TOWN OF Eagle

October 2023

KLJ

STRATEGIC FUNDING ROADMAP

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Introduction

The Town of Eagle is a vibrant mountain community located in Southwestern Colorado and is the county seat of Eagle County, Colorado. The most recent census data estimates the town's population at just under 7,500 people and approximately 2,220 households, an increase of approximately 15 percent since 2010. Located just 30 minutes from the Vail and Beaver Creek resorts, and near the Eagle River, the community is a hub for all varieties of outdoor recreation. In addition, there are over 1,000 acres of town-owned public open space throughout the community. For this reason, tourism and the industries that support tourism, including accommodations and food services, arts, entertainment, and recreation, are primary economic drivers.

In 2020, Eagle completed a comprehensive ***5-YEAR STRATEGIC PLAN***, providing a framework for envisioning a vibrant mountain community that is diverse, inclusive, and unique. Additionally, this document and the process by which it was created to aid the community in establishing guiding principles. These include:

- Proactive Economic Development
- Progressive Community Based Law Enforcement
- Protecting Public Health, Safety, and the Environment
- Providing Reliable and Cost-Effective Services
- Participating in Sound Planning and Appropriate Investment
- Ensuring Sustainable Finances and Increasing Efficiency
- Transparency and Community Engagement

A mountain community hub adjacent to Vail and Beaver Creek Resorts, Eagle has more than 1,000 acres of public open space.

In early 2023, in line with the guiding principles from the strategic plan, and in recognition of staff capacity limitations and the significant federal funding resources available as the result of the Bipartisan Infrastructure Law (BIL), the Town published a Request for Proposals for Strategic Consulting and Grant Writing Services. The purpose of these services was to assist the Town in creating a prioritized "Strategic Funding Roadmap," which would assist in prioritizing short, mid, and long-term projects through the lens of financial resource opportunities. In April of 2023, the Town signed a contract with KLJ for this purpose and work began in May of 2023.

While local, state, regional, and federal financial resources are always in flux, and often change with each new administration, this Strategic Funding Roadmap provides a framework for prioritizing already identified community projects within the context of what may be one-time federal funding resources. This allows the community to look comprehensively and realistically at ways in which multiple funding resources might combine to complete transformational community projects and how to best leverage limited local fiscal and staff resources.

This **Strategic Funding Roadmap** is the culmination of several Town meetings, existing documents and plans, shared projects, and other elements that tell the story of Eagle. After gathering all the information, a project list was created and refined to capture the highest priority projects across departments. Department heads and key town staff identified both individual projects as well as overall concepts when envisioning where it believed the Town **can meet the goal of maintaining and enhancing the quality of life for everyone in Eagle over the next 10 years.**

PROCESS OF DEVELOPMENT

- Eagle Roadmap & Strategies Outline
- Comprehensive Affordable Housing Assessment
- Open Space and Trails Master Plan
- Eagle Climate Action Plan – 2020
- Elevate Eagle Comprehensive Plan
- East Eagle Sub Area Plan 2021
- Town of Eagle Strategic Plan 2022
- Eagle Project Summary
- 2023 Eagle Budget
- 2023 Gantt Work Plan
- 2023–2032 Town-wide Capital Improvements Plan

Based on the current grant opportunities, particularly those at the federal level that may be available for a limited period, projects that are multi-faceted and have the largest regional impact received higher priority than those that are singular and smaller in impact. Public safety was considered not only in the context of surface and non-motorized transportation projects, but also across the service spectrum including broadband and access to telehealth services, downtown/Main Street improvements, and public health as it is impacted by water/sewer services. The cost was also considered. Where it was practical and appropriate, projects should be considered in terms of "bundling" offering the best opportunity for reaching both cost thresholds and regional significance that make projects competitive at the federal level. Projects should also be reviewed/considered in terms of local contributions (both in local dollars and staff time) and in terms of timelines. Incorporating federal dollars, while appealing and often necessary for very large projects, is also time consuming to obtain and manage and often requires at least a 20 percent local financial commitment. Also, given the time between application for grants, notification of award, obligation of funds, and actual utilization of funds, most emergency or immediate projects are not a good fit.

The outlined project priority list provides details regarding how the project was prioritized as well as a list of potential funding options or other actions that can be taken to advance each project. Specific identified projects are outlined as well as projects at the conceptual stage.

This Strategic Funding Roadmap is a living document that should be reviewed regularly (at least annually) and updated as projects are completed, new projects are identified, and financial resources are acquired and/or changed.

Eagle Area Map
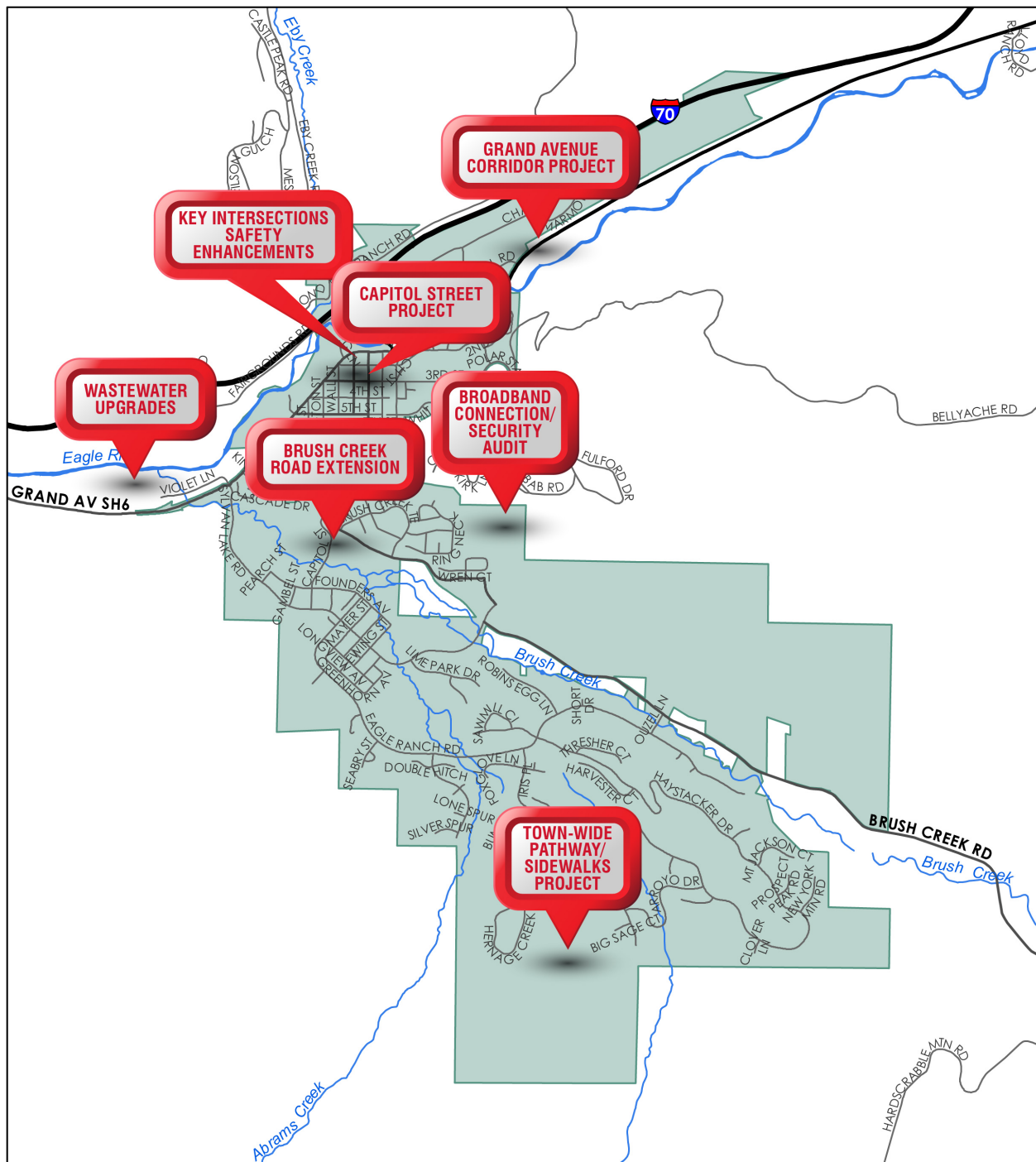
Town of Eagle

- Town of Eagle Limits
- Rivers & Streams

Streets and Highways
- Interstate
- U.S. Highways
- State Highways
- CDOT Major Roads
- Local Roads

Miles
0   0.25   0.5

Credits: Ouray County, CDOT, CO GIS, USGS. Aerial Imagery 2019

Map labels: GRAND AVENUE CORRIDOR PROJECT, KEY INTERSECTIONS SAFETY ENHANCEMENTS, CAPITOL STREET PROJECT, WASTEWATER UPGRADES, BROADBAND CONNECTION/SECURITY AUDIT, BRUSH CREEK ROAD EXTENSION, TOWN-WIDE PATHWAY/SIDEWALKS PROJECT
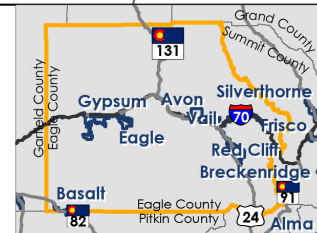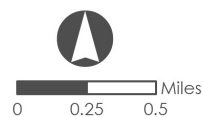
TRANSPORTATION

Eagle's transportation needs have both local and regional impact. With a major interstate running through town and large arterial roadways connecting to several other mountain communities, there is infrastructure investment required to keep Eagle moving forward. As noted through our discussions and diagnostic workshop, Eagle and KLJ have identified several projects, ideas, and concepts that would transform Eagle's transportation system and provide updates that scale far into the future. The projects identified are listed as follows, categorized by their status and determined priority.

