRESENTER:** Alan Krcmarik

**TITLE:** Investment Report for July 2011

**DESCRIPTION:** This is an information only item. No Council action is required. The budget estimate for investment earnings for 2011 is \$3,163,130. For the first seven months of 2011, the amount posted to the investment account is \$2,000,643 including realized gains. Actual year-to-date earnings are *higher* than the year-to-date projection by \$232,497. Based on July's monthly statement, the estimated annualized yield on the U.S. agencies and corporates was up to 1.64%, still under the annual target rate. Interest rates have dropped significantly lower.

**BUDGET IMPACT:** Investment earnings provide revenue to the City's various funds.

Yes       No

**SUMMARY:** At the end of July, the City's total portfolio had an estimated market value of \$192.9 million, about \$ 3.1 million more than a month ago. Of this amount, USBank held (including accrued interest) \$182.8 million in trust accounts; other funds are held in local government investment pools, in operating accounts at WellsFargo Bank, and a few miscellaneous accounts. Interest rates have trended significantly lower over the past few months. Investments are in US Treasury Notes, highly-rated US Agency Bonds, highly-rated corporate bonds, money market accounts, and local government investment pools. The City's investment strategy emphasizes safety of principal, then sufficient liquidity to meet cash needs, and finally, return on investment. Each percent of earnings on the portfolio equates to \$1.9 million annually. Each basis point would be about \$19,300 annually.

**LIST OF ATTACHMENTS:** Investment Focus July 2011

**RECOMMENDED CITY COUNCIL ACTION:** For Council's information; questions welcomed.

**REVIEWED BY CITY MANAGER:**



Loveland Municipal Building

# Investment Focus

Monthly Investment Report

July 2011

## What's in here?

Focal Points	1
Gain / Loss	
Rate Trends	2
Cash Statement	3
Portfolio size	4
Investment types	
Transactions /	5
Maturity	
Future Scan	6

## Focal Points

- \* 2011 targets for the City's portfolio: 1) the interest rate target is **2.0%**; 2) the earnings goal = **\$3,163,130**.
- \* City investments are in high quality, low risk securities, in compliance with state law and the adopted investment policy.
- \* Revenue posted to accounts = **\$2,000,643, 63.2% of target**. This includes realized gains on the sales of \$118,324.
- \* Each 1% of the total portfolio amounts to about \$1.9 million.
- \* Lower interest rates make the unrealized loss a gain of **\$235,391**.

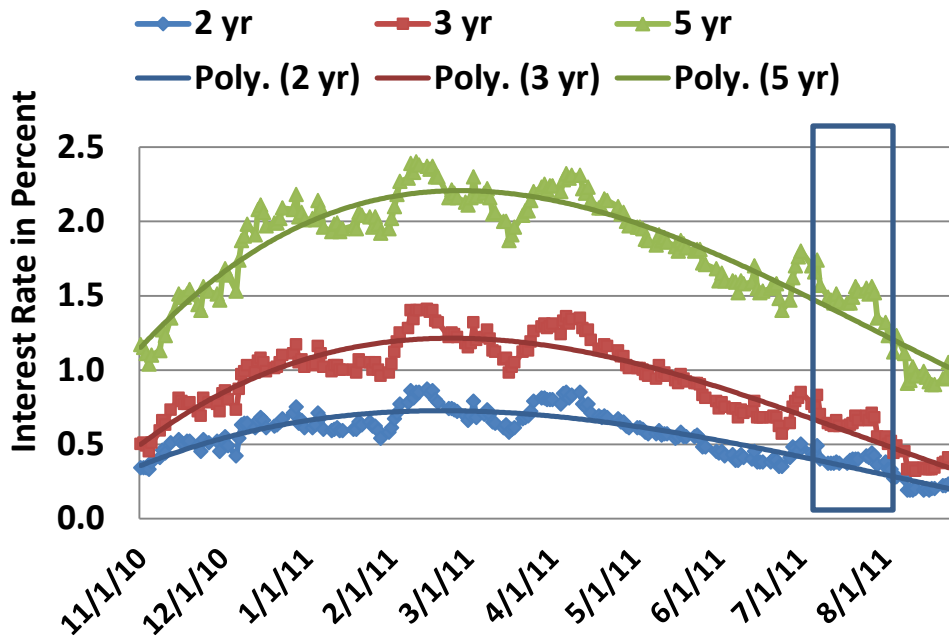
## What the debt ceiling deal means?

