



CITY OF CASTLE PINES

GRANT RESEARCH REPORT

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INTERNATIONAL

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1. INTRODUCTION AND USER GUIDE

Executive Summary

The Ulteig and Michael Baker Team proudly present you with our findings to date on the Castle Pines Grant Research Project. We met with multiple stakeholders, advisors, state, federal, metropolitan planning organization (MPO) staff, and grant sponsors to gather tailored recommendations on grant opportunities specific to Castle Pines. This research provides an overview of available grant funding sources for the City of Castle Pines based on a survey of a range of available grant funding opportunities. The overview is refined by analysis of how well the grant fits the needs of Castle Pines, likelihood of award, administrative burden, capability to be competitive given the grant guidelines, and timelines for the application and award.

The Grant Research Report provides a summary of **30 grant opportunities**, with an analysis and description for each grant.

How to Use This Information:

1. Research Overview & Guidance:

The research approach was multi-faceted to compile fundamentals of grant opportunities, requirements, and best practices as presented in written information and to further clarify information and better understand nuances of a particular opportunity through interviews.

Research components included:

- Grant availability research across a range of sectors and entities
- Guidance from the review of grant applications and awarded grants
- Existing knowledge and experience of the research team
- Interviews with grant administrators and experts

An overview of the individuals who informed the grant analysis and provided details is useful for future grant pursuits. This sheds light on who staff can reach out to in the future with questions or to vet a grant application concept. The notes from these specific meetings are detailed in Appendix A – Meeting Summaries with Stakeholders and Interviewees. Knowing the primary point of contact for future inquiries is valuable and adds an efficiency to future, more detailed, research.

2. Grant Availability & Analysis:

This section provides a summary of grant opportunities and is intended to provide guidance on the grant at the initial stages of identifying well-suited opportunities to projects in Castle Pines. It should lead the reader to resources with more information. Each opportunity includes a high-level analysis as follows:

- **Administrative Burden** (estimated hours to develop and submit application):
 - Low: up to 50 hours
 - Medium: 51 to 100 hours
 - High: 101 to 200+ hours
- **Likelihood of Award:**
 - Low: 1% to 10% chance of award
 - Medium: 11% to 30% chance of award
 - High: More than 30% chance of award
- **Benefit to Community:** A brief description of the benefit each grant could bring to the community
- **Required Match:** Information regarding local funds required to match a grant award, if any
- **Timeline:** Description of time-related information for each opportunity
- **Max Award:** A listing of the maximum award in United States dollars (USD)
- **Applicable Projects:** Specific project listings, or potential project types that could be eligible for an award

3. Planning Documents, Policies, & City of Castle Pines Objectives:

A foundational element of grant applications is demonstrating the work that has been completed to develop a concept to date. A review of plans, policies, and regulations that could support an application, or guide an overall grant strategy, is detailed in this section. This is valuable as an initial reference to identify what documents may be available to support a grant application concept. Grant applications sometimes ask for references to existing planning documents and policies that reference the project to be applied for; this section of the report can be a resource in such a case.

4. Grant Analysis by Identified Projects:

A comparison of grants by project is contained in this section, projects are each split into planning, design, and construction phases with related applicable grants listed for each phase. Projects are also broken down into low, medium, and high return on investment (ROI) cohorts depending on how much administrative burden needs to be undertaken for each project vs. the anticipated grant award value and probability of winning the grant award. Also included in the grant analysis are notes on grant strategy, timeline, and supporting data.

2. RESEARCH OVERVIEW AND GUIDANCE

Stakeholders and Interviewees

To evaluate the availability of grants, how well the grant fits the needs of Castle Pines, likelihood of award, administrative burden, and timeline, the research team connected with grant administrators and experts from a variety of organizations. The following individuals provided input and guidance:

- Tera Radloff, Mayor
- Deborah Mulvey, City Councilor
- Madison Brannigan, GOCO Program Officer
- Bill Haas, FHWA
- Todd Cottrell, DRCOG
- Jacob Riger, DRCOG
- Katherine Correll, Downtown Colorado, Inc.
- Karen Current, DHM Design
- JoAnn Mattson, CDOT R1
- Maria Hajiaghaee, CDOT R1
- Danny Herrmann, CDOT R1
- Clay Brown, DOLA

Best Practices for Pursuing Grant Funding:

- Need adequate preparation to position for a grant, including holding calls or meetings with grantors, securing any support or permissions from stakeholders, and compiling data and documents to support the application.
- The greater the amount of funding, the greater the amount of work needed to prepare and administer the grant.
- Participate in all the webinar and preparation opportunities provided by the grantor, request a one-on-one opportunity to describe your project to the grant administrator.
- Quality applications are important.



You want selectors to recognize Castle Pines as a community that submits the highest quality applications.

It is more efficient to put effort into a quality ask and win vs. less effort into multiple applications that are not likely to be funded.

It is discouraging to repeatedly lose and encouraging to win. Keep up the momentum with a quality product or project that is more likely to win.

Allocate sufficient time and investment in staff to successfully draft, submit, and complete an awarded grant project.

3. GRANT AVAILABILITY AND ANALYSIS

Denver Regional Council of Governments (DRCOG) Opportunities

DRCOG – Transportation Improvement Program (TIP) Grants:

Analysis:

Administrative Burden:	Medium/High
Likelihood of Award:	Medium, depending on project and competition from other agencies
Benefit to Community:	The TIP identifies all current federally funded transportation projects to be completed in the Denver region over a four-year period.
Required Match:	20% (Regional Share Funding at 50% match)
Timeline:	A three-year cycle. Current funding phase is 2020-2023.

Opened: July 30, 2018

Closed: Regional Call for Projects - September 21, 2018. Sub-regional call for projects February 27, 2019.

Maximum Award: \$20 million (regional)

Applicable Projects: **Top scoring regional share projects for 2020-2023 cycle:**

I-25 Pedestrian Underpass

People Mover to RidgeGate Station

Happy Canyon Bridge and Interchange

Description: The Denver region implements the fiscally constrained short-range transportation plan through DRCOG's TIP. Demonstrating DRCOG's commitment to collaboration, local governments at the DRCOG table decide on a process and criteria for including projects in the TIP and awarding DRCOG-controlled federal funds, which allows the region to set and agree upon its transportation priorities.

TIP Sub-regional funding is relatively new and divides a pot of TIP funding among the counties of the region to be distributed via TIP Sub-regional Forums. Douglas County hosts a Sub-regional Forum which is beneficial to smaller cities like Castle Pines to be competitive.

Summer 2022 is the next call for projects for DRCOG 2024-2027 funds.

- These projects begin at the local level on the Capital Improvement Plan (CIP).
- The community should do as much pre-planning work up front as possible.
- Could include planning, survey, ROW, and preliminary design.
- Having shovel ready projects (90% design), or projects at least at 30% design is ideal.
- Castle Pines should create a list of proposed projects and discuss with DRCOG.
- Recommend strong coordination with Art Griffith, Douglas County Project Manager, and neighboring communities.
- Multi-jurisdictional projects are more likely to be funded.

Note: ROW costs have skyrocketed in the Denver metro, which has affected project costs across the entire region.



DRCOG Transportation Alternatives Program (TAP):

Analysis:

Administrative Burden: Medium/High

Likelihood of Award: Medium, depending on project and competition from other agencies

Benefit to Community: Provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Required Match: 20%

Timeline: A three-year cycle. Current funding phase is 2020-2023.

Opened: July 30, 2018

Closed: Regional Call for Projects - September 21, 2018. Sub-regional Call for Projects - February 27, 2019.

Maximum Award: \$10 million

Applicable Projects:

- I-25 Pedestrian Underpass
- Happy Canyon Bridge and Interchange
- Trail Connection - Elk Ridge Park to the Commercial District
- Trail Connection from Castle Pines Parkway to Elk Ridge Park
- People Mover to RidgeGate Station

Description: Per the FAST Act, the Transportation Alternatives funding flows to states, then 50% goes to the MPOs and 50% remains with the state. DRCOG combines all funding into each call for projects and does not conduct a separate call for each funding source. TAP funds are available for bike/pedestrian/trails and other alternative transportation projects. DRCOG and CDOT each get a direct allocation for TAP grants from FHWA.

Timeline of the Call for Projects: DRCOG TAP Funds are programmed through the DRCOG TIP process. All applications and deadlines are TIP applications and deadlines.



Congestion Mitigation Air Quality Grant (CMAQ):

Analysis:

Administrative Burden: Medium

Likelihood of Award: Low

Benefit to Community: Provides funding for traffic signal system capital improvements, traffic signal timing improvement projects, and other advanced technology projects.

Required Match: 20%

Timeline: A three-year cycle. Current funding phase is 2020-2023.

Opened: July 30, 2018

Closed: Regional Call for Projects - September 21, 2018. Sub-regional Call for Projects - February 27, 2019.

Maximum Award: \$20 million (regional)

Applicable Projects: **People Mover to RidgeGate Station**

Description: CMAQ funds are typically used for operational projects, bike/pedestrian, transit, and other congestion mitigation/air quality projects. The DRCOG is announcing a call for applications for the Regional Transportation Operations (RTO) Pool identified in the 2016-2021 TIP. The purpose of the pool is to fund the implementation of technology and process improvements that enhance the capability of transportation operators to provide safe and reliable transportation operations in a well-connected region.

The TIP allocates \$4.2 million of Congestion Mitigation/Air Quality (CMAQ) funds each for fiscal years 2018 and 2019 for the RTO Pool. DRCOG, in partnership with the RTO Working Group, will assemble the RTO Improvement Program (targeting 4 to 6 years) to allocate funds to traffic signal system capital improvements, traffic signal timing improvement projects, and other advanced technology projects. The RTO Improvement Program proceeds with the understanding that the current funding level over that period will be static and unused funds from any fiscal year will be rolled forward and retained for use by the program.

The RTO Improvement Program, extending from DRCOG Metro Vision Outcomes 4 and 5, has the following goals and objectives:

- Provide safe and reliable transportation operations for all users.
- Increase trip travel time reliability on freeways and arterials for all modes.
- Reduce overall traveler stops and delay due to traffic control operations.
- Reduce average incident duration.
- Reduce occurrence of secondary incidents.

Eligibility: The RTO Pool funds are designated for transportation operations improvements. As such, all technology projects eligible for CMAQ funding, or specifically benefitting either the DRCOG-designated Regional Roadway System or the Denver downtown core (bounded by I-25, I-70 and Colorado Boulevard), are eligible for submission.

All project sponsors are required to commit a 20% non-federal match. The exceptions are projects that are exclusively for improved traffic signal timing coordination. Those projects may be funded with 100% federal funds. A list of specific project types in this category is included in the DRCOG RTO Improvement Program project application form.

There is no limit to the number of applications that may be submitted by a project sponsor.

Community Mobility Partnerships Infrastructure (CMPI) Program:

Analysis:

Administrative Burden: Medium

Likelihood of Award: Medium

Benefit to Community: Supports small-area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan.

Required Match: 20%

Timeline: **Opened:** End of April 2021; Mandatory application workshop scheduled for April 27, from 10-11:30 a.m.

Closed: Not yet posted.

Maximum Award: There are no funding minimums or maximums, however a single entity will not be awarded more than 50% of the available funds by category.

Applicable Projects: **I-25 Pedestrian Underpass**
Happy Canyon Bridge and Interchange
Regional Trail Connection to Rueter-Hess Reservoir

Description: CMPI grants are typically small (~\$200K); Call for projects is currently open, Derrick Webb DRCOG Grant Manager

- Our team applied for one of these for W Colfax BID, and it was not very burdensome.
- The application is very similar to TIP and TAP, opportunity to focus on the same area, using the same data for multiple opportunities.

The current CMPI program goals are to:

- Support diverse, livable communities.
- Support the development of connected urban centers and multimodal corridors.
- Support a transportation system that is well-connected and serves all modes of travel.
- Support healthy and active choices.
- Expand access to opportunity for residents of all ages, incomes and abilities.

The 2020-2023 TIP Policy established \$4.8 million in federal funds for the CMPI grant over the four-year period. For the second two-year period (FY 2022 and FY 2023) the CMPI grant contains:

- \$1 million for small area planning and/or transportation studies
- \$1.4 million for small infrastructure projects

In addition to this commitment, \$52,000 in small infrastructure funds and \$35,000 in planning funds from the previous call were rolled into this cycle, bringing the total available for small infrastructure projects to \$1,452,000, and \$1,035,000 for planning projects.

Colorado Department of Transportation (CDOT) Opportunities

CDOT Transportation Alternatives Program (TAP):

Analysis:

Administrative Burden: Medium/High

Likelihood of Award: Medium, depending on project and competition from other agencies

Benefit to Community: Provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Required Match: 20%

Timeline: **Opening (from 2019 cycle):** December 2 for Draft Application

Engineering Review: December 3-20

Final Application Deadline: January 20

Projects Awarded: April

Maximum Award: There are no funding minimums or maximums, however a single entity will not be awarded more than 50% of the available funds by category.