PROJECTS

Grand Avenue Corridor Complete Streets Project

The Grand Avenue Corridor project would address several transportation issues throughout the Town of Eagle, including the lack of multi-modal transportation options, safety, accessibility to key destinations, and mobility. This project looks to expand upon Grand Avenue, providing increased capacity as well as improved multimodal transportation access. This corridor serves as a main connector between the towns of Eagle and Gypsum and is also heavily utilized by Eagle County transit services as well as Airport travelers. Grand Avenue also serves as an alternative route to major roadway I-70 in the event of reroutes or closures. The project has already undergone a conceptual design and received a cost estimate as recently as 2022. Though roadway safety data indicates a small number of accidents on the roadway, residents have raised several safety concerns at town Council meetings related to Grand Avene. Safety, mobility for all users and creating a key gateway to Town of Eagle are key components of future Grand Avenue Corridor.

Priority: High

Estimated Cost ★★★★★

Timeline 1–3 years

Recommended Grant Funding

SS4A (Planning and Implementation); CDOT Revitalizing Main Streets; RAISE*; Rural* and Infra*

Consider a partnership with neighboring towns or the County

Multi-Modal Transportation/Master Transportation Safety Plan

The Town of Eagle requires a more robust master transportation safety plan that covers all facets of surface transportation and multi-modal accessibility. Based upon the level of detail required to inform these decisions across the entire community, a Master Transportation Safety Plan would capture all this information. A Master Transportation Safety Plan takes a deep dive into the towns surface transportation mobility, needs, and concerns. A study of roadway traffic levels and safety concerns backed by data will allow the Town to identify specific projects and countermeasures within the plan. The identified projects and the data to back it up will position the Town to aggressively seek funding for these projects as they will be fully vetted, and thus much more competitive in the application process.

Priority: High

Estimated Cost ★☆☆☆☆

Timeline ASAP

Recommended Grant Funding

SS4A Planning Grant

Town-Wide Pathway/Sidewalks Project

The Town has noted that pathways, multi-modal transportation, and increased accessibility are among their transportation needs. The desire to create a more connected downtown and community begins with expansion of mobility and greenspace. Eagle is perfectly positioned to begin prioritizing and working on those sidewalks and pathways most traveled and in need of repair. The lack of storm drainage was also noted and will need to be considered as project identification and sidewalk replacement develop. The Town has envisioned a community that thrives economically and utilizes an open space concept to bolster local growth while still maintaining the Main Street aesthetic and appeal. This work will need to be continued beyond the TAP Grant but and remains a high priority for the importance of alternative transportation methods.

Priority: Medium

Estimated Cost
★★☆☆☆

Timeline
1–3 years

Recommended Grant Funding

CDOT Revitalizing Main Streets; Complete Streets; Main Street LIVE Initiative; TAP

Brush Creek Road Extension

The Brush Creek Road Extension would provide travelers and community members a more direct, efficient, and accessible route to their neighborhoods. Brush Creek Road is an important arterial road off Grand Avenue on the west side of town. Expansion and improvement of this road would improve mobility for those who live in the area as well as those looking to connect to other destinations west of Eagle. Providing a more cohesive, navigable community is one of the Town's top priorities and this project would serve that purpose. This project also ranks higher in priority due to conceptual design work completed.

Priority: High

Estimated Cost
★★★☆☆

Timeline
1–3 years

Recommended Grant Funding

Reconnecting Communities and Neighborhoods Grant Program (RCN)

Capitol Street Project (streetscape-style project)

This project aligns with the Town's vision of a more connected and resilient transportation network throughout Eagle. A streetscape-style project here would include expanded mobility, multi-modal access, updated curbs and sidewalks, and paved right-of-way parking. This project also involves complete roadway reconstruction due to the water main replacements required. Since there is currently no defined scope and few safety complaints, this is not an immediate priority compared to the more vital surface transportation needs of the Town.

Priority: Medium

Estimated Cost
★★★☆☆

Timeline
1–3 years

Recommended Grant Funding

CDOT Revitalizing Main Streets; Complete Streets; Main Street Live Initiative

Bike and Electric Bike Sharing Program

Bike share programs have become increasingly popular across the United States over the last 5-10 years. Many major cities have robust bike and electric bike/scooter sharing programs as a way of increasing local mobility while reducing road stress. These programs enhance community connectivity and local economic development as they offer an affordable, reliable transportation alternative. Though these programs are relatively low cost and offer immediate benefit, they are still not an immediate priority when compared to other time-sensitive roadway and transportation-related projects. A Pilot program with lower upfront cost could serve as a trial before deciding on further investment.

Priority: Medium

Estimated Cost
★☆☆☆☆

Timeline
N/A

Recommended Grant Funding

CDOT Can Do Community Telework Program; Transportation Alternatives Program (TAP)

ECO Transit Bus Route Expansion

ECO Transit provides multi-modal environmentally sensitive public transportation choices. They provide near round the clock service with over 40 buses in their fleet. They also offer regional transportation between both ends of the Eagle Valley as well as limited ADA transportation. Expansion of this program would bolster the economic vitality of Eagle and surrounding communities as more folks would have access to reliable transportation. Expansion of this bus route could include enhanced ADA capabilities and access as well as shorter wait times resulting in more reliability, safety, and mobility throughout the community. Another benefit of this project would be it's contribution toward the Town's net zero goal regarding vehicle emissions. The expanded routes would allow for less vehicle travel time and stress on town roads via a more sustainable alternative such as ECO Transit. The Town has already requested increased direct access to ECO Transit Bus Routes via the Eagle Valley Transit Authority. This project is not an immediate priority as it relies on many of the previously mentioned transportation projects and could also benefit from more in-depth planning regarding the routes traveled and services provided.

Priority: Low

Estimated Cost
★★☆☆☆

Timeline
N/A

Recommended Grant Funding

Grants for Buses and Bus Facilities Program

CONCEPTS/IDEAS

Though the Town of Eagle has several projects ready to move directly into the planning or implementation phase, the below list comprises larger concepts and ideas that the Town has posed to benefit transportation across the community. Though the items below are large ideas with several elements, many of these concepts can be broken down into smaller actionable pieces for future implementation.

Identify Key Intersections/ Streets for Safety Enhancements

The Town has identified multi-modal transportation and safety as a top priority. To properly address those intersections and streets lacking safety and accessibility, a larger planning process and study should be conducted to dete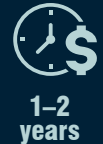rmine cost and priority of improvements based on several metrics such as safety, multi-modal accessibility, economic development impacts, etc. Proper identification of these intersections and streets can be done through the Master Transportation Safety Plan, or SS4A Action Plan.

Priority: High

Estimated Cost ★☆☆☆☆

Timeline 1–2 years

Recommended Grant Funding

SS4A Planning Grant; PROTECT Resilience Plan Grant; CDOT Revitalizing Main Streets*; Complete Streets*; Main Street Live Initiative*

More applicable to the eventual implementation of such projects

EV Charging Stations

Due to the emergence and growing desire for Electric Vehicles there has been substantial federal investment in providing EV charging stations nationwide. Large scale federal grants are available to state and local municipalities to help fund the installation of EV charging stations in areas of high need. Since Eagle is directly off a major roadway (I-70), there is even greater emphasis on ensuring charging station ac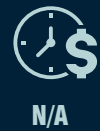cessibility. EV charging would also contribute to and allow further progress toward the Town's net zero goals regarding emissions reduction. As this funding is new, it will be available for several more years and does not need to be accessed immediately. Some charging stations already exist along this portion of the I-70 corridor, so it does not pose an immediate need. The recommendation for this would be to find partnering businesses and combine efforts to provide EV charging infrastructure across the region.

Priority: Medium

Estimated Cost ★★☆☆☆

Timeline N/A

Recommended Grant Funding

National Electric Vehicle Infrastructure (NEVI) Program

East/West Town Gateway Concept

In the Town's Comprehensive Master Plan, Eagle notes their current growth as a mountain destination town and how they will need more amenities and attractive offerings to continue this growth. One proposed idea to enhance this was the development of the East and West 'Gateways' into town off I-70. A more attractive and defined entrance to town will facilitate greater transportation access as well as local economic development. As this sort of development is more conceptual and has several individual project components, it serves as a starting point when determining priority of future downtown improvement projects. Several projects identified in a larger transportation plan could build the foundation for the east and west gateways.