The deal which allows the debt ceiling to rise in three phases through the end of 2012. It has two steps. The first step cuts the discretionary budget by almost \$1 trillion over the next 10 years. The second step requires a joint committee of three Democrats and three Republicans from each chamber to negotiate an additional \$1.2 trillion to \$1.5 trillion in cuts by 2021, and gives the negotiated package a procedural fast-track in Congress.

Source: Economic Policy Institute, August 4, 2011.

Type of Investment	Purchase Price	Market Value	Unrealized Gain or Loss
Checking Accounts	\$ 9,447,469	\$ 9,447,469	--
Investment Pools	589,813	589,813	--
Money Markets	<u>32,262,156</u>	<u>32,262,156</u>	--
Subtotal	\$ 42,299,438	\$ 42,299,438	--
Notes and Bonds	<u>150,352,115</u>	<u>150,587,506</u>	<u>\$ 235,391</u>
<b>Total Portfolio</b>	<b>\$ 192,651,553</b>	<b>\$ 192,886,944</b>	<b>\$ 235,391</b>
Data Sources	(Morgan Stanley)	(US Bank)	

## Interest rate trends / the debt ceiling impacts



Interest rates reached new record lows in July and moved even lower in August. Based on the 2-year treasury, the July month-end rate was 20% lower. The 3- and 5-year rates were 32% and 23% lower, respectively.

When the treasury market shifts like this, the value of prior investments increases making the unrealized loss lower. For new investments, yields were much lower at the end of July.

### Immediate impact on jobs and the economy

The initial spending cut will reduce outlays by \$30.5 billion in calendar year 2012, leading directly to job losses. . . Although the debt ceiling deal creates undesirable obstacles to continuing emergency unemployment benefits and the payroll tax holiday, the joint committee should prioritize these desperately needed stimulus measures in any second phase of long-term deficit reduction. <sup>EPI</sup>

### Impact of debt ceiling deal on GDP and jobs in 2012

	Cost	Multiplier	GDP Impact	Job Impact
<i>Discretionary Cuts</i>	\$30.5B	1.40	-\$43B (-0.3%)	-323,000
<i>No payroll tax holiday</i>	\$118.0B	1.09	-\$128B (-0.8%)	-972,000
<i>No extended unemployment insurance</i>	\$45.0B	1.55	-\$70B (-0.4%)	-528,000
<b>Total</b> Note: totals may not sum due to rounding	<b>\$193.0B</b>	<b>1.25</b>	<b>-\$241B (-1.5%)</b>	<b>-1,822,000</b>

Source: Joint Committee on Taxation, Congressional Budget Office, and Economic Policy Institute; Multipliers from Zandi.

Relative to current budget policy, the spending cut in the debt ceiling deal plus the failure to extend the payroll tax holiday and emergency unemployment insurance would reduce U.S. GDP by \$241 billion in calendar year 2012, a decrease of 1.5%, relative to projected levels. This estimate (detailed below) is consistent with private estimates by, for example, J.P. Morgan Chase (Goldfarb 2011). This decline in economic activity would reduce nonfarm payroll employment by roughly 1.8 million jobs and correspondingly increase the unemployment rate by 0.6 percentage points, relative to current budget policy. In context, the U.S. economy created only 18,000 jobs in June 2011, and the economy has generated *fewer than 1.8 million jobs since* employment bottomed out in early 2010. More than 11 million jobs are needed to bring the unemployment rate back down to pre-recession levels (Shierholz 2011).

