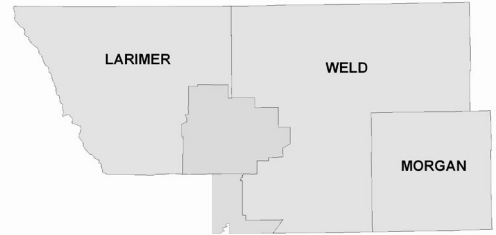


**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION
REGIONAL PLANNING COMMISSION**

P.O. BOX 758
GREELEY, COLORADO 80632



**UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION COMMISSION MEETING
AGENDA**

Thursday, December 5, 2024, 1:00pm – 4:00p

*Meeting Location: CDOT Region 4 – Big Thompson Room
10601 West 10th Street, Greeley, CO 80634*

- 1) Introductions and Determination of Quorum (Chair)
- 2) Approval of UFRTPR September 6, 2024, Meeting Minutes (Chair)
- 3) Approve Meeting Dates and Locations for the Upcoming Year (Chair)
- 4) Election of Chair and Vice-Chair for 2025 (Chair)
- 5) Transportation Commissioner Appointment Update (CDOT)
- 6) NAAPME Community Clean Transportation Assistance Grant Funding Program (Darius Pakbaz, CDOT)
- 7) Approve and Sign Resolution for Congestion Mitigation and Air Quality (CMAQ) FY24 Project Award SH 52/WCR 59 Roundabout (Evan Pinkham, Weld County)
- 8) FY24-28 Multimodal Transportation and Mitigation Options Fund (MMOF) Projects Presentation (Project Sponsors)
- 9) Resolution of support for MMOF Match Reduction requests (Evan Pinkham, Weld County)
- 10) CDOT 2050 Regional Transportation Plan (RTP) (Marissa Gaughan, CDOT)
- 11) FHWA Federal Lands Access Program (FLAP) Central Federal Lands (Andrew Valdez, FHWA)
- 12) CDOT Presentation SH 14 Safety Plan (Bryce Reeves, CDOT)
- 13) CDOT INFRA Grant Award – US 287 Safety Improvement Project (CDOT)
- 14) Community Roundtable
- 15) Public or Additional Comments
- 16) Inactive Projects Report (Handout)
- 17) Adjourn

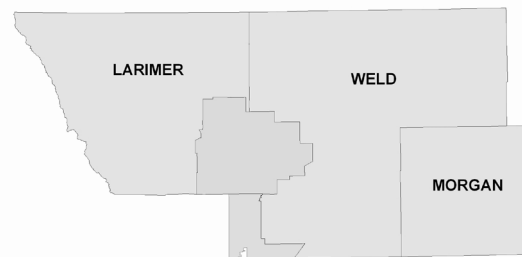
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UFRTPR RPC September 5, 2024, 1:00pm – 4:00pm Meeting Minutes

Location of Meeting: Morgan County Assembly Room, 231 Ensign Street, Fort Morgan, CO 80701

Attendance:

WELD COUNTY Kevin Ross	CDOT Jan Rowe	CITY OF BRUSH/TOWN OF
WELD COUNTY Elizabeth Relford	CDOT Jim Eussen	HILLROSE Dale Colerick
WELD COUNTY Evan Pinkham	CDOT James Usher	ESTES PARK Dana Klein
WELD COUNTY Michelle Wall	CDOT Josie Thomas	ESTES PARK Travis Machalek
LARIMER COUNTY Eric Tracy	CDOT Lou Keen	ESTES PARK Trevor Wittwer
LARIMER COUNTY Kristin Stephens	CDOT Marissa Gaughan	FORT LUPTON Chris Cross
MORGAN COUNTY Jon Becker	CDOT Medora Bornhoft	FORT MORGAN Brent Nation
CDOT Bin Zhang	CDOT Michael Snow	FORT MORGAN Tom Acre
CDOT Chad Hall	CDOT Nell Conti	PLATTEVILLE Troy Renken
CDOT Christa Curtiss	CDOT Phil Von Hake	WELLINGTON Alex Evonitz
CDOT Dan Mattson	CDOT Rich Christy	WELLINGTON Bob Gowing
CDOT Darius Pakbaz	CDOT Tess Richey	WELLINGTON Cody Bird
CDOT Gary Aucott	NECALG Charles Bunnell	WELLINGTON Patti Garcia
CDOT Heather Paddock	NFRMPO Paul Sizemore	

Introductions and Determination of Quorum - Chair Becker

Chair Becker called the meeting to order at 12:59 p.m. Introductions were made around the room and a quorum was determined to be present.

Entities present:

Weld County, Larimer County, Morgan County, CDOT, City of Brush/Town of Hillrose, Estes Park, Fort Lupton, Fort Morgan, Platteville, and Wiggins.

Approval of UFRTPR June 6, 2024, Meeting Minutes - Chair Becker

Motion: Approve the June 6, 2024, Meeting Minutes, **Moved by** Commissioner Ross, **Seconded by** Troy Renken. **Motion passed unanimously.**

Transportation Commissioner Announcements - Jim Kelly, CDOT

No update.

MMOF Program/Call for Projects Schedule – Michael Snow, CDOT/Evan Pinkham, Weld County

Michael Snow provided a couple handouts containing possible MMOF scoring criteria so the TPR could come up with the criteria they want in their application process.

Evan Pinkham said draft applications will be due the first week of October. CDOT will review the draft applications and provide comments, October 3, 2024, thru October 24, 2024. Final applications are

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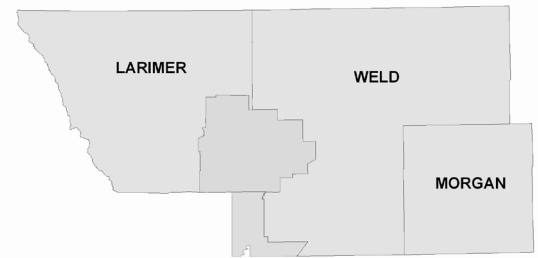
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due on November 7, 2024. CDOT will review November 7, 2024, thru November 21, 2024. The Executive Committee will convene and score applications after that time. Send applications to Evan Pinkham at epinkham@weld.gov and the MMOF Manager at mmof@state.co.us. Evan suggested adding Partnerships as a category and asked for the group's feedback on the template provided in the handout.

Josie Thomas explained CDOT will provide comments on the draft applications, but they will not make recommendations. CDOT will let the group know of any red flags they see.

Elizabeth Relford reminded the group that at the June TPR meeting, the group agreed to consolidate FY 2024 thru FY 2028 funding. After the Executive Committee provides their recommendation, the recommendation will be brought to the TPR for the December meeting.

Josie mentioned if you have a project that does not have adequate funding and meets MMOF criteria, it could be a good opportunity to get the remainder of the project funded.

The TPR decided to make a couple revisions to the application evaluation template and definitions:

1. Add "Community Connectivity" to the Network/Modal Connectivity criteria and add schools.
2. Under the criteria "Application Quality", add project timeline (shovel-ready metric).
3. Top two criteria worth 15 points each with remaining criteria worth 10 points each.

Evan will make the changes and send the revised version out to the TPR. Elizabeth said an email reminder will be sent out a week before draft applications are due.

UFR Letter to CWCB on BLE Technical Position – Evan Pinkham, Weld County

Evan drafted a letter to the CWCB from the TPR discussing the impacts of BLE flood risk maps not being regulatory unless adopted. He asked the TPR to review the letter and send any comments to him at epinkham@weld.gov by September 19, 2024.

I-76 EB Off-Ramp and WCR 49 – Richard Christy, CDOT

Richard Christy gave an update on the I-76 EB Off-Ramp and WCR 49 Signing and Striping Plan. The off-ramp is in close proximity to the frontage road with no traffic control. There is a work order to add additional stop signs on WCR 49 and make it an all-way stop. Project should be completed by early fall.

Bin Zhang suggested they add flashing lights for night travel. It is very dark under the off-ramp.

CDOT Presentation – 2050 Regional Transportation Plan – Marissa Gaughan, DTD

Heather Paddock explained that every 4 years they look at all the data and find the best ways to utilize planning dollars for transportation projects.

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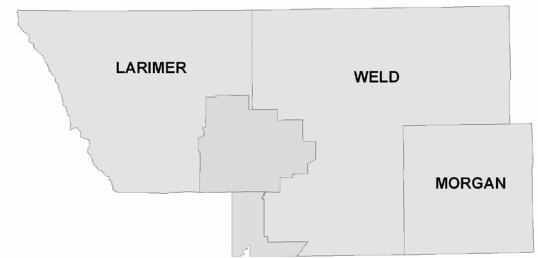
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Marissa Gaughan explained the UFR will need to develop a final 2050 Regional Transportation Plan. CDOT plans to have at least 4 meetings with the group and can have a separate meeting to discuss transit and active transportation. Since there will not be a STAC meeting in December, it was decided that CDOT could discuss transit at the December meeting. CDOT would also like to discuss the UFRTPR project list and scoring criteria at the December meeting.

Marissa said they will be sending out a follow-up survey to collect input for updating the UFRTPR's visions and goals for the 2050 Plan. CDOT will bring results to the December meeting.

CDOT plans to have their long-range plan complete by the end of the year (2024).

Heather covered 2020 – 2024 Region 4 projects. The Road Weather Information Stations (RWIS) along US 34 in Morgan and Weld Counties are a combination of technologies that collect, transmit, model, and disseminate weather and road condition information in real-time. RWIS is used when snowplows are deployed. They can determine how much chemicals are needed.

Chad Hall spoke about the Peckham Interchange at US 85 and WCR 44. It is a grade separated intersection. CDOT closed several at-grade railroad crossings to increase the safety and mobility of the US 85 corridor.

Bin Zhang discussed the I-76 Phase IV Reconstruction near Brush. CDOT will replace 4 major bridge structures, reconstruct 1.4 miles of interstate highway, and install a new park-n-ride facility. A \$29 million INFRA Grant was awarded from FHWA. Bin thanked everyone for their help.

Darius Pakbaz gave a presentation on demographic data. He also spoke about transportation data trends in the UPR including vehicle crashes, vulnerable road users, wildlife vehicle crashes, and highway drivability life. Elizabeth asked Darius if he could figure out how much it would cost Region 4 to fix the roadways based on the "Drivability Life - Highways" map. Elizabeth said this data could help with project selection. Darius went over maps displaying bridges and roadways in poor condition.

Christa Curtiss gave a presentation on the current state of Transit and gaps in the transit network throughout the State. If you have any feedback on the transit data that was on the map, please contact her.

Darius said they will make this data public on their website so users can apply all the layers they want.

Marissa discussed the follow-up survey in more detail. She said the survey will have vision, goals, focus areas.

There is a Region 4 State Highway Safety Plan (SHSP) Stakeholder Workshop on September 11, 2024, at 3:00 p.m.

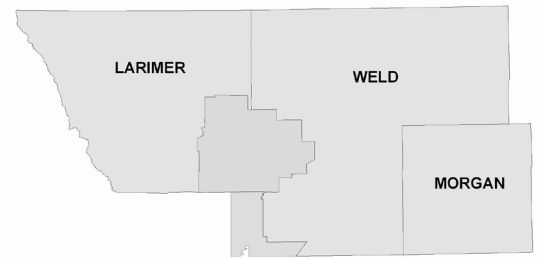
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An Active Transportation Plan survey is open through September 13, 2024. For more information of updates visit bit.ly/CDOTActiveTransportationPlan.

Marissa said they will pass out a spreadsheet at the December meeting with the TPR's list of projects. The group can discuss if there are projects that they wish to add. Commissioner Stephens said that she thinks safety needs to be more of a priority in the criteria.

Community Roundtable

Platteville

Troy Renken said Platteville has acquired a couple of properties where they will need to work with CDOT on intersection improvements. One of the properties is on Front Street which is located on the east side of US 85, just south of WCR 34. CDOT will be doing an impact analysis of the intersection. The analysis may or may not result in signalization. A sand company wants to build a warehouse and he foresees that causing some traffic issues.

The second land purchase is located south of SH 66 between Main Street and the river. Because of traffic congestion, they are working to improve this intersection as well.

Brush/Hillrose

Dale Colerick said it is budget season for the City of Brush. They are looking at their 5-year CIP and for funds available for road improvements next year.

Fort Morgan

Brent Nation introduced Tom Acre. Tom came from the Town of Wiggins, and will be the Public Works Director for Fort Morgan.

Brent said they are working on getting the 1200 feet of SH 52 reopened today. They replaced a waterline.

Fort Morgan is working on a review of a large storm water project.

Estes Park

Dana Klein said they have completed the downtown Estes Loop project. He would love to hear feedback on it.

Wellington

Cody Bird said their Main Street is at 30% design. They are working on intersection improvements near the high school.

Also working on applying for grant funding for design of intersection improvements at I-25 and SH 1.

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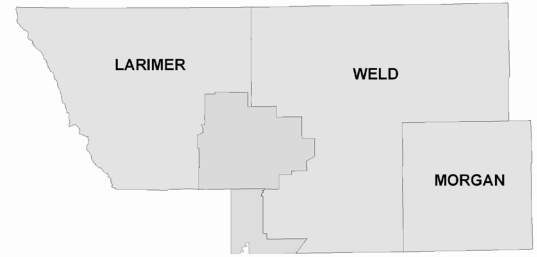
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Weld County

Commissioner Ross reported the WCR 77 project should be completed this week.

Last week, the High Plains Blvd Community Outreach began with Mead and CDOT; he said he realizes this project is outside of the UFR, but it will be a big project for Weld County.

Roundabouts at WCR 6 and WCR 13 are still in design.

Larimer County

Commissioner Stephens said Phase I for the Owl Canyon project is scheduled to be complete at the end of September. Phase II should be advertised for construction in early 2025. They are still seeking funding for Phase III.

Larimer County had two Highway Safety Improvement guardrail projects that are now complete.

They received a planning grant for the Pingree Park Bridge. Larimer is trying to get an implementation grant.

She said they are updating the Larimer County Transportation Master Plan “Larimer on the Go” and also working on their “Safe Streets for All” safety action plan.

This week a resolution was passed on putting a question on the November ballot for a 1.5% sales tax to apply to transportation funding.

Yesterday, they submitted a 17-million-dollar grant on behalf of CDOT for the Wildlife Crossing Safety Improvements that have been identified on US 287.

INACTIVE PROJECTS REPORT (Informational Only)

Public or Additional Comments

There were no public or additional comments.

Adjourn

The meeting adjourned at 2:54 p.m.

Respectfully submitted,

Michelle Wall

Michelle Wall
Secretary

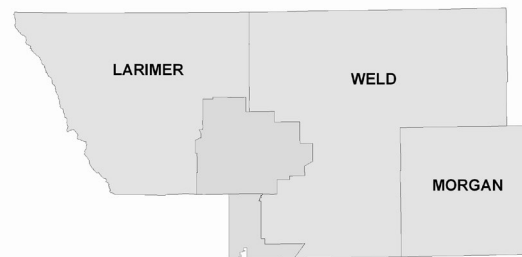
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2025 UFR TPR QUARTERLY MEETING SCHEDULE

TO: Upper Front Range Transportation Planning Region Members

FROM: Upper Front Range TPR Administration

SUBJECT: 2025 UFR TPR Quarterly Scheduled Meetings (1st Thursday of the Month - Quarterly)

TIME: 1:00 p.m. to 4:00 p.m. (all meetings)

WHEN & WHERE:

Scheduled Meeting Dates:

Locations & Addresses:

March 6, 2025

Larimer County – Larimer County Administration Building
Boyd Lake Conference Room
200 West Oak Street, Fort Collins, CO 80522

June 5, 2025

Weld County – Weld County Administration Building
Administration Events Room
1150 O Street, Greeley, CO 80631

September 4, 2025

Morgan County – Morgan County Administration Building
Assembly Room
231 Ensign Street, Fort Morgan, CO 80701

December 4, 2025

CDOT Region 4 – West Greeley
Big Thompson Room
10601 W 10th Street, Greeley, CO 80634

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Nonattainment Area Air Pollution Mitigation Enterprise

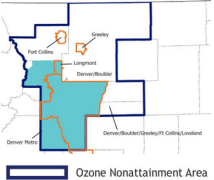
“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Fall 2024

1



“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Overview

- Colorado Senate Bill 21-260 created the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME): naapme.codot.gov
- NAAPME funds projects that help address traffic congestion and reduce environmental and health impacts of transportation in Colorado’s Nonattainment areas (currently Metro Denver, North Front Range, and Upper Front Range).
- CCTAP is the first NAAPME grant funding program, with \$17 million available.




Ozone Nonattainment Area

Fall 2024

“Community Clean Transportation Assistance” Grant Funding Program (CCTAP)

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - NOFO

Notice of Funding Opportunity


- [The NAAPME 10-Year Plan](#) identifies these funding focus areas:
 - Projects that sustainably reduce traffic congestion (transit services, mobility hubs, sidewalks & bike paths, car-/van-pools, etc.);
 - Projects that reduce the environmental and health impacts of transportation (lowering construction impacts, roadside vegetation, etc.); and/or
 - Projects that improve neighborhood connectivity for communities adjacent to highways (sidewalks, bike/ped connectivity, reduce urban traffic speeds, etc.).
- [Federal “Congestion Mitigation and Air Quality \(CMAQ\)” Project types](#) are also eligible for this funding.
- Project awards of \$500,000 to \$17,000,000

Fall 2024

“Community Clean Transportation Assistance” Grant Funding Program (CCTAP)

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3




“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Eligibility

CCTAP Eligibility Criteria

- Eligible project sponsors meet criteria under [43-4-1302 C.R.S.](#)
- Eligible project sponsors are [in good standing with the Colorado Secretary of State](#), have no projects on the federal inactive list, and have not had a non-compliance determination on a sub-allocated recipient audit/visit.
- Projects must demonstrate and report emissions reduction benefits in ozone precursors (CDOT can provide technical assistance).
- Proposed transportation infrastructure must complete a review of the project proposal for feasibility of their scope.
- 20% local match (hardship waivers possible)
- Infrastructure projects are open to the general public, ADA-compliant, and comply with any other applicable rules and regulations.

Fall 2024
“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)
4

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Evaluation

CCTAP Evaluation Criteria (Points)

- [Emissions reduction](#) benefits in ozone precursors (25)
- Project is located within or supports a [disproportionately impacted community](#), demonstrated outreach to engage with those communities, and how the project would help address community needs and/or issues (25)
- Project meets [NAAPME business purpose and funding focus areas](#) (15)
- Project is prioritized in an [approved transportation improvement plan](#) (15)
- Demonstrates [likelihood of successful project delivery](#), including commitment for long-term maintenance of infrastructure projects (5)
- Demonstrates that the project [improves traveling safety](#), especially for vulnerable road users (5)
- Demonstrates improvement/expansion of [transportation choice](#) or [neighborhood connectivity](#) (5)
- [Quality](#) of the Application (5)

Fall 2024
“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)
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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Timeline

CCTAP Application Timeline

- November 2024 through February 2025: Open period for questions, technical assistance, and identification of engineering review of proposed project.
- 5:00 p.m., Feb. 25, 2025: Deadline to Submit Draft Applications for Review
- March through April 2025: Technical review of applications review for project feasibility.
- 5:00 p.m., April 30, 2025: Deadline to Submit Final Applications.
- May 2025: Applications evaluated by Enterprise staff
- 4:30 p.m., June 26, 2025: Board of Directors review and award projects.
- No later than July 31, 2025: Award Notices Sent to Applicable Parties

Fall 2024
“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)
6

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"Community Clean Transportation Assistance" Grant Funding Program (CCTAP) - Engagement

CCTAP Plans for Public Engagement


- Website launch (November 4, 2024):
codot.gov/programs/naapme/naapme-community-clean-transportation-assistance-grant-funding-program
- Press Releases for Start and Close of Grant
- Presentations to DRCOG, NFRMPO and Upper Front Range TPR
- Email messages to potential communities in the nonattainment area.
- NOFO in Spanish
- At least one CCTAP webinar
- FAQs on website (updated monthly)

Fall 2024


"Community Clean Transportation Assistance" Grant
Funding Program (CCTAP)

7

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CCTAP - Thank You, and Questions?



COLORADO
Department of Transportation
Nonattainment Area Air Pollution
Mitigation Enterprise

naapme.codot.gov

cdot_nonattainmententerprise@state.co.us

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RESOLUTION OF ADOPTION

**Upper Front Range Congestion Mitigation & Air Quality (CMAQ)
Improvement Program Fiscal Year (FY) 2024**

UPPER FRONT RANGE REGIONAL PLANNING COMMISSION

WHEREAS, the CMAQ improvement program was developed under the Intermodal Surface Transportation Efficiency Act (ISTEA), and was continued with the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and is currently being conducted under a continuing resolution of MAP-21; and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ program, while allowing the state to determine how funds will be allocated; and

WHEREAS, on November 20, 2007, the EPA designated the nine-county Ozone Control Area consisting of the Denver metro area, North Front Range Planning area and portions of the Upper Front Range Planning area as an Ozone Non-attainment Area; and

WHEREAS, in January 2009, the Transportation Commission adopted Resolution Number TC-807 to reflect FHWA's request that CDOT allocate CMAQ funds to Ozone Non-attainment Areas; and

WHEREAS, in 2019, the Regional Planning Commission (RPC) agreed to allow Larimer and Weld Counties to swap CMAQ funding every other year among their communities; and

WHEREAS, the FY 24 CMAQ funds are eligible for Weld County to expend; and

WHEREAS, Weld County met with their municipal representatives and have put forth a recommended project for the RPC to consider; and

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Page 2

RESOLUTION OF ADOPTION

Upper Front Range FY 24 Congestion Mitigation & Air Quality (CMAQ) Improvement Program

WHEREAS, the Upper Front Range TPR and CDOT reviewed the applications and determined the Weld County Road 59 and State Highway 52 roundabout application is eligible for FY 2024 CMAQ funding; and

WHEREAS, a total of approximately \$1,381,240.00 in CMAQ funding is available for FY 2024;

NOW THEREFORE BE IT RESOLVED, the CMAQ funds for FY 2024 will be allocated to Weld County for roundabout intersection improvements at Weld County Road 59 and State Highway 52.

FURTHER, CMAQ recipients will report annually in writing to CDOT on the effectiveness of their projects and CDOT staff will compile the results into a report for the Transportation Commission and FHWA.

FURTHER, if additional CMAQ funding becomes available for FY 2024, the Upper Front Range Executive Committee will decide how the funding will be allocated/re-allocated.

Jon Becker, Morgan County Commissioner
Chair of the Upper Front Range Transportation Planning Region

Date

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FY24 UFR CMAQ Project Application



Applicant Information

<i>Project Sponsor</i>	<i>Sponsor Contact</i>	<i>Phone</i>	<i>Email</i>
Weld County	Evan Pinkham	970-400-3727	epinkham@weld.gov
<i>Mailing Address</i>	<i>City</i>	<i>State</i>	<i>Zip Code</i>
P.O. Box 758	Greeley	CO	80632

Additional Project Sponsors (if applicable)

Project Description

<i>Project Title</i>	<i>County</i>	<i>Municipality</i>
WCR 59 and SH 52 Roundabout	Weld	n/a

Project Location / Limits (mileposts, intersection roadways, etc.)

At the intersection of Weld County Road 59 and State Highway 52

Project Description

The proposed intersection improvements include the design and construction of a roundabout at the intersection of WCR 59 and SH 52.

How will the project reduce emissions?

Emissions will be reduced by reducing the number of idling vehicles at the intersection. Traffic flow improvements will help to reduce emissions and improve safety at the intersection.

Is there another project or phase that needs to be completed before this project can be implemented? Please explain.

No other projects need to be completed in order to implement this project.

Eligibility - Project Examples *(check all that apply)*

<input type="checkbox"/> Diesel engine retrofit	<input type="checkbox"/> Bicycle / pedestrian facility
<input type="checkbox"/> n/a Alternative fuels - replacement vehicle	<input type="checkbox"/> Traffic signal (new)
<input type="checkbox"/> n/a Alternative fuels - refueling station	<input type="checkbox"/> Traffic signal coordination / progression
<input type="checkbox"/> Idle reduction program	<input checked="" type="checkbox"/> Congestion reduction / bottleneck removal
<input type="checkbox"/> Freight / intermodal	<input type="checkbox"/> HOV lane
<input type="checkbox"/> Transit improvement / expansion	<input type="checkbox"/> Public education / outreach
<input type="checkbox"/> Travel demand management	<input type="checkbox"/> Transportation management association
<input type="checkbox"/> Carpool / vanpool / carshare	<input type="checkbox"/> Park and Ride lot
<input type="checkbox"/> Multi-modal traveler information	<input type="checkbox"/> Other / innovative project

Funding


\$1,381,240.00 = Requested CMAQ funding	<i>Source of local funds</i>
\$287,125.74 = Local Match (17.21% required)	Match - Weld County Overmatch - CDOT
\$8,899,634.26 = Local Overmatch (> 17.21%)	<i>Date local funds are available</i>
\$10,568,000.00 = Total Cost	2026

hendersonw 3:28:42 PM pw:\cdot-pw\benlley.com\cdot-pw-01p\Documents\02 Minor Projects\CDOT Collaboration Projects\25147 - co 52 & cr 59 intersection improvements\01 Pre-Construction\01 Models\25147 WH_Container.dgn



FIR

8/22/2024

All seals for this set of drawings are applied to the cover page(s)	Print Date: 9/10/2024	<div><div></div><div></div><div></div><div></div><div></div></div>	Sheet Revisions			Colorado Department of Transportation <div> Phone: Fax:</div> Region 4	As Constructed	FIR Roundabout Layout			Project No./Code	
	File Name: 25147 WH_Container.dgn		Date:	Comments	Init.		No Revisions:				25147	
	Horiz. Scale: 1"=XX' Vert. Scale: As Noted								Revised:	Designer:	Structure Numbers	
	Unit Information								Void:	Detailer:		
										Sheet Subset:	Subset Sheets:	Sheet Number



Roundabouts

Navigator

[Intersection Improvements](#)

[Traffic Signal Synchronization](#)

[Roundabouts](#)

This calculator will estimate the emission reductions resulting from building a roundabout at an intersection

INPUT

EXISTING CONDITIONS

Evaluation Year	2022
Area Type	Rural
Business District	No
Total peak hours per day(AM+PM)	4 hours
Existing Intersection is	Un-signalized
Please input approaches in COUNTERCLOCKWISE direction for existing intersection. If the intersection only has three approaches, put '0' for 'Average Annual Daily Traffic (AADT)' for Approach 4	
	Approach 1Approach 2Approach 3Approach 4
Average Annual Daily Traffic volume (AADT)	1,5612,4005843,000
Peak-hour Volume	26040097500
Truck Percentage	20%19%12%14%
Existing Delay per Vehicle	1871510
Number of Lanes	1111
Existing Intersection % Left Turns	20%14%45%20%
Existing Intersection % Right Turns	45%18%12%12%

Use the table below to estimate delay (HCM 2010, Exhibits 19-4, 19-1)

Level of Service Reference Table

LOS	Delay (s/veh)	
	Unsignalized Intersection	Signalized Intersection
A	0 - 10	0 - 10
B	>10 - 15	>10 - 20
C	>15 - 25	>20 - 35
D	>25 - 35	>35 - 55
E	>35 - 50	>55-80
F*	>50	>80

*LOS F typically indicates that traffic demand has exceeded capacity

Number of Circulating Roundabout Lanes1

OUTPUT

Calculate Output

PERFORMANCE

Approach	PEAK-HOUR				OFF-PEAK				
	1	2	3	4	1	2	3	4	
Proposed Capacity	543	714	642	843	891	923	964	975	veh/hr
Volume	260	400	97	500	26	40	10	50	veh/hr
Delay Reduction per vehicle	3	-7	8	-3	5	5	5	5	sec/veh
Approach	1	2	3	4					
Approach Delay Reduction per day	1.6	-2.1	1.1	-0.5	hours				
Total Roundabout Delay Reduction per day	0.1				hours				

EMISSION REDUCTIONS

Pollutant	Peak-hour Kilograms/day	Off-Peak Kilograms/day	Total Kilograms/day
Carbon Monoxide (CO)	-0.018	0.018	0.000
Particulate Matter <2.5 µm (PM _{2.5})	-0.002	0.002	0.000
Particulate Matter <10 µm (PM ₁₀)	-0.002	0.002	0.000
Nitrogen Oxide (NOx)	-0.023	0.023	-0.001
Volatile Organic Compounds (VOC)	-0.004	0.004	0.000
Carbon Dioxide Equivalent (CO ₂ e)	-12.538	12.723	0.185
Total Energy Consumption (MMBTU)	-0.164	0.166	0.002

RESOLUTION

RE: APPROVE APPLICATION FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT GRANT FUNDS FOR STATE HIGHWAY 52 AND COUNTY ROAD 59 INTERSECTION IMPROVEMENTS PROJECT, AND AUTHORIZE DEPARTMENT OF PUBLIC WORKS TO SUBMIT ELECTRONICALLY – UPPER FRONT RANGE TRANSPORTATION PLANNING REGION (UFRTPR)

WHEREAS, the Board of County Commissioners of Weld County, Colorado, pursuant to Colorado statute and the Weld County Home Rule Charter, is vested with the authority of administering the affairs of Weld County, Colorado, and

WHEREAS, the Board has been presented with an Application for Congestion Mitigation and Air Quality (CMAQ) Project Grant Funds for the State Highway 52 and County Road 59 Intersection Improvements Project from the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, on behalf of the Department of Public Works, and the Colorado Department of Transportation, to the Upper Front Range Transportation Planning Region (UFRTPR), with further terms and conditions being as stated in said application, and

WHEREAS, after review, the Board deems it advisable to approve said application, a copy of which is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Weld County, Colorado, that the Application for Congestion Mitigation and Air Quality (CMAQ) Project Grant Funds for the State Highway 52 and County Road 59 Intersection Improvements Project from the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, on behalf of the Department of Public Works, and the Colorado Department of Transportation, to the Upper Front Range Transportation Planning Region (UFRTPR), be, and hereby is, approved.

BE IT FURTHER RESOLVED by the Board that Evan Pinkham, Department of Planning Services, be, and hereby is, authorized to electronically submit said application.

CC: PW(CH/DN/DD/SB/EP), ACT(CP/CD)
10/14/24

2024-2602
EG0082

APPLICATION FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT
GRANT FUNDS FOR STATE HIGHWAY 52 AND COUNTY ROAD 59 INTERSECTION
IMPROVEMENTS PROJECT – UPPER FRONT RANGE TRANSPORTATION PLANNING
REGION (UFRTPR)
PAGE 2

The above and foregoing Resolution was, on motion duly made and seconded, adopted
by the following vote on the 2nd day of October, A.D., 2024.

BOARD OF COUNTY COMMISSIONERS
WELD COUNTY, COLORADO

ATTEST: Arthur G. Mack

Weld County Clerk to the Board

BY: Janet M. Warwick
Deputy Clerk to the Board

Kevin D. Ross
Kevin D. Ross, Chair

Perry L. Buck
Perry L. Buck, Pro-Tem

Mike Freeman
Mike Freeman

APPROVED AS TO FORM:

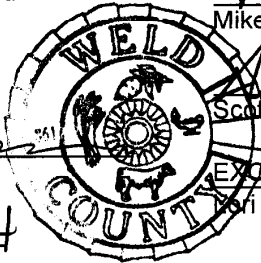
County Attorney

Scott K. James
Scott K. James

EXCUSED

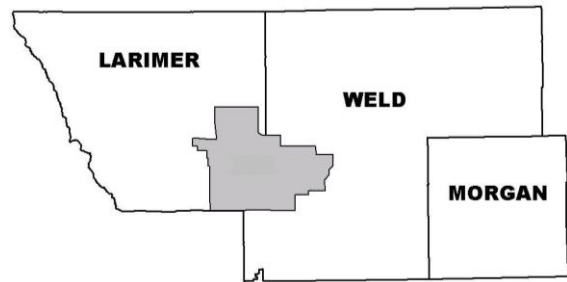
Fori Saine
Fori Saine

Date of signature: 10/8/24



**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION
REGIONAL PLANNING COMMISSION**

P.O. BOX 758, GREELEY, COLORADO 80632



RESOLUTION OF ADOPTION

**Upper Front Range Multi Modal Transportation and Mitigation Options Fund (MMOF) Support of
Match Reduction Request**

UPPER FRONT RANGE REGIONAL PLANNING COMMISSION

WHEREAS, the Multimodal Transportation & Mitigation Options Fund (MMOF), created within the State Treasury under Colorado Senate Bill 2018-001, was amended under Colorado Senate Bill 2021-260; and

WHEREAS, the Colorado Transportation Commission (TC) is required in the legislation to establish a distribution formula for the MMOF Local Fund based on population and transit ridership criteria; and

WHEREAS, the Transportation Commission is responsible for ensuring the use of MMOF Local Funds complies with the goals, purposes and requirements of the MMOF Program Guide for project selections made by municipalities and counties within the MPO's & TPR's; and

WHEREAS, the Upper Front Range Regional Planning Commission is reviewing a Weld County MMOF application for contracted on-demand transit services as an eligible project in partnership with many Weld County communities contributing local match funding; and

WHEREAS, Weld County has a match rate requirement of fifty percent (50%); and

WHEREAS, Weld County provided documents supporting the match reduction request in accordance with the program guidelines; and

WHEREAS, both Larimer and Morgan Counties border Weld County, who are members of the Upper Front Range Transportation Planning Region, were granted twenty-five percent (25%) rate reductions.

NOW THEREFORE BE IT RESOLVED, the Upper Front Range Regional Planning Commission recommends support of a match rate reduction from fifty percent (50%) to twenty-five percent (25%) for Weld County.

Jon Becker, Morgan County Commissioner
Chair of the Upper Front Range Transportation Planning Region

Date

LARIMER COUNTY
COMMISSIONER KRISTIN STEPHENS
MARK PETERSON, P.E., ENGINEERING
(970) 498-7002

WELD COUNTY
COMMISSIONER KEVIN ROSS
ELIZABETH RELFORD, PUBLIC WORKS
(970) 400-3748

MORGAN COUNTY
COMMISSIONER JON BECKER
BRUCE BASS, PUBLIC WORKS DIRECTOR
(970) 542-3500



DEPARTMENT OF PUBLIC WORKS

1111 H Street
Greeley, Colorado 80631
Website: www.weldgov.com
Email: epinkham@weld.gov
Phone: (970) 400-3750
Fax: (970) 304-6497

November 7, 2024

RE: FY 2024-2028 MMOF Call for Projects – On-demand Transit Program Local Match Reduction

Dear Colorado Transportation Commission,

Weld County is formally requesting a reduction to the local match requirement for MMOF funding as determined by the Colorado Transportation Commission and stated in the MMOF Program Overview. Weld County is looking to contract transportation service on behalf of eight Weld County communities to continue a much-needed transit mobility program to the region. The program serves our 60+ community as well as individuals living with a disability with transportation to a variety of regional destinations at no cost to the rider. This much needed program promotes a complete and integrated multimodal system in Upper Front Range region. The program meets several of the funding goals of MMOF including:

- Benefits seniors by making aging in place more feasible.
- Benefits residents of rural and disproportionately impacted communities by providing them with more access and flexible public transportation services.
- Provides enhanced mobility for persons with disabilities.
- Reduces emissions of air pollutants and greenhouse gases.

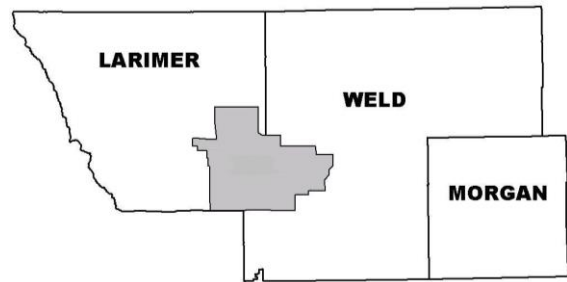
Weld County requests a lowered local match amount due to budget constraints with several of our partner communities. The communities of Ault, Fort Lupton, Gilcrest, Keenesburg, Kersey, Nunn, and Platteville are looking to continue to provide a portion of the local match for the program, however struggle to come up with the proportional amount needed. According to the MMOF Program Overview, Weld County is required to match MMOF funding at 50%. We are requesting this amount be reduced to 25%. Weld County and our partner communities look forward to continuing to provide this service to our residents and municipal partners. Thank you for your consideration of reducing Weld County's MMOF local match from 50% to 25%, to be able to contract this very important transportation service to our unincorporated residents and small rural communities.

Sincerely,

Evan Pinkham, MPA
Transportation Planner
Weld County Public Works

**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION
REGIONAL PLANNING COMMISSION**

P.O. BOX 758, GREELEY, COLORADO 80632



RESOLUTION OF ADOPTION

**Upper Front Range Multi Modal Transportation and Mitigation Options Fund (MMOF) Support of
Match Reduction Request**

UPPER FRONT RANGE REGIONAL PLANNING COMMISSION

WHEREAS, the Multimodal Transportation & Mitigation Options Fund (MMOF), created within the State Treasury under Colorado Senate Bill 2018-001, was amended under Colorado Senate Bill 2021-260; and

WHEREAS, the Colorado Transportation Commission (TC) is required in the legislation to establish a distribution formula for the MMOF Local Fund based on population and transit ridership criteria; and

WHEREAS, the Transportation Commission is responsible for ensuring the use of MMOF Local Funds complies with the goals, purposes and requirements of the MMOF Program Guide for project selections made by municipalities and counties within the MPO's & TPR's; and

WHEREAS, the Upper Front Range Regional Planning Commission is reviewing a Town of Platteville MMOF application for sidewalk improvements; and

WHEREAS, The Town of Platteville has a match rate requirement of fifty percent (50%); and

WHEREAS, The Town of Platteville provided documents supporting the match reduction request in accordance with the program guidelines; and

WHEREAS, The Town of Platteville is requesting a match rate of twenty-five percent (25%).

NOW THEREFORE BE IT RESOLVED, the Upper Front Range Regional Planning Commission recommends support of a match rate reduction from fifty percent (50%) to twenty-five percent (25%) for the Town of Platteville.

Jon Becker, Morgan County Commissioner
Chair of the Upper Front Range Transportation Planning Region

Date

LARIMER COUNTY
COMMISSIONER KRISTIN STEPHENS
MARK PETERSON, P.E., ENGINEERING
(970) 498-7002

WELD COUNTY
COMMISSIONER KEVIN ROSS
ELIZABETH RELFORD, PUBLIC WORKS
(970) 400-3748

MORGAN COUNTY
COMMISSIONER JON BECKER
BRUCE BASS, PUBLIC WORKS DIRECTOR
(970) 542-3500



TOWN OF PLATTEVILLE

Troy Renken, Town Manager
400 Grand Avenue, Platteville, Colorado 80651
970.785.2245 - 970.785.2476 (f)
(trenken@plattevillegov.org)

November 26, 2024

UFR Regional Planning Commission
Chair Kevin Ross
Weld County BOCC

Reference: MMOF Match Reduction Request

Commissioner Ross,

The Town of Platteville has applied for Multi-Model Transportation & Mitigation Options Fund grant funding to pursue the Downtown Business District Sidewalk & Landscape Project and is requesting an exception from the 50% local match requirement as shown in the Qualifying Match Criteria table.

In accordance with the MMOF Program Guidelines applicants may request match alleviation based upon having a population of less than 20,000 residents and a poverty rate of 12% or higher. Platteville qualifies for a match reduction as its population was 2,660 with a poverty rate of 13.76% in 2017 based upon the US Census American Community Survey 5-year estimate.

On behalf of the Platteville Board of Trustees I'd like to request a grant match reduction from 50% to 25% for this project. I appreciate your consideration to this request and please let me know if I can provide additional information as needed.

Sincerely,

Troy Renken, Town Manager

Local MMOF Project Application - 2024

Complete and submit this form-fillable application electronically! Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region: Upper Front Range

Applicant Information

Sponsor Agency Name: Town of Estes Park

Applicant Contact (name & title): Laura Blevins, Grants Specialist

Email: lblevins@estes.org

Phone: 970-577-3574

Project Manager (name & title): Jeff Bailey, Town Engineer

Email: jbailey@estes.org

Phone: 970-577-3586

Project Description

Project Name: Moraine Avenue Multi-Modal Trail Design Project

Project Type (select all that apply):

Fixed-route or On-demand Transit:

- ☐ Capital, Rolling Stock
- ☐ Equipment
- ☐ Operations
- ☐ Facility
- ☐ Planning
- ☐ Transportation Demand Management program
- ☐ Multimodal Mobility project enabled by new technology
- ☐ Multimodal Transportation Study
- ☒ Bicycle or Pedestrian Project
- ☐ Transportation Modeling
- ☐ GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

South side of Moraine Avenue (US 36) between Davis St and Mary's Lake Road in Estes Park, CO.

County(ies):	Municipality(ies):
<u>Larimer County</u>	<u>Town of Estes Park</u>

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it’s being done or its benefits - see Project Benefits section below)

The scope of work for the Moraine Ave Multi Modal Trail Design Project includes- 1. Procurement for design work: engage a consultant team to initiate project design 2. Right of Way Assessment: conduct an evaluation of the land needed for the trail. 3. Utility location: identify and map existing utilities in the project area. 4. Environmental Review: perform an analysis to assess environmental impacts and requirements. 5. Clearances: obtain all necessary permits and approvals based on assessments.

Match Funding Required

Total Project Cost: \$ 350,000

Required Match Rate (50% default): 0% (Review the Match policy and approved match rate tables)

Minimum Match Funding Required: \$ 0.00
(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):
Provide a brief description of your agency’s service area to justify the match rate claimed above.
Match rate is 0 in accordance with MMOF application guidelines.

