Environmental Services Department
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WORK SESSION MEMORANDUM

Date: May 20, 2025

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City Manager KD
DS
Tyler Marr, Deputy City Manager TM
Initial
Jacob Castillo, Chief Sustainability Officer JC
Initial

From: Honore Depew, Sr. Manager, Environmental Sustainability HD

Subject: May 13, 2025 Work Session Summary – Council Priority: Our Climate Future

BOTTOM LINE

The purpose of this memo is to document the summary of discussions during the May 13, 2025 Work Session, which provided an update on the Council Priority to *Reduce Climate Pollution and Air Pollution Through Best Practices, Emphasizing Electrification.* All Councilmembers were present and in person.

DISCUSSION SUMMARY

Councilmembers offered feedback and asked questions, indicating that the work aligned with Council expectations and that advancing climate solutions to meet adopted goals is critical. Some general feedback and discussion comments included:

- Appreciation for the synthesis of complex work with many interdependent variables including outside changes and challenges occurring
- Support for continued work to support electrification of buildings, vehicles, and small engine equipment, including leading by example as an organization
- Acknowledgement that the City is getting more sophisticated in measures and areas of focus
- Noted tensions with prior existing policies and emerging policies and priorities
- Staff taking adopted goals seriously and working with community to achieve them - and recognizing the community may not meet some of the near-term targets
- Noted this requires realistic thinking, related knowledge, and collaboration between departments

NEXT STEPS

Staff will continue supporting electrification efforts for the City organization and the community, while partnering with PRPA to achieve 100% renewable electricity for Fort Collins. Several key Council Advisory Boards are being engaged as strategic thought partners for this work. A Council Work Session will be scheduled in Q4 to review final 2025 outcomes from this Council Priority and to discuss the OCF Strategic Funding Plan.

CC: Brian Tholl, Energy Services Director

FOLLOW-UP ITEMS

Staff was asked to provide further detail on several specific items:

Regional Air Quality Strategies

Questions were posed about regional air quality planning and coordination, specifically related to a voluntary downgrade in ozone non-attainment status, and local influence on regional oil and gas related emissions. Specifically:

- The Regional Air Quality Council (RAQC) is the lead regional air quality planning agency, developing strategies and shaping implementation plans targeting ozone attainment. Locally, Commissioner Stephens serves on the RAQC board, and City staff participate in committee discussions regarding control strategies and programs that can be implemented locally (such as rebates for small engines and food truck generators). More information on programs can be found at https://raqc.org/programs.
- In 2024, the State asked EPA to reclassify the Denver Metro/North Front Range ozone nonattainment area from *Moderate* to *Serious* for the 2015 ozone standard, and more recently has asked for an additional downgrade to *Severe* (area is already considered *Severe* per a 2008 ozone standard). This was requested as updated modeling showed the region was not going to meet ozone standards with emissions controls currently in place or planned, effectively extending the timeline to evaluate and implement deeper and more stringent control strategies.
- One of the main regional contributors to ozone are emissions from oil and gas development. As Fort Collins no longer has active oil and gas wells, municipal influence is indirect. Current focus is on supporting legislation and rulemakings that limit regional emissions, and working to fully reclaim and restore the oil and gas well locations that now sit idle within City limits.
- While Fort Collins is not currently offering a lawn and garden equipment electric conversion rebate, since 2024 the State of Colorado has provided a direct-to-retail tax credit statewide. So, Fort Collins residents and businesses can access a 30% discount for making the switch by visiting a participating retailer, as listed by the CoPIRG Foundation.

