



Town Council
Tuesday, April 23, 2024
Public Meeting Room / Eagle Town Hall
200 Broadway Eagle, CO

*This agenda and the meetings can be viewed at www.Townofeagle.org.
Times listed are approximate and are subject to change.*

TOWN COUNCIL MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION *This will be an in-person meeting using Teams. Please note: All participants must remain muted until they are requested to speak. This will reduce background noise disruptions to the meeting attendees. When it's your turn to speak, you will have three (3) minutes for public comment. PUBLIC COMMENTS: If you are unable to attend, public comments regarding any items on this agenda can be submitted to Jenny Rakow, Town Clerk, and will be included as part of the record. For technical difficulties, please email jenny.rakow@townofeagle.org and we will do our best to assist you.*

1. **Microsoft Teams meeting**

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 210 981 059 849

Passcode: UuWhN4

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 469-770-0416,,111256605#](#) United States, Dallas

Phone Conference ID: 111 256 605#

CALL TO ORDER - 6:00 PM

ROLL CALL

ADOPTION OF AGENDA *Opportunity for amendment or deletions to the agenda.*

PUBLIC COMMENT *Citizen public comment offers an opportunity for citizens to express opinions or ask questions regarding town services, policies, or other matters of community concern, and any items that are not on the agenda. Please attempt to keep comments to three (3) minutes; time limits are established to provide efficiency in the conduct of the meeting and to allow equal opportunity for everyone wishing to speak. When appropriate, any questions by the public during public comment will be followed up on by the Town Manager and Town staff. Those who are speaking are requested to state their name and address for the record.*

PRESENTATIONS - 6:05 PM *Prescheduled presentations from the public are limited to 5 minutes. Invited presentations are limited to 10 minutes. Prior arrangements for presentations are made with the Town Clerk.*

1. Eagle River Park Coalition

CONSENT AGENDA - 6:15 PM *Consent agenda items are routine Town business, items that have received clear direction previously from the council, final land-use file documents after the public hearing has been closed, or which do not require council deliberation.*

1. Minutes - April 9, 2024

2. Resolution 27, Series 2024 "A Resolution of the Town Council of the Town of Eagle, Colorado Authorizing the Mayor to Execute a Professional Services Agreement for the Town of Eagle Comprehensive Safety Action Plan"
3. Resolution 28, Series 2024 "A Resolution of the Town Council of the Town of Eagle Colorado Approving the Holy Cross Energy Relocate Service Agreements for the Eagle Pool Replacement Project."

STAFF REPORTS *The Town Manager and department staff prepare and provide internal updates to the council.*

1. Town Manager Update

COUNCIL DISCUSSION AND FUTURE AGENDA ITEMS - 6:20 PM *Council will use this time to propose future agenda items, provide updates on Council Committees, and address general discussion items.*

EXECUTIVE SESSION - 6:25 PM

1. An executive session to receive legal advice from the Town attorney and special counsel pursuant to CRS 24-6-402(4)(b) and to determine positions relative to matters that may be subject to negotiations, develop a strategy for negotiations, and/or instruct negotiators pursuant CRS 24-6-402(4)(e) regarding the West Eagle Annexation.
2. And further move to adjourn the regular meeting at the conclusion of the executive session.

ADJOURN - 6:40 PM

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.



Jenny Rakow, CMC
Town Clerk

PUBLIC WIFI – Eagle Guest

EAGLE RIVER PARK COALITION



INTRO TO OUR NEW GROUP AND PROPOSAL FOR RIVER-WAVE
IMPROVEMENT FEASIBILITY STUDIES



WHO WE ARE

- Newly formed 501(c)(3) in 2024
- Board of directors:
 - Jon Christensen
 - Matt Daley
 - Jimmy DeLong
 - Yuri Kostick
 - Jerry Oliver
 - Farnham St John
 - Lachie Thomas
 - Adam Palmer, Honorary Member
- All long term Eagle residents and regular river park users

(Apologies for any confusion regarding the name similarity with Eagle River Coalition)

ERPC'S PRIMARY OBJECTIVE:

Improve in-river features for waves
A more fun, longer lasting, and safer park



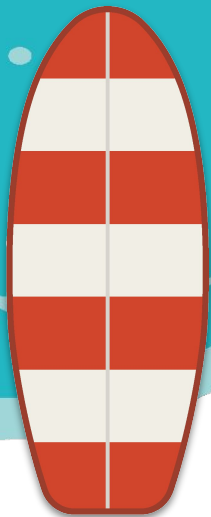
Inspiration drawn from successful projects in Salida and Denver's River Run Park.



