

**STAFF BRIEFINGS and WORK SESSIONS
Hybrid Meeting
February 1, 2022**

****Please Note Meetings Will Begin Immediately Following Hearings****

**Staff Briefings
BCC Boardroom, 5th Floor and WebEx Virtual Platform**

Join our virtual meeting via WebEx

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- | | |
|---|--------------|
| 1. Development and Transportation Semi-Annual Update
15 minutes | Abel Montoya |
| 2. Annual Traffic Impact Fee Update
5 minutes | Steve Durian |
| 3. Business, Innovation and Technology Purchase Order
Request - Cisco WebEx Calling - 10 minutes | Andy Corbett |

Reports - Commissioners, County Manager and County Attorney

Executive Session

- Certificates of Designation - Legal Advice under C.R.S. 24-6-402(4)(b) - 20 minutes
- Legal Update - Legal Advice under C.R.S. 24-6-402(4)(b) - 10 minutes

Adjourn

Work Sessions - No Agenda Items

**HEARING, STAFF BRIEFINGS and WORK SESSIONS
February 1, 2022**

Hearings		Total Estimated Time: 45 minutes
8:00	8:45	

Briefing Items		Total Estimated Time: 30 minutes
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Begin	End	Agenda No.	Title
9:00	9:15	1.	Development and Transportation Semi-Annual Update
9:15	9:20	2.	Annual Traffic Impact Fee Update
9:20	9:30	3.	Business, Innovation and Technology Purchase Order Request Cisco WebEx Calling
		4.	
		5.	

Reports - The Board Chair may move Reports to earlier if time permits:		Total Estimated Time: 5 minutes
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9:30			Commissioners
			County Manager
	9:35		County Attorney

Executive Session		Total Estimated Time: 30 minutes
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Begin	End	
9:35	9:55	Certificates of Designation - Legal Advice under C.R.S. 24-6-402(4)(b)
9:55	10:05	Legal Update - Legal Advice C.R.S. 24-6-402(4)(b)

Work Sessions: No items - Next Work Session Scheduled for February 8, 2022

BOARD OF COUNTY COMMISSIONERS BRIEFING PAPER
Development and Transportation Semi-Annual Briefing
February 1, 2022

For Information For Discussion/Board Direction Consent to
 Place on Business/
 Hearing Agenda

Issue: Discussion of 2022 contracts and purchase orders that will need Board of County Commissioner approval at future business meetings.

Background: Several contracts, purchase orders, agreements, and property acquisitions are needed to implement the projects and to purchase the supplies and services approved in the 2022 budget. Contracts and purchase orders of \$500,000 or more, property acquisitions, and certain agreements require Board of County Commissioner approval at a business meeting. The attachment summarizes projects, purchases and other resolutions that are scheduled to come before the Board of County Commissioners in 2022.

Discussion: Funding for all projects and contracts is included in the 2022 approved budget.

Fiscal Impact: Funding for all projects and contracts is included in the 2022 approved budget.

Revenue Limits Impact: **yes** **no**

- Year of impact: all revenues are expected to occur in 2022
- TABOR impact: Revitalizing Main Street grants could add up to an estimated \$200,000 of revenue subject to TABOR limits.
- Existing grant or project: CDOT IGA for Fiber Lease is associated with a previously approved federal grant.
- Requested in adopted budget: All requests have been budgeted for 2022.
- Ongoing or one-time: All requests are one-time.
- General Fund impact: All requests are from non-General Fund sources.
- Staffing impact: None.
- APRA impact: None.
- Match requirements: Match for Revitalizing Main Street grants is expected to come from local funding from non-County sources.
- Mandate/Contractual obligation: None.

SPA Review:

Support with no concerns

Recommendations:

Staff recommends that the actions listed in the attachment, including an updated resolution authorizing staff to initiate property acquisition negotiations, be placed on upcoming business consent agendas for Board of County Commissioner approval.

