

EXHIBIT A

LWCF GRANT APPLICATION		
Applicant or Organization Name: Town of Estes Park		
Complete Mailing Address: PO Box 1200 Estes Park, CO 80517		
Applicant Lead Contact Name: Jeff Bailey		Title: Civil Engineer II
Telephone: (970) 576-5424	Email: jbailey@estes.org	Is this the primary contact for this grant: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DUNS #: 078355450		
PROJECT MANAGER (this person will have day-to-day responsibility for the project)		
Name: Jeff Bailey		
Telephone: (970) 577-3575	Email: jbailey@estes.org	
PRIMARY PARTNER INFORMATION (IF APPLICABLE)		
Name: CDOT, Region 4		
Mailing Address: 10601 W. 10th St., Greeley, CO		
Partner Contact Name: James Usher		Title: Region 4 North Program Engineer
Telephone: (970) 350-2176	Email: james.usher@state.co.us	Is this the primary contact for this grant: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
TYPE OF PROJECT		
<input checked="" type="checkbox"/> Outdoor Development Only	<input type="checkbox"/> Acquisition Only	
<input type="checkbox"/> Combination Project **Complete both tables		
Table 1 – Outdoor Development		
Project Title Fall River Trail, Phase 4		
Grant Request: \$ 700,000	Match: \$ 700,000	
Total Project Cost: \$ 1,400,000 <i>*for this specific segment</i>		
<input type="checkbox"/> Creates a new park <input type="checkbox"/> Expands an existing park <input checked="" type="checkbox"/> Neither		
Has this park/resource previously received LWCF funding? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
Project Description: Provide a brief statement explaining project specific work, and a second statement explaining the overall project (if larger than the proposed work). 250-word max.		
This LWCF grant would fund the final 0.7 miles of the overall 2.5 mile Fall River Trail Project. This project will connect downtown Estes Park to Rocky Mountain National Park with a multi-modal trail (8' to 10' wide). The project is anticipated to be constructed entirely within CDOT or Town right of way.		
The Fall River Trail will be the first multi-modal trail from Estes Park into RMNP. Despite the COVID-19 pandemic and significant wildfires since 2020, RMNP's annual visitation number continues to increase, drawing more and more people through its gateway community of Estes Park. The Fall River Trail will increase access to recreational opportunities and ensure that alternative transportation options are offered to help reduce travel times and air pollution, and to preserve Colorado's transportation infrastructure.		

EXHIBIT A

Table 2 – Acquisition	
Project Title	
Grant Request: \$	Match: \$
Total Project Cost: \$	Acres to be purchased:
<input type="checkbox"/> Creates a new park <input type="checkbox"/> Expands an existing park <input type="checkbox"/> Neither	
Acquisition Description: Provide a description of the property (including current ownership) and an explanation of the need for its acquisition.	
N/A	
PROJECT LOCATION	
Town or City: Town of Estes Park	
County: Larimer	
Address (including zip code): PO Box 1200, Estes Park, CO 80517	
LANDOWNERSHIP (all projects)	
1. Provide the name(s) of the property owners: The Town of Estes Park & Colorado Dept of Transportation	
2. The project property is controlled by: <input type="checkbox"/> Fee Simple <input type="checkbox"/> Lease <input type="checkbox"/> Easement <input checked="" type="checkbox"/> Other	



TOWN OF ESTES PARK

September 27, 2022

Chrystal Read, Federal Grants Administrator
Colorado Parks and Wildlife, State Trails Program
13787 US Hwy 85 N
Littleton, CO 80125

RE: Letter of Support for CPW-LWCF Grant

Dear Ms. Read:

I hereby certify that the Town of Estes Park is prepared to obligate funds to provide the 50% (1:1) cost share funding requirements for a Colorado Parks and Wildlife Land and Water Conservation Fund (CPW-LWCF) grant, if awarded.

The Town of Estes Park has identified the Fall River Trail as a trail priority for the Town. In recent years, the Town has authorized project budgets totaling over \$4M for Fall River Trail design and construction. This includes the 2017 CPW-LWCF grant awarded for Fall River Trail.

The Town has sufficient resources in our Larimer County Open Space Fund and our Trails Expansion Fund to budget for the required local grant match and will follow proper appropriation processes to obligate the funds, including authorization from the Board of Trustees through the 2023 budget approval or a future budget amendment, if awarded.

Should you have any comments, please feel free to contact me at your convenience.

Sincerely,

Duane Hudson
Finance Director/ Treasurer

CC: David Hook, PE, Engineering Manager

EXHIBIT A

CERTIFICATIONS

Match & Reimbursement: LWCF is a 50-50 matching grant program. I certify that match is available and am aware that the grant, if approved, will be paid on a reimbursable basis upon submittal of acceptable backup documentation and narrative progress reports to the State of Colorado.

6(f) Dedication: Properties receiving LWCF assistance must be maintained, *in perpetuity*, for public outdoor recreation. I certify that I shall record on the real property title that it has been dedicated to public outdoor recreation in perpetuity per section 6(f) of the Land and Water Conservation Fund Act, prior to final reimbursement under this program.

