

[Accelerator Letter of Intent \(LOI\) Application](#)

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APPLICATION GUIDANCE

Thank you for your interest in the [Local IMPACT Accelerator Program](#)! Applicants are strongly encouraged to read the [Program Guidance](#) before submitting applications. Round 1 Full Applications are due by Wednesday, November 5 at 11:59 p.m. MT and Round 2 LOIs are due by Monday, November 17 at 11:59 p.m. MT.

Both Round 1 Full Applications and Round 2 LOI Applications will use the same form. There is a question in Section 8 which will prompt additional questions for Full Application applicants.

Questions about the Accelerator can be submitted using the [IMPACT Accelerator Q&A form](#) until Wednesday, October 15 at 11:59 pm MT. CEO will post public responses to all questions received during the formal Q&A period by Monday, October 20 at 5pm MT. After October 15, applicants should direct any questions to Regional Coordinators.

Answers to Q&A's, Regional Coordinator contact information, and webinar recordings will be available on the [IMPACT Accelerator webpage](#).

[Colorado Energy Office Accessibility Statement](#)

Round 2 is the final application round for the Impact Accelerator. For those completing a Round 1 Full Application, there will not be another opportunity to apply if you are not awarded. For those completing a Round 2 LOI, there will not be a Round 3. Therefore, CEO strongly encourages all applicants to review the below bullets to ensure your application adheres to the [Program Guidance](#). CEO also encourages all applicants to contact their regional coordinator for application support, and to begin working with them early in the application window. To ensure compliance with Accelerator program guidelines, please remember:

- Applicants should clearly identify the policy your jurisdiction is seeking to adopt, how the policy exceeds state and local requirements, and the mechanism in which it will be adopted by an elected body. CEO has listed 24 eligible policies (with relevant examples) in the program guidance and recommends adhering to one of these policy options.
- Applicants cannot apply for project funding alone - applications must include a policy adoption proposal.
- Projects can be in a different sector from the proposed policy; e.g. You can choose a policy in the building sector and project in the transportation sector.

SECTION 1 - CONTACT INFORMATION

First Name Last Name
Steve Kudron

Type of Organization
Cohort Led by a City/County

Entity Legal Name Entity Preferred Name (optional)

Town of Grand Lake

Contact Email Alternative Email (optional)
steve@toglco.com

Contact Phone Alternative Phone Number (optional)
(970) 966-0067 (970) 627-3435

County Zipcode
Grand County 80447

Is your jurisdiction within the Denver Regional Council of Governments (DRCOG) planning area and intending to apply for their Climate Pollution Reduction Grant funding?

No, I'm not in the DRCOG region

Are you applying as part of a cohort?

Yes

Please list all other entities that are part of the cohort:

Three Peaks Collaborative

Will each member of the cohort be able to provide a letter of support for the Full Application?

Yes

If the organization completing this application NOT the cohort lead organization, please name the cohort lead organization.

Town of Grand Lake

Has the cohort lead organization agreed to this role ?

Yes

SECTION 2 - APPLICATION SUMMARY

For the overview below please use the following format and language:

My application includes passing a **[policy measure name]** through a vote by **[city council or other elected body]**. We are asking for project funds to **[project description]** (if applying for project funds). In order to pass the policy, we will **[description of actions to pass policy]**. We intend to pass a **[policy type, i.e. ordinance, statue, etc.]** which will exceed existing state and local requirements by **[description of how policy exceeds requirements]**. The project work will support **[name of new or existing policy]** by **[description of project impact]**.

Please provide a 3-5 sentence high-level overview of your application, including all policies and projects you're applying for (using the suggest format and language above).

This application includes passing a Complete Streets, Mobility, and Accessibility Policy through a vote by Town council. We are asking for project funds to implement Grand Lake's new Policy and Implementation Plan to strengthen multimodal connections within and beyond the community. To pass the policy, we will first prepare a Mobility and Accessibility Action Plan that builds on existing Comprehensive Plan targets, including improved trail and visitor hub connectivity for all forms of transit, including Off-Highway Vehicles. The Town will pass a Policy and Implementation Framework for an adopted Complete Streets and

Regional Mobility Policy, which will exceed existing state and local requirements by operationalizing the Town’s adopted Policies and by applying Colorado’s statewide goals to a rural context. The project work will support the Town of Grand Lake by creating a test-pilot program for equitable, low-carbon mobility innovation in a rural gateway that will serve as a replicable model for small towns and gateway communities statewide.