Applicable Projects:

- I-25 Pedestrian Underpass**
- Trail Connection - Elk Ridge Park to the Commercial District**
- Trail Connection from Castle Pines Parkway to Elk Ridge Park**
- Regional Trail Connection to Rueter-Hess Reservoir**
- Happy Canyon Bridge and Interchange**

Description: GOCO funds can be used as a match for TAP grants. Water quality projects are eligible for TAP grants. TAP funds are available for bike/pedestrian/trails and other alternative transportation projects. These grants are allocated by CDOT. During the last round, CDOT did not spend all the funds for TAP. (Note DRCOG gets a direct allocation and CDOT is required to allocate a portion to TAP.)

Federal funds are allocated under TAP to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP was authorized in 2012 by federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), and is now continued under the current federal transportation legislation, Fixing America's Surface Transportation (FAST) Act.

The current call for projects will cover fiscal years 2021 through 2023. The TAP application period began on October 1, 2019. Draft applications had to be submitted by December 2, 2019. The draft application needs to be a full and complete application, the same one that would be submitted for the final application, unless revisions are necessary. Between the draft and final applications, CDOT region staff will review application materials for accuracy, cost projections, and more. Applicants could update their application after review by region staff and had to submit final applications by January 20, 2019. The next call for TAP projects is anticipated to take place in 2022.

SAFER MAIN STREETS:

Analysis:

Administrative Burden:	Medium
Likelihood of Award:	Medium/High
Benefit to Community:	Supports infrastructure projects that improve safety and accessibility along urban arterials.
Required Match:	20%
Timeline:	Opened: July 9, 2020 Closed: August 14, 2020
Maximum Award:	\$10 million
Applicable Projects:	Connecting Sidewalk and Bike Gaps on Main Streets Happy Canyon Bridge and Interchange

Description: Formed with DRCOG and CDOT combining funds to create a new program. Ron Papsdorf is the DRCOG lead. The program was developed to support infrastructure projects that improve safety and accessibility along urban arterials (non-freeway corridors in the Denver Metro area), especially for vulnerable users who depend on a reliable urban street network, such as pedestrians, bikers, motorcyclists, transit users, the elderly, and those with disabilities. The projects submitted for review must be within Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and SW Weld counties and must be consistent with both CDOT's and DRCOG's Vision Zero efforts.

In this initial cycle, project eligibility was limited largely to CDOT Region 1, which includes Douglas County. The current senate bill would expand this program statewide. The Safer Main Streets Grant program includes both safety and economic recovery goals that include:

- Reducing fatal and serious injury crashes on the region's transportation system
- Supporting a transportation system that safely accommodates all modes of travel i.e., driving, taking the bus or any transit system, walking, and biking
- Improving transit access and multimodal mobility
- Supporting the development of connected urban/employment centers and multimodal corridors
- Providing safe access to opportunity and mobility for residents of all ages, incomes, and abilities, including vulnerable users
- Helping communities adjust to the new normal travel patterns caused by COVID-19
- Playing an important and immediate role in job creation/retention and small-business investment

REVITALIZING MAIN STREETS:

Analysis:

Administrative Burden:	Medium
Likelihood of Award:	Medium/High
Benefit to Community:	Provides funding for improved safety and creation of new community spaces to encourage healthy activity and mobility in Colorado's towns and cities.
Required Match:	20%
Timeline:	Opportunity 1: Opens Wednesday, April 7, 2021; Closes May 14, 2021
Maximum Award:	Opportunity 1 Safety Infrastructure Grants: \$2 million Opportunity 2: Multimodal & Economic Resiliency Project: \$150,000
Applicable Projects:	Castle Pines Main Street & Town Center Activation

Description: Formed with DRCOG and CDOT combining funds to create a new program. Ron Papsdorf is the DRCOG lead. The program was developed to support infrastructure projects that improve safety and accessibility along urban arterials (non-freeway corridors in the Denver Metro area), especially for vulnerable users who depend on a reliable urban street network, such as pedestrians, bikers, motorcyclists, transit users, the elderly, and those with disabilities. The projects submitted for review must be within Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and SW Weld counties and must be consistent with both CDOT's and DRCOG's Vision Zero efforts.

In this initial cycle, project eligibility was limited largely to CDOT Region 1, which includes Douglas County. The current senate bill would expand this program statewide. The Safer Main Streets Grant program includes both safety and economic recovery goals that include:

- Reducing fatal and serious injury crashes on the region's transportation system
- Supporting a transportation system that safely accommodates all modes of travel i.e., driving, taking the bus or any transit system, walking, and biking
- Improving transit access and multimodal mobility
- Supporting the development of connected urban/employment centers and multimodal corridors
- Providing safe access to opportunity and mobility for residents of all ages, incomes, and abilities, including vulnerable users
- Helping communities adjust to the new normal travel patterns caused by COVID-19
- Playing an important and immediate role in job creation/retention and small-business investment

Applicant Eligibility Requirements: Eligible applicants include local governments and other transit or governmental entities. Private, for-profit companies (e.g., contractors, suppliers, consultants, or other businesses), nonprofits, and transportation management associations/organizations (TMA/Os) are not eligible applicants for funds but may partner with or be a sub-recipient of a governmental agency.

SAFER ROUTES TO SCHOOL (SRTS):

Analysis:

Administrative Burden: Medium

Likelihood of Award: Medium

Benefit to Community: Connects with many of the identified community goals to improve school prominence and community connections.

Required Match: 20%

Timeline: **Closed:** Applications due 4 p.m. Wednesday, November 4, 2020; Late or Incomplete Applications will not be accepted.

November 5-12, 2020: CSRTS Team Technical Review

Mid-November 2020: Applications distributed to Advisory Committee for Review and Selection

Mid-January 2021: Advisory Committee met to select projects

Mid-February/ Late March 2021: Projects recommended to Transportation Commission for approval

Mid-February/ Late March 2021: Applicants were notified

April 2021: FY21 CSRTS Mandatory Grantee Orientation Training

Summer 2021: Contracts completed between CDOT and Grant Recipients

Summer 2023: Estimated Deadline for Project Completion

August 2022: FY23 grant release

Maximum Award: **Infrastructure (IFN) Grants:** The minimum grant award is \$100,000, with a maximum of \$750,000 of SRTS funding per project.

Non-Infrastructure (NIF) Grants: The minimum grant award is \$5,000. There is no maximum award for this type of project

Applicable Projects: **Trail, bike facility and sidewalk connections to schools (Project should be within a 2-mile radius from identified school.)**

I-25 Pedestrian Underpass

Multimodal Network Gaps

Trail Connection from Elk Ridge Park to the Commercial District

Trail Connection from Castle Pines Parkway to Elk Ridge Park (trail protection, buffer and landscaping)

Description:

This funding opportunity is available annually and is open to statewide applicants. Funds can be used for either infrastructure or non-infrastructure projects. There is an emphasis on community support and programmatic support within the schools. In the 2021 grant cycle, the program had \$7 million available. Infrastructure projects can range from \$100,000 to \$750,000 per project. Non-infrastructure grants have a minimum of \$5,000, with no maximum request. A community may submit multiple applications for multiple projects in one year. Castle Pines has never been awarded a grant through this program. However, the Douglas County School District participates and has been awarded two grants at the district level. This should support Castle Pines efforts should they pursue this grant.

FUNDING ADVANCEMENTS FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY ACT (FASTER):

Analysis:

Administrative Burden:	Medium/High
Likelihood of Award:	Medium
Benefit to Community:	Fund improvements for transportation safety.
Required Match:	20%
Timeline:	Opening: Not specified, could be ongoing.
Maximum Award:	To date the largest funding award is just over \$31 million.
Applicable Projects:	Happy Canyon Bridge Interchange

Description: FASTER established the Road Safety Fund to support the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. The fund dollars are allocated based on a statutory formula: 60% to CDOT, 22% for CDOT projects within counties, and 18% for CDOT projects within municipalities. For CDOT, FASTER provides approximately \$80 million per year in safety funds. To date, FASTER safety funds have supported 270 projects across the state.



THE COLORADO STATE TRANSPORTATION INNOVATION COUNCIL (STIC) INCENTIVE PROGRAM FUNDS:

Analysis:

Administrative Burden:	High
Likelihood of Award:	Medium, depending on project. Castle Pines stands to benefit from Pedestrian funds, Virtual Public Involvement, and Weather Responsive Management Strategies
Benefit to Community:	Provides funding for smart and efficient investment in Colorado's transportation infrastructure.
Required Match:	20%
Timeline:	Opening: Not specified. Closed: 5 P.M. on May 15, 2020. (from a 2020 cycle)
Maximum Award:	\$100,000 (varies by year)
Applicable Projects:	People Mover to RidgeGate Station

Description:

The mission of STIC is to facilitate the rapid implementation of technology, processes, procedures and techniques among transportation professionals to ensure smart and efficient investment in Colorado's transportation infrastructure. The Incentive Program provides resources to help STIC foster a culture for innovation and to make innovations standard practice. Through the program, funding up to \$100,000 per federal fiscal year is made available to Colorado to support or offset the costs of standardizing innovative practices.

STIC Applications were announced April 2020: CDOT and FHWA were soliciting proposals for the STIC Incentive Program. Funding is for projects that advance innovation in transportation in Colorado. Proposal submissions were due May 15, 2020. STIC sought innovative proposal applications that were ready to implement. The available funding for winning applicants was intended to offset some of the costs, not fund entire projects. All projects required at least 20% of the total project to be funded with a local match of nonfederal funding.

2021: 2021's funding pool is \$100,000. Applications for projects that fit in the following categories of Every Day Counts 5 (EDC-5) innovations (2019-2020) are encouraged.

- Advanced Geotechnical Methods in Exploration (A-GaME)
- Collaborative Hydraulics: Advancing to the Next Generation of Engineering (CHANGE)
- Project Bundling
- Reducing Rural Roadway Departures
- Safe Transportation for Every Pedestrian (STEP)
- Unmanned Aerial Systems (UAS)
- Crowdsourcing for Operations
- Value Capture: Capitalizing on the Value Created by Transportation
- Virtual Public Involvement
- Weather-Responsive Management Strategies

STIC Incentive funds may be used to implement process changes; develop guidance, standards, and specifications; organize peer exchanges; offset implementation costs; or other activities that address Technology and Innovation Deployment Program (TIDP) goals. Applicants must be public sector organizations such as city, county, tribal, state government organization, or federal agency operating in Colorado.

Local Agency Training Opportunities

Visit the CDOT Local Agency website (link can be found in Appendix B) to find all kinds of information from programming, procurement, project development, construction, and training.

Other State Grants and Opportunity

COLORADO STATE RECREATIONAL TRAILS PROGRAM:

Analysis:

Administrative Burden:	Medium/High
Likelihood of Award:	Medium, depending on project and competition from other agencies
Benefit to Community:	Provides funding for parks, trails, environmental education facilities, and outdoor projects.
Required Match:	30% (10% of which must be cash)
Timeline:	Opening: August 2, 2021 Closes: October 21, 2021 Awarded: March 2022
Maximum Award:	Construction: Up to \$250,000 Maintenance: Up to \$250,000 Planning/Support: Up to \$45,000
Applicable Projects:	Regional Trail Connection to Rueter-Hess Reservoir Trail Connection - Elk Ridge Park to the Commercial District Trail Connection from Castle Pines Parkway to Elk Ridge Park

Description: Uses multiple funding sources. Call for projects occurs annually. Can be used to fund planning studies. Can be administered through the Colorado Department of Natural Resources (DNR), or State Parks and Wildlife (link can be found in Appendix B).

2021 Non-Motorized Trails Grant Applications (Part of Recreational Trails Program): The application window is currently closed, but the 2021-2022 cycle begins August 2, 2021. To continue the goal of the State Trails Program to improve trail recreation opportunities while protecting wildlife, habitat, and cultural resources, three categories are offered for this year's grant cycle: Construction, Maintenance, and Planning/Support. While funding will be provided for all three categories, the program is placing an emphasis on maintenance projects for the 2021 Non-Motorized Grant Cycle to address the increased need to repair and improve existing trails in Colorado.

Forms, Requirements, and Instructions: Review carefully and discard any older versions you may have. Older versions of the application or budget cannot be accepted.

