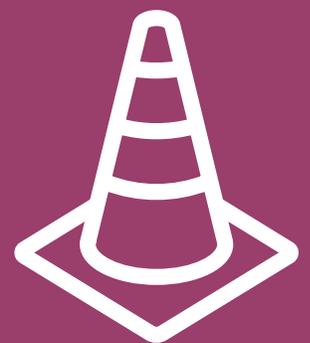


# CHAPTER 8 IMPLEMENTATION & MONITORING



## 8.1 - IMPLEMENTING ADVANCING ADAMS

### 8.1.1 - RECOMMENDED PROJECTS

#### 8.1.1.1 - Project Prioritization Methodology

The following section outlines the approach for prioritizing projects listed in the *Advancing Adams* bicycle and roadway plans. The prioritization methodology, driven by data on access to key destinations, safety, demand, land use, equity, and sustainability, enables the city to determine which projects best accomplish plan goals and serves as a guide for the city to make informed choices regarding the order of project implementation. This methodology provides a transparent approach that informs decisions, with the understanding that funding sources and circumstances may alter the order of implementation.

Each project is scored based on criteria that measures how closely the project addresses the goals of the plan. These criteria include:

- Access to key destinations: number of transit stops, schools, healthcare facilities, libraries, government/ civic buildings, grocery stores, recreation centers, and parks and open space lands within a half mile of the project.
- Safety: the total number of crashes along a project segment, with those resulting in a serious

injury or fatality weighted more heavily in both roadway and bikeway projects, and bicycle- or pedestrian-involved crashes weighted more heavily in bikeway projects.

- Demand: how many people a project serves, represented by maximum population and employment density along a corridor.
- Alignment with land use plan: whether the project falls within geographies that Adams County's land use plan designates as high density and/or within proposed future town or urban centers.
- Equity: whether a project improves access for underserved populations, represented by the share of low-income households along a corridor.
- Sustainability: whether the project has the potential to reduce vehicle trips, taking into account induced demand and bikeway comfort.

Scores are based on the existing conditions at a project location rather than future outcomes. For example, the safety score reflects the number of crashes near the proposed project as opposed to the project's capacity for improving safety outcomes. The safety outcomes of a project will be measured as a part of future evaluation during the project-specific planning and design process.

**Table 8.1** through **Table 8.6** display projects from the roadway and bicycle projects, along with a prioritization tier for each project. **Appendix D** shows the full breakdown of criteria scoring by project. It is recommended that Adams County implements projects in the order of the prioritization score, with higher score projects being implemented in the short range (0-10 years), medium priority projects being implemented in the 10-20 year range, and lower priority projects being implemented in the long-term (20-30 years). Although projects are prioritized as a part of this plan, this prioritization should maintain a level of flexibility, with the County assessing needs on an on-going basis. If a funding source becomes available

that is geared towards a certain project type or location, the County can modify the prioritization list to leverage this opportunity.

### 8.1.1.2 - Funding Sources

**Section 8.3** describes each of the funding sources available to implement the recommended projects in this plan and the following tables. Each funding source, per its description in the following section, will have unique circumstances and criteria under which projects are eligible. Further study of each of the proposed projects will help identify the specific funding source that is most appropriate for each project.

**TABLE 8.1: TIER 1 PRIORITIZED ROADWAY PROJECTS - SHORT-TERM 2022-2030**

PROJECT	CORRIDOR NAME	EXTENTS	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
Study improvements	Pecos St	I-76 to 84th Ave	2.77	\$485,000
Study improvements	Federal Blvd	52nd to 72nd Ave	4.00	\$699,000
Study improvements	Sheridan Blvd	52nd to 72nd Ave	2.50	\$438,000
Widen by 2 travel lanes	York St	58th Ave to 88th Ave	4.41	\$13,633,000
Widen by 2 travel lanes	CO-224	Broadway St to US 85	2.00	\$6,184,000
Study improvements	CO-7	I-25 to US 85	8.80	\$2,200,000
Study improvements	E 96th Ave	Colorado Blvd to I-76	2.42	\$424,000
New 4 lane roadway	Colorado Blvd	88th Ave to I-76	1.62	\$16,078,000
Widen by 4 travel lanes	E 120th Ave	US-85 to Tower	4.57	\$21,408,000

PROJECT	CORRIDOR NAME	EXTENTS	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
Study improvements	Monaco St	104th Ave to 88th Ave	1.91	\$191,000
Widen by 2 travel lanes	Pecos St	52nd to 58th	0.70	\$2,179,000
Widen by 2 travel lanes	Buckley Rd	120th Ave to 136th Ave	4.01	\$12,383,000
Widen by 2 travel lanes	E 120th Ave	Tower to Imboden	9.98	\$30,837,000
New 2 lane roadway	E 152nd Ave	I-76 to Imboden	8.94	\$58,363,000
New 2 lane roadway	E 104th Ave	Shamrock to Winview	3.89	\$25,370,000
Widen by 2 travel lanes	E 104th Ave	Colorado Blvd to I-76	3.82	\$11,796,000
New 2 lane roadway	E 120th Ave	SH 79 to Strasburg	5.02	\$32,753,000
New 2 lane roadway	Hudson Rd	US 36 to 72nd Ave	5.89	\$38,478,000
New 2 lane roadway	Imboden Rd	56th Avenue to 160th	13.01	\$84,911,000