SECTION 3 - DETAILED POLICY & PROJECT DESCRIPTIONS

What policy sector(s) are you applying for (select all that apply)?

- **Land Use**
- **Transportation**

What policy measure(s) are you applying for? (Check all that apply and review Accelerator Guidance Table 1 for the full description of each measure listed below).

- **Land Use Measure 4: Adopt parking management strategies**
- **Transportation Measure 1: Adopt robust complete streets policies**
- **Transportation Measure 1: Adopt active transportation supportive design standards**
- **Transportation Measure 1: Dedicate funding for active transportation facilities**
- **Transportation Measure 2: Dedicate funding for transit priority improvements**
- **Transportation Measure 2: Adopt plans that prioritize transit users**
- **Transportation Measure 4: Adopt fees that encourage zero-emission vehicles**

Please describe your policy effort in detail. What policy are you seeking to advance? Why did you choose this policy? What impact will advancing this policy have for your jurisdiction?

With this funding, the Town of Grand Lake will develop a Complete Streets, Mobility, and Accessibility Policy with an actionable Implementation Plan that will improve multi-modal transit, including pedestrian, bicycle, automobile, and Off-Highway Vehicles (ATV, Snowmobiles, Snowcats, etc.) such that usage strategies and guidelines are clear. Additionally, the implementation will provide much-needed, data-driven guidance around parking, trail usage, and the intersection between offroad corridors and on road requirements, which have heretofore confused offroad enthusiasts. The policy will enhance and expand on goals set in the Town’s 2020 Comprehensive Plan by developing a Policy to address all forms of road and offroad usage. The Policy and Implementation Plan will integrate land use, tourism, accessibility, and climate goals into one coordinated mobility framework tailored for Grand Lake. As a gateway community that serves as the western entrance to Rocky Mountain National Park, as well as the entryway into numerous backcountry experiences, Grand Lake contends with all manner of transportation pressures. This policy effort was chosen to address mounting challenges in Grand Lake, which include seasonal visitation pressures, limited transit options, constrained parking, pedestrian and bicyclist accessibility gaps and impacts at intersections between Off-Highway Vehicle (OHV) routes and conventional automobile and pedestrian corridors. Because of its central location and accessibility to Rocky Mountain National Park, Arapaho Wilderness Area, and other federal and state backcountry areas, Grand Lake experiences conflicts between multiple vehicular and pedestrian uses. This policy is intended to clarify uses and reduce conflicts. The impact for our jurisdiction will be development and implementation of a clear policy that outlines appropriate uses and interfaces of

multiple on- and off-road facilities, including sidewalks, streets, and trails, and how users can interact between these modes of travel. Additionally, we will better coordinate parking requirements and locations, as well as outline public transportation guidance. With increased usage, the Town of Grand Lake has experienced significant confusion in terms of how all modes of transportation intersect and overlap within the community. This policy, as well as the subsequent plan and implementation elements, will assist in clarifying these conflicts such that all users should be more readily and safely accepted.

What type of policy change are you enacting?

Ordinance

How will your policy be passed?

Vote by an elected body (Council, County Commissioners, etc)

Please explain why the type of policy change and adoption mechanism you listed above are the most durable for your jurisdiction:

A formally adopted Complete Streets, Mobility, and Accessibility Policy and Implementation Plan is the most durable mechanism for Grand Lake because it provides clear, binding guidance that remains in effect through leadership changes, budget cycles, and seasonal staffing fluctuations. A Town Board resolution ensures the Policy is institutionalized rather than discretionary, embedding multimodal, accessibility, and climate-aligned design requirements into all future transportation and land-use decisions. This approach creates long-term consistency, strengthens coordination with CDOT and regional partners, and lays a stable foundation for integrating these standards into implementation efforts and capital improvement decisions. Furthermore, this first of its kind policy takes the standard elements of a Complete Streets Policy and exceed these standards by incorporating all modes of transit, emphasizing accessibility, and producing a replicable model for other backcountry communities.