Long-term goals:
Enhance park features for all users.

- Beginner surfers
- Tubers
- Kayakers

BENEFITS



RIVER SURFING:

A growing trend across the western United States bolstering spring and summer tourism in mountain towns
Examples: Boise, Montrose, and Salida.



ECONOMIC IMPACT OF RIVER SURFING:

Salida Hotels and Food - Sales Tax up 9% from 2022 to 2023 (May to August)

Salida Real Estate Rentals - Sales Tax up 9.25% from 2022 to 2023 (May to August)

Source <https://www.cityofsalida.com/finance/page/sales-tax-collections>



ENHANCING EAGLE RIVER PARK'S RIVER SURFING FEATURES CAN POTENTIALLY:

Attract more visitors to the area

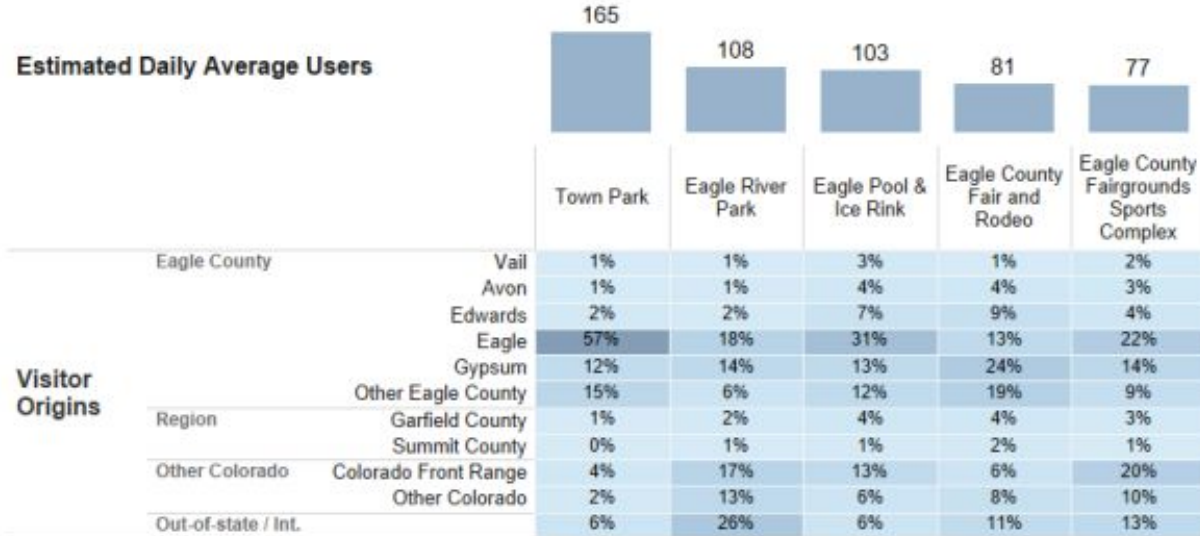
Boost local economy

Establish Eagle as a premier river destination

ERP IS IMPORTANT FOR EAGLE

Figure 25. Daily Average Users of Parks and Facilities

Parks & Selected Other Locations



- Table shows ERP is the second most visited park in Eagle. Most visitors are out of town.
- Dedicated Funding generated by 0.5% of the Eagle Sales Tax.



NEXT STEPS

Rapid blocs - Advice received recently says these can only be installed on below average snow years.

Collaborate with Recreation Engineering and Planning (Scout Wave, Salida) and McLaughlin Whitewater (River Run Park, Denver) for feasibility studies at Eagle River Park.

- Request for Town Council's financial support
- Full or partial funding of the feasibility studies
- Total cost: \$12,000

Invitation for partnership in improving the Eagle River Park.

THANK YOU

Eagle River Park Coalition

PO Box 1506

Eagle, CO 81631

www.eagleriverpark.org/

Cya in the Water!





MEETING MINUTES
Town Council
Tuesday, April 9, 2024
Public Meeting Room / Eagle Town Hall
200 Broadway Eagle, CO

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TOWN COUNCIL MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION *This was an in-person meeting using Teams.*

CALL TO ORDER - 6:00 PM

Mayor Turnipseed called the meeting to order at 6:00 p.m.