Priority: Medium/Low

Estimated Cost ★★★★★

Timeline On-going
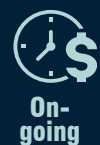
Recommended Grant Funding

Pursue Planning Grant and combination of SS4A, Complete Streets, and other Main Street Grant Programs upon completion of Master Plan

WATER/WASTEWATER/ PUBLIC WORKS

Many recognize that community growth and aging infrastructure lead to rapid replacement and expansion in a short amount of time, and Eagle is no exception. Having experienced above average growth through the 2010s, with signs of that continuing, amplifies the need for infrastructure improvements, particularly in water and public utilities. The good news is the Town has several utility projects at different stages in their development which allows for easier long-range planning regarding priority and project completion. Cost may pose some difficulties but bundling projects where appropriate can help provide a more competitive application while also being efficient with town resources. Below are several projects identified by the Town that would benefit infrastructure and future planning regarding public works and utilities.

PROJECTS

Grand Avenue Corridor Project

As mentioned previously, the Grand Avenue Corridor Project is vital to the Town's long-term vision. Outside of the surface transportation and streetscape improvements proposed for this project significant water, wastewater, and utility upgrades will be required in the right-of-way. These are costly but necessary improvements to complete the Grand Avenue Corridor Project and provide long-term sustainability for town infrastructure. Applying for all components of the Grand Avenue Corridor Project at the same time will offer a more competitive application for each component due to the current preference for the 'one dig' (dig once for all components of a project) policy.

Priority: High

Estimated Cost
★★★★☆

Timeline
1–3 years

Recommended Grant Funding

State Revolving Fund; State Revolving Fund Planning Grant; Colorado Water Plan Grants; PROTECT (resilience dependent/part of larger surface transportation project)

Will need significant utility funding (water/wastewater utilities in the ROW)

Wastewater Upgrades/Replacement

Wastewater upgrades are a top priority, particularly for a growing community with aging infrastructure like Eagle. With an anticipated cost of $5 million for reconstruction in areas identified by the Town, outside funding becomes a necessity. There are also new numeric nitrogen criteria that are not currently being met by the Town of Eagle. Partnering this with the emerging prevalence of PFAS elevates the need for this upgrade.

Priority: Medium/High

Estimated Cost
★★★★★

Timeline
N/A

Recommended Grant Funding

State Revolving Fund; State Revolving Fund Planning Grant; Colorado Water Plan Grants; PROTECT (resilience dependent/part of larger surface transportation project)

Water Storage Tank Installation

On top of general expansion of the town's water infrastructure, Eagle also needs a new water storage tank. As noted in previous meetings this water storage tank is currently being designed, with a rough estimate of $5 to $10 million in cost. An ideal site has been noted by the Town and staff; the 100-acre plot adjacent to I-70. This lot location is ideal as it is closer to town than current water storage, has additional space for future public works buildings or town facilities, and still allows for the desired I-70 airport inter-change at this site. This remains a high priority both for safety and capacity as the town looks to continue expanding their water infrastructure.

Priority: High

Estimated Cost
★★★★★

Timeline
3–5 years

Recommended Grant Funding

State Revolving Fund; State Revolving Fund Planning Grant; Colorado Water Plan Grants

Capitol Street Project

Capitol Street has also been designated as an area in need of improvement by the Town, partic-ularly for its connection between major roadways and residential areas. The Capitol Street area has aging waterlines and lacks suf-ficient storm drainage along the street. As this project is early in its conceptual phase, the idea of a streetscape-style improvement has been suggested as a full-scale community improvement. This would provide additional greens-pace and non-motorized acces-sibility between neighborhoods and the main street areas of Eagle. This project would also include curb, gutter, and sidewalk installation and replacement as well as paved right-of-way park-ing. That may make this project more competitive as the cost will increase as further elements are considered. This project is a great candidate for a full street-scape improvement with surface transportation and stormwater improvements, but in its current early stages this project is not a top priority.

Priority: Medium

Estimated Cost
★★★☆☆

Timeline
1–3 years

Recommended Grant Funding

State Revolving Fund; State Revolving Fund Planning Grant; Colorado Water Plan Grants; PROTECT (resilience dependent/part of larger surface transportation project)

Public Works Master Plan

The Town has indicated a desire to create a Public Works Master Plan based on the number and size of public works improvements re-quired over the next several years. This Master Plan would provide a full-scale evaluation for both the public works department and the facilities it operates, providing necessary information to make recommendations for future improvements and prioritization. With several noted Public Works needs, this plan will prove valu-able and current funding allows for this project to be completed alongside other stated priorities.

Priority: Medium

Estimated Cost
★☆☆☆☆

Timeline
3–5 years

Recommended Grant Funding

State Revolving Fund Planning Grant; Colorado Water Plan Grants

Stormwater Improvements

Like many other growing communities, Eagle has a need for stormwater system improvements and upgrades. The Town has identified at least $745,000 in required improvements, with several more on the horizon as the current infrastructure continues to age. Though $90,000 in revenue has been raised toward these projects, additional funding is still needed to bridge that gap. The 'Storm Sewer Fund' created in 2021 will help contribute to this funding gap, but there has not been significant revenue to report, and usage of this prospective revenue is not fully determined yet. Though stormwater improvements are a necessity in a growing community with aging infrastructure, the presence of potential funds to cover the immediate costs as well as the importance of larger water projects places this lower in priority.

Priority: Medium/Low

Estimated Cost
★★★★★

Timeline
3–5 years

Recommended Grant Funding

State Revolving Fund; State Revolving Fund Planning Grant; Colorado Water Plan Grants; Storm Sewer Fund

ECONOMIC DEVELOPMENT & HOUSING

Eagle's reliance on destination and tourist-based business has shown the need to diversify their economic development strategies over the last several years. COVID-19 poignantly showed that a more sustainable model for economic vitality is required because relying on resort-style industry when folks stay in place can severely impact local businesses and overall economic welfare. The Town has identified several projects and concepts that would help bolster local economic development in the coming years to ensure a more attractive, vibrant, and successful Eagle.

PROJECTS/CONCEPTS

Old Town Hall Re-Development

The Town has indicated the desire to alter the old Town Hall and improve upon the existing site with both commercial storefronts as well as residential housing. A popular trend in fast-growing communities has been the blending of commercial space with housing opportunity. Similar to the project proposed at the old Town Hall site, this typically includes a first floor of commercial space for several businesses with apartment or condo-style housing built vertically above the commercial space, all in one building. This sort of innovative project approach is typically scored much more competitively as it addresses several important issue areas (housing and economic development) while maintaining a small footprint and promoting cost savings.

Priority: Medium/High

Estimated Cost
★★★☆☆

Timeline
1–3 years

Recommended Grant Funding

Community Development Block Grant Planning and Feasibility Studies Grant; Rural Economic Development Initiative (REDI); Innovative Affordable Housing Strategies Grant Program (not currently accepting applicants)

Expand/Bolster Guest Visitation and Economic Development

As one of several designated mountain valley resort destinations, Eagle has the distinct advantage of built-in tourist attraction. Proximity to major ski destinations, access to mountain hiking/biking and trail networks, and major interstate connectivity all lend to Eagle's tourist-friendly identity. The Town, however, has signified that tourism could be greater with some improvements to current initiatives as well as further investment in Town amenities. Wayfinding is also a town priority when it comes to tourism expansion. Wayfinding measures would aid in better identification and navigation to elevate town main streets and serve as a conduit for the Town's identity. Many of the projects that have been mentioned throughout the report offer amenity improvement be it via infrastructure upgrades, streetscape expansions, or quality of life enhancement. Bolstering tourism is a much longer-range goal, but still a goal worth pursuing as the Town continues to concentrate on and prioritize the most essential and effective projects.

Priority: Medium/Low

Estimated Cost
☆☆☆☆☆

Timeline
On-going

Recommended Grant Funding

Rural Economic Development Initiative (REDI); Colorado Tourism Management Grant; Prioritize amenity/QOL/Economic Development improving projects; Main Street LIVE (EIAF)

Open Main Street Concept

One goal mentioned throughout several of the Town's planning and strategic documents is that downtown Eagle should feel consistent with common design themes and long-standing businesses. To achieve this, Eagle has stated the desire to create a sort of 'Eagle brand', starting with an Open Main Street Concept. Like bolstering tourism and designing 'Gateways' to town, an open Main Street with a distinct Eagle brand will envelope several other key elements. Streetscape design will be vitally important to establishing that brand, whereas development of housing and businesses (both old and new) will allow the Town to chart its own path in terms of design and spatial feel. Multi-modal transportation must be prioritized while also preserving as much natural greenspace as possible. This project concept builds upon the 'Gateways' concept and would need to work together to ensure consistency in both design and functionality. Like those listed above, this project is lower priority as it incorporates several other elements. It is an ongoing effort, and one that the Town must consistently keep track of as they look to continue marketing themselves and attracting visitors.

Priority: Low

Estimated Cost
☆☆☆☆☆

Timeline
On-going

Recommended Grant Funding

Pursue individual projects via SS4A, Complete Streets, Main Street Revitalization, and other grant programs to form a complete vision of an Open Main Street.