- Applicants will present their proposal to the subcommittee members. Further information is listed in the application documentation.
- Applicants may submit two applications for a State Trails grant:
 - o one for Construction or Maintenance work
 - o one for Planning or Support

Federal Highway Administration (FHWA) and USDOT Opportunities

U.S. Department of Transportation (USDOT) Infrastructure for Rebuilding America (INFRA):

Analysis:

Administrative Burden:	High
Likelihood of Award:	Low
Benefit to Community:	Funds larger-scale multi-jurisdictional infrastructure projects.
Required Match:	20%
Timeline:	Opened: February 16, 2021 Closed: March 19, 2021
Maximum Award Range:	\$5 million - \$25 million
Applicable Projects:	None Identified

Description: USDOT announced it was seeking applicants for the FY 2021 round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program to fund transportation projects of national and regional significance that are in line with the Biden Administration's principles for national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity. The funding available for this year's grants totals approximately \$889 million.

USDOT sought projects that apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost-effective manner. USDOT will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. Under statutory requirements, 10% of available funds are reserved for small projects, and USDOT must award at least 25% of funding for rural projects. INFRA grants may be used to fund a variety of components of an infrastructure project, however, USDOT is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.



USDOT – Rebuilding American Infrastructure with Sustainability and Equity (RAISE):

Analysis:

Administrative Burden:	Estimated at High
Likelihood of Award:	Low/Medium
Benefit to Community:	Opportunity for substantial investment in a catalytic project.
Required Match:	20% for capital projects for urban areas; no match for planning projects.
Timeline:	Closed: July 12, 2021, 5:00 P.M. Eastern Time
Maximum Award:	\$25 million
Applicable Projects:	I-25 Pedestrian Underpass & Happy Canyon Bridge and Interchange

Description: Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, USDOT will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs.

The program is considered highly competitive (of the 9,700 applications, 680 have been awarded). The eligibility requirements of RAISE allow project sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional federal programs which provide funding to very specific groups of applicants (mostly state DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the state and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the federal government for support.

Applicants must provide a cost benefit analysis for the proposed project in accordance with the federal guidelines. RAISE funds must be obligated within two years of the end of the fiscal year for which they are authorized. Obligation occurs when a selected applicant enters a written, project-specific agreement with USDOT and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and NEPA requirements.

Eligible projects for RAISE grants are:

- Capital projects that include, but are not limited to:
 - o Road or bridge projects eligible under title 23, United States Code of Federal Regulations
 - o Public transportation projects eligible under chapter 53 of title 49, United States Code of Federal Regulations
 - o Passenger and freight rail transportation projects
 - o Port infrastructure investments (including inland port infrastructure and land ports of entry)
 - o Intermodal projects
 - o Projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the federal government
- Planning projects that include planning, preparation, or design (e.g., environmental analysis, feasibility studies, and other pre-construction activities) of eligible surface transportation capital projects.

Projects will be evaluated based on how well they meet the merit criteria: safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, partnership, and innovation. A project is designated as urban if it is located within or on the boundary of an Urbanized Area (UA), as designated by the U.S. Census Bureau, and that UA had a population greater than 200,000 in the 2010 Census. If a project is not designated as urban, it is designated as rural.

A project will be designated as rural if it is located:

- In an UA that had a population less than 200,000 in the 2010 Census, or
- In a Census-designated Urban Cluster, or
- Outside an UA

Better Utilizing Investments to Leverage Development (BUILD):

Analysis:

Administrative Burden:	High
Likelihood of Award:	Low
Benefit to Community:	Funds larger-scale multi-modal, multi-jurisdictional infrastructure projects.
Required Match:	20%
Timeline:	Opens: April 26, 2021 Closed: May 18, 2021
Maximum Award Range:	\$5 million - \$20 million
Applicable Projects:	None Identified

Description: The BUILD Transportation Discretionary Grant program provides a unique opportunity for the USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$8.9 billion for 12 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, USDOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The BUILD program enables USDOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of BUILD allow project sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of federal funds. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional federal programs that provide funding to very specific groups of applicants (mostly state DOTs and transit agencies). This flexibility allows BUILD and our traditional partners at the state and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the federal government for support.

Department of Local Affairs (DOLA) Opportunities

ENERGY IMPACT ASSISTANCE FUND (EIAF):

Analysis:

Administrative Burden:	Low
Likelihood of Award:	Low; Resource extraction activities do not heavily impact Douglas County and Castle Pines.
Benefit to Community:	Provides funding for road projects, water and sewer, community centers, fire stations, downtown streetscaping, and government buildings.
Required Match:	50% with other options
Timeline:	This grant has three annual cycles that occur throughout the year.
Maximum Award:	Tier 1: \$200,000 Tier 2: \$1 million
Applicable Projects:	None Meet Grant Requirements

Description: Sometimes the match is provided by the state-revolving loan fund or other grant providers. State severance tax is split between DNR and DOLA. DOLA then administers the funds back to communities via a formula. DOLA runs programs for non-entitlement areas. DOLA receives 50% of severance tax (Department of Natural Resources also receives 50%). 80% of the DOLA share is given to communities through formula allocations.

Tier 1: \$200,000, electronic application via portal, scored via committee, projects are ranked, then go to the executive director for decision. DOLA staff then presents on the community's behalf.

Tier 2: Funds up to \$1 million, the community makes the presentation to DOLA Energy Impact Advisory committee composed of state agencies and local governments, DNR, Health Department, Board of Education.

Project Examples: Road projects are typical, water and sewer as well. Community centers, fire stations, downtown streetscaping, and government buildings. This EIAF also funds plan-making and studies, including Comprehensive Planning. Renewables, and plans for renewables and Electric Vehicles. Energy Conservation projects, solar, geothermal, transit electrification, and energy audits. Comprehensive plans almost always get funded as DOLA wants good community planning.

DOLA ADMINISTRATIVE GRANT:

Analysis:

Administrative Burden:	Low
Likelihood of Award:	High
Benefit to Community:	Provides funding for planning, engineering, and design projects.
Required Match:	50%
Timeline:	Ongoing; There does not appear to be a deadline for DOLA Administrative Grants.
Maximum Award:	\$25,000
Applicable Projects:	Multiuse Path Under I-25 Regional Trail Connection to Rueter-Hess Reservoir Trail Connection - Elk Ridge Park to the Commercial District Trail Connection from Castle Pines Parkway to Elk Ridge Park

Description: The mayor simply sends Clay Brown, DOLA Regional Manager, a letter, max award \$25,000 used for planning, engineering, and design projects. Requires a 50% local match. (No capital necessary and staff time can be used as match.) The project must be under \$100k total.

DOLA COLORADO MAIN STREETS PROGRAM:

Analysis:

Administrative Burden:	Low/Medium
Likelihood of Award:	With participation, awards and services are non-competitive.
Required Match:	25% for mini-grants, no match for technical assistance and free consulting time.
Timeline:	Initial program phase is not a grant, but provides technical assistance. Future non-competitive mini-grants.
Maximum Award:	\$40,000 Direct Technical Assistance, \$125,000 Mini-grants
Applicable Projects:	Castle Pines Main Street & Town Center Activation Formation of Downtown Development Authority

This program could be a valuable piece of a larger funding and development strategy for Castle Pines. The program continues to prove that it increases sale tax revenues and property values and taxes, increasing funds for city improvements. The free consulting services (in-kind) and the non-competitive mini-grants are also excellent sources for matching for larger funds.

Description: The Colorado Main Streets Program is a tiered program that focuses on revitalizing commercial cores in downtowns. The more involved a community is, the more resources available. Resources include trainings, community activation visits, free consulting services, non-competitive mini-grants, newsletters, and other support services. The program is structured to be customizable to the capabilities of the communities. It is connected to a larger, national program.



HOUSING AND URBAN DEVELOPMENT (HUD) GRANTS ADMINISTERED BY DOLA:

Analysis:

Administrative Burden:	Medium/High
Likelihood of Award:	Medium
Benefit to Community:	Provides funding for affordable housing, renewables, energy conservation, and COVID economic recovery.
Required Match:	Unknown
Timeline:	Initial program phase is not a grant but provides technical assistance. Future, non-competitive mini-grants
Maximum Award:	\$600,000
Applicable Projects:	None Identified

Description: The mayor simply sends Clay Brown, DOLA Regional Manager, a letter, max award \$25,000 used for planning, engineering, and design projects. Requires a 50% local match. (No capital necessary and staff time can be used as match.) The project must be under \$100k total.

DOLA HUD Grants max at \$600,000; Douglas County will be moving to an entitlement community and will receive funding directly from HUD. Castle Pines can elect to opt out of County but will need a good case.

Many of DOLA's programs are targeted:

- READY - Job Creation Programs
- Disaster Recovery
- COVID economic recovery
- Coal Mining recovery funds
- Gaming Impact funds

Great Outdoors Colorado (GOCO) Opportunities

GOCO KEY TAKEAWAYS AND IMPACTS DUE TO COVID-19:

GOCO launched a new strategic plan this summer and will be launching new programs this year based on their newly adopted strategic plan. You can find more information on the GOCO strategic plan here: <https://www.goco.org/about-us/strategic-plan>. The program Castle Pines would likely be interested in is called the Community Impact grant program. That program is designed to develop and revitalize parks, trails, school yards, fairgrounds, environmental education facilities, and other outdoor projects that enhance a community's quality of life and access to the outdoors. GOCO is still working on the application and developing these programs. No information is available yet for program criteria and timelines. Typical GOCO programs will pick back up again in June 2021.

GOCO has suspended all their regular grant programs this year to run a COVID response program. Typical GOCO programs will pick back up again in June 2021. Madison Brannigan, GOCO Parks and Planning Program Manager, recommended Community Impact Grants as the most ideally suited to Castle Pines.

COMMUNITY IMPACT GRANTS:

Analysis:

Administrative Burden:	Medium
Likelihood of Award:	Medium, depending on project and competition from other agencies.
Benefit to Community:	Provides funding for parks, trails, environmental education facilities, and outdoor projects.
Required Match:	Unknown until next call for projects
Timeline:	Anticipating GOCO to release Community Impact Grant details around the end of June 2021.
Maximum Award:	Unknown
Applicable Projects:	I-25 Pedestrian Underpass Regional Trail Connection to Rueter-Hess Reservoir Trail Connection - Elk Ridge Park to the Commercial District Trail Connection from Castle Pines Parkway to Elk Ridge Park

Description: Develop and revitalize parks, trails, school yards, fairgrounds, environmental education facilities, and other outdoor projects that enhance a community's quality of life and access to the outdoors. Link for the Community Impact Grant is currently out of service; we assume it will be back up in a few months.

Housing and Urban Development (HUD) Opportunities and Additional Federal Grants

NOTE: Castle Pines would not likely qualify for HUD grants, as incomes in Castle Pines are likely too high to qualify.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM:

Analysis:

Administrative Burden: High

Likelihood of Award: Low, Castle Pines would have very little chance at a CDBG due to income threshold.

Benefit to Community: The HUD CDBG is primarily focused on low to moderate income people, and urban areas. HUD uses several objective measures of community needs to qualify entitled communities, including the extent of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas.

Required Match: None

Timeline: **Opens:** Applications for 2022-2023 funds will be released in August/September 2021.

Closes: October 2021

Maximum Award: Awards can be in the millions of dollars

Applicable Projects: **Projects in Castle Pines are likely not competitive for this grant program.**

Description: The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The program was designed to reinforce several important values and principles of community development:

- CDBG's flexibility empowers people and communities to design and implement strategies tailored to their own needs and priorities.
- CDBG's emphasis on consolidated planning expands and strengthens partnerships among all levels of government and the private sector in enhancing community development.
- CDBG's technical assistance activities and set-aside for grantees builds the capacity of these partners.

COOPERATIVE RESEARCH IN HOUSING TECHNOLOGIES:

Analysis:

Administrative Burden: High

Likelihood of Award: Low; Castle Pines would likely need to work with a homebuilder and set aside land to develop and experiment with new pre-fabricated or modular housing technologies.

Benefit to Community: Establishes Castle Pines as a leader in the development of new housing technologies.

Required Match: Land set aside

Timeline: **Opens:** Publication date is anticipated to be May 15, 2021.

Closes: Application deadline June 29, 2021.

Maximum Award: Unknown

Applicable Projects: **Cooperative Research in Housing Technologies grant is not recommended for Castle Pines at this time.**

Description: HUD is interested in developing and deploying knowledge that provides the homebuilding industry with new, innovative construction products or practices that may lead to more affordable, energy efficient, resilient (i.e., durable, disaster -resistant, adaptable for future requirements, and maintainable), and healthier housing while at the same time reducing the cost of construction. Specifically, applications are encouraged to focus on aspects of residential construction related to factory-built housing and components and/or resilience.



VETERANS HOUSING REHABILITATION AND MODIFICATION PILOT PROGRAM (VHRMP):

Analysis:

Administrative Burden:	High
Likelihood of Award:	Low; Veterans certainly reside in Castle Pines; would need to identify if there are any vets who cannot afford ADA modification to their home; seems unlikely
Benefit to Community:	Provides ADA modifications to the homes of low-income veterans.
Required Match:	None
Timeline:	Opens: Publication date is anticipated to be June 18, 2021. Closes: Application deadline is August 18, 2021.
Maximum Award:	\$1 million
Applicable Projects:	Grants are awarded to non-profit organizations that provide nationwide or statewide programs serving veterans or low-income individuals.