Please describe why you think your project will be successful, including:- How you anticipate successfully adopting this policy- If there are other policies/programs that build a foundation or support for the policy- If you have support from an elected body- Historical work completed to build support for the policy (policy analysis, community engagement, collaboration with council, etc)

Grand Lake will formally adopt this policy and plan by the Town Board's routine mechanisms of adoption. While broad support is currently understood due to the longstanding issues faced by residents, businesses, and visitors alike, presentation of a draft policy, in addition to incorporating feedback from local officials is planned to ensure questions and concerns are addressed prior to requesting a formal vote. The proposed project builds on the efforts already advanced toward adopting the Town's Comprehensive Plan, which directly cites long-standing mobility challenges, including seasonal congestion, gaps in Americans with Disabilities (ADA) Act infrastructure, and limited transit access. The concept of addressing accessibility and mobility needs has already gained positive feedback from residents, business owners, and local partners, all of whom have recognized the conflicts between various transportation uses, including lack of clarity around off-highway vehicle uses, pedestrian corridors, and parking. The Complete Streets, Mobility, and Accessibility Policy is strengthened by several existing local plans and regional programs that create a strong foundation for adoption, including a 2014 Wayfinding Masterplan, the 2020 Comprehensive Plan , local mobility

priorities identified through community workshops, and CDOT's regional transit and safety initiatives all support the shift toward multimodal, low-emission transportation. As part of the efforts to produce the Comprehensive Plan, the Town formed a Steering Committee, collected data from public and stakeholder surveys, and held an in-person Open House. Additionally, the Town's ongoing work on wayfinding, trail connections, parking management, and ADA compliance demonstrates both organizational readiness and a history of implementing mobility improvements. The Town Board has expressed support for advancing mobility and accessibility improvements, and staff have been working closely with elected officials and local organizations to align the policy with broader community priorities related to safety, tourism management, and climate resilience. Over the past several years, the Town has laid the foundation for this type of Policy through targeted community engagement, collaboration with local businesses, conversations with public safety officials, and coordination with Rocky Mountain National Park and neighboring jurisdictions. Feedback collected through visioning sessions, seasonal workforce outreach, and tourism-related planning has consistently highlighted the need for safer walking and biking access, more reliable transit options, and improved connectivity, as well as better and safer clarity around off-highway vehicle usage, especially at intersections of pedestrian and automobile corridors. These efforts have laid a strong groundwork for formalizing the Policy and implementing it through a phased, achievable approach.

Does your proposed policy exceed state and local requirements?

Yes

Describe how your policy extends beyond State minimum standards (adopting a policy that extends far beyond existing local and state requirements, adopting a forthcoming state requirement early, opting-in to optional state legislation, etc). How much farther does it go?

Grand Lake's Complete Streets, Mobility, and Accessibility Policy goes beyond Colorado's minimum multimodal, safety, Transportation Demand Management (TDM), accessibility, transit, wayfinding, and micromobility requirements as outlined in the CDOT Roadway Design Guide, CDOT Pedestrian Crossing Guidelines (2021), Colorado Energy Office e-bike programs, and CDOT wayfinding/signage guidance. These state frameworks establish baseline expectations but are not designed for the unique challenges that arise in rural mountain towns, recreation gateways, or visitor-driven circulation systems. State guidance focuses on urbanized corridors and state highway rights-of-way, outlining minimum expectations for bike/ped facility integration and context-sensitive design. Grand Lake proposes applying multimodal requirements to lakefront corridors, trailhead approaches, recreation streets, and tourism nodes, all areas that are not addressed in state policies. The proposed project will require improved crosswalks, curb extensions, pedestrian islands, and winter-visibility treatments, which exceed CDOT's minimum safety standards. Grand Lake is also proposing to regulate town-wide multimodal cross-sections, where CDOT guidance only requires project-level application. State pedestrian guidance outlines the minimum required crossing treatments based on speed, width, and demand. Grand Lake proposes to surpass these by requiring higher-level safety treatments, including refuge islands and raised crossings, in locations where the state only requires markings or signage for off-highway vehicles. The project also proposes

