

LOMA
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COLORADO
Department of Local Affairs
Division of Local Government

March 13, 2024

The Honorable Jeni Arndt, Mayor
City of Fort Collins
PO Box 580
Fort Collins, CO 80522

RE: LOMA-23009 – Fort Collins - Local Match Initiative 2022 - Grant Award Agreement and Next Steps

Dear Mayor Arndt:

The Colorado Department of Local Affairs (DOLA) has verified that you have met all required conditions of our Award Letter dated December 29, 2023 and we are now prepared to enter into this Grant Award Agreement. As DOLA's Executive Director, I am pleased to confirm your award of \$ 241,120.00 . Your submitted application, your Award Letter, and this Grant Award Agreement serve as your agreement with the State. Grantees of these funds do **not** require any additional contracts.

By accepting the LOMA funding from DOLA, you are agreeing to spend the funds as non-federal match for the federal IJIA Program Safe Streets and Roads For All (SS4A) for its grant for your project, High Injury Network (HIN), and are agreeing to the attached Terms & Conditions.

Upon receipt of your fully executed federal IJIA Program grant agreement, you must request your entire LOMA funding amount in an advance request using DOLA's online grants portal system and upload an electronic copy of your fully executed federal IJIA grant agreement. The advance request should be submitted as soon as possible after receipt of this Grant Award Agreement and the fully executed federal IJIA Program grant agreement. The advance request form, as well as the required reporting form, are included along with this grant award agreement.

Thank you for your interest in the Local Match Initiative 2022 program. Please contact Snow Staples, LOMA Program Manager for DOLA, at snow.staples@state.co.us with any questions.

Sincerely,

Maria De Cambra
Executive Director

cc: Kerri Ishmael, Senior Analyst, Responsible Administrator
Snow Staples, DOLA LOMA Program Manager
Chris La May, DOLA Regional Manager



In accordance with §24-30-202 C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

DocuSigned by:

Beulah Messick - DOLA _____
090ACD88A721474...

By: Beulah Messick, Controller Delegate

Effective Date: 3/15/2024 | 6:30 PM MDT

CMS# 189657 VCUST# 14149 ADDR CN005 EFT DLG# LOMA-23009

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Local Match Initiative 2022 - Grant Award Terms & Conditions

- 1. Statutory Authority.** C.R.S. 24-32-106(1)(c)
- 2. Funding Period:** Effective Date through 12/31/2026
- 3. Use of Funds**
 - a.** LOMA Grant funds may only be spent on eligible project costs associated with the Grantee's awarded Infrastructure Investment and Jobs Act (IIJA) Program grant. Eligible expenses include but are not limited to:
 - expenses that are reasonable, necessary and allocable to the IIJA-funded project using the LOMA grant funds as local match.
 - b.** Grantee counties, municipalities, special districts and federally recognized tribes, understand that any grant funds expended outside of the intent of the LOMA program must be returned to the Department of Local Affairs within 30 days of the ruling by DOLA of improper fund use.
 - c.** Grant funds expire 12/31/2026. Grantee counties, municipalities, special districts, and federally recognized tribes must not incur any expenses after 12/31/2026.
 - d.** Ineligible expenses include but are not limited to: any expenses not related to the completion of the IIJA-funded Project for which these Grant Funds are Local Match.
- 4. Documentation.** Grantee shall retain documentation of all uses of the LOMA funds, including invoices, receipts, data and financial records, and any other documentation that establishes compliance for up to three (3) years after the final report is received and approved by DOLA. Such documentation shall be provided to DOLA or its duly authorized representatives upon request.
- 5. Monitoring.**
 - a.** DOLA or the State of Colorado reserves the right to initiate detailed monitoring or auditing of any grantee at its sole discretion.
 - b.** The review shall provide assurance that the information self-reported by Grantee is accurate and complete, and identify unallowable or questionable expenditures for follow-up. When concerns are noted during the review process, the Grantee shall provide documentation of the expenditures or accounting practices to DOLA for verification.
 - c.** Funds spent outside of the stated LOMA program intent must be returned to DOLA within 30 days of identification by DOLA of improper use.
- 6. Financial Reporting.**
 - a.** Grantee counties, municipalities, special districts, and federally recognized tribes must provide DOLA with a minimum of one interim report, as well as any other financial reports as requested by the Governor's Office through DOLA, and one final report, upon the completed expense of the advance payment, detailing how the LOMA grant funds were spent. Invoices and proof of payment must be provided to support the expenditures.
 - b.** Grantee counties, municipalities, special districts, and federally recognized tribes must submit a final report upon the completion of the IIJA-funded Project.
 - c.** Any unspent funds must be returned to DOLA no later than 12/31/2026 and prior to submitting the final report. Unspent funds will be deobligated by DOLA.
 - d.** Grantee's Final Report is due no later than 3/31/2027.
- 7.** In the event of a conflict between the terms and conditions of the Grantee's Application and the terms and conditions of this award agreement letter, the terms and conditions of this award agreement letter shall prevail.