# Cash Position Summary

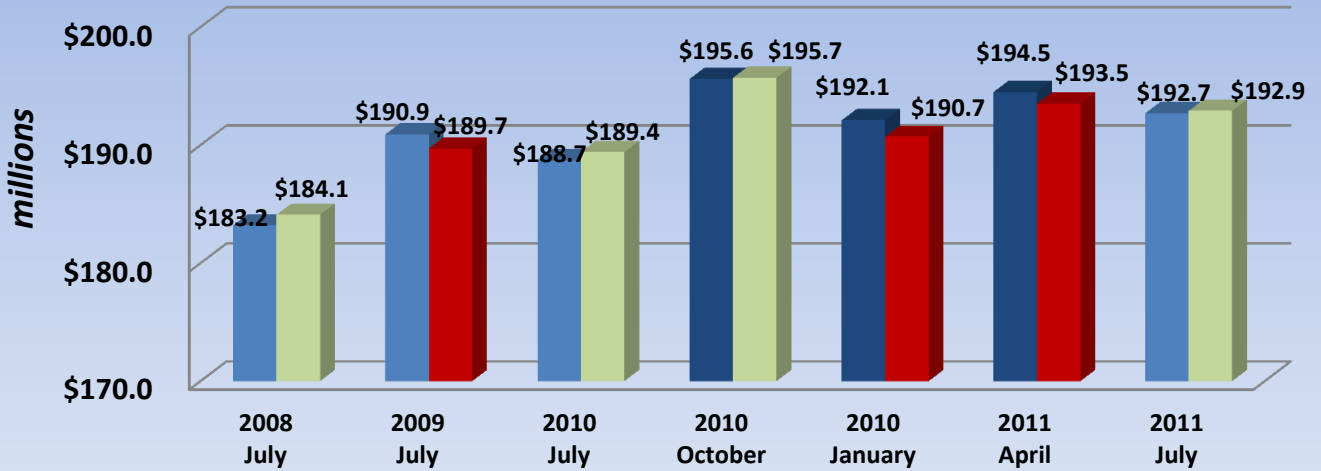
## Cash & Reserves (unaudited)

		2011 Beginning	YTD Activity	Month End Total
<b>Restricted Reserves</b>				
1	Capital Expansion Fees	\$ 36,464,857	\$ (1,198,786)	\$ 35,266,071
2	Water System Impact Fees	5,634,568	988,299	6,622,867
3	Raw Water Revenue – Windy Gap	27,577,821	(9,894,383)	17,760,544
4	Wastewater System Imp. Fees	4,258,451	475,564	4,734,015
5	Storm Drain System Imp. Fees	1,542,372	(179,118)	1,363,254
6	Power Plant Investment Fees	5,624,382	1,039,066	6,663,448
7	Cemetery Perpetual Care	2,433,991	53,988	2,487,979
8	Other Restricted	27,102,110	892,255	27,994,365
9	<b>Total Restricted</b>	<b>\$ 110,638,551</b>	<b>\$ (7,746,009)</b>	<b>\$ 102,892,542</b>
<b>Reserve Balance Amounts</b>				
10	General Fund	\$ 13,233,672	\$ (1,481,201)	\$ 11,881,283
11	Enterprise Funds	4,859,870	26,287	4,886,158
12	Internal Service Funds	17,283,872	697,084	17,980,955
13	<b>Total Reserves</b>	<b>\$ 35,377,415</b>	<b>\$ (757,830)</b>	<b>\$ 34,619,585</b>
14	<b>Total Restricted and Reserved</b>	<b>\$ 146,015,966</b>	<b>\$ (8,503,839)</b>	<b>\$ 137,512,127</b>
<b>Unrestricted</b>				
15	General Fund	\$ 12,740,445	\$ 5,985,520	\$ 18,725,964
16	Airport	814,146	88,616	902,762
17	Internal Service – Vehicle Maint	57,032	70,090	127,122
18	Enterprise Funds	32,656,422	1,895,950	34,552,372
19	<b>Total Unrestricted</b>	<b>\$ 46,268,044</b>	<b>\$ 8,040,176</b>	<b>\$ 54,308,220</b>
20	<b>TOTAL CASH</b>	<b>\$ 192,284,010</b>	<b>\$ (463,663)</b>	<b>\$ 191,820,347</b>