Originator:

Steve Durian, Transportation & Engineering Director, x8498

Contacts for Additional Information:

Steve Durian, Transportation & Engineering Director, x8498

Mike Secary, Road & Bridge Director, x5201

Paul Anslow, RMMA Director, x4851

Attachment

Project Design Contracts or Purchase Orders

- JC73 Improvements (SH74 to Buffalo Park Rd.)
- Pierce Street Widening
- Quincy Avenue (Phase 3)

Project Construction Contracts or Purchase Orders

- Quincy Avenue (S Beech Way to Swadley) Construction
- 44th at McIntyre Intersection Improvements
- Kipling/Bowles Intersection Improvements
- Kipling Street Improvements
- Drew Hill Culvert
- RMMA Slope Failure Reconstruction
- RMMA Ramp Pavement Rehabilitation
- RMMA Electrical Vault Replacement
- RMMA Basin 160 Drainage
- RMMA Basin 300 Drainage
- RMMA Rip Rap Repair

Project Intergovernmental Agreements

- CDOT Grant – JC73 Improvements (SH74 to Buffalo Park Rd.)
- Douglas County South Platte River IGA
- Pleasant View Park Metro District
- IGA for Colfax Sidewalk
- CDOT IGA for Fiber Lease
- Mile High Flood District for Weaver Creek
- City and County of Denver Department of Parks and Recreation
- FIRST AMENDMENT TO INTERGOVERNMENTAL FUNDING AGREEMENT West Quincy Avenue (West Tufts Avenue to South Simms Street) Project with Lakehurst Water and Sanitary District.

Project Property Acquisitions

- Palomino Dr. and Stagecoach Blvd. Culverts
- Drew Hill Road Culvert
- Brook Forest Road Culvert
- Lewis Ridge Road Culvert Belleview Ave over Bergen Ditch Culvert
- Belleview Ave Shoulder Widening (Quincy to Willow Springs Rd)
- Bergen Pkwy and Sugarbush Dr
- S Deer Creek Rd Culvert
- S Deer Creek Canyon Rd over South Turkey Creek
- Black Mountain Dr at Sullivan Dr
- Upper Bear Creek Rd Bridge Repairs
- JC73 (Camel Heights to Brook Forest)
- JC73 (Buffalo Park to Plettner)
- JC73 Phase 5 Shoulder Widening (Citation to S Blue Creek)
- JC73 at Barkley Intersection Improvements
- Ken Caryl Avenue at South Valley Road Intersection
- South Valley Road at Valley Parkway Intersection
- 2022 ELID Projects (Various Sites)
- Pine Pit – US Hwy 285
- 32nd Ave Widening – McIntyre St to Coors

- Quincy Ave Roadway Project
- Pierce Street Widening
- Colfax Sidewalk
- Weaver Creek at Belleview (MHFD)

Property Sale

- Sale of Soda Lakes property to Open Space/City of Lakewood Parks

Annual Commodity, Supply and Service Contracts, Purchase Orders, and Renewals

- **Commodities**
 - Hot Mix Asphalt
 - Aggregate Material
 - Deicing Material (Salt, Ice Slicer, Ice Kicker, Squeegee)
- **Supplies**
 - Culverts, Pipe, Inlets
- **Services**
 - Concrete Replacement
 - Asphalt Overlay Services
 - Pavement Preservation Services
 - Pavement Striping
 - Fence Barrier Replacement and Repair
 - Temporary Flagging
 - Truck Hauling Services
 - RMMA Pavement Improvement Program

Annual Resolutions

- Semi-Annual Regulatory Sign Acceptance
- Annual Road Acceptance for County Ownership and Maintenance
- Annual CDOT Road Inventory Report

Grants

- Taxiway O & D construction/Reconstruction (Design) Federal and State Grants
- Taxiway A Reconstruction Phase 2 Federal and State Grants
- Revitalizing Main Streets Grant – Bergen Park at Sugarbush
- Revitalizing Main Streets Grant – Buffalo Park and Hatch Drive

Other Contracts

- RMMA East Wing Lease
- AT&T Small Cell License agreement

BOARD OF COUNTY COMMISSIONERS BRIEFING PAPER
Annual Traffic Impact Fee Update
February 1, 2022

For Information For Discussion/Board Direction Consent to
 Place on Business/
 Hearing Agenda

Issue: The Transportation & Engineering Division (T&E) manages the Traffic Impact Fee (TIF) Program. The County’s TIF Policy requires a program update annually to adjust the unit costs in the Traffic Impact Fee Schedule and The Traffic Impact Fee Project Table based on the Construction Cost Index calculated by the State of Colorado.