Description: The purpose of the Veterans Housing Rehabilitation and Modification Pilot Program (VHRMP) is to explore the potential benefits of awarding grants to non-profit organizations to rehabilitate and modify the primary residence of veterans who are low-income and have disabilities. The funds made available under this program will be awarded competitively. The focus for this grant is on ADA modifications to the homes of low-income veterans.

SECTION 202 SUPPORTIVE HOUSING FOR THE ELDERLY PROGRAM:

Analysis:

Administrative Burden:	High
Likelihood of Award:	Low; Doubtful that very low-income people aged 62 years or older are renting houses in Castle Pines. However, a likelihood exists that a group of lower income elderly may rent a house together
Benefit to Community:	Provides rental subsidy to low-income persons aged 62 or older
Required Match:	None
Timeline:	Opens: Publication date is anticipated to be May 15, 2021. Closes: Application deadline is June 29, 2021.
Maximum Award:	Unknown
Applicable Projects:	Supportive Housing for the Elderly Program grant is not recommended for Castle Pines at this time, unless a specific need is identified.

Description: The Section 202 Supportive Housing for the Elderly program provides Capital Advance funding for the development of supportive rental housing for Very-Low-Income persons aged 62 years or older and project rental subsidies in the form of a Project Rental Assistance Contract (PRAC) to maintain ongoing affordability. This program provides elderly persons with the opportunity to live independently, but with important voluntary support services such as nutritional, transportation, continuing education, and/or health-related services.

Capital Advance funds must be used to finance construction, reconstruction, moderate or substantial rehabilitation, or acquisition of a structure with or without rehabilitation. Capital Advance funds bear no interest and repayment is not required provided the housing remains available for occupancy by Very-Low-Income Elderly Persons for at least 40 years.

BRIC (BUILDING RESILIENT COMMUNITIES AND INFRASTRUCTURE) FEDERAL EMERGENCY MANAGEMENT AGENCY:

Analysis:

Administrative Burden:	High
Likelihood of Award:	High with a well aligned process, strong data, and coordination with Colorado Department of Homeland Security and Emergency Management (DHSEM)
Benefit to Community:	High
Required Match:	25%, though administration costs and grant prep costs are covered at 100% (no match)
Timeline:	Varies by year
NOFA:	In 2020 the NOFA was issued in September.
Application:	2020 Applications were due January 29, 2021.
Award:	Awards are still to be announced. Expected June 2021.
Completion (funds spent):	The period of performance is 36 months from the date of the recipient's federal award. Colorado is an enhanced state in the FEMA system, which means that grant deadlines are closely tracked by the state and compliance is critical.
Maximum Award:	Mitigation Planning: \$300,000
	State Set Aside: \$600,000
	Nationally Competitive Projects: \$50,000,000 (The maximum is equal to the total available funds. Unlikely that a project of this size would be awarded.)
Applicable Projects:	Multi-use path under I-25

Successfully applying for BRIC funds requires a high level of sophistication and will require consulting support. However, if funds are awarded, all costs associated with the application process are covered at 100% and all future administrative and management costs are also covered at 100%. The funds offer an excellent source for green roadway or trail projects (for example) while also reducing the risk to a community. BRIC funds can completely cover the cost of a project or be used to enhance it. They can also be used as matching funds for CDOT or DRCOG sources and vice versa.

Description: BRIC will support states, local communities, tribes, and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. BRIC is a new FEMA pre-disaster hazard mitigation program that replaces the existing Pre-Disaster Mitigation (PDM) program. The BRIC program guiding principles are supporting communities through capability- and capacity-building; encouraging and enabling innovation; promoting partnerships; enabling large projects; maintaining flexibility; and providing consistency.

The Building Resilient Infrastructure and Communities (BRIC) program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. FEMA anticipates BRIC funding projects that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design. For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector stakeholders or offer multiple benefits to a community in addition to the benefit of risk reduction.

Through BRIC, FEMA will continue to invest in a variety of mitigation activities with an added focus on infrastructure projects and Community Lifelines.

Funding: FY2020 was the initial year of this program. Total program funding was \$500 million. \$446.4 million was allocated to mitigation projects. This funding is nationally competitive. Castle Pines may apply as a sub-applicant or can work with the Colorado DHSEM to enter their application pool. Working with DHSEM is advised to create a more competitive application and align goals.

BRIC (BUILDING RESILIENT COMMUNITIES AND INFRASTRUCTURE) FEDERAL EMERGENCY MANAGEMENT AGENCY CONT.:

Cost Share Requirements and Pre-Award Costs:

- 75% federal/ 25% non-federal
- 100% of the administrative costs for the applicant and sub-applicant are covered.
- Pre-award costs are also covered if the grant is awarded. Examples include NEPA data, developing a benefit cost analysis, preparing design specifications or conducting workshops. There is no defined start date for eligibility.

Estimated Timeline:	NOFA:	In 2020 the NOFA was issued in September.
	Application:	2020 Applications were due January 29, 2021.
	Award:	Awards are still to be announced. Expected June 2021.
	Completion (funds spent):	The period of performance is 36 months from the date of the recipient's federal award.

Colorado is an enhanced state in the FEMA system, which means that grant deadlines are closely tracked by the state and compliance is critical.

FEMA provides a portfolio of exemplary projects, which highlights Longmont, CO, for their approach as nature-based flood protection for inland flooding and winter storm impacts. This project could be replicable for Castle Pines should they wish to pursue additional trail infrastructure that also provides natural water detention, slows flows of water, and improves water quality.

Capability and Capacity Building Projects:

- Building Code Activities
- Project Scoping
- Mitigation Planning Activities



NATIONAL PARK SERVICE - RIVERS TRAILS AND CONSERVATION ASSISTANCE:

Analysis:

Administrative Burden:	Low
Likelihood of Award:	High; Based on our research, this technical assistance is not highly competitive, and there is a high probability of being awarded services.
Benefit to Community:	1) In-kind matching through consulting service time and 2) positioning projects to be well positioned for grant opportunities by advancing design and public engagement and buy-in to show broad support.
Required Match:	None
Timeline:	Annual deadline is March 1
Maximum Award:	This is a technical assistance opportunity; no funds are awarded.
Applicable Projects:	Regional Trail Connection to Rueter-Hess Reservoir

Description:

The National Park Service Rivers, Trails, and Conservation Assistance program extends and expands the benefits of the National Park Service to communities throughout the nation.

Services Available: When a community asks for assistance with a project through the application, National Park Service staff provide free, on-location facilitation and planning expertise. The team draws from project experiences across the country and adapts best practices to a community's specific needs.

NPS Staff Services Include:

- Defining project vision and goals
- Inventorying and mapping community resources
- Identifying and analyzing key issues and opportunities
- Engaging collaborative partners and stakeholders
- Designing community outreach and participation strategies
- Developing concept plans for trails, parks, and natural areas
- Setting priorities and build consensus
- Identifying funding sources
- Developing a sustainable organizational framework to support the project



Mile High Flood District (MHFD) Opportunities

STREAM RESTORATION AND ROUTINE MAINTENANCE PROGRAM:

Analysis:

Administrative Burden:	Low
Likelihood of Award:	Dependent on how well the project aligns with the goals; overall high likelihood.
Benefit to Community:	Reduces burden on local budgets to maintain streams and waterways that are publicly owned and provides funds for improvements. These could also have a recreational or access benefit.
Required Match:	It appears there is not a match, but unclear.
Timeline:	Based on an annual discussion with local jurisdictions. Not a grant application process.
Maximum Award:	Roughly \$10,000 to \$200,000 for maintenance projects, with higher amounts into the millions for restoration work.
Applicable Projects:	No projects are currently identified for Castle Pines.

Description: Publicly owned lengths of regional streams are eligible for this funding.

Routine maintenance includes vegetation management, trash and debris cleanup, trash rack cleaning, weed and noxious vegetation control, tree thinning, sediment removal, revegetation, and other minor drainage activities.

Restoration work includes site-specific construction activities that rebuild and reestablish existing, neglected, or damaged drainage facilities with structural programs, grade control structures, box culverts and retaining walls, establishing or maintaining access for maintenance, and local channel grading, stabilization, and revegetation.

The 2021 work plan does not include projects for Castle Pines, but the Douglas County-wide projects may benefit the community. There is an opportunity to tap into this funding source. Project allocations range from roughly \$10,000 to \$200,000 for maintenance projects, with higher amounts into the millions for restoration work. Local governments are annually requested to update their 5-year plans for this program (along with the CIP program) to identify projects to recommend to MHFD.

MILE HIGH FLOOD DISTRICT MASTER PLANNING:

Analysis:

Administrative Burden:	Medium
Likelihood of Award:	High
Benefit to Community:	Provides a framework for area needs, or stream-specific needs, to position Castle Pines to request funding from Mile High Flood District.
Required Match:	Unknown
Timeline:	Annual Discussion, not a grant application process.
Maximum Award:	Not specified
Applicable Projects:	I-25 Pedestrian Underpass

Description: The CIP requires that a master plan be in place prior to awarding funds. Watershed planning is an important way to help protect people and property against flooding, erosion, and stormwater quality problems caused by watersheds. These plans contain a strategy and work plan that include the following information and solutions for watershed management issues:

- Identifying remedial stormwater quality and flood risk management projects for construction
- Guiding new land development projects on regional drainage and flood control needs
- Supplying valuable input to watershed maps and the MHFD 5-Year Capital Improvement Program
- Providing help with the identification and acquisition of rights-of-way for future capital improvements and areas for preservation

Note: There is no record of any master planning documents specific to Castle Pines in the MHFD database.

MILE HIGH FLOOD DISTRICT CAPITAL IMPROVEMENT PROGRAM:

Analysis:

Administrative Burden: Medium (Estimated)

Likelihood of Award: Medium

Benefit to Community: Reduces flood risk, improves water quality, and can improve the natural components of a trail, development, or roadway project in flood-prone areas.

Required Match: 50%

Timeline: Annual discussion with local jurisdictions.

Maximum Award: Douglas County (in this 5-year cycle) will receive \$1.4 to \$2.6 million in funding countywide. There is an opportunity to use these as matching funds for related work.

Applicable Projects: **I-25 Pedestrian Underpass**

Description: Capital Improvement Projects work to complete master-planned recommendations. One of these CIPs is chosen by MHFD every year and carried out over the next five. CIPs are required to be 50% funded by local government sponsors and must meet the following requirements:

- Proposed improvements must be requested by local governments.
- Proposed improvements must be master planned.
- District funds must be matched by local governments.
- Local governments must agree to own the completed facilities and must accept primary responsibility for their maintenance.
- District tax revenue received from each county will be spent for improvements benefiting local governments in that county.
- Each year the board adopts a five-year CIP, which lists projects and district participation by county, from the current year to four years into the future.
- This plan forms the basis for district participation in design and construction projects.

Non-Profit Grant Opportunities

ANSCHUTZ FAMILY FOUNDATION GRANTS:

Analysis:

Administrative Burden:	Low
Likelihood of Award:	Medium; dependent on how well the project aligns with the goals.
Benefit to Community:	Reduces burden on local budgets to maintain streams and waterways that are publicly owned and provides funds for improvements. These could also have a recreational or access benefit.
Required Match:	None
Timeline:	Continuously open for submissions; two annual deadlines: January 15 or July 1.
Maximum Award:	Typical grants range between \$5,000-\$10,000, but do not exceed 10% of an organization's annual budget.
Applicable Projects:	Smaller opportunities to support youth or the elderly, including support for mobility and access to opportunity. This funding source is a strong opportunity for a match for other sources.

Description: The Anschutz Family Foundation's mission is purposely broad, allowing it to support endeavors that strengthen families and communities and help individuals become productive and responsible citizens. The Foundation has a special interest in self-sufficiency, community development, and programs aimed at the economically disadvantaged, the young, the elderly, and the disabled. The Foundation is also dedicated to funding efforts in rural Colorado.

Anschutz Family Foundation Grants include: **Community and Capacity Building**

Eligibility:

- Organization must be classified as one of the following:
 - A 501(c)(3) tax-exempt public charity
 - Independently sponsored project of a 501(c)(3) nonprofit acting as a fiscal sponsor
 - Government or tax-supported public entity
- Activities or programs must take place in Colorado.

Guidelines:

- Only one application per organization is accepted per calendar year.
- Organizations receiving funding for two consecutive calendar years must take one year off before re-applying (search our past grants).
- A final report for any previously awarded grant is required before a new request is considered.
- A complete application must be submitted online (preferred) or received by the Foundation's office by 5 p.m. on the deadline date (January 15 or July 1). Note: If a deadline falls on a weekend, proposals are due the preceding Friday.
- Faxed or emailed applications are not accepted.