**TABLE 8.2: TIER 2 PRIORITIZED ROADWAY PROJECTS - MEDIUM-TERM 2030-2040**

PROJECT	CORRIDOR NAME	EXTENTS	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
New 2 lane roadway	CO-79	I-70 to 168th Ave	17.89	\$116,775,000
Widen by 2 travel lanes	E 120th Ave	Holly St to US 85	7.62	\$23,548,000
New 2 lane roadway	E 56th Ave	Imboden to SH 79	15.01	\$97,946,000
New 4 lane roadway	Piccadilly Rd	96th Ave to 120th Ave	3.03	\$29,947,000
Widen by 2 travel lanes	E 168th Ave	I-25 to Quebec St	3.85	\$11,892,000

PROJECT	CORRIDOR NAME	EXTENTS	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
New 2 lane roadway	Harvest Rd	120th Ave to 168th Ave	5.96	\$38,913,000
New 2 lane roadway	Manilla Rd	I-70 to 48th Ave	2.98	\$19,484,000
New 2 lane roadway	Schumaker Rd	I-70 to 136th Ave	13.99	\$91,286,000
New 2 lane roadway	To Be Determined	E-470 to E 152nd Pkwy	1.39	\$9,066,000
New 2 lane roadway	E 120th Ave	Deter to Shamrock	8.66	\$56,501,000
New 2 lane roadway	E 48th Ave	Imboden Rd to Manilla Rd	3.00	\$19,574,000
New 2 lane roadway	E 64th Ave	E 56th Ave to E 64th Ave	1.36	\$8,871,000
New 2 lane roadway	Mimosa Rd	112th Ave to 168th Ave	7.05	\$46,018,000
New 2 lane roadway	Piccadilly Rd	120th Ave to 152nd Ave	4.00	\$26,126,000
New 2 lane roadway	Strasburg Rd	48th Ave to 144th Ave	12.01	\$78,412,000
New 2 lane roadway	Cty Rd 24	Watkins Rd to E 48th Ave	1.99	\$12,987,000
New 4 lane roadway	Imboden Rd	I-70/Quail Run Rd to 56th Ave	3.53	\$34,947,000
New 2 lane roadway	Manilla Rd	56th Ave to 144th Ave	11.00	\$71,813,000
New 2 lane roadway	Piggott Rd	US 36 to 48th Ave	3.01	\$19,619,000
New 2 lane roadway	Strasburg Rd	US 36 to 48th Ave	5.90	\$38,500,000
New 2 lane roadway	Watkins Rd	Watkins Rd to Imboden Rd	1.02	\$6,678,000
New 2 lane roadway	Winview Rd	US 36 to 56th Ave	18.04	\$117,767,000

**TABLE 8.3: TIER 3 PRIORITIZED ROADWAY PROJECTS - LONG-TERM 2040-2050**

PROJECT	CORRIDOR NAME	EXTENTS	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
New 2 lane roadway	Calhoun-Byers Rd	US 36 to 88th Ave	8.05	\$52,553,000
New 2 lane roadway	E 112th Ave	Rector to Deter	4.02	\$26,241,000
New 2 lane roadway	E 120th Ave	Imboden to SH 79	8.92	\$58,230,000
New 2 lane roadway	E 144th Ave	Imboden to Peoria Crossing	24.96	\$162,938,000
New 2 lane roadway	Petterson Rd	144th Ave to 168th Ave	3.02	\$19,745,000
New 2 lane roadway	Rector Leader Rd	US 36 to 112th Ave	10.98	\$71,681,000
New 2 lane roadway	E 112th Ave	Strasburg to Horrogate	10.33	\$67,450,000
New 2 lane roadway	E 152nd Ave	Mimosa to Philmay	5.93	\$38,677,000
New 2 lane roadway	E 56th Ave	Bradbury to Rector	9.01	\$58,789,000
New 2 lane roadway	E 56th Ave	East Rd to Winview	2.93	\$19,118,000
New 2 lane roadway	E 64th Ave	Strasburg to Bradbury	4.03	\$26,337,000
New 2 lane roadway	Hanks Crossing	US 36 to 112th Ave	10.94	\$71,425,000
New 2 lane roadway	Headlight Rd	US 36 to 48th Ave	2.98	\$19,446,000
New 2 lane roadway	Horrogate Rd	112th Ave to 148th Ave	4.63	\$30,230,000
New 2 lane roadway	Imboden Rd	160th to 168th	1.05	\$6,886,000
New 2 lane roadway	Peoria Crossing Rd	136th Ave to 168th Ave	4.03	\$26,315,000
New 2 lane roadway	Shamrock Rd	96th Ave to 168th Ave	9.04	\$59,032,000
New 2 lane roadway	Wolf Creek Rd	26th Ave to 48th Ave	1.98	\$12,920,000
New 2 lane roadway	Yulle Rd	I-70 to 56th Ave	4.38	\$28,610,000