Inspections and Conversions: LWCF-assisted properties shall be inspected at least once every five years after project completion, and may be conducted in conjunction with Colorado Parks and Wildlife and/or National Park Service (NPS) staff. If non-public recreation use is discovered, or is proposed on the property, our entity will work with State and/or NPS LWCF staff to determine and resolve any potential conversion issues.

Cooperation: I will adhere to all applicable local, state and federal laws and regulations, as well as guidelines governing the LWCF program.

I have read and understood the criteria above. On behalf of the applicant entity, I certify to the best of my knowledge that the information in this application is true and correct.

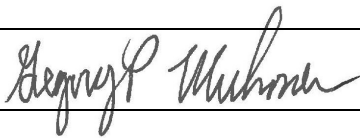
Authorized Representative: (Type or Print)	
Name:	Greg Muhonen
Title:	Public Works Director
Address:	PO Box 1200
City, State & Zip:	Estes Park, CO 80517
Entity Name:	Town of Estes Park
Signature of Authorized Representative:	 <i>*subject to co-applicant approval from CDOT</i>
Date:	10/04/2022

EXHIBIT A

Preliminary Timeline Estimate - LWCF

Provide a timeline estimate using the following form. Remember that the project is to be completed within 2.5 years of the award date. Any proposed changes, including extensions or modifications in the project timeline, must be requested in writing and approved in advance by the State Trails Program. If you have Adobe editing, feel free to change task titles as desired.

TASK	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025	Jul-Dec 2025	Jan-Jun 2026	Jul-Dec 2026
Project Initiation	x						
Final Design & Clearances	x	x					
Bidding			x				
Mobilization			x				
Construction Phase			x	x	x		
Other/Additional Category							
Administrative Close-Out					x		
Grand Opening					x		

EXHIBIT A

#1 – Extent of Outdoor Recreation Needs – 20 Points

The proposed Fall River Trail (FRT), when complete, will be a vital link between trails in downtown Estes Park and the trail network of Rocky Mountain National Park (RMNP) and will provide many opportunities for outdoor recreation such as hiking, walking, running and biking. The new trail will typically be 10 feet wide with 6-inch-thick colored concrete to match the existing trail. In some locations, site constraints require narrowing to 8 feet wide, which will still accommodate the needs of bicyclists, runners, walkers, and families with strollers. The trail was designed in compliance with ADA standards and will also accommodate people with physical and mobility challenges. This is a shared-use trail that will separate pedestrians and bicyclists from motorized vehicles, allowing for safe travel between downtown and RMNP and points in between. **See Attachment 002.**

When complete, the FRT will access numerous close-to-home businesses and residential homes in the Fall River corridor between downtown and Aspenglen Campground, a 50-site campground located just inside the RMNP boundary. This section of the trail will include also serve the economically disadvantaged in the area when connected to a proposed workforce housing development on Fish Hatchery Road.

Estes Park is part of the wider Estes Valley community which has a variety of trails managed by numerous local and federal agencies, including the Estes Valley Recreation and Park District (EVRPD), Town of Estes Park, YMCA of the Rockies, US Forest Service, US Bureau of Reclamation, and Larimer and Boulder Counties. Historically, these trails have been disjointed: built to different standards, geared to different users, and with signage that only references that particular system, even when existing in close proximity to another trail network. Recognizing that this lack of trail connectivity weakens each section and makes them less useful and enjoyable, various partner agencies began working in 2015 on an Estes Valley Trails Master Plan (EVTMP). Facilitated by the National Park Service Rivers, Trails, and Conservation Assistance Program and funded with a grant from GOCO, the EVTMP would focus on connectivity and coherence. **See Attachment 005.**

The Estes Valley Recreation and Park District (EVRPD) manages 11 miles of trails: the Lake Estes Trail, which is paved and 3.85 miles long, with over 200,000 visitors per year; the Fish Creek Trail, and the Homer Rouse Trail, which is 3 miles long, unpaved, and follows the original roadbed for Highway 7 to the Lily Lake and Twin Sisters Trailheads in RMNP. The Town of Estes Park manages several trails, including the Riverwalk in downtown Estes Park, the trail along Highway 7 and Lakeshore Drive that connects to the Fish Creek Trail, the US 34 trail, and two segments of FRT trail along W Elkhorn Avenue, Fall River Road and Fish Hatchery Road. The YMCA of the Rockies, the US Forest Service, the Bureau of Reclamation, and Larimer and Boulder Counties manage other trails in the area. Further information about these trails may be found in the EVTMP. **See Attachment 005.**

RMNP is home to the largest and most comprehensive trail network in the Estes Valley. RMNP has over 350 miles of trails and is the fifth most visited park in the US National Park system, with over 4.2 million visitors in 2021. The vast majority of visitors come to RMNP through Estes Park, with the highest concentration entering by way of the Beaver Meadows and Fall River entrance stations. There are currently no non-motorized trails accessing either of these entrances. The National Park Service estimates that 60% of visitors to RMNP are from Colorado. Its annual pass sales (typically sold to people who intend to visit repeatedly in the course of a year) are greater than Glacier, Grand Canyon, Grand Teton, and Yellowstone combined.

Traffic congestion is a significant problem in the Town of Estes Park in the summer, and the FRT will help reduce congestion by providing an option for non-motorized travel between RMNP and the activities and businesses of downtown Estes Park.