Electric Vehicle Adoption/Conversion Data

Community Wide Electric Vehicle Adoption: There are currently 5,647 Electric Vehicles (Battery Electric or Plug-in Hybrid) actively registered to residents and businesses in the City of Fort Collins. This makes up 4.5% of light-duty vehicles in the city. State-wide adoption is 3.76%

City Fleet Electric Vehicle Adoption: Fleet electrification is a key component of the City's efforts to reduce organizational Greenhouse Gas emissions. 5.6% of the City's fleet vehicles are either Battery Electric Vehicles while a further 3.9% are Hybrid Vehicles . A further breakdown of vehicles by Service Area is included below:

Electric Vehicles by Service Area	
Community Services	9
Information & Employee Services	6
Planning, Development, and Transportation	18
Transfort Buses	6
Utilities	16

- **986** Total Vehicles, Including Police Patrol Vehicles
- **55** Battery Electric Vehicles, including **6** buses
- **38** Hybrid Vehicles
- **5** Additional Battery Electric Buses Expected Delivery: Early 2026

An assessment of the costs/benefits of leasing versus purchasing of EVs has not yet been completed. If desired, staff can provide a further breakdown of fleet vehicles and type in a future memo.

Key Climate Pollution Reductions in 2023

Councilmembers requested more detail on the changes in recent GHG emissions listed in the Agenda Item Summary:

- *Lower community electricity use* (3% decrease in electricity consumption since 2022)
- This slight decrease in use is due to a combination of weather patterns and increased efficiency. Generally, electricity use has remained flat the past several years despite population growth due to increased efficiency.
- *Increased local solar* (36% increase in local electricity from 2022)
    - This increase in local (rooftop) solar consumption is due to an increase in solar generation capacity as well as an increase in that generation being consumed on site instead of pushed out to the grid.

- *Decrease in blended electricity emissions factor* (lower GHGs / MWh) due to a decrease in coal at the utility scale
    - The decrease in electricity produced by coal by Platte River Powe Authority was offset by regional purchases, which have a lower emissions per MWh generated due to largely being sourced from natural gas (methane).
- *Lower industrial manufacture emissions* (69% reduction in emissions from 2022)
    - One business in Fort Collins meets the EPA's Large Emitter threshold and produces industrial process emissions (industrial process emissions are created as a byproduct or used as an input to industrial processes). This business has installed several abatement devices each year since 2016 to mitigate high global-warming-potential gases such as sulfur hexafluoride and nitrogen trifluoride.
- *Decreased materials going to landfill* (13% decrease in tons of waste from 2021)
    - In 2022 and 2023, landfilled material decreased significantly from the previous three years; however, tonnage varies widely year to year due to weather events (such as hailstorms that create roof damage), large construction and demolition projects, diversion efforts, and data accuracy from haulers. In 2023, industrial landfilled waste was about 13% lower than in 2022.

<u>100% Renewable Electricity Goal</u>

Councilmembers asked for more information on how Fort Collins can achieve its 100% Renewable Electricity goal, in collaboration with Platte River Power Authority (Platte River). Fort Collins electric utility customers currently receive about half of their electricity from renewable sources, with Platte River's Integrated Resource Plan (IRP) helping the community reach its Council-adopted goal of 100% RE by 2030.

The Our Climate Future goal is defined as annual energy *consumption*, meaning that when the community generates more renewable electricity than is consumed, we will have met our OCF-defined goal. This is consistent with the adopted goals of other communities related to renewable electricity and aligns with best practices in emissions accounting protocols.

In addition to the OCF goal, Platte River's Resource Diversification Policy targets operational achievement of 100% renewable electricity, meaning, all electricity *generated* by Platte River would be from non-carbon resources.

Forecasts currently identify that our *consumption*-based OCF goal for renewable electricity can be met by 2030, while Platte River will reach approximately 88% of its *generation*-based goal by the end of 2030. (See attached electricity accounting one page information sheet for additional details.) Staff will be reviewing more details with the Energy Board at an upcoming June work session and will be providing additional information to Council later this summer.

Large Methane User Fee

Councilmembers asked for context about why staff do not recommend advancing development of a Large Methane User Fee policy (LMUF) at this juncture.

Since Our Climate Future was adopted in 2021, staff have been supporting City Council in actively advancing specific policy approaches to help reduce building energy use and accelerate building decarbonization in the community – prioritizing adoption of Building Performance Standards (for existing buildings) and regularly updating the Building Energy Code (for new buildings/renovations). Given these multiple regulatory policies already under development, a plurality of Councilmembers have not expressed an intent to advance another emissions-reduction policy in the near term.