COLORADO
Department of Local Affairs
Division of Local Government

Dec 28, 2023

The Honorable Jeni Arndt, Mayor
City of Fort Collins
PO Box 580
Fort Collins, CO 80522

RE: LOMA-23009 - City of Fort Collins High Injury Network (HIN) - Local Match IIJA 2023 - Amended Conditional Grant Award and next steps

Dear Mayor Arndt:

The Department of Local Affairs was notified by the City of Fort Collins that they received a partial federal award from the Department of Transportation. The review committee initially recommended funding their request at the full amount of \$1,322,900.00 but due to the partial federal award, the full amount requested is no longer needed. Based on the reduced federal award, the new match award amount is **\$241,120.00**. These funds may be used as matching contributions solely for the described projects for the Citywide Arterial Street Low Stress Bike Network.

Access to the LOMA grant funds is contingent upon your successful application resulting in a federal IIJA Program Award for DOT Safe Streets for All (SS4A).

The LOMA grant funds are state funds, which may cause you to go to election to receive and spend these funds. You should confer with your legal and budget advisors to determine if such an election is necessary.

Upon completion of the following conditions, a LOMA Grant Award Agreement will be executed:

- Must receive a federal IIJA Program Award in the amount of \$964,480.00. The LOMA award may be reduced if the federal award is less.
- Must provide DOLA a copy of the federal award letter
- Submit to DOLA documentation and materials outlining the specific uses and timeline for spending the funds provided by the appropriate federal agency.

Please contact your regional manager, Chris La May, at 970.679.7679 for information on how to proceed. Per our program guidelines, this offer is valid for one year from the date of this Grant Award Letter.

Sincerely,

Maria De Cambra
Executive Director

cc: Courtney Geary, City of Fort Collins
Kerri Ishmael, City of Fort Collins
Kelly DiMartino, City of Fort Collins
Chris La May, DOLA Regional Manager
Wendy Hawthorne, Governor's Office of Economic Recovery
Alyssa Dinberg, Governor's Office of Economic Recovery





COLORADO
 Department of Local Affairs
 Division of Local Government

Local Match 2022 Application

Local Government/Organization: Fort Collins, City of

Status: Accepted

Filed On: 2023-06-28T19:54:50

Filed By: PFA2022#

Reviewed On: 2023-06-29T14:19:21

Reviewed By: KJOHNSON

Reviewer Notes:

Application Overview

The Colorado Department of Local Affairs (DOLA) in collaboration with the Office of Economic Development and International Trade (OEDIT) and the Governor's Office have created the Infrastructure Investment and Jobs Act (IIJA) Local Match grant program to be used for local governments to support a local government's non federal match requirement when they are applying directly to the federal government for a federal IIJA Program.

Eligible entities include counties, municipalities, special districts and federally recognized tribes who have or intend to apply for a federal IIJA program that requires a non federal match.

Link to IIJA Local Match Funds: [Scoring matrix](#)

PLEASE NOTE: The Principal Representative and Responsible Administrator in Section A MUST be a different person and MUST have different email addresses in order for the application to be accepted.