EXHIBIT A

#2 – Project Alignment with SCORP and Other Applicable Plans – 15 Points

There are several parts of the 2019 SCORP that are incorporated in the Fall River Trail (FRT) project. Each one of these areas is vital to the mission and vision of Colorado's Statewide Comprehensive Outdoor Recreation Plan. The following is the list of areas that are met with the FRT project.

Priority I: Strategy 3: Utilize and support existing programs (community, local, state, tribal, federal) that are effectively working to get underrepresented users outdoors.

The FRT project will utilize and support various programs that are working to get the underrepresented users outdoors. Once to Rocky Mountain National Park (RMNP) by the FRT, visitors in underrepresented groups can utilize the five separate entrance fee-free days and can join the #findyourpark initiative through the National Parks Service (NPS). Users can then access diversity and inclusion programs like "Diversity and Inclusion of Visitor Experience" (DIVE). This program and others collaborate with the NPS to create a welcoming and engaging environment for all park visitors. The FRT will offer easy vehicle-free access to the park. **See Attachment 011.**

Priority I: Strategy 4: Advance collaborative efforts between community groups and health and recreations providers to increase prescriptions for nature-based recreation and other policies and practices that promote outdoor recreation for improving public health. Consider the potential barriers to certain populations for fulfilling outdoor recreation prescriptions.

There has been multiple advanced collaborative efforts between community groups and health and recreations providers on the FRT project. Those who do not have access to a vehicle will be able to use this trail to visit RMNP. Many groups have expressed support for the FRT project such as the Estes Valley Recreation and Parks District (EVRPD) and the Estes Park Cycling Coalition (ECC). Access to many nature-based outdoor recreation opportunities will be available when the FRT is completed. **See Letter of Support from EVRPD and ECC.**

Priority II: Strategy 1. Encourage organization, and local, state and federal partners to adopt Colorado's outdoor principles. To endorse an outdoor ethic that promotes both recreational enjoyment and conservation.

The Town of Estes Park is committed to Colorado's outdoor principles that endorse an outdoor ethic that promotes recreational enjoyment and conservation. The FRT is one example of this commitment by offering access to one of the nations most beautiful national parks. Other organizations involved in the project, and groups on the local, state and federal level, have expressed their commitment to this project through financial support of this project and letters of support. **See Letters of Support NPS, EVRPD, LCNR, TAB, ECC.**

Priority IV: Strategy 1. Develop and implement public awareness/education initiative and share coordinated messages to help build support for statewide funding.

Once the FRT is complete, our Town is prepared to communicate and make the public aware of how the FRT meets the SCORP priorities. Since this will be the first trail of this kind, we will have the opportunity to share with locals and visitors our commitment to the State Comprehensive Outdoor Recreation Plan.

Local government plans

The FRT incorporates two local initiatives in the Town of Estes Park and Larimer County. The Town has identified the FRT in the Estes Valley Master Trails Plan (EVMTP) as a number one trail expansion priority for the town. This plan's purpose is to create a connected trail network for a variety of users to experience the natural landscape while respecting the resources that make the Estes Valley so special. The FRT project meets this criteria set forth by the EVMTP. **See Attachment 005.**

The FRT also fulfills the guiding principles in the Larimer County Open Lands Master Plan. This plan focuses on preserving open lands, agricultural lands, parks and trails in their "Help Preserve Open Spaces Initiative." According to the plan, a multi-use trail system complements and expands the benefits of the open space system. The FRT connects the Town of Estes Park to RMNP and allows for hiking, biking, running and walking. **See Attachment 006.**

EXHIBIT A

#3 – Wildlife and Natural Resources – 20 Points

The Town continues to work with Colorado Parks and Wildlife (CPW) staff to make sure that wildlife and natural resources are protected during the construction of the Fall River Trail (FRT). Per their recommendations, we will plan construction around the elk calving season in order to avoid disrupting the elk or precipitating elk/human conflict. The Town of Estes Park will ensure that removal of trees along the trail is minimized, and that, where possible, trees are planted to provide a screen between trail and properties along the trail. Appropriate signage will encourage people to stay on the trail once it is built. Noxious weeds, inventoried at less than 10% of the plant community, will be treated pre/post construction to minimize spreading. Re-vegetation following the project will restore disrupted areas and help to protect the river environment. This will help to maintain wildlife habitat and enhance viewing and environmental education opportunities. Nearby wetlands will be marked to avoid disruption during construction. Disruptions are expected to be negligible. **See Attachment 007, 008.**

The wildlife impacts for this area were evaluated in several ways during the preliminary design. We incorporated reports from the United State Department of the Interior, Fish and Wildlife Service (US-FWS) as well as reports on the impact to the environment from Colorado Department of Transportation. **See Attachment 009, 010.**

The US-FWS indicated that biological clearance surveys and analysis report, determined the project may affect, but is not likely to adversely affect, Greenback cutthroat trout (*Oncorhynchus clarki stomias*), Mexican spotted owl (*Strix occidentalis lucida*), and Ute ladies'-tresses orchid (*Spiranthes diluvialis*), all listed as threatened under the Endangered Species Act (ESA). It was determined that no designated critical habitat for these species is present in the action area. **See Attachment 010.**