ANSCHUTZ FAMILY FOUNDATION GRANTS CONT.:

Grant Amount & Types:

General operating or program/project requests within our funding areas are accepted. Challenge or matching grants are issued on occasion in our spring funding cycle, generally not by request but rather when the Foundation feels it would benefit the organization.

The Foundation does not typically fund:

- Arts and culture
- Capital campaigns (On rare occasions, the Foundation will fund capital campaigns for organizations located in rural Colorado whose mission closely aligns with the Foundation's interest. Applicants are advised to submit a one-page letter of inquiry prior to the submission of a grant for this purpose.)
- Education (primary or secondary)
- Endowments, debt reduction, or loans
- Grants to individuals
- Healthcare, mental health, or disease-specific
- Multi-year grants
- Organizations with annual budgets exceeding \$5 million
- Organizations in leadership transition (i.e., interim director)
- Organizations that discriminate in any way
- Political causes, candidates, or campaigns
- Public policy, advocacy, or research
- Start-up organizations
- Programs outside of Colorado
- Religious organizations for religious purposes
- Special events, conferences, or promotions
 - Type III-supporting organizations under IRC Section 509(a)(3)

What appeals to the Foundation:

- Alignment with the Foundation's mission and interests
- Clearly presented goals, objectives and strategies
- Provision of unduplicated, needed programs and services
- Sustainable and diversified funding streams
- Solid financial statements and cash reserves
- Demonstrated financial need
- Proven track record of success with positive outputs and outcomes
- Effective and qualified leadership
- Engaged and committed board of directors with 100% making a meaningful financial contribution to the organization
- Strong, effective, and ongoing organization and program evaluation
- Community buy-in and support evidenced through donations, volunteer engagement, collaborations, and partnerships
- Utilization of best practices and principles across all levels of the organization

GATES FAMILY FOUNDATION - CAPITAL GRANTS:

Analysis:

Application Deadline: March 15

Administrative Burden: Low

Likelihood of Award: Low

Benefit to Community: Enhanced economic vitality, improved parks and trails.

Required Match: 30%

Timeline: **Opens:** March 15 (for a mid-June decision)

Closes: September 15 (for a mid-December decision)

Maximum Award: Not listed; usually around \$30,000, up to \$1,000,000 has been awarded

Applicable Projects: **A Gates Family Foundation Capital Grant is not recommended for Castle Pines at this time, since these grants are not typically awarded to governmental entities.**

Description: Land, facilities, and civic infrastructure are long-term assets that can transform the ability of non-profit and community organizations to serve Colorado communities. For this reason, the Gates Family Foundation invests in capital projects across the state, in both rural and urban areas. We strive to be responsive to each community's unique needs and opportunities. Grants are awarded primarily to nonprofits; in limited circumstances the Foundation will award grants to governmental entities.

The Foundation capital grants are generally limited to comprehensive capital campaigns, which are typically for building purchases, construction, expansion, renovation, and/or land acquisition. Only non-profit organizations with capital projects that benefit Colorado and its residents are qualified to apply. When making funding decisions, the Foundation prioritizes:

- Projects that address root problems with substantive solutions
- Projects with strong evidence of support from the community and the organization's board
- Projects in rural communities that face greater challenges in accessing funds for capital projects
- Projects that reinforce the foundation's strategic priorities in K-12 public education, natural resources, and community development
- Projects that incorporate green building and sustainable development practices

4. PROJECT SPECIFIC GRANT ANALYSIS

This component of the document provides a look at potential funding strategies for specific projects for planning, design, and construction phases. Projects are also broken down into low, medium, and high ROI cohorts depending on how much administrative burden needs to be undertaken for each project vs. the anticipated grant award value and probability of winning the grant award.

ROI LEVEL - HIGH
These projects align well with grant funding opportunities & are recommended for implementation via grants funds

PROJECT	DESCRIPTION	PLANNING PHASE GRANT SOURCE	PLANNING PHASE GRANT STRATEGY	GRANT TIMELINE	DESIGN PHASE GRANT SOURCE	DESIGN PHASE GRANT STRATEGY	GRANT TIMELINE	CONSTRUCTION PHASE GRANT SOURCE	CONSTRUCTION PHASE GRANT STRATEGY
Multituse Path Under I-25	Connect residential and commercial uses to the east and west of I-25 in Castle Pines with a multi-use path underpass. This could also provide additional flooding control, drainage and water quality benefits.	"CMPI Mile High Flood District - Planning DRCOG TAP, CDOT TAP, DOLA Administrative Grant, GOCO Community Impact Grant, Safe Routes to School, "	CMPI recommended to study Ped Access, connectivity and safety improvements as well as necessary acquisition or easements to connect to the network. MHFD recommended for improved Drainage.	"CMPI MHFD - Planning"	"CDOT TAP DRCOG TAP"			BRIC, CDOT TAP, DRCOG TAP, Mile High Flood District,	The BRIC Grant could help provide funds to purchase the land needed. Project is also a drainage upgrade
Multimodal Network Gaps	Castle Pines has a robust system of multi-use paths and sidewalks. However, there are known gaps within this networks and opportunities to improvement connections. This should identify those gaps, and solutions in order to build out a more complete and connected network.	"CMPI Safe Routes to School DRCOG TIP"	The three identified planning opportunities	"CMPI - Safe Routes to School - "	DRCOG TAP, Safer Mainstreets			Safer Mainstreets, Safe Routes to School	
Regional Trail Connection to Reuter-Hess Reservoir	The Reuter-Hess Reservoir is a regional asset. Trail connections that improve accessibility for Castle Pines residents to access this on bike and foot would be a key community benefit.	DRCOG TAP, CDOT TAP, CMPI, DOLA Administrative Grant, GOCO Community Impact Grant, Natl. Park Service Rivers Trails and Conservation Assistance.	"Regional Trail Connection, can it connect to other communities? This connection is not identified in the Trails Master Planning Document"		DRCOG TAP, CDOT TAP, CMPI			DRCOG TAP, CDOT TAP, CMPI	
Castle Pines Main Street & Town Center Activation	Create more spaces and opportunities for community members to gather, enjoy arts, culture and community in main street and the town center of Castle Pines	N/A Use the Existing Planning Documents to Support the Design and Implementation Phases	ULI Technical Advisory Panel recommends incremental and tactical activation and offers example renderings.	N/A	"Revitalizing Main Streets CMPI, Safer Main Streets, DOLA Colorado Main Streets Program"	Once existing recommendations are reviewed and a blend of temporary and permanent activation elements that focus on the public realm and active transportation are identified, then CP should gather letters of support and refine a detailed strategy for implementation.	Immediate	Revitalizing Main Streets, Safer Main Streets,	

ROI LEVEL - MEDIUM

Trail Connection - Elk Ridge Park to the Commercial District	For the planning phase, the two trail connections can be studied together as a package.	DRCOG TAP, CDOT TAP, CMPI, DOLA Administrative Grant, GOCO Community Impact Grant, Safe Routes to School	Hardscape components have greater potential for eligible funding, the plan needs to demonstrate the capacity for Castle Pines to maintain the landscaping. 2020 Final Trails Master Plan document provides support and may suffice for the planning phase.		DRCOG TAP, CDOT TAP, CMPI			DRCOG TAP, CDOT TAP, Safe Routes to School	
Trail Connection from Castle Pines Parkway to Elk Ridge Park	Connecting the multi use path to Elk Ridge Park and adding protection, using buffer and landscaping between the multi-use path and the road.	DRCOG TAP, CDOT TAP, CMPI, DOLA Administrative Grant, GOCO Community Impact Grant, Safe Routes to School	Hardscape components have greater potential for eligible funding, the plan needs to demonstrate the capacity for Castle Pines to maintain the landscaping. 2020 Final Trails Master Plan document provides support and may suffice for the planning phase.		DRCOG TAP, CDOT TAP, CMPI			DRCOG TAP, CDOT TAP, Safe Routes to School	
Formation of Downtown Development Authority	The town has previously explored a DDA development to boost downtown economic development. However, the residents prefer not to have a blight designation so this will have to be achieved through a mill increase or a special assessment.	DOLA Admin Grant, DOLA Mainstreet Program	Needs a Mil levy increase, this means a tax increase in the district. Has to go to a vote	DOLA Mainstreet - N/A Program Eligibility is on a rolling basis.	N/A			N/A	
Gateway Signage and Illumination	The town has developed concepts for signage such as wayfinding and gateway. Including functional and safety elements, such as lighting have an added benefit for the community safety.	N/A Use the Existing Planning Documents to Support the Design and Implementation Phases	Castle Pines Signage and Gateway Concept Plans	N/A	"Revitalizing Main Streets"	Opportunity to improve pedestrian routing, safety and boost economic activity by implementing components of the signage, wayfinding and branding concepts.		"Revitalizing Main Streets"	Opportunity to improve pedestrian routing, safety and boost economic activity by implementing components of the signage, wayfinding and branding concepts.
People Mover to Ridgegate Station	Connect the Ridgegate Station Transit Center in a circulator through Castle Pines. See project application for routing and details.	STIC, TIP, DRCOG TAP, CMPI, CMAQ	Study needs include a detailed budget breakdown, potential ridership study and green house gas emission reduction calculations		CMPI			CMAQ	

ROI LEVEL - LOW
These projects are recommended as lower priority to implement via a grant.

Castle Pines Parkway - Yorkshire to Monarch Roadway Reconstruction	Reconstruct or provide major maintenance improvements for this segment of road.	Possibility for State Improvement Bank (SIB) low interest loan	Not likely to be grant funded as this is a maintenance and general improvement need.	N/A	N/A			NA	
Happy Canyon Bridge and Interchange - Reconstruction	Increase capacity and improve design on the bridge and interchange. This is responsive to more development and increased vehicles in the area.	DRCOG TIP, FASTER	Bridge Sufficiency Rating: 64.7, would need to be 60 to qualify as insufficient	Not eligible at this time, however, this bridge is nearing deficiency. Castle Pines should monitor rating and reevaluate eligibility in the coming years.	DRCOG TIP, FASTER			Faster	

5. PLANNING DOCUMENTS, POLICIES, AND CITY OF CASTLE PINES OBJECTIVES

The focus of this section is to survey key city policies and objectives in areas around potential grants including mobility, land use, drainage, and administration. This can serve as an initial reference for supporting grant application information.

City of Castle Pines 2020 Economic Action Plan

Guiding Principles:

The range of priorities and actions identified to move the plan forward was selected based on a foundation of guiding principles. These guiding principles, while general in nature, are responsive to current and future market opportunities and stakeholder input.

1. The city will maintain a proactive and entrepreneurial attitude toward new development and redevelopment consistent with the community vision.
2. Public commitment will be long-term.
3. Development will be guided by short-term guidelines and long-term standards.
4. The city may provide assistance for eligible projects that have verifiable financing gaps (to the extent reasonable and possible), but for the minimum possible length of time.
5. Preferences will be given to projects emphasizing a greater diversity of uses and serving broader market segments.
6. The city will consider the fiscal impacts of new development and redevelopment.

Public Sector Commitment: The role of the public sector in any (re)development initiative is to “ready the environment for investment.” They can do this in a variety of ways that can be characterized as mitigating or eliminating barriers to, and capitalizing on opportunities for, investment.

Actions: Consider providing financial assistance and/or incentives in the redevelopment of strategically located parcels in the business district for their secondary and tertiary benefits (e.g., cultivate community identity, anchor neighborhoods, diversify city’s balance sheet, and provide public amenities).

Castle Pines Home Rule Charter

Article X Financial Management:

Section 10.1 Revenue

Subject to applicable limitations in the Colorado Constitution and in this Charter, the City Council shall have all powers now or hereafter granted to municipalities of any kind to raise revenue, including but not limited to, taxes, rates, fees, licenses, tolls, penalties, and charges. Any voter approvals waiving or amending any requirements of the Colorado Constitution in force as of the effective date of this Charter shall continue in force and effect.

Section 10.10 Special Funds

Additional funds, which shall be known as special funds, may be created by ordinance to provide for monies to be held or used for special purposes as the City Council may determine, including but not limited to, enterprise funds or special purpose funds.

Section 10.12 Supplemental Appropriations

The City Council may make supplemental appropriations in accordance with procedures set forth by ordinance.

Section 14.4 Bequests, Gifts, and Donations

The City Council, on behalf of the City, may receive bequests, gifts, and donations of all types of property, for public, charitable or other purposes, and do all things and acts necessary to carry out the purposes of such bequests, gifts and donations, with the power to manage, sell, lease, or otherwise dispose of the same in accordance with the terms of the bequest, gift, or donation.