# Monthly Investment Report

## Portfolio Size / Types of Investments

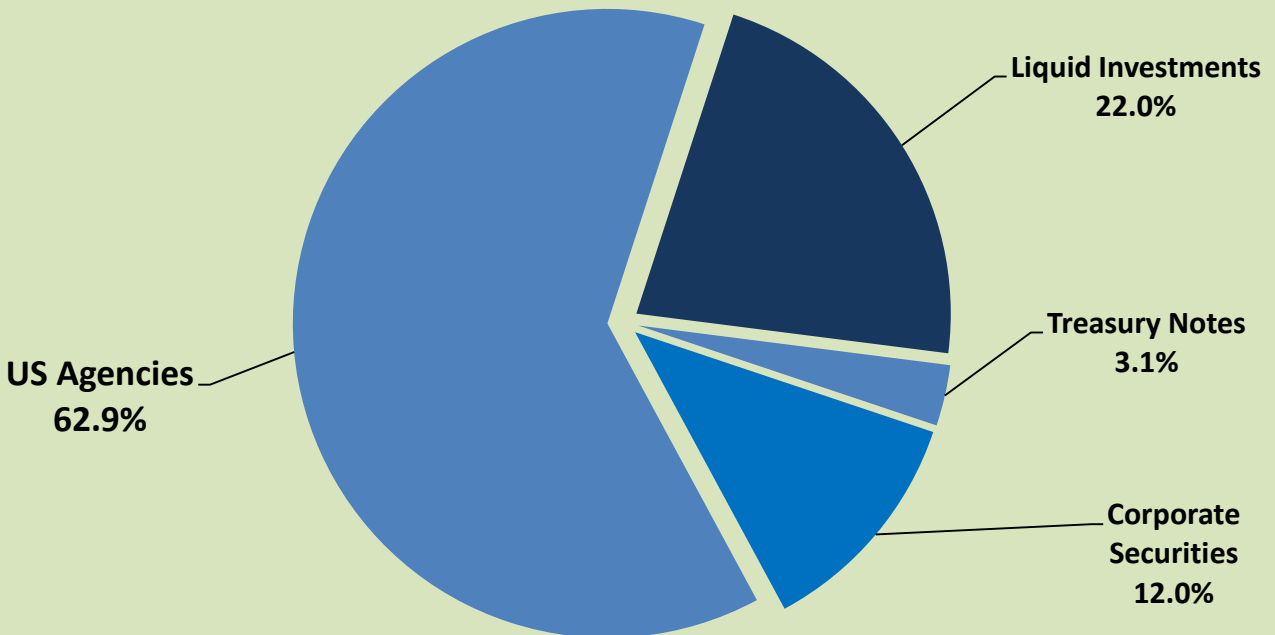
### Portfolio Size since July 2008



Blue bars show Purchase value, red and green bars show market value, red = loss and green = gain

### Portfolio by Type of Investment

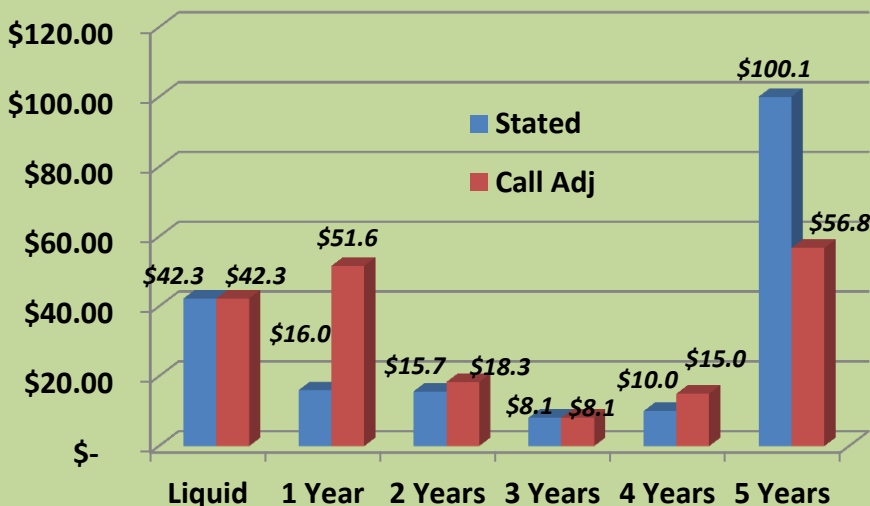
July 2011 – Market Value of \$192.1 million