PROJECT	CORRIDOR NAME	EXTENTS	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
New 2 lane roadway	Behrens Rd	88th Ave to 112th Ave	3.01	\$19,649,000
New 2 lane roadway	Bradbury-Krebs Rd	US 36 to 168th Ave	18.07	\$117,924,000
New 2 lane roadway	Deter-Winters Rd	112th Ave to 152nd Ave	5.06	\$33,035,000
New 2 lane roadway	E 96th Ave	Behren to Rector	4.01	\$26,152,000
New 2 lane roadway	E 96th Ave	Hanks to East rd	10.67	\$69,650,000
New 2 lane roadway	East Rd	US 36 to 56th Ave	4.04	\$26,343,000
New 2 lane roadway	Philmay Rd	152nd Ave to 168th Ave	2.02	\$13,164,000
New 2 lane roadway	Piggott Rd	48th Ave to 56th Ave	0.99	\$6,487,000

**TABLE 8.4: TIER 1 PRIORITIZED BICYCLE PROJECTS - SHORT-TERM 2022-2030**

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
On-Street	Washington St	E 83rd Dr	E 52nd Ave	3.83	\$475,000
On-Street	E 160th Ave	Colorado Blvd	27th Ave	7.9	\$981,000
On-Street	E 56th Ave	Eudora St	E-470	11.34	\$1,408,000
On-Street	Broadway Blvd	84th Ave	Denver Boulder Turnpike	1.6	\$199,000
On-Street	Essex Dr/84th Ave	Washington St	Devonshire Blvd	1.26	\$156,000
On-Street	Lowell Blvd	W 67th Ave	W 52nd Ave	1.87	\$232,000
On-Street	76th Ave/El Paso Blvd	Zuni St	Conifer Rd	1.35	\$168,000
On-Street	E 104th Ave	Colorado Front Range Trail	E-470	7.44	\$923,000
On-Street	Explorador Calle/ Rainbow Ave	88th Ave	Coronado Pkwy	1.08	\$134,000

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
On-Street	Federal Blvd	Little Dry Creek Trail	Clear Creek Trail	1.06	\$132,000
On-Street	Fulton St	E 26th Ave	Montview Blvd	0.5	\$62,000
On-Street	Greenwood Blvd	84th Ave	Broadway Blvd	1.87	\$232,000
On-Street	Zuni St	84th Ave	Fern Dr	1.84	\$93,000
On-Street	Dahlia St	Frontage Rd	E 70th Ave	1.41	\$175,000
On-Street	E 96th Ave	Colorado Blvd	Heinz Way	3.6	\$447,000
On-Street	McElwain Blvd	88th Ave	Devonshire Blvd	0.83	\$103,000
On-Street	Tennyson St	W 63rd Dr	W 52nd Ave	1.41	\$176,000
On-Street	W 64th Ave	Tennyson St	Clear Creek Trail	1.49	\$185,000
On-Street	W 70th Ave	Pecos St	Broadway Blvd	1	\$124,000
On-Street	Welby Rd/E 86th Ave	E 88th Ave	Colorado Blvd	0.95	\$118,000
On-Street	Buckley Rd	Bridge St	120th Ave	5.04	\$626,000
On-Street	CO-2	Eisenhower Hwy	E 53rd Ave	0.67	\$83,000
On-Street	Iola St	E 26th Ave	Montview Blvd	0.51	\$64,000
On-Street	Pecos St	Clear Creek Trail	56th Ave	1.08	\$134,000
Sidepath	E Montview Blvd	Central Park Blvd	Fitzsimons Pkwy	2.93	\$1,466,000
Sidepath	Fitzsimons Pkwy	Montview Blvd	13th Ave	0.8	\$400,000
Sidepath	Lowell Blvd	W 97th Ave	Denver Boulder Turnpike	2.31	\$1,157,000
Sidepath	Welby Rd/ Devonshire Blvd	E 88th Ave	Niver Creek Trail	1.02	\$508,000
Sidepath	York St	Niver Creek Trail	South Platte Trail	2.08	\$1,040,000
Sidepath	Chambers Rd	E 40th Ave	Moncrieff Pl	0.71	\$251,000