Background: The Colorado Legislature granted statutory authority to local governments to impose traffic impact fees on new development to ensure that new development within the County bears a proportional share of the cost of capital expenditures necessary to provide improvements to interchanges, arterials, major collectors, and mountain collectors including capacity improvements, operational improvements, and associated roadway improvements as required by the Jefferson County Land Development Regulation in three funding areas: North, South, and Evergreen/Conifer.

Discussion: Pursuant to the TIF Policy, Staff adjusted the Traffic Impact Fee Schedule, as follows, using the most recent four quarters of the Construction Cost Index (CCI) calculated by the State of Colorado. This adjustment shows that the 2021 costs increased by 9.8344% from 2020 costs. The 2021 costs would be the updated TIF unit costs set forth in the Policy for 2022. Traffic Impact Fee Projects Table was also adjusted by this same CCI increase.

Traffic Impact Fee Schedule			
Land Use	Unit	Cost per Unit 2020	Cost per Unit 2021
Single Family Detached Dwelling with two (2) or fewer car garage	Dwelling Unit	\$3,069.00	\$3,371.00
Single Family Detached Dwelling with three (3) or more car garage	Dwelling Unit	\$4,177.00	\$4,588.00
Single Family Attached and Multi-Family Dwellings	Dwelling Unit	\$2,554.00	\$2,805.00
Assisted Living	Dwelling Unit or Bed	\$908.00	\$997.00
Commercial Retail Buildings	Square Foot of Gross Leasable Area	\$6.67	\$7.33
Office Buildings	Square Foot of Gross Leasable Area	\$4.47	\$4.91
Industrial and Warehouse/Wholesaling Buildings	Square Foot of Gross Leasable Area	\$1.93	\$2.12
Hotel/Motel	Room	\$2,901.00	\$3,186.00
Mini Warehouse	Square Foot of Gross Leasable Area	\$0.80	\$0.88
Churches	Square Foot	\$2.28	\$2.50

Fiscal Impact:

- **Year of impact:** current and following. The year of impact is uncertain because fee collection depends on development activities and building permits.
- **TABOR impact:** yes (current, following)
- **Existing grant or project:** Not applicable
- **New grant or project:** Not applicable
- **Requested in adopted budget:** Revenues from these fees fund projects included in the 5-year Capital Improvement Project schedule and the 2022 annual budget.
- **Ongoing or one-time:** Revenues are ongoing until all projects in the TIF Policy are complete
- **General Fund impact:** No impact to the General Fund.
- **Staffing impact:** These fees do not require any additional staffing to administer.
- **ARPA impact:** Not applicable
- **Match requirements:** None
- **Mandate/Contractual obligation:** None

Revenue Limits Impact: yes no

Revenue received is from a fee increase and therefore impacts TABOR fiscal year spending limits. Actual revenues collected are dependent on development applications to determine the fees and building permits issued to collect the fees.

SPA Review: Support with no concerns

Recommendations: Staff recommends that the Board direct staff to bring the above mentioned 9.8344% increase to the TIF unit costs set forth in the Traffic Impact Fee Program Policy to a future public hearing for Board consideration and approval.

Originator: Yelena Onnen, Transportation and Engineering

Contacts for Additional Information: Steve Durian and Yelena Onnen, Transportation and Engineering

Title: Regulatory Policy Traffic Impact Fee Program	Policy No. Part 8, Streets and Roads Chapter 4, Fees Section 1
	Effective Date January 1, 2021
Policy Custodian Transportation and Engineering Division	Adoption/Revision Date December 17, 2019/December 1, 2020