A. APPLICANT/CONTACT INFORMATION

1. Local Government/Organization: Fort Collins, City of

In the case of a multi-jurisdictional application, select the other participating eligible organizations:

2. Principal Representative:

(In the case of a multi-jurisdictional application, principal representative of the lead organization.)

Honorific:

First Name: Cortney

Middle Name:

Last Name: Geary

Suffix:

Role:

Mailing Address: 200 W. Mountain Ave

Address 2:

City: Fort Collins
State: CO
Zip Code: 80521
Phone #: 970-416-2471
Email Address: cgeary@fcgov.com

3. Responsible Administrator (will receive all mailings) for the Application:

Honorific:

First Name: Kerri
Middle Name:
Last Name: Ishmael

Suffix:

Role:

Mailing Address: [215 North Mason Street](#)

Address 2:

City: Fort Collins
State: CO
Zip Code: 80524
Phone #: 970-416-4222
Email Address: kishmael@fcgov.com

B. CHIEF ELECTED OFFICIAL INFORMATION

Please provide contact information for the chief elected official.

Name

[Jeni Arndt](#)

Title

[Mayor, City of Fort Collins](#)

Street Address

[PO Box 580](#)

City

[Fort Collins](#)

State

[CO](#)

Zip

[80522](#)

Phone

9704162154

Email Address

jarndt@fcgov.com

C. LOCAL MATCH AMOUNT REQUESTED**1. Amount of IIJA local match grant funds requested.**

There is a *minimum* amount of **\$250,000** that may be requested in local matching funds.
(numbers field only)

1,322,900

2. Less than full funding.

Can this project move forward with an amount less than requested? What are the consequences of less than full matching funds?

Grant program requires a 20% match to be funded from non-federal sources. Total project costs = \$9,814,500, with a request for US DOT to cover 80% = \$7,851,600, with 20% required match = \$1,962,900. Based on City securing funds totaling \$640,000, request for IIJA local match = \$1,322,900. Yes. If an amount less than requested is awarded, the scope of this project can be scaled back.

3. Exception for minimum request amount.

\$250,000 minimum match request is required. If your federal IIJA program application requires a match of less than \$250,000, please provide a detailed narrative clearly demonstrating the validity, importance and value of a smaller local project. *This option is intended for smaller, rural, and/or historically underserved communities.*
(Respond with "N/A" if you are not requesting an exception to the minimum request amount.)

N/A

D. FEDERAL IIJA PROGRAM**1. What is the name of the federal IIJA program you have or will be applying for?**

Safe Streets and Roads For All (SS4A) Grant Program. The program provides both a (1) Planning and Demonstration funding ask and (2) Implementation funding ask, which includes costs for implementation measures, as well as supplemental planning and demonstration activity costs. The City is putting forth an Implementation grant application.

2. What is the grant application deadline for the federal IIJA Program?

July 10, 2023

3. What is the total amount of federal IIJA funds applied for or expected?

Total project costs = \$9,814,500, with an ask from USDOT to support 80% of Total project costs = \$7,851,600.

4. What is the match requirement for the federal IIJA program?

Copy language from the federal agency or statute.

The Federal share of a SS4A grant may not exceed 80 percent of total eligible activity costs. Recipients are

required to contribute a local matching share of no less than 20 percent of eligible activity costs. Unless otherwise authorized by statute, all matching funds must be from non-Federal sources. Matching funds may include funding from the applicant, or other eligible non-Federal sources. In accordance with 2 CFR 200.306, grant recipients may use in-kind or cash contributions toward local match requirements so long as those contributions meet the requirements under 2 CFR 200.306(b).

5. What is the Nationwide total to be distributed?

Link to GFOA's [Funding Tracker](#)

BIL established the SS4A program with \$5,000,000,000 in advanced appropriations in Division J, including \$1,000,000,000 for FY 2023. Additionally, DOT has \$177,213,000 in FY 2022 carryover funds set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request. Therefore, this Notice makes available up to \$1,177,213,000 for FY 2023 grants under the SS4A program. For Implementation Grants, DOT expects the minimum award will be \$2,500,000 and the maximum award will be \$25,000,000. DOT reserves the right to make Implementation Grant awards less than the total amount requested by the applicant.