CONCEPTS/IDEAS

Land Banking (Medium/Low Priority)

Locations for housing, public buildings, and recreation facilities should be planned for well in advance. Land Banking allows the Town of Eagle to invest in properties that would serve well for future community additions. This practice would create and encourage more opportunities for future development as it reduces the cost and provides a quicker path to construction on these sites. Identification of these sites can be enveloped in other land use, open space, and housing plans. Though future planning for development is necessary, this project is of lower priority.

Town of Eagle Brand Campaign

The process of improving and developing Eagle will carry several changes, but the Town's brand and message must stay consistent and show the best that Eagle has to offer. A branding and marketing campaign highlighting the town's amenities, as well as the perception and "spirit" of Eagle, would go a long way in attracting further economic development. Focusing on the town's outdoor recreation, natural beauty, and quality of life will help make the town more attractive and suitable for tourists and future residents alike. This project should be continually considered as further development to key areas of the town progress.

Local Business Development Initiatives

Many towns have seen positive economic growth through focusing on their local amenities and entrepreneurs who provide the towns goods and services. Creation of a small business incubator or workshop would allow Eagle and folks within the community to support local entrepreneurs and startups. Shared workspaces and access to other professional services will allow individuals to establish themselves and their small businesses in the early stages of development. This is conceptual by design as there are several ways to engage with and encourage the growth of locally owned small businesses. Small farmers markets and town center events can also offer opportunities for small business owners to showcase their companies and their talents.

RESOURCE

Downtown Business Resilience Committee

The Downtown Business Resilience Committee is a large group in the region that seeks further economic development opportunities. Eagle County and a few others explore ways to bolster economic growth in their region, but they are mainly focused on growth surrounding the major roadways in the area. This does not necessarily benefit Eagle's downtown economic growth directly, but it could be beneficial in identifying and garnering support for those projects near I-70. The airport interchange would provide regional economic benefit and is directly connected to both a major roadway and an airport. Improvements in the 'Gateway' spaces on either side of town may also catch the eye of those on the committee as it could bolster multiple local economies and they are located just off major roadways. The Committee also produced a report that could be of great benefit depending on the Town's inclusion in said report and if there are potential action items or projects within. This is more a resource than a project and thus has no priority ranking but is still listed as a reminder for future regional economic growth opportunities.

Other Local Business Resource that support the Town of Eagle:

- Chamber of Commerce (COC)

The Regional Business Resources that support directly and/or indirectly:

- Northwest Council of Governments (NWCCOG)
- Economic Development District
- Colorado Municipal Legue (CML)
- State Tourism Office
- Department of Local Affairs (DOLA)

DDA/Business Development Support

The Town has also stated their desire for increased funding support to the Downtown Development Authority to help spur new business development. Both physical buildings and infrastructure as well as business investments are required in the downtown area to more fully establish the Town Center/economic development area that matches Town visions and goals. Some of this would include retrofitting of old buildings as well as acquisition of land for future business development. As this is more of a large town goal rather than a specific project, funding for all sorts of business development and downtown revitalization can be explored as individual components are proposed and further designed.

Eagle County Resiliency Roadmap

The town will also rely on Eagle County's Resiliency Roadmap as a vital resource for economic development and transportation network planning. This roadmap will allow the Town to align their priorities with those of the County. This partnership will become increasingly necessary as coordination with the county and region will be paramount in pursuing critical grant and funding opportunities.

BROADBAND

As we advance further into the digital age reliable broadband/internet has become more of a necessity than a luxury. Whether it be providing final mile broadband installation to underserved areas or fiber upgrades to allow for more telework and telehealth options, community reliance on internet accessibility will continue to rise as we shift further and further toward digital means of work and daily interaction. Below are a handful of projects and ideas the Town of Eagle brought forth that would continue to build upon the existing broadband framework to provide high-speed access to community members and visitors alike.

PROJECTS

Upper Water Basin Connection

Broadband is not only necessary for accessibility to work and other essential services, but also for continued safety regarding public works operations. The Upper Water Basin has been designated as a potential safety risk due to the lack of overall broadband connectivity and telecom availability in that area. The Upper Water Basin runs on a SCADA system to relay time-sensitive information and help manage the inflow/outflow of data and controls that are required for a large water system. Poor connection or loss of broadband connectivity altogether could put the town at significant risk. For public safety and utility continuity purposes, this project is higher in priority to ensure the town is one step ahead of potential utility disaster.

Priority: Medium/High

Estimated Cost ★★★☆☆

Timeline 3–5 years

Recommended Grant Funding

Broadband, Equity, Access, and Deployment (BEAD) & Digital Equity Program; Capital Projects Fund Grant; Community Connect Grant Program; ReConnect

Security Audit/System Evaluation

The Town is aware that broadband issues and potential concerns exist within the footprint, but neither a formal security audit nor full system evaluation has been done recent enough to determine where those concerns lie. Focusing on a measure that would allow a full diagnostic of the town's broadband network including commercial, residential, and municipal/public works would show where lapses exist and where further security measures are required. The Upper Water Basin is just one example of a safety concern that may be found through this diagnostic as the poor connectivity and potential for connection drop to a vital municipal service poses a significant safety risk. When considering broadband projects, this should be considered early on so that it may serve as the gateway to many other broadband improvement projects.

Priority: Medium/High

Estimated Cost ★☆☆☆☆

Timeline 3–5 years

Recommended Grant Funding

Bundle with future planning award

STRATEGIC FUNDING ROADMAP

Residential Wireless Broadband

Eagle was slated for a final mile, wireless broadband project in 2021 that was "shovel ready" and had a proposal prepared for funding. This project would have provided final mile broadband with exceptional speeds across the Town. Mapping of the wireless design and documents regarding the structure, design, and most other required documents for last mile infrastructure exist. The proposed project would provide communications from the main Public Works building to every structure in town. A more recent cost estimation indicates the project would be around $22 Million, which makes this a much more difficult lift. This is a necessary project but will be tough to execute without significant outside funding.

Priority: High

Estimated Cost
★★★☆☆

Timeline
3–5 years

Recommended Grant Funding

Broadband, Equity, Access, and Deployment (BEAD) & Digital Equity Program; ReConnect; Capital Projects Fund (CPF)

Fiber Network Installation/Upgrade

As a forward-thinking community, Eagle would like to pursue fiber upgrades and installation across their broadband footprint. Currently only one or two streets have fiber capability throughout the community, and though this was an active endeavor at one point it is on hold currently. There is also a problem with current fiber connection as some private industries have made the claim that portions of town are no longer considered "underserved" as they have access to fiber, though many are unwilling or unable to pay the exorbitant startup cost for the current fiber. For this and other reasons, Fiber to the Home would be the desired delivery method, but that needs to be explored further as fiber upgrades are not an immediate priority.

Priority: Medium

Estimated Cost
★★★☆☆

Timeline
5+ years

Recommended Grant Funding

Broadband, Equity, Access, and Deployment (BEAD) & Digital Equity Program; ReConnect

PARKS AND RECREATION/ OPEN SPACE

Eagle is known throughout the area for the abundance and quality of their trails and open spaces. Eagle relies on their outdoor recreation for both economic vitality as well as community identity. Visitors and residents alike take advantage of these amenities that make Eagle the destination/tourism town they currently are. However, as the local population increases and tourism continues, that introduces the need for continued improvement and maintenance across the trail network. Eagle also has multiple parks and public facilities in need of updating due to aging infrastructure, and those must be considered and prioritized as town resources are finite. The following are projects that the Town has identified that would improve parks, trails, and facilities across the community.

PROJECTS

Improve/Maintain Trail Network and Connectivity

The Eagle community is passionate about their open spaces and trails. Having developed an Open Space and Trails Master Plan in 2022, there are several identified areas in which trail connectivity and accessibility can be improved. According to that plan, the Town manages about 1,400 acres of open space and 37 miles of trail within the town, and another ~150 miles of trail beyond town. One of the goals of this plan is to maintain existing trails and assets. Current capacity allows the Town to maintain the trails within town and effectively partner with BLM and others to maintain those outside of Town. Significant funding could be sought after for a large-scale trail improvement project, or you could take a more prescriptive approach and only pursue funds for specific trails or projects. The trail network is a vital piece of Eagle's commercial and tourist draw, as well as its mountain destination identity, and for that this project should continue to be explored as priorities are weighed.

Priority: Medium

Estimated Cost
★★☆☆☆

Timeline
5–10 years

Recommended Grant Funding

Non-Motorized Trail Grants Program; Land and Water Conservation Fund Grants; Transportation Alternatives Program (TAP); GOCO Planning & Capacity Grant

Haymaker Trailhead Projects

The Haymaker Trailhead area has been a focal point since development of the corresponding Haymaker Trailhead Master Plan in 2020. The plan identified several updates for this trailhead, with many of those being near the center of town. Unfortunately, this project, and the Rec District, have failed to raise the requisite funding on two separate occasions. The existing outdoor swimming pool on the trailhead has failed, requiring near $15 Million to remedy. Other desired improvements for the area include a skate park, bike skills park, trail looping, pickleball court installation, and an additional sheet of ice for skating/recreation/hockey. Due to the existence of the Master Plan, collaboration with Mountain Recreation District would be very beneficial in terms of securing funding and implementing the components within the Trailhead Master Plan. This project is rated slightly higher due to the completion of the recent master plan and the ability to utilize those relatively recent findings.