Adopting Resolution(s): ~~CC19-424~~

References (Statutes/Resos/Policies): C.R.S 29-20-104.5; Jefferson County Land Development Regulation; CC86-90, CC88-724, CC91-155, CC94-454, CC94-872, CC95-375, CC96-203, CC97-284, CC98-719, CC99-070, CC00-617, CC01-325, CC02-183, CC04-085, CC07-064, CC08-019, CC09-016, CC11-399, CC12-439, CC15-086, CC17-348, CC19-424

Purpose: The Colorado Legislature granted statutory authority to local governments to impose traffic impact fees on new development (Colorado Revised Statutes 29-20-104.5) to ensure, consistent with applicable legal principles, that new development within the County bears a proportional share of the cost of capital expenditures necessary to provide improvements to interchanges, arterials, major collectors, and mountain collectors including capacity improvements, operational improvements and associated roadway improvements as required by the Jefferson County Land Development Regulation ("Transportation Improvements") in the three funding areas as defined below.

Policy: Traffic Impact Fee Program

A. Applicability

Prior to obtaining a building permit for any building/structure, the applicant shall pay traffic impact fees as required herein.

B. Computation of the Amount of Traffic Impact Fees

1. The amount of fees shall be determined by the Director of Planning and Zoning, or his/her appointed designee, according to the Traffic Impact Fee Schedule.
2. In mixed use commercial centers containing retail, office and/or industrial uses, the Director of Planning and Zoning, or his/her appointed designee, shall determine the primary use of each building based upon the percentage of square footage (gross floor area) per use. The fee shall be assessed at the rate of the primary use when such use equals or exceeds 60 percent of the gross floor area. Where the use of a building is unknown or indeterminate at the time of building permit application, the fee shall be assessed at the highest rate for any of the potential use categories.
3. All other uses shall pay the fee set forth in the Traffic Impact Fee Schedule for the most nearly similar use as determined by the Director of Planning and Zoning, or his/her appointed designee, using comparable trip-generation calculated in the then-current Institute of Transportation Engineers Trip Generation Manual as a guide.
4. In the case of change of use, redevelopment, expansion, or modification of an existing use which requires the issuance of a building permit, the traffic impact fee shall be based upon the net increase in the traffic impact fee for the new use as compared to the previous use as determined by the Director of Planning and Zoning, or his/her appointed designee.

5. Previously paid traffic impact fees shall not be refunded in the case of change of use, redevelopment, reduction, or modification of an existing use which results in a net decrease in traffic generation compared to the previous use.