6. Is the program competitive or formulaic?

Competitive

7. What is the expected date of the federal award decision?

December 2023

E. GOVERNOR'S POLICY PRIORITIES

The following questions align with the "Alignment with Governor's Policy Priorities" section of the scoring matrix.

1. Collaboration.

Have you collaborated with and secured other local, nonprofit, and/or private sector partners on project planning? Please describe.

The City's proposal under the SS4A Implementation grant application incorporates several citywide projects focused on providing safe routes for vulnerable road users on arterial streets part of the City's High Injury Network (HIN). The proposal is for implementing proven countermeasures and strategies identified in the City's Zero Vision Action Plan and Active Modes Plan in support of safe routes for active modes of transportation, with goal of eliminating serious road injuries and fatalities. The arterial citywide projects include (1) implementation of proven safety countermeasures along Harmony Road, (2) Supplemental Planning Activities along several arterial roads within the northwest corridor of Fort Collins and (3) Demonstration Activities along Centre Ave that runs through Colorado State University (CSU) campus. The Supplemental Planning Activities serve to explore safety issues for several arterial roadways by (1) identifying specific causes of crashes and (2) feasibility of various future arterial improvements to provide safe routes for active modes of transportation. Proposed activities include community engagement to engage those living and working within the project area, as well as area businesses and bike community organizations, to gather resourceful information and data over needs, concerns, and expectations in implementing arterial improvements for separated pedestrian and bicycle facilities and street design for slower speeds. The outcomes of these supplemental planning activities will enhance the City's Vision Zero Action Plan and Active Modes Plan by proposing best solutions to implement countermeasures in the study area and other citywide roads to maximize safety and comfort for active mode users. The Demonstration Activity proposed for Centre Avenue test effectiveness of vertical elements to inform future implementation safety countermeasures to support equitable access to active modes of transportation. The City has and continues to collaborate with CSU over infrastructure measures to support safe routes on streets for those

CSU members (students, faculty, and other employees) in feeling safe while traveling to CSU through active modes of transportation. CSU provided a Letter of Support for the City's 2023 SS4A Implementation grant application, expressing the importance of the project in determining effective safety countermeasures to provide equitable active modes of transportation for the CSU community. Proposed demonstration activities include further community engagement, ensuring those living and working within the Centre Ave. corridor, including CSU and business community members are engaged in testing activities and outcomes that serve to inform the City's Zero Vision Action Plan and Active Modes Plan. The Implementation project that provides implementing proven safety countermeasures along the 4-mile corridor of Harmony Road from JFK Parkway to the West I-25 Frontage Road is based on community engagement measures part of both the City's Vision Zero Action Plan and Active Modes Plan. The extensive community input over implementing safe countermeasures to provide safe routes for active modes of transportation enhanced and informed both action plans.

2. Governor's Policy Priorities.

How does this proposed project align with the Governor's policy priorities as detailed in the [IIJA Priority document](#)?

The Governor's policy priorities over IIJA funding calls for executing high priorities from CDOT's 10-Year Strategic Pipeline of Projects, which includes focus areas of safety and active modes of transportation. The goal of this project is to remove the existing barrier to offer safe active modes of transportation options for people to travel to school, to work and to obtain goods or services. Recommendations in addressing the lack of infrastructure along the 4-mile corridor of Harmony Road, as well as planning and demonstration activities along City's other arterial streets, all part of the HIN, to evaluate most effective countermeasures for safe active modes of transportation options aligns with CDOT's 10-Year Plan focus areas of safety and multi-modal for which the Governor's priorities over IIJA funding serves to support.

F. JUSTIFICATION OF NEED

The following questions align with the "Justification of Need" section of the scoring matrix.

1. Other funding sources.

If any other funding sources will be leveraged for this project, please list the funding source type, amount, and if these funds have been committed to the project.

There is \$640,000 committed in City funds to support total project costs.