According to Colorado Department of Transportation (CDOT) Initial Site Assessment (ISA) of the project area occurs primarily on undeveloped land and lands developed as transportation facilities. This incorporates Fall River Road and adjoining driveways and cross roads. There are residential and commercial developments present throughout the area. The project vicinity is characterized by moderated residential and business development in cleared and lightly forested areas. According to CDOT there were no sites identified along the Trail Extension or within the immediate vicinity that had records of environmental problems. **See Attachment 008.**

EXHIBIT A

#4 – Appropriateness of Project to Meet Community Outdoor Recreation and Economic Needs – 15 Points

The Fall River Trail (FRT) Extension Project will complete the final section of FRT that will allow for many activities including, walking, biking or running along the trail. Completion of this segment realizes the long term vision of connecting residents and visitors between Rocky Mountain National Park (RMNP) and the Town of Estes Park.

This project is an excellent example of partnership between multiple entities including previous funding for another portion of this trail from Land & Water Conservation Fund (LWCF) grant awarded in 2017. This project will provide a family-oriented destination to help connect more people with the outdoors of Colorado as they bike or walk between downtown Estes Park and RMNP. Estes Park is a community that cares about trails and values the experiences trails offer.

The FRT extension will provide a safe route for all population segments – including “non-driving groups” such as children, older adults and individuals with disabilities, and economically disadvantaged populations – which often require alternative access to everyday, local necessities.

This FRT will improve access to close-to-home RMNP and recreation opportunities for the project’s target communities by offering residents and visitors of Estes Park the opportunity to access the trail to RMNP. The trail falls along Fall River Rd and serves many business and housing areas. When complete, people will be able to move safely between RMNP and town without being on roads. Instead of driving to go for walks, residents and visitors will be able to walk or ride bikes on trails between destinations.

Currently, the close-to-home RMNP and recreation opportunities are only accessible by driving, walking or biking along the shoulders of busy roads. This trail will reduce traffic congestion, improve air quality, enhance people's experiences in Estes Park, and improve health among our residents and visitors.

The FRT will offer many outdoor recreation opportunities for organizations like the Estes Park Cycling Coalition (EPCC) and Estes Valley Recreation and Parks District (EVRPD). In the future there could be organized walks, runs, and bicycle competitions that will use the FRT as a way to access RMNP. The possibilities are endless for this much needed trail between downtown Estes Park and RMNP.

The FRT will increase the non-motorized group of people who visit RMNP through the Town of Estes Park. Last year there were 4.2 million visitors to RMNP, many of whom used the access points through the Town of Estes Park. This project has the potential to exponentially increase the number of non-motorized visitors to RMNP.

The short-term employment opportunities come from hiring the contractors to complete the FRT. The long term employment opportunities come from a secondary opportunity in which the FRT will connect housing to local businesses along the trail and offer people a non motorized way to get to and from work. The trail will be open year-round and accessible to everyone regardless of disability, age, economic status, education, race and ethnicity, sex, and all other protected classes.

The Town of Estes Park is progressing on a workforce housing project on Fish Hatchery Road that is currently in the subdivision platting process. A prominent feature of this project will be high-density multi-family units dedicated as workforce housing, with direct access to Fall River Trail.

There are a number of private residences along the proposed trail route, and the Estes Park R-3 School District (EPSD) reports that up to 100 children (ages K-12) live along the trail (including trail sections already constructed along West Elkhorn Avenue). The EPSD also reports that the population of non-white students is approximately 30%, which reflects the percentage of minority representation in the predominantly service-oriented local workforce.

EXHIBIT A

#5 – Community Involvement in and Support of Proposed Project – 15 Points

In 2016, the Town of Estes Park worked with community stakeholders and the National Park Service's Rivers, Trails and Conservation Assistance Program to create a Estes Valley Master Trails Plan (EVMTP). Through a series of multigenerational surveys and public meetings, the Fall River Trail (FRT) extension was identified as the region's top priority in the plan. **See Attachment 005.**

The EVMTP provided guidance so that the FRT development will preserve and protect wildlife and natural habitat areas, serves youth and families, and is complementary to recreational use on adjacent public lands. The EVMTP also demonstrates the significant economic, recreational, and environmental benefits of a thoughtful plan for a regionally-connected system of trails through the use of an economic impact analysis. Trail best practices were also considered, as were trail etiquette and safety and bike sharing opportunities.

Since 2015 the Town has hosted open houses, led community discussions, submitted press releases and gone to community members and businesses along the trail in order to share the plan of the FRT and to gain support for this project.

This project has had partnerships with a variety of groups including: CPW, NPS, TAP, CDOT, Larimer County, EVRPD Rocky Mountain Conservancy and others have helped get this project to the last and final stage of construction of the trail. Each one of these groups has made a significant contribution to help develop and construct the FRT.

The funds for the matching share to the grant will either be from local town funds and/or Larimer County Open Space which is generated by Larimer County sales tax revenue.

The Town will match using the Trail Expansion Fund which is generated by sales tax revenue. The Town will also be responsible for maintaining the trail in perpetuity. **See Letters of Support NPS, EVRPD, LCNR, TAB, ECC.**

EXHIBIT A

#6 – Project Feasibility and Likelihood of Success – 15 Points

Project Readiness

The construction plans are approximately 90% complete but need to be updated and finalized for bidding and construction. As different funding opportunities have been awarded, the Town has been going through the exercise of breaking out the funded segment and finalizing the design.