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency’s budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025: \$ 300,000

FY2026:

FY2027:

FY2028:

Total MMOF Requested: \$ 300,000
(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)
Town of Estes Park - 1A Trails Fund or Community Reinvestment Fund	Local	01/25	\$ 50,000.00

Total Project Funding: \$ 350,000.00
(Must equal Total Project Cost above)

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise: 03/25 Design

Projected Start Dates

Planning: _____ Completed in 2016

Design: 11/25

Construction: _____ TBD, subject to additional grant funding

Projected Completion Date: 11/26 Design

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

This has not been completed at this time. The design will clarify the Right of Way needs for the project.

Environmental: Briefly describe what environmental review or clearances have been completed and attach referenced documents in Attachment E:

This has not been completed at this time. The design will clarify the environmental reviews or clearances that need to be completed.

Project Benefits

Briefly describe how the project provides the following specific benefits (n/a if not applicable):

1. **Network/Modal Connectivity** - how the project contributes to a complete bicycle, pedestrian, transit and/or other multimodal system.

CDOT R4 Bicycle and Pedestrian Safety Study completed in 2022 names this area of Moraine Ave as a Metro Quest Hot Spot.

The Moraine Ave Multi Modal Trail Design Project will significantly enhance the connectivity of the transportation network in the following ways: +

2. **Safety** - Project improves roadway safety for non-motorized users.

The Moraine Ave Multi Modal Trail Design Project will significantly enhance safety for all users through the following measures:

- Dedicated off Roadway Facility for Pedestrians and Cyclists: By establishing a dedicated trail for pedestrians and cyclists, the project will minimize conflicts between different modes of +

3. **Greenhouse Gas (GHG) Mitigation** - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.

The Moraine Ave Multi Modal Trail Design Project will play a crucial role in reducing greenhouse gas (GHG) emissions through the following mechanisms:

- Facilitation of Walking and Biking: By creating a dedicated trail for pedestrians and cyclists along Moraine Avenue, the project encourages residents and visitors to choose active +

4. **Equity** - Project benefits Disproportionately Impacted (DI) communities or other underserved and disadvantaged community members.

The Moraine Ave Multi Modal Trail Design Project will significantly benefit disproportionately impacted (DI) communities and other underserved and disadvantaged groups through the following measures: Improved Access to Transportation: By creating safer and more reliable transportation options along Moraine Avenue, the project ensures that all residents, particularly +

5. **Quality of Life and Public Health** - Project provides access to medical facilities and services or to recreation areas, increases active transportation or provides other quality-of-life benefits.

The Moraine Ave Multi Modal Trail Design Project will enhance quality of life and public health in several significant ways:

- Improved Access to Recreation Areas: The development of a consistent network of sidewalks and shoulders will facilitate easier access to local parks, trails, RMNP. This improved +

6. **Economic Impact** - Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.

The Moraine Ave Multi Modal Trail Design Project is poised to generate increased economic benefits through various avenues:

- Increased Accessibility to Local Businesses: The enhancement of transportation infrastructure along Moraine Avenue will improve access to local hotels, restaurants, and attractions. This +

7. **Cost-Benefit** - Project provides substantial benefits relative to the total cost of the project.

Cost-Benefit: The Moraine Ave Multi Modal Trail Design Project presents a compelling cost-benefit scenario:

- Substantial Benefits Relative to Costs: The design phase will focus on maximizing the benefits associated with improved safety, enhanced connectivity, and reduced greenhouse gas +

Planning & Support

Describe relevant planning, studies and history related to the project:

1. Estes Valley Master Trails Plan (2016):

o This plan outlines the vision for a comprehensive trails network in the Estes Valley, emphasizing connectivity for pedestrians and cyclists. It identifies key corridors, including Moraine Avenue, and sets forth strategies to enhance multimodal

+

Describe the local, regional, statewide, public and private support for the project and provide evidence in Attachment C.

Local Support

1. Town of Estes Park:

o The Town has committed funding and resources to the project, recognizing its importance in enhancing local transportation infrastructure and promoting

+

List all Local, Regional and/or Statewide Plans supporting and/or identifying the project:

List of Local, Regional, and Statewide Plans Supporting the Project

1. Estes Valley Master Trails Plan: Identifies key trails and multimodal connections throughout the Estes Valley, emphasizing the need for improved accessibility and connectivity along Moraine Avenue.

+

Supplemental Attachments Required - please label attachments accordingly.

Required of All Projects:

- ☒ Attachment A - Cost estimate and project implementation schedule (for Transit: outline the capital, operating and equipment costs and timelines separately)
- ☒ Attachment B - Evidence of Secured Funding, including sponsor and contributing agency resolutions, Award Notifications, commitment letters, etc.
- ☒ Attachment C - Evidence of supporting planning, studies and local/regional/statewide support

Required of Infrastructure Projects:

- ☒ Attachment D - Maps, plans and photographs
- ☒ Attachment E - Environmental Review
- ☒ Attachment F - Proposed maintenance plans, agreements, covenants
- ☒ Attachment G - Right-of-way, easements, legal property description

CDOT Review & Recommendations

CDOT Review Lead:

Date:

	Comments/Concerns/Questions	Recommendations
Eligibility		
Budget/ Funding		
Readiness/ Timeline		
Scope & Feasibility		
Other		



TOWN OF ESTES PARK
Multi-Modal Options Fund Grant Submission
Estes Park Moraine Avenue Trail Design
ATTACHMENT A

**The estimated design costs are based on previous Town projects of similar size and scope.*

Moraine Avenue Multimodal Trail Design- Timeline

	Mar 2025	Apr 2025	May 2025	Jun 2025	Jul 2025	Nov 2025	Dec 2025	Jan 2026	Mar 2026	Jun 2026	Aug 2026	Sep 2026	Nov 2026
Grant Award - IGA Initiation	x												
IGA Execution		x	x	x	x								
Design Phase						x	x	x	x	x	x	x	x
Environmental Clearance											x	x	x
Right of Way Clearance											x	x	x
Utility Clearance											x	x	x
Floodplain & 404 Permit												x	x
CDOT Funds Encumbered - yr 1					x								
Final Design Completion											x		
Close Out - estimate 90 days											x		x

Moraine Avenue Multimodal Trail Design- Budget

TASK NAME	DESCRIPTION	Total Cost
Surveying	Topographic Survey of trail alignment corridor	\$ 30,000.00
Environmental	Environmental surveying and research	\$ 25,000.00
SUE	Subsurface utility engineering, utility locates and potholing	\$ 60,000.00
Design Plans	Final design construction plans	\$ 210,000.00
Contract Documents	Cost estimate, special provisions, project specials, etc.	\$ 25,000.00
TOTAL ESTIMATED PROJECT COST		\$350,000

October 22, 2024

Upper Front Range Transportation Planning Region

Dear Members of the Upper Front Range Transportation Planning Region,

I am writing to express the Town of Estes Park's strong support for the funding applications related to the Moraine Avenue Trail Design, the Trolley Facility, and Transit Operations. These projects represent a significant opportunity for our community to enhance transportation options and improve overall quality of life.

Moraine Avenue Trail Design: This project will provide safe and accessible pathways for pedestrians and cyclists, promoting active transportation and outdoor recreation. The trail will connect key areas within our town, encouraging residents and visitors alike to explore our beautiful surroundings. Additionally, it aligns with our goals of enhancing public health and reducing vehicle congestion.

Trolley Facility: The development of a dedicated Trolley Facility will not only improve the efficiency of our transit services but will also ensure that we can accommodate future growth in ridership. A well-designed facility will support sustainable transportation solutions, reduce our carbon footprint, and provide residents with reliable options for getting around town.

Transit Operations: Continued investment in our transit operations is crucial for maintaining accessibility and mobility for all community members. By supporting this initiative, we can ensure that our transit system remains robust and responsive to the needs of our residents, especially those who rely on public transportation.

These projects will positively impact our community by fostering connectivity, enhancing mobility, and promoting environmental sustainability. They will contribute to a vibrant, accessible town that encourages healthy lifestyles and supports local tourism.

We believe that the Upper Front Range Transportation Planning Region's investment in these projects will yield long-lasting benefits for Estes Park and its residents. Thank you for considering our support for these important initiatives.

Sincerely,



Gary Hall
Mayor, Town of Estes Park
cc: Jeff Bailey, Town Engineer, Town of Estes Park



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission

Estes Park Moraine Avenue Trail Design

ATTACHMENT C

Relevant Planning, Studies, and History Related to the Project

1. **Estes Valley Master Trails Plan (2016):**
 - This plan outlines the vision for a comprehensive trails network in the Estes Valley, emphasizing connectivity for pedestrians and cyclists. It identifies key corridors, including Moraine Avenue, and sets forth strategies to enhance multimodal transportation options, thereby supporting the proposed project.
2. **Town of Estes Park Capital Improvement Plan (CIP) (2024-2028):**
 - The Capital Improvement Plan prioritizes infrastructure projects that promote community development and sustainability. The Moraine Ave Multimodal Trail Design Project is included in the 2025 CIP to improve transportation accessibility, ensuring alignment with the Town's long-term growth strategies.
3. **2024 Town of Estes Park Strategic Plan:**
 - The Strategic Plan provides a framework for addressing transportation needs and enhancing quality of life for residents and visitors. The inclusion of the Moraine Avenue project reflects the Town's commitment to improving public safety and fostering multimodal transportation options as part of broader community goals.
4. **Appendix B, Upper Front Range TPR Project List:**
 - This project list serves as a reference for regional transportation priorities, ensuring that local projects align with broader planning efforts. The Moraine Ave Multimodal Improvements Project is identified as essential for enhancing regional connectivity and supporting sustainable transportation solutions.
5. **Upper Front Range 2045 Regional Transportation Plan (September 2020, pg 27):**
 - This plan outlines transportation goals and projects aimed at improving mobility across the Upper Front Range region. The Moraine Ave Multimodal Trail Design Project is included as a key initiative to address transportation needs and promote active travel, emphasizing its significance in the regional context.

In summary, these planning documents collectively underscore the importance of the Moraine Ave Multimodal Trail Design Project in enhancing connectivity, safety, and sustainability within the Estes Park community and the broader Upper Front Range region.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission

Estes Park Moraine Avenue Trail Design

ATTACHMENT C

LOCAL, REGIONAL, AND STATEWIDE PLANS SUPPORTING THE PROJECT

Local Support

1. Town of Estes Park:
 - The Town has committed funding and resources to the project, recognizing its importance in enhancing local transportation infrastructure and promoting community health.
2. Transportation Advisory Board (TAB):
 - TAB has endorsed the project, highlighting its role in increasing safety and accessibility for non-motorized users in Estes Park.

List of Local, Regional, and Statewide Plans Supporting the Project

1. Estes Valley Master Trails Plan: Identifies key trails and multimodal connections throughout the Estes Valley, emphasizing the need for improved accessibility and connectivity along Moraine Avenue.
2. Larimer County Open Space Plan: Supports the integration of trails and multimodal transportation options within the county's open spaces, promoting environmental stewardship and recreation access.
3. Town of Estes Park Capital Improvement Plan: Outlines funding priorities for infrastructure projects, including the Moraine Ave trail design, highlighting its importance for community development and safety.
4. 2024 Estes Park Strategic Plan: Emphasizes enhancing transportation options and connectivity as a key goal, aligning with the objectives of the Moraine Ave project.
5. Upper Front Range 2045 Regional Transportation Plan: Identifies the need for improved multimodal transportation options to meet future regional mobility demands, supporting the goals of the Moraine Ave project.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Moraine Avenue Trail Design ATTACHMENT C

6. Colorado Statewide Transportation Plan: Highlights the importance of multimodal transportation solutions across the state, endorsing projects that enhance connectivity and reduce vehicular traffic.
7. Estes Park Environmental Sustainability Plan (2022): Focuses on reducing greenhouse gas emissions through sustainable transportation initiatives, aligning with the goals of the Moraine Ave trail design.
8. Larimer County Transportation Master Plan: Promotes multimodal transportation options and highlights the importance of connectivity for economic development and community well-being.
9. Colorado Department of Transportation, R4 Bicycle and Pedestrian Safety Study, 2022. This Safety Study done in 2022 names this area of Moraine Ave as a Metro Quest Hot Spot.

These plans collectively reinforce the significance of the Moraine Ave Multimodal Trail Design Project in promoting sustainable transportation and improving access in the Estes Park community.



TOWN OF ESTES PARK
Multi-Modal Options Fund Grant Submission
ATTACHMENT E
Environmental Review

Environmental review will be included in the scope of work for the design phase of this project.



TOWN of ESTES PARK

Multi-Modal Options Fund Grant Submission

ATTACHMENT F

Proposed maintenance plans, agreements, covenants

Maintenance of the future trail will fall to the Town of Estes Park as the local agency per state statute of maintenance responsibilities within CDOT right-of-way.



TOWN OF ESTES PARK
Multi-Modal Options Fund Grant Submission
ATTACHMENT G
Right-of-way, easements, legal property
description

Right-of-way needs such as easements or other acquisitions will also be determined during the design phase of this project.



TOWN OF ESTES PARK
Multi-Modal Options Fund Grant
Submission Estes Park Moraine Avenue
Trail Design

Reference List

1. Estes Valley Master Trails Plan. (2016). Town of Estes Park.
2. Larimer County Open Space Plan. (2021). Larimer County.
3. Town of Estes Park Capital Improvement Plan (2024-2028). (2024). Town of Estes Park.
4. 2024 Estes Park Strategic Plan. (2024). Town of Estes Park.
5. Upper Front Range 2045 Regional Transportation Plan. (2020). North Front Range Metropolitan Planning Organization
6. Colorado Statewide Transportation Plan. (2022). Colorado Department of Transportation.
7. Environmental Sustainability Plan. (2022). Town of Estes Park. Retrieved from [Estes Park Website]
8. CDOT Regional Plans. (2021). Colorado Department of Transportation.
9. Larimer County Transportation Master Plan. (2021). Larimer County.
10. Upper Front Range TPR Project List. (2020). Upper Front Range Transportation Planning Region.
11. Colorado Department of Transportation, R4 Bicycle and Pedestrian Safety Study, 2022.



ESTES PARK
COLORADO

Town of Estes Park

Public Works

Moraine Avenue Multimodal Trail

Attachment D



1 in = 654 ft



This draft document was prepared for internal use by the Town of Estes Park, CO. The Town makes no claim as to the accuracy or completeness of the data contained herein.

Due to security concerns, The Town requests that you do not post this document on the internet or otherwise make it available to persons unknown to you.



Multi-Modal Options Fund Grant Submission ATTACHMENT 1

**This document has been provided to address the "Project Benefits" section of the grant. While the full response can be found in the designated section of the PDF, we are offering this printed version for the reviewer's convenience, should they prefer it in this format.*

PROJECT BENEFITS

1. Network/Modal Connectivity

The Moraine Ave Multi Modal Trail Design Project will significantly enhance the connectivity of the transportation network in the following ways:

- **Improved Bicycle and Pedestrian Access:** The project will create a detached multimodal trail network along Moraine Avenue (Highway 36), providing dedicated off highway space for cyclists and pedestrians. This improvement will promote safer travel for non-motorized users, encouraging more people to walk or bike to their destinations.
- **Enhanced Connectivity to Key Destinations:** The trail will facilitate easier access for both residents and visitors to Rocky Mountain National Park. This trail will make it more convenient for residents and visitors to explore the area without relying solely on vehicles, contributing to a reduction in traffic congestion.
- **Integration with Existing Transit Systems:** The design will consider existing transit options, ensuring that the trail connects seamlessly with bus stops and other public transportation hubs. This multimodal approach will allow users to transition easily between biking, walking, and public transit, enhancing overall accessibility.
- **Support for Sustainable Transportation:** By encouraging active transportation options, the project aligns with sustainability goals by reducing reliance on motor vehicles. This supports environmental objectives and promotes healthier lifestyles within the community.
- **Conformance with Planning Objectives:** The project is in line with the 2016 Estes Valley Master Trails Plan, which emphasizes the need for a comprehensive trail network. By addressing these planning goals, the project will contribute to a well-integrated multimodal transportation system in the region.

2. Safety

The Moraine Ave Multi Modal Trail Design Project will significantly enhance safety for all users through the following measures:

- **Dedicated off Roadway Facility for Pedestrians and Cyclists:** By establishing a dedicated trail for pedestrians and cyclists, the project will minimize conflicts between different modes of transportation. This separation is crucial for enhancing safety on Moraine Avenue, particularly in areas where paths are currently inadequate or non-existent.
- **Wider and More Accessible Paths:** The design will include wider concrete paths that accommodate both pedestrians and cyclists, addressing current safety concerns. This



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Moraine Avenue Trail Design

improvement will create a more comfortable and secure travel experience, encouraging increased use of active transportation options.

- **Reduction of Conflicts:** Segments of Moraine Avenue that currently lack sufficient shoulders will be upgraded to provide separate corridors between vehicle traffic and non-motorized users. This will significantly reduce the risk of crashes and enhance overall safety for everyone utilizing the road.
- **Alignment with Safety Standards:** The project will adhere to established safety standards and guidelines, ensuring that all improvements meet with best practices for pedestrian and cyclist safety. This commitment to safety will foster a more secure environment for all users.

3. Greenhouse Gas (GHG) Mitigation

The Moraine Ave Multi Modal Trail Design Project will play a crucial role in reducing greenhouse gas (GHG) emissions through the following mechanisms:

- **Facilitation of Walking and Biking:** By creating a dedicated trail for pedestrians and cyclists along Moraine Avenue, the project encourages residents and visitors to choose active transportation options over motorized vehicles. This shift promotes a healthier, more sustainable mode of travel.
- **Reduction in Vehicle Miles Traveled (VMT):** The design will lead to a decrease in vehicle miles traveled (VMT) by providing a convenient and safe alternative for commuting and recreational activities. As more people opt for walking and biking, the reliance on personal vehicles will diminish, directly contributing to reduced traffic congestion and associated emissions.
- **Lower Emissions of Air Pollutants:** By decreasing VMT, the project will not only lower greenhouse gas emissions but also reduce other harmful air pollutants. This improvement in air quality is vital for public health and the environment, making Estes Park a more pleasant place to live and visit.
- **Contribution to Climate Change Mitigation:** The initiative aligns with broader climate action goals by fostering sustainable transportation solutions. By prioritizing active transit options, the project supports local and regional efforts to combat climate change and promote environmental stewardship.

4. Equity:

The Moraine Ave Multi Modal Trail Design Project will significantly benefit disproportionately impacted (DI) communities and other underserved and disadvantaged groups through the following measures:



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission

Estes Park Moraine Avenue Trail Design

- **Improved Access to Transportation:** By creating safer and more reliable transportation options along Moraine Avenue, the project ensures that all residents, particularly those from DI communities, have equitable access to vital destinations such as RMNP, businesses and local amenities.
- **Enhanced Connectivity:** The project will strengthen connectivity by facilitating easier movement for individuals who may not have access to personal vehicles. This improved access will help bridge mobility gaps, enabling residents to reach employment, education, and healthcare services.
- **Safer Routes for All Users:** By providing dedicated pathways for pedestrians and cyclists, the project reduces safety concerns that disproportionately affect vulnerable populations. Wider and more accessible paths will ensure safer travel for all users, including children, seniors, and individuals with disabilities.
- **Fostering Inclusion:** The project promotes social equity by considering the needs of historically underserved populations in its design and implementation. Engaging with these communities throughout the planning process will ensure their voices are heard and their needs addressed.

5. Quality of Life and Public Health:

The Moraine Ave Multi Modal Trail Design Project will enhance quality of life and public health in several significant ways:

- **Improved Access to Recreation Areas:** The development of a consistent network of sidewalks and shoulders will facilitate easier access to local parks, trails, RMNP. This improved connectivity encourages residents and visitors to engage in outdoor activities, promoting physical fitness and mental well-being.
- **Increased Active Transportation:** By providing safe and dedicated spaces for walking and biking, the project will encourage more individuals to choose active transportation options. This shift not only fosters healthier lifestyles but also reduces reliance on motor vehicles, leading to lower emissions and improved air quality.
- **Access to Essential Services:** The trail will enhance access to essential services, including medical facilities and local businesses. Improved transportation options ensure that residents can reach healthcare providers and other necessary amenities more easily, contributing to better overall health outcomes.
- **Promotion of Community Engagement:** A well-designed multimodal trail encourages community interaction and engagement, fostering a sense of belonging and improving social cohesion among residents. Increased foot and bike traffic can also support local businesses, contributing to a vibrant community atmosphere.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Moraine Avenue Trail Design

6. Economic Impact:

The Moraine Ave Multi Modal Trail Design Project is poised to generate increased economic benefits through various avenues:

- **Increased Accessibility to Local Businesses:** The enhancement of transportation infrastructure along Moraine Avenue will improve access to local hotels, restaurants, and attractions. This increased accessibility will likely stimulate higher foot traffic, encouraging visitors to explore more businesses and services in the area.
 - **Boosting Tourism:** By facilitating safer and more convenient travel to local attractions, the project will bolster tourism. Tourists are more likely to utilize local amenities when they can easily access them, thus supporting the economy.
 - **Support for Local Economy:** The project will not only benefit tourism but will also support local employment. Improved mobility for residents and visitors can lead to a more robust local economy, as businesses thrive with increased patronage.
 - **Reduced Burden on Local Resources:** By promoting alternative transportation modes, such as walking and biking, the project will decrease reliance on personal vehicles. This reduction in vehicle use can alleviate congestion and wear on local infrastructure, ultimately decreasing maintenance costs and preserving local resources.
7. **Cost-Benefit:** The Moraine Ave Multi Modal Trail Design Project presents a compelling cost-benefit scenario:
- **Substantial Benefits Relative to Costs:** The design phase will focus on maximizing the benefits associated with improved safety, enhanced connectivity, and reduced greenhouse gas emissions. By carefully evaluating these factors, the project aims to ensure that the advantages significantly outweigh the total costs involved.
 - **Investment in Community Infrastructure:** This project represents a strategic investment in the community's future. By facilitating safer travel for pedestrians and cyclists, it promotes a healthier, more active lifestyle while addressing existing infrastructure deficiencies.
 - **Long-Term Economic Gains:** Enhanced multimodal connectivity will likely lead to increased tourism and economic activity, contributing to a stronger local economy. The anticipated rise in foot traffic to local businesses will generate additional revenue, further justifying the upfront costs of the project.
 - **Environmental and Health Benefits:** The project's focus on reducing vehicle miles traveled (VMT) will contribute to lower emissions, improving air quality and public health. These long-term benefits, including potential reductions in healthcare costs associated with pollution-related illnesses, add further value to the investment.

Local MMOF Project Application - 2024

Complete and submit this form-fillable application **electronically!** Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region: Upper Front Range

Applicant Information

Sponsor Agency Name: Town of Estes Park

Applicant Contact (name & title): Laura Blevins, Grants Specialist

Email: lblevins@estes.org

Phone: 970-577-3574

Project Manager (name & title): Dana Klein, Parking and Transit Manager

Email: Dklein@estes.org

Phone: 970-577-3577

Project Description

Project Name: Estes Park Transit Operations

Project Type (select all that apply):

Fixed-route or On-demand Transit:

- ☐ Capital, Rolling Stock
- ☐ Equipment
- ☒ Operations
- ☐ Facility
- ☐ Planning
- ☐ Transportation Demand Management program
- ☐ Multimodal Mobility project enabled by new technology
- ☐ Multimodal Transportation Study
- ☐ Bicycle or Pedestrian Project
- ☐ Transportation Modeling
- ☐ GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

The Town of Estes Park and Larimer County (State Hwy 66). Six routes serving 55 stops.

County(ies):	Municipality(ies):
<u>Larimer County</u>	<u>Town of Estes Park</u>

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it's being done or its benefits - see Project Benefits section below)

This scope of work outlines the necessary tasks and deliverables for implementing extended service hours for The Peak Transit in Estes Park. The request for the MMOF funds is to supplement 4 hours of daily transit operations in 2026, 27 & 28 funding years based on what we find best serves the public from the CMAQ pilot programs we plan to enact in the 2025 season. The CMAQ pilot programs will be based on recommendations from the Transit Development Plan and Multimodal Transportation.

Match Funding Required

Total Project Cost: \$ 1,754,288

Required Match Rate (50% default): 0% (Review the Match policy and approved match rate tables)

Minimum Match Funding Required: \$ 0.00

(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):

Provide a brief description of your agency's service area to justify the match rate claimed above.

Per tables in grant documents, Estes Park is at 0% match.

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency's budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025: \$ 0

FY2026: \$ 68,704

FY2027: \$ 71,440

FY2028: \$ 74,306

Total MMOF Requested: \$ 214,448

(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)
Estimated Town of Estes Park Adopted Budget *Transportation Fees 2260*	Local	2025	\$ 400,000.00
Estimated Town of Estes Park Adopted Budget	Local	2026	\$ 408,000.00
Estimated Town of Estes Park Adopted Budget	Local	2027	\$ 416,160.00

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)
FTA 5311- 2025	State	06/25	\$ 102,132.00
FTA 5311- 2026	State	06/26	\$ 105,196.00
FTA 5311- 2027	State	06/27	\$ 108,352.00

Total Project Funding:
(Must equal Total Project Cost above) \$ 1,754,288.00

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise: 07/25

Projected Start Dates

Planning: 01/25

Design: _____

Construction: _____

Projected Completion Date: 12/27

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

N/A

Environmental: Briefly describe what environmental review or clearances have been completed and attach referenced documents in Attachment E:

N/A

Project Benefits

Briefly describe how the project provides the following specific benefits (n/a if not applicable):

1. **Network/Modal Connectivity** - how the project contributes to a complete bicycle, pedestrian, transit and/or other multimodal system.

The project enhances connectivity by integrating The Peak (Estes Park Transit) with existing transportation options in Estes Park. It links key destinations, such as parks and shops, facilitating seamless transfers among biking, walking, and public transit. This integration promotes sustainable travel, improves accessibility for residents and visitors, and reduces traffic. +

2. **Safety** - Project improves roadway safety for non-motorized users.

The project improves roadway safety for non-motorized users by enhancing connectivity through The Peak (Estes Park Transit). By connecting key destinations, it encourages seamless transfers among various modes of transport, promoting safer travel options for pedestrians and cyclists. +

3. **Greenhouse Gas (GHG) Mitigation** - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.

Supporting the The Peak (Estes Park Transit) service through this grant contributes to GHG mitigation by reducing vehicle miles traveled (VMT). The electric trolley provides a reliable alternative to personal vehicles, encouraging public transit use and decreasing car traffic. This shift lowers emissions and promotes multimodal travel, enhancing the sustainability of +

4. **Equity** - Project benefits Disproportionately Impacted (DI) communities or other underserved and disadvantaged community members.

The Peak (Estes Park Transit) service project benefits disproportionately impacted (DI) communities by improving access to essential services and recreational areas for underserved residents. By offering an affordable and reliable transportation option, the trolley helps bridge mobility gaps for I-1 employees, low-income families, seniors, and +

5. **Quality of Life and Public Health** - Project provides access to medical facilities and services or to recreation areas, increases active transportation or provides other quality-of-life benefits.

The project enhances quality of life and public health by ensuring reliable access to medical facilities, recreational areas, and essential services. The trolley facilitates transportation to healthcare providers, removing barriers to care. Additionally, it promotes active transportation, supporting walking and biking, and connects residents to parks, fostering +

6. **Economic Impact** - Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.

The Estes Park Trolley service increases economic impact by improving access to employment centers, local businesses, and tourism hotspots. It encourages residents and visitors to explore attractions, stimulating local commerce and attracting new customers. By reducing reliance on personal vehicles, the trolley also eases the burden on local +

7. **Cost-Benefit** - Project provides substantial benefits relative to the total cost of the project.

The Estes Park Trolley service project offers substantial benefits relative to its total cost. It promotes sustainable transportation and enhances community connectivity, generating long-term savings through reduced VMT. Additionally, it boosts local commerce by improving access to essential services and recreational areas, ultimately enhancing the +

Planning & Support

Describe relevant planning, studies and history related to the project:

The Peak (Estes Park Transit) has undergone significant development and planning in recent years, underscoring the Town's commitment to enhancing public transportation.

This project, for which the Town is requesting \$214,447.68, is rooted in various strategic initiatives and studies that highlight the urgent need for an effective transit system in Estes Park.

Describe the local, regional, statewide, public and private support for the project and provide evidence in Attachment C.

The project to expand The Peak (Estes Park Transit) has garnered broad support at local, regional, and statewide levels, reflecting a collective commitment to enhancing public transportation and promoting sustainability.

1. Local Support:

List all Local, Regional and/or Statewide Plans supporting and/or identifying the project:

1. Colorado Statewide Transit Plan (CSTP):

This plan outlines strategies for improving public transit across the state, emphasizing the importance of accessibility, sustainability, and regional connectivity, which aligns with the goals of expanding the Estes Park Transit system.

Supplemental Attachments Required - please label attachments accordingly.

Required of All Projects:

- ☒ Attachment A - Cost estimate and project implementation schedule (for Transit: outline the capital, operating and equipment costs and timelines separately)
- ☒ Attachment B - Evidence of Secured Funding, including sponsor and contributing agency resolutions, Award Notifications, commitment letters, etc.
- ☒ Attachment C - Evidence of supporting planning, studies and local/regional/statewide support

Required of Infrastructure Projects:

- ☒ Attachment D - Maps, plans and photographs
- ☐ Attachment E - Environmental Review
- ☐ Attachment F - Proposed maintenance plans, agreements, covenants
- ☐ Attachment G - Right-of-way, easements, legal property description

CDOT Review & Recommendations

CDOT Review Lead:

Date:

	Comments/Concerns/Questions	Recommendations
Eligibility		
Budget/ Funding		
Readiness/ Timeline		
Scope & Feasibility		
Other		



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission

Estes Park Transit Operations

ATTACHMENT A- Budget and Timeline



TOWN OF ESTES PARK

Estes Park Transit Operations Budget and Timeline

			days/ mo	31	31	30	20	0	0	0	0	0	0	0	10	30	Total		
		Rate	hours / gals	month	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
FY 2026	Contract Drivers at estimated rate of \$85.00 hr	85	4		10540	10540	10200	6800	0	0	0	0	0	0	3400	10200	\$	51,680.00	
	Vehicle Rental at 18.00 hr	18	4		2232	2232	2160	1440	0	0	0	0	0	0	720	2160	\$	10,944.00	
	Fuel Estimate at \$4 gal	4	10		1240	1240	1200	800	0	0	0	0	0	0	400	1200	\$	6,080.00	
																	\$	68,704.00	FY 2026
FY 2027	Contract Drivers at estimated rate of \$89.25 hr	89.25	4		11067	11067	10710	7140	0	0	0	0	0	0	3570	10710	\$	54,264.00	
	Vehicle Rental at 18.25 hr	18.25	4		2263	2263	2190	1460	0	0	0	0	0	0	730	2190	\$	11,096.00	
	Fuel Estimate at \$4 gal	4	10		1240	1240	1200	800	0	0	0	0	0	0	400	1200	\$	6,080.00	
																	\$	71,440.00	FY 2027
FY 2028	Contract Drivers at estimated rate of \$93.71 hr	93.71	4		11620.04	11620.04	11245.2	7497	0	0	0	0	0	0	3748.4	11245.2	\$	56,975.68	
	Vehicle Rental at 18.50 hr	18.5	4		2294	2294	2220	1480	0	0	0	0	0	0	740	2220	\$	11,248.00	
	Fuel Estimate at \$4 gal	4	10		1240	1240	1200	800	0	0	0	0	0	0	400	1200	\$	6,080.00	
																	\$	74,303.68	FY 2028
																	\$	214,447.68	



TOWN OF ESTES PARK

**Multi-Modal Options Fund Grant Submission
Estes Park Transit Operations
ATTACHMENT B**

EVIDENCE OF SECURED FUNDING

1. Town of Estes Park 2025 Adopted Budget-(currently in approval process) = \$400,000



TOWN OF ESTES PARK COLORADO

BASE BUDGET

101-5600-456 | 101 GENERAL FUND | 56 PARKING AND TRANSIT SVCS | 5600 TRANSIT SERVICES VIEW

DECISION PACKAGES

101-5600-456 | 101 GENERAL FUND | 56 PARKING AND TRANS

LINE ITEMS

ORGUNIT SUMMARY

LINE ITEMS

HISTORY

REVIEW

FTEs

ACCTNUM: 101-5600-456.22-60 ACCTTITLE: TRANSPORTATION FEES OBJCODE: 2260 ACCTCATEGORY: PROFESSIONAL SVC AND FEES

SSRS

NAVIGATION

ORGUNIT LINE ITEM DETAIL (PDF) VIEW




2260 TRANSPORTATION FEES VIEW

FY 2024				
BUDGET	ESTIMATE	BASE	%	ADJ TO BASE
\$389,281	\$389,000	\$400,000	2.75%	\$10,719
FY 2025 PACKAGES		FY 2025 TOTAL PROPOSED	FY 2026 PLANNING	FY 2027 PL
\$0		\$400,000	\$0	\$0

			LINE ITEM
DESCRIPTION			FY : BUD
EDIT	2024 budget assumes 2023 original base budget plus \$5,000 for increased operational costs. Working on grants to supplement base budget and will ask for a 2024 contribution from paid parking revenues. (dHUDSON@estes.org @ 8/12/2024 5:09:38 PM)		\$3
EDIT	2025 budget assumes 2024 original base budget plus 5% for increased operational costs. Working on grants to supplement base budget and will ask for a 2025 contribution from paid parking revenues. (DKLEIN@ESTES.ORG @ 6/16/2024 12:24:33 PM)		
EDIT	Recommendation to drop back to non-grant funded levels - check with Dana (dHUDSON@estes.org @ 8/12/2024 5:08:54 PM)		

		FUNCTIONS	
IT SVCS 5600 TRANSIT SERVICES	▼	VIEW	

FY 2025 PROPOSED				
DEPT	ADMIN	NET CHANGE	TOTAL BASE PROPOSED	%
\$0	\$0	\$10,719	\$400,000	2.75%
PLANNING	FY 2028 PLANNING	FY 2029 PLANNING	FY 2030 PLANNING	
	\$0	\$0	\$0	

MATRIX							
FY 2024 BUDGET	FY 2024 ESTIMATE	FY 2025 PROPOSED	FY 2026 PLANNING	FY 2027 PLANNING	FY 2028 PLANNING	FY 2029 PLANNING	ATTACHMENTS
189,281	\$389,000	\$0	\$0	\$0	\$0	\$0	 (JQ)
\$0	\$0	\$593,000	\$0	\$0	\$0	\$0	 (JQ)
\$0	\$0	(\$193,000)	\$0	\$0	\$0	\$0	 (JQ)



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations ATTACHMENT C

PLANNING AND SUPPORT

Describe relevant planning, studies and history related to the project: The Estes Park Transit system, known as The Peak, has undergone significant development and planning in recent years, underscoring the Town's commitment to enhancing public transportation. This project, for which the Town is requesting \$214,447.68, is rooted in various strategic initiatives and studies that highlight the urgent need for an effective transit system in Estes Park.

1. **2024 Estes Park Strategic Plan:** This plan outlines the Town's vision for improving transportation options to enhance accessibility for residents and visitors. It emphasizes the importance of a robust transit system to support economic growth and environmental sustainability, aligning with the proposed project to expand the trolley service.
2. **2022 Estes Park Environmental Sustainability Task Force Report:** This report emphasizes the need for sustainable transportation solutions to reduce carbon emissions and improve air quality. The findings support the transition to zero-emission vehicles and the integration of public transit, further justifying the project's goals of expanding trolley service and promoting environmentally friendly transportation options.
3. **Future Estes Park Transit Development Plan:** The forthcoming Transit Demand Plan aims to assess and forecast transportation needs in Estes Park. It will provide valuable data on ridership trends and preferences, informing how best to allocate resources for transit services. This project will benefit from insights gained through this plan, ensuring that the trolley service effectively meets community needs.
4. **Estes Park Zero Emission Vehicles Plan:** Currently in the bidding process, this plan focuses on transitioning to zero-emission vehicles as part of the Town's commitment to sustainability. The integration of zero-emission trolleys into the transit system aligns with the project's objectives, ensuring a cleaner and more efficient transportation option for residents and visitors.
5. **Congestion Mitigation Air Quality (CMAQ) Grant:** Estes Park has been awarded a CMAQ grant, which will be applied in 2025. This funding will facilitate expanded service, the development of a mobile app for real-time transit information, and a pilot program to determine optimal transit resource allocation. The proposed project will build on the improvements made possible by the CMAQ grant, further enhancing the transit system's capacity and effectiveness.
6. **2013 Estes Park Transit and Parking Study:** This study evaluated the transit and parking enhancements to improve visitor and resident travel experiences. Recommendations have been incorporated into The Peak transit services.
7. **2011 Evaluation of an Intelligent Transportation System for Rocky Mountain National Park and Estes Park.** The intelligent transportation system recommended is composed of dynamic message signs and highway advisory radio.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations

Conclusion: The combined insights from these planning documents and initiatives highlight the critical need for a comprehensive transit system in Estes Park. The requested funding will support ongoing efforts to improve public transportation, promote sustainability, and enhance the overall quality of life for residents and visitors.

SUPPORT FOR THE PROJECT

Describe the local, regional, statewide, public and private support for the project

The project to expand the Estes Park Transit system (The Peak) has garnered broad support at local, regional, and statewide levels, reflecting a collective commitment to enhancing public transportation and promoting sustainability.

1. **Local Support:** The Town of Estes Park has demonstrated strong local support for the project through various planning initiatives and community engagement efforts. The Transportation Advisory Board has formally endorsed the project, highlighting its alignment with community goals for improved transit access and environmental sustainability (support letter attached). Additionally, local stakeholders, including businesses and residents, recognize the need for efficient transportation options to enhance accessibility and tourism.
2. **Regional Support:** Regional organizations, including the North Front Range Metropolitan Planning Organization (NFRMPO), support the project as part of a broader initiative to improve transit connectivity across the region. The GoNOCO 34 plan, currently underway, aims to enhance transportation infrastructure and services along the U.S. 34 corridor, which includes Estes Park. This regional effort underscores the importance of integrated transit solutions that benefit both local and neighboring communities.
3. **Statewide Support:** At the state level, the Colorado Association of Transit Agencies (CASTA) supports the project by advocating for funding and resources to enhance public transit systems across Colorado. Their endorsement emphasizes the project's contribution to statewide goals for sustainable transportation and environmental stewardship. Additionally, the Drive Clean Colorado initiative aligns with the project's objectives by promoting the adoption of zero- emission vehicles and supporting the transition to cleaner transportation options statewide.
4. **Private Support:** Private sector stakeholders, including local businesses and tourism operators, have expressed their support for the project. They recognize that an expanded transit system will enhance accessibility for customers and contribute to the overall economic vitality of Estes Park. This support highlights the importance of collaboration between public and private entities in advancing sustainable transportation solutions.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations

Conclusion: The extensive support from local, regional, statewide, public, and private stakeholders reinforces the project's significance in improving public transit, promoting sustainability, and fostering economic growth in Estes Park. This collaborative effort positions the project as a critical step toward achieving a more integrated and environmentally friendly transportation network.

LOCAL, REGIONAL, AND STATEWIDE PLANS SUPPORTING THE PROJECT

1. Colorado Statewide Transit Plan (CSTP):

This plan outlines strategies for improving public transit across the state, emphasizing the importance of accessibility, sustainability, and regional connectivity, which aligns with the goals of expanding the Estes Park Transit system.

2. Colorado Electric Vehicle Plan:

This initiative promotes the adoption of electric and zero-emission vehicles throughout the state, supporting the transition to cleaner transportation options for public transit, including the Estes Park Trolley.

3. Statewide Transportation Improvement Program (STIP):

STIP identifies funding priorities for transportation projects across Colorado, including public transit expansions. The Estes Park Transit project fits within these priorities, highlighting the state's commitment to improving transit infrastructure.

4. Colorado Greenhouse Gas Pollution Reduction Roadmap:

This roadmap sets targets for reducing greenhouse gas emissions in the state, emphasizing the need for sustainable transportation solutions like enhanced public transit, which is a key aspect of the Estes Park project.

5. North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transportation Plan:

This plan outlines transportation priorities for the North Front Range region, including strategies for enhancing public transit services and improving connectivity among communities.

6. Upper Front Range Regional Transit Plan:

This plan focuses on developing coordinated transit services throughout the Upper Front Range region, identifying key transit needs and opportunities for collaboration among different transit providers, including Estes Park.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations

7. **North Colorado Transit Study:**

This study evaluates transit needs in Northern Colorado and identifies strategies to enhance public transportation services, supporting the expansion of transit options in areas like Estes Park.

8. **Larimer County Climate Smart Future-Ready Plan:** This plan provides a roadmap for the county to combat air pollution, intensive weather patterns and natural disasters.

Conclusion: These plans collectively reinforce the importance of developing a robust and sustainable transit system in Estes Park, contributing to broader goals across Colorado.