to apply pedestrian-safety standards to trail crossing points, recreation zones, and non-highway segments, which are not covered under state thresholds. State design guidance does not require small towns to create multimodal hubs or consider first- and last-mile layers. Grand Lake proposes to exceed guidance by incorporating such elements into future site planning processes. By coordinating across Town, Recreation District, private lodging properties, and Rocky Mountain National Park Grand Lake goes above policy, which does not require coordination. Electrification is not mandated for rural transit, but Grand Lake's plans prioritize low-emission shuttle service. CDOT provides limited guidance on signage, and primarily only for highway-oriented signs. Grand Lake plans to develop a full mobility branding and wayfinding system that integrates shuttles, e-bikes, parking, trails, and lakefront destinations to clearly identify allowable modes along each route. The State supports e-bike rebates through the CEO Community Access to Electric Bicycles Program, but it does not regulate or prescribe micromobility infrastructure. Grand Lake will explore establishing a full public bike and e-bike share system in a rural gateway context, which is something not described or required in any state program. The integration of e-bike programs directly with mobility hubs, transit stops, and trail-to-town pathways advances beyond CDOT's bikeway design minimums. State programs like the Colorado Main Streets Program encourage placemaking but do not require tactical pilots. Grand Lake proposes piloting raised crossings, protected bike lanes, curb extensions, and pedestrian-safety treatments in areas lacking state minimum requirements. Applying tactical urbanism demonstrations outside typical downtown blocks, including lakefront zones, trailheads, and recreation nodes. Community feedback and data collected related to the pilots will then be incorporated into future policy and implementation efforts.

Anticipated policy work start date: **05/01/2026**
Anticipated policy adoption date: **01/01/2026**

How will you show your policy efforts are advancing within the first six months if awarded?

Within the first six months, Grand Lake will demonstrate clear progress toward policy adoption through a structured sequence of public meetings, stakeholder coordination, and documented revisions. In months 1-3, the Town will present the draft Complete Streets, Mobility, and Accessibility Policy and Implementation Plan to the Planning Commission and Town Board to gather feedback and produce an updated version. Between months 3-6, staff will coordinate with CDOT, the Recreation District, Rocky Mountain National Park, and other regulatory partners to ensure alignment with overlapping policies and verify that the policy exceeds state minimum standards, incorporating revisions based on this input. By months 5-7, the refined policy and plan will return to the Planning Commission for final review, followed by preparation for the Board's adoption vote, supported by staff reports, meeting minutes, and public notices that collectively demonstrate strong, measurable advancement toward full policy adoption.

Are you applying for policy funding or both policy and project funding?

Both Policy & Project Funding

What project area(s) are you applying for (select all that apply)?

- **Land Use**
- **Transportation**

What project(s) are you applying for? (Select all that apply and review Accelerator Guidance Appendix B for the full description of each project listed below).

- Land Use 4: Implement parking management strategies
- Land Use 5: Establish an EV charging incentive program
- Transportation 1: Advance active transportation project plans
- Transportation 1: Create programs that support active transportation.
- Transportation 1: Purchase equipment and software that supports active transportation
- Transportation 2: Join or establish a transit district
- Transportation 2: Advance design and engineering for bus priority projects
- Transportation 4: Support implementation of differentiated vehicle registration fees

Please describe your project in detail. What project are you proposing? Why did you choose this project? What impact will implementing this project have in your jurisdiction?

We will develop a survey for various transportation types, including a baseline initial survey, followed by subsequent survey to gauge efficacy and engagement with the policy. We will also track safety issues, including accidents, speeding, and other areas where conflict should be reduced due to the proposed policy. We will also monitor parking at various trailheads and public areas to see if the policy is being adhered to. Other metrics may include the total number of permit applications for OHVs, publicly available tourism data, and other publicly available data points that may also be referenced to assess trends. Finally, regarding integration with public transit we will document ridership trends.

Anticipated project start date: **05/01/2026** Anticipated project completion date: **04/28/2028**

If you are applying for policy and project funding in the same sector as your policy, please explain how your project will support or strengthen the policy. If you are applying for project funding in a different sector than your policy, explain how your project aligns with previous planning efforts or policies.