ROLL CALL

COUNCIL MEMBERS PRESENT

Mikel Kerst, Scott Turnipseed, Ellen Bodenhemier,
Geoffrey Grimmer, Nick Sunday, Jamie Woodworth
Foral, Bryan Woods

COUNCIL MEMBERS ABSENT

-

STAFF PRESENT

Larry Pardee, Town Manager
Melissa Daruna, Assistant Town Manager
Matt Mire, Town Attorney
Jill Kane, Finance Director/Treasurer
Tom Gosiorowski, Public Works Director
Peyton Heitzman, Planner
Molly Furtado, Special Events Manager
Cliff Simonton, Interim Community Development Director
Sydney Dynek, Planner
Jamie Wilson, Communications & Marketing Specialist
Kira Koppel, Sustainability Specialist
Kevin Aoki, Information Technology Manager
Carrie Buhlman, Interim Police Chief

ADOPTION OF AGENDA

MOTION: Council Member Nick Sunday motioned to approve the agenda as presented. The motion was seconded and passed with a vote of 7 in favor (Turnipseed, Kerst, Bodenhemier, Grimmer, Sunday, Woodworth Foral, and Woods) and 0 opposed.

PUBLIC COMMENT

Matt Solomon, a resident of Eagle, informed the council he is running for the Holy Cross Energy board of directors.

CONSENT AGENDA

1. Minutes - March 26, 2024
2. Bill Pay - March 2024
3. Resolution 22, Series 2024, "A Resolution of the Town Council of the Town of Eagle, Colorado, Appointing

Members to the Town of Eagle Marketing and Events Committee"

4. Resolution 25, Series 2024, "A Resolution of the Town Council of the Town of Eagle, Colorado, approving a Revocable License Agreement with Eagle County BMX for maintenance and operation of the BMX track at the Haymaker Trailhead."
5. Proposed Letter of Support for Stone Creek Charter School's USDA Funding
6. Request for Support for a Joint Resolution of the Board of Eagle County Commissioners Proclaiming May 2024 as Wildfire Preparedness Month
7. Proposed Letter of Support for West Vail Pass Auxiliary Lane Project
8. Proposed Letter of Endorsement to FTA for Eagle Valley Transportation Authority's Grant Request for Low or No Emission Vehicle Program
MOTION: Council Member Mikel Kerst motioned to approve the agenda as presented. The motion was seconded and passed with a vote of 7 in favor (Turnipseed, Kerst, Bodenhemier, Grimmer, Sunday, Woodworth Foral, and Woods) and 0 opposed.

STAFF REPORTS

1. Town Manager Update
Larry Pardee updated the council he met with the River Park group and asked them to provide a brief presentation to the council at an upcoming meeting. Also, discussions have taken place on development ideas for East Eagle and discussions with Haymeadow continue, with potential ideas presented to the council in May of this year.
2. Department Update
Council comments: inquired if it is possible to get yard waste added to the residential compost. Kira will continue conversations with Vail Honeywagon.

BUSINESS ITEMS

1. Town of Eagle Grant and Sponsorship Opportunities
Melissa Durana presented this item. This request intends to gather feedback to create a streamlined process for programs that are requesting grants.

Council comments: the annual Fall process coinciding with the budget is functional for the council and working well for staff. Discussion on accountability reporting from applicants on their funding. Consensus that MEAC does a good job vetting the applications and recommending awards. Staff will continue to bring reallocations of event funding to the council for approval. The council also requested incremental increases to the grants as deemed appropriate by staff. Further discussion was requested on ensuring that MEAC and Council's goals are aligned with the process for budget requests.
2. PUBLIC HEARING: 2024 Budget - Supplemental Appropriation Proposal
Jill Kane presented this item. Council was updated on specific projects that will be added to the supplemental for review at the next meeting.

Council comments: requested staff to prepare an update on first quarter financials for the budget. The council is interested in capital project updates to assess the reality of projects and timelines. It was suggested to add this

discussion to the EVTA work session on May 2nd.

Further discussion was had on dog park improvements. Staff requested direction on the funding. Currently, there is no commitment to partnerships for improvements. It was requested that OSRAC be involved to determine how to use the funding since the dog park is on open space property. Staff indicated that community input is needed to determine priorities.

3. Resolution 24, Series 2024 "A Resolution of the Town Council of Eagle, Colorado Appointing Four Members to the Town of Eagle's Planning and Zoning Commission"

Denise Cardoza presented this item.