C. Inflation Adjustment

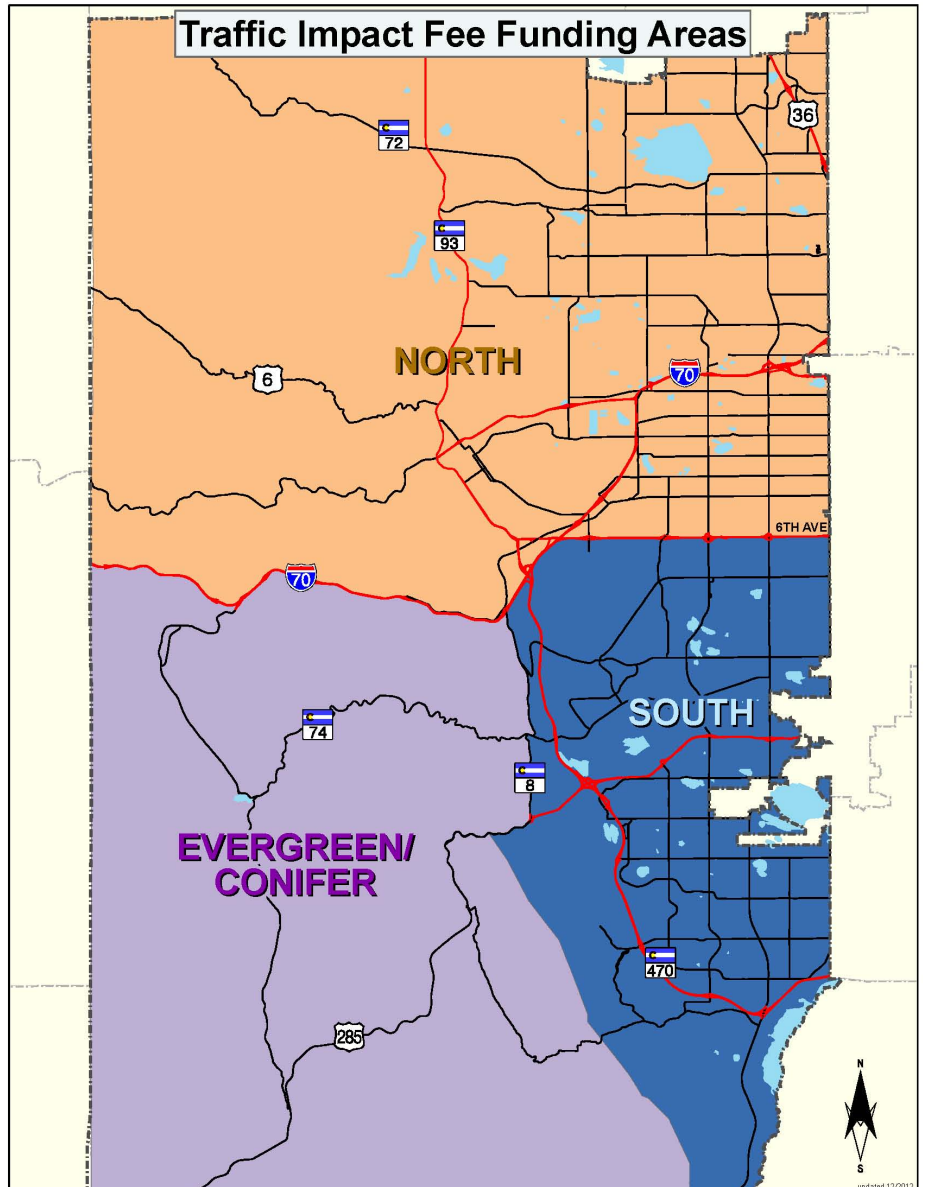
In January of each year, the fees specified in the Traffic Impact Fee Schedule and the cost estimates for projects identified in the Traffic Impact Fee Project Table shall be adjusted by the percentage increase in Construction Costs as determined by the State of Colorado. The Director of Planning and Zoning, or his/her appointed designee, will calculate the applicable increases or decreases and modify the Traffic Impact Fee Schedule and the Traffic Impact Fee Project Table accordingly.

D. Payment of Fees

Fees as computed by the Director of Planning and Zoning, or his/her appointed designee, shall be paid to the Jefferson County Division of Building Safety at the time of building permit issuance.

E. Traffic Impact Fee Road Fund

There shall be three (3) traffic impact fee funding areas as shown on the Traffic Impact Funding Areas Map. The funding areas are known as: South, North, and Evergreen/Conifer. All monies collected under this Policy shall be properly identified and promptly transferred to the appropriate funding area in the Jefferson County Traffic Impact Fee Fund and shall be held in this separate, interest-bearing account.



F. Use of Funds

All monies deposited in each fund shall be used solely to study, design, plan, and construct Transportation Improvements for the projects identified in the Traffic Impact Fee Project Table within such funding area and must be shown on the current Jefferson County Major Thoroughfare Plan. If after ten (10) years the funds have not been expended, the Board of County Commissioners shall take one of the following actions at a public meeting:

1. Retain the funds for an additional five (5) years. At the end of the first five (5) years' extension, the Board shall again consider an extension of five (5) additional years;
2. Refund the moneys not expended plus interest to the applicant having made the original payment, if the applicant can be located with reasonable effort; or
3. Treat funds as unclaimed property pursuant to County policy.