In 2020, approximately one mile of trail was constructed along Fish Hatchery Road that continues into RMNP's Aspenglen Campground. The trail segment within the Rocky Mountain National Park (RMNP) boundary was supported with funds through the Rocky Mountain Conservancy.

The constructed trail exists eastward into downtown and westward into RMNP. The 2021 TAP and MMOF grant-funded project will construct approximately 0.5 miles of trail along US 34 in 2023. This leaves approximately 0.7 miles of trail to be constructed. Preliminary cost estimates indicate that this remaining stretch could be constructed for \$3,700,000. The Town has been approved for a \$1.438 million dollar MMOF grant towards this last segment (award pending). This LWCF grant will be a significant contribution to completing the final segment of FRT. **See Attachment 001.**

- **Describe if design has been completed, and if not, when you anticipate completing it.**

The design is 90 % complete and will be finalized in 2023.

- **Describe any issues with the site that would prevent it from being open and available to the public within 2-3 years.**

None identified.

- **Describe the relevant experience of those managing the various aspects of this project. If partners are involved, their role(s) should also be described.**

Jeff Bailey, P.E., PTOE will serve as Project Manager for the FRT project. Jeff has over 36 years of experience in Traffic, Transportation, and Municipal Engineering. His experience ranges from the design of Federal highways to management and oversight of grant-funded transportation projects such as Safe Routes to School (SRTS) and the recent widening of US 34 in Loveland, CO. His project management responsibilities on this project will include final design, bidding and construction.

- **Describe how the park or recreation area will be managed and maintained, physically and financially, to assure permanent use for public outdoor recreation.**

The Fall River Trail, once built, will be included in the Town of Estes Park's trail network, and will be maintained by the Public Works Department's Parks Division, on the same management and maintenance schedule as other publicly-maintained trails. Like other in-town trails, it will be kept open year-round. The Fall River Trail will be plowed during normal snow removal operation times. Additionally, it will be swept regularly, particularly after wind or rain events that deposit debris and dirt on the trail. Trees and bushes will be pruned to maintain the clearance needed for trail users. In season, the Town will mow and trim to keep vegetation off the trail. Parks Division staff will remove noxious weeds and invasive species to prevent the spread or degrade the trail, following all local, state, and federal regulations with regard to chemical use within waterways, riparian areas, and wetlands. The Town's Parks Supervisor estimates that the cost of the work on the completed Fall River Trail will be approximately \$5,000 per year, based on the cost of maintaining other similar trails. The recent annual cost of trail maintenance has been approximately \$30,000. The Town has increased funding in the 2022 budget to \$100,000 to ensure that the Parks Division can add this entire trail to its maintenance workload and address other trails maintenance needs. As with the current TAP-MMOF grant-funded trail segment located in CDOT right of way (ROW), the project will utilize a CDOT Special Use Permit to assign trail maintenance responsibilities to the Town.



United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517



IN REPLY REFER TO:
NPS (ROMO)

SEP 27 2022

David Hook, Engineering Manager
Town of Estes Park Public Works Department
170 MacGregor Ave, PO Box 1200
Estes Park, CO 80517

Dear Mr. Hook:

This is a letter of support for the Town of Estes Park's grant application to Colorado Parks & Wildlife (CPW) for the 2023 Land & Water Conservation Fund (LWCF). The Town of Estes Park would use the funds from the CPW-LWCF grant to work on the final portion of the 2.5 mile Fall River Trail Project that will eventually connect the Town of Estes Park with Rocky Mountain National Park (RMNP) at Aspenglen Campground.

The portion of the multimodal trail aligned with this grant is approximately 0.7 miles in length and would complete the overall trail. The funds would be used to construct an 8- to 10-foot-wide concrete trail with ADA accessibility.

The Town of Estes Park and RMNP have been working in partnership on the design and construction of both park and town trail segments. This Fall River Trail will provide a family-oriented destination to help connect more people with the outdoors of Colorado as they bike or walk between downtown Estes Park and RMNP.

We support this endeavor and thank you for your consideration of the application for a portion of the Fall River Trail Project.

Sincerely,

Darla Sidles
Superintendent



September 28, 2022

To: David Hook, Engineering Manager
Town of Estes Park Public Works Department
170 MacGregor Ave
P.O. Box 1200
Estes Park CO 80517

The Mission of the Estes Park Cycling Coalition (EPCC) is to promote and increase cycling of all kinds in the Estes Valley, through advocacy, education, partnerships, and community building. This letter is intended to demonstrate EPCC's strong support of the Town of Estes Park's application for the Colorado Parks and Wildlife 2023 Land and Water Conservation Fund grant application for the Fall River Trail extension. As a coalition, we have been in support of this project since its inception. This trail will be the first multi-modal trail to Rocky Mountain National Park (RMNP) and we support its completion as a family-friendly way of promoting health and recreation for our residents and visitors.

As the gateway community to Rocky Mountain National Park, the third most visited National Park in the country, the Town of Estes Park has worked closely with organizations such as ours and is very much part of the team with the Estes Valley Recreation and Parks District. This trail is a top priority for the Rec District and the EPCC to complete for many reasons: help address traffic congestion and parking issues along with addressing air pollution; and promote a healthier way to travel between Estes Park and RMNP. Any opportunity we have to promote cycling is supported by the EPCC.