# Transactions / Portfolio by Maturity

	Maturity Date	Face Value	Purchase \$	Stated Rate
<b>Purchases</b>				
Federal Home Loan Bank	07/27/2016	\$ 5,000,000	\$ 5,000,000.00	1.500%
Fed. Home Loan Mort. Corp.	07/18/2016	5,000,000	5,000,000.00	0.750%
Fed. Home Loan Mort. Corp.	07/18/2016	5,000,000	4,992,500.00	2.125%
Fed. Home Loan Mort. Corp.	07/18/2016	10,000,000	10,000,000.00	2.125%
Fed. Nat'l Mort. Association	03/28/2016	5,000,000	4,997,500.00	2.000%
Fed. Nat'l Mort. Association	07/26/2016	<u>5,000,000</u>	<u>5,033,850.00</u>	2.250%
		<b>\$ 35,000,000</b>	<b>\$ 35,023,850.00</b>	
<b>Matured</b>				
Fed. Agricultural Mort. Corp.	07/15/2011	\$5,000,000	\$ 5,338,500.00	5.500%
<b>Called</b>				
			<u>Call Value \$</u>	
Fed. Nat'l Mort. Association	01/13/2015	\$ 5,000,000	\$ 5,000,000.00	2.000%
Fed. Nat'l Mort. Association	07/21/2015	<u>5,000,000</u>	<u>5,000,000.00</u>	2.375%
		<b>\$ 10,000,000</b>	<b>\$ 10,000,000.00</b>	
<b>Sales</b>				
			<u>Gain \$</u>	
Fed. Nat'l Mort. Association	09/09/15	\$ 5,000,000	\$ 62,500.00	1.875%

**Portfolio by Maturity Term**  
(in millions - Total = \$192.1 at the end of July 2011)



The target rate for 2011 is 2.0%. In the last two months, rates have fallen to record lows. Through July, the portfolio is still on track to reach the interest rate target level for 2011.

To support earnings or to reposition the portfolio, bonds may be sold. Gains on sales total \$118,324 to date.

The blue bars show the stated term. Red bars show the calls given the recent interest rate trends. More of the five year bonds will be called early.





## *Future Scan / rates still on hold and recovery weak*

- ❖ The **Federal Open Market Committee** (“FOMC” or “Committee”) kept short-term interest rates at a record low, near zero, at its latest policy meeting on August. 9<sup>th</sup>. The Committee also lowered its economic assessment, saying it now “expects a somewhat slower pace of recovery over the coming quarters.” It left the door open for more action, saying it discussed “the range of policy tools available to promote a stronger economic recovery.” In reaction to faltering markets, Chairman Ben Bernanke made a surprising statement indicating that the FOMC would keep rates low for an extended period of time, all the way through 2012 and into the middle of 2013. Chairman Bernanke’s plan to hold interest rates near zero through at least mid-2013 provoked the most opposition among voting policy makers in 18 years as central bank consensus frayed. The next meeting will be held on November 1-2.
- ❖ Loveland’s employment level **contracted** in July with 60 fewer jobs when compared to June. Compared to the revised estimate for July 2011, there are 381 **more** jobs for city residents. Using non-seasonally adjusted data for June, the national unemployment rate was 9.3%, the State of Colorado was 8.5%, Larimer County was 6.9%, Fort Collins was 7.9% and Loveland was 6.0%. Of Colorado cities, only Lafayette and Parker were lower at 5.6% and 5.0% respectively. Aurora (Adams County) had the highest unemployment rate at 15.8%.
- ❖ Through an arduous and argumentative process, the Congress and the Administration reached an agreement and made the adjustment to the debt ceiling. The process further polarized the political arena and had a deleterious effect on consumer confidence. The banking crisis in Europe has had a similar effect.
- ❖ After the debt ceiling agreement was reached, Standard & Poor’s lowered the credit rating of the United States. The downgrade spurred a “flight to quality” and caused the interest rate on US treasuries and agencies to fall to record lows. The major economic forecasting firms have again revised their outlook for interest rates to be lower through the second half of 2011, 2012 and now into 2013. For budget planning purposes, the lower rates from the first revisions have been incorporated. Even lower rates, based on the last month have not yet been included in the process.

[For more information regarding this report, please contact:](#)