2. Additional Funding.

Why can this match requirement not be met by other funding sources/reallocation of existing budgets?

Strongest application has justified clearly why other funds cannot be leveraged or reallocated for this purpose, including at least 2 examples.

This project serves as a priority for the City, as well as for partners, including CSU, and residential and business community members, to provide safe active modes of transportation options through updating street design for safer speeds, thereby eliminating serious injuries and road fatalities. Notwithstanding the priority over safety and supporting a mode shift to active modes of transportation, these proposed citywide arterial projects include informing and updating the City's Vision Zero Action Plan and Active Modes Plan. Such proposed supplemental planning and demonstration activities while resourceful in better aligning the needs of the proposed project locations over future implementation safety countermeasures and, moreover, to inform future projects citywide, were not budgeted for as part of implementing either action plan. The City

made a request for total project costs of approximately \$35 million under prior year's 2022 SS4A funding opportunity, being unsuccessful. The 4-mile corridor of Harmony Road part of the 2023 SS4A funding request was not one of the projects proposed in the 2022 SS4A grant application. Rather, the City identified the 4-mile corridor along Harmony Road highly aligning with the grant program's goals over low cost and high impact, based on a benefit costs analysis and methodology used by City in identifying an implementation project that supports prioritizing infrastructure needs for undeserved communities. While the City sees the 4-mile corridor along Harmony Road highly aligning with the SS4A program goals, the City remains committed to finding funds to support the \$35 million in total project costs proposed in prior year's 2022 SS4A grant application. Those projects part of the \$35 million ranked among the City's highest scored projects for safe routes for active mode users. The City continues to evaluate sources of funds for these projects. Considering the shortfall in funds needed to implement the \$35 million in projects highly ranked in the City's Vision Zero Action Plan and Active Modes Plan, the City has limited funds to allocate for the arterial project part of the 2023 SS4A grant application.

3. Project budget.

Please attach your proposed budget for the federal grant application, which should include planned uses for all funds for this project (federal, state match, any other funds.) If you do not have this documentation prepared as part of the federal application, please provide a high-level project budget. The budget must specify the proposed use for IIJA State Matching funds.
(Upload document)

[Download](#) SS4A budget_Fort Collins.doc

G. EQUITABLE & LONG-TERM COMMUNITY IMPACTS

The following questions align with the "Projected Equitable Impacts" and "Long-term Community Impact Depth" sections of the scoring matrix.

1. Intended Use.

Please briefly describe the intended use of funds and relationship to state or agency key strategic goals. Strongest applications will specify how the project will have a permanent impact on health and safety of the community and a wide-reaching impact across the state.

Funds will be used to carry out priority recommendations of the City's Vision Zero Action Plan to eliminate traffic deaths or serious injuries by 2032, along with the City's Active Modes Plan to achieve 50 percent active mode share and eliminate active modes traffic deaths and serious injuries by 2032. Specifically, by focusing on providing safer routes for vulnerable users on arterial streets through (1) implementing proven safety countermeasures; (2) identifying specific causes of crashes and evaluating feasibility of various arterial improvements; and (3) testing the effectiveness of temporary protection safety measures along a designated corridor. Proposed projects are located on arterial streets part of the City's HIN. The Citywide Arterial Street Low Stress Bike Network Implementation project encompasses the: Harmony Road Separated Bike Lanes Implementation project along the Harmony Road Corridor to implement proven safety countermeasures along 4 miles from JFK Parkway to I-25 West Frontage Road. Project provides safe facilities for all users and updating street design to reduce speeds. Countermeasures include implementing separated bike lanes, bike phasing at signals, traffic signal timing improvements, street lighting, and vehicle narrowing. Northwest Fort Collins Arterial Street Study that will identify specific causes of crashes and explore feasibility of various arterial improvements recommended to implement future separated bikes lanes, protected intersections, lane diets and road diets. The study will expand the current City's Vision Zero Action Plan and City's Active Modes Plan, informing the best solutions for future implementation on arterial streets within the study area (bounded by College Avenue, Horsetooth Road, Overland Trail and Laporte Road) to maximize safety and comfort for cyclists. Centre Avenue Bike Lane Barriers Pilot Project, a demonstration activity, that will test the effectiveness of temporary vertical protection elements and compare before and