We will first prepare a Complete Streets, Mobility, and Accessibility Action Plan that builds on existing Comprehensive Plan targets, including improved trail and visitor hub connectivity for all forms of transit, including Off-Highway Vehicles. The Town will then create a test-pilot program for equitable, low-carbon mobility innovation in a rural gateway that will serve as a replicable model for small towns and gateway communities statewide. Because our policy and project funding are in the same transportation and land use sector, each implementation task is specifically designed to support and strengthen the proposed Complete Streets, Mobility, and Accessibility Policy. Task 1 directly produces the Complete Streets, Mobility, and Accessibility Policy and Implementation Plan, translating the Town's Comprehensive Plan goals into clear multimodal, accessibility, and OHV usage

standards. Tasks 2-4 operationalize the policy by implementing outreach and wayfinding, tactical urbanism demonstration projects, and an improved alternative vehicle network that clarifies how pedestrians, bicycles, automobiles, and Off-Highway Vehicles should interact on sidewalks, streets, trails, and parking areas. Tasks 5 and 6 further reinforce the policy by establishing monitoring and evaluation systems, collecting data on mode shift and safety, and designing accessible facilities that embody the policy's ADA, parking management, TDM, and multimodal design requirements. Together, these projects move the policy from concept to practice, provide data-driven feedback to refine it over time, and ensure that Grand Lake's new framework for mobility and accessibility is visibly implemented, tested, and strengthened across the community.

SECTION 4 - FEDERAL REQUIREMENTS

The Accelerator is generally not funding construction projects but may make some allowances if construction efforts are unavoidable. However, construction triggers federal requirements for grantees, contractors, and CEO, including tracking wages. Hiring a contractor to install equipment could also trigger certain federal requirements.

Does your project involve construction or hiring a contractor for equipment installations?
No, there is no construction or contractor installations

Having looked at the Accelerator Guidance and Appendix E (a list of what might trigger the need to develop a Quality Assurance Project Plan), will your project involve collecting and/or analyzing new environmental data (e.g. air quality, soil quality, building energy consumption, etc).

Yes - we will be collecting this type of data

If yes, please briefly describe the kinds of data you anticipate collecting/analyzing:

We will develop a survey for various transportation types, including a baseline initial survey, followed by subsequent survey to gauge efficacy and engagement with the policy. We will also track safety issues, including accidents, speeding, and other areas where conflict should be reduced due to the proposed policy. We will also monitor parking at various trailheads and public areas to see if the policy is being adhered to. Other metrics may include the total number of permit applications for OHVs, publicly available tourism data, and other publicly available data points that may also be referenced to assess trends. Finally, regarding integration with public transit we will document ridership trends.

Do you plan to purchase any equipment or materials? (e.g. heat pumps, vehicles, laptop computers, or software)

Yes, I would like to purchase equipment or materials

Have you completed projects involving Build America, Buy America (BABA) compliance?

Yes

The Terms & Conditions cover many other federal regulations but many may not relate to your project. These include the National Historic Preservation Act, the Archeological and Historic Preservation Act, the Endangered Species Act, and the Farmland Protection Policy Act. Do any of these apply to your project?

Yes, one or more of these apply

If you think one of the Federal Requirements above may apply, please list which one: Project latitude and longitude (if known):

A review of policy requirements in terms of NEPA, National Historic Preservation Act, Archeological and Historic Preservation Act, and Endangered Species Act, and the Farmland Protection Policy act will be reviewed as a part of Task 1 as recommendations are developed to ensure compliance. We confirm awareness of this compliance item and will review requirements prior to implementation.

SECTION 5 - BUDGET & MATCH

As described in the Accelerator Guidance, you will be asked to complete the [Accelerator Budget Form](#) and upload it below. Each budget section should present a holistic scope of work and logically build upon the previous, with the constrained budget including the most critical tasks that could exist as a standalone effort, the standard budget including additional tasks which build upon the constrained budget, and the vision budget adding additional tasks to the standard budget, which will result in a more impactful policy and/or project.