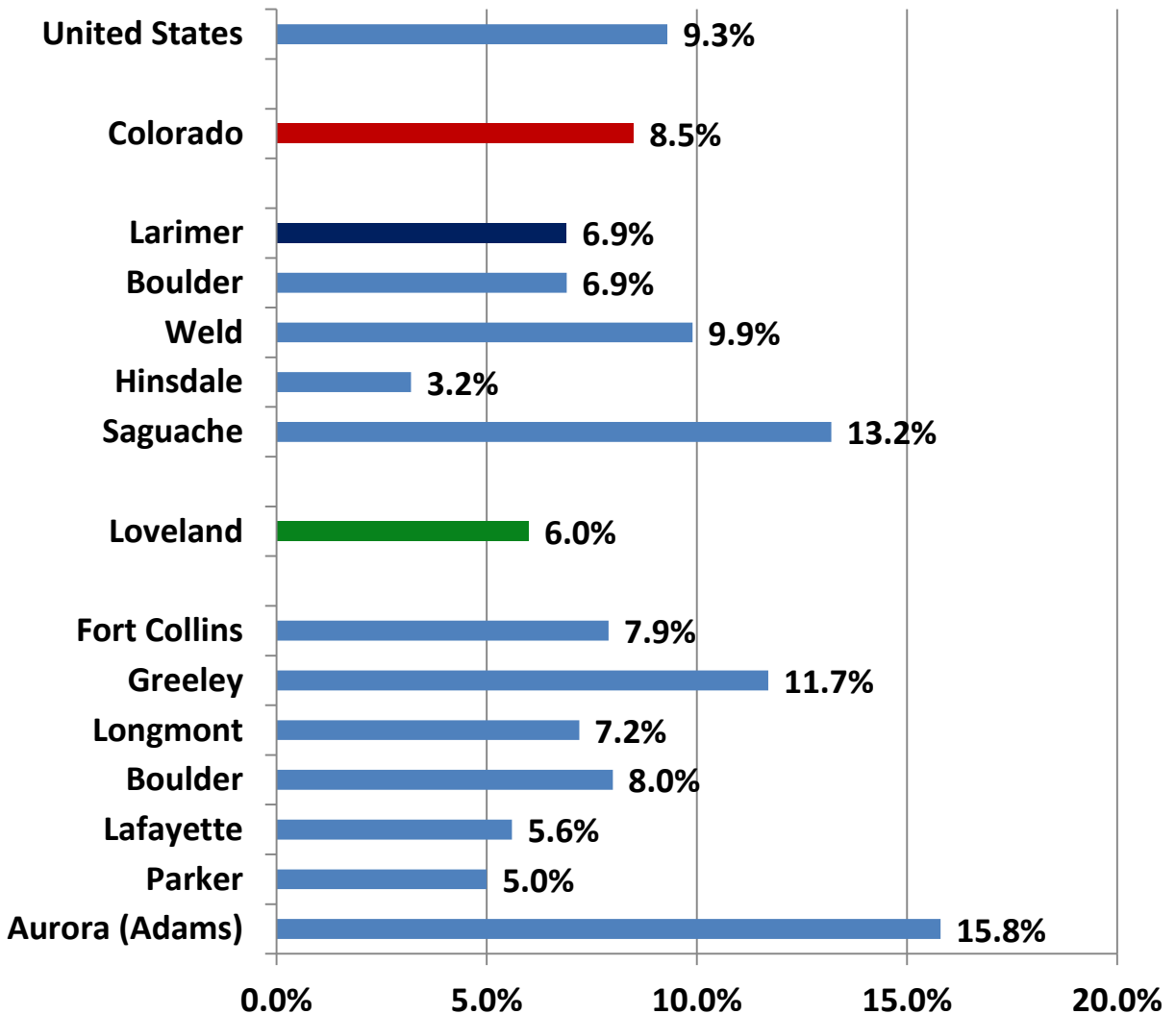
*Alan Krcmarik, Executive Fiscal Advisor  
970.962.2625 or [krcmaa@ci.loveland.co.us](mailto:krcmaa@ci.loveland.co.us)*

## Updated for Colorado Labor data for July

- ❑ Loveland’s employment level **contracted** slightly in July, down 60 jobs from June 2011.
- ❑ Compared to one year ago in July, there are 381 more jobs.

### July Unemployment Rates

Data not adjusted for seasonality



Item 14 – City Manager

Discussion and consideration of any needed action concerning  
the ACE Manufacturing and Innovation Park

No coversheet or other materials



**CITY OF LOVELAND**  
FINANCE DEPARTMENT

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**AGENDA ITEM:** 15  
**MEETING DATE:** 9/6/2011  
**TO:** City Council  
**FROM:** William D. Cahill, City Manager  
**PRESENTER:** Bill Cahill

**TITLE:**  
Mid-year Review of City Council Goals for 2011

**DESCRIPTION:**

Discussion only; no action required.

**BUDGET IMPACT:**

Yes  No

None.