We hope that the decision makers for this CPW-LWCF grant will carefully consider this construction-ready project and be involved in its completion. Thank you.

Sincerely,

Mike Lewelling

Mike Lewelling
President, Estes Park Cycling Coalition

LARIMER COUNTY | NATURAL RESOURCES

1800 S. County Road 31, Loveland, CO 80537, (970) 619-4570, larimer.org/naturalresources

September 28, 2022

Mr. David Hook, PE
Engineering Manager, Public Works Department
Town of Estes Park
170 MacGregor Ave
Estes Park, CO 80517

Re: Town of Estes Park's CPW State Trails – LWCF grant application

Dear Mr. Hook and the CPW selection committee:

On behalf of the Larimer County Department of Natural Resources, I am writing to convey strong support and financial commitment for the trail construction grant being requested by The Town of Estes Park to complete construction of the Fall River Trail. Funding for this important trail will help provide the first multi-use, non-motorized connection between the Town of Estes Park and the 350 miles of trails located within Rocky Mountain National Park.

Regional trail connections are a high priority for Larimer County's Department of Natural Resources and projects like this provide significant positive impact to the people and the communities that they serve. We believe this trail will enhance the Town's overall quality of life because it will help alleviate Estes Park's notorious traffic, both in town and in the Park, by giving visitors and residents a safe, non-motorized alternative. Additionally, these improvements will help to conserve the Fall River corridor's wild character while expanding user access.

For Larimer County, strong collaboration with entities in the Estes Valley are invaluable. Completing important regional projects like the Fall River Trail exemplifies this spirit of partnership and promotes responsible stewardship of public funding. We are excited to see this project come to fruition and have contributed financially to earlier phases. For this critical final portion Larimer County has committed \$10,000 towards its completion. We strongly encourage CPW to fund this important effort, thank you for your consideration.

Sincerely,



Daylan Figgs
Director
Larimer County Department of Natural Resources





ESTES VALLEY
Recreation & Park District

Administration Office, 690 Big Thompson Avenue, P.O. Box 1379, Estes Park, Colorado 80517

WWW.EVRPD.COM

Sept. 27, 2022

David Hook, Engineering Manager
Town of Estes Park Public Works Department
170 MacGregor Ave.
PO Box 1200
Estes Park, CO 80517

To Whom It May Concern,

The Estes Valley Recreation and Park District (EVRPD) ardently provides this letter supporting the Town of Estes Park's application for a Colorado Parks and Wildlife Land and Water Conservation Fund grant to complete final design of the last segment of the Fall River Trail extension. EVRPD is a financing partner with the Town in this effort, having committed \$700,000 toward the project. When completed, the trail will provide a convenient, multimodal link along Fall River Road to Rocky Mountain National Park, which has experienced record visitation over the past several years.

The importance of completing the trail in a timely fashion is buoyed by formal research and funding from other supporting agencies. In 2016, EVRPD and the Town of Estes Park worked with community stakeholders and the National Park Service's Rivers, Trails and Conservation Assistance Program to create a Master Trails Plan for the Estes Valley. Through a series of multigenerational surveys and public meetings, the Fall River Trail extension was identified as the region's top priority in the plan.

In addition, the benefits of completing this trail are numerous; the extension will mitigate traffic congestion along Fall River Road and reduce the attendant carbon footprint by providing improved, nonmotorized access between downtown Estes Park and Rocky Mountain National Park. Likewise, this extension will provide a safe route for all population segments – including “non-driving groups” such as children, older adults and individuals with disabilities – which often require alternative access to everyday, local necessities.

EVRPD hopes that CPW will support the Town of Estes Park's commitment to complete this vital segment of trail, which is so highly desired by the community. It will not only improve safer access between historic downtown Estes Park and Rocky Mountain National Park, but enhance the overall, outdoor-recreation experience for all people who live in or visit the Estes Valley.

Thank you for your consideration.

Sincerely,

Tom Carosello
Executive Director



TOWN OF ESTES PARK

September 27, 2022

Chrystal Read, Federal Grants Administrator
Colorado Parks and Wildlife, State Trails Program
13787 US Hwy 85 N
Littleton, CO 80125

RE: Letter of Support for CPW-LWCF Grant

Dear Ms. Read:

On behalf of the Town of Estes Park's Board of Trustees, please accept this letter in support of the Town's application to the Colorado Parks and Wildlife (CPW) for a Land and Water Conservation Fund (LWCF) grant to fund Fall River Trail construction.

At a Town Board meeting on September 27, 2022, the Board authorized me, as Mayor, to sign this support letter and the Town acknowledges that a 1:1 local cost share is required, if awarded.

In recent years, the Town has been awarded several grants to construct extensions of the Fall River Trail to connect downtown Estes Park with Rocky Mountain National Park (RMNP), including a LWCF grant from CPW. The 2017 CPW-LWCF grant funded construction in 2020. The 2022 CPW-LWCF grant application proposes to partner with two Colorado Department of Transportation (CDOT) grants to fund construction of the final segment of the Fall River Trail alignment.