G. Credit Against Payment of Traffic Impact Fees

1. No credit shall be given for right of way dedications or site-related improvements required by the Jefferson County Land Development Regulation.
2. No credit shall be given for landscaping, except native seeding for erosion control, associated with the projects identified in the Traffic Impact Fee Project Table that is found in the procedure that implements this policy.
3. A person may obtain credit against all or a portion of traffic impact fees otherwise due or to become due by constructing any of the projects within the same funding area identified in the Traffic Impact Fee Project Table. Such construction must be in accordance with County regulations. The credit shall be determined and provided in the following manner:
 - a. An applicant for credit for construction of a project identified in the Traffic Impact Fee Project Table shall submit a request to the County Manager. The County Manager shall award full credit for roadway construction based on the County's cost estimate for the segment or portion of segment or intersection proposed to be constructed by the applicant. Only capital construction items are included in the County's construction cost estimate. Right of way acquisition and landscaping beyond native seeding are not included in the County's construction cost estimate. The County Manager shall provide the applicant with a letter setting forth the dollar amount of the credit, the reason for the credit, and an adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter indicating agreement to the terms of the letter and return such signed letter to the County Manager before credit will be given. The failure of the applicant to sign, date, and return such letter within sixty (60) days of the date of the letter shall nullify the credit.
 - b. Except as provided in G.3.a, credit against traffic impact fees otherwise due will not be provided until:
 - (1) The construction is completed and accepted by the County;
 - (2) A suitable maintenance and warranty performance guarantee is received and approved by the County; and
 - (3) All design, construction, inspection, testing, bonding, and acceptance procedures are in strict compliance with the then-current county requirements, when applicable.

- c. Credit may be provided before completion of construction if the traffic impact fee payer posts security as provided below for the cost of construction. Security in the form of an irrevocable letter of credit or cash escrow shall be tendered to the County in an amount determined by the County Planning and Zoning Division and in a form acceptable to the County Attorney.
- d. Any claim for credit must be made no later than the time of application for a building permit. Any claim not so made shall be deemed waived.

H. Exemptions from Payment of Traffic Impact Fees

The following shall be exempt from payment of the traffic impact fee:

- 1. Alteration or expansion of an existing building where no additional units are created, where the use is not changed, and where no additional vehicular trips will be produced over those produced by the existing use as determined by the Director of Planning and Zoning, or his/her appointed designee.
- 2. Accessory building or structure which will not produce additional vehicular trips over those produced by the principal building or use as determined by the Director of Planning and Zoning, or his/her appointed designee.
- 3. Replacement of a wholly or partially destroyed building or structure with a new building or structure of the same size and use provided that no additional vehicular trips will be produced over those produced by the original use as determined by the Director of Planning and Zoning, or his/her appointed designee

I. Periodic Review

- 1. Projects identified in the Traffic Impact Fee Project Table will be reviewed every five years beginning January 1, 2022.
- 2. The Transportation and Engineering Division will analyze the roadways identified in the Major Thoroughfare Plan every five years beginning January 1, 2022, to identify transportation improvements that should be included in the Traffic Impact Fee Project Table. To be eligible for inclusion in the Traffic Impact Fee Project Table, a project:
 - a. must be identified in the Jefferson County Major Thoroughfare Plan;
 - b. currently operates at or better than Level of Service D; and
 - c. be projected to operate worse than Level of Service D within a ten (10) year period based on procedures used in the most current version of the Highway Capacity Manual.
- 3. Because the program is reviewed periodically, funds will be collected and will accumulate in funding areas where no projects may be listed in the Traffic Impact Fee Project Table for such area.

J. Program Termination

The Traffic Impact Fee Program will terminate:

- 1. For any single funding area, if the projects identified in the Traffic Impact Fee Project Table are constructed, and no additional projects are added during the periodic review to such funding area, then the Board of County Commissioners may choose to terminate the program within that funding area and refund the moneys not expended plus interest to the applicant(s) having made the original payment(s).

- a. Fees will be refunded to applicants with the most recent building permits who have paid traffic impact fees until all of the moneys within the funding area are exhausted.
2. When it is determined by the Board of County Commissioners that the projects identified in the Traffic Impact Fee Project Table will not be constructed.