Castle Pines Comprehensive Plan (Adopted 2016)

Vision: Enhance our unique character through livable neighborhoods, a strong sense of community, vibrant gathering places, a robust open space and trails system, and ease of mobility, while looking towards the future by ensuring:

- Parks, Recreation, and Amenities that encompass new recreational facilities, a variety of park types, natural areas, high-quality schools, and regional recreational amenities through an integrated, city-wide network of open space, greenways, parks, and trails that are accessible to all residents of the City.
- Economic Development that reinforces, expands, and develops our unique and connected town centers as vibrant community gathering spaces with a range of distinct businesses and restaurants, event spaces, entertainment venues, mixed-use development, civic amenities, enhanced walkability, quality design, and a supportive mix of housing.
- Housing that builds on our friendly, small-town feel and provides high-quality housing for all lifecycles, integrated into great neighborhoods and set in a natural setting while providing opportunity for new types of housing near our walkable town centers
- Transportation that facilitates a safe and connected community through off-street and on-street pathways, a highly connected road system, new transportation options, and unique gateway features, streetscape improvements, and signage that represents the community's unique character
- Land Use and Growth Management that provides a quality-of-life community with exceptional design, augmented by extensive access to open space and physical separation from adjacent communities, which together support a healthy, aesthetically pleasing, and cohesive community.

Castle Pines Comprehensive Plan (Adopted 2016) cont.:

Goals and Policies

This is not a complete list, rather a selection of goals and policies that are project specific and could translate into a grant request. Other goals and policies may be useful to support the validity of a grant request for a specific project.

Parks and Recreation

- PR 1.1 Build a Community Center
 - Could the community center also be constructed to double as a hazard shelter during a severe storm or in the event of flooding, fire, or other hazards?
- PR 2.4 Conserve wildlife habitats, wildlife movement corridors, and habitat linkages through the provision of significant open space.
 - Opportunity to pair this with active transportation goals, greenhouse gas reduction and/or hazard mitigation from wildfire or flooding.
- PR 3.1 Coordinate regionally and locally on initiatives to improve air quality and protect water quality.
- Use “best management practices” to control soil-erosion sediments.
 - Well suited for FEMA grant support

Economic Development

- ED 1.3 Support additional business opportunities, such as incubator spaces, and attract successful entrepreneurs and small businesses looking to expand to new locations.
 - Opportunity to support this through the Main Streets Program
- ED 2.2 Promote a multimodal transportation network that provides access to major collectors and arterial highways, transit stations, sidewalks, and trails and links activity centers.
 - There is a strong goal to support expanding the multimodal network through grant funding.
 - This aligns well with the current Revitalizing Main Streets grant opportunity from CDOT.
- ED 3.3 3 Advocate for public outdoor gathering spaces as part of redevelopment efforts, providing places for community events and socializing.
 - This aligns well with the current Revitalizing Main Streets grant opportunity from CDOT.

Housing

- H 2.2 Support the provision of lifestyle communities for older residents with appropriate housing, green space, and amenities.
 - Opportunity to seek grants for healthy aging and housing for elderly
- H 2.3 Locate senior housing and assisted or independent living facilities close to community facilities and transportation options.
 - Opportunity to seek funds to support transit options for the aging community/elderly population that also benefit the broader community.

Transporation

- T 1.1 Integrate aesthetic gateway features at major entrances to Castle Pines and at entrances to neighborhoods with landscaping, design, and entrance signage. See Transportation Framework Map for gateway feature locations, and Figure 11: Materials Palette for recommended materials and colors.
 - o Opportunity to work with the Main Streets Program
- T 1.2 Create community-defining streetscapes along arterials and collectors using plantings, lighting, public art, or special paving.
 - o Opportunity to work with the Main Streets Program
 - o Opportunity to integrate green infrastructure to reduce stormwater runoff and flooding concerns and pursue BRIC funding
- T 2.2 Ensure consistency between the Douglas County 2030 Transportation Plan, Denver Regional Council of Governments (DRCOG) 2040 Regional Transportation Plan, and local transportation plans.
 - o Opportunity to fund a strategic transportation and transit plan for alignment with DRCOG
 - o Opportunity for a Safe Routes to School Grant
- T 2.6 Provide adequate primary, secondary, and emergency road connections for all neighborhoods.
 - o Opportunity for BRIC funding to emergency access and evacuation routing during wildfire and floods.

The following transportation recommendations focus on multi-modal and active transportation improvements:

- T 3.1 Create a continuous paved path system around the City, connecting neighborhoods, parks, schools, and commercial areas, and providing access to regional recreation facilities such as the Rueter-Hess Reservoir and the regional trail system.
- T 3.2 Provide landscaped medians within arterials streets, where possible, to provide safety islands where pedestrians can pause when crossing the streets.
- T 3.3 Complete a system of connected on-street and off-street bicycle facilities along or parallel to major roads.
- T 3.4 Create comfortable and safe pedestrian connections and crossings that encourage walking.
- T 3.5 Establish street standards for the provision of bicycle and pedestrian improvements in all new developments.
- T 3.6 Continue to implement sidewalk, crossing, and bike lane improvements recommended in the Multi-Modal Enhancement Plan for Castle Pines Parkway and Monarch Boulevard.
 - o Consider safer main streets for the above goals to support safety.
 - o Consider technical assistance from Smart Growth American – Complete Streets Consortium.

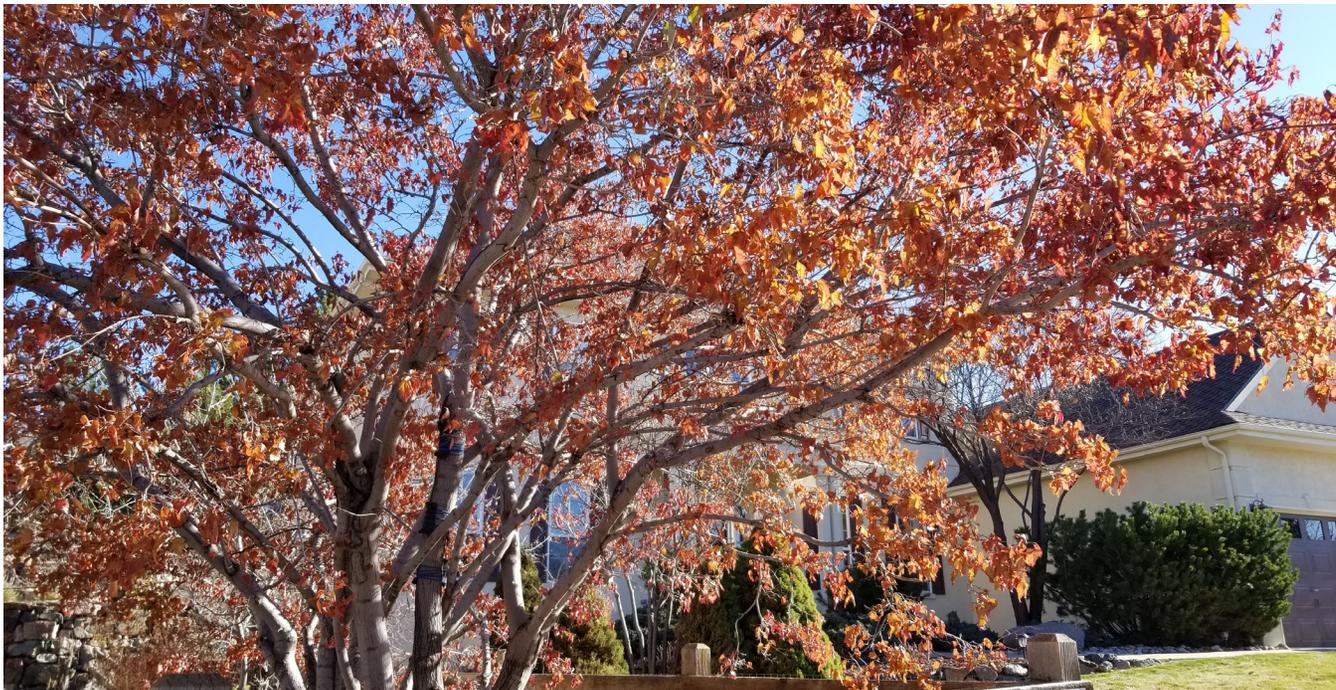
Land Use

All the identified land use goals could align with a BRIC funding application.

- LU 4 Foster preservation and conservation of environmental systems and sense of place.
- LU 5 Recognize and respect natural geologic conditions and hazard risks.
- LU 5.1 Ensure development is appropriate when weighed against hazards and natural constraints.
- LU 5.2 Discourage and avoid development in areas with high potential for wildfire, where mitigation is impractical or excessive, or other significant constraints and hazards are present.
- LU 5.3 Identify and mitigate wildfire hazards in areas determined appropriate for development.
- LU 5.4 Coordinate with local fire and emergency service providers, as well as county and state-level wildlife departments on pertinent wildlife management issues.

Projects and Strategies

These are listed in greater detail within the plan; recommendations for high-priority projects shown below. Of these, several of the transportation projects could align well with CDOT funding opportunities.



CASTLE PINES PARKS AND RECREATIONAL COMPREHENSIVE PLAN 2017

The policies identified within the plan reference back to the comprehensive plan. The plan identified future park recommendations and a discussion of funding for a future recreation center. It identifies future potential sites for the recreation center. This plan can provide guidance on the particulars of location and additional details on the facilities recommendations. The plan does not introduce additional policy guidance.

Castle Pines Master Transportation Plan

The transportation plan provides additional detail of and guidance to the policies noted in the Comprehensive Plan.

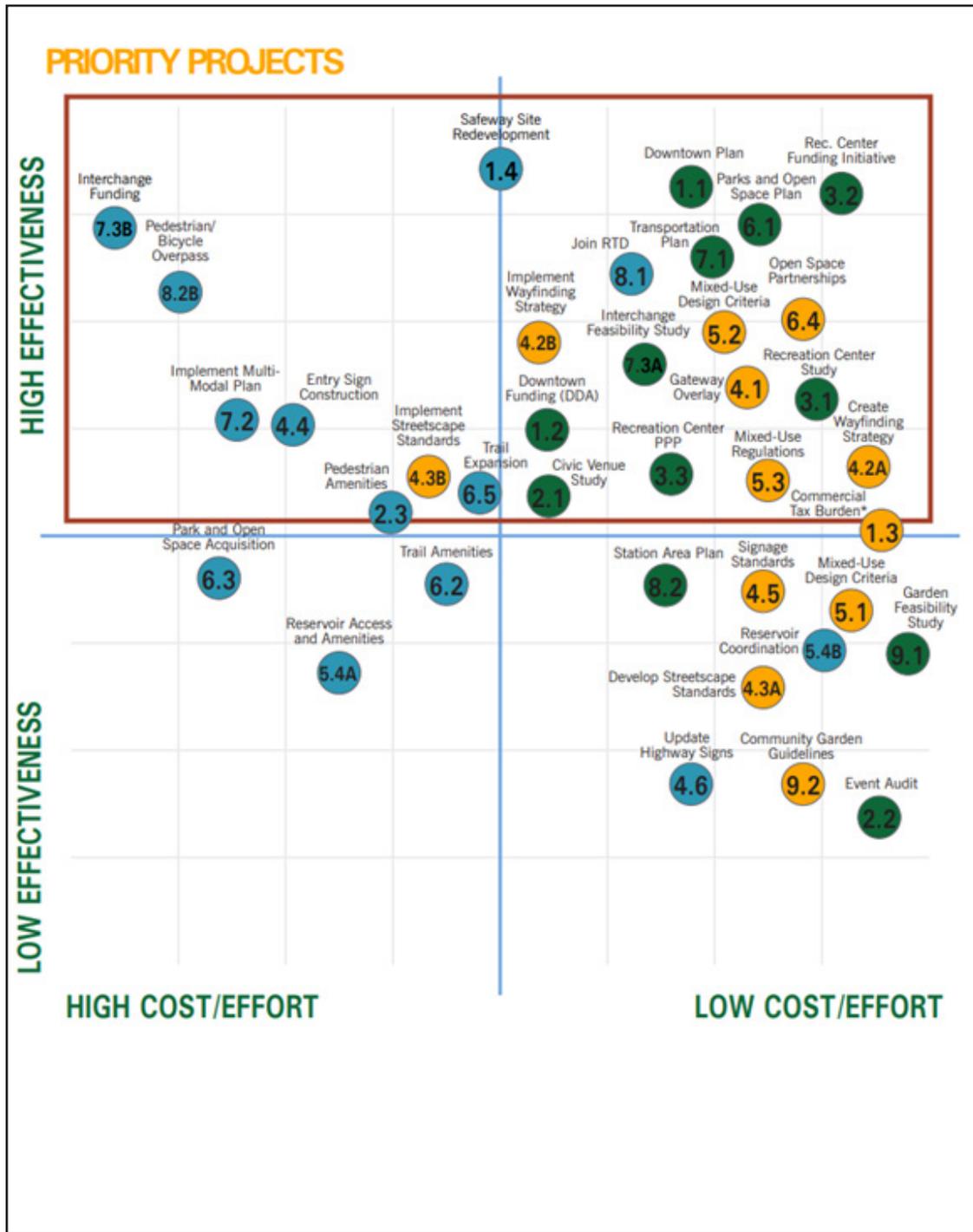
Design

The plan identified Roadway Element Design guidelines. The plan shows dimensions for various elements of the roadway in Table 6 Standards for Basic Roadway Elements, shown below. It identifies the benefits of slowing traffic on narrower streets to support the residential character of the community. It identifies medians, with pedestrian refuge points, as a desired element on minor and principal arterials. Bike infrastructure is identified as desirable for most street types, with a buffer when possible, and notes that multi-use paths can also serve this purpose. Cul-de-sacs are a common design element in Castle Pines that pose connectivity challenges. It is recommended that Castle Pines identify locations where pedestrian access could be allowed through cul-de-sacs.