Priority: Medium

Estimated Cost
★★★★☆

Timeline
5+ years

Recommended Grant Funding

Non-Motorized Trail Grants Program; Land and Water Conservation Fund Grants; GOCO Planning & Capacity Grant

Noxious Weed Management Plan

The Town has indicated the desire to develop and implement a Noxious Weed Management Plan. This Plan would set goals for the Town and lay out the weed management methodology as well as the data-driven approach that helps identify specific priorities. With significant focus on the Town's amenities and attractions, maintaining parks, trails, and open spaces is a top priority for the Eagle community. However, this project does not rise to immediate need when compared to other top priorities across the community. This project could be completed sooner if it can be done without outside funding.

Priority: Low

Estimated Cost
★☆☆☆☆

Timeline
3–5 years

Recommended Grant Funding

Noxious Weed Management Grant (Colorado Dept. of Agriculture)

Open Space Management Plan

With the desire to create a more open, inclusive, and accessible community, the Town of Eagle would make great use of an Open Space Management Plan. Eagle's idea for an Open Space Management Plan covers both individual plans for specific site implementation as well as an overall plan for inventory and larger future use planning. The Open Space Management Plan would allow for Eagle to begin staging projects and future open space concepts to better prepare and implement the desired design for the town. Though this plan would serve a vital purpose in future planning, it is not an immediate priority in comparison to other plans and projects. Several individual open space areas can be planned for and developed alongside corresponding larger projects.

Priority: Medium

Estimated Cost
★☆☆☆☆

Timeline
3–5 years

Recommended Grant Funding

GOCO Planning & Capacity Grant

Annual Maintenance Plan

The Town of Eagle has also stated the desire for an Annual Maintenance Plan. This annual maintenance plan would include a full inventory of town public works and related facilities to determine age, condition, and an estimated maintenance date or schedule. This plan would create a constantly updating document in which you can keep track of all Town maintenance needs as well as future replacement needs. It would serve as a useful tool in determining future infrastructure needs 10+ years from now as well. Though this plan is important for both the maintenance and future planning aspects, the most important parts of this will be covered in already prioritized plans and thus this is not an immediate priority.

Priority: Medium

Estimated Cost ★☆☆☆☆

Timeline 1–3 years

Recommended Grant Funding

Incorporate into larger planning document/pursuit (SS4A Action Plan Grant)

Playground Improvements

The town of Eagle has seen an increased need for accessible outdoor spaces in the last several years. Playgrounds have been noted as a desired addition to residential areas as well as an attractive feature for prospective Eagle residents. Playgrounds within the Eagle area need improvements and updating to provide for a more user-friendly experience in today's environment. The addition of new playgrounds and related play areas would also create a more balanced community that provides recreation accessibility close to home for everyone. This is a strong quality-of-life improvement that the Town would like to investigate, but it does rank lower in priority in terms of Town projects.

Priority: Medium

Estimated Cost ★★★☆☆

Timeline 3–5 years

Recommended Grant Funding

GOCO Planning & Capacity Grant

SUSTAINABILITY: Lighting the Path to a Brighter Future

To fully realize the long-term sustainability and climate stewardship of Eagle we are driven by two clear and uplifting goals: achieving net-zero emissions in our town government by 2028 and extending this vision to our entire Community by 2030. United in purpose, we draw inspiration from the memories of Adam Palmer, Andy Jessen, and Seth Bossung. Together with the Adam Palmer Fund, we proudly presented the 2030 NetZero Community Action Plan and Roadmap—a blueprint illuminating the path to our shared dreams.

Eagle has taken significant steps towards sustainability by implementing the Community Net-Zero Action Plan 2030. Additionally, the Town are crafting a Net Zero 2028 government action plan to align with our Community's 2030 plan. The Town has identified various projects and initiatives to enhance sustainability and resilience throughout the Community. These initiatives include numerous transportation and economic development projects, all rooted in sustainability principles. Here, we spotlight a selection of projects that will further advance the Community through sustainable measures.

PROJECTS

Leading the Way to Net-Zero Emissions by 2030

In the pursuit of net-zero emissions for the broader Eagle community by 2030, distinct from the Town of Eagle's internal goal of achieving net zero by 2028, the Town emphasizes that the strategies outlined here are pivotal in reaching the internal net-zero target. Eagle is boldly leading in environmental stewardship, exemplified by the town-wide curbside composting program as part of an enhanced waste management initiative. The aim for 2030 is to divert 80% of organic materials, including all plant and animal-based substances. While challenging, this objective is a crucial step forward, especially considering the current diversion rate of just 29%. This puts our Town at the forefront of county-level net-zero efforts and underscores our commitment to reducing carbon emissions.

Moreover, Eagle has introduced a single-stream recycling system, consolidating all recyclables into a single container and replacing the previous dual-stream setup. Additionally, the Town has provided residents with bear-resistant trash receptacles. The consistent dedication to advancing the 2030 net-zero objectives sets a precedent for the county and inspires other communities to join in pursuing a 2030 goal of net-zero carbon emissions.

Developing and Executing Strategies for Eagle 2028 Net-Zero Plan

Locally, the Town of Eagle is actively developing its Net-Zero Action Plan (NZAP) to achieve net-zero carbon emissions by 2028. Many elements of this program, already in motion, align with and significantly amplify Eagle's broader sustainability goals.

At the local level, the Town has hired their first Sustainability Specialist to help identify and initiate strategies and action plans, including town-wide composting, upgraded waste receptacles, and the adoption of single-stream recycling. These steps represent Eagle's commitment to reducing carbon emissions. Looking ahead, the Town aims to explore and develop NZAP strategies that will substantially contribute to 2028 NZAP objectives.

Priority: High

Estimated Cost ☆☆☆☆☆

Timeline On-going

Recommended Grant Funding

Clean Air Program (CAP) Grant

Water Conservation Programs

Water conservation has gained increased importance due to local droughts and the impacts of climate change. To effectively conserve water resources, Eagle must follow a strategic approach, including comprehensive planning and collaboration with community partners. This involves assessing water demand forecasts, the current state of the water system, and the efficiency of existing conservation efforts. It also entails identifying and evaluating feasible conservation strategies and choosing those that align best with demand forecasts. Through thoughtful planning and partnerships with community groups, the Town can identify specific conservation projects to advance water conservation goals and broader sustainability initiatives.

Priority: Medium/High

Estimated Cost ☆☆☆☆☆

Timeline On-going

Recommended Grant Funding

Colorado Water Plan Grant; Water Supply Reserve Fund Grants; WaterSMART Water and Energy Efficiency Grant

Weatherization and Electrification of Existing Facilities

Weatherization programs offer insulation and air sealing measures, furnace or boiler tune-ups, programmable thermostats, high-efficiency refrigerator and water heater replacements, water-saving measures, and LED lighting upgrades. Reducing energy use is critical to increasing the efficacy of heat pumps and new mechanical equipment. Fuel-switching and electrification are essential for reducing fossil fuel usage. Upgrading equipment and appliances that burn natural gas, propane, gasoline, or diesel fuels to energy-efficient electric technologies will decrease greenhouse gas emissions in the short term—accompanied by Holy Cross Energy's goal to provide 100% renewable energy by 2030. Water and space heating are major end-uses for natural gas and propane in homes. Research indicates that nearly all-natural gas or propane used for space heating, water heating, and cooking can be electrified over the long term with off-the-shelf technologies. Furthermore, these electrification technologies have been cost-effective throughout Colorado's residential implementation.

Priority: Medium/High

Estimated Cost ☆☆☆☆☆

Timeline On-going

Recommended Grant Funding

Public Building Electrification Grant; High Efficiency Electric Heating and Appliances Grant Program

Transportation – Electric vehicles, First and Last-Mile Electric Bikes and Micro-Electric Transit

Transportation represents the largest source of greenhouse gas emissions in Eagle. Opportunities to reduce transportation emissions include encouraging the adoption of electric vehicles, upgrading to electric buses, shifting transportation modes away from single occupancy vehicle use, and measures to reduce commuting. These strategies aim to accelerate the transition from fossil fuel vehicles to zero-emission vehicles and make it easier and safer for people to get around by bike, foot, and bus. Replacing existing gas and diesel-powered vehicles with electric vehicles (EVs) is a key strategy towards achieving net zero. Transitioning to electric transportation will require increasing access to local EV charging stations, sharing understandable information about EVs with our Community, and connecting residents with financing and funding options.

Multi-modal strategies will also play a significant role in reducing greenhouse gas emissions from transportation. Providing easy and accessible bike routes through the Town and prominent circles is crucial to encouraging walking, biking, or e-biking to destinations.
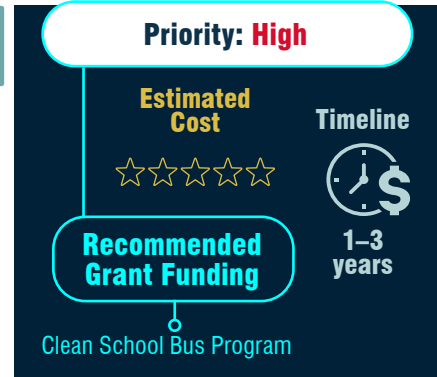
Improving bike infrastructure can make measurable progress towards our net zero goal. As Eagle looks to further their efforts in emission reduction, multi-modal strategies that reduce vehicle miles traveled in town will be at the forefront of the discussion.