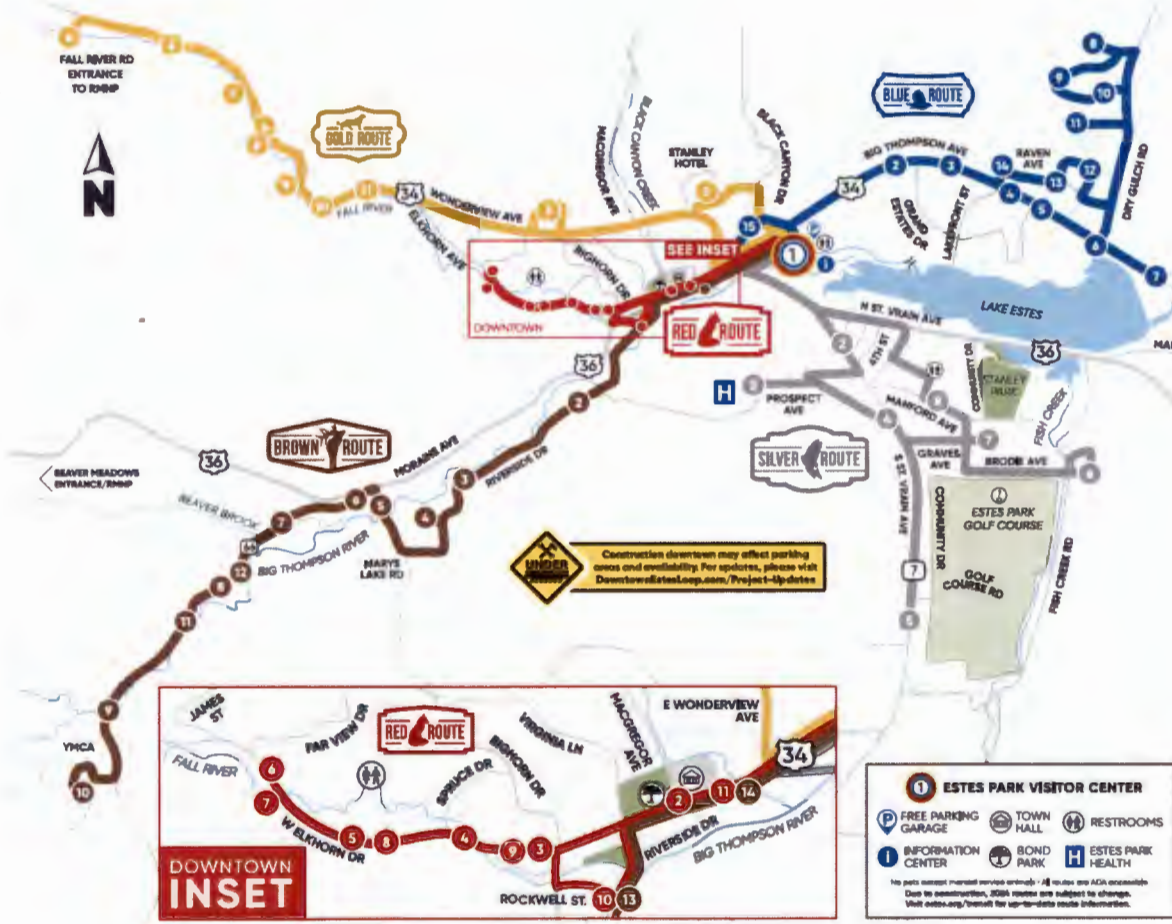


TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission

Estes Park Transit Operations

ATTACHMENT D - Maps, Plans, Photographs



Blue Route	STOP SCHEDULE	9 am - 7 pm
LOCATION	MAY 31 - OCTOBER 30 DAILY	
1	ESTES PARK VISITOR CENTER	
2	TOWN HALL/BOND PARK	
3	THE ONE CART ROCK SHOP	
4	TREDDY PARK	
5	WEST PARK CENTER	
6	FAR VIEW DRIVE	
7	ELKHORN LODGE	
8	MRS. WALKER'S GARDEN	
9	THE GRUBSTEAK RESTAURANT	
10	E RIVERSIDE & ROCKWELL	
11	THIRTY BELOW LEATHER	
THE TROLLEY TRAVELS ALONG THE ROUTE AS TRAFFIC ALLOWED. APPROX. DURATION 20-30 MINUTES		

Brown Route	STOP SCHEDULE	9 am - 7 pm
LOCATION	JUL 1 - SEPT 2 DAILY • SEPT 7 - SEPT 29 SAT & SUN	
1	ESTES PARK VISITOR CENTER	DEPARTURE TIMES
2	ESTES PARK VISITOR CENTER	00:30
3	THE ASPEN AT STEAMER PARKWAY	02:32
4	STANLEY HOME	05:35
5	THUNDER CREEK CHALET	09:39
6	MCDONOGH MOUNTAIN LODGE	11:41
7	ROCKY MOUNTAIN GATEWAY	16:46
8	ESTES PARK CONDO	18:48
9	ASPHEN WINDS ON FALL RIVER	19:49
10	HOMESTEAD LANE ON FALL RIVER ROAD	20:50
11	STONEBROOK RESORT	21:51
12	WARTT PUB/BECK'S	22:52

Silver Route	STOP SCHEDULE	9 am - 7 pm
LOCATION	JUL 1 - SEPT 2 DAILY • SEPT 7 - SEPT 29 SAT & SUN	
1	ESTES PARK VISITOR CENTER	DEPARTURE TIMES
2	ESTES PARK VISITOR CENTER	00:30
3	REDLINE HOTEL (HOLIDAY INN)	05:35
4	ESTES PARK HEALTH	08:38
5	ZIGGY'S COFFEE	10:40
6	THE PINES	13:43
7	SOLITUDE CABINS	17:47
8	ESTES VALLEY COMMUNITY CENTER	20:50
9	ESTES PARK EVENTS CENTER	22:52

Red Route	STOP SCHEDULE	9 am - 7 pm
LOCATION	JUL 1 - SEPT 2 DAILY • SEPT 7 - SEPT 29 SAT & SUN	
1	ESTES PARK VISITOR CENTER	DEPARTURE TIMES
2	ESTES PARK VISITOR CENTER	00:30
3	WORLD CHAIR	05:35
4	MANOR RV	08:38
5	NATIONAL PARK VILLAGE	10:40
6	ALPINE TRAIL RIDGE INN	13:43
7	ELK MEADOW LODGE & RV RESORT	16:46
8	LEAGUE CLIFF ROAD & HIGHWAY 34	19:49
9	SWIFTCURRENT LODGE	20:50
10	YHCA ADMINISTRATIVE BUILDING	21:51
11	GLACIER LODGE	22:52
12	ROCKMOUNT COTTAGES	23:53
13	EAST RIVERSIDE & ROCKWELL STREET	24:54
14	THIRTY BELOW LEATHER	25:55

Blue Route	STOP SCHEDULE	9 am - 7 pm
LOCATION	JUL 1 - SEPT 2 DAILY • SEPT 7 - SEPT 29 SAT & SUN	
1	ESTES PARK VISITOR CENTER	DEPARTURE TIMES
2	ESTES PARK VISITOR CENTER	00:30
3	ESTES MOUNTAIN LODGE	02:32
4	BEST WESTERN SILVER SADDLE	05:35
5	QUALITY INN	08:38
6	ANTHONY'S PIZZA	10:40
7	LAKE ESTES MARINA	13:43
8	ESTES PARK RGA	16:46
9	GOOD SAMARITAN VILLAGE	19:49
10	TALONS POINT & FALCON RIDGE APTS	20:50
11	BALLOU FAMILY MEDICAL CENTER	21:51
12	CROSSBROOKS PHARMACY AT WILDER ROAD	22:52
13	ESTES PARK SENIOR CENTER	23:53
14	RAVEN AVENUE & LONE PINE DRIVE	24:54
15	LAKE FRONT STREET AT RANCH MEADOW	25:55
16	LOWER STANLEY VILLAGE	26:56



TOWN OF ESTES PARK

**Multi-Modal Options Fund Grant
Submission Estes Park Transit Operations**





TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations

Reference List

1. **2024 Estes Park Strategic Plan**
Town of Estes Park. (2024). Strategic vision for improving transportation options and accessibility.
2. **2022 Estes Park Environmental Sustainability Task Force Report**
Town of Estes Park. (2022). Recommendations for sustainable transportation solutions and carbon emission reduction.
3. **Future Estes Park Transit Development Plan**
Town of Estes Park. (Upcoming). Plan to assess and forecast transportation needs and ridership trends.
4. **Estes Park Zero Emission Vehicles Plan**
Town of Estes Park. (In bidding process). Focus on transitioning to zero-emission vehicles in public transit.
5. **Congestion Mitigation Air Quality (CMAQ) Grant**
Town of Estes Park. (2025). Grant details for expanded transit service and development of a mobile app.
6. **Colorado Statewide Transit Plan (CSTP)**
Colorado Department of Transportation. (2023). Strategies for improving public transit across Colorado.
7. **Colorado Electric Vehicle Plan**
Colorado Department of Transportation. (2023). Initiatives promoting electric and zero-emission vehicle adoption.
8. **Statewide Transportation Improvement Program (STIP)**
Colorado Department of Transportation. (2023). Funding priorities for transportation projects in Colorado.
9. **Colorado Greenhouse Gas Pollution Reduction Roadmap**
Colorado Department of Public Health and Environment. (2022). Targets for reducing greenhouse gas emissions.
10. **North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transportation Plan**
NFRMPO. (2023). Transportation priorities for the North Front Range region.
11. **Upper Front Range Regional Transit Plan**
Upper Front Range Transportation Planning Region. (2022). Coordinated transit services and key needs.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations

12. North Colorado Transit Study

North Front Range MPO. (2022). Evaluation of transit needs in Northern Colorado and strategies for enhancement.

13. Transportation Advisory Board Support Letter

Town of Estes Park. (2024). Formal endorsement of the project by the Transportation Advisory Board.

14. Drive Clean Colorado Initiative

Drive Clean Colorado. (2023). Support for zero-emission vehicle adoption in public transportation. <https://drivecleancolorado.org/>

15. GoNOCO 34 Plan

North Front Range MPO. (2023). Enhancements to transportation infrastructure and services along the US 34 corridor. <https://gonoco34.org/>

16. 2013 Estes Park Transit and Parking Study

Paul S. Sarbanes Transit in Parks Technical Assistance Center (2013). <https://westerntransportationinstitute.org/wp-content/uploads/2018/02/TRIPTAC-TA-EstesPark-ITS.pdf>

17. 2011 Evaluation of an Intelligent Transportation System for Rocky Mountain National Park and Estes Park.

Paul S. Sarbanes Transit in Parks Technical Assistance Center (2011). https://westerntransportationinstitute.org/wp-content/uploads/2018/02/TA-ROMO_ITS-Eval.pdf



TOWN OF ESTES PARK

October 22, 2024

Upper Front Range Transportation Planning Region

Dear Members of the Upper Front Range Transportation Planning Region,

I am writing to express the Town of Estes Park's strong support for the funding applications related to the Moraine Avenue Trail Design, the Trolley Facility, and Transit Operations. These projects represent a significant opportunity for our community to enhance transportation options and improve overall quality of life.

Moraine Avenue Trail Design: This project will provide safe and accessible pathways for pedestrians and cyclists, promoting active transportation and outdoor recreation. The trail will connect key areas within our town, encouraging residents and visitors alike to explore our beautiful surroundings. Additionally, it aligns with our goals of enhancing public health and reducing vehicle congestion.

Trolley Facility: The development of a dedicated Trolley Facility will not only improve the efficiency of our transit services but will also ensure that we can accommodate future growth in ridership. A well-designed facility will support sustainable transportation solutions, reduce our carbon footprint, and provide residents with reliable options for getting around town.

Transit Operations: Continued investment in our transit operations is crucial for maintaining accessibility and mobility for all community members. By supporting this initiative, we can ensure that our transit system remains robust and responsive to the needs of our residents, especially those who rely on public transportation.

These projects will positively impact our community by fostering connectivity, enhancing mobility, and promoting environmental sustainability. They will contribute to a vibrant, accessible town that encourages healthy lifestyles and supports local tourism.

We believe that the Upper Front Range Transportation Planning Region's investment in these projects will yield long-lasting benefits for Estes Park and its residents. Thank you for considering our support for these important initiatives.

Sincerely,

Gary Hall

Mayor, Town of Estes Park

cc: Jeff Bailey, Town Engineer, Town of Estes Park



Grant Review Committee
Multi Modal Transportation and Mitigation Options Fund
Colorado Department of Transportation

Dear Colorado Department of Transportation,

I am writing to express that Visit Estes Park has strong support for the Multimodal Transportation and Mitigations Options Funds (MMOF) application for Transit Operations in Estes Park.

This project will significantly enhance transportation access for seniors, residents of rural and Disproportionately Impacted (DI) communities, and individuals with disabilities. By improving public transit options, we promote safe access to many of the resident and visitor popular destinations via our fixed route transit services and support our commitment to community mobility.

Additionally, increased passenger usage will help reduce vehicle miles traveled (VMT), leading to lower greenhouse gas emissions and improved air quality, which are critical for addressing climate change and public health.

The project will enhance network connectivity by closing gaps in our transportation system and providing intermodal connections. Our district, local government, and community stakeholders have shown broad support for this initiative, aligning with our shared goals for sustainable development.

We wholeheartedly support the MMOF funding application and look forward to the positive impact this project will have on our community.

Thank you for your consideration.

Thank you for considering our support for this transformative project.

Sincerely,

Dana Paiement

Dana Paiement
Senior Destination Development Manager

Visit Estes Park

Dear Members,

The Estes Park Transportation Advisory Board (TAB) enthusiastically supports the Town of Estes Park's application for the Multimodal Transportation and Mitigation Options Fund (MMOF). The TAB, comprised of local citizens, believes that the MMOF funding will provide well supported multimodal projects throughout the Estes Park valley. The need for a connected network of bicycle, pedestrian and transit modal systems will improve safety, reduce greenhouse gas emissions, serve seniors and those disadvantaged, and youth accessing safe routes to school. The economic advantages will benefit the seasonal workers that often do not have personal transportation as well as bolster the increasing number of tourists expecting safe multi-modal systems to be provided. The Town of Estes Park's 2019 Complete Streets Policy was unanimously supported by the Town Board and the TAB. The MMOF program goals align with the needs and transportation plans of Estes Park.

The TAB expresses its gratitude to CDOT for the opportunity to apply for funding. Estes Park, a community of only 6,000 full-time residents, hosts millions of people each year who visit our historic village and Rocky Mountain National Park. As a small, rural town whose occupancy increases exponentially over the course of several months, we rely on assistance from Federal and State funding sources to accommodate visitors, seasonal workers, and residents alike. Favorable consideration of this application would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Belle Morris', with a stylized, flowing script.

Belle Morris

Chair, Transportation Advisory Board



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations ATTACHMENT 1

This document has been provided to address both the "Project Scope" and "Project Benefits" sections of the grant. While the full responses are available in the designated sections of the PDF, we are offering this printed version for the reviewer's convenience, should they prefer it in this format.

PROJECT SCOPE OF WORK

This scope of work outlines the necessary tasks and deliverables for implementing extended service hours for The Peak Shuttle in Estes Park.

1. Extended Shuttle Operations:

Task: Implement an extension of shuttle service for an additional four hours daily on six routes as well as implementing recommended tasks from the Transit Demand Plan.

Deliverable: Schedule adjustments and operational plans for the extended hours.

2. Vehicle Rental:

Task: Secure additional vehicles to accommodate the increased service hours.

Deliverable: Contract agreements for vehicle rentals, including specifications and operational readiness.

3. Fuel Procurement:

Task: Arrange for fuel supply to support the extended shuttle operations.

Deliverable: Contracts with fuel suppliers, including estimated fuel usage calculations for the additional service hours.



TOWN OF ESTES PARK
Multi-Modal Options Fund Grant Submission
Estes Park Transit Operations

PROJECT BENEFITS

1. **Network/Modal Connectivity:** The project enhances connectivity by integrating The Peak (Estes Park Transit) with existing transportation options. It links key destinations, such as parks and shops, facilitating seamless transfers among biking, walking, and public transit. This integration promotes sustainable travel, improves accessibility for residents and visitors, and reduces traffic congestion. It aligns with goals outlined in the statewide transit network plan (Bustang, page 8, YTP) and is identified as a priority project addressing ongoing needs (Pipeline, page 19).
2. **Safety:** The project improves roadway safety for non-motorized users by enhancing connectivity through the Estes Park Trolley. By connecting key destinations, it encourages seamless transfers among various modes of transport, promoting safer travel options for pedestrians and cyclists.
3. **Greenhouse Gas (GHG) Mitigation:** Supporting the The Peak (Estes Park Transit) service through this grant contributes to GHG mitigation by reducing vehicle miles traveled (VMT). The electric trolley provides a reliable alternative to personal vehicles, encouraging public transit use and decreasing car traffic. This shift lowers emissions and promotes multimodal travel, enhancing the sustainability of Estes Park's transportation network and improving air quality. The project aligns with the goal of providing an efficient multimodal transportation system while preserving the integrity of existing infrastructure (UFR 2045 Regional Transportation Plan, page 8).
4. **Equity:** The Peak (Estes Park Transit) service project benefits disproportionately impacted (DI) communities by improving access to essential services and recreational areas for underserved residents. By offering an affordable and reliable transportation option, the trolley helps bridge mobility gaps for J-1 employees, low-income families, seniors, and individuals with disabilities, fostering social equity and inclusivity in the community.
5. **Quality of Life and Public Health:** The project enhances quality of life and public health by ensuring reliable access to medical facilities, recreational areas, and essential services. The trolley facilitates transportation to healthcare providers, removing barriers to care. Additionally, it promotes active transportation, supporting walking and biking, and connects residents to parks, fostering community engagement and well-being.
6. **Economic Impact:** The Estes Park Trolley service increases economic impact by improving access to employment centers, local businesses, and tourism hotspots. It encourages residents and visitors to explore attractions, stimulating local commerce and attracting new customers. By reducing reliance on personal vehicles, the trolley also eases the burden on local resources.



TOWN OF ESTES PARK

Multi-Modal Options Fund Grant Submission Estes Park Transit Operations

7. Cost-Benefit:

The Estes Park Trolley service project offers substantial benefits relative to its total cost. It promotes sustainable transportation and enhances community connectivity, generating long-term savings through reduced VMT. Additionally, it boosts local commerce by improving access to essential services and recreational areas, ultimately enhancing the quality of life for residents. Lessons learned from the pilot program in 2025 will inform strategies to further reduce vehicle miles traveled. Notably, transit services will be offered free of charge. In 2023 The Peak (Estes Park Transit) served 99,472 people on the transit system.

Local MMOF Project Application - 2024

Complete and submit this form-fillable application **electronically!** Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region: Upper Front Range

Applicant Information

Sponsor Agency Name: Town of Estes Park

Applicant Contact (name & title): Laura Blevins, Grants Specialist

Email: lblevins@estes.org

Phone: 970-577-3574

Project Manager (name & title): Paul Fetherston, Internal Services Director

Email: pfetherston@estes.org

Phone: 970-577-3598

Project Description

Project Name: Estes Park Trolley Facility

Project Type (select all that apply):

Fixed-route or On-demand Transit:

- ☐ Capital, Rolling Stock
- ☐ Equipment
- ☐ Operations
- ☒ Facility
- ☐ Planning
- ☐ Transportation Demand Management program
- ☐ Multimodal Mobility project enabled by new technology
- ☐ Multimodal Transportation Study
- ☐ Bicycle or Pedestrian Project
- ☐ Transportation Modeling
- ☐ GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

1. 577 Elm Road, Estes Park, CO 80517 2. 1601 Brodie Avenue, Estes Park, CO 80517 3. 600 Big Thompson Ave, Estes Park, CO 80517

County(ies):	Municipality(ies):
<u>Larimer County</u>	<u>Town of Estes Park</u>

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it's being done or its benefits - see Project Benefits section below)

1. Facility Design - secure a 3rd party to design a new facility or addition to an existing facility for purposes of sheltering and servicing electric trolleys and buses.
2. Construction - construction of an appropriate facility or addition to an existing facility for purposes of sheltering and servicing electric trolleys and/ or buses.

Match Funding Required

Total Project Cost: \$ 1,064,000

Required Match Rate (50% default): 0% (Review the Match policy and approved match rate tables)

Minimum Match Funding Required: \$ 0.00
(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):

Provide a brief description of your agency's service area to justify the match rate claimed above.

Based on grant documentation.

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency's budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025: \$ 300,000

FY2026: _____

FY2027: _____

FY2028: _____

Total MMOF Requested: \$ 300,000
(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)
FTA 5339 (b) Funds	Federal	2024	\$ 260,384.00
CDOT FASTER Funds	State	2024	\$ 250,968.00
Town of Estes Park Local Match	Local	2024	\$ 127,568.00

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)
General Fund Balance Transfer/ or Estes Park School District/ or Available Capital Improvement Funding			\$ 125,080.00

Total Project Funding: \$ 1,064,000.00
(Must equal Total Project Cost above)

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise: 01/26

Projected Start Dates

Planning: 01/26

Design: 02/26

Construction: 05/26

Projected Completion Date: 10/26

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

Currently, two of the three properties under consideration are owned fee simple by the Town of Estes Park. The third property under consideration is owned fee simple by the Estes Valley School District and would involve a long term lease with the Town for purposes of a shared facility.

Environmental: Briefly describe what environmental review or clearances have been completed and attach referenced documents in Attachment E:

An environmental review required by the National Environmental Policy Act (NEPA) has been completed for the two town owned properties under consideration. A NEPA environmental review could be undertaken if the third property under consideration - owned by the Estes Valley School District - moves forward as a shared facility to shelter and service Town electric trolleys, and the School District's electric buses.

Project Benefits

Briefly describe how the project provides the following specific benefits (n/a if not applicable):

1. **Network/Modal Connectivity** - how the project contributes to a complete bicycle, pedestrian, transit and/or other multimodal system.

The Town of Estes Park is seeking MMOF grant funding of \$300,000 to support the construction of a facility designed to shelter and service its electric trolleys, which play a vital role in transporting visitors throughout the community. As the eastern gateway to Rocky Mountain National Park, Estes Park attracts approximately 3.1 million visitors annually. The electric trolley

2. **Safety** - Project improves roadway safety for non-motorized users.

The proposed facility for sheltering and servicing electric trolleys in Estes Park will significantly enhance roadway safety for non-motorized users, including pedestrians and cyclists. Key improvements include:

- Designated Transit Spaces: The facility will create clearly marked areas for transit vehicles.

3. **Greenhouse Gas (GHG) Mitigation** - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.

The construction of the facility for electric trolleys and buses in Estes Park plays a crucial role in mitigating greenhouse gas (GHG) emissions through the following mechanisms:

- Support for Electric Transit Options: By facilitating the operation of electric trolleys and buses.

4. **Equity** - Project benefits Disproportionately Impacted (DI) communities or other underserved and disadvantaged community members.

The construction of the facility for electric trolleys and buses in Estes Park will provide significant benefits to disproportionately impacted (DI) communities and other underserved and disadvantaged members of the community through the following means:

- Improved Access to Reliable Public Transportation: The facility will enhance the availability and

5. **Quality of Life and Public Health** - Project provides access to medical facilities and services or to recreation areas, increases active transportation or provides other quality-of-life benefits.

The construction of the facility for electric trolleys and buses in Estes Park will significantly enhance quality of life and public health through the following means:

- Increased Access to Medical Facilities and Services: The project will improve public transit routes, making it easier for residents to reach essential healthcare providers and medical

6. **Economic Impact** - Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.

The construction of the facility for electric trolleys and buses in Estes Park will have a significant positive economic impact through several key avenues:

- Improved Access to Employment Centers: By enhancing public transit options, the facility will provide better connectivity to local employment hubs. This improved access will help residents

7. **Cost-Benefit** - Project provides substantial benefits relative to the total cost of the project.

Potential additional costs incurred by a location change include the following estimates (depending on location):

- Title VI equity analysis = \$15,000

- NEPA = \$25,000

Planning & Support

Describe relevant planning, studies and history related to the project:


The trolley facility initiative in Estes Park has a rich history and is built upon various planning efforts and studies that highlight the community's commitment to enhancing public transportation through electric trolleys. Key milestones include:

1. Initiation of the Trolley Initiative (2020): The project began in 2020 with the Town's purchase 

Describe the local, regional, statewide, public and private support for the project and provide evidence in Attachment C.

The initiative to construct a facility for housing and servicing the Town of Estes Park's electric fleet has garnered extensive support from various local, regional, statewide, public, and private entities, reflecting a unified commitment to enhancing public transportation and sustainability. Key sources of support include:

List all Local, Regional and/or Statewide Plans supporting and/or identifying the project:

1. 2024 Estes Park Strategic Plan: Outlines the Town's vision for improving transportation options, emphasizing a robust transit system to support economic growth and environmental sustainability.
2. Estes Park Environmental Sustainability Task Force Report (2022): Highlights the need for sustainable transportation solutions, including electric transit options, to reduce carbon emissions and 

Supplemental Attachments Required - please label attachments accordingly.

Required of All Projects:

- ☒ Attachment A - Cost estimate and project implementation schedule (for Transit: outline the capital, operating and equipment costs and timelines separately)
- ☒ Attachment B - Evidence of Secured Funding, including sponsor and contributing agency resolutions, Award Notifications, commitment letters, etc.
- ☒ Attachment C - Evidence of supporting planning, studies and local/regional/statewide support

Required of Infrastructure Projects:

- ☒ Attachment D - Maps, plans and photographs
- ☒ Attachment E - Environmental Review
- ☒ Attachment F - Proposed maintenance plans, agreements, covenants
- ☒ Attachment G - Right-of-way, easements, legal property description

CDOT Review & Recommendations

CDOT Review Lead:

Date:

	Comments/Concerns/Questions	Recommendations
Eligibility		
Budget/ Funding		
Readiness/ Timeline		
Scope & Feasibility		
Other		



TOWN OF ESTES PARK

ATTACHMENT A COST ESTIMATE

TOWN OF ESTES PARK
Electric Trolley Facility Construction Project
BID SCHEDULE

	Design	Construction
Architect/Engineer	\$100,000	
Title VI Equity Analysis	\$15,000	
NEPA	\$25,000	
D/E	\$50,000	
DIV. 1 Gen. Conditions/Insurance/Taxes		\$175,000
DIV. 2 Earthwork		\$150,000
DIV. 3 Concrete (Foundation/SOG/Exterior Aprons)		\$115,000
DIV. 7 Thermal & Moisture Protection		\$37,000
DIV. 8 Doors		\$49,000
DIV. 13 PEMB		\$250,000
DIV. 22 Plumbing		\$40,000
DIV. 23 HVAC		\$30,000
DIV. 26 Electrical		\$28,000
TOTAL:	\$190,000	\$874,000
	Grand Total:	\$1,064,000



TOWN OF ESTES PARK

Attachment A – Project Implementation Schedule

Projected Date to Advertise

From Date of grant award fully executed (Week 0), the following timeline would apply:

Week 0 -2: Projected Date to Advertise

Weeks 2 - 6: Planning

Weeks 6 - 18: Design

Weeks 18 - 38: Construction

For example, if the grant award if fully executed in December 2025, We could start this process in Jan 2026:

Jan 1 - Jan 15: Projected Date to Advertise

Jan 15 - Jan 31: Planning

Feb 1 - May 1 - Design


May 1 - October 1 - Construction



TOWN OF ESTES PARK


TROLLEY FACILITY - ATTACHMENT B EVIDENCE OF SECURED FUNDING

1. FTA 5339 (b) Funding

 COLORADO
Department of Transportation

Laura Blevins

HomeAgency InformationProgram DocumentsApplicationsAward LettersAwardsProject BudgetsCapital InventoryReports

 Awards

Award-020967

+ Follow

Project Name
Award-020967

App: CAB

Award Description
2020-5339(b): Electric Trolley Facility Addition (w/ FASTER funds)

App:


Award Year
2020

Awarded
\$260,384.00

Award Status
Budgeted


FTA-5339

2. CDOT- FASTER funding - supplement to 5339 (b)

 COLORADO
Department of Transportation

Laura Blevins

HomeAgency InformationProgram DocumentsApplicationsAward LettersAwardsProject BudgetsCapital InventoryReports

 Awards

Award-021601

+ Follow

Project Name
Award-021601

App: AFP-040404

Award Description
2024-FASTER: Electric Trolley Facility Addition (w/ 2020-5339(b))

App: 2^

Award Year
2024

Awarded
\$250,966.00

Award Status
Budgeted

Funding Source
FASTER

**TOWN OF ESTES PARK
2024 ADOPTED BUDGET
SUMMARY OF BUDGETED GRANT, DONATION, AND DEBT REVENUES
ALL FUNDS**

Fund	Account #	Project Code	Project Descr	Grant Program / Grantor	Federal / State / Other	2023 Amended Budget	2024 Adopted Budget
256	256-5690-569.32-21	BHPKGS	Big Horn Parking Structure Lease Purchase	Lease Purchase Financing	O	-	1,902,000
256 Total						-	1,902,000
260	260-0000-334.30-00	EPMOBH	EP Mobility Hub - Visitor Center Parking Lot - Design	CDOT	S	200,000	-
260	260-0000-334.30-00	EPMOBH	EP Mobility Hub - Visitor Center Parking Lot - Constr	CDOT	S	829,504	-
260 Total						1,029,504	-
502	502-0000-333.00-00	TBARPA	Trailblazer Buildout- ARPA Funding	US Dept of Treasury	F	1,615,174	-
502	502-0000-334.30-00	TBDOLA	Trailblazer Buildout- DOLA Grant	DOLA	S	1,190,250	-
				CDS (Congressionally Directed Spending)			
502	502-0000-333.00-00	WILFRE	CDS Fire Mitigation Line Repl		F	785,937	-
502	502-0000-333.00-00		Ski Road Line Rebuild		F	-	64,000
502	502-0000-333.00-00		Taylor Road Line Rebuild		F	-	23,000
502	502-0000-333.00-00		County Road 90 Line Rebuild		F	-	34,000
502 Total						3,591,361	121,000
503	503-0000-333.00-00	PMLOAN	Prospect Mtn Water Dist Waterline	USDA Grant	F	10,535,000	-
503	503-0000-333.00-00		GCWTP FILTRATION IMPROVEMENTS	USDAGrant	F	-	3,400,000
503	503-0000-333.00-00	WUSBOR	BOR Water Meter Project	US BOR	F	75,000	-
503	503-0000-388.40-00	PMLOAN	Prospect Mtn Water Dist Waterline	USDA Loan	F	7,675,000	-
503 Total						18,285,000	3,400,000
612	612-0000-333.00-00	ELTRCH	Trolley Facility Constr	CDOT Grant	F	260,384	-
612	612-0000-333.00-00	ELTRCH	Trolley Facility Design	CDOT Grant	F	12,833	-
				Additional Federal Grant - Applic			
612	612-0000-333.00-00	ELTRCH	Trolley Facility Constr	Pending	F	260,967	-
612 Total						534,184	-
625	625-0000-334.20-00	HOTSPT	Wireless Hotspot Grant		S	-	-
625	625-0000-334.20-00	PHONES	Phone System Upgrade	CDOT-RMS	S	-	-
625	625-0000-334.20-00	LPTOP1	Laptop Grant	CDOT CanDo Program	S	-	-
625 Total						-	-
Grand Total						\$ 32,474,463	\$ 3,546,750

Approval of Board of Education action to support shared electric bus/trolley facility

1 message

Ruby Bode <ruby_bode@psdr3.k12.co.us>

Thu, Sep 26, 2024 at 5:34 PM

To: Paul Fetherston <pfetherston@estes.org>, Laura Blevins <lblevins@estes.org>, Jason Damweber <jdamweber@estes.org>

Dear Paul, Laura, and Jason,

This week at the Board of Education meeting, the Board unanimously approved the action item to support exploration of a shared electric bus/trolley facility on district property with the Town of Estes Park.

Thank you for this opportunity to build this partnership.

Sincerely,
Ruby

-

Ruby Bode

Superintendent of Estes Park Schools

970-586-2361 ext. 3003

www.estesschools.org [Facebook](#)





ATTACHMENT C

EVIDENCE OF SUPPORTING PLANNING, STUDIES AND LOCAL/REGIONAL/STATEWIDE

PLANNING AND SUPPORT

The trolley facility initiative in Estes Park has a rich history and is built upon various planning efforts and studies that highlight the community's commitment to enhancing public transportation through electric trolleys. Key milestones include:

1. **Initiation of the Trolley Initiative (2020):** The project began in 2020 with the Town's purchase of its first electric trolley, marking a significant step toward developing a sustainable public transit system that could serve both residents and visitors, setting the foundation for future expansions.
2. **Planning and Design Efforts:** Since the acquisition of the trolley, Town staff have invested extensive time and resources into planning and designing the trolley facility. These efforts have included evaluating potential locations, conducting feasibility studies, and developing designs that accommodate the unique needs of electric transit vehicles. This thorough planning process ensures that the facility will effectively support the Town's transit goals.
3. **Collaboration with Estes Park School District (Spring 2024):** In Spring 2024, the Estes Park School District began exploring the possibility of establishing a shared facility on their property on Brodie Avenue. This collaboration presents an opportunity to optimize resources and align the interests of both the Town and the School District in promoting electric transit options. The potential shared facility could streamline operations and enhance service delivery for both entities.
4. **Community Engagement:** Throughout the planning process, the Town has engaged with community stakeholders to gather input and ensure that the facility meets the needs of residents and visitors. This engagement has helped shape the vision for the trolley facility and reinforced community support for public transit initiatives.
5. **Alignment with Broader Goals:** The trolley facility initiative aligns with various local and regional planning efforts aimed at promoting sustainable transportation, reducing traffic congestion, and improving accessibility. It reflects the Town's commitment to enhancing multimodal options and addressing the growing demand for reliable public transit.

In summary, the trolley facility initiative has evolved since its inception in 2020, supported by dedicated planning efforts and emerging collaboration with the Estes Park School District. This project is a crucial step toward enhancing public transportation and promoting sustainable transit solutions in the Estes Park community.

LOCAL, REGIONAL, AND STATEWIDE PLANS SUPPORTING THE PROJECT

The initiative to construct a facility for housing and servicing the Town of Estes Park's electric fleet has garnered extensive support from various local, regional, statewide, public, and private entities,



reflecting a unified commitment to enhancing public transportation and sustainability. Key sources of support include:

1. **Local Support:** The Town of Estes Park is providing local funding to support the construction of the facility. This financial backing demonstrates the Town's commitment to developing a robust transit infrastructure that meets the needs of its residents and visitors.
2. **Estes Park School District:** The Estes Park School District has expressed strong support for the initiative, particularly in exploring the possibility of a shared facility on their Brodie Avenue land. This collaboration not only maximizes resources but also aligns the goals of both the Town and the School District in promoting electric transit options.
3. **Regional Support:** The project has received backing from the Colorado Department of Transportation (CDOT), which recognizes the importance of enhancing public transportation in the region. CDOT's support helps ensure that the project aligns with broader transportation goals and funding opportunities.
4. **Statewide Support:** The initiative is also supported by the Federal Transit Administration (FTA), which provides grants to improve transit systems across the nation. This federal backing underscores the project's significance within the broader context of transportation improvements in Colorado and beyond.
5. **Public and Private Stakeholders:** The project has attracted interest from various public and private stakeholders who see the value in developing a sustainable transit solution. Local businesses and community organizations recognize that enhancing public transportation will boost tourism and economic activity in Estes Park.

In summary, the project to house and service the Town's electric fleet has strong backing from a diverse array of stakeholders, including local government, the Estes Park School District, regional transportation agencies, and federal grant programs. This collaborative effort reflects broad community support for advancing public transit and sustainable transportation solutions in Estes Park.

List of Local, Regional, and Statewide Plans Supporting the Project

1. **2024 Estes Park Strategic Plan:** Outlines the Town's vision for improving transportation options, emphasizing a robust transit system to support economic growth and environmental sustainability.
2. **Estes Park Environmental Sustainability Task Force Report (2022):** Highlights the need for sustainable transportation solutions, including electric transit options, to reduce carbon emissions and improve air quality.
3. **Future Transit Demand Plan:** Aims to assess and forecast transportation needs in Estes Park, providing data on ridership trends and preferences to optimize transit services.
4. **Zero Emission Vehicles Plan:** Focuses on transitioning to zero-emission vehicles as part of the Town's sustainability efforts, aligning with the project's goals for electric trolleys.

5. Congestion Mitigation Air Quality (CMAQ) Grant: Supports expanded transit services and infrastructure improvements, including a mobile app for real-time information, enhancing the overall transit system.
6. Town of Estes Park Capital Improvement Plan (2024-2028): Identifies infrastructure priorities and funding allocations for various projects, including the trolley facility.
7. Larimer County Electric Vehicle Plan: Promotes the integration of electric vehicles into the county's transportation network, supporting the development of electric transit options.
8. Climate Smart Future Ready Plan: Addresses climate resilience and sustainable transportation strategies, aligning with the project's goals.
9. Colorado Transit Enterprise and Volkswagen Settlement Program: Provides funding opportunities for transit projects that enhance sustainability and reduce emissions, supporting the initiative.
10. Colorado Electric Vehicle Plan: Promotes the adoption of electric and zero-emission vehicles statewide, supporting the transition to cleaner transportation options.
11. Colorado Transit ZEV Roadmap: Outlines strategies for integrating zero-emission vehicles into public transit systems across Colorado, aligning with the project's objectives.
12. Statewide Transportation Improvement Program (STIP): Identifies funding priorities for transportation projects, including public transit expansions, supporting the project's goals.
13. Colorado Greenhouse Gas Pollution Reduction Roadmap: Sets targets for reducing greenhouse gas emissions, emphasizing sustainable transportation solutions that align with the project's mission.
14. North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transportation Plan: Outlines transportation priorities for the region, including strategies for enhancing public transit services and connectivity.
15. Upper Front Range Regional Transit Plan: Focuses on developing coordinated transit services throughout the Upper Front Range region, addressing key transit needs.
16. North Colorado Transit Study: Evaluates transit needs in Northern Colorado and identifies strategies to enhance public transportation services, supporting the project's expansion.

These plans collectively reinforce the significance of the trolley facility initiative in advancing sustainable public transit and enhancing community connectivity in Estes Park.



TOWN OF ESTES PARK

ATTACHMENT D MAPS PLANS AND PHOTOGRAPHS

1. 1601 Brodie Avenue, Estes Park, CO 80517



- 3 additional stalls (6 total)
- Add (2) new doors to existing stalls to allow full pull-through from each stall
- New storage facility in back of parking lot
- Remove section of fence / sliding automatic gate for drive access
- Loss of 6-7 parking spaces in front of fence + 5-6 parking spaces on backside of fence



TOWN OF ESTES PARK

2. 600 Big Thompson, Estes Park, CO 80517



600 Big Thompson

- Proposed 1000sqft building
- 2 bays
- 2 charging stations



TOWN OF ESTES PARK

3. 575 Elm, Estes Park, CO 80517



575 Elm Road

- Proposed 1600sqft additional to existing Fleet Shop
- 2 bays
- 2 charging stations



TOWN OF ESTES PARK

October 22, 2024

Upper Front Range Transportation Planning Region

Dear Members of the Upper Front Range Transportation Planning Region,

I am writing to express the Town of Estes Park's strong support for the funding applications related to the Moraine Avenue Trail Design, the Trolley Facility, and Transit Operations. These projects represent a significant opportunity for our community to enhance transportation options and improve overall quality of life.

Moraine Avenue Trail Design: This project will provide safe and accessible pathways for pedestrians and cyclists, promoting active transportation and outdoor recreation. The trail will connect key areas within our town, encouraging residents and visitors alike to explore our beautiful surroundings. Additionally, it aligns with our goals of enhancing public health and reducing vehicle congestion.

Trolley Facility: The development of a dedicated Trolley Facility will not only improve the efficiency of our transit services but will also ensure that we can accommodate future growth in ridership. A well-designed facility will support sustainable transportation solutions, reduce our carbon footprint, and provide residents with reliable options for getting around town.

Transit Operations: Continued investment in our transit operations is crucial for maintaining accessibility and mobility for all community members. By supporting this initiative, we can ensure that our transit system remains robust and responsive to the needs of our residents, especially those who rely on public transportation.

These projects will positively impact our community by fostering connectivity, enhancing mobility, and promoting environmental sustainability. They will contribute to a vibrant, accessible town that encourages healthy lifestyles and supports local tourism.

We believe that the Upper Front Range Transportation Planning Region's investment in these projects will yield long-lasting benefits for Estes Park and its residents. Thank you for considering our support for these important initiatives.

Sincerely,

Gary Hall
Mayor, Town of Estes Park
cc: Jeff Bailey, Town Engineer, Town of Estes Park

Estes Park School District R-3

1605 Brodie Avenue
Estes Park, CO 80517



www.estesschools.org

Tel: 970.586.2361
Fax: 970.586.1108

September 26, 2024

To Whom It May Concern,

On behalf of the Estes Park School District, I am writing to express our support for the Town of Estes Park's application for the Multimodal Transportation and Mitigation Options Fund (MMOF). Securing this funding will allow us to embark on an exciting partnership between the school district and the town, aimed at making a lasting impact on our community by expanding our electric bus and trolley fleet.

As a mountain town nestled in the beauty of Colorado, we are uniquely aware of the importance of sustainability and environmental stewardship. The proposed facility, which will be designed and constructed with the help of MMOF support, will improve our community's transportation infrastructure. By investing in electric buses and trolleys, we will not only reduce emissions and improve air quality, but we will also set a standard for energy efficiency and forward-thinking environmental practices.

This initiative goes beyond just transportation. It represents a commitment to the future of our community, creating cleaner air for our children and reducing our carbon footprint. For the school district, this partnership with the Town of Estes Park means that our students will benefit from safer, cleaner transportation options, enhancing both their health and their daily experience. Additionally, the collaboration between the town and the school district strengthens our collective ability to serve the needs of residents, students, and visitors alike.

Thank you for considering the Town of Estes Park's application for this critical funding. I am confident that the resources provided by the MMOF will enable our town and school district to achieve remarkable progress toward a cleaner, more efficient future. If you have any questions or need further information, please feel free to contact me at 970-556-4362.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Bode". The signature is fluid and cursive.

Ruby Bode
Superintendent of Schools
Estes Park School District R-3
Ruby_bode@psdr3.k12.co.us
970-556-4362



**ATTACHMENT E
ENVIRONMENTAL REVIEW**

1. 1601 Brodie Avenue, Estes Park, CO 80517

NEPA review will need to be conducted on this site.

2. 600 Big Thompson, Estes Park, CO 80517

NEPA Review has been done on this site and can be provided if needed.

3. 575 Elm, Estes Park, CO 80517

NEPA Review has been done on this site and can be provided if needed.