Staff will continue exploring if and how a proposal for a Large Methane User Fee (LMUF) complements the currently prioritized policies to determine impact and efficacy to ensure timing, sequencing, and relationship to other potential policies would meet Council expectations.

Climate Emergency Language

City Council adopted a Resolution in 2019 declaring a Climate Emergency. Subsequent consideration of directing staff to refer to the “climate crisis” led to discussion and research resulting in the finding that the word “crisis” does not have a positive influence on behavior change. Motivational OCF communication materials attempt to balance a sense of urgency with a positive message for climate solutions that support a thriving community.

OCF Council Roadmap

Staff last presented the OCF Council roadmap in late 2023, and a link to that memo can be found here. The Council roadmap was developed to sequence possible upcoming actions Council can take to support OCF implementation. It also helps Councilmembers connect climate impacts to other decisions and highlight the levers available to reach community goals. The annual update provided to City Council in 2024 was focused on funding associated with the 20250 tax and did not include a roadmap update. However, there were not substantive additions to the roadmap in 2024.

Staff will share an updated OCF road map / trail map and pathways to OCF goals (including quantified strategies) in a Work Session later this year.

Electricity Accounting: Renewable Energy

City of Fort Collins Utilities

This handout provides foundational knowledge relevant to Fort Collins Utilities' accounting of renewable energy, to better inform discussions on the Community's Our Climate Future plan, related greenhouse gas inventory, policies, and goals, as well as the interests and priorities of both external partners and the community at large.

Definition and Inclusion

As energy travels from multiple generation sources to multiple points of consumption, through interconnected transmission and distribution systems, the specific sources consumed at these endpoints cannot be traced. Renewable certificates, issued for renewable energy generation, provide the only accounting mechanism for determining if consumption comes from a renewable source. These are commonly referred to as Renewable Energy Certificates (RECs), Renewable Energy Credits (RECs), or Energy Attribute Certificates (EACs). One MWh of renewable generation equals one MWh of renewable certificate.

Renewable energy can be "unbundled" from its associated renewable certificates and sold separately. When this occurs, the resulting unbundled energy can no longer be considered renewable. Fort Collins Utilities does not intend to purchase any unbundled renewable certificates to achieve its 100% renewable energy goal in 2030, and does not consider any of the energy consumed in its resource mix and emissions reporting as renewable unless the energy's associated renewable certificates are owned.

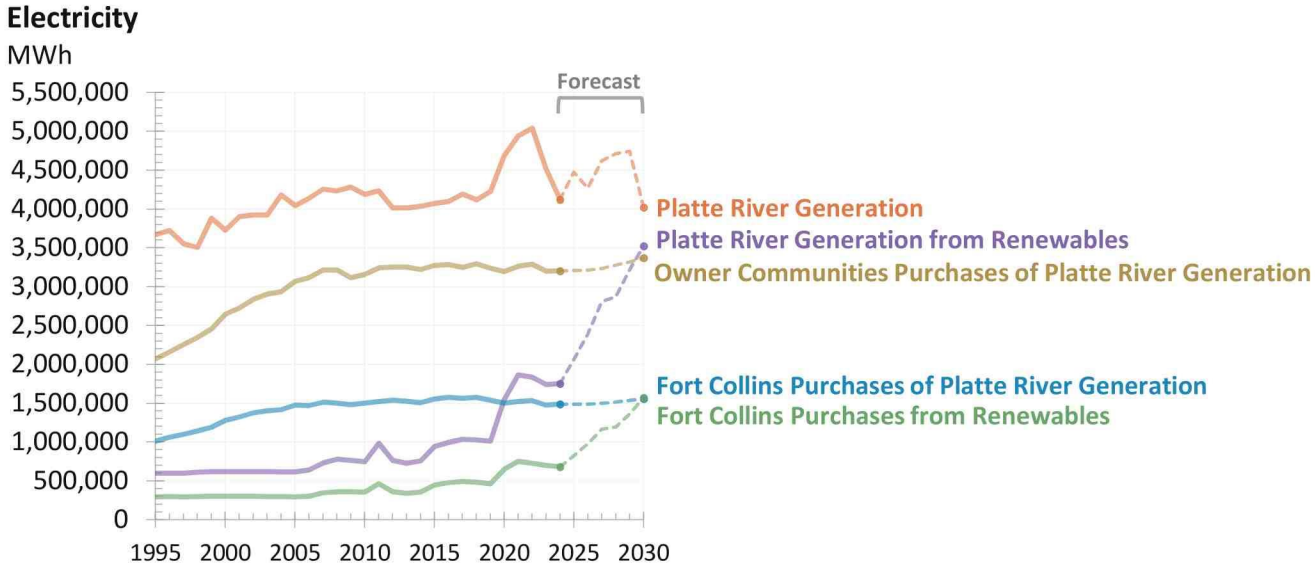
This accounting concept becomes a bit more complicated in 2026, when Platte River and its Owner Communities join the Southwest Power Pool (SPP) Regional Transmission Organization (RTO) West expansion. At that point, SPP requires Platte River's generation to be sold directly into SPP, and the energy required to serve its Owner Communities to be separately purchased from SPP. The accounting details of this SPP expansion are not yet finalized, though two potential scenarios are likely possible, and both have the same result for Fort Collins Utilities.