While the suggested amounts for the constrained, standard, and vision budget are \$500,000, \$2M, and \$5M, your budgets do not need to total these amounts and should provide the most accurate estimates possible of your anticipated costs to complete the outlined scope of work. CEO will consider funding requests that exceed these amounts for the constrained and standard budget, but the vision budget has a hard cap of \$5M.

Accelerator Budget Form

Grand Lake_Accelerator Budget Form_FINAL.xlsx

Outline the major Scope of Work tasks if awarded the Standard Budget:

This project is intended to be submitted as a Standard Budget project. This Scope of Work includes Tasks 1, 2, 3, 4, and 5. Deliverables would include the production of a Complete Streets, Mobility, and Accessibility Policy and Implementation Plan, accompanied by comprehensive guidance on monitoring, evaluation, and strategy development. Task 1 Planning: Mobility and Accessibility Strategy. Hire a consultant to prepare a Complete Streets, Mobility, and Accessibility Policy and Implementation Plan that builds on existing Comprehensive Plan targets. Task 2: Implementation: Outreach and Promotional Strategy. Hire a consultant to implement the comprehensive promotional strategy including a logo, website, outreach materials, wayfinding, and signage (including both creating, installing, and distributing), which will have been mandated and designed in the Policy and Implementation plan. Task 3 Implementation: Tactical Urbanism Demonstration Projects. Implement temporary, low-cost mobility pilots such as pop-up crosswalks, protected bike lanes, wayfinding murals, and other modular seating at shuttle stops. Use demonstrations to test design concepts before permanent investment. Engage residents and visitors through volunteer-based implementation events. Task 4 Implementation: Improved Alternative Vehicle Network, implement an improved system for local riders, rental companies, and visitors to better understand accepted uses, parking, and access for off-highway vehicles, including bicycles, snowmobiles, all-terrain vehicles, and other

backcountry modes of transit. Task 5 Implementation: Monitoring, Evaluation, and Expansion Strategy. Collect data on shuttle ridership, bike use, and mode shift impacts to inform statewide benchmarking for small community mobility programs. Evaluate performance and refine future service plans. Task 6 Implementation: Access Facility Design. Design and engineering for accessible facilities at strategic locations.

| Outline additional Scope of Work tasks if awarded your Vision Budget: | Outline Scope of Work tasks that would remain if only awarded your Constrained Budget: | Constrained Budget (\$)-~25% of Standard Budget | Standard Budget (\$)-Up to \$2M | Vision Budget (\$)-Over Standard/Up to \$5M |
|---|--|---|---------------------------------|---|
| If awarded a Vision Budget, all tasks would be completed as outlined. The only difference from the Standard Budget deliverables would be additional demonstration pilots, including consideration of Actibump automated speed bump devices, or similar technologies. Additionally, Task 6 would include engineering design for strategically selected ADA infrastructure and key sidewalk, parking, or bike trails. Care will be taken to minimize construction in green spaces, and utilize more natural materials to minimize environmental impacts. | Within the Constrained Budget only Task 1 and Task 3 would be completed. This would include the production of a Complete Streets, Mobility, and Accessibility Policy and Implementation Plan, as well as a strategy documenting recommending tactical demonstration projects. | 238500 | 855000 | 3430000 |

| | | | |
|--|---|--|--|
| Applicants are required to provide 5% match (e.g. leveraged funds) unless they qualify for 0% match. Select your anticipated match | If you are required to provide 5% match/leverage but are unable to, CEO will make considerations for jurisdictions experiencing hardship. Please provide the details of your situation: | If you do not qualify for 0% match, do you anticipate being able to provide 5% match for each of the three budget amounts? | Will your match be all cash, or a mix of cash and in-kind? |
| 5% match; we do not explicitly direct any funds to low-income groups | 5% | Yes | Match will be cash (at least 50%) and in-kind (up to 50%) |

Provide a description of the need for funding from the Colorado Energy Office (CEO) to pass the proposed policy(ies) and implement project(s). Describe how the proposed policy

and/or project would not be achievable without CEO funding or would be enhanced or improved with CEO funding.