MOTION: Council Member Bryan Woods motioned to approve the agenda as presented. The motion was seconded and passed with a vote of 7 in favor (Turnipseed, Kerst, Bodenhemier, Grimmer, Sunday, Woodworth Foral, and Woods) and 0 opposed.

COUNCIL DISCUSSION AND FUTURE AGENDA ITEMS

Council member Nick Sunday EVTA – a new name will be announced soon.

Mayor Scott Turnipseed briefed the council on the retreat this Friday with facilitator Gary Sutor.

ADJOURN - 6:50 PM

MOTION: Council Member Mikel Kerst motioned to approve the agenda as presented. The motion was seconded and passed with a vote of 7 in favor (Turnipseed, Kerst, Bodenhemier, Grimmer, Sunday, Woodworth Foral, and Woods) and 0 opposed.

Date:

Scott Turnipseed, Mayor

Jenny Rakow, CMC Town Clerk



To: Mayor Turnipseed and Town Council

From: Ryan Johnson P.E., Town Engineer

Date: April 16, 2024

Agenda Item: Resolution 27, Series 2024, "A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO AUTHORIZING THE MAYOR TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT FOR THE TOWN OF EAGLE COMPREHENSIVE SAFETY ACTION PLAN"

REQUEST: Authorization for the Mayor to execute the Professional Services Agreement for the Town of Eagle Comprehensive Safety Action Plan with KLJ Engineering Inc.

INTRODUCTION: In 2023 the Town applied for a Safe Streets For all Action Plan (SS4a) Grant for \$276,000 which is an 80/20 split between the Federal Highway Administration and the Town. The grant was awarded to the Town and a grant agreement was executed on 3/1/2024. The town developed and solicited a Request for Proposal for the transportation planning effort, which received seven (7) responses from prospective consultants. KLJ's approach to the project is recommended by staff.

The Safe Streets for all Action Plan have the following components.

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

ANALYSIS: The Town is a growing community, and as growth continues transportation safety will continue to be an increasing concern. KLJ's approach that analyzes existing traffic patterns, analyses existing crash documentation, and looks at future growth in traffic positions this plan to be a valuable resource for the town. The Safe Streets for all Grant funding stream requires an Action Plan prior to submitting for implementation grants with would apply to projects recommended in the plan.

COMMUNITY INPUT: This project requires a stakeholder group that will help guide the development of the plan. Additionally, there is a community engagement component to elicit feedback on safety issues related to transportation throughout town.

BUDGET / STAFF IMPACT: The \$276,000 was budgeted in the 2024 Annual Budget. No additional budgetary impact is anticipated. This project will require staff time assist in the development of the plan.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED: The Town of Eagle Comprehensive Safety Action Plan aligns with several Strategic Goals, but primarily the two listed below.

1. Match Infrastructure to Quality of Life
 - a. The plan will identify existing transportation related safety deficiencies in town.
 - b. The plan will identify a projects and other related efforts that will enhance transportation safety throughout the Town’s transportation network.
 - c. The plan will position the recommended projects for additional grant funding.
2. Strengthen Town Organization and Culture
 - a. The plan has a Leadership Commitment and Goal setting component that will strengthen the safety commitment by the Town.

RECOMMENDED ACTION OR PROPOSED MOTION: A motion to APPROVE Resolution 27, Series 2024, “A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO AUTHORIZING THE MAYOR TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT FOR THE TOWN OF EAGLE COMPREHENSIVE SAFETY ACTION PLAN”

ATTACHMENTS:

- Resolution 27, Series 2024
- Professional Services Agreement

TOWN OF EAGLE, COLORADO
RESOLUTION NO. 27
(Series of 2024)

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO
AUTHORIZING THE MAYOR TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT
FOR THE TOWN OF EAGLE COMPREHENSIVE SAFETY ACTION PLAN.

WHEREAS, the Town applied for and received grant funding from the Federal Highway Administration for the Safe Streets and Roads for All Action Plan.

WHEREAS, KLJ Engineering Inc. prepared a Request for Qualification and is recommended by the selection committee; and

WHEREAS, a Professional Services Agreement is drafted for this project; and

WHEREAS, the Town has appropriated funds in the 2024 budget for the purpose of this project; and

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO AS FOLLOWS:

1. The Town approves the Professional Services Agreement with KLJ engineering Inc.
2. The Town approves entering into a Professional Services Agreement for the project with KLJ Engineering Inc. and authorizes the Mayor to execute this contract.