**SUMMARY:**

The City Council held its Annual Advance on February 5, 2011 at Group Publishing in Loveland. This annual event is intended for the Council to set major goals and priorities for the coming year.

The first quarterly progress report (for quarter ending June 30, 2011) has also been previously transmitted to the Council. It has been updated for you (Attachment 1).

As follow-up to the Advance, the Council expressed interest in holding a mid-year review to evaluate progress. This is that review.

While staff will be prepared to give informational updates on the specific actions previously directed by Council, the primary purpose of this item is to provide for Council-driven discussion. The Council may wish to consider:

- Are there events which have occurred in the past 6 months which would change Council priorities?
- Are there any additional goal areas that should be considered as mid-course corrections?

- Are there any of the previously-adopted goal and activity areas which should be dropped or de-emphasized?

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**LIST OF ATTACHMENTS**

1. Quarterly Report on City Council Goals.

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**RECOMMENDED CITY COUNCIL ACTION:** None required.

**REVIEWED BY CITY MANAGER:**

# Progress Report: City of Loveland 2011 Council Goals Updated: August 30, 2011



## Goals and Activities

### Lead Responsibility

### Schedule and Progress

#### Goal 1, Public Safety: Continue public safety as the key priority of the City.

1.1 Regional Crime Lab

Police

Draft IGA by December 2011

**On course.** The IGA has been approved by Loveland, Greeley and Weld County. Action is pending from Larimer County and Fort Collins.

1.2 Consolidation of City & Rural District for Fire/Rescue Services

Fire

Draft IGA by December 2011

**On course.** The Fire Authority IGA has been approved by the City and Rural District. Implementation is proceeding.

1.3 Public Safety Infrastructure

Police, Fire

**Ongoing.**

Police and Fire have drafted recommended staffing and resource plans to meet the essential needs for public safety in Loveland. The Police Citizen Advisory Board has reviewed the five year Police plan and voted to support it. The Fire Rescue Advisory Commission has reviewed the long-range staffing plans from the Fire Authority. A Council Study

Session will be scheduled to review the comprehensive public safety plans and new sources of revenue needed.

**Goal 2, Economic Vitality: Build and strengthen Loveland's economic vitality.**

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2.1 Economic Development Strategy

Economic Development

Complete November 2011

**On course.** A task force has been appointed and finished its meetings. A Study Session is scheduled in November.

2.2 Downtown Catalyst Projects

Development Services

Developer Selection July 2011

**On Course.** In negotiation with Brinkman Partners to develop the North Catalyst Site (6<sup>th</sup> and Lincoln). In active discussions with developers on the South Catalyst site (3<sup>rd</sup> and Lincoln). Staff will to come to Council for final approval of a continuous/open process to select development partners.

2.3 Redevelopment of the Agilent Campus, including public engagement

City Manager, Econ Dev't

Development Agreement August 2011

**Progressing.** A new developer RFP is being circulated for a new development partner.

2.4 Rialto Bridge

Development Services

Construction underway May 2011

**On course.** The building permit was issued and construction has begun. Structural steel has been erected.

2.5 Airport Growth and Capital Projects

Public Works

Major project summer 2011

**On course.** Runway project under construction, due for completion in early September.

2.6 Targets of Opportunity	as needed	Ongoing  <b>No report.</b>
2.7 Regionalism and Annexation Agreement with Johnstown	Council, City Manager	Discussions by September 2011
2.8 Artspace Project	Development Services	Finance application by July 2011  <b>On course.</b> Artspace has a Purchase and Sale Agreement for the Feed and Grain Building. They are working on acquiring two adjacent properties. The finance application may be delayed.
2.9 Pulliam Building	Development Services	Ongoing  <b>Ongoing:</b> Following a Study Session, Council has directed action, including a Business Plan, to be developed for consideration.
2.10 “Black Boxes” (significant vacant buildings)	Economic Development	Program adopted by November 2011  <b>On course.</b> To be incorporated into Economic Development Strategy above.

**Goal 3, Financial Responsibility: Maintain Loveland’s healthy financial position.**

3.1 Financial Sustainability Strategy	Finance, City Manager	Complete May 2011  <b>Completed June 7.</b> Implementation steps now being carried out.
3.2 “De-Brucing” Election	Finance, CFAC, Council	Ballot Measure drafted July 2011  <b>On course.</b> Council approved ballot language



incorporating a 12-year sunset.