aftereffects of multimodal usage, vehicular speeds and public perception for the Center Ave corridor, which runs through the CSU campus. The pilot project will inform future projects citywide that align with the Vision Zero Action Plan and Active Modes Plan. The overarching goal of the project through proposed implementation measures and the supplemental planning and demonstration activities that serve to enhance and inform both the Vision Zero Action Plan and Active Modes Plan is to improve safety for vulnerable road users, with a particular focus on pedestrians and cyclists. Although these vulnerable road users were involved in only 6% of total crashes in Fort Collins, they accounted for 47% of people killed between 2017 and 2021. Further 89% of serious injuries and fatalities occur on arterial streets. Through reducing driving speeds and providing protected pedestrian and biking facilities, vulnerable road users will feel safer, thereby supporting a mode shift to reduce motor vehicle trips. The project that proposes implementation, planning and testing on arterial streets aligns with the Colorado Department of Transportation's (1) Moving Towards Zero Deaths initiative and (2) 10-Year Strategic Pipeline of Projects that includes focus areas of safety and multimodal transportation. Providing safe, pedestrian and bicycle facilities supports those road users that do not have a motor vehicle and/or are unable to easily access public transportation and, thereby, rely on active modes of transportation to get to work, to school and to obtain goods and services. It further promotes a mode-shift and adoption of no carbon modes of transportation, with ensuing health and environmental benefits. A shift to active modes of transportation aligns with decarbonization plans by both the state and City, with City's goal to have 80% reduction in greenhouse gases from 2005 levels by 2030, while achieving carbon neutrality by 2050.

2. Disproportionately Impacted Communities.

What percentage of total project funding will be invested in disproportionately impacted communities?
Strongest applications will align with or exceed 40% threshold per federal [Justice40 initiative](#)

The citywide arterial projects proposed under SS4A are part of the City's High-Injury Network and located within areas with a Health Equity Index (HEI) of 100 (ranges from 60 to 100, with 100 being highest). The HEI as provided through Larimer County's Department of Health and Environment is based on eight indicators linked to detriments of health and demographics. The City used the HEI to target communities with the highest scores, correlating the social and environmental vulnerability of these communities and need to invest safety measures for vulnerable road users. Additionally, project areas for both the supplemental planning and demonstration activities are in Underserved Communities census tracts per USDOT's Equitable Transportation Community Explorer (ETCE) tool. These arterial projects support providing equitable access to safe active modes of transportation, removing disparities placed on members of Underserved Communities not only located within the project areas, but also located throughout the City with dependency in using active modes of transportation to travel to work, to school or to obtain goods and services.

3. Prioritization.

How will your project implementation identify and prioritize benefiting disproportionately impacted communities or communities most harmed by legacy infrastructure?

In evaluating project areas for implementing proven countermeasures and strategies in the City's Vision Zero Action Plan and City's Active Modes Plan for safe routes for vulnerable road users, the City evaluated roads on the HIN with history of serious injuries and fatalities over the past 5 years. This data was then correlated with Larimer County's HEI to assess relationship between traffic safety and social and environmental vulnerability. The HEI uses eight indicators linked to detriments of health and demographics: Youth, Older adults, Racial and ethnic minorities, People with disabilities, Households without a vehicle, Poverty, Poor mental health, Low physical activity and High rates of obesity. Project areas were identified based on both (1) high number of serious injuries and fatalities and (2) high HEI score. The City then used USDOT's ETCE

tool to identify Underserved Communities census tracts. This evaluation allowed prioritizing project areas to ensure that strategic investments in transportation infrastructure support those communities in most need of safe routes for vulnerable road users. These citywide arterial projects intentionally support equitable access to pedestrian and bicycle facilities for those communities within the project areas, as well as communities throughout Fort Collins with members that rely on active modes of transportation to travel to work, to school and to obtain goods and services. The arterial projects support investing in infrastructure for safe routes for active modes of transportation for communities identified in having the greatest need based on the relationship among traffic safety and social and environmental vulnerability.