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
Sidepath	E 120th Pkwy	Holly St	US-85	3.48	\$1,741,000
Sidepath	Chambers Rd	Montview Blvd	Colfax Ave	0.5	\$355,000
Trail	To Be Determined	Montview Blvd	Colfax Ave	0.73	\$4,449,000
Trail	To Be Determined	South Platte Trail	Pena Blvd	12.38	\$3,434,000
Trail	Westerly Creek Trail	E 26th Ave	Montview Blvd	0.55	\$1,086,000

**TABLE 8.5:** TIER 2 PRIORITIZED BICYCLE PROJECTS - MEDIUM-TERM 2030-2040

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
On-Street	Clear Creek - Federal Station	Clear Creek Trail	Clear Creek - Federal Station	0.17	\$21,000
Sidepath	E 120th Ave	US-85	High Plains Pkwy	3.55	\$276,000
Sidepath	Washington St	Washington Center Pkwy	120th Ave	0.36	\$138,000
On-Street	E 120th Ave	High Plains Pkwy	Imboden Rd	10.99	\$1,364,000
On-Street	E 66th Ave	Washington St	York St	1.00	\$124,000
On-Street	Sable Blvd	Bromley Ln	E-470	3.01	\$374,000
On-Street	W 55th Pl/W 56th Ave	Julian St	Pecos St	1.44	\$179,000
Sidepath	E 120th Ave	Sheridan Blvd	Federal Blvd	0.55	\$1,775,000
Sidepath	Washington St	E 104th Ave	E 102nd Ave	0.28	\$182,000
Trail	To Be Determined	Chambers Rd	120th Ave	5.29	\$24,226,000
Trail	To Be Determined	Adams County Boundary	56th Ave	2.27	\$1,429,000
On-Street	E 124th Ave	Park Blvd	Sable Blvd	3.10	\$385,000
On-Street	Jordan Dr	Zuni St	W 70th Ave	0.56	\$70,000
On-Street	N Imboden Rd	US-6	Colfax Ave	24.38	\$3,027,000

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
On-Street	Zuni St	W 59th Pl	W 52nd Ave	0.75	\$228,000
Sidepath	S 4th Ave/Sable Blvd	Bromley Ln	144th Ave	0.99	\$493,000
Trail	Little Dry Creek Trail Spur	Little Dry Creek Trail	Midtown	0.02	\$50,000
On-Street	Colorado Blvd	141st Ave	CO-7	2.27	\$282,000
On-Street	E 112th Ave	Peoria St	Picadilly Rd	5.99	\$744,000
On-Street	E 144th Ave	Brighton Rd	27th Ave	2.70	\$336,000
Sidepath	So. Platte River Trail	Adams County Boundary	Smith Park	0.77	\$386,000
Sidepath	US-6	E 152nd Ave	Eagle Blvd	1.45	\$723,000
Trail	So. Platte River Trail	South of 120th Ave	124th Ave	0.76	\$1,513,000
On-Street	E 136th Ave	Monaco St	Riverdale Rd	2.19	\$272,000
On-Street	E 56th Ave	E-470	West Sand Creek	13.07	\$1,623,000
On-Street	US-36	Imboden Rd	Monroe St	14.45	\$1,794,000
On-Street	W 115th Ave	Sheridan Blvd	Wolff St	0.27	\$33,000
Sidepath	E Colfax Ave	Himalaya Rd	E-470	1.93	\$218,000
Sidepath	E Colfax Ave	Espana St	Himalaya Rd	0.44	\$963,000
Sidepath	E-470 Trail	South Platte Trail	Second Creek Trail	2.56	\$745,000
Trail	Little Dry Creek Trail Spur	Little Dry Creek Trail	Midtown	0.03	\$37,000
Trail	So. Platte River Trail	North of 144th Ave	South of Bromley Ln	1.05	\$1,501,000
Trail	To Be Determined	E 168th	E-470	1.75	\$2,317,000