3.3 Analyze and Reduce Reliance on Intergovernmental Revenue

Finance

Complete October 2011

**On course.** Historical and comparative information presented June 14 with CAFR.

3.4 Capital Expansion Fees (CEFs)

Dev Svcs, Fiscal Advisor

Complete July 2011

**Completed.** Per Council direction, completed public outreach, including development community. Presented results of outreach process to Council in May 2011 – Council reinstated annual increase in CEFs on June 7, 2011.

**Goal 4, Infrastructure Quality: Maintain and develop Loveland’s infrastructure.**

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4.1 Street Maintenance Funding

Public Works

Ongoing

**Ongoing.** Adjustment to Street Utility Fee approved in Financial Sustainability Strategy. Projected fall 2010 study session on long term pavement needs as new streets brought on line from development begin to reach pavement maintenance needs stage (2012-2015).

4.2 Water Shares, Supply and Infrastructure

Water & Power

Master Plan complete September 2011

**Delayed.** Staff continues to work with Consultant to update Raw Water Master Plan and the 100-year drought “Firm Yield”. Anticipated completion: October 2011.

4.3 Electric Power Infrastructure

Water & Power

**Ongoing.** PRPA recently completed their Integrated Resource Plan (IRP) - five year planning period from 2012 to 2016.

**Goal 5, Quality of Life: Preserve and enhance Loveland’s quality of life.**

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5.1 Public policy concerning poverty and homelessness	Community Partnership	Policy Draft complete September 2011 <b>On Course.</b> The Poverty Task Force has identified eight areas that seem to be community needs or gaps in services to students and low income residents. While homeless youth is one of the eight areas, homelessness in general will not be addressed until the eight areas have been explored.
5.2 Environmental Sustainability Plan	Public Works	Ongoing <b>On course.</b> Preliminary draft of sustainability plan completed, to be presented at October 25 Council study session.
5.3 Comprehensive Plan Update	Development Services	Draft to Council October 2011 <b>On Course.</b> Phase 1 of update process complete. At study session on June 14, 2011, Council gave go ahead to methodology for completing Phases 2 and 3 of the update process. Commissions are carrying out this work.
5.4 Visual Arts Commission: Selection Process for Public Art	Cultural Services	Draft to Council December 2011 <b>On Course.</b> Presentation to Council scheduled in October.
5.5 Transportation Plan	Public Works	Council Review by September 2011 <b>Delayed.</b> Staff has been involved in underlying transportation modeling based on the land use plan to support the next stage of plan development. Staff is waiting on additional modeling information from the MPO as part of that process. Anticipate Study Session in October 2011.

Governance	Lead Responsibility	Schedule and Progress
G.1 Council Meetings: Combine Council comment periods to one	City Manager	By May 2011 <b>Complete.</b>
G.2 Print suggested time limits on City Council study session items	City Manager	By April 2011. <b>Complete.</b>
G.3 Council members contact staff in advance with questions	Council	Ongoing <b>Ongoing.</b>
G.4 Improve staff reports thru: redlining, history of issues, use of PowerPoint. include options for City Council action	City Manager	Ongoing <b>Ongoing.</b>
G.5 Pilot test of laptops - iPads with interested Council Members	Information Technology	By July 2011 <b>On course.</b> Laptops in use.
G.6 Provide Communications policy to Council Members	Assistant City Manager	By April 2011 <b>Complete.</b> March 2011.
G.7 Resume Legislative Day	Assistant City Manager	By June 2011 <b>Complete.</b> Next Day to be scheduled in 2012.

G.8 Review Boards & Commissions as part of financial sustainability process	City Manager	By June 2011 <b>Complete.</b> Adopted as part of Strategy.
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G.9 Improve Process for Key Management Evaluations	Human Resources	By September 2011 <b>On Course.</b> City Council elected sub-committee to work with HR; materials have been completed.
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### Implementation

### Lead Responsibility

### Schedule and Progress

I.1 Publish Report of the Advance

City Manager

By April 2011  
**Complete.**

I.2 Periodic Reporting on progress toward Goals

City Manager

Quarterly  
**On course.**

I.3 Mid-Year Review with City Council and management staff

CM/Council

By August 2011  
**On course.** Scheduled September 6.