Estes Park, a community of only 6,000 full-time residents, hosts millions of people each year who visit our historic village and our neighbor, Rocky Mountain National Park (RMNP), the fifth most-visited national park in our country in 2021. As a small, rural town whose occupancy increases exponentially over the course of several months, we rely on assistance from Federal and State funding sources to accommodate visitors, seasonal workers, and residents alike. Connecting downtown Estes Park with RMNP via a multimodal trail will provide more opportunities for all to enjoy our wonderful mountain environment while on foot or bicycle instead of vehicle use which contributes to traffic congestion and air pollution.

The Town Board expresses its gratitude to CPW for the opportunity to pursue additional financial assistance to complete this worthwhile project. Serving millions of people each guest season is a responsibility that the Board takes seriously, and our trail system is a vital part of the Estes Valley's access management strategy. As a premier national and global destination, we welcome this partnership to improve our infrastructure for residents and guests as a place to live, work, or visit. Favorable consideration of this application would be greatly appreciated.

Sincerely,

Wendy Koenig
Mayor, Town of Estes Park

Exhibit B								
LWCF Budget Form - Project Name:						Fall River Trail		
SOURCE OF FUNDS	Date Secured				LWCF Grant Request [A]	Total Project Match [B]	Total Funding (\$ [C]	
CASH								
LWCF Grant	TBD				\$ 700,000.00		\$ 700,000.00	
Town of Estes Park (Match)						\$ 700,000.00	\$ 700,000.00	
TOTAL SOURCES OF FUNDS					\$ 700,000.00	\$ 700,000.00	\$ 1,400,000.00	
[CASH] Description of Work	Qty	Unit	Unit Price	Total (B*D)	LWCF Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]
CATEGORY 1 - Construction Contractor Services Identify as: Youth Corps, Engineering, Contractor, etc.								
Clearing and Grubbing	1	EA	\$ 6,660.00	\$ 6,660.00	\$ 3,330.00	\$ 3,330.00	\$ 6,660.00	0
Tree Trimming	8	HR	\$ 160.00	\$ 1,280.00	\$ 640.00	\$ 640.00	\$ 1,280.00	0
Removal of Tree	45	EA	\$ 600.00	\$ 27,000.00	\$ 13,500.00	\$ 13,500.00	\$ 27,000.00	0
Removal of Asphalt	200	SY	\$ 12.00	\$ 2,400.00	\$ 1,200.00	\$ 1,200.00	\$ 2,400.00	0
Clean Culvert	1	EA	\$ 2,000.00	\$ 2,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	0
Unclassified Excavation	100	CY	\$ 55.00	\$ 5,500.00	\$ 2,750.00	\$ 2,750.00	\$ 5,500.00	0
Rock Excavation	10	CY	\$ 120.00	\$ 1,200.00	\$ 600.00	\$ 600.00	\$ 1,200.00	0
Filling/Grading	12	HR	\$ 200.00	\$ 2,400.00	\$ 1,200.00	\$ 1,200.00	\$ 2,400.00	0
Potholing	12	HR	\$ 300.00	\$ 3,600.00	\$ 1,800.00	\$ 1,800.00	\$ 3,600.00	0
Stockpile Topsoil	85	CY	\$ 20.00	\$ 1,700.00	\$ 850.00	\$ 850.00	\$ 1,700.00	0
Removal and Disposal of Sediment	60	HR	\$ 80.00	\$ 4,800.00	\$ 2,400.00	\$ 2,400.00	\$ 4,800.00	0
Sweeping	6	HR	\$ 200.00	\$ 1,200.00	\$ 600.00	\$ 600.00	\$ 1,200.00	0
Removal of Trash	2	HR	\$ 100.00	\$ 200.00	\$ 100.00	\$ 100.00	\$ 200.00	0
Erosion Control Management	8	DAY	\$ 400.00	\$ 3,200.00	\$ 1,600.00	\$ 1,600.00	\$ 3,200.00	0
Reset Ground Sign	1	EA	\$ 500.00	\$ 500.00	\$ 250.00	\$ 250.00	\$ 500.00	0
Reset Delineator	2	EA	\$ 100.00	\$ 200.00	\$ 100.00	\$ 100.00	\$ 200.00	0
Tree Retention and Protection	1	EA	\$ 1,000.00	\$ 1,000.00	\$ 500.00	\$ 500.00	\$ 1,000.00	0
Construction Surveying	1	EA	\$ 15,000.00	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00	\$ 15,000.00	0
Mobilization	1	EA	\$ 66,000.00	\$ 66,000.00	\$ 33,000.00	\$ 33,000.00	\$ 66,000.00	0
Traffic Control (Flagging, Devices, Management, Inspection)	1	EA	\$ 108,000.00	\$ 108,000.00	\$ 54,000.00	\$ 54,000.00	\$ 108,000.00	0
CATEGORY 3 - Construction Materials/Supplies Identify as: Signs, crusherfines, native seed, weed barrier, etc.								
Topsoil	170	CY	\$ 40.00	\$ 6,800.00	\$ 3,400.00	\$ 3,400.00	\$ 6,800.00	0
Erosion Logs	980	LF	\$ 6.00	\$ 5,880.00	\$ 2,940.00	\$ 2,940.00	\$ 5,880.00	0
Silt Fence (Reinforced)	50	LF	\$ 10.00	\$ 500.00	\$ 250.00	\$ 250.00	\$ 500.00	0
Concrete Washout Structure	1	EA	\$ 2,500.00	\$ 2,500.00	\$ 1,250.00	\$ 1,250.00	\$ 2,500.00	0
Storm Drain Inlet Protection	32	LF	\$ 15.00	\$ 480.00	\$ 240.00	\$ 240.00	\$ 480.00	0
Landscaping (Humate, Seeding, Soil Retention Blanket)	1	EA	\$ 7,760.00	\$ 7,760.00	\$ 3,880.00	\$ 3,880.00	\$ 7,760.00	0
Aggregate Base Course (Class 6)	110	CY	\$ 75.00	\$ 8,250.00	\$ 4,125.00	\$ 4,125.00	\$ 8,250.00	0
Hot Mix Asphalt (Patching)	5.28	TON	\$ 250.00	\$ 1,320.00	\$ 660.00	\$ 660.00	\$ 1,320.00	0
Riprap (9-inch)	4	CY	\$ 150.00	\$ 600.00	\$ 300.00	\$ 300.00	\$ 600.00	0
Corrugated Steel Pipe (24-inch)	26	LF	\$ 200.00	\$ 5,200.00	\$ 2,600.00	\$ 2,600.00	\$ 5,200.00	0
Fence (Plastic)	200	LF	\$ 3.50	\$ 700.00	\$ 350.00	\$ 350.00	\$ 700.00	0
Detectable Warnings	18	SF	\$ 70.00	\$ 1,260.00	\$ 630.00	\$ 630.00	\$ 1,260.00	0
Concrete Bikeway (6-inch)(Colored)	858.00	SY	\$ 95.00	\$ 81,510.00	\$ 40,755.00	\$ 40,755.00	\$ 81,510.00	0
Curb (Type 2)(Section B)	759	LF	\$ 40.00	\$ 30,360.00	\$ 15,180.00	\$ 15,180.00	\$ 30,360.00	0
Delineator	1	EA	\$ 40.00	\$ 40.00	\$ 20.00	\$ 20.00	\$ 40.00	0
Sign Post	1	EA	\$ 300.00	\$ 300.00	\$ 150.00	\$ 150.00	\$ 300.00	0
Sanitary Facility	1	EA	\$ 2,500.00	\$ 2,500.00	\$ 1,250.00	\$ 1,250.00	\$ 2,500.00	0
Retaining Wall	1	EA	\$ 905,200.00	\$ 905,200.00	\$ 452,600.00	\$ 452,600.00	\$ 905,200.00	0
Additional Categories								
Minor Construction Contract Revisions	1	EA	\$ 35,000.00	\$ 35,000.00	\$ 17,500.00	\$ 17,500.00	\$ 35,000.00	0
Construction Oversight	1	EA	\$ 50,000.00	\$ 50,000.00	\$ 25,000.00	\$ 25,000.00	\$ 50,000.00	0
USE OF FUNDS - CASH SUBTOTAL					\$ 700,000.00	\$ 700,000.00	\$ 1,400,000.00	
				\$ -		\$ -	\$ -	0
IN-KIND SUBTOTAL						\$ -	\$ -	
TOTAL PROJECT COST					\$ 700,000.00	\$ 700,000.00	\$ 1,400,000.00	
100% REQUIRED MATCH						\$ 700,000.00		