The Town of Grand Lake requires support from the Colorado Energy Office to advance and implement this policy because, as a small rural community with limited staff and financial capacity, the Town does not have the resources necessary to conduct the technical analysis, stakeholder coordination, ADA assessments, multimodal design work, and demonstration pilots required to produce a robust, climate-aligned Complete Streets, Mobility, and Accessibility Policy. Without CEO funding, Grand Lake would be limited to incremental improvements and would not be able to shape the already unmanageable traffic and growth with foresight for preserving resources and safety. CEO funding will enable the Town to hire specialized planners and engineers, conduct detailed walkability and mobility assessments, coordinate with CDOT and Rocky Mountain National Park, and pilot strategic accessibility and mobility concepts that would otherwise be financially unattainable. The policy and the demonstration projects that support its adoption will be significantly more effective, data-driven, and aligned with state climate goals because of CEO support, allowing Grand Lake to move from high-level concepts to an actionable implementation framework that the Town could not produce on its own. Perhaps more importantly, with CEO support, Grand Lake can create a model of ecologically and humanistically responsible transportation planning for other mountain gateway communities.

SECTION 6 - IMPACT & SUPPORT

Describe the likelihood that this application, if funded, will have a sustained impact. This can include ongoing committed funding to support the effort after grant funds are expended, demonstrated long-term support from stakeholders, likelihood of the policy being repealed in the future, how the policy/project aligns with long-term planning efforts, etc.

Grand Lake's proposed policy is highly likely to have a sustained and lasting impact due to strong alignment with long-term community goals, consistent stakeholder support, and an implementation framework that extends well beyond the grant period. The Town has already demonstrated multi-year commitment to improving mobility, accessibility, and climate-friendly travel through its Comprehensive Plan, lakefront improvements, trail connections, and ongoing coordination with CDOT and Rocky Mountain National Park. Adopting the Complete Streets, Mobility, and Accessibility Policy and Implementation Plan through formal Board action ensures durability, as Board-approved policies in Grand Lake historically remain in effect through changes in leadership. The Town is also committed to incorporating the policy's multimodal and climate-aligned standards into future capital planning, subdivision review, grant applications, and annual budgeting, ensuring continued funding for implementation after CEO resources are expended. Additionally, the policy and attendant plan reflect priorities consistently reinforced by residents, business owners, seasonal workers, and regional partners, making repeal or rollback unlikely. The policy becomes the guiding framework for future transportation decisions and is supported by a mix of local funding, regional partnerships, and long-term tourism-serving mobility needs. The impacts of this project will persist long after the Accelerator grant concludes.

Describe your plan for public engagement, including specific groups you may target, why and any relevant historical public engagement activities. If you plan to engage with low-income communities, please also describe those efforts.

Grand Lake will implement a focused and inclusive public engagement strategy that builds on the Town's strong history of community involvement in mobility, lakefront, and land-use planning efforts. Engagement will target residents, business owners, seasonal workers, visitors, older adults, people with disabilities, and low-income community members who rely more heavily on walking, transit, and shared mobility options. Early outreach will include public workshops, online surveys, and targeted stakeholder discussions to understand mobility barriers, ADA challenges, parking and circulation issues, and opportunities for expanding low-emission and accessible travel options. Building on past engagements for the Comprehensive Plan, lakefront improvements, and wayfinding initiatives, the Town will continue to use multi-platform outreach tools that include public meetings, digital tools, social media, and intercept surveys at popular destinations to reach full- and part-time residents as well as the seasonal workforce. Special attention will be given to low-income households and individuals without vehicle access, who face disproportionate and dangerous mobility challenges in a rural gateway community. Engagement will include direct outreach through local service organizations, the library, the Recreation District, and seasonal employer networks to ensure that these voices help shape multimodal and accessibility priorities. Coordination with older adults and individuals with disabilities will occur through targeted ADA walk audits, partnership with accessibility-focused organizations, and accessible meeting formats. Engagement with businesses, lodging operators, and the tourism sector will ensure strategies address visitor mobility and trail-to-town circulation. Together, this approach ensures that the policy reflects the needs of all user groups and is informed by the Town's demonstrated pattern of collaborative, community-centered planning.