Priority: High

Estimated Cost
☆☆☆☆☆

Timeline
1–3 years

Recommended Grant Funding

Clean School Bus Program

HEALTH AND HUMAN SERVICES (HHS) OPPORTUNITIES

The Town of Eagle continues prioritizing all community members' health, safety, and welfare. From affordable childcare and health and wellness programs to healthier food options, the town continues to be mindful of these essential initiatives as we pursue federal, state, and philanthropic grant funding opportunities to enhance the Quality of Life for everyone in our community. When we identify grant opportunities that align with the missions of our Health & Human Services (HHS) programs, we will share this funding information with these programs and allow them the opportunity to pursure gants that best meets their needs to fund their programs. We have idenified a few HHS programs that would benefit from substantial funding, as noted below.

PROGRAMS

Early Childhood Education (ECE) and Child Care (CC) Programs

Priority: High

Early Childhood Education (ECE) and Childcare (CC) have long been necessary but have become cost-prohibitive, and and lacking in adequate space in recent years. Many families compare the cost of ECE and childcare to their current life situation and make difficult decisions based on the necessity of that care. Available space and Affordability are prohibiting factors to ECE and childcare, but the location is also essential. Most families would prefer a choice of affordable ECE and CC near their home, but that is not always an option, nor is availability guaranteed. ECE is also a high priority for families seeking to enrich their children's educational experience by starting early. Pre-K programs have demonstrated significant benefits toward early learning and a child's comfort within the school system, making access to these programs more of a necessity than a luxury. It is also a valuable stepping stone between full-day daycare and Kindergarten/Full-day schooling.

Community Garden Program

Priority: Medium

Community Gardens have risen in popularity as inflation and shipping services have drastically affected the accessibility of healthy eating alternatives. Community Gardens are, just as they sound, a garden that is owned and operated by the community. It often involves a cooperative deal between the residents and the garden "owner" in which the produce grown there will either be distributed within the community directly or sold at a much lower cost than what is available in grocery stores. These programs encourage communities to take an interest in their healthy eating practices by allowing them to grow fruits and vegetables for personal and communal consumption, promoting a healthier lifestyle. Implementing and expanding community garden programs go hand in hand with Eagle's emphasis on a healthier lifestyle and thus is a moderate priority.

Hospital and School Programs, and Services

Hospital and School programs have also been noted as important iniatives for quality of life in Eagle. Additional healthcare alternatives that don't require doctor visits, and also assist the uninsured, are required to ensure healthcare access to all residents. A few of the program examples that would fall under this category include afterschool care programs, preventative care classes, new mother/parent classes and other health/educational resources.

Priority: Medium

Nonprofits – Health and Human Service Programs

Many of the previously mentioned HHS programs would not be possible without the help of local non-profits and dedicated members. The most affordable health and human services programs are often offered through smaller non-profits specializing in specific health and human services areas. The Town continues to be mindful and on the lookout for grant oportunities to support our non-profits community partners in Eagle. Working to support non-profits to live and operate within the Town of Eagle will have continued positive impacts on community health and quality of life.

Priority: Medium

APPENDIX A
Grant Opportunity Information

Safe Streets and Roads for All (SS4A)	Safe Streets and Roads for All provides funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as ''Vision Zero'' or ''Toward Zero Deaths'' initiatives. Planning and construction awards. An Action Plan is a requirement for construction grant funding. Requirements of an Action Plan are available. Eligible projects include those focused on non-roadway modes of transportation, roadway intersections, construction of new roadways used for motor vehicles and non-motorists, creation of additional lanes, maintenance to maintain state of good repair, and development of a transportation safety plan. Eligible applicants include political subdivision of a State, MPO's, Tribal government, and a multijurisdictional group of entities above. States are not eligible but DOT encourages applicants to partner and/or coordinate with States. Minimum award of 5 million for political subdivisions and MPO's, minimum award of $3 million for Tribes. Minimum 20% match. https://www.transportation.gov/grants/SS4A
Revitalizing Main Streets (CDOT Program)	The Revitalizing Main Streets grant program enhances active transportation safety and strengthens the connection of people to main streets and central economic hubs. The program encourages physical activity and enhances local economic vitality in towns and cities across Colorado through funding infrastructure improvements to make walking and biking easy, yielding long-term benefits that bolster community connections. Eligible applicants include local governments, improvement districts, council of governments, and Universities/Colleges. Eligible projects include sidewalk expansion, ADA accessibility measures, increased walking trails through downtown, separated bike lanes, increased street landscaping, increased downtown parking, and other downtown mobility measures. Maximum grant award is $250,000. Minimum 10% match. https://www.codot.gov/programs/revitalizingmainstreets
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE program provides supplemental funding for grants to the state and local entities listed above on a competitive basis for projects that will have a significant local/regional impact. Planning and construction awards. Eligible uses include highway or bridge projects, public transportation, passenger or freight rail, a land port-of-entry, certain airport projects, surface transportation facility on Tribal land, culvert projects or prevention of stormwater runoff, or other project the Secretary considers to be necessary. Eligible recipients include States, units of government, public agencies, special purpose district, Tribal government, partnership with Amtrak, or group of entities from above. Minimum 20% match. https://www.transportation.gov/RAISEgrants

Infrastructure for Rebuilding American (INFRA)	INFRA projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements. Planning and construction awards. Eligible projects include a highway, bridge, or freight project on the National Multimodal Freight Network or the Interstate System; wildlife crossing projects; surface transportation projects within the boundaries of or functionally connected to an international border crossing area; or a project for a marine highway corridor. Eligible recipients include States, MPO that serves a population of more than 200,000 individuals, units of government, public agencies, special purpose district with a transportation function, Tribal government, a multistate corridor organization, or a multistate or multijurisdictional group of entities from above. Minimum 40% match. Smaller project minimum of $5 million, larger project minimum of $100 million. https://www.transportation.gov/grants/mpdg-program
National Infrastructure Project Assistance (MEGA)	The National Infrastructure Project Assistance Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Planning and construction awards. Eligible projects include highway, bridge, freight, port, passenger rail, and public transportation projects of national and regional significance. These could be bridges or tunnels connecting two states; new rail and transit lines that improve equity and reduce emissions; and freight hubs integrating ship, train and truck traffic while improving environmental justice. Eligible recipients include States, MPO, units of government, public agencies, special purpose district with a transportation function, Tribal government, partnership with Amtrak, or group of entities from above. Maximum grant award of $500 million. Minimum 40% match. https://www.transportation.gov/grants/mpdg-program
Rural Surface Transportation Grant Program (RURAL)	The Rural Surface Transportation Grant Program was created to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Planning and construction awards. Eligible projects include a highway, bridge, or tunnel projects that help improve freight, safety or increase access; a highway safety improvement project; a project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system. Eligible recipients include States, regional transportation planning organization, unit of local government, tribal government, or a multijurisdictional group of entities above. Minimum 20% match. https://www.transportation.gov/grants/mpdg-program

Main Street LIVE (EIAF Program)	Main Street LIVE will fund downtown public infrastructure and facilities as Livability Investments for Vibrant Economies. This infusion will reinvest in Colorado downtowns and enhance long-term sustainability, add to the built environment (buildings, streets, infrastructure), attract workforce, and augment other energy and housing projects. Eligible Projects include infrastructure and streetscape improvements (water, stormwater, energy, sidewalks, etc.), Investments in public buildings/gathering spaces/facilities/ etc., and the design, engineering, and project-specific certification costs for above projects. Eligible for Colorado Cities/Towns/Municipalities. Maximum request is $1.5 Million. 25% match requirement. https://dlg.colorado.gov/energy-mineral-impact-assistance-fund-grant-eiaf
Transportation Alternatives Program (CDOT)	Federal funds are allocated under the TAP program 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. Eligible projects include 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. Eligible entities include local governments, transit agencies, school districts, tribal governments, MPOs, and non-profits. The current application period is calling for projects that will cover FY24 – FY26. Successful projects will be programed into the TIP/STIP upon award. No minimum award amount, maximum based on total available funding for CDOT Region. Current application window closes March, 2024. https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2024-26
FTA Low or No Emission Program	The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Eligible applicants include direct or designated recipients of FTA grants; States; local governmental authorities; and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. Eligible activities include purchasing or leasing low- or no-emission buses, constructing or leasing facilities and related equipment, constructing new public transportation facilities to accommodate said buses, and rehabilitation of existing facilities to accommodate. Match requirement is 10–15% based on specific activities. https://www.transit.dot.gov/lowno