ATTACHMENT F
PROPOSED MAINTENANCE PLANS, AGREEMENTS, COVENANTS

1. 1601 Brodie Avenue, Estes Park, CO 80517

Maintenance Plan: Shared Facility on School District Property -

The maintenance plan for a shared facility on EPSD owned property would be the result of discussions between the parties and included in an interlocal agreement between the two parties. It is anticipated that (a) the maintenance plan will establish a mutual commitment to support the sustainable operation and maintenance of the proposed facility to house and service the Town's electric trolleys and ESPD's future electric buses; and (b) both parties will ensure that the facility is designed to meet current and future transportation needs while prioritizing environmental sustainability. Based on the use of the shared facility, both the Town and EPSD will be proportionally responsible for the ongoing maintenance and operation of the building, with an emphasis on regular inspections and necessary upgrades to maximize its useful life. This partnership is rooted in a shared vision of enhancing community infrastructure and fostering sustainable transportation solutions for future generations.

Agreement/Covenant between Town and Estes Park School District (ESPD):

An agreement/covenant between the Town of Estes Park and the ESPD will be established if the 1601 Brodie site is selected.

2. 600 Big Thompson, Estes Park, CO 80517

Maintenance Plan: Trolley Facility on Town owned property

The maintenance plan for the Town of Estes Park's trolley facility building – included as a general Town asset – would be included in the Town's overall facilities maintenance with the intention to maximize the longevity and functionality of this vital community asset. As such, inspections would be conducted on a regular basis to assess structural integrity, HVAC systems, and electrical installations, in an attempt to provide preventative maintenance and proactively address any issues. Additionally, the facility would be included in the Town Facility Building Maintenance and Repairs account for purposes of funding routine and emergency repairs, ensuring the facility remains a reliable asset.

3. 577 Elm, Estes Park, CO 80517

Maintenance Plan: Same as #2



ATTACHMENT G
RIGHT-OF-WAY, EASEMENTS, LEGAL PROPERTY DESCRIPTION

1. 1601 Brodie Avenue, Estes Park, CO 80517
No Right of Way or easements needed.
Description: Lot 1, ESTES PARK SCHOOLS SUB, EP.

2. 600 Big Thompson, Estes Park, CO 80517
No Right of Way or easements needed.
Description: LOT 1B, REPLAT OF POR LOT 4 AND ALL LOT 1, STANLEY MEADOWS ADD, EP

3. 577 Elm, Estes Park, CO 80517
No Right of Way or easements needed.
Description: LOT 1, ELM ROAD 2ND ADD, EP

ATTACHMENT 1

This document has been provided to address the "Project Benefits" section of the grant. While the full response can be found in the designated section of the PDF, we are offering this printed version for the reviewer's convenience, should they prefer it in this format.

PROJECT BENEFITS

1. Network/Modal Connectivity: The Town of Estes Park is seeking MMOF grant funding of \$300,000 to support the construction of a facility designed to shelter and service its electric trolleys, which play a vital role in transporting visitors throughout the community. As the eastern gateway to Rocky Mountain National Park, Estes Park attracts approximately 3.1 million visitors annually. The electric trolleys are essential for providing multi-modal transportation options and alleviating traffic congestion. The proposed facility will significantly enhance multimodal connectivity in several ways:

- **Dedicated Shelter and Service:** The facility will offer dedicated space for the electric trolleys and potential electric buses from the Estes Park School District (EPSD), ensuring they are well-maintained and readily available for transit operations.
- **Seamless Transfers:** By providing a centralized location for both electric trolleys and buses, the facility will facilitate smooth transfers between different modes of transportation, making it easier for residents and visitors to navigate the town.
- **Improved Access for Pedestrians and Cyclists:** The new facility will enhance accessibility for pedestrians and cyclists, ensuring that all modes of transport are interconnected. This aligns with the objectives outlined in the 2024 Town of Estes Park Strategic Plan, which emphasizes the importance of transportation improvements for a more integrated community.
- **Collaboration with EPSD:** The potential for a shared facility with the EPSD not only maximizes resource efficiency but also supports both entities in meeting their transportation needs, reinforcing community objectives while minimizing costs.

Overall, the construction of this facility is a critical step in developing a complete multimodal transportation system in Estes Park, ultimately benefiting both the local community and the influx of visitors.

2. Safety: The proposed facility for sheltering and servicing electric trolleys in Estes Park will significantly enhance roadway safety for non-motorized users, including pedestrians and cyclists. Key improvements include:

- **Designated Transit Spaces:** The facility will create clearly marked areas for transit vehicles, reducing confusion for all road users. This dedicated space minimizes the likelihood of accidents by ensuring that non-motorized users have clearly defined pathways and access points.
- **Reduced Traffic Conflicts:** By centralizing transit operations, the project will help decrease interactions between vehicles and non-motorized users. This separation will lower the risk of collisions, contributing to a safer environment for pedestrians and cyclists.

- **Safer Access to Public Transportation:** The facility will be designed with accessibility in mind, ensuring that it is easy for all users to reach public transportation. Improved access points will encourage more individuals to use public transit, further reducing vehicular traffic and enhancing overall safety.
- **Enhanced Infrastructure:** The integration of features such as bike racks, pedestrian crossings, and signage will promote safer travel options. These enhancements will ensure that non-motorized users feel secure and supported when accessing public transportation facilities.

In summary, this project is poised to improve roadway safety for non-motorized users by providing designated transit spaces, reducing traffic conflicts, and promoting safer access to public transportation.

3. Greenhouse Gas (GHG) Mitigation: The construction of the facility for electric trolleys and buses in Estes Park plays a crucial role in mitigating greenhouse gas (GHG) emissions through the following mechanisms:

- **Support for Electric Transit Options:** By facilitating the operation of electric trolleys and buses, the project directly contributes to the reduction of reliance on fossil fuel-powered vehicles. This transition to electric transportation helps lower overall emissions associated with public transit.
- **Reduction of Vehicle Miles Traveled (VMT):** The integration of electric trolleys and buses into the community's transportation network encourages more residents and visitors to utilize public transit rather than personal vehicles. This shift results in fewer vehicle miles traveled, leading to a significant decrease in GHG emissions.
- **Promotion of Sustainable Transportation:** The facility will serve as a hub for sustainable transit options, making it easier for users to choose public transportation over single-occupancy vehicles. By enhancing the appeal of electric transit options, the project fosters a culture of sustainability within the community.
- **Alignment with Environmental Goals:** This initiative aligns with broader environmental objectives, such as those outlined in the 2024 Town of Estes Park Strategic Plan and state-level sustainability initiatives.
- **Strategic Plan and state-level sustainability initiatives.** By reducing emissions and promoting clean transportation, the project supports the Town's commitment to environmental stewardship.

In summary, by supporting electric trolleys and buses, the project significantly reduces vehicle miles traveled, decreases greenhouse gas emissions, and promotes sustainable transit options, contributing to a cleaner and healthier environment.

4. Equity: The construction of the facility for electric trolleys and buses in Estes Park will provide significant benefits to disproportionately impacted (DI) communities and other underserved and disadvantaged members of the community through the following means:

- **Improved Access to Reliable Public Transportation:** The facility will enhance the availability and reliability of public transit options, ensuring that all community members, including those in DI communities, have consistent access to transportation. This improvement is crucial for individuals who may not have reliable personal vehicles.
- **Addressing Mobility Gaps:** By establishing a centralized hub for electric trolleys and buses, the project will specifically target mobility gaps in underserved areas. This will allow residents in these communities to reach essential services, employment opportunities, and recreational areas more easily.
- **Fostering Equitable Access to Essential Services:** The facility will facilitate transportation to key destinations such as healthcare providers, grocery stores, and educational institutions. By improving access to these services, the project promotes social equity and helps reduce barriers faced by low-income families, seniors, and individuals with disabilities.
- **Community Engagement and Collaboration:** The project encourages collaboration between the Town and local organizations serving DI communities, ensuring that the voices and needs of these populations are considered in transit planning. This inclusive approach helps to foster a sense of ownership and community among all residents.

In summary, the facility will benefit disproportionately impacted communities by improving access to reliable public transportation, addressing mobility gaps, and fostering equitable access to essential services, thereby promoting social equity and inclusivity within Estes Park.

5. Quality of Life and Public Health: The construction of the facility for electric trolleys and buses in Estes Park will significantly enhance quality of life and public health through the following means:

- **Increased Access to Medical Facilities and Services:** The project will improve public transit routes, making it easier for residents to reach essential healthcare providers and medical facilities. This access is critical for ensuring that individuals receive timely medical care, ultimately leading to better health outcomes.
- **Connection to Recreation Areas:** By facilitating transportation to local parks and recreational facilities, the project promotes physical activity and community engagement. Easy access to recreational areas encourages residents and visitors to participate in outdoor activities, contributing to overall physical and mental well-being.
- **Promotion of Active Transportation:** The facility will support active transportation options by integrating transit with walking and cycling paths. By making it easier for

individuals to combine different modes of transport, the project encourages healthier lifestyle choices and reduces reliance on personal vehicles.

- **Enhanced Community Well-Being:** By fostering greater connectivity between communities and essential services, the project enhances the overall quality of life for residents. Improved public health outcomes, increased physical activity, and enhanced access to social and recreational opportunities contribute to a vibrant, healthy community.

In summary, by increasing access to transit, the project promotes active transportation options, connects communities to medical facilities and recreation areas, and enhances overall public health and well-being in Estes Park.

6. Economic Impact: The construction of the facility for electric trolleys and buses in Estes Park will have a significant positive economic impact through several key avenues:

- **Improved Access to Employment Centers:** By enhancing public transit options, the facility will provide better connectivity to local employment hubs. This improved access will help residents reach job opportunities more easily, supporting workforce participation and economic stability.
- **Boosting Local Commerce:** The facility will facilitate increased foot traffic to local businesses by making it more convenient for residents and visitors to shop and dine in Estes Park. This influx of customers can lead to higher sales and greater economic activity, benefiting the local economy.
- **Enhancing Tourism:** As the eastern gateway to Rocky Mountain National Park, Estes Park attracts millions of visitors each year. The electric trolleys will provide tourists with convenient transportation options to key attractions, enhancing their overall experience and encouraging longer stays, which directly supports local businesses and tourism operators.
- **Reducing Reliance on Personal Vehicles:** By promoting the use of public transit, the project will decrease the number of personal vehicles on the road. This reduction can ease congestion, lower wear and tear on local infrastructure, and diminish the environmental burden, ultimately benefiting local resources and reducing maintenance costs.
- **Supporting Economic Resilience:** The facility will play a vital role in creating a sustainable transportation network that can adapt to changing community needs. By bolstering public transit, the project supports economic resilience, ensuring that Estes Park can respond effectively to future growth and challenges.

In summary, the facility improves access to employment centers and local commerce, bolsters economic activity and tourism, and reduces reliance on personal vehicles, all of which contribute to the overall health and vitality of the local economy in Estes Park.

7. Cost-Benefit:

Potential additional costs incurred by a location change include the following estimates (depending on location):

- Title VI equity analysis = \$15,000
- NEPA = \$25,000
- D/E = \$50,000

Regardless of the FTA scope change approval, the Town will still need funding to cover any gaps for construction as our estimates have more than doubled since our initial estimate in 2020.

The construction of the facility for electric trolleys and buses in Estes Park presents a compelling cost-benefit scenario through several key factors:

- **Substantial Benefits Relative to Costs:** The project is designed to deliver significant benefits, including increased accessibility to public transit and reduced emissions from transportation. When evaluated against its total cost, these benefits make the project a financially sound investment for the community.
- **Enhanced Transit Accessibility:** By improving public transit options, the facility will ensure greater access for residents and visitors alike. This accessibility not only promotes inclusivity but also encourages higher ridership, further justifying the investment.
- **Environmental Benefits:** The project supports the use of electric trolleys and buses, which will lead to reduced greenhouse gas emissions. The environmental advantages translate into long-term savings for the community, such as improved air quality and lower health-related costs associated with pollution.
- **Resource Collaboration:** The project leverages combined resources from both the Town of Estes Park and the Estes Park School District (EPSD). This collaborative approach not only optimizes funding but also ensures that the facility meets the needs of both entities, making the project more efficient and effective.
- **Long-Term Community Investment:** Investing in this facility is an investment in the long-term sustainability of the community's transportation infrastructure. By enhancing public transit, the project supports economic growth, environmental stewardship, and improved quality of life for residents.

In summary, the project provides substantial benefits relative to its total cost, making it a financially sound investment in community infrastructure. The collaboration between the Town and EPSD further enhances the project's viability and effectiveness, ensuring it meets the diverse needs of the community.



Reference List

1. 2024 Estes Park Strategic Plan. Town of Estes Park.
2. Estes Park Environmental Sustainability Task Force Report (2022). Town of Estes Park
3. Future Transit Demand Plan. Town of Estes Park.
4. Zero Emission Vehicles Plan. Town of Estes Park.
5. Congestion Mitigation Air Quality (CMAQ) Grant Application. Town of Estes Park.
6. Town of Estes Park Capital Improvement Plan (2024-2028). Town of Estes Park, page 89.
7. Larimer County Electric Vehicle Plan. Larimer County.
8. Climate Smart Future Ready Plan. Larimer County.
9. Colorado Transit Enterprise and Volkswagen Settlement Program. Colorado Department of Transportation.
10. Colorado Electric Vehicle Plan. Colorado Department of Transportation.
11. Colorado Transit Zero Emission Vehicle (ZEV) Roadmap. Colorado Department of Transportation.
12. Statewide Transportation Improvement Program (STIP). Colorado Department of Transportation.
13. Colorado Greenhouse Gas Pollution Reduction Roadmap. Colorado Department of Public Health and Environment.
14. North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transportation Plan. NFRMPO.
15. Upper Front Range Regional Transit Plan. Upper Front Range Transportation Planning Region.
16. North Colorado Transit Study. North Front Range MPO.



Cindy Terwilliger

Department of Transportation

2020-5339(b): Electric Trolley Storage Facility Addition (w/2024 FASTER)

Agreement Number/ PO Number: 25-HTR-ZL-00237 / 491003517

RE: Scope Change request

Subject: The Town of Estes Park is requesting a change to the scope of the 5339 (b) grant project for constructing an electric trolley facility. The Town proposes adding two new potential locations to the existing approved site at 577 Elm Rd. The additional locations are:

1. 1601 Brodie Avenue, Estes Park, CO 80517 (Estes Park School District)
2. 600 Big Thompson, Estes Park, CO 80517 (Estes Park Visitor Center)

Summary of Request:

The Town is proposing a change in the scope of the Electric Trolley Facility Project to add two new optional locations alongside the original site at 577 Elm Road. After completing due diligence reviews on all three sites, the Town will select the most suitable location for the facility that will meet the electric vehicle storage requirement for the useful life of the building.

1601 Brodie Avenue:

This site currently houses the Estes Park School District's transportation facility and fleet. It could accommodate both the Town's two electric trolleys and the School District's future alternative fuel buses. The scope change would allow for the design of a multi-bay facility to house, charge, and service these vehicles, while also providing space for future vehicle maintenance needs. Preliminary assessments suggest that relocating the charging infrastructure to this location may incur an estimated electrical utility cost of up to \$100,000.

600 Big Thompson:

This site is located next to the Visitor Center and Parks Shop on Town-owned land, making it an ideal location for storing the trolleys near the hub of our transit services. This central location would reduce drive time and extend the battery life of the trolleys.

Potential Funding:

If the scope change is approved by the FTA, Town staff will apply for the Colorado

Department of Transportation Multi Modal Options Fund Grant to help cover the costs associated with relocating the charging infrastructure, utility expenses, and any design or construction costs related to the scope change.

The Town will select one of these three sites after due diligence has been completed by the Estes Park School District and the Town's Internal Services Department. At the time of this request, the Estes Park School District Board unanimously approved the action item to explore a shared electric bus/trolley facility on district property with the Town of Estes Park.

The Town requests Federal Transit Administration (FTA) approval to adjust the scope of the 5339(b) grant funds and local match for one of these new sites and seeks guidance from the FTA on the next steps.

Sponsor Rationale:

The Town requests this scope change for the following reasons:

1601 Brodie Avenue

- **Optimal Location:** The Brodie Avenue site better supports long-term goals and grant objectives, offering increased future opportunities and aligning with the shared goals of the Town and the School District.
- **Enhanced Collaboration:** A shared facility optimizes resource use and strengthens community partnerships between the Town and the School District.
- **Cost Efficiency:** Shared infrastructure and maintenance reduce costs for both parties.
- **Operational Synergy:** The site allows for a multi-bay facility accommodating both the Town's electric trolleys and the School District's planned addition of alternative fuel buses, improving operational coordination.
- **Strategic Alignment:** The location supports the Town's 2024 Strategic Goals for multimodal transportation and year-round transit services. Its proximity to downtown eliminates the need for vehicles to travel up Elm Road, extending battery life.
- **Future Expansion:** The site offers flexibility for future expansions, including additional vehicle storage and charging needs.
- **Community Benefit:** Enhances the sustainability of local transportation and supports broader goals of reducing emissions and improving air quality.
- **Feasibility:** Preliminary assessments indicate that relocating the existing charging infrastructure is feasible, with manageable utility costs.

- **Grant Compliance:** The new site aligns with grant requirements, ensuring the facility's long-term use and a likely 40-50 year lifespan, which is more achievable at the school facility.

600 Big Thompson site

- **Optimal Location:** The 600 Big Thompson site would be adjacent to the current transit hub of Estes Park and save time and money relative to driving to the 577 Elm address which is outside of downtown.
- **Strategic Alignment:** The location supports the Town's 2024 Strategic Goals for multimodal transportation and year-round transit services. Its proximity to downtown eliminates the need for vehicles to travel up Elm Road, extending battery life.
- **Future Expansion:** The site offers flexibility for future expansions, including additional vehicle storage and charging needs.
- **Community Benefit:** Enhances the sustainability of local transportation and supports broader goals of reducing emissions and improving air quality.
- **Feasibility:** Preliminary assessments indicate that there is adequate electrical transformers that exist at this location.
- **Grant Compliance:** The new site aligns with grant requirements, ensuring the facility's long-term use and a likely 40-50 year lifespan, which is more achievable at the school facility.

Region/Office: FTA Region 8 is supportive of this scope change.

RE: Estes Park - 2020-5339(b) - CO-2023-026

Maddox, Callion (FTA) <callion.maddox@dot.gov>

Sat, Nov 2, 2024 at 11:33 AM

To: Laura Blevins <lblevins@estes.org>

Cc: "Belmont, Emma (FTA)" <emma.belmont@dot.gov>, "Rocke - CDOT, Robin" <robin.rocke@state.co.us>, Paul Fetherston <pfetherston@estes.org>, Derek Pastor <dpastor@estes.org>, Dana Klein <dklein@estes.org>, Audrey Dakan - CDOT <audrey.dakan@state.co.us>, "Kullas, Robyn (FTA)" <robyn.kullas@dot.gov>, Shilpa Kulkarni - CDOT <shilpa.kulkarni@state.co.us>, Sarah Collette - CDOT <sarah.collette@state.co.us>

Hello Laura,

I reviewed the request, and because this is passthrough award, I am waiting on a concurrence letter from CDOT (agreement with the amendment request). Once I receive that letter, I will forward to our HQ with approval form R8 leadership. At that point, it typically takes 30 days for a response.

Thank you,



U.S. Department
of Transportation
**Federal Transit
Administration**

Callion Maddox

Transportation Program Specialist

FTA Region 8

Callion.Maddox@dot.gov

303.362.2414 (office)

202.983.0353 (cell)



[Quoted text hidden]

Local MMOF Project Application - 2024

Complete and submit this form-fillable application **electronically!** Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region: Upper Front Range

Applicant Information

Sponsor Agency Name: Town of Platteville

Applicant Contact (name & title): Troy Renken, Town Manager

Email: trenken@plattevillegov.org

Phone: 970.785.2245

Project Manager (name & title): Troy Renken, Town Manager

Email: trenken@plattevillegov.org

Phone: 970.785.2245

Project Description

Project Name: Downtown Business District Sidewalk & Landscape Improvement Project

Project Type (select all that apply):

Fixed-route or On-demand Transit:

- ☐ Capital, Rolling Stock
- ☐ Equipment
- ☐ Operations
- ☐ Facility
- ☐ Planning
- ☐ Transportation Demand Management program
- ☐ Multimodal Mobility project enabled by new technology
- ☐ Multimodal Transportation Study
- ☒ Bicycle or Pedestrian Project
- ☐ Transportation Modeling
- ☐ GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

The project area will be the Downtown Business District in the 500-700 blocks of Main Street and the 300 block of Marion Avenue. Sidewalks on both sides of these blocks will be included in the project.

County(ies): Weld **Municipality(ies):** Platteville

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it's being done or its benefits - see Project Benefits section below)

The existing sidewalks on both sides of the 300 block of Marion Avenue (Town of Platteville right-of-way) and both sides of the 500-700 blocks of Main Street / Business US85 (CDOT right-of-way) will be replaced or upgraded due to very poor condition and deterioration. Various sections of curb and gutter will also be replaced due to either missing sections or poor condition.

Match Funding Required

Total Project Cost: \$ 891,036

Required Match Rate (50% default): 25% (Review the Match policy and approved match rate tables)

Minimum Match Funding Required: \$ 222,759.00
(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):

Provide a brief description of your agency's service area to justify the match rate claimed above.

In 2020 the Town of Platteville recieved \$250,000 in MMOF funding to complete the Division Blvd Sidewalk

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency's budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025: \$ 25,000

FY2026: \$ 25,000

FY2027: \$ 618,277

FY2028: \$ 0

Total MMOF Requested: \$ 668,277
(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)
Town of Platteville Streets Fund	Local	2025	\$ 6,250.00
Town of Platteville Streets Fund	Local	2026	\$ 6,250.00
Town of Platteville Streets Fund	Local	2027	\$ 210,259.00
	Local		

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)
N/A			

Total Project Funding: \$ 891,036.00
(Must equal Total Project Cost above)

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise: 05/26

Projected Start Dates

Planning: 05/25

Design: 07/25

Construction: 07/26

Projected Completion Date: 01/27

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

The right-of-way in the 300 block of Marion Avenue is within the Town's street right-of-way and the right-of-way along the 500-700 blocks of Main Street are within CDOT right-of-way. The Town would pursue all CDOT permitting requirements for approval for this project.

Environmental: Briefly describe what environmental review or clearances have been completed and attach referenced documents in Attachment E:

The streets and right-of-ways were initially platted when the Town of Platteville was founded in 1871 and no environmental reviews have been done to date. The majority of the project area is in CDOT right-of-way with a 1-block section located in Town right-of-way. If any environmental reviews were done in the project area CDOT would have the records. Otherwise the environmental reviews will be completed during the design and preconstruction process.

Project Benefits

Briefly describe how the project provides the following specific benefits (n/a if not applicable):

1. **Network/Modal Connectivity** - how the project contributes to a complete bicycle, pedestrian, transit and/or other multimodal system.

The sections or blocks of this project area along Main Street and Marion Ave are the primary locations of businesses in the downtown business district. Pedestrian and bicycle access for all ages and residents in the community to the businesses will be improved to allow enhanced access. Also, the businesses on the east side of Main Street in the project scope area do not +

2. **Safety** - Project improves roadway safety for non-motorized users.

The current sidewalks are either deteriorating or unsafe in many locations and this project will provide safe pedestrian access and improved mobility which will promote more use and deter pedestrians and bicyclists from using the roadway. The intersection of Main & Marion will include enhanced crosswalks with "bulbouts" on all corners with flashing crosswalk beacons. +

3. **Greenhouse Gas (GHG) Mitigation** - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.

The Downtown Business District Sidewalk Improvement Project will provide a safer and ADA compliant pedestrian access to area businesses that will likely reduce vehicle use resulting in less GHG as residents and business patrons will utilize the improved sidewalks.

4. **Equity** - Project benefits Disproportionately Impacted (DI) communities or other underserved and disadvantaged community members.

The project area is centrally located in the community and will provide improved pedestrian and bicycle access to the downtown businesses for all residents. Platteville has a poverty rate of 8.1% and a senior citizens (60 yo+) comprising approximately 21% of the population. Platteville has an overall population of 2,962 with a per capita income of \$37,845 with approximately 55% +

5. **Quality of Life and Public Health** - Project provides access to medical facilities and services or to recreation areas, increases active transportation or provides other quality-of-life benefits.

Platteville does not have any medical facilities but the project area includes businesses consisting of the post office, chiropractor, realtor, fitness club, construction office and the three of the largest restaurants in the community. These are the primary businesses in the downtown area that residents visit on a regular basis. The Downtown Business District is located one block +

6. **Economic Impact** - Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.

The Downtown Business District consists of primary businesses that were previously mentioned which provides services and employment opportunities for the community. The Town Board and staff have been working with the local Economic Development Committee to make improvements to the Downtown Business District to expand and attract new business +

7. **Cost-Benefit** - Project provides substantial benefits relative to the total cost of the project.

The Town has been working with CDOT since 2014 to devolve Main Street and make much needed infrastructure improvements including new roadway, sidewalks, lighting and signage. The most recent estimated cost (engineers opinion) to complete these various improvements is \$3,252,733 (excluding subgrade utilities) and this sidewalk improvement project would +

Planning & Support

Describe relevant planning, studies and history related to the project:

In 2016 the Town completed a Main Street Design Concept Plan with the assistance of CU Denver students which included improved pedestrian and vehicle access to local businesses in the project area. In 2019 the Town Engineer completed a Main Street Reconstruction Cost Estimate that was used in devolution discussions with CDOT that were not successful. Also in 2019-20 the Town

Describe the local, regional, statewide, public and private support for the project and provide evidence in Attachment C.

This project is included in the Town's 2022-2025 Capital Improvement Plan (project list) and continues to be a high priority due to the importance of improving the primary access through the business district and community. As previously stated, the Town has been pursuing the devolution of Main Street for approximately 10+ years in order to make these long-term infrastructure improvements and

List all Local, Regional and/or Statewide Plans supporting and/or identifying the project:

Town of Platteville 2022-2025 Capital Improvement Plan, Main Street Design Concept (i.e. Streetscape Plan) and Economic Development Strategic Plan.

Supplemental Attachments Required - please label attachments accordingly.

Required of All Projects:

- ☒ Attachment A - Cost estimate and project implementation schedule (for Transit: outline the capital, operating and equipment costs and timelines separately)
- ☒ Attachment B - Evidence of Secured Funding, including sponsor and contributing agency resolutions, Award Notifications, commitment letters, etc.
- ☒ Attachment C - Evidence of supporting planning, studies and local/regional/statewide support

Required of Infrastructure Projects:

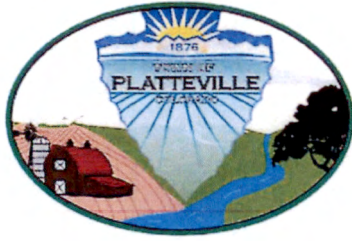
- ☒ Attachment D - Maps, plans and photographs
- ☒ Attachment E - Environmental Review
- ☒ Attachment F - Proposed maintenance plans, agreements, covenants
- ☒ Attachment G - Right-of-way, easements, legal property description

CDOT Review & Recommendations

CDOT Review Lead: Bryce Reeves

Date: 10/7/2024

	Comments/Concerns/Questions	Recommendations
Eligibility	Project is eligible as Bike/ped. Not sure how this meets capital/rolling stock for transit project	Uncheck capital/rolling stock box
Budget/ Funding	Construction estimate seems reasonable. Any unforeseen ROW/enviro/design costs could impact ability to complete the project. Do you intend to pay for all preconstruction out of Town funds? If not, all project costs need to be included in the estimates/budget/request. The MMOF funds requested section should indicate only the MMOF funding needed each fiscal year, not the total project expenditures anticipated.	Recommend adding CM services to the construction budget. Please correct the MMOF funding section to reflect only the amt of MMOF funds requested for each Fiscal Year.
Readiness/ Timeline	There is no way this project will be able to start design on 3/2025 and then go to construction on 7/2025. There are required design reviews, and clearances that need to be obtained all of which take time. If any type of ROW will be needed, including temporary easements, your project will take at least a year to get to construction. Based on the info you put in ENviro, no environmental work has been started/completed for this project so that will take time.	Revise your schedule. Missing implementation schedule from Attachment A.
Scope & Feasibility	Based on the language in the application, existing sidewalks will be replaced and ADA compliance addressed at some locations. Any plans to replace existing sidewalks with wider sidewalks anywhere or try to implement any of the main street design concepts?	I think for this project to be competitive, you'll need to include upgrades to the existing system by including streetscaping elements shown in your main street design concept included as an attachment. Otherwise this project will become throwaway when sometime in the future you implement your main streets concepts
Other	Missing attachments E-G. If you haven't started/completed enviro review, maint agreements, or ROW then include an attachment that states you have not done this but will be completed as part of the preconstruction process	Please label your attachments that apply to the required list. Don't leave it up to the reviewer to guess which page is meant for which attachment.



TOWN OF PLATTEVILLE

Troy Renken

Town Manager

400 Grand Avenue, Platteville, Colorado 80651

970.785.2245 - 970.785.2476 (f)

(trenken@plattevillegov.org)

Platteville MMOF Project Application 2024

November 7, 2024

Attachment A

Cost Estimate & Project Implementation Schedule

The Engineers Estimate of Probable Cost for Construction provided by EPS Group / Northern Engineering is included with this attachment. This estimate includes costs for design & surveying, preconstruction and construction phases along with streetscape elements and construction management.

The Implementation Schedule for this project is as follows:

Planning will begin in May 2025 followed by design and engineering in July 2025. This overall preconstruction and design phase will take approximately 9-12 months to complete.

The projected date to advertise for RFP's is May 2026 followed by contract execution in June and construction starts in July 2026. Project completion is expected by January 2027 allowing a 6-month construction period.

The Implementation Schedule is a general timeline and subject to change if necessary.



**TOWN OF PLATTEVILLE
MAIN STREET SIDEWALK IMPROVEMENTS
NOVEMBER 6, 2024**

Item	Description	Quantity	Units	Unit Price	Amount
DEMOLITION					
202.	REMOVAL OF CONCRETE	1,966	SY	\$35.00	\$68,810
202.	REMOVAL OF ASPHALT MAT	188	SY	\$8.00	\$1,504
202.	REMOVAL OF LANDSCAPING	496	SY	\$3.00	\$1,488
202.	REMOVAL OF GRAVEL	559	SY	\$4.00	\$2,236
210.	REPLACE CHAIN LINK FENCE	200	LF	\$18.00	\$3,600
210.	REPLACE WOOD FENCE	80	LF	\$25.00	\$2,000
210.	RESET SIGN	18	EA	\$150.00	\$2,700
210.	RESET MAIL BOX	1	EA	\$150.00	\$150
210.	RESET FIRE HYDRANT	2	EA	\$1,500.00	\$3,000
SIDEWALK IMPROVEMENTS					
608.	CONCRETE SIDEWALK (4" THICK)(WEST)	2,235	SY	\$70.00	\$156,450
608.	CONCRETE SIDEWALK (4" THICK)(EAST)(ELEVATED)	740	SY	\$110.00	\$81,400
608.	HANDICAP RAMP	16	EA	\$5,000.00	\$80,000
608.	TRUNCATED DOMES	280	SF	\$50.00	\$14,000
608.	CONCRETE DRIVEWAY (6" THICK)	262	SY	\$80.00	\$20,960
610.	FLASHING BEACON (SOLAR POWERED)	2	EA	\$12,000.00	\$24,000
614.	SIGN PANEL (CLASS 1)	24	SF	\$50.00	\$1,200
STREETSCAPE IMPROVEMENTS (MARION/MAIN)					
202.	SIGNAGE, BANNERS, MISC AMENITIES	1	LS	\$50,000.00	\$50,000
207.	PLANTING BEDS (TOPSOIL)(SHRUBS/PERENNIALS)	480	SF	\$15.00	\$7,200
214.	DECIDUOUS TREES 2" CAL.	4	EA	\$800.00	\$3,200
608.	CONCRETE SIDEWALK (4" THICK)(6" ABC)	2,000	SF	\$11.00	\$22,000
608.	PAVER TYPE 1 (SAND BASE AND A.B.C.)	2,400	SF	\$26.00	\$62,400
622.	BENCHES	4	EA	\$2,000.00	\$8,000
622.	BIKE RACKS	2	EA	\$1,000.00	\$2,000
623.	IRRIGATION SYSTEM (COMPLETE)	1	LS	\$40,000.00	\$40,000
EROSION CONTROL					
208.	SILT FENCE	3,244	LF	\$3.00	\$9,732
208.	CONCRETE WASHOUT	1	EA	\$3,000.00	\$3,000
GENERAL					
620.	SANITARY FACILITY	1	EA	\$1,500.00	\$1,500
625.	CONSTRUCTION SURVEYING	1	LS	\$15,000.00	\$15,000
626.	MOBILIZATION	1	LS	\$30,000.00	\$30,000
630.	TRAFFIC CONTROL	1	LS	\$25,000.00	\$25,000

TOTAL **\$742,530**

CONSTRUCTION ESTIMATE TOTAL : **\$742,530**

PROJECT CONTINGENCY: 20% **\$148,506**

TOTAL: **\$891,036**

CONSTRUCTION ADMINISTRATION ESTIMATE: **\$60,000**



TOWN OF PLATTEVILLE

Troy Renken

Town Manager

400 Grand Avenue, Platteville, Colorado 80651

970.785.2245 - 970.785.2476 (f)

(trenken@plattevillegov.org)

Platteville MMOF Project Application 2024

November 7, 2024

Attachment B

Evidence of Secured Funding

The Town Board of Trustees have dedicated approximately \$1,138,700 in reserve funds for Downtown Revitalization. These funds are placed in a COLO Trust account and are reserved for sidewalk, roadway, storm drainage, street scaping and other improvements needed in the Downtown Main Street Business District. The overall engineers probably opinion of cost to complete all aspects of the Downtown Revitalization, including the reconstruction of Main Street, is approximately \$4,500,000 with a portion of this funding going towards the proposed Downtown Business District Sidewalk Improvement Project.

The Mayor and Board of Trustees have agreed to approve a Resolution to formally commit the needed funding for the local match once the grant award is approved. The DRAFT 2025 Operating & Capital Budget is included with this attachment and is scheduled for approval on December 3, 2024. In order to use the above mentioned reserve funds the funds must be budgeted as an expenditure in the General Fund in the Street section. The 2025 budget reflects \$350,000 for PW Capital Items that would be used towards this project.

Local MMOF Project Application - 2024

Complete and submit this form-fillable application **electronically!** Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region: Upper Front Range

Applicant Information

Sponsor Agency Name: Weld County

Applicant Contact (name & title): Evan Pinkham, Transportation Planner

Email: epinkham@weld.gov

Phone: (970)400-3727

Project Manager (name & title): Evan Pinkham, Transportation Planner

Email: epinkham@weld.gov

Phone: (970)400-3727

Project Description

Project Name: Weld County On-Demand Transit Service

Project Type (select all that apply):

Fixed-route or On-demand Transit:

- ☐ Capital, Rolling Stock
- ☐ Equipment
- ☒ Operations
- ☐ Facility
- ☐ Planning
- ☐ Transportation Demand Management program
- ☐ Multimodal Mobility project enabled by new technology
- ☐ Multimodal Transportation Study
- ☐ Bicycle or Pedestrian Project
- ☐ Transportation Modeling
- ☐ GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

The Weld County portion of the Upper Front Range TPR boundary.

County(ies):	Municipality(ies):
<u>Weld</u>	<u>Fort Lupton, Keenesburg, Platteville, Gilcrest, Kersey, Ault, and Nunn</u>

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it's being done or its benefits - see Project Benefits section below)

The proposed project is for Weld County to contract mobility services to provide an on-demand transit program for individuals that are 60+ and/or disabled individuals. The program will extend our current program which is expected to operate until the end of 2026. This program will operate from January 2027-December 2028. The program allows for unincorporated Weld County residents (in the service area), and individuals living in Ault, Fort Lupton, Gilcrest, Keenesburg, Kersey, Nunn, and Platteville to

Match Funding Required

Total Project Cost: \$ 553,720

Required Match Rate (50% default): 25% (Review the Match policy and approved match rate tables)

Minimum Match Funding Required: \$ 138,430.00
(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):

Provide a brief description of your agency's service area to justify the match rate claimed above.

Weld County requests a lowered local match amount due to budget constraints with several of our partner

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency's budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025: _____

FY2026: _____

FY2027: \$ 125,993

FY2028: \$ 137,422

Total MMOF Requested: \$ 263,415
(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)
Weld County	Local	2027-2028	\$ 47,306.18
Ault, Fort Lupton, Gilcrest, Keenesburg, Kersey, Nunn, and Platteville	Local	2027-2028	\$ 40,498.82

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)
FTA 5311	Federal	11/26	\$ 101,250.00
FTA 5311	Federal	11/27	\$ 101,250.00

Total Project Funding: \$ 553,720.00
(Must equal Total Project Cost above)

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise: 11/26

Projected Start Dates

Planning: _____

Design: _____

Construction: _____

Projected Completion Date: 12/28

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

N/A

Environmental: Briefly describe what environmental review or clearances have been completed and attach referenced documents in Attachment E:

N/A

Project Benefits

Briefly describe how the project provides the following specific benefits (n/a if not applicable):

1. **Network/Modal Connectivity** - how the project contributes to a complete bicycle, pedestrian, transit and/or other multimodal system.

The program will greatly improve mobility for Weld County's aging population. The program will help to allow for older adults, and individuals with a disability to remain in their current homes and still get to the services that they need. Connectivity will be greatly improved for these individuals.

2. **Safety** - Project improves roadway safety for non-motorized users.

This program does not greatly impact safety for non-motorized users.

3. **Greenhouse Gas (GHG) Mitigation** - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.

The program will increase multimodal travel within Weld County.

4. **Equity** - Project benefits Disproportionately Impacted (DI) communities or other underserved and disadvantaged community members.

This program will serve many DI communities in Weld County and will serve many disadvantaged community members. A relatively high percent of the population within the service boundary is living with a disability, which underscores the need for transportation assistance in the region. This on-demand transit program has numerous community benefits.

5. **Quality of Life and Public Health** - Project provides access to medical facilities and services or to recreation areas, increases active transportation or provides other quality-of-life benefits.

The program provides the opportunity for riders to go to recreation/senior centers, get to their place of employment, and among other things go to medical appointments. Giving these residents a more reliable form of transportation will help them engage more with their community, which is a great benefit for the community. Providing this option for transportation.

6. **Economic Impact** - Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.

This program will encourage the population being served to obtain employment if desired, when transportation was previously a barrier. This population will have better access to improve economic conditions.

7. **Cost-Benefit** - Project provides substantial benefits relative to the total cost of the project.

Giving these residents a more reliable form of transportation will help them engage more with their community, which is a great benefit for the community.

Planning & Support

Describe relevant planning, studies and history related to the project:

Weld County has operated an on-demand transit program in this area since August 2023.

Describe the local, regional, statewide, public and private support for the project and provide evidence in Attachment C.

The communities of Ault, Fort Lupton, Gilcrest, Keenesburg, Kersey, Nunn, and Platteville have provided support to this program. These communities will assist in local match funding.

List all Local, Regional and/or Statewide Plans supporting and/or identifying the project:

Weld County has several goals in the 2045 Weld County Transportation Plan regarding the need for a variety of transit options including on-demand transit programs.

Supplemental Attachments Required - please label attachments accordingly.