K. Definitions.

1. Gross Floor Area: Area of each floor based upon exterior dimensions of building.
2. Gross Leasable Area: Eighty percent (80%) of gross floor area, unless it can be demonstrated otherwise to the Director of Planning and Zoning, or his/her appointed designee, based on the GLA definition contained in Section 32 of the Zoning Resolution.
3. Single-family attached: Dwelling units attached by a livable space or garage totally enclosed with full foundation.
4. Multi-family Attached: Totally enclosed single-family structures or dwelling units where more than one dwelling unit shares the same foundation or roof.
5. Assisted Living: Residential setting, usually with separate living quarters, that provides oversight or assistance with activities necessary for independent living; common services such as dining, transportation, and medication administration may be provided.

Traffic Impact Fee Schedule		
Land Use	Unit	Cost Per Unit
Single Family Detached Dwelling with two (2) or fewer car garage	dwelling unit	\$3, 371 ⁰⁶⁹
Single Family Detached Dwelling with three (3) or more car garage	dwelling unit	\$4, 588 ¹⁷⁷
Single Family Attached and Multi-Family Dwellings	dwelling unit	\$2, 805 ⁵⁵⁴
Assisted Living	dwelling unit or bed	\$ 997 ⁰⁸
Commercial Retail Buildings	square foot of gross leasable area	\$ 7.336 ^{.67}
Office Buildings	square foot of gross leasable area	\$4. 914 ⁷
Industrial and Warehouse/Wholesaling Buildings	square foot of gross leasable area	\$ 2.124 ^{.93}
Hotel/Motel	room	\$ 3,1862 ^{.904}
Mini Warehouse	square foot of gross leasable area	\$0. 880
Churches	square foot	\$2. 502 ⁸

Traffic Impact Fee Projects

SOUTH PROJECTS

<u>Segment</u>	<u>From</u>	<u>To</u>	<u>20219 Construction Cost (for 20221)</u>
Bowles Avenue	Eldridge St	C-470	\$ 1,681,934 <u>531,336</u>
Quincy Avenue	Alkire St	Simms St	\$ 8,625,826 <u>7,853,483</u>
Ute Avenue	Kipling Pkwy	Owens St	\$ 3,651,050 <u>324,144</u>
Waterton Road	0.2 miles south of Wadsworth Blvd	County Line	\$ 4,539,897 <u>133,402</u>
Alameda Ave	Rooney Road (West of C-470)	C-470 Southbound Ramps	\$ 1,834,147 <u>669,920</u>

NORTH PROJECTS

<u>Segment</u>	<u>From</u>	<u>To</u>	<u>20219 Construction Cost (for 20221)</u>
Indiana Street	96th Ave	86th Ave	\$ 11,978,814 <u>40,906,250</u>
Wadsworth Boulevard	108th Ave	Church Ranch Blvd	\$ 16,409,402 <u>14,940,130</u>
Wadsworth Boulevard	Church Ranch	96th Ave	\$ 5,538,671 <u>942,747</u>
Simms Street	SH128	112th Ave	\$ 11,849,182 <u>40,788,225</u>
S. Golden Road	Ulysses St	Quaker St	\$ 3,088,182 <u>2,811,674</u>
S. Golden Road	Moss Street	Indiana St	\$ 3,632,370 <u>3,307,133</u>
32nd Avenue	Eldridge St	Zinnia St	\$ 4,074,330 <u>3,709,524</u>
20th Avenue	Denver West Pkwy	Youngfield St	\$ 3,970,768 <u>615,232</u>

EVERGREEN/CONIFER PROJECTS

<u>Intersection</u>			<u>20219 Construction Cost (for 20221)</u>
US285/Light Lane Interchange (includes Main Street, Light Lane to Conifer Town Center Drive, and Light Lane from US285 to Main Street)			\$ 5,939,884 <u>408,036</u>
<u>Segment</u>	<u>From</u>	<u>To</u>	<u>20219 Construction Cost (for 2020<u>2</u>)</u>
JC 73	N Turkey Creek Rd	Flying J Access Rd	\$ 14,173,632 <u>12,904,547</u>
JC 73	Barkley Rd	SH-285	\$ 4,430,588 <u>033,880</u>

BOARD OF COUNTY COMMISSIONERS BRIEFING PAPER
Approval of Cisco Webex Calling Purchase Order
February 1, 2022

For Information

For Discussion/Board Direction

Consent to
Place on Business/
Hearing Agenda

Issue:

Approval to place on the hearing agenda the purchase of new voice communication solution, Cisco Webex Calling and continuation of Webex Meetings and Events.