Grants for Buses and Bus Facilities Program	The Grants for Buses and Bus Facilities Competitive Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible applicants include fixed-route bus operators, states, Indian tribes, and local governments that operated fixed route bus service. Eligible activities include capital projects to replace, rehabilitate and purchase buses and related equipment to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. No Minimum/Maximum. 20% match required unless implementing low- or no-emission bus infrastructure (10-15% match). https://www.transit.dot.gov/bus-program
Clean School Bus Program	The Bipartisan Infrastructure Law (BIL) developed the EPA's new Clean School Bus Program which provides $5 billion over the next 4 years to replace existing school buses with zero-emission and low-emission models. Eligible activities include the replacement of existing internal-combustion engine (ICE) school buses with electric, propane, or compressed natural gas (CNG) school buses, as well as the purchase of electric vehicle supply equipment (EVSE) infrastructure and EVSE installations. Eligible applicants include state and local governmental entities that provide bus service, including public school districts; eligible contractors[1]; nonprofit school transportation associations; Indian Tribes, Tribal organizations, or Tribally-controlled schools. No minimum award amount; maximum based on School District prioritization status and dollars allocated to the respective geographic region. No Match requirement. Will be open Summer FY24, closing in August 2024. https://www.epa.gov/cleanschoolbus
PROTECT Grant Program	The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Planning and Resilience Improvement grants available. Eligible applicants include State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories. Eligible activities include planning, construction, operations and maintenance, technology demonstrations and deployment, climate and sustainability, accessibility, and security. Planning grant minimum is $100,000; Resilience Improvement grant minimum is $500,000. Neither have maximum award amounts. No match requirement for Planning; 20% match required for Resilience Improvement grants. Opens Summer 2024. https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

National Electric Vehicle Infrastructure (NEVI) Program	The BIL establishes a National Electric Vehicle Infrastructure Formula Program ("NEVI Formula") to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funds will be dispersed to states as part of formula funding, and states will then disperse those funds based on their FHWA approved State Electric Vehicle Infrastructure Deployment Plan. Eligible Projects include projects directly related to the charging of a vehicle and only for EV charging infrastructure that is open to the public or to authorized commercial motor vehicle operators from more than one company. Eligible projects may also include development phase activities, operating assistance for costs, and other activities that contribute to the installation of EV charging infrastructure. No minimum or maximum award amount; 20% match requirement. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm
Multimodal Transportation and Mitigation Options Fund (MMOF)	The Multimodal Transportation and Mitigation Options Fund (MMOF) was created by the State Legislature in 2018 and provided a one-time allocation of state funding. In 2021, Senate Bill 2021-260 dedicated a significant portion of the State's COVID Fiscal Recovery Funds (ARPA-SLFRF) to MMOF, in addition to generating annual state revenues for the program for the next ten years. These funds have made multimodal accessibility and safety improvements possible for the first time in decades for many Colorado communities through development of a complete and integrated multimodal transportation system. Eligible projects include fixed route and on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle or pedestrian projects, modeling tools, and Greenhouse Gas (GHG) mitigation projects. 50% match requirement. New application period expected end of 2023 into 2024. https://www.codot.gov/programs/planning/grants/mmof-local
Colorado Water State Revolving Fund	Colorado has established to revolving fund loan programs: the Drinking Water Revolving Fund (DWRF) and the Water Pollution Control Revolving Fund (WPCRF). Both require several steps including pre-qualification, a project needs assessment, design and engineering, as well as several pre-application requirements. If approved, then the project moves to loan execution and eventually construction of the necessary infrastructure. As this is a loan program there is no minimum or maximum award amount, nor is there a match requirement. https://cdphe.colorado.gov/state-revolving-fund-information

Colorado Water State Revolving Fund Planning Grant	The state revolving fund planning grant can assist with costs up to $10,000 associated with the project needs assessment and/or environmental assessment development. This grant is specifically to help with the applications for the SRF loans. Eligibility: The project must be on the current year's project eligibility list or is being add to the subsequent year's, the population is 10,000 or less, and entities must meet one of the three data scenarios that test primary factors, and if necessary, secondary factors for determining disadvantaged communities. Factors can be found in the 'Defining disadvantaged communities' document. https://cdphe.colorado.gov/state-revolving-fund-information
Colorado Water Plan Grant	The Colorado Water Plan Grant Program supports implementation of the Colorado Water Plan. The Partner Actions within the plan offer examples of the types of project level work that CWCB can help support through this grant program. All grant applications will be assessed based on funds available for a particular Water Plan category. Colorado Water Plan Grant categories include water storage & supply, water sharing agreements, conservation & land use planning, engagement & innovation, agricultural projects, and watershed health & recreation projects. Examples of eligible projects include technical assistance regarding permitting/feasibility studies/environmental compliance, studies or analysis of structural/programmatic/consumptive/non-consumptive water projects, design of structural projects or activities, and education/outreach consistent with the mission and goals of the Water Plan Grant. Eligible applicants include governmental entities and applicable private entities. No minimum/maximum award amount; no match requirement. Applications Due December 1 and July 1, annually. https://cwcb.colorado.gov/funding/colorado-water-plan-grants
Eagle Storm Sewer Fund (Local Town Funding)	In 2020, the Town established a Stormwater Enterprise Fund in order to maintain and improve the Town's stormwater system. The fund is responsible for conveying, treating, and detaining stormwater from impervious areas to local creeks and rivers within the Town. Fees charged to customers will be utilized to maintain and improve detention ponds, water quality structures, storm drain inlets, culverts, etc. https://www.townofeagle.org/930/Stormwater-Management-Fees
Community Development Block Grant Planning and Feasibility Studies Grant	The Community Development Block Grant (CDBG) Planning and Feasibility Study Grant helps Colorado communities plan economic development projects that create or retain permanent jobs. The project needs to create or retain at least one full-time equivalent job per $20,000 funded. Generally, the project needs to fill at least 51% of the jobs it creates or retains with low- to moderate-income persons. This program may award up to $75,000 in grants per year. Award is based off funds available to the applicable regional loan fund. Applications accepted on rolling basis. 50% match requirement. https://oedit.colorado.gov/community-development-block-grant-planning-feasibility-studies-grant

Rural Economic Development Initiative (REDI)	The Rural Economic Development Initiative (REDI) program is designed to help rural communities comprehensively diversify their local economy and create a more resilient Colorado. Projects should fall into one or more of the following categories: job creation & retention, capacity building, economic resilience, and supporting entrepreneurial ecosystems. The most successful applications to this program are from counties with less than 50,000 in population and communities with less than 25,000. Projects that will be funded include plans, construction, programs, and capacity building. Maximum award amount is $150,000. No match requirement. Application period opens in February 2024. https://dlg.colorado.gov/rural-economic-development-initiative
Innovative Affordable Housing Strategies Grant Program	The Innovative Affordable Housing Strategies Program offers grant money and other forms of state assistance to local governments to promote innovative solutions to the development of affordable housing across the state. Two of the programs offered cover planning grants as well as incentives grants. The Planning Grant Program can fund housing needs assessments to help local governments guide their policy and regulatory approach to reducing barriers to affordable housing development, but the application for funding must also include work to adopt a qualifying strategy. Planning grant awards are expected to be $50,000 - $200,000. The Affordable Housing Development Incentives Grant Program provides grants to local governments to develop one or more affordable housing developments in their community that are livable, vibrant, and driven by community benefits. These incentive grants can help cover tap fees, infrastructure, parks/playgrounds and other needs and amenities that support the affordable housing project. No match requirement. This program is currently not accepting applications until the next round of funding is appropriated. https://dlg.colorado.gov/innovative-affordable-housing-strategies
Colorado Tourism Management Grant	The Colorado Tourism Office's Tourism Management Grant provides funding for tourism-related projects that develop, enhance, or manage visitor experience in Colorado. Eligible applicants include Colorado Destination organizations, other tourism leadership organizations, Colorado tourism industry associations, and local government entities. Eligible projects advance the development, enhancement, or management of visitor experience in Colorado. Examples include tourism product development, visitor education programs, tourism workforce development, and other related activities. The maximum award amount is $20,000. 20% match requirement. Application period opens January 2024. https://oedit.colorado.gov/tourism-management-grant

Broadband, Equity, Access, and Deployment (BEAD)	BEAD is part of the recently passed IIJA package and makes historic investment in broadband across the nation. As part of accessing those funds, the state of Colorado developed a Five-Year Action Plan with the goal of connecting 99% of Colorado households and fund programs that address the state's digital divide. As the state received further federal funding to start implementing the five-year plan, cities and counties will have the opportunity to apply for broadband funding based on the lack of access. Match requirements and application opening TBD. https://broadbandusa.ntia.doc.gov/funding-programs/broadband-equity-access-and-deployment-bead-program
Capital Projects Fund (CPF)	The Colorado Broadband Office (CBO) has developed the Advance Colorado Broadband – Capital Projects Fund grant program that is designed for broadband infrastructure projects that will deliver high-speed broadband to homes and businesses, primarily in rural areas, where the majority of Colorado's unserved population resides. The Advance-CPF Grant Program plans to prioritize investments in last-mile fiber-optic infrastructure where feasible, as such advanced technology better supports future needs. However, the program will consider both wireline and fixed wireless technologies, with a preference for projects that can deliver or enable symmetrical 100 Mbps service or better. Eligible applicants include private entities, municipal/county/tribal governments, and various public-private partnerships. Current funding window closes September 2023; potential for additional funding window if funds aren't expended. https://broadband.colorado.gov/funding/advance-cpf
Community Connect Grant Program	The Community Connect provides financial assistance to eligible applicants that will provide broadband service in rural, economically-challenged communities where service does not exist. Rural areas that lack any existing broadband speed of at least 25 Mbps downstream and 3Mbps upstream are eligible. Eligible applicants include private entities, tribal governments, and state/local units of government. Funds may be used for construction, acquisition, or leasing of facilities, spectrum, land or buildings used to deploy broadband services. 15% required match. Typical application period opens in June each year. https://www.rd.usda.gov/programs-services/telecommunications-programs/community-connect-grants