Required of All Projects:

- ☒ Attachment A - Cost estimate and project implementation schedule (for Transit: outline the capital, operating and equipment costs and timelines separately)
- ☒ Attachment B - Evidence of Secured Funding, including sponsor and contributing agency resolutions, Award Notifications, commitment letters, etc.
- ☒ Attachment C - Evidence of supporting planning, studies and local/regional/statewide support

Required of Infrastructure Projects:

- ☐ Attachment D - Maps, plans and photographs
- ☐ Attachment E - Environmental Review
- ☐ Attachment F - Proposed maintenance plans, agreements, covenants
- ☐ Attachment G - Right-of-way, easements, legal property description

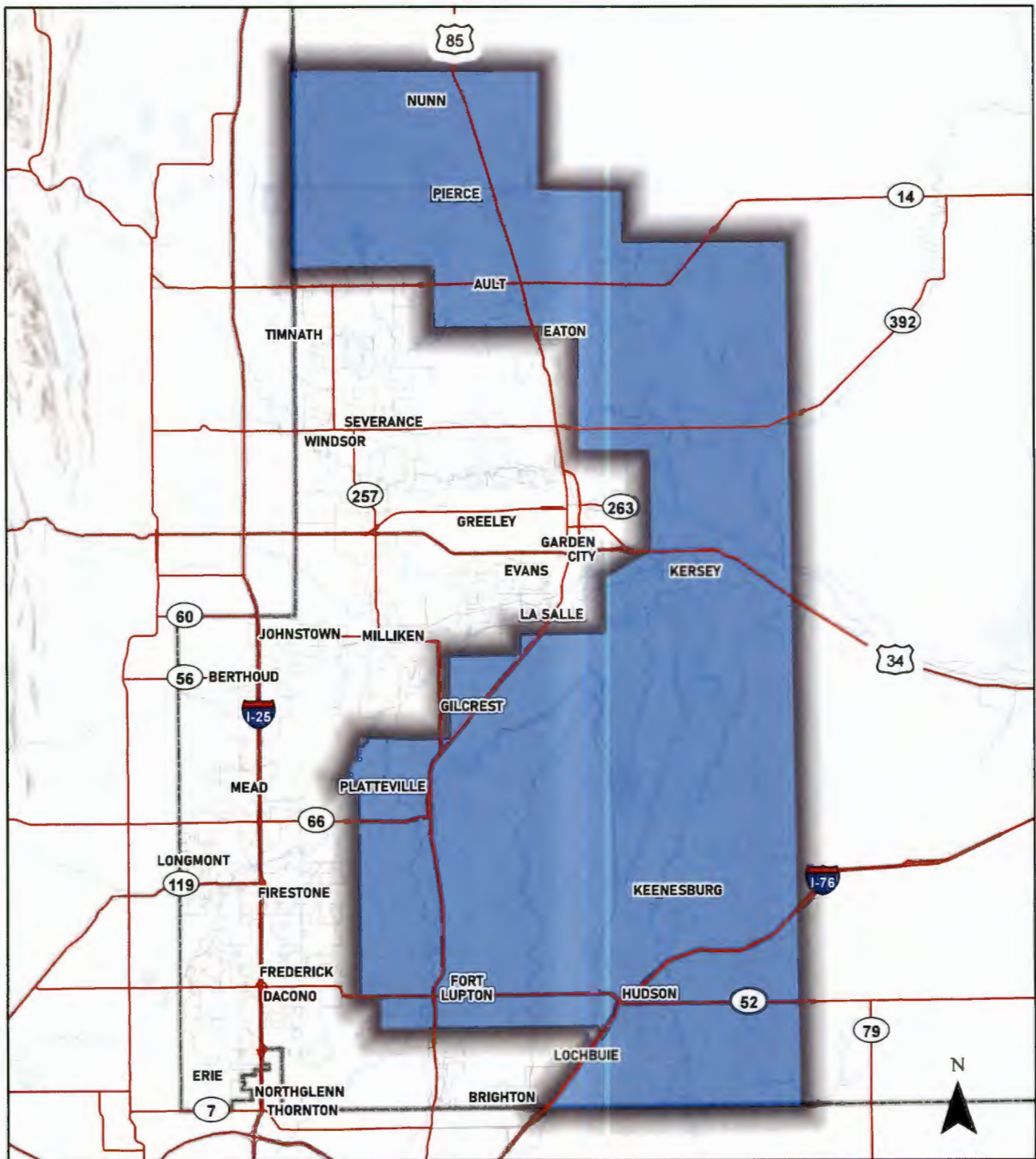
2027			
Item	Hourly Cost	Hrs. per Year (50hrs/week 50.8 weeks/year)	Cost
Operating Costs (1 Bus)	\$ 106.00	2540	\$ 269,240.00
		2027 Total Cost	\$ 269,240.00
		(-) FTA 5311 Funding	\$ 101,250.00
		(-) MMOF Grant Funds	\$ 125,992.50
		2027 Local Match	\$ 41,997.50

2028			
Item	Hourly Cost	Hrs. per Year (50hrs/week 50.8 weeks/year)	Cost
Operating Costs (1 Bus)	\$ 112.00	2540	\$ 284,480.00
		2028 Total Cost	\$ 284,480.00
		(-) FTA 5311 Funding	\$ 101,250.00
		(-) MMOF Grant Funds	\$ 137,422.50
		2028 Local Match	\$ 45,807.50

2027-2028			
Item	Hourly Cost	Hrs. per Year (50hrs/week 50.8 weeks/year)	Cost
Operating Costs (1 Bus)	\$ 112.00	2540	\$ 553,720.00
		Total Cost	\$ 553,720.00
		(-) FTA 5311 Funding	\$ 202,500.00
		(-) MMOF Grant Funds	\$ 263,415.00
		Total Local Match	\$ 87,805.00

Project Implementation Schedule	
Activity	Date
Draft Application Submittal	10/3/2024
Final Application Submittal	11/7/2024
Public Outreach	Continually
Program Start Date	1/1/2027
Program End Date	12/31/2028

Town	Population	Percent	Cost/Bus 2027 (After FTA 5311)	Cost/Bus 2028 (After FTA 5311)	Local Match/ Bus 2027	Local Match/ Bus 2028	Local Match for 2027-2028
Plateville	2950	7.95%	\$ 13,349.78	\$ 14,560.87	\$ 3,337.44	\$ 3,640.22	\$ 6,977.66
Fort Lupton	7974	21.48%	\$ 36,085.13	\$ 39,358.76	\$ 9,021.28	\$ 9,839.69	\$ 18,860.97
Gilcrest	1027	2.77%	\$ 4,647.53	\$ 5,069.16	\$ 1,161.88	\$ 1,267.29	\$ 2,429.17
Keenesburg	1250	3.37%	\$ 5,656.69	\$ 6,169.86	\$ 1,414.17	\$ 1,542.46	\$ 2,956.64
Kersey	1498	4.04%	\$ 6,778.97	\$ 7,393.96	\$ 1,694.74	\$ 1,848.49	\$ 3,543.23
Ault	1920	5.17%	\$ 8,688.67	\$ 9,476.90	\$ 2,172.17	\$ 2,369.23	\$ 4,541.39
Nunn	503	1.35%	\$ 2,276.25	\$ 2,482.75	\$ 569.06	\$ 620.69	\$ 1,189.75
Weld	20000	53.88%	\$ 90,506.98	\$ 98,717.74	\$ 22,626.74	\$ 24,679.44	\$ 47,306.18
	37122	100.00%	\$ 167,990.00	\$ 183,230.00	\$ 41,997.50	\$ 45,807.50	\$ 87,805.00



Weld County On-Demand Transit Service Upper Front Range Transportation Planning Region Service Area



- State Highway
- Service Area
- Weld County Boundary





DEPARTMENT OF PUBLIC WORKS

1111 H Street

Greeley, Colorado 80631

Website: www.weldgov.com

Email: epinkham@weld.gov

Phone: (970) 400-3750

Fax: (970) 304-6497

November 7, 2024

RE: FY 2024-2028 MMOF Call for Projects – On-demand Transit Program Local Match Reduction

Dear Colorado Transportation Commission,

Weld County is formally requesting a reduction to the local match requirement for MMOF funding as determined by the Colorado Transportation Commission and stated in the MMOF Program Overview. Weld County is looking to contract transportation service on behalf of eight Weld County communities to continue a much-needed transit mobility program to the region. The program serves our 60+ community as well as individuals living with a disability with transportation to a variety of regional destinations at no cost to the rider. This much needed program promotes a complete and integrated multimodal system in Upper Front Range region. The program meets several of the funding goals of MMOF including:

- Benefits seniors by making aging in place more feasible.
- Benefits residents of rural and disproportionately impacted communities by providing them with more access and flexible public transportation services.
- Provides enhanced mobility for persons with disabilities.
- Reduces emissions of air pollutants and greenhouse gases.

Weld County requests a lowered local match amount due to budget constraints with several of our partner communities. The communities of Ault, Fort Lupton, Gilcrest, Keenesburg, Kersey, Nunn, and Platteville are looking to continue to provide a portion of the local match for the program, however struggle to come up with the proportional amount needed. According to the MMOF Program Overview, Weld County is required to match MMOF funding at 50%. We are requesting this amount be reduced to 25%. Weld County and our partner communities look forward to continuing to provide this service to our residents and municipal partners. Thank you for your consideration of reducing Weld County's MMOF local match from 50% to 25%, to be able to contract this very important transportation service to our unincorporated residents and small rural communities.

Sincerely,

Evan Pinkham, MPA
Transportation Planner
Weld County Public Works

RESOLUTION

RE: APPROVE MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) CALL FOR PROJECTS APPLICATION FOR 2027-2028 ON-DEMAND TRANSIT SERVICES, AND AUTHORIZE DEPARTMENT OF PUBLIC WORKS TO SUBMIT ELECTRONICALLY – UPPER FRONT RANGE TRANSPORTATION PLANNING REGION (UFRTPR)

WHEREAS, the Board of County Commissioners of Weld County, Colorado, pursuant to Colorado statute and the Weld County Home Rule Charter, is vested with the authority of administering the affairs of Weld County, Colorado, and

WHEREAS, the Board has been presented with a Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects Application for 2027-2028 On-Demand Transit Services from the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, on behalf of the Department of Public Works, to the Upper Front Range Transportation Planning Region (UFRTPR), with further terms and conditions being as stated in said application, and

WHEREAS, after review, the Board deems it advisable to approve said application, a copy of which is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Weld County, Colorado, that the Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects Application for 2027-2028 On-Demand Transit Services from the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, on behalf of the Department of Public Works, to the Upper Front Range Transportation Planning Region (UFRTPR), be, and hereby, is approved.

BE IT FURTHER RESOLVED by the Board that Evan Pinkham, Department of Planning Services, be, and hereby is, authorized to electronically submit said application.

**CC: PW(CH/DN/DD/SB/EP)
10/14/24**

**2024-2601
EG0082**

MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) CALL FOR
PROJECTS APPLICATION FOR 2027-2028 ON-DEMAND TRANSIT SERVICES – UPPER
FRONT RANGE TRANSPORTATION PLANNING REGION (UFRTPR)
PAGE 2

The above and foregoing Resolution was, on motion duly made and seconded, adopted
by the following vote on the 2nd day of October, A.D., 2024.

BOARD OF COUNTY COMMISSIONERS
WELD COUNTY, COLORADO

ATTEST: Arthur G. Mesick
Weld County Clerk to the Board

BY: Jane M. Warwick
Deputy Clerk to the Board

Kevin D. Ross
Kevin D. Ross, Chair

Perry L. Buck
Perry L. Buck, Pro-Tem

Mike Freeman
Mike Freeman

APPROVED AS TO FORM:

Scott K. James
County Attorney

Date of signature: 10/8/24



Scott K. James

EXCUSED
Dan Saine



Mayor Zo Hubbard

130 S. McKinley Avenue
Fort Lupton, CO 80621

Phone: 303.857.6694
Fax: 303.857.0351

Mayor@fortluptonco.gov
www.fortluptonco.gov

October 4, 2024

Dear CDOT Scoring and Selection Panel,

As Mayor of the City of Fort Lupton, I am writing on behalf of the City to support the Multimodal Transportation and Mitigation Options Fund application being submitted for the Via Mobility project by Weld County through the Upper Front Range Transportation Planning Region.

The City was fortunate enough to benefit from a previous grant cycle that currently is running this program for our community. The program continues to demonstrate that the residents of Weld County and smaller communities need these services. The economics of running a standalone program would be challenging for a community such as ours. Considering our limited resources, a collaborative effort funding by grants like this one will continue to create viable opportunities to benefit our citizens.

The City Council is earmarking up to \$18,658.64 as our portion of the required local match to help make this needed resource a reality. This is a true regional effort to help Weld County and its small communities to provide needed services for those who get forgotten all too often.

I look forward to this project becoming an asset to the region. I encourage CDOT to approve the grant application submitted for the Via Mobility Project.

Please do not hesitate to contact me with any questions.

Sincerely,



Mayor Zo Hubbard



PO Box 128
304 8th Street
Gilcrest, CO 80623
(970) 737 2426
(970) 737-2427 fax
www.townofgilcrest.org

October 30, 2014

Evan Pinkham, Transportation Planner
Weld County Public Works
1111 H Street
Greeley, CO 80631

Dear Evan,

The Town of Gilcrest Board of Trustees would like to provide this letter of support for the continued services of the Via Mobility on Demand Transportation program. We understand that the Town of Gilcrest match contributions will be allocated for the Town's share. We appreciate Weld County's including the Town of Gilcrest in this project and think it will be beneficial to our community.

Best regards,

A handwritten signature in black ink, appearing to read "Steve Nothem", written in a cursive style.

Steve Nothem
Mayor



TOWN OF NUNN
185 LINCOLN AVENUE
PO BOX 171
NUNN, CO 80648
PHONE: (970) 897-2385 FAX: (970) 897-2540

October 17, 2024

Evan Pinkham,
Transportation Planner
Weld County Public Works
1111 H Street
Greeley, CO 80631

Dear Evan,

The Town of Nunn Board of Trustees would like to provide this letter of support for the continued services of the Via Mobility on Demand Transportation program. We understand that the Town of Nunn match contributions will be allocated for the Towns Share. We appreciate Weld County's including the Town of Nunn in this project and think that this will continue to be a great benefit to our citizens within our community.

Mayor, Jordan Cable,
Town of Nunn
Board of Trustees



TOWN OF PLATTEVILLE

Micheal Cowper, Mayor
400 Grand Avenue, Platteville, Colorado 80651
970.785.2245 - 970.785.2476 (f)
(mcowper@plattevillegov.org)

October 22, 2024

UFR Regional Planning Commission
Weld BOCC Chair Kevin Ross

Reference: Via Mobility Program & MMOF Grant Application

Commissioner Ross,

On behalf of the Platteville Board of Trustees I am submitting this Letter of Support for the Multimodal Transportation and Mitigation Options Fund (MMOF) grant application that Weld County is pursuing to continue the Via Mobility public transit project for many smaller communities in the area.

The Board of Trustees and I firmly believe that this program has benefited our senior population and other residents by providing them with a reliable and convenient transportation option that the Town would otherwise not be able to afford. Our community recently participated in the Via Mobility pilot program with strong participation and positive results and the Town looks forward to continuing this program through a partnership with Weld County and surrounding rural communities.

Along with this Letter of Support the Board of Trustees have agreed to commit funding of approximately \$6,902.91 for our community local match to help fund the program through 2028. The Via Mobility program is an asset and needed resource for rural communities in the area and we look forward to working with Weld County and area communities to provide these important services to our residents.

The Town of Platteville supports this program and highly recommends that the MMOF grant funding be approved to continue this important public transportation service.

Sincerely,

Michael Cowper
Mayor of Platteville



TOWN OF KERSEY
RURAL COLORADO SINCE 1908

November 7, 2024

Evan Pinkham

Evan Pinkham, MPA
Transportation Planner
Weld County Planning Services
1402 N. 17th Avenue | Greeley

Re: Via Mobility Program

Dear C-Dot & Via Mobility Program Committee:

The Town of Kersey would like to formally express its interest in the VIA Mobility service currently being evaluated in partnership with Weld County. After meeting with Weld County representatives, we are confident that this program will provide significant benefits to our residents, enhancing accessibility and mobility options for our community.

In May 10, 2022 the Kersey Town Board supported the proposed VIA Mobility service and has continued to do so every year since then. The board enthusiastically supports this program and recognizes the value it brings to our residents.

In support of the program's success, we kindly request a reduction in the overall matching funds required from Weld County. This adjustment would greatly assist the Town of Kersey in making these services accessible to our community members.

Please feel free to contact me directly should you have any questions or require further information.

Thank you for considering this opportunity to strengthen our community's transportation resources.

Sincerely,

Stacy L. Brown
Town Manager
Town of Kersey
sbrown@kerseygov.com



YOUR

TRANSPORTATION

PRIORITIES



POWERED BY YOU


Upper Front Range TPR

Meeting #2

December 5, 2024

1

1



Meeting Purpose

Establish a set of guided conversations that will help you (as a TPR) develop your 2050 Regional Transportation Plan (RTP).

Provide refresher on RTP planning context


Seek concurrence on vision, goals and focus areas based on TPR Member survey input

Provide a status update on TPR projects

Offer ideas and seek TPR guidance on establishing 2050 RTP priority projects

2

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What We Need From You Today

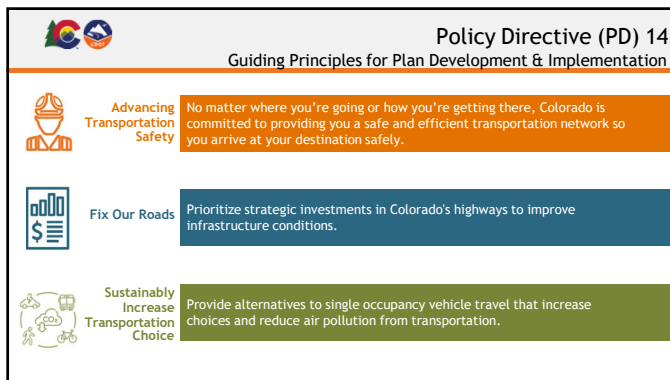
1. Your concurrence (or changes to) the revised vision, goals, and focus areas
2. Decisions on the approach that should be used to establish priority projects for 2050 RTP
 - Selected approach will be executed between now and TPR Meeting #3 (March 6, 2025)

3

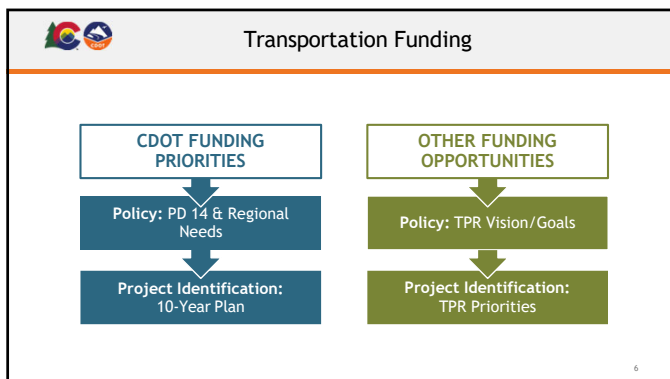
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Region 4 Strategic Highway Safety Plan (SHSP)

Workshop Results

Region 4 Strategic Highway Safety Plan Key Takeaways:

- Safety Culture** - foster collaboration with DTCs, advance safe-first initiatives, identify policy changes, infrastructure demerit local safety culture
- Infrastructure** - infrastructure misalignment, need to prioritize safety in engineering, roadway conditions and navigation, work zone safety, historical disinvestment in DTCs, adequate design for rural roadways
- Collaboration and Stakeholder Engagement** - align state and local agencies, bring in community to advocate for safety initiatives, CSP as a strong partner
- Enforcement** - explore speed cameras use, culturally sensitive communication around enforcement, workforce shortage, targeted enforcement/education
- Safety Planning** - Success in local safety plans, need for work zone planning and infrastructure protection, need emphasis on multimodal safety
- Risky Behaviors** - distracted driving, impaired and aggressive driving, perception on invincibility, and vehicle design/speed

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Common Themes from All

Strategic Highway Safety Plan (SHSP) Workshops

Safety as a Priority

Enhanced Driver's Education Programs


Increased Funding for Safety Improvements

Grant Navigation Support

Comprehensive Educational Campaigns

Expansion of Partnerships


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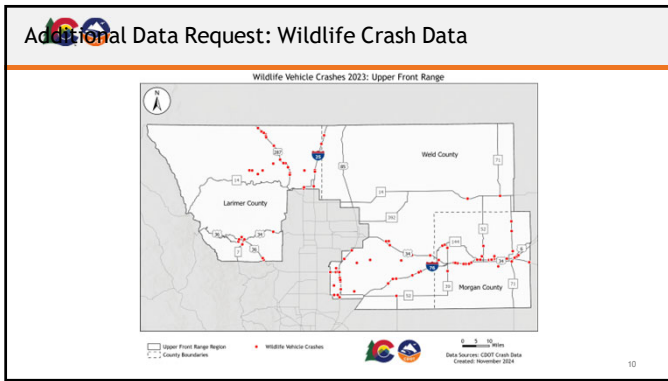
Additional Information and Resources

Additional feedback and questions regarding SHSP can be received through the following methods:

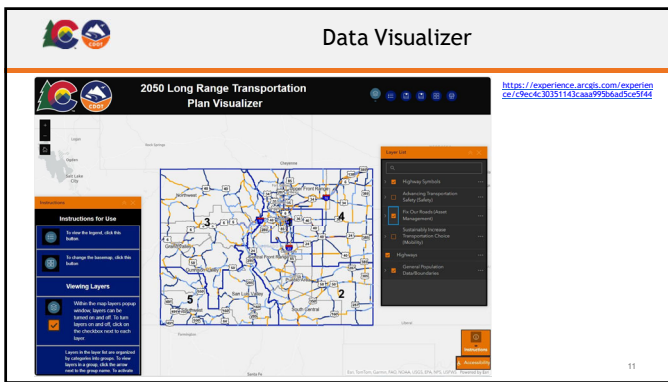
- Project Team email: shsp@state.co.us
- Online engagement platform: <https://cdot-shsp.mysocialpinpoint.com>



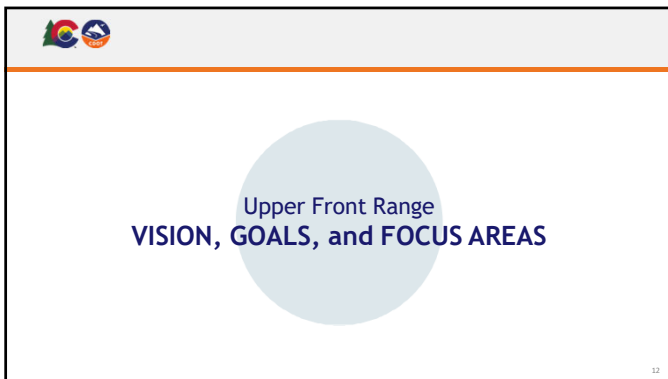
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Upper Front Range Vision

The Upper Front Range TPR will promote economic vitality and mobility for all residents through strategic investments in a multimodal transportation system.

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Upper Front Range Vision - Proposed Changes

No changes were made to the 2050 Upper Front Range RTP Vision based on TPR Member Survey

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2045 Upper Front Range RTP Goals & Survey Results


2045 Goal	Modify	Delete	No Change
Improve safety throughout the transportation system.	33%		66%
Provide a multimodal transportation system for the efficient movement of people and goods.	33%		66%
Preserve the functional integrity of the existing transportation system and correct identified deficiencies.	33%		66%
Promote vibrant communities while preserving farm and forest land, water resources, and air quality	33%		66%
Further the creation of natural gas infrastructure and the use of compressed and liquefied natural gas and alternative transportation fuels.		66%	33%
Support mitigation strategies to address potential natural disasters throughout the region.		33%	66%
Prioritize projects to anticipate and utilize all funding opportunities	33%		66%
Deliver transportation system investments cost-effectively, incorporating life cycle costs.	33%		66%
Collaborate and communicate with other agencies to implement regional transportation priorities	33%		66%

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2045 Upper Front Range RTP Goals & Survey Results			
2045 Goal	Modify	Delete	No Change
Integrate transportation and land use planning throughout system design and implementation			100%
Coordinate projects with other entities within the region, including Rocky Mountain National Park, adjacent communities, TPRs, and states.	33%		66%
Engage the public throughout the development of the RTP and its implementation.			100%

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Connect transportation options to new housing developments and areas of growth


Align population and tourism growth with enhanced and diverse transportation options to manage congestion and traffic

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2050 Upper Front Range RTP Modified Goals			
2050 Goal	Modify	Delete	No Change
Improve safety throughout the transportation system.	33%		66%
Provide a multimodal transportation system for the efficient movement of people and goods.	33%		66%
Preserve the functional integrity of the existing transportation system and correct identified deficiencies.	33%		66%
Promote vibrant communities while preserving farm and forest land, water resources, and air quality	33%		66%
Further the creation of natural gas infrastructure and the use of compressed and liquefied natural gas and alternative transportation fuels.		66%	33%
Support mitigation strategies to address potential natural disasters throughout the region.		33%	66%
Prioritize projects to anticipate and utilize all funding opportunities	33%		66%
Deliver transportation system investments cost-effectively, incorporating life cycle costs.	33%		66%
Collaborate and communicate with other agencies to implement regional transportation priorities	33%		66%

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2050 Upper Front Range RTP Modified Goals

2050 Goal	Modify	Delete	No Change
Integrate transportation and land use planning throughout system design and implementation			100%
Coordinate projects with other entities within the region, including Rocky Mountain National Park, adjacent communities, TPRs, metropolitan planning organizations, and states.	33%		66%
Engage the public throughout the development of the RTP and its implementation.			100%

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Focus Areas & Potential Modifications


Focus areas tell a story about what you want people to know about your TPR that's most important.

2045 Focus Areas and Potential Modifications:

- Safety
- Road Conditions
- Freight and Rail
- Tourism and Economic Development
- Federal Land Access
- Environmental Mitigation

20

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Status Update:

Upper Front Range TPR Projects

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Projects Overview/Background

Project Database - This includes all projects that were identified during the 2045 Statewide/Regional Transportation Plan development process.


TPR Priority Projects - The Upper Front Range 2045 RTP identifies Top 20 Priority Projects (in rank order, including 22 highway projects).

10-Year Plan Projects - CDOT's strategic document that outlines the state's transportation priorities and planned investments over a 10-year period.

- FUNDED: 2019-2026 (first 8 years of the plan)
- UNFUNDED: 2027-2028 (last 2 years of the plan)

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Upper Front Range TPR Project Overview

		Number of Projects	Total Cost (in millions, 2024\$)	Number of Projects Complete or Under Construction
TPR Priority Projects	FUNDED in 10-Year Plan	2	\$70.0	0
	FUNDED Other funding source(s)	1*	\$65.0	1*
	OUTYEARS of 10-Year Plan	2	\$262.5	0
	UNFUNDED	17	\$451.5	0
TPR Priority Projects		22	\$849.0	1

*Partial funding

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Upper Front Range TPR Project Overview (cont.)

		Number of Projects	Total Cost (in millions, 2024\$)	Number of Projects Complete or Under Construction
Database Projects	FUNDED in 10-Year Plan	14	\$80.3	5
	FUNDED Other funding source(s)	11	\$67.9	11
	OUTYEARS of 10-Year Plan	4	\$19.9	0
	UNFUNDED	103	\$587.8*	0
Database Projects		132	\$755.9*	16
All Projects		154	\$1,604.9*	17

*Project costs for unfunded projects are in 2019\$ and will be inflated to 2024\$

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Upper Front Range TPR Project Types						
		Highway	Rural Paving	Transit	Study	With Bike/Ped Component
TPR Priority Projects	FUNDED In 10-Year Plan	2	0	0	0	0
	FUNDED Other funding source(s)	1	0	0	0	0
	OUTYEARS of 10-Year Plan	2	0	0	0	2
	UNFUNDED	17	0	0	0	2
TPR Priority Projects		22	0	0	0	4


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Upper Front Range TPR Project Types (cont.)						
		Highway	Rural Paving	Transit	Study	With Bike/Ped Component
Database Projects (non-TPR Priority Projects)	FUNDED In 10-Year Plan	6	3	5	0	0
	FUNDED Other funding source(s)	4	0	6	1	0
	OUTYEARS of 10-Year Plan	3	1	0	0	0
	UNFUNDED	93	0	8	2	15
Database Projects		106	4	19	3	15
All Projects		128	4	19	3	19

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Project Updates	
Region 4 staff and Transit Agencies reviewed all projects in the Upper Front Range TPR and provided updated status, cost, and project description (including identification of opportunities to add bicycle, pedestrian, transit, and safety elements).	

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New Projects for Consideration

New projects for consideration (from 4P Meetings):

- CO 144 Resurfacing I-76 to US 34
- CO 52 Resurfacing Improvements
- CO 52 Congestion Mitigation
- I-76 Commerce City to Wiggins Reconstruction
- Transit Service Greeley to Loveland to Estes Park
- US 6 (I-76) Resurfacing Improvements
- US 85 Transit Service
- US 85 Resurfacing through Eaton
- US 85 Resurfacing on Platteville's Main Street
- CO 14 Safety Study and Improvements from LCR 5 to WCR 43

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New Projects for Consideration

New projects for consideration:

- CO 66 Highway and Multimodal Options Study
- I-25 Wellington Pedestrian Crossing
- I-25 Truck Parking near Wellington
- I-76 Brush Park-n-Ride Facility at CO 71
- US 34 Passing Lanes and Safety Improvements (Greeley to Wiggins)
- US 85 Corridor Railroad Safety Improvements
- US 85 Corridor Safety Study
- US 34 East Slab and Diamond Grind WB
- I-76 Keenesburg East Resurfacing (MP 40.5 to 45.5)
- I-76 Keenesburg East Resurfacing (MP 45.5 to 50.1)
- Improved transit operating in Estes Park

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2045 RTP Priority Projects

Upper Front Range TPR's Priority Projects

The Region's priority highway projects shown on this map are identified in our 2045 RTP. The map shows the location of the projects and the route of the highway. The map also shows the location of the projects and the route of the highway. The map also shows the location of the projects and the route of the highway.

Upper Front Range TPR's Priority Project List

Project Number	Project Name	Location	Priority	Status	Notes
1	CO 144 Resurfacing I-76 to US 34	CO 144	High	Under Construction	
2	CO 52 Resurfacing Improvements	CO 52	High	Under Construction	
3	CO 52 Congestion Mitigation	CO 52	High	Under Construction	
4	I-76 Commerce City to Wiggins Reconstruction	I-76	High	Under Construction	
5	Transit Service Greeley to Loveland to Estes Park	Transit	High	Under Construction	
6	US 6 (I-76) Resurfacing Improvements	US 6	High	Under Construction	
7	US 85 Transit Service	US 85	High	Under Construction	
8	US 85 Resurfacing through Eaton	US 85	High	Under Construction	
9	US 85 Resurfacing on Platteville's Main Street	US 85	High	Under Construction	
10	CO 14 Safety Study and Improvements from LCR 5 to WCR 43	CO 14	High	Under Construction	

Legend:

- Under Construction (I-76 is partially funded)
- Funded (US 287 projects are combined as a single project)
- In Design

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2050 RTP PROJECT PRIORITIES

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UFR Project Scoring (from 2045 RTP)

TRANSPORTATION CONSIDERATION CRITERIA	UFR EVALUATION CRITERIA	WEIGHT
 ECONOMIC VITALITY	Economic Vitality - The project supports economic development in regional industries including agriculture, energy, and tourism.	20
 SAFETY	Safety - The project reduces a hazardous condition (range of hazardous conditions from crash rate performance to public perception).	25
 MOBILITY	Mobility - The project creates new transit options and increases connectivity, system continuity.	20
 ASSET MANAGEMENT	Asset Management - The project improves a condition related to pavement durability life and level of service; asset management program.	20
 STRATEGIC NATURE	Land Use - The project is integrated with existing and planned land uses. Cost Effectiveness - The projects that meet the most goals for the lowest cost are the most cost effective. Alternative Fuels - The project supports the development of natural gas infrastructure and the use of compressed and liquefied natural gas fuels. Disaster Mitigation - The project addresses potential natural disaster impacts.	5 10 Bonus Bonus


The projects are divided into six categories:

- Highway
- Freight
- Intelligent Transportation Systems (ITS)
- Studies
- Transit/Multimodal
- Devolution

Only the **Highway** projects were evaluated using the scoring guidelines.

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Discussion Question: Project Evaluation Approach for 2050 RTP

- Do you want to retain the same approach for project evaluation as last time? Or, is there a desire to change any of the evaluation criteria, weighting and/or apply updated data to assess the projects?
 - Last time, we only scored the new projects. If the highway project scoring criteria is updated, we would likely need to rescore all the projects (holding harmless the projects that have already been funded or are in design).
- Last time, the TPR only scored highway projects. Does the TPR want to look into a data-informed approach for scoring transit projects?
 - May want to consider different approaches for local vs regional & inter-regional transit needs.
- How would the TPR like to consider new projects to be added to the list?

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Summary of TPR Decisions & Guidance

- Approach to identifying project priorities:
- Who is responsible:
- Evaluation categories:
- Projects to be evaluated:

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SCHEDULE & NEXT STEPS

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Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 9/3/2024



2050 Transportation Priorities

2050 Plan Development Activities

Revenue Projections

Policy Directive 14

Plan Integration

Public Involvement Strategy

Rural TPR Outreach

TPR Meeting 1

TPR Meeting 2

TPR Meeting 3

TPR Meeting 4

Public Involvement

Conduct Public and Stakeholder Engagement

MPO Coordination

2050 Regional Transportation Plan Review and Adoption

Public Review

2050 SWP Review and Adoption

FHWA/FTA Review

Adoption by Transportation Commission

New 10-Year Plan Covering FY 2027-2036

Update Project Database

Prioritize 10-yr plan projects using PD 14

GHG Model Run of 10-yr Plan Projects

Adoption by Transportation Commission

2024

2025

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Next Steps

- Meeting # 3 (Winter 2024-25)
 - Summarize & discussion of public input
 - Present and discuss draft project priorities
- Virtual Town Hall with TC Commissioner (Winter 2025)
- Meeting # 4 (Spring 2025)
 - Review draft RTPs
- TPR Chair Meeting (Spring / Summer 2025)

[Check Out the 'Your Transportation Priorities' Website for More Information](#)




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YOUR

TRANSPORTATION

PRIORITIES




POWERED
BY YOU

Upper Front Range TPR
Active Transportation/Transit Session
December 5, 2024

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Meeting Purpose

- Bring forward the best possible projects in Upper Front Range TPR
- Review benefits of active transportation and transit
- Provide an update on current CDOT led active transportation and transit initiatives and correlation to RTP update and implementation
- Discuss importance of intentional integration of active transportation and transit projects with roadway, safety, maintenance projects
- Identify opportunities for project integration

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Importance of “Complete Project” Approach

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Project Integration Approach

Complete projects consider the needs of people and places and use context-sensitive solutions to improve access, mobility, and safety


- Complete projects often, but not always, integrate multiple travel modes
- Projects designed as “Complete Projects” are more comprehensive in addressing diverse needs, making them more compelling for future funding opportunities.
- Identifying needs early on helps secure appropriate funding

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“Complete Project” Considerations




People

Focus on the needs and experiences of all users; equitable access to transportation options




Choice

Ensure safe, accessible streets for everyone—whether they walk, bike, drive, or take transit




Safety

Prioritize the safety of everyone using the transportation system




Demand

Plan for current and future transportation needs, considering changes in population, technology, and land use




Cost Effectiveness

Balance costs with benefits delivered; identify solutions that provide the best value



Context

Fit the local community and environment using context-sensitive solutions that respect the character, culture, and environment of the area

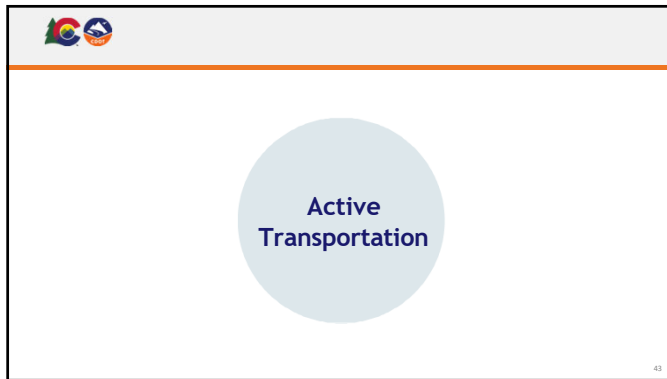


Mobility

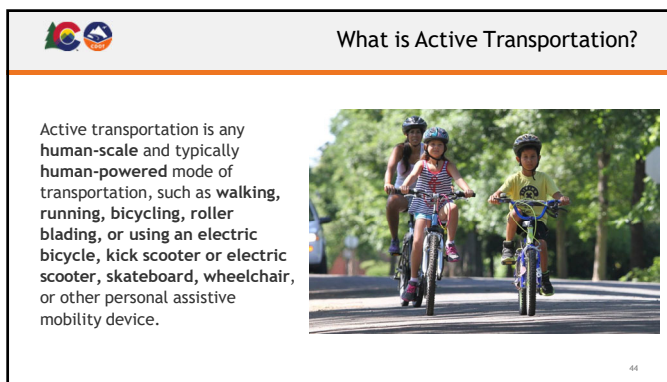
Provide efficient and reliable travel across all modes of transportation

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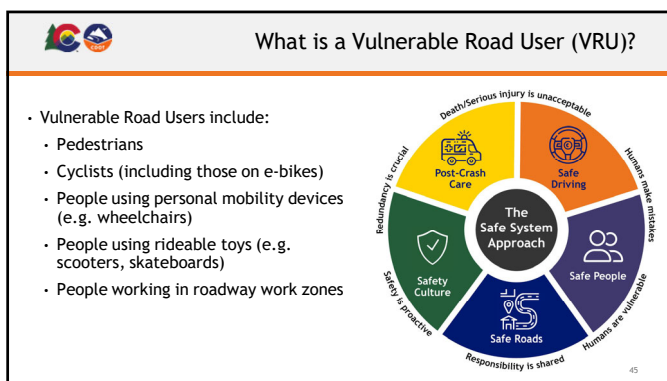
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 Slide 44 is titled "What is Active Transportation?". On the left, a text block defines active transportation as any human-scale and typically human-powered mode of transportation, including walking, running, bicycling, roller blading, or using an electric bicycle, kick scooter, electric scooter, skateboard, wheelchair, or other personal assistive mobility device. To the right of the text is a photograph of three children riding bicycles on a paved path. The top left corner has a small logo, and the slide is framed by a thin orange line at the top.

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 Slide 45 is titled "What is a Vulnerable Road User (VRU)?". On the left, a list of vulnerable road users includes: Pedestrians, Cyclists (including those on e-bikes), People using personal mobility devices (e.g. wheelchairs), People using rideable toys (e.g. scooters, skateboards), and People working in roadway work zones. On the right is a circular diagram titled "The Safe System Approach". The diagram is divided into five colored segments: yellow (top) for "Post-Crash Care" with the text "Death/Serious injury is unacceptable"; orange (top-right) for "Safe Driving" with the text "Human error is inevitable"; purple (bottom-right) for "Safe People" with the text "Humans are vulnerable"; blue (bottom) for "Safe Roads" with the text "Responsibility is shared"; and green (bottom-left) for "Safety Culture" with the text "Safety is proactive". The center of the diagram contains the text "The Safe System Approach". The top left corner has a small logo, and the slide is framed by a thin orange line at the top.

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What are Disproportionately Impacted (DI) Communities?

DI Communities meet one or more of the following criteria:

- **Low Income** - 40% or more are below 200% of the federal poverty level
- **Housing Cost Burdened** - 50% or more spend over 30% of household income on housing
- **Communities of Color** - 40% or more identify as people of color
- **Linguistic Isolation** - 20% or more speak a language other than English and speaks English less than very well
- **Historically Marginalized** - History of environmental racism, such as redlining
- **Cumulative Impact** - Justice40 or ES80
- **Tribal Lands**
- **Mobile Home Parks**

Upper Front Range Disproportionately Impacted Communities

Legend:
 Disproportionately Impacted Community
 Not a Disproportionately Impacted Community
 Upper Front Range Transportation Planning Region

Data Source: GHF June 2024 and U.S. Census Bureau 2020
 Created July 2024

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Why Invest in Active Transportation?

*Policy Directive (PD) 14 Goal Areas

- * Safety ***
- * Sustainably Increase Transportation Choice ***
- Economic Growth**
- Community Connections**
- Equity**
- Public Health**


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Why Invest in Active Transportation?

*Policy Directive (PD) 14 Goal Areas

- * Safety ***
600+ VRUs seriously injured or killed each year in Colorado, an 80% increase from 2013
- * Sustainably Increase Transportation Choice ***
Transportation causes 28-30% of all GHG emissions
Travel options provide choice
- Economic Growth**
Contributes \$1.5B+ annually to Colorado's economy
- Community Connections**
Human-scaled transportation supports placemaking
- Equity**
VRU crashes occur 2x more often in DI communities
- Public Health**
Increase physical activity, promote mental health

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CDOT-Managed Grant Programs

- [CMAQ](#) - Revitalizing Main Streets
- [MMOF](#) - Multimodal Transportation & Mitigation Options Fund (awarded by TPRs)
- [SRTS](#) - Safe Routes to School
- [TAP](#) - Transportation Alternatives Program
- [HSIP](#) - Highway Safety Improvement Program

Other State Agencies


- [GOCO](#) - Great Outdoors Colorado
- [CDPHE](#) - Demonstration Project Funding
- [DOLA's EIAF](#) - Energy/Mineral Impact Assistance Fund Grant

How to Fund Active Transportation

- USDOT-Managed Grant Programs**
 - [ATIP](#) - Active Transportation Infrastructure Investment Program
 - [SS4A](#) - Safe Streets and Roads for All
 - [RAISE](#) - Rebuilding American Infrastructure with Sustainability and Equity
 - [RCP](#) - Reconnecting Communities Pilot
- As part of highway projects**
 - 10-year plan fund sources
- Resource:** [USDOT Pedestrian and Bicycle Funding Opportunities Table](#)

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What makes a good location for AT investment?

- Unmet and existing demand for active transportation
 - Near schools, parks, main streets, or residences
- Closes a network gap
- Enhances safety at location where VRU crash(es) or near miss(es) have occurred
- Within 1-mile of existing or planned transit stop
- Serves a Disproportionately Impacted (DI) community

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Active Transportation Plan (ATP) Overview

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Active Transportation Plan (ATP)

- Set goals, policy recommendations, and action steps
- Integrate with local and regional bicycle and pedestrian plans
- Create tool to prioritize active transportation investments/priorities
- Integrate with other statewide planning initiatives
- *Not a project-based plan*

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DRAFT Active Transportation Goals

SAFETY: Enhance the safety of active transportation users by reducing crashes, injuries, and fatalities.


EQUITY: Ensure equitable access to safe and convenient active transportation facilities for all communities, particularly underserved and vulnerable populations.

MOBILITY CHOICE: Increase the availability, accessibility, and convenience of active transportation to create a complete network that provides sustainable alternatives to driving and improves air quality.

CONNECTED COMMUNITIES: Promote connections among active transportation, transit, and the built environment to maximize the impact of investments in active transportation infrastructure and programs.