INTRODUCED, READ, PASSED AND ADOPTED ON April 23, 2024.

TOWN OF EAGLE, COLORADO

Scott Turnipseed, Mayor

ATTEST:

Jenny Rakow, Town Clerk

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES (the "Agreement") is made and entered into this 23rd day of APRIL, 2024 (the "Effective Date"), by and between the Town of Eagle, a Colorado home rule municipality with an address of P.O. Box 609, Eagle, Colorado 81631 (the "Town") and KLJ Engineering Inc., with an address of 4585 Coleman Street, Bismarck, ND 58503-0431 ("Consultant ") (each a "Party" and collectively the "Parties").

WHEREAS, the Town requires professional services; and

WHEREAS, Consultant has held itself out to the Town as having the requisite experience to perform the required services.

NOW, THEREFORE, for the consideration hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

I. SCOPE OF SERVICES

A. Consultant shall furnish all labor and materials required for the complete and prompt execution and performance of all duties, obligations, and responsibilities which are described or reasonably implied from the Scope of Services set forth in **Exhibit A**, attached hereto and incorporated herein by this reference.

B. A change in the Scope of Services shall not be effective unless authorized as an amendment to this Agreement. If Consultant proceeds without such written authorization, Consultant shall be deemed to have waived any claim for additional compensation, including a claim based on the theory of unjust enrichment, quantum merit or implied contract. Except as expressly provided herein, no agent, employee, or representative of the Town is authorized to modify any term of this Agreement, either directly or implied by a course of action.

II. TERM AND TERMINATION

A. This Agreement shall commence on the Effective Date, and shall continue until Consultant completes the Scope of Services to the satisfaction of the Town, or until terminated as provided herein.

B. Either Party may terminate this Agreement upon 30 days' advance written notice. The Town shall pay Consultant for all work previously authorized and completed prior to the date of termination. If, however, Contractor has substantially or materially breached this Agreement, the Town shall have any remedy or right of set-off available at law and equity.

III. COMPENSATION

In consideration for the completion of the Scope of Services by Consultant, the Town shall pay Consultant **\$266,131.00**. This amount shall include all fees, costs and expenses incurred by Consultant, and no additional amounts shall be paid by the Town for such fees, costs and

expenses. Consultant may submit periodic invoices, which shall be paid by the Town within 30 days of receipt.

IV. RESPONSIBILITY

A. Consultant hereby warrants that it is qualified to assume the responsibilities and render the services described herein and has all requisite corporate authority and professional licenses in good standing, required by law. The work performed by Consultant shall be in accordance with generally accepted professional practices and the level of competency presently maintained by other practicing professional firms in the same or similar type of work in the applicable community. The work and services to be performed by Consultant hereunder shall be done in compliance with applicable laws, ordinances, rules and regulations.

B. The Town's review, approval or acceptance of, or payment for any services shall not be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

C. Because the Town has hired Consultant for its professional experience, Consultant agrees not to employ subcontractors to perform any work except as expressly set forth in the Scope of Services.

V. OWNERSHIP

Upon payment in full for services performed, any materials, items, and work specified in the Scope of Services, and any and all related documentation and materials provided or developed by Consultant shall be exclusively owned by the Town. Consultant expressly acknowledges and agrees that all work performed under the Scope of Services constitutes a "work made for hire." To the extent, if at all, that it does not constitute a "work made for hire," Consultant hereby transfers, sells, and assigns to the Town all of its right, title, and interest in such work. The Town may, with respect to all or any portion of such work, use, publish, display, reproduce, distribute, destroy, alter, retouch, modify, adapt, translate, or change such work without providing notice to or receiving consent from Contractor. Any files or data provided by Consultant to the Town for use on projects is intended for a specific project and/or location. Any reuse or modification of any data, files, or work product, without written permission of Consultant, is at the sole risk of the Town.

VI. INDEPENDENT CONTRACTOR

Consultant is an independent contractor. Notwithstanding any other provision of this Agreement, all personnel assigned by Consultant to perform work under the terms of this Agreement shall be, and remain at all times, employees or agents of Consultant for all purposes. Consultant shall make no representation that it is a Town employee for any purposes.