Fort Collins Utilities' current understanding is that owned renewable energy generation will be sold into SPP as just "generic" energy, but Platte River will hold the energy's associated renewable certificates. When this "generic" energy is then purchased back from SPP to meet the Owner Communities' needs, the Owner Communities will be able to consider the purchases renewable (up to what was sold in). Essentially, Platte River will be selling its renewable energy generation into SPP, then buying it back, maintaining ownership of the associated renewable certificates the whole way through.

Alternatively, SPP may decide to track renewable certificates, keeping them bundled with the renewable electricity generation. This would allow SPP to pay a premium for the renewable energy generation sold in, but also charge a premium for renewable energy bought out. In this scenario, Platte River's renewable energy generation would be sold into SPP as renewable energy with its associated renewable certificates, then renewable energy with its renewable certificates would be bought from SPP to meet the Owner Communities' needs.

Generation and Consumption Comparison

The following visual shows relevant electricity generation and consumption, on the same scale through 2024, with separate lines showing the related portions from renewable energy. It also includes forecasts through 2030 based on Fort Collins modeling and Platte River's 2024 IRP staff recommended 'Optimal New Carbon' scenario. These forecasts do not include any potential Fort Collins Community consumption reductions (and lower purchases) from actions identified in the Our Climate Future Pathway to 2030.



As of 2024, Fort Collins has a 48% ownership share of Platte River and purchases 36% of Platte River's generation.

Goal Considerations

Renewable energy goals can be based on either electricity generation or consumption, and generally utilize annualized accounting (i.e., annual totals per reporting year). This approach follows the Global Protocol for Community-scale GHG Emissions used by the Fort Collins Community's Greenhouse Gas Inventory, the State of Colorado's methodology for its Clean Energy Plan reporting, and the RE100 reporting standards.

Annualized accounting for a generation-based goal reflects all generation within a reporting year. Fossil energy generated at any point in a reporting year reduces that year's progress towards 100% renewable generation.

For consumption-based goals, annualized accounting looks at the amount of renewable energy available for consumption within a reporting year, compared to total energy consumed during the same period. With this, 100% renewable energy consumption means as much or more renewable energy was available, than total energy consumed during the reporting year.

ICLIE USA recently included a new appendix in its US Community Protocol that provides guidance for how communities can begin to approach hourly (24/7) electricity emissions accounting in the future, but it's currently resource intensive and limited by data availability. Instead of looking at totals across a reporting year, this approach looks across each hour of a reporting year individually.

Note that emissions goals generally reflect a percent difference from a baseline year. This percent progress will differ from percent renewable, until at or near 100%.

Relevant Goals to the City of Fort Collins

The following describes renewable energy related goals from past legislation, policies, plans, and resolutions.