4. Counties Impacted.

List the county(ies) that will be impacted by this proposed project.

Larimer

H. IMPACTS ON WORKFORCE/JOB CREATION

The following questions align with the "Impact on Workforce/Job Creation" section of the scoring matrix.

1. How many new jobs is this project expected to create?

If unknown at this stage of planning, briefly describe whether and how the project will create new jobs or workforce demand.

Economically, the project is poised to invigorate local commerce. By enhancing safety features like curb-separated bike lanes and improved lighting, the project not only ensures cyclists' safety but also stimulates the local economy. Businesses along these routes will likely see increased footfall due to improved accessibility and safety. Moreover, by improving connectivity to key services and destinations, including the Bus Transfer Center, education and healthcare facilities, and job opportunities, the project supports economic inclusivity. The enhanced connectivity will particularly benefit underserved communities, promoting an equitable economic landscape.

2. What workforce plan(s) are in place to meet the workforce needs related to this project?

Based on the project's focus of safe routes for active modes of transportation, the project supports economic growth for existing or new private enterprise. There is no direct impact to the City in having to add new employees and/or to provide technical training for employees, as any workforce opportunities will be seen through private offerings. The City is committed to support local businesses in engaging the community over workforce opportunities and/or private investment.

I. SHOVEL-READY STATUS

The following questions align with the "Shovel-Ready Status" section of the scoring matrix.

1. Project Phases.

Briefly describe if this is an annual project, multi-year but single-phase project, or multi-phase project.

(NOTE: Funds will be provided on an annual basis and any funding awarded for one year/phase of a federal grant does not guarantee additional match funding for future phases/years of project.)

The citywide arterial projects support implementation measures to incorporate infrastructure for safe routes for vulnerable road users, as well as supplemental planning and demonstration activities that will inform and enhance the City's Vision Zero Action Plan and Active Modes Plan. These projects are independent from one

another and, therefore, will be implemented and completed to align with project objectives and goals over (1) infrastructure implementation, (2) identifying causes of crashes and exploring arterial improvements to implement future pedestrian and bike facilities, as well as address street design for safer speeds, and (3) test effectiveness of vertical elements as road separators and the impact on vehicular speeds and active modes usage.

2. Project Timeline.

Please briefly describe the project implementation timeline for the project.

The proposed citywide arterial projects are independent in nature. The Implementation project for the 4-mile corridor of Harmony Road is projected to commence in fall of 2024. The Planning, Design and Development activities from community engagement, data collection, design and permitting is proposed through beginning of 2026, with implementation of countermeasures proposed from mid-2026 through beginning of 2029. The Supplemental Planning project encompassing arterial streets within the northwest corridor of Fort Collins is projected to commence in fall of 2024. Activities include community engagement, evaluation of crash causes and feasibility study over most effective safety countermeasures for future pedestrian and bicycle facilities. These activities will occur through fall of 2025, with findings of the study presented in a report that will inform the Zero Vision Action Plan and Active Modes Plan. Report completion expected by end of 2025/beginning of 2026. The Demonstration Activity provides a pilot study implementing temporary vertical elements and collection of data. The proposed corridor is currently being resurfaced and striped, providing temporary countermeasures to be implemented in fall of 2024, with data collection through the summer of 2025, and evaluation of results with findings completed by end of 2025.

3. Project Sites.

Have project sites been secured for the proposed project? Please describe.

Implementation Project - Harmony Road Corridor, 4 miles from JFK Parkway to I-25 West Frontage Road will incorporate planning, design and development activities, with corresponding infrastructure implementation. Supplemental Planning - Northwest Fort Collins Arterial Street Study - To identify specific causes of crashes and explore feasibility of various arterial improvements recommended to implement separated bike lanes, protected intersections, lane diets, and road diets. The scope of the study will be bounded by College Avenue, Horsetooth Road, Overland Trail, and Laporte Road. Demonstration Activity - Bike Lane Barriers Pilot Project along Centre Ave - To test the effectiveness of temporary vertical elements on multimodal usage, vehicular speeds and public perception in the corridor. This will allow for the focused test on the effectiveness of vertical elements that can inform future projects Citywide.