EXHIBIT A

LWCF GRANT APPLICATION CHECK LIST

(Return this completed form with your application)

MANDATORY:

- Signed letter of resolution from Governing Body that includes resources/support committed to the project
- Certifications: Signed and Dated
- Exhibit A – Application
- Exhibit B – Budget (Unprotected Excel CPW form)
- Application and Revision (A&R) Form
- IPaC Resource List (Instructions on how to pull this are below & in the LWCF Applicant Guide)
- Boundary Map, Vicinity Map, Site Plan & Photographs (5 page max, pdf., letter size pages)
- Map detailing ownership of various parcels of land within boundary limits
- Control and Tenure Information (Deed, applicable lease, easements, use agreements)
- Letters of Support (maximum of 5). No letters from clubs, groups or individuals specifically working on the project
- Project can be completed within 2.5 years from receiving grant
- Required MATCH funding is secured, including CASH match funds
- LWCF – Meets Statewide Comprehensive Outdoor Recreation Plan [2019 SCORP](#).
- CPW Area Manager was contacted about the project by Sept 6th, and applicant has discussed the project with them. Note: ALL projects will be reviewed by CPW for wildlife impacts
- Project area is owned by public land agency that designates the area to be open to public outdoor recreation in perpetuity.
- Project area complies with the Americans with Disabilities Act (ADA)
- Shape Files or KML Files of boundary. Please remember this must include anything that grant and match money funds, and the entire park that a trail goes through must be included.

ADDITIONAL PROJECT HIGHLIGHTS:

- Youth Corps or youth organization will be used on the project (name of organization)
- Volunteers will be utilized on the project (name organization)

OTHER DOCUMENTS REQUIRED AFTER PROJECT HAS BEEN APPROVED FOR FUNDING:

- Section 6(f) Boundary Map
- Agency Coordination and Section 106 Review