Resource Diversification Policy (RDP) Adopted by the Platte River Power Authority Board in 2018

This policy directs Platte River staff to "*proactively work toward the goal of reaching a 100 percent non-carbon resource mix by 2030, while maintaining Platte River's three pillars of providing reliable, environmentally responsible and financially sustainable electricity.*" It covers all Platte River generation from owned assets, power purchase agreements, and regional purchases.

Clean Energy Plan (CEP) Adopted by Colorado Legislature in 2023 (originally 2021)

This legislation requires "*any clean energy plan at the public utilities commission that, as filed, will achieve at least an eighty percent reduction in greenhouse gas emissions caused by the utility's Colorado retail electricity sales by 2030 relative to 2005 levels.*" As a public entity, Platte River is not required to comply with this legislation but has committed to doing so voluntarily. In the legislation, emissions from electricity generation follow that generation when it's bought or sold. For example, when Platte River sells excess generation unused by its Owner Communities, the purchasing utilities must report the associated emissions, which are then subtracted from Platte River's overall generation emissions reported. In the end, this legislation covers all generation consumed by Platte River and its Owner Communities, regardless of who generated it (whether Platte River, regional utilities, etc.).

Our Climate Future (OCF) Plan Adopted by Fort Collins City Council in 2021

This plan states in the Big Move 12 outcome that "*everyone in the community receives affordable and reliable 100% renewable electricity, including from local sources*", supported by a goal to "*provide 100% renewable electricity by 2030.*" It covers all the Fort Collins Community's electricity consumption, in alignment with the Community's Greenhouse Gas Inventory. Today, three primary sources serve this electricity consumption: Fort Collins Utilities through purchases of Platte River generation (95%) and local renewable generation (<2%), local renewable generation consumed directly by the residents generating it (<2%), and Xcel Energy through their own generation (<1%).

Resolution 2018-094 Adopted by Fort Collins City Council in 2018

This resolution "*establishes the goal of a 100% renewable electricity supply to the City from Platte River supported by the Fort Collins Utilities distribution system by 2030, without compromising the three principles of affordability, reliability, and environmental stewardship for Fort Collins Utilities, Platte River, and our community.*" It covers Fort Collins Utilities wholesale electricity purchases from Platte River.

Impact of Platte River Power Authority's 2024 IRP

Platte River's 2024 Integrated Resource Plan (IRP) identified 5 potential scenarios, with all achieving a 100% non-carbon resource mix by 2040. All 5 scenarios include retiring all current coal generation by 2030, while adding a significant amount of new wind, solar, and battery storage. All 5 scenarios also include continued operation of 5 existing natural gas turbines. 4 of the 5 scenarios include the addition of 2 to 7 new aeroderivative turbines (depending on scenario) that will initially be fueled by natural gas, then converted to run with a blend of hydrogen by 2035, and 100% hydrogen by 2040.

The Platte River staff recommended 'Optimal New Carbon' scenario, as it stands in the IRP today, achieves ≈88% renewable generation in 2030, with an additional increase in 2035, leading to 100% renewable generation in 2040. This scenario generates enough renewable energy for the Fort Collins Community's electricity consumption to be at or near 100% renewable by 2030. Maintaining 100% renewable energy after that point will require continued Community vigilance on electricity consumption and growth, or the installation of additional renewable generation.

The 'No New Carbon Portfolio' scenario, which does not include the addition of any aeroderivative turbines, instead relies on substantial investments in additional battery storage beyond the other scenarios. This costs more than double that of the staff recommended scenario, at an additional ≈$2.6 billion.

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WORK SESSION MEMORANDUM

Date: May 27, 2025

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City Manager

Caryn Champine, Director, PDT

Drew Brooks, Deputy Director, PDT

From: Kaley Zeisel, Transfort Director

Melina Dempsey, Sr. Transportation Planner

Subject: May 13 Work Session Summary: Transfort Optimization Study

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BOTTOM LINE

The purpose of this memo is to document the summary of discussions during the May 13, 2025 Work Session. All Councilmembers were present. The Transfort Optimization Plan focuses on aligning Fort Collins' transit services with evolving community needs, fiscal realities, and national best practices. The Plan is driven by a $13 million annual funding gap and aims to identify a sustainable, effective transit network through scenario development, public engagement, and technical analysis. Council feedback is requested on the three draft service concepts and the proposed evaluation criteria that will guide final recommendations.