4. Relevant State Agencies.

Have the relevant state agencies been included and/or informed of the proposed project? If so, please list the State agencies.

N/A

5. Projected Start Date of Encumbrances.

What is the projected start date of encumbrances for the project?

Selections under SS4A are proposed in late 2023, before year end. The City anticipates having a final agreement in place with USDOT by June 2024, with required competitive bid processes to be complete by end of August 2024, with date of encumbrances between August and September 2024.

6. Projected End Date of Encumbrances.

What is the projected end date of expenses for the project?

Implementation Project is proposed to be completed within 5 years; proposed end date at beginning of 2029. Supplemental Planning and Demonstration activities will be completed within 18 months; proposed end date being beginning of 2026.

7. Additional Information.

Is there any other information you would like to provide about this project?

Support for this project includes that provided by U.S. Senators, Michael Bennet and John Hickenlooper; Joe Neguse, member of 2nd District for Colorado; CDOT; and CSU. Each of which provided Letters of Support for the SS4A Implementation grant application, demonstrating the importance of these citywide projects focused on providing safe routes for vulnerable users on arterial streets and implementing proven counter measures and strategies identified in the City's Vision Zero Action Plan and Active Modes Plan.

J. APPLICANT AFFIRMATIONS/AGREEMENT WITH TERMS AND CONDITIONS

1. Affirmation of Advance Request

Awarded IIJA Local Match projects will not receive funding until they can demonstrate they have been awarded the federal IIJA program for which they applied. Grantees must submit, if awarded, an advance request form accompanied by the federal IIJA award or allocation letter through the DLG grants portal. The advance request form is included as part of the award agreement.

[Confirm/Agree to Comply.](#)

2. Affirmation of Use of Funds

Grant funds can ONLY be used for costs associated with the non-federal match requirement of an awarded federal IIJA program. Grantees who spend funds outside of this intended purpose understand that any such funds must be returned to DOLA and agree to do so within 30 days of identification of improper fund use.

[Confirm/Agree to Comply.](#)

3. Affirmation of Interim Report.

Grantees must provide DOLA with a minimum of one itemized interim report, as well as any other financial reports as requested by the Governor's Office through DOLA. Reports will include supporting documentation (invoices and proof of payment) on how the advanced funds were used. The report form is included as part of the award agreement.

[Confirm/Agree to Comply.](#)

4. Affirmation of Final Report

Grantees must provide a final itemized report, to include supporting documentation, at the conclusion of the award agreement accompanied by the federal close-out letter on how grant funds were used. The report form is included as part of the award agreement.

[Confirm/Agree to Comply.](#)

5. Affirmation of Return of IIJA Local Match Grant Funds.

Grantees acknowledge that all unspent grant funds at the end of the award agreement must be returned to the Department of Local Affairs within 30 days of the expiration of the award agreement.

[Confirm/Agree to Comply.](#)

K. BOARD ACTION/TABOR COMPLIANCE

1. Official Board Action

Assurance of community priority. Applications cannot be submitted unless approved by the entity's Board, Council or Trustees. Provide the date official action was taken authorizing this application.

[Action taken when funds appropriated by Council](#)

2. TABOR Compliance.

The applicant jurisdiction understands TABOR spending limitations related to receiving and expending state grants.

[Confirm/Agree to Comply.](#)

L. STATE ACCEPTANCE OF APPLICATION

Confirmation

The State, upon acceptance and favorable review of an Application submitted through the DOLA online grants portal system, agrees to provide financial assistance from the IJJA Local Match Program to the Applicant. The notification of award of financial assistance (Grant Award) indicates that Applicant has met all of the requirements to qualify for IJJA Local Match program grant monies with such amount to be determined exclusively by the State and has affirmed and confirmed agreement with the stated terms and conditions associated with use of those grant funds.

[Confirm I Have Read the Above Statement](#)