**TABLE 8.6: TIER 3 PRIORITIZED BICYCLE PROJECTS - LONG-TERM 2040-2050**

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
On-Street	To Be Determined	Bromley Ln	E-470	3.10	\$385,000
Trail	First Creek Trail	E 38th Ave	Colfax Ave	2.71	\$5,299,000
Trail	So. Platte River Trail	120th Ave	104th Ave	2.13	\$2,050,000
Trail	So. Platte River Trail	South of 120th Pkwy	North of 120th Pkwy	0.42	\$4,175,000
Trail	To Be Determined	So. Platte River Trail	Brighton Rd	0.62	\$10,357,000
Trail	To Be Determined	120th Ave	E 112th Ave	1.18	\$1,218,000
Trail	To Be Determined	Brighton Rd	US-85	0.45	\$877,000
On-Street	CO-79	E 112th Ave	Palmer Ave	9.61	\$1,193,000
On-Street	E 38th Ave	Harback Rd	Kiowa Bennett Rd	3.00	\$373,000
On-Street	Holly St	E 160th Ave	E 144th Ave	1.99	\$246,000
On-Street	Manilla Rd	E 72nd Ave	Eisenhower Hwy	4.81	\$597,000
On-Street	Picadilly Rd	E 152nd Ave	E 122nd Ave	5.00	\$620,000
On-Street	S 50th Ave	E Southern St	Frontage Rd	0.41	\$51,000
On-Street	To Be Determined	E Southern St	E 152nd Ave	0.51	\$63,000
On-Street	Tower Rd	E Southern St	E 152nd Ave	0.48	\$59,000
Sidepath	Quivas St	W 136th Ave	End of Quivas St	0.30	\$148,000
Trail	So. Platte River Trail	North of E-470	North of 144th Ave	0.77	\$832,000
On-Street	E 132nd Ave	Second Creek Trail	US-6	2.61	\$325,000
On-Street	E 60th Ave	Dunkirk St	New Trail	0.69	\$85,000
On-Street	Monroe St	E 26th Ave	US-36	0.98	\$122,000
On-Street	Pecos St	W 152nd Ave	W 144th Ave	1.07	\$133,000
On-Street	Spruce Ave	Aspen St	Basil St	0.70	\$87,000

TYPE	FACILITY NAME	EXTENT	EXTENT	LENGTH (MI)	PLANNING LEVEL COST ESTIMATE
On-Street	Wagner St	E 24th Ave	US-36	0.82	\$102,000
Sidepath	E-470 Trail	East of Boston St	Fishing Is Fun Pond	1.46	\$531,000
Sidepath	E-470 Trail	Rail Tracks	Signal Ditch	1.06	\$772,000
Trail	So. Platte River Trail	Fishing Is Fund Pond	North of E-470	0.77	\$1,479,000
On-Street	E 132nd Ave	Barr Lake	Picadilly Rd	0.48	\$60,000
On-Street	E 88th Ave	Imboden Rd	Strasberg Rd	13.99	\$1,737,000
On-Street	Henderson Rd	Riverdale Rd	Park Blvd	0.39	\$49,000
On-Street	W 152nd Ave	Zuni St	Huron St	0.98	\$122,000
Sidepath	E-470 Trail	Signal Ditch	Quebec St	1.49	\$731,000
On-Street	E 144th Ave	Imboden Rd	Strasburg Rd	14.01	\$1,740,000
On-Street	Strasburg Rd	144th Ave	88th Ave	6.97	\$866,000
On-Street	W 149th Ave	Zuni St	Huron St	0.98	\$122,000
Sidepath	E-470 Trail	Quebec St	East of Boston St	1.54	\$1,279,000



## 8.1.2 - OVERVIEW OF TOOLS FOR IMPLEMENTATION

Achieving the safety and mobility goals of the Transportation Master Plan will require ongoing funding for project implementation over the next two decades. A short-term emphasis on funding and building the multimodal transportation network, especially over the next five years, will be critical to slow the rate of crashes, accommodate the changing travel needs of new business and residents, and maintain economic vitality. Over the next five years the following are steps that should be taken by staff, the community, and elected officials.

### 8.1.2.1 - Phasing

Although most projects are listed in this plan as a single project, Adams County and relevant municipalities should consider the phasing of projects, as appropriate. Projects can be completed in segments if deemed appropriate. This desire to implement projects in a phased approach may arise if there are opportunities through partnerships, funding sources, repaving schedules, or changes in project needs. For example, a grant specific for active transportation may fund the bicycle and pedestrian components of a multimodal project but not the roadway components.

### 8.1.2.2 - Pursue New Internal and External Funding Sources

Additional local funding will be required to maintain older

transportation infrastructure that will be passed on to future generations. A list of the current funding sources and possible new external funding sources for projects is outlined in this chapter. It will be critical for the County to expand the use of grant funding through additional resources and to strategically consider the best opportunities for the investment in completing grant applications. A critical step in obtaining external grants is having a Transportation Master Plan and project priorities that are supported by the community and elected officials. It will be critical to have the projects “shovel ready” so that the funding can be used for implementation. In most cases the list of external funding sources requires local matching funds of up to 30%.

### 8.1.2.3 - Partner With New Development to Implement Multimodal Network

Given the number of neighboring jurisdictions and governing bodies in the northern Colorado region, coordinating between and within various municipalities and departments is especially important. Ensuring the right stakeholders are at the table during the planning and design phases of a project will be important to ensure: the project scope encompasses the needs of all users; all available funding sources are being leveraged; and project implementation is coordinated with other related efforts. Over the next five years, on-going development in Adams County will present



opportunities to co-fund multimodal transportation projects. Some of the projects might be in new development areas that allow Adams County to complete missing trail links, or in already developed areas where upgrades to existing infrastructure allow for new multimodal enhancements.