DISCUSSION SUMMARY

Transfort staff provided a high-level overview of the work that has been completed to date on the Optimization Plan, including project kickoff meetings, and initial deliverables including: transit demand pattern analysis, current condition analysis, peer agency review, and microtransit best practices. The discussion reflected strong interest in how microtransit may support the future transit network, particularly in lower-density areas where fixed-route service is less efficient. Microtransit was described as a public, on-demand, shared ride service that uses dynamic routing to connect riders to the broader network. It is distinct from Dial-A-Ride, though similar in service design. Typical service zones range from three to five miles, served by two to three vehicles, with models varying between door-to-door and corner-to-corner service. Whether microtransit would be fare-free remains under consideration, though many agencies charge a premium due to higher per-passenger costs.

Cost and fare policy were key themes. While microtransit offers operational flexibility, the cost per rider is typically higher than fixed-route service. There was discussion about whether

smaller vehicles on low-ridership fixed routes could offer a more cost-effective alternative. Microtransit may be a better fit where travel patterns are dispersed, and cost differences between the two models are often minimal. Fare-free service was generally supported, and a voluntary “pay-what-you-can” model was raised as a possible option. In many systems, fare collection costs offset the revenue gained, making fare-free service financially neutral.

Travel data, primarily from personal vehicle trips, will help shape one of the future scenarios. Flexibility was identified as an important evaluation criterion, especially to accommodate temporary or seasonal needs. Southeast Fort Collins was discussed as a challenging area for transit due to land use patterns, reinforcing the importance of targeting service where it is most viable.

Ridership recovery trends showed that peer agencies prioritizing frequency, fare-free access, and service to transit-dependent populations have experienced stronger returns. Increased private vehicle use post-pandemic was recognized as a national trend, and alignment with broader City efforts to support mode shift was encouraged.

Advertising was discussed as a necessary revenue strategy. While concerns were raised about visual impacts, it was acknowledged that advertising may be needed to preserve service levels. Revenue projections have been incorporated into financial planning, and a formal update will follow once vendor negotiations are complete.

Other topics included regional coordination, electric bus procurement, and financial accountability. Regional routes like FLEX are expected to continue, with service levels based on demand and funding. No contract conflicts are anticipated with the introduction of smaller vehicles, and five electric buses are currently in service with six more on the way.

Community engagement remains a priority. The color-coded scenario chart used in the presentation was noted as helpful in illustrating trade-offs. Feedback emphasized the need for a rider-focused, efficient, and sustainable system.

NEXT STEPS

This summer, the project team will present the draft service scenarios to the public using a range of in-person, hybrid, and virtual engagement methods, including open houses, intercept events, focus groups, committee meetings, online surveys, and social media outreach, to ensure inclusive and broad participation.

The team looks forward to returning to City Council in Fall 2025 with a final recommendation. Once the scenarios are live, staff will provide Council a link to the website with engagement opportunities listed.

FOLLOW UP ITEMS

Microtransit

Microtransit is a flexible, on-demand form of public transportation that uses dynamic routing technology to match passengers with shared vehicles in real time. Riders typically request trips through an app, website, or call-in center, with pickups occurring within about 20 minutes. Unlike traditional fixed-route buses, microtransit offers curb-to-curb or corner-to-corner service, providing greater convenience by picking up and dropping off passengers closer to their origins and destinations.

Although it functions similarly to ride-hailing services like Uber or Lyft, microtransit is designed to work in coordination with fixed-route transit, not in competition with it. It is especially effective in areas where traditional bus service is less viable, such as lower-density neighborhoods or regions with disconnected street networks. Smaller vehicles are typically used, which do not require a Commercial Driver's License, allowing for a broader operator pool. Microtransit can follow one of several models, including zonal (travel within a defined area), zone-to-point (service between a zone and a major hub), or flex route (a semi-fixed route with the ability to deviate as needed).