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ATP Public Involvement

- Phase 1: Public survey on active transportation activity, barriers, facility preferences, and vision
- Phase 2: Vision, goals and strategies
- Phase 3: Implementation Plan
- Statewide Community Advisory Committee
 - Consists of local and state agency representatives, MPO and TPR representatives, and bicycle and pedestrian advocates
 - Will meet 2 more times between now and April 2025 (first meeting was Sept 25)
 - To join, email Annelies at annelies.vanvonno@state.co.us

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YOUR

TRANSPORTATION

PRIORITIES




POWERED
BY YOU

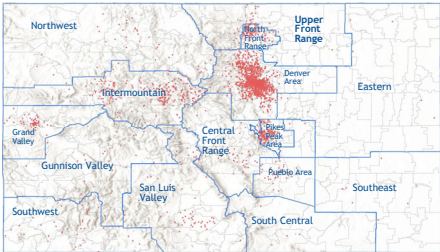
ATP Survey Results

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ATP Survey Responses



- 3,099 respondents statewide
- 55 respondents in the Upper Front Range TPR

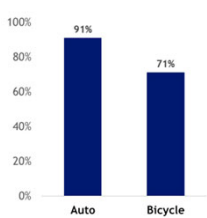
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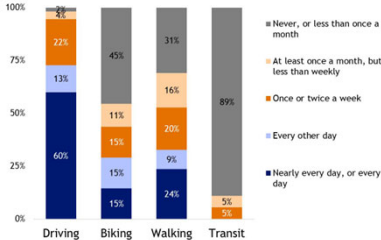


UFR Survey Results: Vehicles and Modes

Vehicle Access

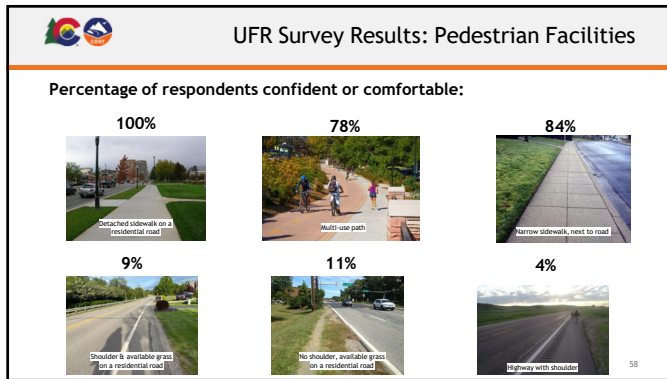


Travel Modes

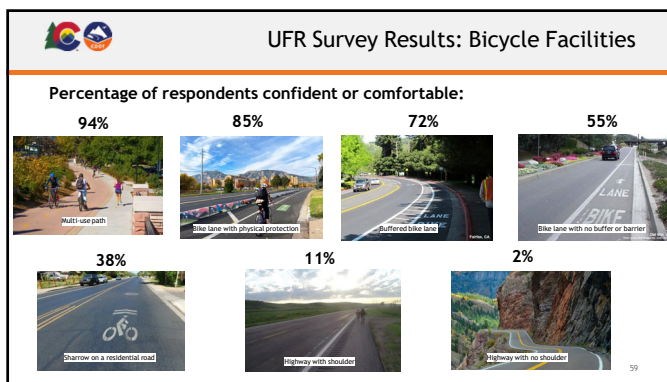


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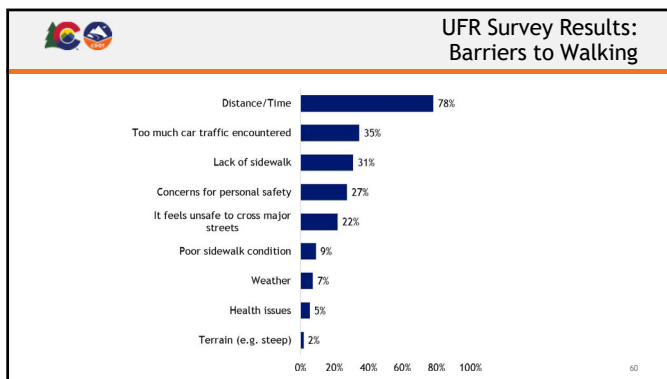
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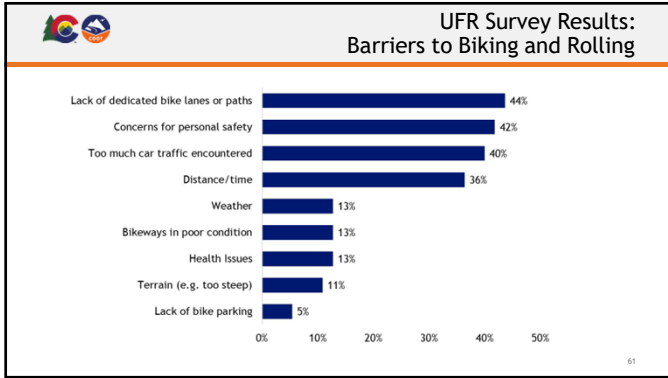
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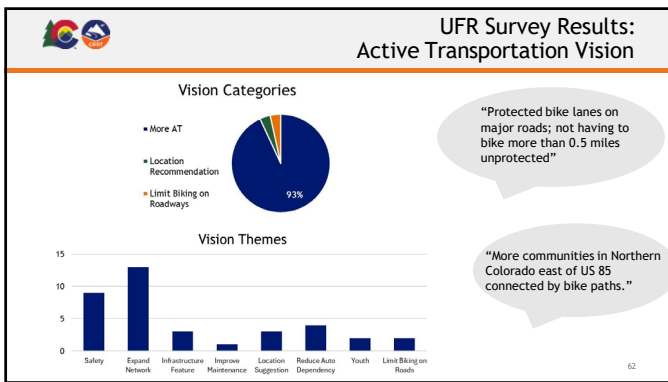


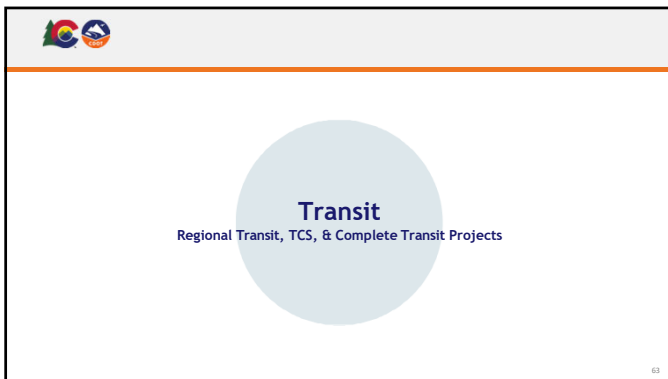
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Setting the Stage

Upper Front Range's Transit Vision (2019)

To improve regional mobility for all residents through effective coordination, planning, and delivery of transit services.

Statewide Transit Goals

Mobility

A modally integrated transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use.

Safety


A resilient transit network that makes travelers feel safe and secure.

Asset Management

A high-quality system that is financially sustainable and operates in a state of good repair.

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Advancing Priorities through Transit

Benefits of Transit

- Connectivity
- Accessibility
- Affordability
- Travel choice
- Reduced congestion
- Reduced air pollution
- Improves public health and quality of life

Advancing Transit


- Planning & Promoting
- Prioritizing
- Funding
- Implementing

Transportation Focus Areas

- Make travel safer
- Fix our roads and maintain our current system
- Expand transit service to Coloradans
- Reduce GHG emissions from the transportation sector

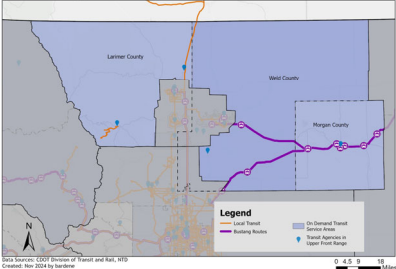
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Transit in Upper Front Range

Upper Front Range Valley TPR - Current State of Transit




Transit Providers

- NECALG
- Estes Park
- Via Mobility
- Transfort

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Transit in Upper Front Range

Existing Transit in the Upper Front Range

- Estes Park - Providing local transit services and connections to RMNP
- NECALG - County Express operates on-demand transit and fixed route services in Morgan county as well as Northeast counties in Eastern TPR
- Transfort - Working to provide connections from North Front Range
- Via Mobility - providing on-demand transit in Larimer and Weld counties
- North Front Range MPO (RideNoCo) - Provides a call center in Larimer and Weld County, coordinating human service and transit services

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Transit in the Regional Plans

Planning Requirements for Transit

- Regional Transit Plans serve as the Regional Coordinated Transit and Human Services Plans that meet FTA requirements for On Demand Transit Providers to receive funding (23 CFR Part 450; 49 CFR Part 613).
- CDOT will get the information in the Transit Provider Survey (expected early 2025) and this information needs to be in the RTP appendix
- Infrastructure projects are required to be in a plan to receive federal funds
- [Upper Front Range's previous Coordinated HST Plan for example](#)

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Transit in the Regional/Statewide Plans

- **Planning Process**
 - Updating previous Regional/Statewide Plan
 - Have needs, conditions, or priorities changed?
 - Keep in mind - who will be running this project and are they prepared for it?
 - Is there a financial plan for sustainable funding? Does it need to be updated?
 - Are projects outdated and/or should they be removed from the plan?
 - Adding projects to this upcoming plan - please let us know
 - Examples
 - Projects scope could change within reasonable bounds to add a feasibility study or design
 - Lead Agency could be changed
 - SB24-230 and additional transit funding opportunities - including competitive grants

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Regional Plans & TCS

Regional Transportation Plan


- The Regional Plan provides input in the Region's priorities for projects
- This is where Upper Front Range's insight & priorities informs statewide planning

Transit Connections Study

- TCS will *not* provide recommendations; it will serve as a resource for transit agencies & CDOT
- Ex. How does Bustang/Outrider fit into Colorado's transit? How might CDOT improve it?



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Examples of Transit Project Integration:
"Complete Project"

Projects that involve transit or incorporate transit into the process

- Examples for Upper Front Range RTP -

Complete Project Ideas


Corridor Studies

- Corridors with heavy bus usage: how does this impact road condition?
- High traffic areas: could transit alleviate some car traffic?

Road Improvements


- Bus Bays - Moving Transit stops away from flowing traffic
- Reinforcing Bus Stop areas with concrete

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Next Steps

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Key Takeaways

- There is funding for active transportation and transit that cannot go to other types of projects.
- Integrating active transportation and transit elements into roadway, safety and maintenance projects where feasible can make projects more competitive for 10-Year Plan funding (in terms of GHG compliance and PD 14 evaluation), and other sources of discretionary funding.
- As you as a TPR work to update your priority project list and database of projects, TPR members are encouraged to work with your regional partners and transit agencies to bring forward active transportation, transit, and “complete project” ideas.

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Upper Front Range Regional Transportation Plan List of Projects

Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
2040 Project TPR 2045 Priority	1	1428	Highway	I-76	I-76: Brush to Morgan/Washington County Line	Reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		UF	Morgan	NO, BUT FUNDED: OTHER	Construction	\$41.20	\$65.00	1 to 4	Partially funded: 1) 26370/26378 I-76 Phase IV: Reconst. & MPDG Impvts. Non-BE/BE (funded \$17M in Design) 2) I-76 Phase V Ft Morgan to Brush (unfunded \$25.M in \$27+)
2040 Project TPR 2045 Priority 10 YP	2	1456; 1454; 1459	Highway	US 287	US 287: Ted's Pleae to Wyoming Border US 287 Passing Lanes and Safety Improvements	This project includes the construction of passing lanes and other safety improvements.		NF, UF	Larimer	FUNDED (2019-2026)	Design	\$20.00	\$70.00	2 to 4	Funded (\$16). Pulled up \$8M with unbudgeted Strategic Funded from PAN surplus. Funding 1454 as part of this project ID (US 287: CR 72 (Owl Canyon Road)
2040 Project TPR 2045 Priority 10 YP	3	1443	Highway	US 85	US 85 Frontage Road Improvements	This project relocates and realigns the US 85 Frontage Road and intersections in Platteville and Gilcrest.		UF	Weld	UNFUNDED (2027-2028)	Planning	\$10.00	\$12.50	1 to 4	25886-US 85 Frontage Road Improvements \$10M in FY27+ (unfunded). Access Control Plan - limit access along the highway and join with roads that intersect with US 85. Close some of the accesses and use a series of frontage roads.
Highway TPR 2045 Priority	3	1800	Highway	I-25	Segment 9 within UFR TPR (LCR 56 to CO 1)	Reconstruction of mainline, bridges and interchanges		UF	Larimer	NO		\$109.70	\$153.00	1 to 3	Funds to reconstruct this segment will be needed in the future. This section is going to continue to degrade and need ongoing maintenance.
2040 Project TPR 2045 Priority	5	1431	Highway	US 34	US 34 and CR 16, Morgan County	Intersection improvements		UF	Morgan	NO		\$0.60		3	CDOT has not heard much about this intersection. Not sure what the ask is here?
2040 Project TPR 2045 Priority	6	1407	Highway	US 36	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.		UF	Larimer	NO		\$8.00	\$11.50	1 to 4	
2040 Project TPR 2045 Priority	7	1454	Highway	US 287	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.		UF	Larimer	FUNDED (2019-2026)	Design	\$2.00	\$3.20	2 to 3	Included as part of ID 1456.
Highway TPR 2045 Priority 10 YP	8	1023	Highway	CO 71	CO 71 Corridor Freight Improvements	This project includes reconstruction of corridor, shoulder widening, safety, operational components.	CDOT	EA, UF	Lincoln, Morgan, Weld	UNFUNDED (2027-2028)		\$200.00	\$250.00	2 to 4	23160/21877 funded and constructed (\$5,645,514); 25883 unfunded with FY27+ (\$14.3M) More improvements are needed for CO 71. It's a large corridor and flexibility would be helpful to chase projects. Freight Improvements (shoulders throughout, climbing/passing lanes, & curve flattening). It is part of the Ports to Plains corridor. It is called Heartland Expressway. ITS Component: Traffic feels it's too far north to become a priority for our ITS folks with all the other needs in the state. Materials Comments: CO 71 through Brush. Road Surface Treatment MP 175.5 to 176.9. Poor conditions. DL 0-4. \$2.8M. Joel McCracken: HMA mill and fill from MP 205.50-215.0.
2040 Project CDOT 4P 2023 TPR 2045 Priority	8	1384	Highway	CO 14	CO 14 - US 287 to the Western Larimer County Line	Passing lane and geometric improvements		UF	Larimer	NO	Planning	\$10.00	\$14.00	2 to 4	R4 Traffic currently working on safety study for this section, will see if passing lane is one of recommended improvements.

Upper Front Range Regional Transportation Plan List of Projects

Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
2040 Project TPR 2045 Priority	8	1389	Highway	CO 392	CO 392 and WCR 43	Intersection improvements	CDOT/ Weld	UF	Weld	NO		\$4.00	\$8.0	4	Was part of the Intersection Prioritization Study. Drivers are running stop signs, resulting in crashes. Weld County is putting in a temporary fix. We believe the recommendation was for a roundabout. Not sure of the ROW situation? CDOT is not sure the status on this one, but is supportive of this project being completed. Location also has major drainage issues.
2040 Project TPR 2045 Priority	11	1397	Highway	US 34	US 34/US 36 Intersection in Estes Park	Intersection improvements.		UF	Larimer	NO		\$6.00	\$8.4	1 to 2	Was not identified as a priority in the 2023 Insersection Priority Study.
2040 Project TPR 2045 Priority	11	1432	Highway	US 34	US 34 and CR 24	Intersection improvements		UF	Morgan	NO		\$0.60		2	CDOT has not heard much about this intersection. Not sure what the ask is here?
2040 Project TPR 2045 Priority	13	1455	Highway	US 287	US 287: LCR 80C (West)	Intersection improvements.		UF	Larimer	NO		\$0.60	\$1.25	2	Was not identified as one of the top priorities in US 287 Safety Study.
2040 Project TPR 2045 Priority	14	1398	Highway	US 34	Estes Park Bike/Ped Safety Improvements	Safety, bike/ped, and system preservation improvements in Estes Park		UF	Larimer	NO		\$10.00	\$14.00	2	Would be supportive of a planning study in coordination with Estes Park. This has been discussed with the Town in the past but no action to date. Bike/ped improvements were identified by Traffic as a priority.
Amendment TPR 2045 Priority	14	1818	Highway	US 36	US 36 and Elm Road in Estes Park	Intersection improvements (roundabout)		UF	Larimer	NO		\$1.00	\$3.00	2	Was not identified as a priority in the 2023 Insersection Priority Study.
Highway TPR 2045 Priority	14	1821	Highway	US 36	US 36 at Parking Garage	Intersection improvements (roundabout or signalization)		UF	Larimer	NO		\$1.00	\$3.00	2	
Amendment TPR 2045 Priority	14	1859	Highway	US 85	Roads Parallel to US 85	Right-in/right-out		UF	Weld	NO	Planning	\$0.20	\$0.25	1 to 4	
2040 Project TPR 2045 Priority	18	1417	Highway	CO 52	CO 52 from NS split to Wiggins	Safety widening and shoulders		UF	Morgan	NO		\$12.00	\$14.60	2 to 3	Elizabeth identified drivability life of the pavement. Southern end has problems with over-topping, along with drainage issues. Culverts are too small.
Highway TPR 2045 Priority	18	1430	Highway	I-76	I-76 Reconstruction from Fort Morgan to Brush	The project reconstructs both lanes of the interstate in both directions, as well as interchanges at CO 144, CO 52 (Main Street), and the Barlow Road interchange.	CDOT	UF	Morgan	NO	Design	\$125.00	\$90.00	1 to 4	Been a project since 1998. It is a preservation project. It was built in 1955. The original roadway is substandard, worn out and has multiple safety issues. We have been making commitments to the communities of Brush and Ft Morgan. Interchange at CO 144 is a priority for traffic.
2040 Project TPR 2045 Priority	18	1433	Highway	I-76	I-76 at WCR 49	Interchange improvements at WCR 49 in Hudson		UF	Weld	NO		\$25.00	\$75.00	2	In the process of implementing a short-term fix. Larger fix needed. Railroad would need to partner, but that may not happen right away because they are focusing on WCR 8 at the moment.
2040 Project TPR 2045 Priority	18	1444	Highway	US 85	US 85 and CO 60	Diamond Interchange		UF	Weld	NO	Planning	\$38.50	\$47.00	2	
2040 Project TPR 2045 Priority	18	1451	Highway	CO 39	CO 39 North of Wiggins	Safety widening and shoulders		UF	Morgan	NO	Planning	\$7.00	\$8.50	2 to 3	Shows up on drivability life.
2040 Project	23	1061	Study	CO 52	CO 52 Access Control Plan	INTER-REGIONAL TRANSIT: Implement regional service along US 34 connecting Estes Park with I-25. Estimated at 3 days per week (1,250 annual hours)		UF	Weld	NO, BUT FUNDED: OTHER	Completed	\$0.20			
2040 Project	23	1379	Highway	CO 1	CO 1 and LCR 62E - Meyers Corner	Intersection improvements		UF	Larimer	NO	Planning	\$3.00		1	
Highway	23	1411	Highway	US 36	US 36/Mary's Lake Road/High Drive	Intersection Improvements		UF	Larimer	NO		\$5.00			Was not identified as a priority in the 2023 Insersection Priority Study.
Amendment	23	1822	Highway	US 36	US 36 and Spur 66 Intersection in Estes Park	Intersection improvements (roundabout)		UF	Larimer	NO		\$3.00			
2040 Project	27	1395	Highway	I-25	I-25 & CO 1 Interchange	Interchange Reconstruction		UF	Larimer	NO	Planning	\$30.00		2, 3	

Upper Front Range Regional Transportation Plan List of Projects

Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
															Not identified as a priority in the 2023 Intersection Priority Study.
2040 Project	27	1400	Highway	US 34	US 34 & Mall Road; US 36 & Mall Road in Estes Park	Intersection Improvements		UF	Larimer	NO		\$6.00		2	From an Operations perspective, there would be benefit here per Traffic. There is potential development coming to the area. From our understanding, this would be a high priority for Estes. Traffic would support, but feels there are likely higher priorities in the area.
2040 Project	27	1401	Highway	US 34	US 34: Dry Gulch Road to Mall Road (Estes Park)	Major/Minor, widening/safety		UF	Larimer	NO		\$4.50			Was not identified as a priority in the 2023 Insersection Priority Study.
2040 Project	27	1402	Highway	US 34	US 34 & LCR 27 West of Loveland - Masonville Rd.	Intersection Improvements		UF	Larimer	NO		\$4.00			This is a high priority for Larimer County and improvements are needed. Has bad site distance and is adjacent to an elementary school.
2040 Project	27	1412	Highway	US 36	US 36 (Moraine Ave) Multimodal	Multimodal improvements from Davis St to Mary's Lake Road		UF	Larimer	NO		\$20.00			
2040 Project	27	1438	Highway	US 34	Turner Street to Hospital Road in Fort Morgan	Bike/Pedestrian - Study for US34 Corridor		UF	Morgan	NO		\$0.30			
2040 Project	27	1457	Highway	US 287	US 287 & LCR 80 (East)	Intersection Improvements (Aux turn lanes on 287)		UF	Larimer	NO		\$0.60			Was not identified as a priority in the US 287 Safety Study.
2040 Project	27	1458	Highway	US 287	US 287, extend climbing lane west bound LaPorte Bypass	Widening		UF	Larimer	NO		\$10.00			
2040 Project	27	1459	Highway	US 287	US 287 at CR 37	Intersection Improvements		UF	Larimer	NO		\$0.60		2	Included as part of 1456 Red Mountain Rd and US 287
2040 Project	36	1414	Highway	CO 52	CO 52 and WCR 41	Intersection Improvement	CDOT	UF	Weld	NO	Design	\$0.60			
Amendment	36	1819	Highway	US 36	US 36 and 4th Street in Estes Park	Intersection improvements (add WB left turn lane)		UF	Larimer	NO		\$0.50			
Amendment	36	1861	Highway	US 85	US 85 and WCR 22	Right-in/right-out (west side) and closure (east)		UF	Weld	NO		\$0.40			
Amendment	36	1866	Highway	US 85	US 85 and Marion Ave., Platteville	3/4 movement		UF	Weld	NO		\$0.20			
Amendment	36	1867	Highway	US 85	US 85 and WCR 32, Platteville	Close frontage roads and add auxiliary lanes as needed		UF	Weld	NO		\$0.40			
2040 Project	41	1382	Highway	CO 7	CO 7: Carriage Drive to Boulder County Line	Minor Widening		DR, UF	Larimer	NO		\$25.00		2 (4 from MP6 to 7)	Completed an overlay in the last 5 years. Should be reevaluated when the section needs to be overlayed again.
2040 Project	42	1437	Highway	US 34	Through Fort Morgan	Ped Crossings (x6)		UF	Morgan	NO		\$0.20			
Amendment CDOT 4P 2023	42	1788	Highway	CO 14	CO 14 and WCR 29	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			Recommend moving to a new line for "Colorado 14 Safety Study Improvements"
Amendment	42	1872	Highway	US 85	US 85 and WCR 33/44 (Interim)	Intersection Improvement (Interim improvements)		UF	Weld	NO		\$4.20			
2040 Project	45	1418	Highway	CO 52	CO 52 & US 6, Wiggins	Intersection Improvements		UF	Morgan	NO		\$0.60			
Amendment	45	1784	Highway	CO 14	CO 14 and CO 71 (East)	Intersection Improvement		UF	Weld	NO	Planning	\$2.00			
Amendment	45	1790	Highway	CO 14	CO 14 and WCR 89	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			
Amendment	45	1812	Highway	US 34	US 34 and WCR 47 - Kersey	Intersection improvements		UF	Weld	NO		\$4.00			
Highway	45	1829	Highway	CO 52	CO 52 North of Fort Morgan (MP 92-100) Strategic Shoulder and Super Elevation Improvements	Super elevation correction or high friction surface treatment and wider shoulders on the outside of curves to correct the pattern of run off road crashes		UF	Morgan	NO		\$2.00			
Amendment	45	1852	Highway	I-76	I-76 at WCR 386	Interchange improvements		UF	Weld	NO		\$4.00			
2040 Project	51	1408	Highway	US 36	US 36 Lake Estes Causeway	Minor Widening		UF	Larimer	NO		\$4.00			
Highway	51	1413	Highway	CO 52	CO 52: CR 21 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.		DR, UF	Weld	NO					
Amendment	51	1785	Highway	CO 14	CO 14 and CO 71 (West)	Intersection Improvement		UF	Weld	NO	Planning	\$2.00			
Amendment	51	1792	Highway	CO 14	CO 14 and WCR 121	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			

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Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
Amendment	51	1858	Highway	US 85	US 85 and WCR 14.5/14th Street, Fort Lupton	New parallel roads		UF	Weld	NO		\$36.60			
Amendment	51	1863	Highway	US 85	US 85 and WCR 26	Intersection Improvement (SPUI)		UF	Weld	NO		\$37.90			
Amendment	51	1865	Highway	US 85	US 85 and CO 66, Platteville	Intersection Improvement (Channelized-T w/ SB grade separation)		UF	Weld	NO		\$16.50			
Amendment	51	1868	Highway	US 85	US 85 and WCR 34, Platteville	Intersection Improvement (Diamond Interchange) - Includes closing WCR 36.		UF	Weld	NO		\$38.70			
Amendment	51	1870	Highway	US 85	US 85 and Elm, Gilcrest	3/4 movement, close frontage road		UF	Weld	NO		\$0.30			
Amendment	51	1871	Highway	US 85	US 85 and Main, Gilcrest	Channelized-T		UF	Weld	NO		\$0.80			
Amendment	51	1873	Highway	US 85	US 85 and WCR 33/44 (Ultimate)	Intersection Improvement (TUDI)		UF	Weld	NO		\$30.60			
2040 Project	62	1385	Highway	CO 14	CO 14 & LCR 63E	Intersection Improvements		UF	Larimer	NO	Planning	\$2.00			Was not identified on 2023 insterection priority study.
2040 Project	62	1386	Highway	CO 14	CO 14 at CR 27 - Stove Prairie Rd.	Intersection Improvements		UF	Larimer	NO	Planning	\$1.50			Was not identified on 2023 insterection priority study.
2040 Project CDOT 4P 2023	62	1391	Highway	CO 14	CO 14 and WCR 39	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			Recommend moving to a new line for "Colorado 14 Safety Study Improvements"
2040 Project	62	1439	Highway	US 34	US 34 & Mosley Road, Fort Morgan	Intersection Improvements - Signals		UF	Morgan	NO		\$1.00			
2040 Project	62	1440	Highway	US 34	US 34 & Saunders Road, Fort Morgan	Intersection Improvements and Signal		UF	Morgan	NO		\$1.00			
2040 Project	62	1446	Highway	US 85	US 85 and WCR 28	Intersection Improvements (SPUI)		UF	Weld	NO		\$27.50			
2040 Project	62	1449	Highway	US 85	US 85 and WCR 40	Intersection Improvements (Frontage Road Realignment)		UF	Weld	NO		\$1.20			
Amendment	62	1862	Highway	US 85	US 85 and WCR 24.5	Right-in/right-out		UF	Weld	NO		\$0.80			
Amendment	70	1864	Highway	US 85	US 85 and WCR 30, Platteville	Closure with new parallel road connecting to WCR 32		UF	Weld	NO	REMOVE	\$3.00			Closed with UPRR Closings Project
Amendment	70	1869	Highway	US 85	US 85 and WCR 40, Gilcrest	Frontage road realignment		UF	Weld	NO		\$1.20			
Amendment	70	1878	Highway	US 85	US 85 and Main Street/WCR 90, Pierce	Intersection Improvement (Traffic Signal)		UF	Weld	NO		\$0.50			
Amendment	70	1879	Highway	US 85	US 85 and Main Street/WCR 100, Nunn	Intersection Improvement (Traffic Signal) - Includes closing east side.		Uf	Weld	NO		\$0.40			
2040 Project	74	1453	Highway	CO 144	CO 144/CO 52 , Fort Morgan	Intersection Improvements - ADA Updates		UF	Morgan	NO		\$0.60			
Amendment CDOT 4P 2023	74	1789	Highway	CO 14	CO 14 and WCR 31	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			Recommend moving to a new line for "Colorado 14 Safety Study Improvements"
Amendment	74	1874	Highway	US 85	US 85 and WCR 35/46	Intersection Improvement (Channelized-T)		UF	Weld	NO		\$1.40			
2040 Project	77	1392	Highway	CO 392	CO 392 and WCR 55	Intersection Improvement		UF	Weld	NO, BUT FUNDED: OTHER	Completed	\$4.00			
2040 Project	77	1409	Highway	US 36	US 36 Trail Project from Moraine to Mary's Lake	Trail Project, improve ped./bike access along narrow road.		UF	Larimer	NO		\$2.00		Level 2 on US 36 at Marys Lake Rd.	Town did submit application for MMOF. It was included in the bike/ped safety study (Moraine to Mary's Lake). Traffic would support.
Amendment	77	1795	Highway	CO 392	CO 392 east of US 85	Access Control Plan		UF	Weld	NO		\$0.50			
Amendment	77	1796	Highway	CO 14	CO 14	Access Control Plan		UF	Weld	NO	Planning	\$0.50			
Amendment	77	1815	Highway	US 34	US 34 east of Kersey	Access Control Plan		UF	Weld	NO		\$0.50			
Amendment	82	1794	Highway	CO 392	CO 392 and WCR 51	Intersection Improvement		UF	Weld	NO		\$4.00			If it meets warrant to allow for some kind of intersection control.
Amendment	82	1860	Highway	US 85	US 85 and WCR 20	Intersection Improvement (Diamond Interchange)		UF	Weld	NO		\$32.00			
2040 Project	84	1393	Highway	CO 392	CR 69/74 / CO 392 - Cornish	Intersection Improvements		UF	Weld	NO		\$1.00	\$1.5		
2040 Project	84	1416	Highway	CO 52	CO 52 and WCR 37	Intersection Improvement		UF	Weld	NO, BUT FUNDED: OTHER	Completed	\$3.00			
2040 Project	84	1445	Highway	US 85	US 85 and WCR 16	Intersection Improvements		UF	Weld	NO		\$0.60			
2040 Project	84	1447	Highway	US 85	US 85 and WCR 36	Intersection Improvements/Realignment		UF	Weld	NO		\$1.10			
2040 Project	84	1448	Highway	US 85	US 85 and WCR 38	Intersection Improvements/Realignment		UF	Weld	NO		\$1.50			

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Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
2040 Project	84	1450	Highway	US 85	US 85 and WCR 80	Intersection Improvements		UF	Weld	NO		\$0.70			
Amendment 10 YP	84	1766	Highway	CO 1	CO 1 and LCR 9	Intersection improvements for proposed PSD High School site		UF	Larimer	NO	Design	\$3.50			Part of 2771.
Amendment	84	1783	Highway	CO 14	CO 14 and CO 392 and WCR 77	Intersection Improvement		UF	Weld	NO	Planning	\$6.00			Would need to see if it meets warrant to allow for some type of intersection control.
Amendment	84	1786	Highway	CO 14	CO 14 and WCR 90 and WCR 57	Intersection Improvement		UF	Weld	NO	Planning	\$6.50			
Amendment	84	1791	Highway	CO 14	CO 14 and WCR 93	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			
Amendment	84	1793	Highway	CO 14	CO 14 and WCR 129, New Raymer	Intersection Improvement		UF	Weld	NO	Planning	\$4.00			
Amendment	84	1813	Highway	US 34	US 34 and WCR 50	Intersection Improvement		UF	Weld	NO		\$6.00			
Amendment	84	1814	Highway	US 34	US 34 and WCR 386	Intersection Improvement		UF	Weld	NO		\$4.00			
Amendment 10 YP	97	1833	Highway	CO 52	CO 52 and WCR 59, Keenesburg	Intersection Improvement (Turn lanes)		UF	Weld	FUNDED (2019-2026)	Design	\$2.00		No rating	LA project?
2040 Project	98	1421	Highway	CO 66	CO 66 and WCR 21	Intersection Improvement		UF	Weld	NO	Completed	\$1.80			
Amendment	98	1875	Highway	US 85	US 85 and CO 52, Fort Lupton	Pedestrian improvements		UF	Weld	NO		\$0.20			
2040 Project	100	1381	Highway	CO 1	CO 1 within Wellington Town Limits	Multi-modal & drainage improvements	Town of Wellington	UF	Larimer	NO	Planning	\$4.00		No rating	CDOT is contributing \$1M of Surface Treatment funds to help with current project the Town is working on.
2040 Project	101	1423	Highway	CO 52	US 34: I-76, Fort Morgan	ADA/PED Improvements		UF	Morgan	NO		\$2.00			
2040 Project	101	1424	Highway	CO 52	I-76 to CR V, Fort Morgan	Ped/Safety Improvements		UF	Morgan	NO		\$1.50			
Amendment	103	1797	Highway	CO 14	CO 14 and US 85 through Ault	Pedestrian improvements		UF	Weld	NO	Planning	\$0.20			Recommend moving to a new line for "Colorado 14 Safety Study Improvements"
2040 Project	104	1425	Highway	CO 52	North of South Platte River, North side of Rainbow Bridge Park Entrance, Trail, Fort Morgan	Parking Improvements, Beautification Landscaping		UF	Morgan	NO		\$1.00			
2040 Project	105	1434	Highway	I-76	Exit 80, Fort Morgan	Stormwater, Ped Improvement, Landscaping		UF	Morgan	NO		\$1.00			
2040 Project	105	1435	Highway	I-76	Exit 82, Fort Morgan	Stormwater, Ped Improvement, Landscaping		UF	Morgan	NO		\$1.00			
2040 Project	107	1383	Highway	CO 7	CO 7 in Estes Park	Minor Widening		UF	Larimer	NO		\$2.30		1 to 4	Completed an overlay in last 5 years. Should be reevaluated when the section needs to be overlayed again.
2040 Project CDOT 4P 2023	107	1399	Highway	US 34	US 34 / US 36	Western Bypass connection		UF	Larimer	NO		\$6.10			4P Comment: Estes Park noted pedestrians are jaywalking across the highway and a pedestrian crossing is needed.
2040 Project	107	1404	Highway	US 34	Estes Park	Circulation Improvements in and around Estes Park including a one-way couplet		UF	Larimer	NO, BUT FUNDED: OTHER	Completed	\$47.20			Project completed this summer.
2040 Project	107	1406	Highway	US 34	US 34 and WCR 53 - Kersey	Intersection Improvement		UF	Weld	NO		\$0.60			Developer-driven project. A trucking company wants access to the highway rather than detouring around. Going through permits right now.
2040 Project	107	1410	Highway	US 36	US 36 / Community Dr	Intersection Improvements (add WB left turn lane)		UF	Larimer	NO, BUT FUNDED: OTHER	Completed	\$1.50			
2040 Project	107	1442	Highway	US 34	US34 Through Fort Morgan	Restriping and Signage to Control Package		UF	Morgan	NO	Completed				We overlaid this section in 2020.
10 YP		67	Rural Paving	CO 52	CO 52 Prospect Valley from MP 54.58 to MP 60.753	Rural road surface treatment		UF	Morgan, Weld	FUNDED (2019-2026)	Construction	\$5.10	\$9.20		23509-CO 52 Prospect Valley Phase II funded (\$5.1M). Same as 2754. Fully funded and come off the list.
10 YP		69	Rural Paving	I-76	I-76 CO 144 West, Westbound Diamond Grind & Slabs MP 55.1 to MP 61.9	Rural road surface treatment		UF	Morgan, Weld	FUNDED (2019-2026)	Completed	N/A	\$6.10		Funded & constructed with \$46K Strategic & Pandemic Relief
10 YP		70	Rural Paving	I-76	I-76 from US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9	Rural road surface treatment		UF	Morgan, Weld	UNFUNDED (2027-2028)	Planning	N/A	\$11.50	1 to 4	Have had several complaints regarding roadway condition and has caused vehicles to move off the road at high speeds and damage due to potholes, etc. Traffic is unaware of noted safety concerns - but is not disregarding they are there.

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Transit/MMOF		1019	Transit	US 34, I-76	Essential Bus Service between Sterling and Fort Morgan and Greeley	INTER-REGIONAL TRANSIT: Outrider bus service between Sterling-Fort Morgan-Greeley. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	CDOT	EA, NF, UF	Logan, Morgan, Washington, Weld	NO, BUT FUNDED: OTHER	Completed	\$2.24			
ITS		1021	Highway	I-76	I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Hudson and State Line		EA, UF	Logan, Morgan, Sedgwick, Washington, Weld	NO		\$40.00			
ITS		1024	Highway	CO 14	CO 14 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Fort Collins and Sterling		EA, NF, UF	Larimer, Logan, Weld	NO		\$30.00			
Freight		1063	Highway	US 85	US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)	Implementing Commercial Vehicle Signal Priority (CVSP) at 21 intersections along U.S. Highway 85 (US 85) from I-76 to Weld County Road 100 to improve transportation safety, efficiency, and mobility/reliability by detecting and prioritizing commercial vehicles		UF	Adams, Weld	NO	Planning	\$1.50			
Freight		1394	Highway	I-25	I-25 North border of region - tool for Virtual Weigh Station	Freight Advanced Traveler Information Systems (FRATIS)		UF	Weld	NO					
Transit/MMOF		1396	Transit	US 34	New Inter-Regional Service between Estes Park and I-25	Implement regional service along US 34 connecting Estes Park with I-25. Estimated at 3 days per week (1,250 annual hours)	CDOT	UF	Larimer	NO, BUT FUNDED: OTHER	Completed	\$1.08			Implemented as a Seasonal Service
Transit/MMOF		1403	Highway	US 34	US 34 Multimodal Trail Connection	Mall Road to Rocky Mountain National Park		UF	Larimer	NO		\$10.00			
ITS		1422	Highway	CO 71	Dynamic Curve Warning	Curve Speed Warning		UF	Morgan	NO			\$250,000.0		Heavy truck traffic needs more warning of upcoming curves.
10 YP		1426	Transit	I-76	New Local Fixed-Route Transit Service in Fort Morgan	LOCAL TRANSIT: This project includes the purchase of two vehicles and operating costs to provide fixed-route bus service in Fort Morgan, six days a week between 6:30 a.m. and 6:30 p.m.	NECALG	UF	Morgan	FUNDED (2019-2026)	Planning	N/A	\$1.60		Funded \$1.6M
Transit/MMOF		1427	Transit	I-76	New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)	REGIONAL TRANSIT: Shuttle, Fixed Route / Brush Ft. Morgan, Log Lane, Wiggins, Snyder; 8-5pm, 5 days/week; one vehicle	NECALG	UF	Morgan	NO	Planning	\$2.06			Lou & Bin: Brush PNR, north side; Ongoing efforts with DTR to start this service.
Transit/MMOF		1460	Transit	Non-Corridor Specific	Expansion of NECALG’s County Express Demand Response to Connect to Outrider	REGIONAL TRANSIT: Additional operating dollars and vehicles to expand County Express Demand Reposes service to provider “first and last mile” connections to Outrider (project costs include annual operating at \$20,000/year and 2 cutaway vehicles at \$80,000 each)	NECALG	EA, NF, UF	Morgan, Washington, Weld, Yuma	NO, BUT FUNDED: OTHER	Completed	\$0.36			

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Transit/MMOF		1461	Transit	US 85	Bustang Bus Service between Greeley and Denver	INTER-REGIONAL TRANSIT: Bustang bus service between Greeley (GET Transit Center) and Denver (Union Station). Assumes 10 roundtrips per weekday and 2 roundtrips on weekends and major holidays, purchase of 4 vehicles.		DR, NF, UF	Adams, Denver, Weld	NO	Planning	\$16.99			Transit connections are being evaluated for need and feasibility throught the Transit Connections Study
Transit/MMOF		1768	Transit	CO 1	Regional Fixed-Route Transit Service from Wellington to Fort Collins	REGIONAL TRANSIT: New regional fixed-route (or deviated fixed-route) transit service between Wellington and Fort Collins; One round trip, one day per week	TransFort or Other	UF	Larimer	NO	Planning	\$0.84			
Freight		1772	Highway	CO 14	CO 14 Truck Parking	Truck Parking on Cameron Pass		UF	Larimer	NO	Planning	\$0.30			Absorbed into 2445 as part of the Region 4 Truck Parking Study.
Freight		1801	Highway	I-25	I-25 Truck Parking	Increase Truck Parking North of Wellington (MP 280)		UF	Larimer, Weld	NO		\$1.48			Funding needed for a study and potentially any remaining funds for some preliminary design, but not for implementation.
10 YP CDOT 4P 2023		1802	Highway	I-25	North I-25 Transit Fleet Purchase	This project includes the purchase of one vehicle and operating costs to provide interregional bus service between Fort Collins and Cheyenne with one round trip per day, 365 days a year.	CDOT	NF, UF	Larimer	FUNDED (2019-2026)	Planning	N/A	\$3.00		Partially funded (\$1.5) and unfunded (\$1.5) 4P Comment: We need transit service from Fort Collins to Cheyenne with a stop in Wellington. We have a lot of Veterans who need to get to the VA hospital. Transit Service from Fort Collins to Wellington to Cheyenne, WY needed.
ITS		1820	Highway	US 36	US 36 Community Drive to Mary's Lake Road	Digital signage and smart parking technology for congestion and air quality mitigation		UF	Larimer	NO		\$2.00			
Transit/MMOF		1824	Transit	US 36	Bustang Service from Boulder-Lyons-Estes Park	INTER-REGIONAL TRANSIT: Need operating details from CDODT - number of operational days per year, hours of service, ops costs and vehicle needs	CDOT	DR, UF	Larimer	NO, BUT FUNDED: OTHER	Completed				Implemented as a Seasonal Service
Freight		1837	Highway	CO 71	CO 71 Stoneham to Kimball (Nebraska) Truck Parking	No spaces exist on the southern portion of this segment. Parking could be added through private investment in Kimball.		UF	Weld	NO		\$0.41			
Freight		1849	Highway	I-76	I-76 Truck Parking	Increase Truck Parking between Denver and Keenesburg. A new facility in Brighton requires additional spaces. The closed Pilot Center could be an adequate location.		UF	Weld	NO		\$0.63			
ITS		2274	Highway	Various	Signal improvements and dilemma zone det. (Prioritization 2,3,4,7,8)			DR, NF, UF	Boulder, Larimer	NO		\$0.50			
Study		2443	Study	CO 7	CO 7 Operations & Safety Study	Most frequent crash types: Fixed Objects, Wild Animals, Rear Ends		UF	Larimer	NO					
Study		2444	Study	CO 1, CO 7, CO 14, US 34, US 36, US 287	Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.		UF	Larimer, Morgan, Weld	NO					CDOT believes this would be better be suited to be included in operational analysis for individual surface treatment projects, and is recommending this be removed from the list.
Transit/MMOF		2465	Transit	I-76	Essential Bus Service between Sterling and Denver (Proposed Outrider Service)	INTER-REGIONAL TRANSIT: Outrider bus service between Denver and Sterling. Assumes one roundtrip 5 days per week 52 weeks per year. Purchase of 2 vehicles. Cost based on \$4.20 per mile.	CDOT	DR, EA, UF	Adams, Denver, Logan, Morgan, Weld	NO, BUT FUNDED: OTHER	Completed	\$3.62			

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10 YP		2490	Transit	I-76	Outrider Improvements at Brush, Fort Morgan, Lochbuie, and Hudson	INTER-REGIONAL TRANSIT: Stop and shelter improvements at Brush, Fort Morgan, Hudson, and Lochbuie to support new Outrider service from Sterling to Greeley set to begin operating in 2021.	CDOT	DR, UF	Adams, Morgan, Weld	FUNDED (2019-2026)	Planning	N/A	\$0.32		Funded \$320K
10 YP		2526	Transit	US 36	Estes Park Transit Electric Trolley Charging Station	LOCAL TRANSIT: Estes Park received federal grants for two electric trolleys. The Town asked for only one charging station through these grants but will need two to adequately charge the vehicles. The first charging station has been received and is in the process of being installed. This project is for a second charging station to serve the second vehicle, which should be delivered in late 2020. Project costs include the charging station and cost for installation.	Estes Park	UF	Larimer	FUNDED (2019-2026)	Completed	N/A	\$0.01		Combined with 2530 and 2525
Transit/MMOF		2527	Transit	US 34	Estes Park Transit Stop Improvements	LOCAL TRANSIT: This project includes the design, production, and installation of semi-permanent signage and bus shelters to support its seasonal shuttle program. Project costs include design and production of new stop signs for approximately 55 bus stops and temporary/semi-permanent stop shelters for 55 locations.	Estes Park	UF	Larimer	NO	Design	\$0.15			Suggestion from Estes Park: remove Bus Shelter from project and keep Bus Stop improvement as an ongoing project

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Transit/MMOF		2528	Transit	US 34	Transit Access Control Gates	In 2017, the Town tested a new "Green Route", which provided express service connecting three stops: 1) the parking structure, 2) Events Complex and 3) Bond Park. The Green Route offered 15-minute round-trip service from the Town's two largest parking facilities to downtown, with no transfer at the Visitor Center required. During the first week of service, the US Bureau of Reclamation (BOR) shut down the bus stop at the parking structure forcing the stop to relocate to the Visitor Center. This change significantly impact ridership on the route, however the Town was able to negotiate with the BOR to allow shuttle access if the Town installed access control gates and appropriate pedestrian safety measures. This project would include installation of BOR-required equipment and safety measures to allow reinstatement of the Green Route. The project cost includes design, material and construction costs.	Estes Park	UF	Larimer	NO	REMOVE	\$0.06			Learned that pedestrian safety would be impacted by this; project will not continue
Transit/MMOF		2529	Transit	US 34	Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park	LOCAL TRANSIT: The project includes the installation of public restrooms near the bus pull-out and shelter on Manford Avenue. Project costs are based on a \$450/square-foot construction cost with a proposed 600-square-foot facility. Water is on site, but access to sanitary sewer will require crossing Manford Avenue.	Estes Park	UF	Larimer	NO		\$0.40	\$0.80		
Transit/MMOF		2543	Transit	I-76	NECALG Facilities Needs Study	LOCAL TRANSIT: Determine needs, site location and identify alternatives for bus storage and admin facility for NECALG transit.	NECALG	UF	Morgan	NO	Planning	\$0.05			NECALG is currently conducting a needs assessment for the Brush and Sterling Transit Facility - planning to be under contract for design and build mid 2025.
Transit/MMOF		2544	Transit	I-76	NECALG Bus Barn Design and Construction	LOCAL TRANSIT: Identify preferred site location and alternatives for bus storage and administration facility for NECALG transit.	NECALG	UF	Morgan	NO	Design	\$5.00			Award for design currently funded.
Devolution		2698	Highway	US 85	US 85E Fort Lupton Devolution	Devolution of US 85E (Denver Avenue) through Fort Lupton		UF	Weld	NO					
Devolution		2699	Highway	US 85	US 85F Platteville Devolution	Devolution of US 85F (Main Street) through Platteville		UF	Weld	NO	Planning			Level 4 at Main St & CO 66	Look into possibility of making necessary improvements to devolve to Platteville? There is opportunity for bike/ped improvements as part of this. Platteville has been going after multimodal improvements for years.