### 8.1.3 - KEY IMPLEMENTATION GROUPS / AGENCIES

Coordinating within the County is equally as important. For example, if a proposed project includes restriping a roadway to add bicycle lanes, being aware of the repaving schedule will allow the leveraging of funds to implement the project in a much more cost-effective manner. Adams County should coordinate both internally and externally to implement proposed projects in a manner that ensures efficiency, potential cost savings, and the most effective long-term solutions. The Public Works Department should coordinate with the Parks, Open Space & Cultural Arts Department and the Community & Economic Development Department. Coordination can help ensure there is a seamless connection between transportation facilities and trails, new development, and other investments in the right-of-way. The County should also coordinate with external partners including the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), Denver

Regional Council of Governments (DRCOG), Smart Commute Metro North, Adams County Council of Governments Subregional Forum (ADCOG), and local incorporated jurisdictions. This collaboration will allow for a seamless travel experience for users across the region, opportunities to leverage funding sources, and consistency with future planning efforts.

---

## 8.2 - MONITORING PROGRESS

Monitoring Adams County in achieving the Transportation Master Plan's goals is an important way of evaluating current success, modifying the path forward, and building momentum and support within the community. **Table 8.7** lists each of the eleven transportation goals and performance measures for each goal. This monitoring table should be completed by Adams County staff on an annual basis. Performance measures are intended to track the effectiveness of the implementation of recommendations towards the County's goals introduced in Phase 1 (**Appendix A**). These performance measures also will enable County staff to communicate outcomes of the transportation system changes in future years and can be used on a continuous basis for evaluation of the proposed recommendations.

**TABLE 8.7: ADVANCING ADAMS TRANSPORTATION PERFORMANCE MEASURES**

TOPIC	PERFORMANCE MEASURE	METRIC
Safety	Reduce the number of fatal and severe injury collisions	Number of crashes year over year
	Reduce the number of bicycle/pedestrian-related collisions	Number of crashes year over year
	Reduce the annual crash rate (number of crashes/volume or VMT) on key corridors or County-wide	Crashes per 1,000 vehicles year over year (use the same corridors each year)
Transportation options for all ages and abilities	Implement low stress, connected bicycle facilities	Miles of bicycle facilities implemented, per <b>Chapter 5</b> bicycle network
	Complete sidewalk gaps and ensure pedestrian facilities are ADA compliant	Miles of sidewalk gaps filled, per <b>Chapter 4</b> sidewalk prioritization
	Employee and resident participation in Transportation Demand Management programs/strategies	Reporting through program participants
	Increase awareness of the availability and benefits of alternative transportation options (walking, biking, transit)	Mode split (through American Community Survey, local survey data, or DRCOG Focus Model)
	Prioritize first and last mile connections to commuter rail stations	Miles of bicycle and pedestrian facilities implemented within a 1-mile buffer of stations
	Provide transportation options where the older population can age in place, when driving is no longer an option	New transit or human service provider options implemented
Access to trails for recreation and transportation	Implement bicycle and pedestrian facilities that connect to trails and trailheads	Miles of bicycle and pedestrian facilities implemented within a 1/2-mile buffer of trail access point
Upgrade and maintain rural roadway network	Implement the prioritization system for paving rural roadways that reflects a balance of access and maintenance costs	Number of times rural road prioritization process applied

TOPIC	PERFORMANCE MEASURE	METRIC
Sustainability	Reduce vehicle miles traveled (VMT) per capita	VMT per capita of unincorporated population per DRCOG Focus Model outputs
	Reduce single occupancy vehicle mode split	Mode split (through American Community Survey, local survey data, or DRCOG Focus Model)
Align transportation and land use	Increase density and mix-uses along transit corridors	Per success of Comprehensive Plan implementation
	Implement planned Transit Oriented Developments	Per success of Comprehensive Plan implementation
	Continue to identify policy, regulations and locations that support the transit center concept and TODs	Per success of Comprehensive Plan implementation
Regional connectivity	Leverage partnerships with local jurisdictions and neighboring communities to implement projects that cross boundaries and create a consistent experience for users	Number of collaborative cross-boundary efforts
Freight	Plan for an intermodal freight hub	Tracking of establishment data-- employment data collected by NAICS code
Travel reliability	Travel time along major corridors in both the peak and non-peak hours remains consistent each year	Using BlueToad, Streetlight or Inrix data, compare minutes/mile along the same key corridors each year
Equity	Ensure investments are made in areas of the County with more vulnerable populations	Number of investments in CDC High Vulnerability census tracts (.75-1) (See Comprehensive Plan Existing Conditions and Opportunities Report (Phase I)Map 6)
Innovation	Implement partnership, technology or policy that leverages innovation to improve mobility	Number of new partnerships, technologies or policies
	Conduct temporary pilot projects that test out new technologies and providers	Number of pilot projects
	Identify innovative opportunities through this Plan (e.g., signage, ITS, counts, signalization, Big Data)	Number of new innovative opportunities having seen progress