STRATEGIC FUNDING ROADMAP

ReConnect Loan and Grant Program	The ReConnect Loan and Grant Program furnishes loans and grants to provide funds for the costs of construction, improvement, or acquisition of facilities and equipment needed to provide broadband service in eligible rural areas. In facilitating the expansion of broadband services and infrastructure, the program will fuel long-term rural economic development and opportunities in rural America. Eligible applicants include corporations, private entities, state/local governments, and tribal entities. Eligible funding purposes include funding of construction or improvement of facilities required to provide fixed terrestrial broadband service, funding reasonable pre-application expenses, and funding the acquisition of an existing system that does not currently provide sufficient access to broadband. Application period opens in September/October. https://www.federalregister.gov/documents/2022/08/04/2022-16694/rural-econnectivity-program
Non-Motorized Trail Grants Program	The Colorado Non-Motorized Grants Program provides funding for projects to improve outdoor recreation opportunities, while protecting wildlife, habitat, and cultural resources. This program is funded by Great Outdoors Colorado (GOCO) and the Federal Recreational Trails Program (RTP). Eligible applicants include state/local/tribal governments, recreation/metro districts, and non-profit organizations. Eligible projects include construction, maintenance, planning, and support activities. Applicants can request up to $250,000 for Construction/Maintenance projects and $45,000 for Planning/Support. Application period closes October, 2023; opens yearly. https://cpw.state.co.us/aboutus/Pages/TrailsGrantsNM.aspx
Land and Water Conservation Fund Grants	The Land and Water Conservation Fund is designed to help government agencies project valuable natural resources and provide meaningful public recreation opportunities. Eligible project types generally include anything that people can recreate on, provided it is outdoors and open to the public. Applicants must own the land where the project is situated in fee simple and agree to protect it in perpetuity for outdoor recreation. Eligible applicants include local, county, state, and tribal governments. Grants range from $100,000 to $1.25 Million but must be matched 1:1 with at least 10% cash. Grant window closes October 2023, and is anticipated to open in the same window next year. https://cpw.state.co.us/aboutus/Pages/TrailsLWCF.aspx
GOCO Planning & Capacity Grant	GOCO's Planning & Capacity grants help our partners in planning, capacity, research, pathways to career building opportunities for under-represented individuals, education, and storytelling projects that address opportunities, explore issues, and examine trends in the outdoors. This grant program accommodates a wide-range of projects, including strategic plans and master plans. Eligible applicants include local and county governments, CO Parks and Wildlife, non-profit land conservation organizations, and other political subdivisions that deal with open space and natural areas. Eligible projects include planning, capacity building, research, and community engagement/educational efforts. Applications open up for the second cycle in November 2023; third cycle in February 2024. https://goco.org/programs-projects/grant-programs/planning-and-capacity

Noxious Weeds Management Grant (CDA)	The Colorado Noxious Weed Management Fund was created to provide additional financial resources for on-the-ground noxious weed management. The main goal of the program is to provide additional financial resources to entities that are engaged in cooperative efforts to eradicate and/or contain state-listed noxious weeds, produce measurable outcomes across Colorado for noxious weed management, or assist new or recently established weed management programs, especially in regions where additional resources are needed. Eligible applicants include state/local governments, conservation districts, non-profit organizations, and organized private entities (road associations, homeowners associations). The program is expected to open again in November 2023. 50% match requirement. https://ag.colorado.gov/conservation/noxious-weeds/grants
Community Facilities Direct Loan & Grant Program	The Community Facilities Direct Loan and Grant Program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial, or business undertakings. Eligible applicants include cities, villages, townships, and federally recognized tribes. Funds can be used to purchase, construct, and/or improve essential community facilities, purchase equipment and pay related project expenses. Some examples of essential community facilities include health care facilities, town public facilities (town hall, courthouse, etc.), child care centers, public safety facilities, educational facilities/services, utility services, and local food systems. 25% match requirement. Applications are accepted on a rolling basis. https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program
Colorado Safe Routes to School	Safe Routes to School presents schools and communities with the opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities. The goals of the program are to encourage walking/biking to school, make walking/biking to school safe and more appealing, and facilitating the planning, development, and implementation of projects that will improve safety, and reduce traffic and congestion, fuel consumption, and air pollution in the vicinity of schools. Eligible applicants include school districts as well as state/local government entities. Eligible projects include Infrastructure improvements (such as lighting, street striping, bike racks, sidewalks, signage, etc.) as well as non-infrastructure (education, encouragement, and enforcement) programs. The next funding cycle is expected to open in August 2024. https://www.codot.gov/programs/bikeped/saferoutes

Clean Air Program (CAP)	The Clean Air Program provides financial assistance in the form of reimbursement-based grants to eligible applicants for the implementation of voluntary industrial and manufacturing air pollutant emission reduction projects in Colorado. Eligible applicants include private entities, local governments, and public-private partnerships. Eligible projects include fossil fuel efficiency and fuel switching to lower carbon fuel sources, industrial process changes that reduce air pollutant emissions, converting fossil fuel-powered equipment/processes to an electric fuel source (i.e. strategic electrification), and renewable energy projects support strategic electrification. Minimum funding amount is $100,000. Maximum based on available pool. https://energyoffice.colorado.gov/cap-grants
Water Supply Reserve Funds	The Water Supply Reserve Fund (WSRF) Grant Program provides funding to assist Colorado water users in addressing their critical water supply issues and interests. Eligible applicants include Governmental entities (municipalities, special, water and sanitation, conservancy, conservations, irrigation and water activity enterprises, counties, and State of Colorado agencies) and Private entities. Eligible projects include those that complete water activities, which may include competitive grants for technical assistance regarding permitting, feasibility studies and environmental compliance; Studies or analysis of structural, nonstructural, consumptive and non-consumptive water needs, projects or activities; Design of structural projects or activities; Infrastructure replacement or maintenance projects. Grants accepted several times throughout the year. https://cwcb.colorado.gov/funding/water-supply-reserve-fund-grants
WaterSMART Water and Energy Efficiency Grant	WaterSMART Water and Energy Efficiency Grants (formerly Challenge Grants) provides 50/50 cost share funding to irrigation and water districts, tribes, states and other entities with water or power delivery authority. Projects conserve and use water more efficiently; increase the production of hydropower; mitigate conflict risk in areas at a high risk of future water conflict; and accomplish other benefits that contribute to water supply reliability in the western United States. Projects are selected through a competitive process and the focus is on projects that can be completed within two or three years. Eligible applicants include states, tribes, water districts, local governments, non-profits, and public-private partnerships. Applicants may request federal funding: (I) up to $500,000 for projects to be completed within two years, (II) up to $2 million for projects to be completed within three years; and (III) up to $5 million for projects to be completed within three years, with a non-Federal cost share of 50% or more of the total project cost. https://www.usbr.gov/watersmart

Public Building Electrification Grant	The Public Building Electrification Grant provides public buildings with funding to explore and implement building system electrification measures and infrastructure upgrades required to support these technologies. As this is a new program, more details are expected to come. Eligible applicants include higher education institutions, municipalities, counties, public school districts, state agencies, and special districts. Eligible projects include the purchase and installation of high-efficiency electric equipment for space heating, water heating, or cooking; the purchase of electrical installations and upgrades necessary to support the installation of high-efficiency electric equipment; the purchase and installation of other innovative building heating technologies that the Colorado Energy Office determines will likely achieve equal or lower levels of greenhouse gas emissions than high efficiency heat pumps. $10 million total available, minimum and maximum awards TBD. The program will be released on a biannual cycle. https://energyoffice.colorado.gov/clean-energy-programs/clean-energy-grants/public-building-electrification-grant
High Efficiency Electric Heating and Appliances (HEEHA) Program	The High-efficiency Electric Heating & Appliances Grant supports community efforts to switch to high efficiency electric heat & appliances. To qualify for this program, the proposed project must serve at least five homes or housing units, or at least three businesses or building units. Eligible applications include state/local/tribal governments, utilities, businesses, home developers, utilities, and public-private partnerships. Eligible projects include the purchase and installation of high-efficiency electric equipment for space heating, water heating, or cooking; the purchase of electrical installations and upgrades necessary to support the installation of high-efficiency electric equipment; the purchase and installation of other innovative building heating technologies that will likely achieve equal or lower levels of greenhouse gas emissions; covering the costs of energy audits or analyses to identify electrification opportunities, estimate proposed project costs, and obtain other technical information necessary to support electrification projects. 50% match requirement. Applications accepted until funds are expended ($10.85 Million total). https://energyoffice.colorado.gov/clean-energy-programs/clean-energy-grants/high-efficiency-electric-heating-and-appliances-grant