Background:

The County's current phone system has been in use since 2011 and is experiencing frequent carrier outages, has a limited feature set relative to current industry offerings, is difficult to maintain, and needs regular additional investment in hardware and software. With our growing communication demands and transformation to hybrid work, Business Innovation & Technology ("BIT") is seeking to replace our current on-premises phone system with a modern, cloud-based communications platform.

BIT attempted to replace the phone system in 2019 by issuing an RFP for a new phone system, but the RFP was not awarded. In the time since the original RFP, cloud calling solutions have evolved into communication platforms that are highly reliable, contain robust feature sets, and are quickly growing into the industry standard. Public sector adoption has greatly increased since the pandemic and includes multiple Colorado cities and counties. BIT has worked with stakeholders throughout the county and chosen Webex Cloud Calling as the solution that best meets the requirements of our staff and citizens.

Discussion:

The new communication platform will constantly evolve delivering a full suite of the most up to date collaboration and communication tools all in one application that will enable the County to stay productive from anywhere. Additionally, the proposed solution will help the county be more efficient, save employee and citizen time, and provide a consistent experience across communication types.

Benefits of the new communication platform include:

- High reliability hosted voice solution
- Secure call encryption
- Automatic upgrades for new features and security
- Flexible, "Answer Anywhere" functionality
- Scalability up or down on demand

- Suite of advanced call center features:
 - Chat/Chatbot
 - Voice Recognition
 - AI driven virtual agent
 - Text Integration
 - Social Network Connections
 - Seamless support for over 100 languages

Fiscal Impact:

The new phone system will be based off a 5-year contract locking in fixed yearly pricing. BIT has negotiated deep discounts below State negotiated pricing such that the new phone system can be funded by replacing the costs of the existing phone system. Therefore, no additional funding is requested outside of BIT’s 2022 appropriation. Over the 5-year term the yearly cost to the County will be \$573,033 which will result in a total savings of over \$940,000 vs. maintaining our current phone system.

- Year of impact: Year 2022, to Year 2027
- TABOR impact: N/A
- Existing grant or project: N/A
- New grant or project: The new project is a 5-year contract locking in fixed yearly pricing, with annual PO to encumber per fiscal year.
- Requested in adopted budget: This request was not part of a decision package; the project will be funded by replacing the existing phone system cost with the new phone system cost. No additional funding is needed.
- Ongoing or one-time: Ongoing for 5-year contract locking in fixed yearly pricing. Year 1 starts 2022 to year 2027
- General Fund impact: This request uses General Fund dollars already appropriated to BIT to cover the existing phone system costs.
- Staffing impact: N/A
- APRA impact: N/A
- Match requirements: N/A
- Mandate/Contractual obligation: The purchase of services will be governed by the Enterprise Agreement Contract between the State of Colorado and Advanced Network Management, Inc. (“ANM”). As between ANM and Jefferson County, Jefferson County shall have such rights as the State of Colorado has the then-applicable agreement, including the right to enforce ANM’s obligations under such agreement.

Revenue Limits Impact: yes no

SPA Review: As determined by SPA: This is supported with no concerns.

Recommendations:

BIT recommends that the Jefferson County Board of County Commissioners approves the purchase of Cisco Webex Calling, Meetings and Events from Advanced Network Management, Inc. ("ANM"), an authorized Cisco reseller, substantially in the amounts specified, and authorizes the Chairman to execute the necessary contracts and documents related to these purchases, subject to approval by the County Attorney's Office and Business, Innovation and Technology Services.

Originator:

Andy Corbett, Business Innovation & Technology, x8807

Rachelle Eisenhauer, Business Innovation & Technology, x8825

Contacts for Additional Information:

Jean Biondi, County Attorney, x8963

Michael Dobbs, Safety & Compliance, x8447

Stephanie Speer, Safety & Compliance, x8439

Phillip Pappas, Strategy Innovation & Finance, x8558

Vera Braeckman, Strategy Innovation & Finance, x8591