Microtransit can be delivered through contracted turnkey providers or operated in-house. While it offers increased access and flexibility, it is generally more expensive per trip—averaging around $20 versus $7 for fixed-route service. Microtransit is most appropriate in areas where fixed-route ridership is low, where trip patterns are spread out, or where pedestrian access to bus stops is limited. However, if demand grows and ride patterns become more consistent, it may be more cost-effective to shift to a traditional fixed-route service. Success depends on careful zone design, efficient vehicle routing, and integration with the broader transit network.

Peer Agency Review Findings

To better understand effective ridership recovery strategies, Fehr & Peers identified peer agencies with similar characteristics to Fort Collins, including strong university partnerships, medium-sized populations, and mixed land uses. While national transit ridership averaged 77% of pre-pandemic levels in early 2024, several peer systems have fully recovered—or exceeded—those levels, with recovery rates reaching up to 107%. Key strategies among successful agencies include fare-free or reduced fares, high-frequency service in core corridors, simplified routing, and strong community engagement.

Examples include:

- Chapel Hill Transit (NC): Fare-free service focused on equity and high-frequency routes connecting UNC Chapel Hill and the surrounding community.
- Corvallis Transit System (OR): Fare-free with simplified, consistent service to Oregon State University and surrounding neighborhoods.

- Missoula Mountain Line (MT): Zero-fare program paired with electric buses and equity-focused investments.
- Bellingham WTA (WA): Strong university partnerships and a focus on reliable, high-frequency core service.
- Unitrans (Davis, CA): Student-led service operated with UC Davis, offering direct, frequent connections between housing and campus.

These agencies demonstrate that sustained ridership recovery is achievable through targeted investments in core service, removal of financial barriers, and responsive service planning. Transfort's fare-free model and increasing service levels create a strong foundation for similar long-term success.

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Date: May 22, 2025

To: Mayor and City Council

Through: Kelly DiMartino, City Manager DS
Tyler Marr, Deputy City Manager DS TM

From: Sylvia Tatman-Burruss, Project Manager DS ST
Denzel Maxwell, Assistant City Manager Initial DM

RE: Work Session Summary – May 13, 2025, Civic Center Masterplan & Parking Garage

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BOTTOM LINE

The purpose of this memo is to document the summary of discussions during the May 13 Work Session.

All Councilmembers were present. Staff received questions and feedback regarding a potential future parking garage as a portion of the Civic Center Master Plan. The staff presentation was provided by Denzel Maxwell and Sylvia Tatman-Burruss.

DISCUSSION SUMMARY

Staff provided a history of the Civic Center Master Plan, reviewed the adopted Goals and Guidelines, reviewed components of the Municipal Court expansion, and introduced a proposal for a potential future parking garage.

Summary of Feedback

Discussion included:

- A desire to move thoughtfully and deliberately to understand the ecosystem of parking and parking demand within the entire downtown area.
    - This includes an analysis of the upcoming parking study and how the proposed garage would fulfill needs within the area in addition to future projected employee parking demand.
- A desire to better understand how the financing of the garage will be structured and how that will impact other priorities.
- A better understanding of fleet vehicle storage within the garage and which of those vehicles can be stored at off-site facilities and which of them are critical for daily use within the vicinity.
- A request for space planning updated from the 2021 plan for on-site, hybrid, and remote workers and what is projected for the future.

Follow-up Items

Several points of follow-up from questions asked during the work session are outlined below:

- Funding for the design of the parking garage has been appropriated by Council through BFO Offer 93.1 (2019) for $1.5 Million.
- The Downtown Park Shop move and stabilization of the Trolley Barn are part of the proposed Community Capital Improvement Program (CCIP) package.
- The cost to build the Firehouse Alley garage in 2017 was $8.4 million, about $28,000 per parking stall (that is about $11 million dollars today, or $37,000 per parking stall).

Next Steps

- Continue to refine how the parking garage fits into the broader Civic Center vision.
- Continue to explore structure and timing of financing in the broader vision of the Civic Center.
- Collaborate with other City departments to determine most efficient process for fleet vehicle storage and availability for daily-use staff.
- Continue to refine space planning for current and future employees based on updated on-site, hybrid, and remote work assumptions.