The community is very interested in enhanced streetscaping, gateways, wayfinding, and streetscape elements

TABLE 6 STANDARDS FOR BASIC ROADWAY ELEMENTS

Roadway Type	ROW Range	Travel Lanes	Travel Lane Widths	Center Turn Lanes	Sidewalks	Lands caping Buffer	Bike Lanes	Bike Buffer	Design Speed (MPH)
Principal Arterial	100-150	4	10-12'	12'	5-6'	4' or more	5-6'	1.5-3'	35-40
Minor Arterial	80-125	2-4	10-11'	11-12'	5-6'	4'	5-6'	0-1.5'	30-35
Major Collector	60-100	2	10-11'	10-11'	5'	2-4'	5'	0'	30
Minor Collector	50-85	2	10-11'	10-11'	5'	2-4'	5'	0'	25-30
Local	40-60	2	9-11'	N/A	5'	0-4'	N/A	N/A	25



Castle Pines Central Business District Technical Advisory Panel - ULI

Land Use

- Incrementally Retain, Revitalize, and Redevelop the Central Business District: Overall, panelists suggested an incremental approach to revitalizing the central business district, utilizing short-term tactical improvements to retain and revitalize the area around Village Square Lane and the King Soopers.
- They recommended a longer-term strategic approach to redeveloping the vacant Safeway site. Page 3 of the Castle Pines Central Business District Technical Advisory Panel Report mentions Create a “There” There: The panelists recommended getting started by creating a place where people want to linger in the business district. They suggested focusing on the redevelopment of the intersection between Village Square Drive and Village Square Lane, which serves as a gateway into the business district and could catalyze redevelopment around it.
- Coordinate and Lead Intentional Development and Redevelopment: The city can help shape development toward agreed-upon goals rather than simply accepting any development that comes along. Panelists broke down the implementation steps for a phased redevelopment of the business district. These steps include:
 - a. Coordinating with property owners and landlords to incubate uses at the catalytic intersection of Village Square Drive and Village Square Lane
 - b. Investing in pedestrian walkways, lighting, banners, and wayfinding signs throughout the district
 - c. Evaluating the city’s development guidelines to ensure that more walkable, bikeable development is encouraged
 - d. Working with developers, landlords, and restaurants to create and enhance outdoor patios in the district
 - e. Working with current retailers to improve their “curb appeal,” with the addition of more attractive storefronts, outdoor seating, cafes, signs and branding, and landscaping
 - f. Working closely with current property owners, landlords, and business owners to retain current retailers while improving the retail mix to provide more services
 - g. Hiring an Economic Development Coordinator to align interests in the business district and to attract businesses in target categories, such as local restaurants, specialty fitness, entertainment, health and personal care, local soft goods, and neighborhood convenience
 - h. Creating a “Pine-ifesto” (like Stanley Marketplace’s “Stanifesto”) stating community goals and aspirations for the business district that businesses sign on to as they join the district
 - i. Working with the property owner to redevelop the former Safeway site in phases, introducing a mix of uses such as multifamily residential and a fitness center in first-floor retail. (From Page 4 of the Castle Pines Central Business District Technical Advisory Panel Report)

Recommendations for Policies and Planning for the ULI TAP

- Implement a Complete Street Policy.
- Evaluate and implement an access management plan.
- Shuttle service to connect to the RidgeGate Parkways light rail station in Lonetree
- Transit Oriented Development Planning Process

APPENDIX A - MEETING SUMMARIES WITH STAKEHOLDERS AND INTERVIEWEES

DRCOG - Review and Meeting

DRCOG Call Summary

Jacob Riger – DRCOG

Todd Cottrell - DRCOG

Jeff Kullman – Michael Baker Intl.

Will Kerns – Ulteig Engineers

DRCOG TIP now has sub-regional forums where communities work with and compete in their own sub-regions.

However, each sub-region has a smaller pot than the old metro-wide program.

The sub-regional funding is beneficial to smaller cities like Castle Pines to be competitive. Applications are submitted to the sub-regional forum then recommendations are given to DRCOG, who works with the County on the award winners.

All the DRCOG grant programs are now sub-regional, including STBG, CMAQ, TAP, State Multi-Modal Options Fund, and COVID-19 funding (STBG money).

COVID-19 funds are eligible for 100% funding and will be available sub-regionally. DRCOG currently has \$550M (\$55M for Douglas County regional projects) of unallocated funds. Must be for transportation projects, mostly for bus-service projects. The Douglas County sub-region has exhausted all their projects on the waiting list.

Thinking a new stimulus bill is coming, also a FAST Act could likely be reauthorized and the current FAST Act end on April 30th.

Note: Likely to have a Continuing Resolution (CR) that will carry it on under current law.

DRCOG had a call with Larry Nimmo ~ 2 weeks ago. Deborah Mulvey has also had conversations with Jacob Riger, mostly an overview of what grants are available and what each grant covers.

Project #1: Potential to convert drainage that crosses I-25 near Castle Pines Parkway into an underpass of I-25

Project #2: Could include a people mover along Havana St. connecting to the I-25 EOL station at RidgeGate Pkwy.

DRCOG has new and old communities applying for funding. New communities are usually looking for expansion projects, while older communities are generally applying for maintenance/reconstruction projects.

Range of funds:

Federalized projects should not be asked for until about \$1M.

The Douglas County sub-regional forum has ~\$15-20M.

The DRCOG Draft 2050 Regional Transportation Plan is currently out for public review, and we should look at it. Happy Canyon is in the RTP.

DRCOG is setting aside recurring funding streams, for instance Safer Main Streets may occur annually.

Next summer is the call for projects for DRCOG 2024-2027 funds.

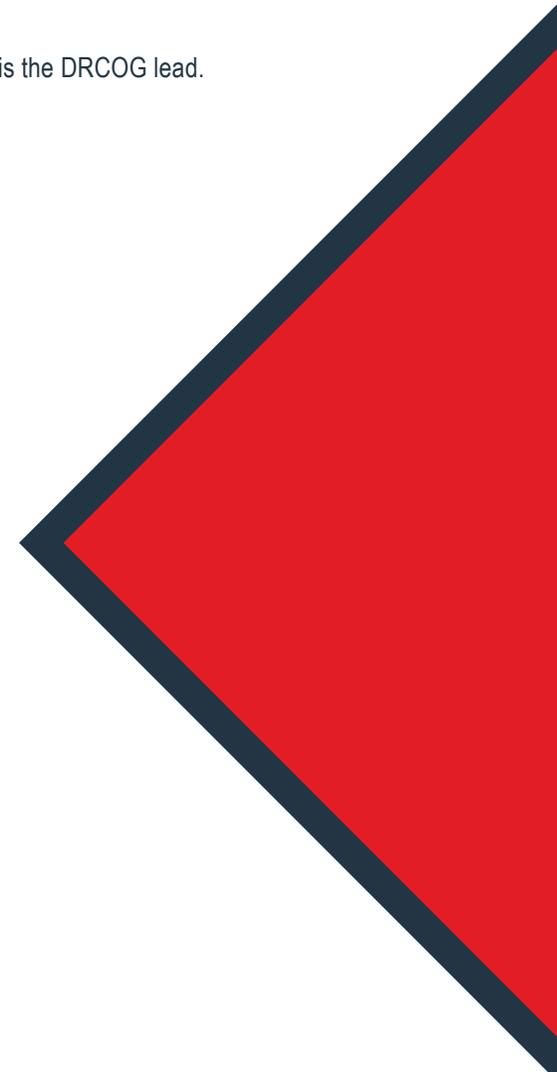
- These projects begin at the local level on the CIP.
- The community (CP) should do as much pre-planning work up front as possible.
- Could include planning, survey, ROW, and preliminary design.
- Having shovel ready projects (90% design), or projects at least at 30% design.
- Castle Pines should create a list of proposed projects and discuss with DRCOG.
- Recommend strong coordination with Art Griffith and other communities.
- Multi-jurisdictional projects are better.

Note: ROW costs have skyrocketed in the Denver metro. This has affected projects in Wheat Ridge and Denver.

Safer Main Streets Grant Program - Formed with DRCOG and CDOT combining funding to create a new program. Ron Papsdorf is the DRCOG lead.

What other grants both inside and outside of DRCOG should we be looking at?

- FASTER Safety
- Ask Danny Hermann about Transit projects through CDOT (Bustang)



CDOT - Review and Meeting

JoAnn Mattson - CDOT R1

Danny Herrmann - CDOT R1

Anne Kuechenmeister – Michael Baker Intl.

Jeff Kullman – Michael Baker Intl.

Will Kerns – Ulteig Engineers

Discussed an overview of the Castle Pines Grant Project.

CDOT deals with grants on a reactive basis. Recently partnered with DRCOG on the Safer Main Streets Initiative Grants.

Community Mobility Partnerships Infrastructure Program: CMPI Planning and Inf grants typically small ~\$200K, Call is happening right now, Derek Webb is Grant Manager. The CMPI is a good opportunity for Castle Pines.

- Our team applied for a CMPI for W Colfax BID; it is not burdensome.
- Match is roughly 20%.
- The application is very similar to TIP and TAP; opportunity to focus on the same area, using the same data for multiple opportunities.

CDOT Safety Highway Improvement Program - On system projects do not require a match from the locals. Focuses on past crash history and known improvements.

Administrative burden cost should be considered before applying for any federal grants.

The sub-regional DRCOG process may be the most beneficial for Castle Pines.

GOCO Grants, CMAQ, STP Metro, Safer Main Streets, Revitalizing Main Streets - Possibly out again this summer. These grants are a good opportunity for Castle Pines.

Revitalizing Main Streets is still ongoing; there is an opportunity to apply now. We will be working on two submissions in the next couple weeks for other jurisdictions and special districts. Molly Bly is a good point of contact for this.

DOT TAP - Transportation Alternatives Program, we can use GOCO funds as a match for TAP grants. Water quality projects are eligible for TAP grants.

Some of the potential projects that Castle Pines is considering:

- Bike/Ped and increased drainage capacity under I-25 S of CP Parkway box culver capacity increase.
- RidgeGate Station/Havana St. People Move, driverless circulator
- Happy Canyon Interchange reconstruction (could be a longer-term project) a large local match probably does not yet exist.
- CDOT DTR - No one has filled David Krutsinger's position yet.
- CDOT IGAs take a long time to execute (3 months to a year).
- CDOT should be plugged in for studies involving their roadways.
- CDOT grants are on 3-year cycles; DRCOG is on 4-year cycles.
- CDOT usually has ~\$6-8M to program for grants, scoring varies by grant type. Writing a good application is key. Tip: Write a paragraph describing how we are meeting each scoring criteria.

FY21-23 \$5M for R1 projects, Jeffco Open Space does an amazing job of applying for grants.

Maintenance agreements coordinated prior to the grant application are also critical.

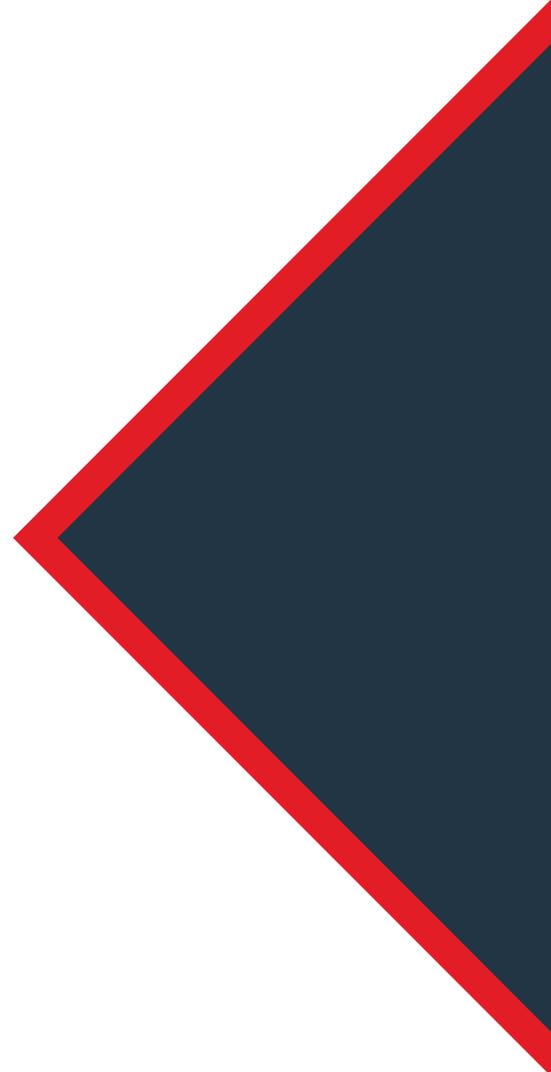
CDOT staff are available to meet with and coach people thinking about applying for potential grants. This helps increase the quality of the grant applications.