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Transit/MMOF		2700	Transit	Various	One Call/One Click Center	REGIONAL TRANSIT: Operate a call center in Larimer and Weld counties at the North Front Range MPO coordinating rides for human service and transit agencies, provide local and technical assistance for the purchase of vehicles and expansion of services, and provide staff support for increased partnerships and relationships through local coordinating councils	NFRMPO	NF, UF	Larimer, Weld	NO, BUT FUNDED: OTHER	Completed	\$4.73			Began operation in 2021 and continues to do so, providing information and resources via a Call Center and website
10 YP		2681	Highway	CO 71	CO 71: Big Beaver Creek Rehabilitation and Repair	Bridge Rehabilitation and Repair		UF	Morgan	UNFUNDED (2027-2028)	Planning	N/A	\$4.78	4	
10 YP		2682	Highway	CO 71	CO 71: Stoneham Rehabilitation and Repair	Bridge Rehabilitation and Repair		UF	Morgan, Weld	UNFUNDED (2027-2028)	Planning	N/A	\$0.14	4	
10 YP		2688	Highway	CO 71	CO 71 South of CO 14	Rural road surface treatment		UF	Morgan, Weld	FUNDED (2019-2026)	Planning	N/A	\$24.10	2 to 4	Partially funded (\$7) and unfunded (\$17.1)
10 YP		2689	Highway	CO 71	CO 71 North of Brush	Rural road surface treatment		UF	Morgan	UNFUNDED (2027-2028)	Planning	N/A	\$3.50	4, between MP 183-185	
Amendment		2745	Highway	I-76	I-76 and WCR 8 Interchange	Construct a new interchange at I-76 and Weld County Road 8 (spanning the BNSF)		UF	Weld	NO		\$25.00		1	Traffic supports this. It has to happen before they build the multimodal facility, otherwise, every surrounding intersection will fail.
10 YP		2754	Rural Paving	CO 52	CO 52 Prospect Valley from MP 42 - 54.6 & MP 40.75 - 40.77	Rural road surface treatment		UF	Morgan, Weld	FUNDED (2019-2026)	Completed	N/A	\$10.60		
10 YP		2770	Highway	US 36	US 36/Community Drive Roundabout	This project will install a roundabout at the intersection at US 36 and Community Drive		UF	Larimer	FUNDED (2019-2026)	Completed	N/A	\$4.80		\$550K funded & in construction
10 YP		2772	Highway	CO 52	CO 52/CR 59 Roundabout and Safety Improvements	CO 52 corridor is heavily traveled by freight vehicles, commuters, and local residents. The CO 52 and WCR 59 intersection is currently two-way stop controlled on WCR 59 with development on three of the four corners. It has unique peak-hour traffic fluctuations due to the adjacent junior-high and high school facilities.		UF	Weld	FUNDED (2019-2026)	Design	N/A	\$12.00	2	Leave on the list. Currently post-FIR working on Final Design & ROW. Needs construction funding from our understanding.
10 YP		2773	Transit	Various	Bustang Outrider Fleet Expansion	INTER-REGIONAL TRANSIT: Bustang Outrider Fleet Expansion	CDOT	UF		FUNDED (2019-2026)	Planning	N/A	\$2.60		Partially funded (\$1.5) and unfunded (\$1.1)
Study		2445; 1772	Study	CO 14, US 34, CO 52, US 85, US 287	Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking		UF	Larimer, Morgan, Weld	NO	Planning				
10 YP		2525; 2526; 2530	Transit	US 36	Estes Park Transit Improvements & Electric Trolley Bus Barn	LOCAL TRANSIT: This project includes the installation of a charging station and metal storage building for an electric trolley received in January 2020, with plans for adding another electric trolley late in 2020. This project assumes that this building will go within the Town owned Elm Road property, with no land acquisition costs.	Estes Park	UF	Larimer	FUNDED (2019-2026)	Completed	N/A	\$2.00		Combined with 2526. Funded \$1.4M. Second Trolley received; Charging Stations installed; Planning on changing locations of Bus Storage Facilities

Upper Front Range Regional Transportation Plan List of Projects

Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
10 YP CDOT 4P 2023		2771; 1766	Highway	CO 1	CO 1 Safety Improvements	The project will make safety improvements along CO 1 near CR 9 and CR 62E. Potential to realigning the highway and making intersection improvements.		UF	Larimer	FUNDED (2019-2026)	Design	N/A	\$4.00	2, 3	Project is being re-scoped at the moment. Pedestrian improvements are being requested by Town of Wellington. Traffic data is not showing alarming safety concerns at this time. 4P Comment: Wellington expressed concerns with the Town's growth and concerns related to bike/ped safety. They want to make multimodal improvements to get citizens across CO 1 safely.
CDOT 4P 2023		4P 2023	Rural Paving	CO 144	CO 144 Resurfacing: Between I-76 and US 34	4P Comment: Morgan County is getting nonstop calls about the road condition here. Fleet Manager of Morgan County counted 300 potholes on the road.		UF	Morgan		Planning			2, 3	2782 I-76 CO 144 Interchange Safety Improvements? Funded with \$9M.
CDOT 4P 2023		4P 2023	Rural Paving	CO 52	CO 52 Resurfacing Improvements	4P Comment: Fort Lupton is seeing degradation on 1st Street (CO 52). Failing pavement from US 85 to I-25.	CDOT	UF	Weld				\$6.00	2 to 4	Old state highway that is also Main Street. Town has interest in resurfacing improvements.
CDOT 4P 2023		4P 2023	Highway	CO 52	CO 52 Congestion Mitigation	4P Comment: Severe congestion on CO 52 from US 85 to I-25.		UF & DRCOG	Weld				??	2 to 4	We have heard from Dacono, Frederick, Weld County Commissioners and local citizens about the congestion on CO 52 east of I-25.
CDOT 4P 2023		4P 2023	Highway	I-76	I-76: Commerce City to Wiggins	4P Comment: I-76 from Commerce City to Wiggins is deteriorating quickly with large, dangerous potholes.		UF	Weld, Morgan					2 to 4	Condition of the roadway is very poor and needs to be addressed.
CDOT 4P 2023		4P 2023	Transit	US 34	Transit Service: Greeley to Loveland to Estes Park	4P Comment: We need regional transit connectivity up US 34.		UF & NF	Larimer						Greeley is running transit service from Greeley to Loveland. No Bustang plans for this corridor at this time. Seems to be a need for passthrough dollars.
CDOT 4P 2023		4P 2023	Rural Paving	US 6 / I-76	US 6 (I-76) Resurfacing Improvements	4P Comment: The Town of Wiggins voiced concerns for US 6 needing to be repaved and restriped as it is rated in poor condition. Noted that children are walking down the edge of the road creating a safety issue.		UF	Morgan					3	
CDOT 4P 2023		4P 2023	Transit	US 85	Transit Service: US 85 Corridor	4P Comment: We need more transit options. US 85 is in extremely poor condition and is flooded with heavy truck traffic. It makes the road from Wyoming to Denver unsafe.	CDOT	UF & NF	Weld				DTR		Greeley has expressed interest to add transit service along US 85 corridor to the airport. Two Park-n-Rides have already been built along the corridor. This is identified in the I-25 EIS.
CDOT 4P 2023		4P 2023	Rural Paving	US 85	US 85 through Eaton	4P Comment: US 85 through Eaton was noted to have poor pavement conditions and a lack of accessibility options for bike/ped users.		NF	Weld		Planning			US 85 & CR 74 - Level 2	Town is split by US 85. Traffic would support multimodal and bike/ped improvements, especially to connect Great Western Trail across US 85.
CDOT 4P 2023		4P 2023	Rural Paving	US 85 B	Platteville Main Street	4P Comment: Platteville's Main Street is crumbling. Businesses are not wanting to be there because of the condition of the street.	CDOT	UF	Weld				\$5.00	Level 4 at Main St & CO 66	CDOT Maintenance crews completed temporary patching and are planning a mill/fill in Spring 2024. R4 did conceptual engineering designs for the intersection of CO 66/Main (US 85 Business), which may be leveraged for future funding opportunities.

Upper Front Range Regional Transportation Plan List of Projects

Category	TPR 2045 Rank	ID	Type	Hwy	Project Name	Project Description	Lead Agency	TPR/ MPO(s)	County(ies)	10-Year Plan	Status	2019\$	2024\$	Safety (LOSS by Corridor)	CDOT Notes for 2050 Update
CDOT 4P 2023		4P 2023; 1788; 1789; 1391; 1797	Highway	CO 14	CO 14 Safety Study Improvements from LCR 5 - WCR 43	4P Comment: CO 14 is an extremely dangerous corridor from LCR 5 to LCR 43 at many intersections (especially CR 29, CR 31). Road conditions are terrible. CSP and local emergency service providers hosted a public meeting that included elected officials who shared the same sentiment. Excessive speeding is big factor. Seeing a lot of head-ons.		UF & NF	Larimer, Weld		Planning			2 to 4	CDOT is in the process of doing a safety study on this section of CO 14. The study will recommend safety improvements and include cost. Anticipating that study to be completed end of 2024. This would include bike/ped improvements through the Town of Ault.
CDOT Added		CDOT Added	Highway	CO 14	CO 14C West of Ault to CO 85	Road Surface Treatment MP 147.1 to 153.4	CDOT	NF, UF	Weld	NO		\$8.70		2,3	Reports of poor roadway conditions on CO 14 around Ault. Western section is a match in the pavement management system. DL of 5 to 7 years.
CDOT Added		CDOT Added	Highway	I-25	I-25 Wellington Ped Crossing	Project accomodate safe pedestrian movement across I-25 s/o I-25/CO1 Interchange		UF	Larimer		Planning		\$3M	2, 3	
CDOT Added		CDOT Added	Highway	I-25	Truck Parking near Wellington	Implement truck parking improvements recommended by truck parking study.	CDOT	UF	Larimer						Traffic supports funding truck parking near Wellington. It would add great safety benefits during interstate closures.
CDOT Added		CDOT Added	Highway	I-76	US 34 East Slab and Diamond Grind WB	Road Surface Treatment WB MP 66 to 73.9	CDOT	UF	Morgan				\$15.60	2 to 4	Poor WB condition. DL 0 due to IRI.
CDOT Added		CDOT Added	Highway	I-76	Keenesburg East Part 1	Road Surface Treatment MP 40.5 to 45.5	CDOT	UF	Weld				\$15.10	1 to 3	Likely to be on Federal Poor list soon due to IRI and cracking. DL 3-5.
CDOT Added		CDOT Added	Highway	I-76	Keenesburg East Part 2	Road Surface Treatment MP 45.5	CDOT	UF	Weld				\$15.10	3, 4	Likely to be on Federal Poor list soon due to IRI and cracking. DL 4-5.
CDOT Added		CDOT Added	Highway	US 34	US 34 Passing Lanes and Safety Improvements: Greeley to Wiggins	Passing lanes from Greeley to Wiggins								4	
CDOT Added		CDOT Added	Study	US 85	US 85 Corridor Railroad Study and Safety Improvements	There are several railroad crossings that experience fatalities and serious injuries due to poor signalization and safety warnings.	CDOT	UF	Weld		Planning		\$10.00		People continue to get hurt at the UPRR crossings. In most cases, incidents would be preventable if safety was brought to full standard. Working to gain more clarity on roles and responsibilities from the AG's office regarding maintenance.
CDOT Added		CDOT Added	Transit		Estes Park improved transit operations	LOCAL TRANSIT: Improved transit operating in Estes Park	Estes Park	UF	Larimer						Added by DTR
CDOT Added		CDOT Added	Study	US 85	US 85 Corridor Safety Study/PEL Refresh	Many crashes and fatalities at intersections along the US 85 corridor. Heavy freight corridor.	CDOT	UF	Weld		Planning		\$2.00		High traffic, lots of intersections, lots of trucks. There is a need for safety improvements.

Blank Status = No Activity
Project Complete or In Progress
Recommend Combining with Existing Project
Recommended Edit
New Project for TPR Consideration
DTR Comment

Upper Front Range Project Evaluation: Methods and Assumptions

Economic Vitality

Criterion	Assessment	Example	Score
Economic vitality - the project supports economic development in regional industries including agriculture, energy, and tourism. Weight = 20	The project facilitates significant economic development to a large area or entire region.	<i>New and/or improved access for commercial vehicles to regional corridor</i>	3
	The project enhances economic development to spot location or existing economic area.	<i>New and/or improved access for commercial retail center</i>	2
	The project provides some benefit to economic activity to a location or area.	<i>Addition of passing lanes</i>	1
	The project has no discernable benefit to commercial activity.	<i>Improvements for residential access</i>	0

Corridor improvements along a Colorado Freight Corridor (a surrogate for agriculture and energy industries) or Scenic Byway (a surrogate for tourism) or route to RMNP = 3

Intersection improvements along a Colorado Freight Corridor or Scenic Byway or route to RMNP = 2

Most other projects = 1

Residential access = 0

Freight Corridors:

- SH 14 (PUF7004)
- I-25 (PUF7006)
- US 34 (PUF7009)
- US 34 (PUF7010)
- SH 52 (PUF7012)
- SH 71 (PUF7015)
- I-76 (PUF7016)

- US 85 (PUF7017)
- US 85 (PUF7018)
- US 287 (PUF7020)

Scenic Byways:

- SH 7 (PUF7002)
- SH 14 (PUF7003)
- SH 14 (PUF7004)

- US 34 (PUF7007)

Route to RMNP:

- SH 7 (PUF7002)
- US 34 (PUF7007)
- US 34 (PUF7008)
- US 36 (PUF7011)

Safety

Criterion	Assessment	Example	Score
Safety - the project reduces a hazardous condition (Range of hazardous conditions from crash rate performance - public perception) Weight = 25	The project will substantially reduce the crash rate at a documented high crash segment or location.	<i>The addition of passing lanes where there is a high frequency of head-on or side swipe crashes</i>	3
	The project reduces the crash rate at a high crash segment or location.	<i>Development of an access management plan</i>	2
	The project provides some safety improvement along a segment or at a spot location.	<i>Surface treatment project</i>	1
	The project does not have a direct effect on safety improvements.	<i>A landscaping or beautification project</i>	0

Intersection improvements or other project that addresses safety, where LOSS is 3 or 4 = 3

Access Control Plan; Intersection improvements or other project that addresses safety, where LOSS is 1 or 2 = 2

Projects that may have marginal safety improvements (e.g., pedestrian improvements) = 1

Mobility

Criterion	Assessment	Example	Score
Mobility - the project creates new travel options and increases connectivity; system continuity Weight = 20	The project provides a significant increase in capacity of person trips or freight movement along a congested highway	<i>Widening of a segment of highway from 2 to 4 lanes</i>	3
	The project provides some improvement in capacity of person trips or freight movement.	<i>Addition of passing lanes</i>	2
	The project has little benefit to capacity.	<i>Bridge deck improvements</i>	1
	The project has no benefit to capacity or has a negative impact on capacity.	<i>A landscaping or beautification project</i>	0

Intersection improvements or other project that would add capacity, 2020 V/C ratio of 0.8 or higher = 3

Intersection improvements or other project that would add capacity, 2020 V/C ratio of 0.6 or higher = 2

Project that would improve mobility, low V/C (less than 0.6) = 1

Project would not address mobility = 0

Transportation System Integrity

Criterion	Assessment	Example	Score
Transportation system integrity - the project improves a condition related to pavement drivability life and level of service; asset management program. Weight = 20	The project will provide substantial improvement to a key highway asset.	<i>Reconstruction of a segment of highway or a bridge</i>	3
	The project will provide some improvement to a key highway asset.	<i>Resurfacing project</i>	2
	The project provides little improvement to a highway asset.	<i>Drivability study</i>	1
	The project has a no or a negative impact to a highway asset.	<i>Addition of an irrigated landscaped median</i>	0

Reconstruction = 3

Project located on highway section with Low drivability life = 2

Project located on highway section with moderate or high drivability life = 1

Project would not address road condition = 0

Land Use

Criterion	Assessment	Example	Score
Land use - the project is integrated with existing and planned land uses. Weight = 5	The project provides a substantial benefit to the existing land uses and is sensitive to the existing context.	<i>Expansion of capacity to accommodate existing needs of adjacent land uses.</i>	3
	The project provides a benefit for future and planned land uses and is integrated with those plans.	<i>Expansion of capacity to anticipate planned changes in land use.</i>	2
	The project would not improve, but would have no adverse impacts on existing or planned land uses.	<i>Addition of passing lanes within right-of-way</i>	1
	The project has no relationship to the existing or planned land uses in the area; the project could adversely impact existing land uses.	<i>Projects that would require land acquisitions and the displacement of commercial, industrial, or residential activities</i>	0

Access Control Plans get an automatic 3 since they are focused on better interface with adjacent land uses

The statewide travel demand model is used to help understand where land use growth is anticipated to have the greatest impact on the transportation network (and associated projects). The land use score of “2” is applied to projects in areas that are expected to have significant growth (2020 - 2045)

All other projects receive a 1

No projects identified as having adverse impacts

Cost Effectiveness

Criterion	Assessment	Example	Score
Cost effectiveness - the projects that meets the most goals for the lowest cost are the most cost effective* *Costs are capital, operational, and maintenance cost relative to other projects Weight = 10	The project provides a substantial cost-benefit to many users of the system.	<i>Signal timing along a congested highway</i>	3
	The project provides some cost-benefit to many users of the system.	<i>Intersection improvements at a congested location</i>	2
	The project provides little benefit to few users of the system.	<i>Reconstruction of a low volume highway</i>	1
	The project has no benefit to users of the system.	<i>Reconstruction of a low volume highway where improvements have recently been made</i>	0

Sum of other scores divided by cost - break into three “bins” - bottom 1/3 = 1, middle 1/3 = 2, top 1/3 = 3

Alternate Fuels

Criterion Assessment	Example
Alternate fuels - the project supports the development of natural gas infrastructure and the use of compressed and liquefied natural gas fuels Bonus score + 15	<i>Project that includes installation of alternate fuels infrastructure</i>

Hazard Mitigation

Criterion Assessment	Example
<p>Hazard Mitigation - the project addresses potential natural disaster events</p> <p>Bonus score + 15</p>	<p><i>Drainage improvements</i></p>

Appendix B

Upper Front Range TPR Project List

Upper Front Range 2045
Regional Transportation Plan

Adopted September 2020

Amended December 2020



Upper Front Range TPR Project List
December 2020

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
1	Highway	PUF7016	I-76	I-76: Brush to Morgan/Washington County Line	Reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.	Morgan	1428	\$41.20	265
2	Highway	PUF7020	US 287	US 287 Passing Lanes and Safety Improvements	This project includes the construction of passing lanes and other safety improvements.	Larimer	1456	\$20.00	255
3	Highway	PUF7017	US 85	US 85 Frontage Road Improvements	This project relocates and realigns the US 85 Frontage Road and intersections in Platteville and Gilcrest.	Weld	1443	\$10.00	250
3	Highway	PUF7006	I-25	Segment 9 within UFR TPR (LCR 56 to SH1)	Reconstruction of mainline, bridges and interchanges	Larimer	1800	\$109.70	250
5	Highway	PUF7016	US 34	US 34 and CR 16, Morgan County	Intersection improvements	Morgan	1431	\$0.60	245
6	Highway	PUF7011	US 36	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.	Larimer	1407	\$8.00	240
7	Highway	PUF7020	US 287	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.	Larimer	1454	\$2.00	235
8	Highway	Multiple PEA7015, PUF7015	SH 71	SH 71 Corridor Improvements	This project includes reconstruction of corridor, shoulder widening, safety, operational, and Intelligent Transportation Systems (ITS) components.	Lincoln, Morgan, Weld	1023	\$200.00	230
8	Highway	PUF7003	SH 14	SH 14 - US 287 to the western Larimer County Line	Passing lane and geometric improvements	Larimer	1384	\$10.00	230
8	Highway	PUF7004	SH 392	SH 392 and WCR 43	Intersection improvements	Weld	1389	\$4.00	230
11	Highway	PUF7008	US 34	US 34/US 36 Intersection in Estes Park	Intersection improvements.	Larimer	1397	\$6.00	225
11	Highway	PUF7016	US 34	US 34 and CR 24	Intersection improvements	Morgan	1432	\$0.60	225
13	Highway	PUF7020	US 287	US 287: LCR 80C (West)	Intersection improvements.	Larimer	1455	\$0.60	220
14	Highway	PUF7008	US 34	Estes Park	Safety and system preservation improvements in Estes Park	Larimer	1398	\$10.00	215
14	Highway	PUF7011	US 36	US 36 and Elm Road in Estes Park	Intersection improvements (roundabout)	Larimer	1818	\$1.00	215
14	Highway	PUF7011	US 36	US 36 at parking garage	Intersection improvements (roundabout or signalization)	Larimer	1821	\$1.00	215
14	Highway	PUF7017	US 85	Roads parallel to US 85	Right-in/right-out	Weld	1859	\$0.20	215
18	Highway	PUF7013	SH 52	SH 52 from NS split to Wiggins	Safety widening and shoulders	Morgan	1417	\$12.00	210
18	Highway	PUF7016	I-76	I-76 Reconstruction from Fort Morgan to Brush	The project reconstructs both lanes of the interstate in both directions, as well as interchanges at SH 144, SH 52 (Main Street), and the Barlow Road interchange.	Morgan	1430	\$125.00	210
18	Highway	PUF7016	I-76	I-76 at WCR 49	Interchange improvements at WCR 49 in Hudson	Weld	1433	\$25.00	210
18	Highway	PUF7017	US 85	US 85 and SH 60	Diamond Interchange	Weld	1444	\$38.50	210
18	Highway	PUF7019	SH 39	SH 39 north of Wiggins	Safety widening and shoulders	Morgan	1451	\$7.00	210
23	Highway	Multiple PUF7012, PUF7013	SH 52	SH 52 Access Control Plan	Access control plan	Weld	1061	\$0.20	205
23	Highway	PUF7001	SH 1	SH 1 and LCR 62E - Meyers Corner	Intersection improvements	Larimer	1379	\$3.00	205
23	Highway	PUF7011	US 36	US 36/Mary's Lake Road/High Drive	Intersection Improvements	Larimer	1411	\$5.00	205
23	Highway	PUF7011	US 36	US 36 and Spur 66 Intersection in Estes Park	Intersection improvements (roundabout)	Larimer	1822	\$3.00	205
27	Highway	PUF7001	SH 1	I25 & SH1 Interchange	Interchange Reconstruction	Larimer	1395	\$30.00	200
27	Highway	PUF7008	US 34	US 34 & Mall Road; US 36 & Mall Road in Estes Park	Intersection Improvements	Larimer	1400	\$6.00	200
27	Highway	PUF7008	US 34	US 34: Dry Gulch Road to Mall Road (Estes Park)	Major/Minor, widening/safety	Larimer	1401	\$4.50	200
27	Highway	PUF7008	US 34	US34 & LCR27 West of Loveland - Masonville Rd.	Intersection Improvements	Larimer	1402	\$4.00	200

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
27	Highway	PUF7011	US 36	US 36 (Moraine Ave) Multimodal	Multimodal improvements from Davis St to Mary's Lake Road	Larimer	1412	\$20.00	200
27	Highway	PUF7016	US 34	Turner Street to Hospital Road in Fort Morgan	Bike/Pedestrian - Study for US34 Corridor	Morgan	1438	\$0.30	200
27	Highway	PUF7020	US 287	US 287 & LCR 80 (East)	Intersection Improvements (Aux turn lanes on 287)	Larimer	1457	\$0.60	200
27	Highway	PUF7020	US 287	US 287, extend climbing lane west bound LaPorte Bypass	Widening	Larimer	1458	\$10.00	200
27	Highway	PUF7020	US 287	US 287 at CR 37	Intersection Improvements	Larimer	1459	\$0.60	200
36	Highway	PUF7012	SH 52	SH 52 and WCR 41	Intersection Improvement	Weld	1414	\$0.60	195
36	Highway	PUF7011	US 36	US 36 and 4th Street in Estes Park	Intersection improvements (add WB left turn lane)	Larimer	1819	\$0.50	195
36	Highway	PUF7017	US 85	US 85 and WCR 22	Right-in/right-out (west side) and closure (east)	Weld	1861	\$0.40	195
36	Highway	PUF7017	US 85	US 85 and Marion Ave., Platteville	3/4 movement	Weld	1866	\$0.20	195
36	Highway	PUF7017	US 85	US 85 and WCR 32, Platteville	Close frontage roads and add auxiliary lanes as needed	Weld	1867	\$0.40	195
41	Highway	PUF7002	SH 7	SH 7: Carriage Drive to Boulder County Line	Minor Widening	Larimer	1382	\$25.00	190
42	Highway	PUF7016	US 34	Through Fort Morgan	Ped Crossings (x6)	Morgan	1437	\$0.20	185
42	Highway	PUF7004	SH 14	SH 14 and WCR 29	Intersection Improvement	Weld	1788	\$4.00	185
42	Highway	PUF7017	US 85	US 85 and WCR 33/44 (Interim)	Intersection Improvement (Interim improvements)	Weld	1872	\$4.20	185
45	Highway	PUF7013	SH 52	SH52 & US6, Wiggins	Intersection Improvements	Morgan	1418	\$0.60	180
45	Highway	PUF7004	SH 14	SH 14 and SH 71 (east)	Intersection Improvement	Weld	1784	\$2.00	180
45	Highway	PUF7004	SH 14	SH 14 and WCR 89	Intersection Improvement	Weld	1790	\$4.00	180
45	Highway	PUF7009	US 34	US 34 and WCR 47 - Kersey	Intersection improvements	Weld	1812	\$4.00	180
45	Highway	PUF7012	SH 52	SH 52 north of Fort Morgan (MP 92-100) strategic shoulder and superelevation improvements	Superelevation correction or high friction surface treatment and wider shoulders on the outside of curves to correct the pattern of run off road crashes	Morgan	1829	\$2.00	180
45	Highway	PUF7016	I-76	I-76 at WCR 386	Interchange improvements	Weld	1852	\$4.00	180
51	Highway	PUF7011	US 36	US36 Lake Estes Causeway	Minor Widening	Larimer	1408	\$4.00	175
51	Highway	PUF7012	SH 52	SH 52: CR 21 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	Weld	1413		175
51	Highway	PUF7004	SH 14	SH 14 and SH 71 (west)	Intersection Improvement	Weld	1785	\$2.00	175
51	Highway	PUF7004	SH 14	SH 14 and WCR 121	Intersection Improvement	Weld	1792	\$4.00	175
51	Highway	PUF7017	US 85	US 85 and WCR 14.5/14th Street, Fort Lupton	New parallel roads	Weld	1858	\$36.60	175
51	Highway	PUF7017	US 85	US 85 and WCR 26	Intersection Improvement (SPUI)	Weld	1863	\$37.90	175
51	Highway	PUF7017	US 85	US 85 and SH 66, Platteville	Intersection Improvement (Channelized-T w/ SB grade separation)	Weld	1865	\$16.50	175
51	Highway	PUF7017	US 85	US 85 and WCR 34, Platteville	Intersection Improvement (Diamond Interchange) - Includes closing WCR 36.	Weld	1868	\$38.70	175
51	Highway	PUF7017	US 85	US 85 and Elm, Gilcrest	3/4 movement, close frontage road	Weld	1870	\$0.30	175
51	Highway	PUF7017	US 85	US 85 and Main, Gilcrest	Channelized-T	Weld	1871	\$0.80	175
51	Highway	PUF7017	US 85	US 85 and WCR 33/44 (Ultimate)	Intersection Improvement (TUDI)	Weld	1873	\$30.60	175
62	Highway	PUF7003	SH 14	SH 14 & LCR 63E	Intersection Improvements	Larimer	1385	\$2.00	170
62	Highway	PUF7003	SH 14	SH 14 at CR 27 - Stove Prairie Rd.	Intersection Improvements	Larimer	1386	\$1.50	170
62	Highway	PUF7004	SH 14	SH 14 and WCR 390	Intersection Improvement	Weld	1391	\$4.00	170
62	Highway	PUF7016	US 34	US34 & Mosley Road, Fort Morgan	Intersection Improvements - Signals	Morgan	1439	\$1.00	170
62	Highway	PUF7016	US 34	US34 & Saunders Road, Fort Morgan	Intersection Improvements and Signal	Morgan	1440	\$1.00	170
62	Highway	PUF7017	US 85	US 85 and WCR 28	Intersection Improvements (SPUI)	Weld	1446	\$27.50	170
62	Highway	PUF7017	US 85	US 85 and WCR 40	Intersection Improvements (Frontage Road Realignment)	Weld	1449	\$1.20	170
62	Highway	PUF7017	US 85	US 85 and WCR 24.5	Right-in/right-out	Weld	1862	\$0.80	170
70	Highway	PUF7017	US 85	US 85 and WCR 30, Platteville	Closure with new parallel road connecting to WCR 32	Weld	1864	\$3.00	165
70	Highway	PUF7017	US 85	US 85 and WCR 40, Gilcrest	Frontage road realignment	Weld	1869	\$1.20	165
70	Highway	PUF7018	US 85	US 85 and Main Street/WCR 90, Pierce	Intersection Improvement (Traffic Signal)	Weld	1878	\$0.50	165
70	Highway	PUF7018	US 85	US 85 and Main Street/WCR 100, Nunn	Intersection Improvement (Traffic Signal) - Includes closing east side.	Weld	1879	\$0.40	165
74	Highway	PUF7019	SH 144	Hwy 144/Hwy 52, Fort Morgan	Intersection Improvements - ADA Updates	Morgan	1453	\$0.60	160

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
74	Highway	PUF7004	SH 14	SH 14 and WCR 31	Intersection Improvement	Weld	1789	\$4.00	160
74	Highway	PUF7017	US 85	US 85 and WCR 35/46	Intersection Improvement (Channelized-T)	Weld	1874	\$1.40	160
77	Highway	PUF7004	SH 392	SH 392 and WCR 55	Intersection Improvement	Weld	1392	\$4.00	155
77	Highway	PUF7011	US 36	US 36 Trail Project	Trail Project, improve ped./bike access along narrow road.	Larimer	1409	\$2.00	155
77	Highway	PUF7004	SH 392	SH 392 east of US 85	Access Control Plan	Weld	1795	\$0.50	155
77	Highway	PUF7004	SH 14	SH 14	Access Control Plan	Weld	1796	\$0.50	155
77	Highway	PUF7009	US 34	US 34 east of Kersey	Access Control Plan	Weld	1815	\$0.50	155
82	Highway	PUF7004	SH 392	SH 392 and WCR 51	Intersection Improvement	Weld	1794	\$4.00	150
82	Highway	PUF7017	US 85	US 85 and WCR 20	Intersection Improvement (Diamond Interchange)	Weld	1860	\$32.00	150
84	Highway	PUF7004	SH 392	CR 69/74/SH392 - Cornish	Intersection Improvements	Weld	1393	\$1.00	145
84	Highway	PUF7012	SH 52	SH 52 and WCR 37	Intersection Improvement	Weld	1416	\$3.00	145
84	Highway	PUF7017	US 85	US 85 and WCR 16	Intersection Improvement	Weld	1445	\$0.60	145
84	Highway	PUF7017	US 85	US 85 and WCR 36	Intersection Improvements/Realignment	Weld	1447	\$1.10	145
84	Highway	PUF7017	US 85	US 85 and WCR 38	Intersection Improvements/Realignment	Weld	1448	\$1.50	145
84	Highway	PUF7017	US 85	US 85 and WCR 80	Intersection Improvements	Weld	1450	\$0.70	145
84	Highway	PUF7001	SH 1	SH 1 and LCR 9	Intersection improvements for proposed PSD High School site	Larimer	1766	\$3.50	145
84	Highway	PUF7004	SH 14	SH 14 and SH 392 and WCR 77	Intersection Improvement	Weld	1783	\$6.00	145
84	Highway	PUF7004	SH 14	SH 14 and WCR 90 and WCR 57	Intersection Improvement	Weld	1786	\$6.50	145
84	Highway	PUF7004	SH 14	SH 14 and WCR 93	Intersection Improvement	Weld	1791	\$4.00	145
84	Highway	PUF7004	SH 14	SH 14 and WCR 129, New Raymer	Intersection Improvement	Weld	1793	\$4.00	145
84	Highway	PUF7009	US 34	US 34 and WCR 50	Intersection Improvement	Weld	1813	\$6.00	145
84	Highway	PUF7009	US 34	US 34 and WCR 386	Intersection Improvement	Weld	1814	\$4.00	145
97	Highway	PUF7013	SH 52	SH 52 and WCR 59, Keenesburg	Intersection Improvement (Turn lanes)	Weld	1833	\$2.00	135
98	Highway	PUF7014	SH 66	SH 66 and WCR 21	Intersection Improvement	Weld	1421	\$1.80	125
98	Highway	PUF7017	US 85	US 85 and SH 52, Fort Lupton	Pedestrian improvements	Weld	1875	\$0.20	125
100	Highway	PUF7001	SH 1	SH 1 within Wellington Town Limits	multi-modal & drainage improvements	Larimer	1381	\$4.00	120
101	Highway	PUF7015	SH 52	US 34 - I76, Fort Morgan	ADA/PED Improvements	Morgan	1423	\$2.00	110
101	Highway	PUF7015	SH 52	I76 to CR V, Fort Morgan	Ped/Safety Improvements	Morgan	1424	\$1.50	110
103	Highway	PUF7004	SH 14	SH 14 and US 85 through Ault	Pedestrian improvements	Weld	1797	\$0.20	105
104	Highway	PUF7015	SH 52	North of South Platte River, North side of Rainbow Bridge Park Entrance, Trail, Fort Morgan	Parking Improvements, Beautification Landscaping	Morgan	1425	\$1.00	100
105	Highway	PUF7016	I-76	Exit 80, Fort Morgan	Stormwater, Ped Improvement, Landscaping	Morgan	1434	\$1.00	65
105	Highway	PUF7016	I-76	Exit 82, Fort Morgan	Stormwater, Ped Improvement, Landscaping	Morgan	1435	\$1.00	65
107	Highway	PUF7002	SH 7	SH7 in Estes Park	Minor Widening	Larimer	1383	\$2.30	60
107	Highway	PUF7008	US 34	US34 / US36	Western Bypass connection	Larimer	1399	\$6.10	60
107	Highway	PUF7008	US 34	Estes Park	Circulation Improvements in and around Estes Park including a one-way couplet	Larimer	1404	\$47.20	60
107	Highway	PUF7009	US 34	US 34 and WCR 53 - Kersey	Intersection Improvement	Weld	1406	\$0.60	60
107	Highway	PUF7011	US 36	US36 / Community Dr	Intersection Improvements (add WB left turn lane)	Larimer	1410	\$1.50	60
107	Highway	PUF7016	US 34	US34 Through Fort Morgan	Restriping and Signage to Control Package	Morgan	1442		60
	Highway	PUF7013	SH 52	SH 52 Prospect Valley from MP 54.58 to MP 60.753	Rural road surface treatment	Morgan, Weld	67	\$5.10	N/A
	Highway	PUF7016	I-76	I-76 SH 144 West, Westbound Diamond Grind & Slabs MP 55.1 to MP 61.9	Rural road surface treatment	Morgan, Weld	69	\$8.00	N/A
	Highway	PUF7016	I-76	I-76 from US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9	Rural road surface treatment	Morgan, Weld	70	\$11.50	N/A
	Highway	PUF7015	SH 71	SH 71: Big Beaver Creek	Bridge Rehabilitation and Repair	Morgan	2681	\$4.78	N/A
	Highway	PUF7015	SH 71	SH 71: Stoneham	Bridge Rehabilitation and Repair	Morgan, Weld	2682	\$0.14	N/A
	Highway	PUF7015	SH 71	SH 71 south of SH 14	Rural road surface treatment	Morgan, Weld	2688	\$24.13	N/A
	Highway	PUF7015	SH 71	SH 71 north of Brush	Rural road surface treatment	Morgan	2689	\$3.48	N/A