**J-J STORAGE**  
MINI STORAGE  
TRUCKS - BOATS - RV'S  
CALL - 289-9845

**STORAGE**

---

## 8.3 - FUNDING

There are a variety of funding measures that Adams County, in partnership with its local municipalities, can pursue to support the implementation and operations of innovative transportation programs and services. The funding landscape is competitive and often requires County departments to enter the planning phase having considered grant requirements and opportunities to position the County for successful grant applications. Identifying project priorities in a Transportation Master Plan that are supported by the community and elected officials, and will help meet anticipated travel demand, is a critical step in obtaining external grants. An initial step for implementing the Transportation Master Plan can be the further study and design needed to bring high priority projects from the concept level to the “shovel ready” level in order to demonstrate to potential funders that an award would go directly towards project implementation. In most cases, the list of external funding sources featured in this chapter requires local matching funds.

Funding sources will continue to change between now and 2040, but this section identifies grant and funding streams available as of October 2021. Descriptions of grant opportunities come from federal, state, and regional sources.

### 8.3.1 - FEDERAL GRANTS

There are a variety of grants that could be used to fund innovative programs and services.

#### **Federal Highway Safety Improvement Program (HSIP):**

Eligible projects in this category include improvements or corrections to safety issues on any local or regional public roads and trails or paths. Funded activities must be consistent with Colorado’s Strategic Highway Safety Plan. Projects are selected competitively through CDOT.

#### **USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD and TIGER):**

Since 2009, USDOT has distributed grants for planning and capital investments in surface transportation infrastructure. Grants are awarded on a competitive basis for projects that will have a significant local or regional impact. RAISE funding can support roads, bridges, transit, rail, ports, or intermodal transportation.

#### **Infrastructure for Rebuilding American (INFRA):**

The FAST (Fixing America’s Surface Transportation) Act established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant



freight and highway projects that align with the program goals to improve safety, efficiency and reliability of freight; improve global competitiveness; reduce highway congestion; improve connectivity; and addressing growing demand for freight.

### **Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grants:**

In July 2020, the U.S. Department of Transportation's Federal Highway Administration (FHWA) published a Notice of Funding Opportunity (NOFO) for \$60 million in ATCMTD grants to fund new technologies that improve transportation efficiency and safety.

### **5310 Enhanced Mobility of Seniors and Individuals with Disabilities:**

This formula fund supports public transportation for seniors and individuals with disabilities by funding eligible capital, purchased service, and preventive maintenance projects for transportation providers. Eligible projects include vehicle purchases, passenger shelters, purchased services, preventive maintenance, travel training, marketing programs, development of centralized call centers, and other equipment that supports transportation to meet the special needs of seniors and individuals with disabilities. DRCOG administers 5310 funding for the Denver-Aurora Urbanized Area, which includes Adams County.

### **FTA Mobility On-Demand (MOD) Sandbox Program:**

The MOD program envisions a multimodal, integrated, automated, accessible, and connected transportation system in which personalized mobility is a key feature. The Sandbox Demonstration Program seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities such as integrated payment systems, decision support, and incentives for traveler choices.

### **Surface Transportation Block Grant:**

A formula grant distributed to states who then distribute it through discretionary grants. This grant primarily funds capital improvements.

### **Public Transportation Innovation Program:**

The program is a competitive grant process that provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. It funds research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation.

## 8.3.2 – STATE

### **CDOT Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER):**

This category includes safety-related projects, such as: asset management, transportation operations, intersection and interchange improvements, and shoulder and safety-related widening, and pedestrian and advanced by local governments and selected based on priority and data within CDOT Region 1.

### **Safe Routes to School (SRTS): This program was formed to:**

Enable and encourage children to walk and bike to school; make walking and biking safer and more appealing; facilitate planning development, and implementation of projects that improve safety, reduce traffic, fuel consumption, and air pollution around schools. There is no longer dedicated federal SRTS funding, but the Colorado SRTS program has been continued with state funding and a local agency match requirement. This is a competitive program where projects are screened by a statewide selection advisory committee.

### **Great Outdoors Colorado (GOCO):**

Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.

### **Regional Priorities Program (RPP):**

The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the Colorado Transportation Commission on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck vehicle miles traveled (VMT).

## 8.3.3 – REGIONAL

Metropolitan Planning: Federal funds are allocated to DRCOG to provide for a continuing, comprehensive, and cooperative (3C) transportation planning process in the region.

### **Multimodal Options Fund (MMOF):**

The legislation states that the Multimodal Options Fund should promote a “complete and integrated multimodal system” through objectives such as benefitting seniors, providing enhanced mobility for the disabled population, or providing safe routes to school. Local recipients are required to provide a match of project funding equal to the amount of the grant, with exemptions allowed. The current MMOF funding is available through June 30, 2023.