Question Regarding Grants Training - Maria Hajiaghaee's group offers some local agency grants training, typically offered once per year.

CP staff needs to be attending Dougco Public Forum Mtgs.

TAP and CMPI have similar applications, and the criteria overlap well.

Recommendation that Castle Pines identify someone to act as grant manager and be a consistent point of contact to identify opportunities, sign up for information updates, and build knowledge of programs.



FWHA - Review and Meeting

Bill Haas, FHWA

Jeff Kullman, Michael Baker Intl.

Will Kerns, Ulteig Engineers

Background at Castle Pines Grant Research Report

FWHA Grant Program - Bill said that CP would do best to work with DRCOG, as DRCOG is the controlling entity for federal funding including grants.

STPG - Is block grant funding, the metro portion that goes directly to DRCOG

CMAQ funds are available, could be used for Operational Projects, Bike/Ped, Transit, and other Congestion mitigation/Air Quality projects.

TAP funds are available for Bike/Ped/trails and other alternative transportation projects, these grants are controlled by CDOT. During the last round, CDOT did not spend all their funds for TAP. (Note DRCOG gets a direct allocation and CDOT is required to allocate a position to TAP)

Recreational Trails Program (FHWA)- uses multiple funding sources, call for projects occurs annually. Can be ran through the Colorado DNR, or (State Parks and Wildlife (find application on website)), also funds planning studies.

FASTER - CDOT Grant program, Divided into Bridge, and Safety, and Transit

Discretionary Programs:

STIC funds - only \$100K per state, funds innovation and is controlled by CDOT. City of Centennial won some of these funds for an ITS Planning project.

Larger discretionary programs must compete against other states, municipalities would need to coordinate with CDOT to apply. These programs began as earmarks were discontinued. Examples of these include: BUILD, and INFRA. There are other grants such as AID that are focused on innovation and ITS, such as signal preemption for snowplows. NoFa - Notice of Funding Availability is published which serves as a call for applications.

Notes: Discussion about CP residing outside of RTD's boundary, and potential for FTA funds about a connector to the I25 EOL station.

New Technology concepts - Autonomous Vehicles ex. Easy Mile circulator shuttles

Contacts to Reach Out to: Ashley Nylen CDOT Innovative Mobility office, and Kay Kelly. Office works on TDM, alternative fuels, autonomous vehicles.

Bill Haas is currently working on preconstruction projects, including planning, environmental program, air quality, traffic incident mgmt, safety engineering, and bridge program.

DOLA Call - Clay Brown

Clay Brown – Department of Local Affairs (DOLA)

Jeff Kullman – Michael Baker Intl.

Will Kerns – Ulteig Engineers

Clay has been with DOLA for 19 years, and he might retire next year.

DOLA distributes the EIF Energy Impact Fund - 50% match requirement, sometimes the match is provided by the state revolving loan fund or other grant providers. State severance tax is split between DNR and DOLA, DOLA then administers the funds back to communities via a formula. DOLA runs programs for non-entitlement areas. DOLA receives 50% of severance tax (Department of Natural Resources also receives 50%). 80% of the DOLA share is given to communities through formula allocations.

Tier 1 - \$200K, Electronic application via portal, scored via committee, projects are ranked, then go to the Exec. Dir. For decision. Clay present on community behalf.

Tier 2 - Funds up to \$1M, the community makes the presentation to DOLA Energy Impact Advisory committee composed of state agencies and local govts, DNR, Health Dept., Board of Education.

One key scoring criteria is the 1-10 scoring of impacts by county. Douglas County is 3 points. Therefore, Douglas County does not score well against: Weld County, Clear Creek County, Mesa County, etc. City of Denver also is competitive as they have many gas wells. Douglas County has a lot of money in their general fund and DOLA knows this, hence the low likelihood of a grant award.

Projects examples include: Road projects are typical, water and sewer as well. Community centers, fire stations, downtown streetscaping, and government buildings. This EIF also funds plan making and studies, including Comp Planning. Renewables, and plans for renewables and EV's. Energy Conservation projects, solar, geothermal, transit electrification, and energy audits. Comprehensive plans almost always get funded as DOLA wants good community planning.

Administrative Grants are also available - The mayor sends Clay a letter, max award \$25K, used for planning, engineering, and design projects. Requires a 50% local match. (No Capital). Requires a 50% local match and the project must be below \$100k total.

HUD Grants administered by DOLA max at - \$600K Douglas County will be moving to an entitlement community and will receive funding directly from HUD. Castle Pines can elect to opt out of County but will need a good case.

Many of DOLA's programs are targeted:

- **READY** - Job Creation Programs
- **Disaster Recovery**
- **COVID Economic Recover**
- **Coast Mining Recovery funds**
- **Gaming Input funds**

High-scoring projects: Renewable energy, charging stations, energy conservation projects score well.

DOLA is also partnering with CDOT's Mainstreet Program (we should look into this for Castle Pines)

APPENDIX B - GRANT RESOURCE LINKS

DRCOG – Transportation Improvement Program (TIP) Grant Links

- Application Link: <https://drcog.org/sites/default/files/resources/DRCOG%202020-2023%20TIP%20-%20Regional%20Share%20Application.pdf>
- From <<https://drcog.org/planning-great-region/transportation-planning/transportation-improvement-program>>

DRCOG Transportation Alternatives Program (TAP) Grant Links

List of projects currently programmed with DRCOG TA funds: https://drcog.org/sites/default/files/resources/TIP_Project_Funding_Summary-February_2021.pdf

Congestion Mitigation Air Quality Grant (CMAQ) Links

Top scoring regional share projects for 2020-2023 cycle: <https://drcog.org/sites/default/files/resources/Approved%20Regional%20Share%20Projects%20and%20waiting%20list.pdf>

From <<https://drcog.org/regional-transportation-operations-improvement-program>>

Community Mobility Partnerships Infrastructure (CMPI) Program Links

Mandatory application workshop, scheduled for April 27, from 10-11:30 a.m. To register: <https://drcog.org/node/982756>

From <<https://drcog.org/planning-great-region/transportation-planning/transportation-improvement-program/transportation-1>>

CDOT Transportation Alternatives Program (TAP) Links

Transportation Alternatives Program (TAP) Guidelines and Application:

Click the links below to download the TAP Guidelines and Project Application

FY2021-FY2023 TAP Application and Guidelines (Word) <https://www.codot.gov/programs/planning/assets/grants/tap/TAP-guidelines.pdf>

FY2021-FY2023 TAP form-fillable Application (PDF)

<https://www.codot.gov/programs/planning/assets/grants/tap/tap-application-2019-form-fillable.pdf>

From <<https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2021-23>>

Safer Main Streets Grant Links

Selected in 2020 cycle - <https://www.codot.gov/programs/safermainstreets/assets/smsprojects.pdf>. From <<https://www.codot.gov/programs/safermainstreets>>

Revitalizing Main Streets Links

From <<https://www.codot.gov/programs/revitalizingmainstreets>>

From <<https://www.codot.gov/programs/communitychallenge/assets/revitalizingmainstreetsgrantapplication.pdf>>

Safe Routes to School Links

<https://www.codot.gov/programs/bikeped/safe-routes/assets/fy-2021-guidelines-and-instructions-with-updates-highlighted-in-yellow-version-sept-3-2020.pdf>

Map of all recipients to date: <https://cdot.maps.arcgis.com/home/webmap/viewer.html?webmap=8ee452943fcb40eb9fc9b55d6a8d3f45>

Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) Links

Funded to date: <https://www.codot.gov/projects/faster/documents/faster-budget.pdf>

FASTER Project listing: <https://www.codot.gov/projects/faster/documents/faster-budget.pdf>

From <<https://www.codot.gov/projects/faster/faster-safety>>

The Colorado State Transportation Innovation Council Inceptive Program (STIC) Funds Links

<https://www.codot.gov/programs/research/stic>

<https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>

Please email completed applications to bryan.roeder@state.co.us. The funding application packet is available at <https://www.codot.gov/programs/research/assets/stic-application/view>

Applications for projects that fit in the following categories of Every Day Counts 5 https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/

More STIC Incentive program guidance is available here: <https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>

From <<https://www.codot.gov/programs/research/stic>>

CDOT Local Agency Information Links

CDOT Local Agency Manual <https://www.codot.gov/business/localagency/manual>

Colorado State Recreational Trails Program Links

<https://cpw.state.co.us/aboutus/Pages/trails.aspx>

Contact the State Trails Program at 303-791-1957 ext. 4129 or dnr_trails@state.co.us with any questions.

https://cpw.state.co.us/Documents/Trails/Grants/NonMotorized/2021-Applications/2021_NM-Trails-Grant-Instructions.pdf

From <<https://cpw.state.co.us/aboutus/Pages/TrailsGrantsNM.aspx>>

Infrastructure for Rebuilding America (INFRA) Links

<https://www.transportation.gov/buildamerica/financing/infra-grants/how-apply>

US Department of Transportation – Rebuilding American Infrastructure with Sustainability and Equity (RAISE) links

More details can be found at <https://www.transportation.gov/RAISEgrants/additional-guidance>.

Better Utilizing Investments to Leverage Development (Build) Links

The FY 2021 Notice of Funding Availability: <https://www.transportation.gov/buildgrants/build-nofo>

DOLA Energy Impact Assistance FUND (EIAF) Links

Full grant details can be seen here: <https://cdola.colorado.gov/funding-programs/energy/mineral-impact-assistance-fund-grant-eiaf>

DOLA Colorado Main Street Program Links

<https://cdola.colorado.gov/main-street>

<https://drive.google.com/file/d/1ttBONgSEpdULy8Mnan0uTPyy2t2w49hG/view>

GOCO Community Impact Grants Links

<https://www.goco.org/grants>

Community Development Block Grant (CDBG) Program Links

From <https://www.hud.gov/program_offices/comm_planning/cdbg>

Cooperative Research in Housing Technologies Links

From <https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy20_crht>

Veterans Housing Rehabilitation and Modification Pilot Program (VHRMP) Links

From <https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy20_VHRMP>

Section 202 Supportive Housing for the Elderly Program Links

From <https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy20_section202>

National Park Service - River Trails and Conservation Assistance

<https://www.nps.gov/orgs/rtca/whatwedo.htm>

Application <https://www.nps.gov/orgs/rtca/apply.htm>

BRIC (Building Resilient Communities and Infrastructure) Federal Emergency Management Agency Links

<https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>

Competitive Projects: https://www.fema.gov/sites/default/files/2020-08/fema_mitigation-action-portfolio-support-document_08-01-2020_0.pdf

Details on project scoring and criteria can be found here: <https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities/when-apply>

Mile High Flood District Stream Restoration and Routine Maintenance Program

The full workplan can we seen, by county, here: <https://mhfd.org/wp-content/uploads/2020/11/2021-Work-Plan.pdf>

Mile High Flood District Master Planning

The link of requested master planning activities through 2024 is available here: <https://mhfd.org/wp-content/uploads/2020/11/MHFD-Planning-Program-5-Year-Strategic-Plan-2020-2024.pdf>

Mile High Flood District Capital Improvement Program

Castle Pines currently has one project on the 5-year CIP - <https://mhfd.org/wp-content/uploads/2020/11/2021-5-YR-CIP-2020-2024-Final.pdf>

Anschutz Family Foundation - Grants

- From <https://anschutzfamilyfoundation.org/our-grantmaking/eligibility-guidelines/>
- From <https://anschutzfamilyfoundation.org/our-grantmaking/how-to-apply/>
- From <https://anschutzfamilyfoundation.org/our-grantmaking/areas-we-fund/>
- Anschutz uses a Colorado Common Grant Application: https://anschutzfamilyfoundation.org/wp-content/uploads/2016/04/Colorado_Common_Grant_Application_Revised_06-2010.docx

Gates Family Foundation - Capital Grants

From <https://gatesfamilyfoundation.org/types-of-support/capital-grants/>