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
	Highway	PUF7016	I-76	I-76 and WCR 8 Interchange	Construct a new interchange at I-76 and Weld County Road 8 (spanning the BNSF Railroad)	Weld	2745	\$25.00	N/A
	Freight	Multiple PNW7003, PUF7003	SH 14	SH 14 Truck Parking	Truck Parking on Cameron Pass	Larimer	1772	\$0.30	N/A
	Freight	Multiple PUF7017, PUF7018	US 85	US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)	Implementing Commercial Vehicle Signal Priority (CVSP) at 21 intersections along U.S. Highway 85 (US 85) from I-76 to Weld County Road 100 to improve transportation safety, efficiency, and mobility/reliability by detecting and prioritizing commercial vehicles	Adams, Weld	1063	\$1.50	N/A
	Freight	PUF7006	I-25	I25 North border of reigon - tool for Virtual Weigh Station	Freight Advanced Traveler Information Systems (FRATIS)	Weld	1394		N/A
	Freight	PUF7006	I-25	I-25 Truck Parking	Increase Truck Parking North of Wellington (MP 280)	Larimer/Weld	1801	\$1.48	N/A
	Freight	PUF7015	SH 71	SH 71 Stoneham to Kimball (Nebraska) Truck Parking	No spaces exist on the southern portion of this segment. Parking could be added through private investment in Kimball.	Weld	1837	\$0.41	N/A
	Freight	PUF7016	I-76	I-76 Truck Parking	Increase Truck Parking between Denver and Keenesburg. A new facility in Brighton requires additional spaces. The closed Pilot Center could be an adequate location.	Weld	1849	\$0.63	N/A
	ITS	Multiple PEA7013, PUF7016	I-76	I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Hudson and State Line	Logan, Morgan, Sedgwick, Washington, Weld	1021	\$40.00	N/A
	ITS	Multiple PEA7018, PUF7004	SH 14	SH 14 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Fort Collins and Sterling	Larimer, Logan, Weld	1024	\$30.00	N/A
	ITS	PUF7011	US 36	US 36 Community Drive to Mary's Lake Road	Digital signage and smart parking technology for congestion and air quality mitigation	Larimer	1820	\$2.00	N/A
	ITS	PUF7015	SH 71	Dynamic Curve Warning	Curve Speed Warning	Morgan	1422		N/A
	ITS		Various	Signal improvements and dilemma zone detection	Safety enhancement	Larimer	2274	\$0.50	
	Study	Multiple PUF7001, PUF7002, PUF7004, PUF7007, PUF7009, PUF7010, PUF7011, PUF7020	SH 1, SH 7, SH 14, US 34, US 36, US 287	Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	Larimer, Morgan, Weld	2444		N/A
	Study	Multiple PUF7004, PUF7009, PUF7010, PUF7012, PUF7017, PUF7018, PUF7020	SH 14, US 34, SH 52, US 85, US 287	Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	Larimer, Morgan, Weld	2445		N/A
	Study	PUF7002	SH 7	SH 7 Operations & Safety Study	Most frequent crash types: Fixed Objects, Wild Animals, Rear Ends	Larimer	2443		N/A
	Transit/Multimodal	Multiple PEA7013, PUF7009, PUF7016	I-76, US 34	Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)	Outrider bus service between Sterling-Fort Morgan-Greeley. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	Logan, Morgan, Washington, Weld	1019	\$2.24	N/A

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
	Transit/ Multimodal	Multiple PEA7021, PUF7009, PUF7016	US 34, I-7	Expansion of NECALG's County Express Demand Response to Connect to Outrider	Additional operating dollars and vehicles to expand County Express Demand Reposes service to provider "first and last mile" connections to Outrider (project costs include annual operating at \$20,000/year and 2 cutaway vehicles at \$80,000 each)	Morgan, Washington, Weld, Yuma	1460	\$0.36	N/A
	Transit/ Multimodal	Multiple PEA7013, PUF7016	I-76	Essential Bus Service between Sterling and Denver (Proposed Outrider Service)	Outrider bus service between Denver and Sterling. Assumes one roundtrip 5 days per week 52 weeks per year. Purchase of 2 vehicles. Cost based on \$4.20 per mile.	Adams, Denver, Logan, Morgan, Weld	2465	\$3.62	N/A
	Transit/ Multimodal	PUF7001	SH 1	Regional fixed-route transit service from Wellington to Fort Collins	New regional fixed-route (or deviated fixed-route) transit service between Wellington and Fort Collins; One round trip, one day per week	Larimer	1768	\$0.84	N/A
	Transit/ Multimodal	PUF7006	I-25	North I-25 Transit Service	This project includes the purchase of one vehicle and operating costs to provide interregional bus service between Fort Collins and Cheyenne with one round trip per day, 365 days a year.	Larimer	1802	\$1.55	N/A
	Transit/ Multimodal	PUF7008	US 34	US 34 Multimodal Trail Connection	Mall Road to Rocky Mountain National Park	Larimer	1403	\$10.00	N/A
	Transit/ Multimodal	PUF7008	US 34	New Inter-Regional Service between Estes Park and I-25	Implement regional service along US 34 connecting Estes Park with I-25. Estimated at 3 days per week (1,250 annual hours)	Larimer	1396	\$1.08	N/A
	Transit/ Multimodal	PUF7011	US 36	Bustang Service from Boulder-Lyons-Estes Park	Need operating details from CDODT - number of operational days per year, hours of service, ops costs and vehicle needs	Larimer	1824		N/A
	Transit/ Multimodal	PUF7016	I-76	New Local Fixed-Route Transit Service in Fort Morgan	This project includes the purchase of two vehicles and operating costs to provide fixed-route bus service in Fort Morgan, six days a week between 6:30 a.m. and 6:30 p.m.	Morgan	1426	\$1.55	N/A
	Transit/ Multimodal	PUF7016	I-76	New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)	Shuttle, Fixed Route / Brush Ft. Morgan, Log Lane, Wiggins, Snyder; 8-5pm, 5 days/week; one vehicle	Morgan	1427	\$2.06	N/A
	Transit/ Multimodal	PUF7017	US 85	Bustang Bus Service between Greeley and Denver	Bustang bus service between Greeley (GET Transit Center) and Denver (Union Station). Assumes 10 roundtrips per weekday and 2 roundtrips on weekends and major holidays, purchase of 4 vehicles.	Adams, Denver, Weld	1461	\$16.99	N/A
	Transit/ Multimodal	PUF7016	I-76	Outrider Improvements at Brush, Fort Morgan, Lochbuie, and Hudson	Stop and shelter improvements at Brush, Fort Morgan, Hudson, and Lochbuie to support new Outrider service from Sterling to Greeley set to begin operating in 2021.	Morgan	2490	\$0.32	N/A
	Transit/ Multimodal	PUF7008	US 34	Estes Park Transit Electric Trolley Bus Barn	This project includes the installation of a charging station and metal storage building for an electric trolley received in January 2020, with plans for adding another electric trolley late in 2020. This project assumes that this building will go within the Town owned Elm Road property, with no land acquisition costs.	Larimer	2525	\$0.32	N/A

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
	Transit/ Multimodal	PUF7008	US 34	Estes Park Transit Electric Trolley Charging Station	Estes Park received federal grants for two electric trolleys. The Town asked for only one charging station through these grants but will need two to adequately charge the vehicles. The first charging station has been received and is in the process of being installed. This project is for a second charging station to serve the second vehicle, which should be delivered in late 2020. Project costs include the charging station and cost for installation.	Larimer	2526	\$0.01	N/A
	Transit/ Multimodal	PUF7008	US 34	Estes Park Transit Stop Improvements	This project includes the design, production, and installation of semi-permanent signage and bus shelters to support its seasonal shuttle program. Project costs include design and production of new stop signs for approximately 55 bus stops and temporary/semi-permanent stop shelters for 55 locations.	Larimer	2527	\$0.15	N/A
	Transit/ Multimodal	PUF7008	US 34	Transit Access Control Gates	In 2017, the Town tested a new "Green Route", which provided express service connecting three stops: 1) the parking structure, 2) Events Complex and 3) Bond Park. The Green Route offered 15-minute round-trip service from the Town's two largest parking facilities to downtown, with no transfer at the Visitor Center required. During the first week of service, the US Bureau of Reclamation (BOR) shut down the bus stop at the parking structure forcing the stop to relocate to the Visitor Center. This change significantly impact ridership on the route, however the Town was able to negotiate with the BOR to allow shuttle access if the Town installed access control gates and appropriate pedestrian safety measures. This project would include installation of BOR-required equipment and safety measures to allow reinstatement of the Green Route. The project cost includes design, material and construction costs.	Larimer	2528	\$0.06	N/A
	Transit/ Multimodal	PUF7008	US 34	Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park	The project includes the installation of public restrooms near the bus pull-out and shelter on Manford Avenue. Project costs are based on a \$450/square-foot construction cost with a proposed 600-square-foot facility. Water is on site, but access to sanitary sewer will require crossing Manford Avenue.	Larimer	2529	\$0.40	N/A
	Transit/ Multimodal	PUF7008	US 34	Estes Park Transit Improvements	Various transit improvements to the Estes Park Visitor Center and other transit enhancements.	Larimer	2530	\$2.07	N/A
	Transit/ Multimodal	PUF7016	I-76	NECALG Facilities Needs Study	Determine needs, site location and identify alternatives for bus storage and admin facility for NECALG transit.	Morgan	2543	\$0.05	N/A
	Transit/ Multimodal	PUF7016	I-76	NECALG Bus Barn Design and Construction	Identify preferred site location and alternatives for bus storage and administration facility for NECALG transit.	Morgan	2544	\$5.00	N/A

Rank	Category	Corridor	State Highway	Project Name	Project Description	County	Planning Project ID	Cost (\$M)	Score
	Transit/ Multimodal	Various	Various	One Call/One Click Center	Operate a call center in Larimer and Weld counties at the North Front Range MPO coordinating rides for human service and transit agencies, provide local and technical assistance for the purchase of vehicles and expansion of services, and provide staff support for increased partnerships and relationships through local coordinating councils	Larimer, Weld	2700	\$4.73	N/A
	Devolution	PUF7017	US 85	US 85E Fort Lupton Devolution	Devolution of US 85E (Denver Avenue) through Fort Lupton	Weld	2698		N/A
	Devolution	PUF7017	US 85	US 85F Platteville Devolution	Devolution of US 85F (Main Street) through Platteville	Weld	2699		N/A




1

Project Briefing & Update

Project Purpose: Central Federal Lands (FHWA) is working with CDOT to update federal lands access sections of the state's Transportation Planning Region (TPR) long-range plans.

- Larimer County hosted a multi-agency workshop on November 15th
- In attendance were representatives from: **NPS, USFS, CDOT, Larimer County, North Front Range MPO, Weld County, Bureau of Reclamation, and Colorado Parks & Wildlife.**
- FLMA access project list from 2020 was refreshed, 12 (fiscally unconstrained) projects have been identified and will be included in CFL's write up for the TPR & CDOT.
- Project prioritization remains with the TPR and your process, keeping in mind that recreational access projects are inherently different than typical urban, interurban, or suburban routes.



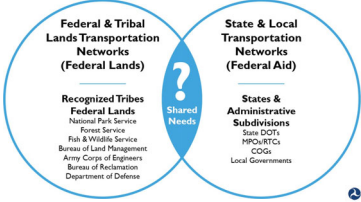
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FLMA Coordination

Multi-Agency Workshop: Identify shared needs across federal lands and federal-aid transportation systems through multi-agency planning efforts at the federal, state, MPO, and local levels.

We are looking for projects that are:

- Beneficial to multiple agencies and supported by the general public
- Most likely to receive (or have received) state or local investment
- Projects of mutual interest where planning and design can be aligned before final programming decisions are made
- Eligible and competitive for a broad set of state and federal grant funding opportunities (like FLAP, or other discretionary sources at the state or federal levels)




Federal & Tribal Lands Transportation Networks (Federal Lands)

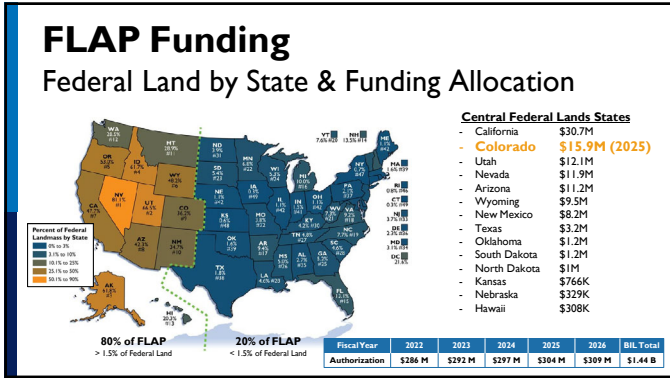
- Recognized Tribes
- Federal Lands
- National Park Service
- Forest Service
- Fish & Wildlife Service
- Bureau of Land Management
- Army Corps of Engineers
- Bureau of Reclamation
- Department of Defense

State & Local Transportation Networks (Federal Aid)

- States & Administrative Subdivisions
- State DOTs
- MPOs/RTCs
- COGs
- Local Governments



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4

FLMA Coordination

U.S. Department of Transportation
Federal Highway Administration

GOAL: Better cohesion between the federal lands and federal-aid transportation planning processes.

PROCESS OUTCOMES:

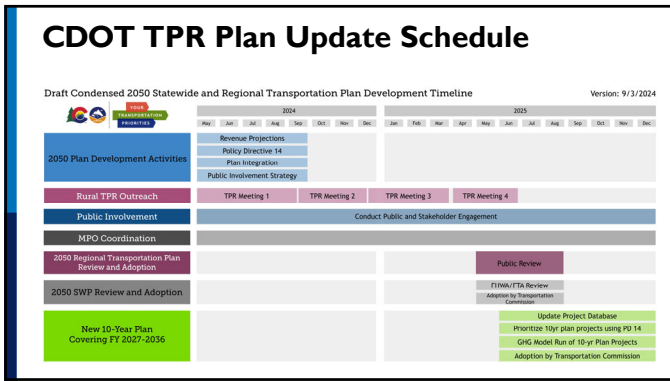
- ✓ Better definition of local FLMA's role at different stages of the state and local planning process.
- ✓ Provide policy and process recommendations for enhanced integration of federal lands access needs into the statewide and MPO transportation planning processes and identifying supplemental funding.
- ✓ Cultivate new partnerships to jointly fund and/or deliver projects of mutual interest (either grant pursuits or program funds).

PRODUCT OUTCOMES:

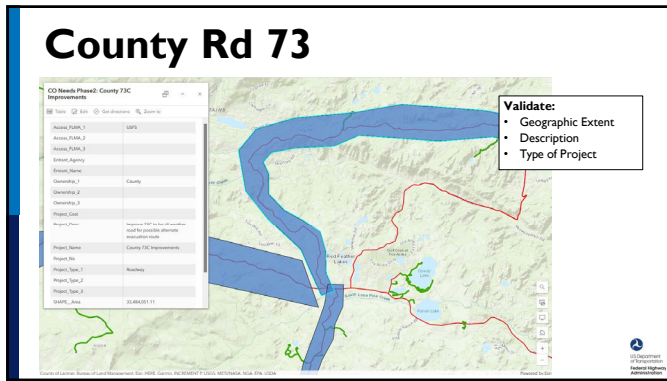
NATIONAL FLMA NEEDS INVENTORY (FL-TPG)

STATE & MPO LONG-RANGE PLANS

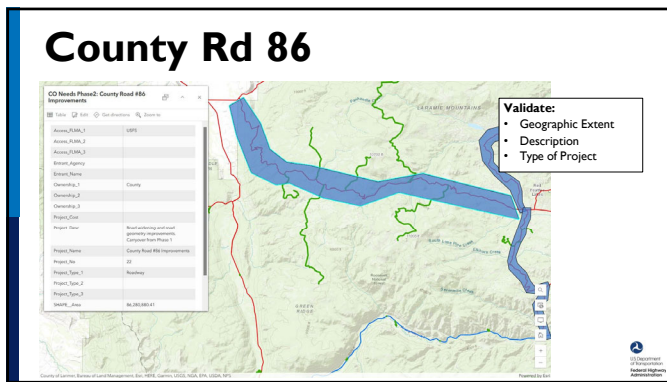
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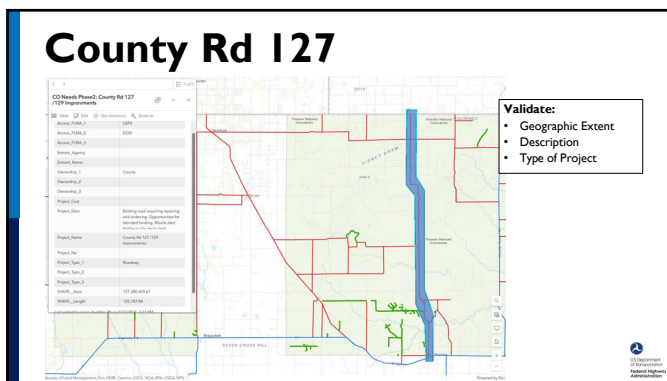
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Dunraven

CD NextGen Planner: Dunraven Road Improvement

Access_Road_1	USFS
Access_Road_2	MPS
Access_Road_3	
Access_Signage	
Bridge_Name	
Ownership_1	County
Ownership_2	State
Ownership_3	
Project_Class	Feasibility Study and Preliminary Engineering of Dunraven Road
Project_Prior	Dunraven Road Improvement
Project_Name	
Project_Site	
Project_Type_1	Residential
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Project_Type_143	
Project_Type_144	
Project_Type_145	
Project_Type_146	
Project_Type_147	
Project_Type_148	
Project_Type_149	
Project_Type_150	
Project_Type_151	
Project_Type_152	
Project_Type_153	
Project_Type_154	
Project_Type_155	
Project_Type_156	
Project_Type_157	
Project_Type_158	
Project_Type_159	
Project_Type_160	
Project_Type_16	

Greyrock

CO Needs Planner: Greyrock Trailhead Improvements

Project Name	Project Type
Project 1	Trailhead
Project 2	Trailhead
Project 3	Trailhead
Project 4	Trailhead
Project 5	Trailhead
Project 6	Trailhead
Project 7	Trailhead
Project 8	Trailhead
Project 9	Trailhead
Project 10	Trailhead
Project 11	Trailhead
Project 12	Trailhead
Project 13	Trailhead
Project 14	Trailhead
Project 15	Trailhead
Project 16	Trailhead
Project 17	Trailhead
Project 18	Trailhead
Project 19	Trailhead
Project 20	Trailhead
Project 21	Trailhead
Project 22	Trailhead
Project 23	Trailhead
Project 24	Trailhead
Project 25	Trailhead
Project 26	Trailhead
Project 27	Trailhead
Project 28	Trailhead
Project 29	Trailhead
Project 30	Trailhead
Project 31	Trailhead
Project 32	Trailhead
Project 33	Trailhead
Project 34	Trailhead
Project 35	Trailhead
Project 36	Trailhead
Project 37	Trailhead
Project 38	Trailhead
Project 39	Trailhead
Project 40	Trailhead
Project 41	Trailhead
Project 42	Trailhead
Project 43	Trailhead
Project 44	Trailhead
Project 45	Trailhead
Project 46	Trailhead
Project 47	Trailhead
Project 48	Trailhead
Project 49	Trailhead
Project 50	Trailhead
Project 51	Trailhead
Project 52	Trailhead
Project 53	Trailhead
Project 54	Trailhead
Project 55	Trailhead
Project 56	Trailhead
Project 57	Trailhead
Project 58	Trailhead
Project 59	Trailhead
Project 60	Trailhead
Project 61	Trailhead
Project 62	Trailhead
Project 63	Trailhead
Project 64	Trailhead
Project 65	Trailhead
Project 66	Trailhead
Project 67	Trailhead
Project 68	Trailhead
Project 69	Trailhead
Project 70	Trailhead
Project 71	Trailhead
Project 72	Trailhead
Project 73	Trailhead
Project 74	Trailhead
Project 75	Trailhead
Project 76	Trailhead
Project 77	Trailhead
Project 78	Trailhead
Project 79	Trailhead
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Project 88	Trailhead
Project 89	Trailhead
Project 90	Trailhead
Project 91	Trailhead
Project 92	Trailhead
Project 93	Trailhead
Project 94	Trailhead
Project 95	Trailhead
Project 96	Trailhead
Project 97	Trailhead
Project 98	Trailhead
Project 99	Trailhead
Project 100	Trailhead

Validate:

- Geographic Extent
- Description
- Type of Project

CO Department of Transportation
Transportation Planning
Planning

Horsetooth

Lilly Lake

Field	Value
Access_PMA_1	SPS
Access_PMA_2	SPS
Access_PMA_3	
Entity_Agency	
Entity_Name	
Ownership_1	State
Ownership_2	
Ownership_3	
Project_Cost	Competition and planning for the development of the lake and the surrounding area.
Project_Name	Lilly Lake Access, Parking, and the improvements.
Project_No	24
Project_Type_1	Parking/Trailhead
Project_Type_2	Roadway

Validate:

- Geographic Extent
- Description
- Type of Project

16

Mary's Lake

Field	Value
Access_PMA_1	SPS
Access_PMA_2	SPS
Access_PMA_3	
Entity_Agency	
Entity_Name	
Ownership_1	Public
Ownership_2	
Ownership_3	
Project_Cost	Improve Mary's Lake Recreation Area, new parking and other facilities, improve the trail system.
Project_Name	Mary's Lake Recreation Improvements
Project_No	
Project_Type_1	Roadway
Project_Type_2	Parking/Trailhead

Validate:

- Geographic Extent
- Description
- Type of Project

17

Red Feather

Field	Value
Access_PMA_1	SPS
Access_PMA_2	SPS
Access_PMA_3	
Entity_Agency	
Entity_Name	
Ownership_1	County
Ownership_2	
Ownership_3	
Project_Cost	Improve Red Feather Lake Recreation Area, new parking and other facilities, improve the trail system.
Project_Name	Red Feather Lake Recreation Improvements
Project_No	
Project_Type_1	Roadway
Project_Type_2	Parking/Trailhead
SHAPE_Area	14,353,407.10

Validate:

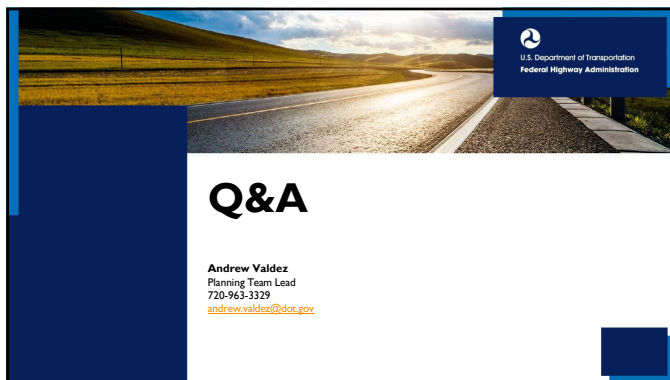
- Geographic Extent
- Description
- Type of Project

18

US-36



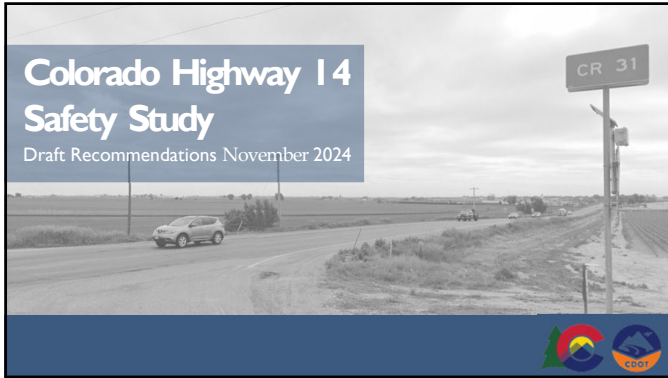
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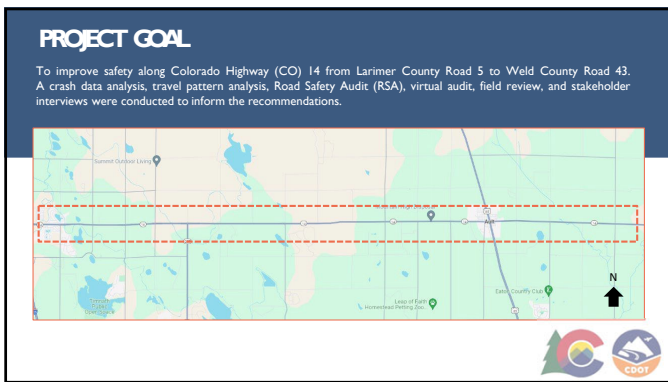
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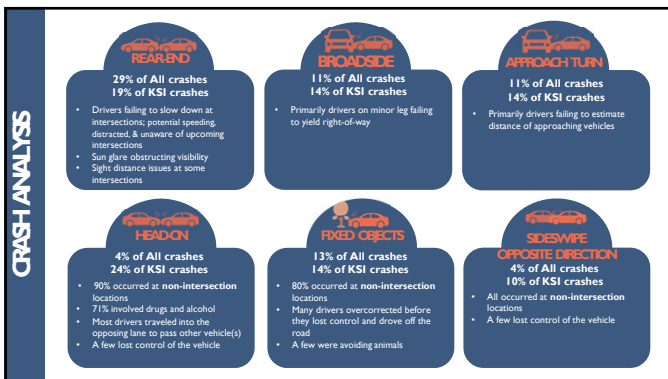
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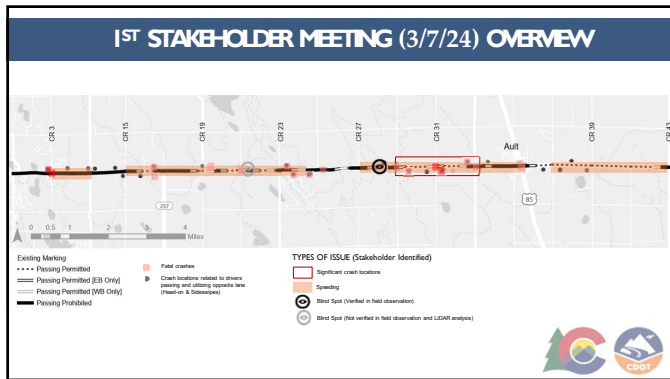
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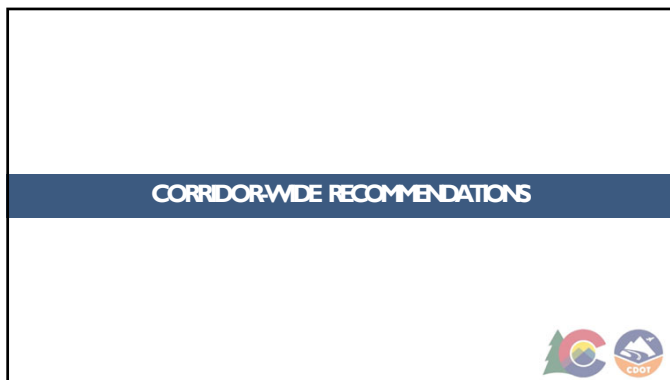
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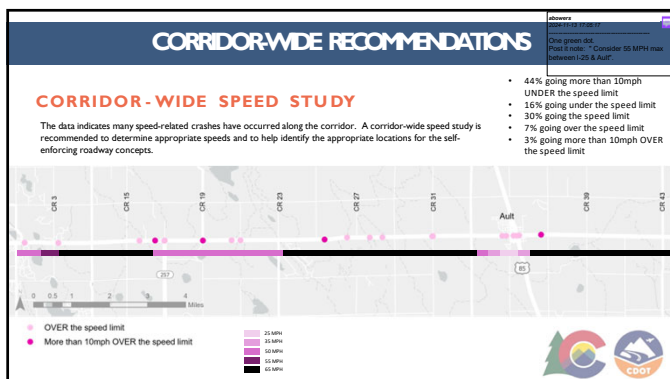
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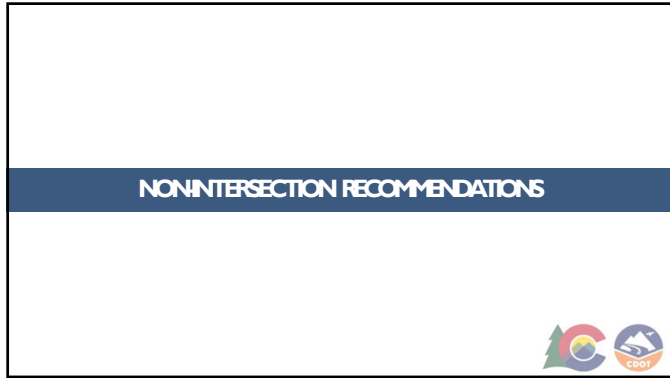
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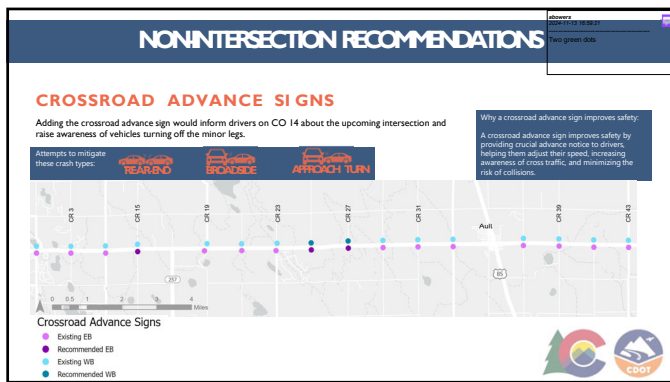
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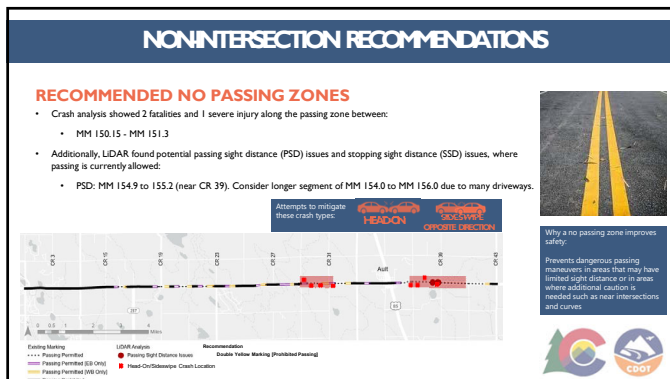
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8



9

NONINTERSECTION RECOMMENDATIONS

POTENTIAL PASSING LANE CANDIDATES

Passing lanes could be considered for no-passing locations where multiple head-on, sideswipe opposite direction, and sideswipe same direction crashes happened. Two segments below have at least 3 crashes; however, further analysis would be needed to determine if these locations are appropriate for a passing lane.

Attempts to mitigate these crash types:

- Head-On
- Sideswipe Opposite Direction
- Sideswipe Same Direction

Location	Volume/Capacity*	#Crash	Crash Type	Direction	Injury Level
1. MM 142 to MM 143	Existing V/C Ratio: 0.5	1	Head-On	EB	Property Damage Only (PDO)
	Future (20-year) V/C Ratio: 0.74	2	Sideswipe Opposite Direction	EB	1 Minor Injury 1 Pain
		1	Head-On	WB	Minor Injury
	Existing Truck %: 11.6%	2	Sideswipe Opposite Direction	WB	1 Minor Injury 1 Pain
2. MM 147 to MM 148	Existing V/C Ratio: 0.47	1	Head-On	WB	PDO
	Future (20-year) V/C Ratio: 0.7	1	Sideswipe Opposite Direction	EB	Fatal
		2	Sideswipe Opposite Direction	WB	1 Severe Injury 1 PDO
	Existing Truck %: 11.4%				

*The volume to capacity (V/C) ratio is used to recognize the effect of the lack of passing opportunities in reducing the level of service. A road is considered to be at capacity when V/C ratio is 1. Source: CDOT Roadway Design Guide

Why a passing lane improves safety:

- Reduces risky passing maneuvers by providing safer opportunities to pass.
- Minimizes chance of head-on collisions because driver does not need to pass using the opposing travel lane.

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NONINTERSECTION RECOMMENDATIONS

FLAT SPOT MITIGATION

LIDAR analysis found potential flat spot areas that might increase the risk of water ponding on the roadway, impacting driving conditions. Warning signage would help alert drivers. In the mid to long term, consider pavement replacement or patching.

Attempts to mitigate these crash types:

- Head-On
- Sideswipe Opposite Direction
- Fixed Objects

Image illustrates Potential Flat Spots Along the Corridor

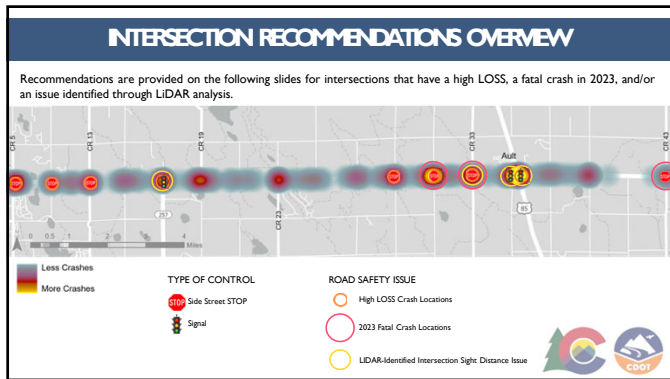
Why a 'Slippery when wet' sign improves safety:

A 'Slippery when wet' sign improves safety by providing crucial advance notice to drivers, helping them adjust their speed, increasing awareness of potentially hazardous conditions, and minimizing the risk of collisions with other vehicles or fixed objects.

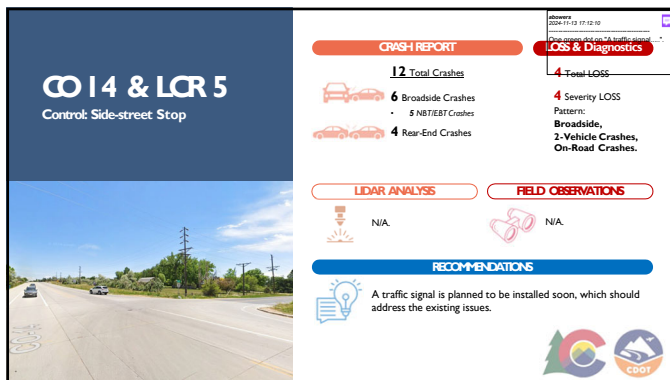
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INTERSECTION RECOMMENDATIONS

15



16



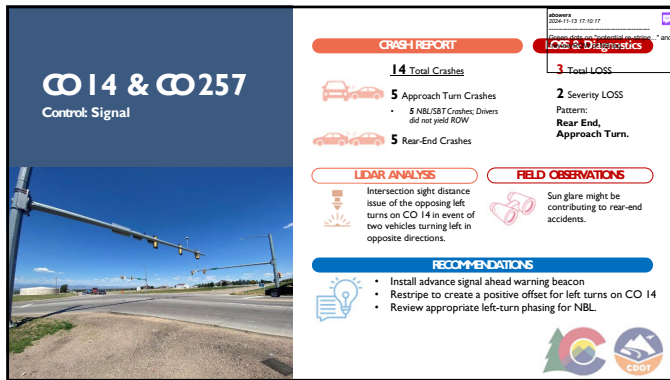
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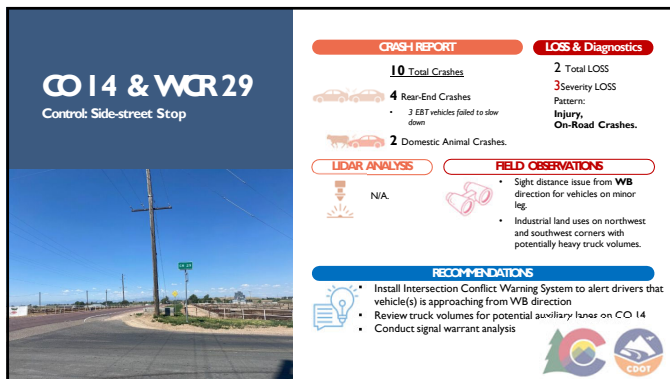
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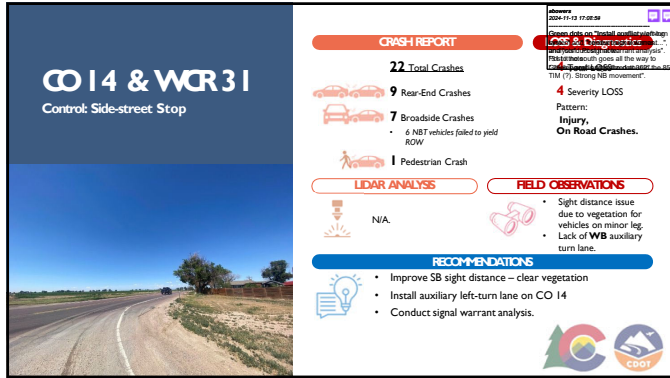
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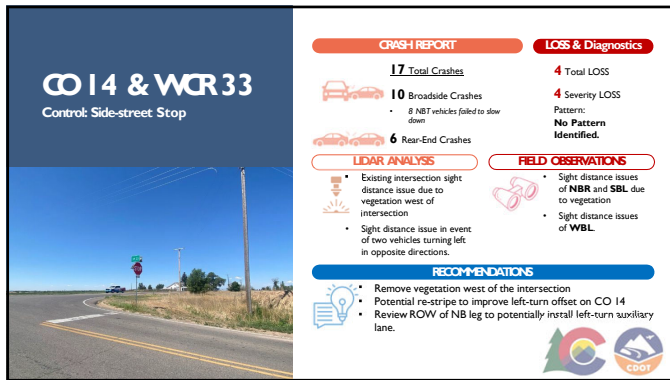
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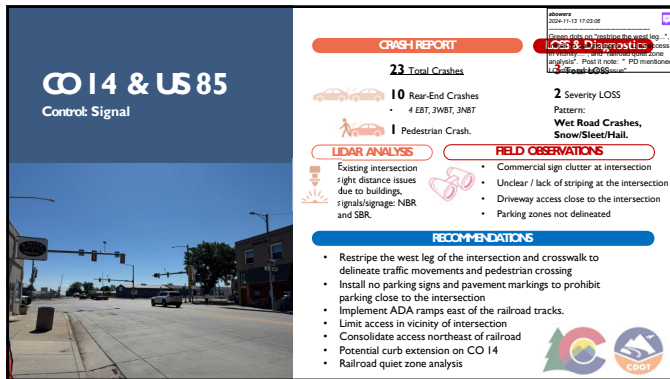
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23



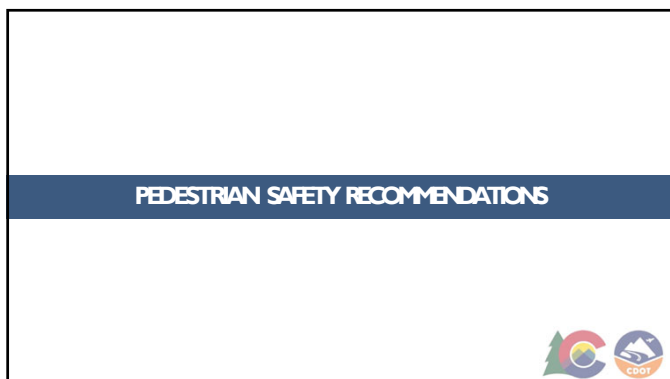
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26



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PEDESTRIAN SAFETY RECOMMENDATIONS

Existing Conditions



Recommendations look at the following intersections on the next slide to increase safety for walking to school and encourage more people to walk:

- Alpine Avenue
- Graefe Avenue
- 1st Avenue
- 2nd Avenue
- US 85


Flashing Yellow School Zone Sign


Uncontrolled Crossing


Right-of-Way Intersection


Side Street Stop



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PEDESTRIAN SAFETY RECOMMENDATIONS


Alpine Avenue and Graefe Avenue


- Consider Rectangular Rapid Flashing Beacons (RRFBs)
 - These intersections do not meet CDOT road design guides for RRFB but are near schools and are a less expensive measure than installing a signal.
- Consider implementing a pedestrian refuge island
- Consider conducting MUTCD Warrant #5, School Crossing to determine if a signal is warranted at one of the intersections
 - Warrant is met if at least 20 school children cross during the busiest hour
- Consider bulb outs and sidewalk connections


1st Avenue and 2nd Avenue


- Consider bulb outs to reduce crossing distance and slow turning vehicles


Existing Conditions

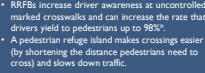





Flashing Yellow School Zone Sign


Uncontrolled Crossing


Right-of-Way Intersection


Side Street Stop


• RRFBs increase driver awareness at uncontrolled marked crosswalks and can increase the rate that drivers yield to pedestrians up to 98%.
• A pedestrian refuge island makes crossings easier (by shortening the distance pedestrians need to cross) and slows down traffic.




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PEDESTRIAN SAFETY RECOMMENDATIONS


General


- Consider sidewalk improvements and bike lanes as development occurs.
- Consider reducing lane widths to 11' to encourage slower speeds.


Existing Conditions






Flashing Yellow School Zone Sign


Uncontrolled Crossing


Right-of-Way Intersection


Side Street Stop



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10

CDOT Region 4 Inactive Projects Report - UFR - November 25, 2024

Project	Local Agency Sponsor	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
23899	Larimer County	SHO C060-090	CR 38E & CR 73C	\$258,300.00	\$0.00	\$258,300.00	\$0.00	3/31/2025	1-WARNING, Greater Than A Year Since Activity
23878	Town of Keenesburg	SHO M700-002	SH 52 & CR 59 Sign Installaton	\$115,500.00	\$27,226.78	\$88,273.22	\$0.00	9/30/2024	1-WARNING, Greater Than A Year Since Activity
23027	Town of Estes Park	SAR M405-023	Graves Ave Sidewalks and Brodie Spur	\$625,000.00	\$0.00	\$625,000.00	\$0.00	8/31/2024	2-ALERT, Greater Than 9 Months Since Activity
23882	Town of Kersey	SHO M702-002	Hill St & 1st St Inter. Imprv.	\$300,000.00	\$14,869.75	\$285,130.25	\$0.00	4/30/2025	3-Cauton, Greater Than 6 Months Since Activity
23040	Town of Estes Park	AQC M405-024	US36/Community Drive Intersection Improv	\$2,313,498.00	\$583,461.80	\$1,730,036.20	\$0.00	10/31/2025	4-Good, Activity in the last 6 Months
25389	Larimer County	MTF C060-096	Owl Canyon (LCR70) Shoulder Widening	\$398,830.00	\$204,443.89	\$160,318.56	\$34,067.55	No Federal Funds	4-Good, Activity in the last 6 Months
23950	Town of Estes Park	MTF M405-026	Fall River Trail- Estes Park	\$448,226.00	\$180,338.47	\$267,887.53	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23900	Larimer County	SHO C060-091	US 34 & Glade Rd	\$612,000.00	\$92,011.27	\$519,988.73	\$0.00	6/30/2025	4-Good, Activity in the last 6 Months
23637	Town of Estes Park	TAP M405-025	Fall River Trail 2020	\$1,193,750.00	\$332,143.45	\$861,606.55	\$0.00	10/31/2025	4-Good, Activity in the last 6 Months

Bold indicates FHWA End Date expiring within 6 months

Red indicates expired FHWA End Date

Highlight indicates fast approaching FHWA End Date

Questions about this report, please contact your Local Agency Representative.