### **DRCOG Congestion Mitigation and Air Quality Improvement Program (CMAQ):**

The FAST (Fixing America’s Surface Transportation) Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Adams County is in non-attainment for 8-hour Ozone.

### **DRCOG Surface Transportation Block Grants:**

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

### **CDOT/DRCOG Transportation Alternatives (TA):**

Eligible projects for TA grants include planning or construction projects for on and off-road pedestrian and bicycle facilities, community

enhancement activities, and safe routes to schools. Projects are screened and selected by CDOT Region 1 and funds are awarded through a competitive process to local entities.

### **DRCOG Community Mobility Planning and Implementation (CMPI):**

The purpose of the CMPI set-aside is to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. The current program goals are to: Support diverse, livable communities; Support the development of connected urban centers and multimodal corridors; Support a transportation system that is well-connected and serves all modes of travel; Support healthy and active choices; Expand access to opportunity for residents of all ages, incomes, and abilities; and supports a transportation system that is safe, reliable, and well maintained.

### **Highway Users Tax Fund (HUTF):**

Revenues generated from the Road Safety Surcharge, Oversize Overweight Surcharge, Rental Car Surcharges, and late vehicle registration fees are credited to the Highway Users Tax Fund (HUTF) and distributed per statute to the Colorado Department of Transportation, counties, and municipalities.

### **Colorado Energy Office:**

Funding is available through HB21-1253 to local government proposed projects to support the development and construction of renewable and clean energy infrastructure in all areas of the state especially in communities in which renewable and clean energy infrastructure is sparse and with consideration to geographical diversity in these awards.

## **8.3.4 - LOCAL FUNDING**

While local funding is more limited, it is also feasible to supplement State and Federal funding options.

### **Adams County Road and Bridge Tax Fund:**

This fund accounts for the proceeds the County receives from the Adams County Road and Bridge sales tax of 0.50 percent. The Adams County Road and Bridge capital projects are managed by the Infrastructure Department.

### **Local Property Taxes:**

Funds generated by sales, use, specific ownership, and property taxes can be transferred to general funds or directed towards capital projects. These can either be permanent or a local option tax that is subject to voter approval. Community Partners Shared mobility programs could seek funding from large employers in Adams County or interested

community partners could contribute to mobility services as they serve their users and provide better access to their services, including Business Improvement Districts (BID), Front Range Community College, or local Urban Renewal Authorities. These local partners may gift funds to the program, or they could help to subsidize trips for their employees or students. The Lone Tree Link is a strong example of shared mobility funded in part by local partners.

### **Dedicated Sales Tax:**

Additional sales tax could be collected as the result of a County or citizen sponsored ballot initiative to collect sale tax for specific/dedicated uses for transportation related use. This can include funding for sustainability and resilience. This additional funding would be collected over a set amount of time and used to fund the included items.

### **Local Payroll Tax:**

It is an option to assess a local payroll tax on employers or employees. This can raise funds but can also burden low-income workers and may not have public support.

### **Farebox Revenue and Advertisements:**

These are direct revenues from fares for shared mobility programs or advertisements through transit or bike



share. Raising fees and fares would increase income from this source but may lead to decreased ridership and reduced mobility options for underserved populations. Increasing advertisement options could increase revenue from local sources.

### **Transportation Utility Fees:**

Transportation utility fees are a financing mechanism that treats the transportation system like a utility in which residents and businesses pay fees based on their use of the transportation system rather than taxes based on the value of property they occupy. The fees are not subject to voter approval and are based on the number of trips generated by different land uses. They are enacted on property owners and renters alike, paid on an ongoing monthly basis.

Other funding options that could be considered with further analysis are parking fees, private sources, transportation impact fees, fuel taxes, bond measures, and special assessments.

---

## **8.4 - CONCLUSION**

The Adams County Transportation Master Plan is a long-term transportation and mobility plan that will serve as a guide for the County as growth continues to occur. Many projects, programs, policies, and studies are recommended for all modes of transportation (vehicle, transit, bikes, walking, wheeling, and travel by horse) to help maintain or improve the quality of life for the County's residents. Creating a plan far in advance provides the County with a blueprint to support funding requests for implementing recommendations, as well as guidance for right-of-way preservation to ensure sufficient roadway capacity as well as curb space for transit stops and stations and safe pedestrian and bicycle facilities. In the future, new forces and emerging technologies will impact Adams County and most communities around the globe. Examples of these include telecommuting, microtransit, electric vehicles, autonomous vehicles, and many others that will present challenges but also opportunities to better serve communities. As these continue to appear, growth continues to occur, and as projects are implemented, the Monitoring Table included in this chapter will help the County track the success of the plan or make adjustments and modifications if plan goals are not being achieved.