What risks have you identified that could prevent your policy and/or project efforts from succeeding?

The primary risks to successful policy adoption include limited staff capacity, seasonal scheduling constraints, and the need for close coordination with multiple regulatory partners such as CDOT, the Recreation District, and Rocky Mountain National Park. As a small rural community, Grand Lake must manage competing workloads and timing challenges. In addition, the Town's mobility network includes state highways and federal recreation gateways, so delays in interagency coordination could extend the adoption timeline. Community concerns about parking, winter maintenance, or right-of-way modifications may also require additional engagement and refinement. Finally, unexpected shifts in Town Board or Planning Commission priorities could slow progress, though current leadership has expressed strong support. Despite these risks, each is manageable through early engagement, clear communication, phased work planning, and targeted use of consultant support funded through the Accelerator program.

How will you mitigate risks that may prevent your efforts from being successful? Specifically include how you will mitigate the risk that your policy effort does not pass, any project management concerns and whether you've successfully completed similar work before.

The Town of Grand Lake has long prioritized safety and accessibility across our built environment. Through a series of community workshops in 2024, residents and local leaders consistently emphasized the importance of access to high-quality

recreation. While the community already offers exceptional opportunities for outdoor recreation, maintaining safe and accessible spaces remains a top priority. Following a recent board meeting regarding this policy proposal, the board expressed strong support for moving forward. To strengthen this initiative, we propose hosting a series of presentations before calling for a formal vote. These sessions will encourage collaboration, provide opportunities to address questions and concerns, and ensure the resulting policy reflects an approach of collaborative governance. If any hesitation or lack of support arises, we will work closely with residents and the board to identify concerns, develop solutions, and build unified agreement around the policy.

SECTION 7 - ADDITIONAL INFORMATION

Do you have approval to apply for this grant such that if awarded there are no additional local approvals needed in order to contract with the state?

I have approval and will not need additional approval to proceed if awarded

Did you work with a Regional Coordinator? (Full list of organizations is available on the accelerator website).

No

Will you be able to provide all the necessary attachments in the Full Application if encouraged to proceed? Required attachments will include:- Letter from City Council (or similar entity)- Commitment of match funding (if you do not qualify for 0% match and it is not already included in the letter from City Council)- Letters of support (required for cohorts; preferred for all)- Screenshot of EnviroScreen2.0 and/or a GIS map if you qualify for 0% match- A detailed budget spreadsheet with budget breakdown by task- Copy of the jurisdictions' DRCOG application (If applicable)

Yes, I can provide all applicable attachments for the Full Application

Is there anything else you want to tell CEO that was not covered above?

The Grand Lake Women's Club mailed a letter of support directly to CEO in support of our application.

Is there anything you wish to upload at this time (not required)?

Yes, I'd like to upload one or more files for reference

Optional Upload #1

LOS_Three Peaks Collab.pdf

Optional Upload #2

Support letter TOGL 11.13.25 Signed.pdf

Optional Upload #3

Grand Lake LOS_Rocky Mountain Conservancy.pdf

SECTION 8: Round 1 Full Application or Round 2 LOI

What type of application are you completing?

Round 2 Letter of Intent

File List (Protected)

Grand Lake_Accelerator Budget Form_FINAL.xlsx (27Kb.):

https://cogov.tfaforms.net/uploads/get/9054bb5a80533ac486371a313fc56a79-GrandLake_AcceleratorBudgetForm_FINAL.xlsx

LOS_Three Peaks Collab.pdf (484Kb.):

https://cogov.tfaforms.net/uploads/get/e09a4282f05f88db36e5ec1605795179-LOS_ThreePeaksCollab.pdf

Support letter TOGL 11.13.25 Signed.pdf (56Kb.):

<https://cogov.tfaforms.net/uploads/get/c0742a4b8d31e6544db448585850bb5b-SupportletterTOGL11.13.25Signed.pdf>

Grand Lake LOS_Rocky Mountain Conservancy.pdf (39Kb.):

https://cogov.tfaforms.net/uploads/get/58ffbcba14ed68138913423007d134eb-GrandLakeLOS_RockyMountainConservancy.pdf