VII. INSURANCE

A. Consultant agrees to procure and maintain, at its own cost, a policy or policies of insurance sufficient to insure against all liability, claims, demands, and other obligations assumed by Consultant pursuant to this Agreement. At a minimum, Consultant shall procure and maintain, and shall cause any subcontractor to procure and maintain, the insurance coverages listed below, with forms and insurers acceptable to the Town.

1. Workers' Compensation insurance as required by law.
2. Commercial General Liability insurance with minimum combined single limits of \$1,000,000 each occurrence and \$2,000,000 general aggregate. The policy shall be applicable to all premises and operations, and shall include coverage for bodily injury, broad form property damage, personal injury (including coverage for contractual and employee acts), blanket contractual, products, and completed operations. The policy shall contain a severability of interests provision, and shall include the Town and the Town's officers, employees, and contractors as additional insureds. No additional insured endorsement shall contain any exclusion for bodily injury or property damage arising from completed operations.
3. Professional liability insurance with minimum limits of \$1,000,000 each claim and \$2,000,000 general aggregate.

B. Such insurance shall be in addition to any other insurance requirements imposed by law. The coverages afforded under the policies shall not be cancelled, terminated or materially changed without at least 30 days' prior written notice to the Town. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage. Any insurance carried by the Town, its officers, its employees, or its contractors shall be excess and not contributory insurance to that provided by Contractor. Contractor shall be solely responsible for any deductible losses under any policy.

C. Consultant shall provide to the Town a certificate of insurance showing the required policies are in full force and effect. The certificate shall identify this Agreement.

VIII. INDEMNIFICATION

A. Consultant agrees to indemnify and hold harmless the Town and its officers, insurers, volunteers, representative, employees, and assigns from and against all claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement if such injury, loss, or damage is caused in whole or in part by, the negligent act, omission, error, professional error, mistake, negligence, or other fault of Consultant, any subconsultant of Consultant, or any officer, employee, representative, or agent of Consultant, or which arise out of a worker's compensation

claim of any employee of Consultant or of any employee of any subcontractor of Consultant. Consultant's liability under this indemnification provision shall be to the fullest extent of, but shall not exceed, that amount represented by the degree or percentage of negligence or fault attributable to Consultant, any subcontractor of Consultant, or any officer, employee, representative, or agent of Consultant or of any subconsultant of Consultant.

B. If Consultant is providing architectural, engineering, surveying or other design services under this Agreement, the extent of Consultant's obligation to indemnify and hold harmless the Town may be determined only after Consultant's liability or fault has been determined by adjudication, alternative dispute resolution or otherwise resolved by mutual agreement between the Parties, as provided by C.R.S. § 13-50.5-102(8)(c).

IX. MISCELLANEOUS

A. *Governing Law and Venue.* This Agreement shall be governed by the laws of the State of Colorado, and any legal action concerning the provisions hereof shall be brought in Eagle County, Colorado.

B. *No Waiver.* Delays in enforcement or the waiver of any one or more defaults or breaches of this Agreement by the Town shall not constitute a waiver of any of the other terms or obligation of this Agreement.

C. *Integration.* This Agreement constitutes the entire agreement between the Parties, superseding all prior oral or written communications.

D. *Third Parties.* There are no intended third-party beneficiaries to this Agreement.

E. *Notice.* Any notice under this Agreement shall be in writing and shall be deemed sufficient when directly presented or sent prepaid, first-class United States Mail to the Party at the address set forth on the first page of this Agreement.

F. *Severability.* If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

G. *Modification.* This Agreement may only be modified upon written agreement of the Parties.

H. *Assignment.* Neither this Agreement nor any of the rights or obligations of the Parties hereto, shall be assigned by either Party without the written consent of the other.

I. *Governmental Immunity.* The Town and its officers, attorneys and employees are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities, and protections provided by the Colorado

Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended, or otherwise available to the Town and its officers, attorneys or employees.

J. *Rights and Remedies.* The rights and remedies of the Town under this Agreement are in addition to any other rights and remedies provided by law. The expiration of this Agreement shall in no way limit the Town's legal or equitable remedies, or the period in which such remedies may be asserted, for work negligently or defectively performed.

K. *Subject to Annual Appropriation.* Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year.

L. *Force Majeure.* No Party shall be in breach of this Agreement if such Party's failure to perform any of the duties under this Agreement is due to Force Majeure, which shall be defined as the inability to undertake or perform any of the duties under this Agreement due to acts of God, floods, storms, fires, sabotage, terrorist attack, strikes, riots, war, labor disputes, forces of nature, the authority and orders of government or pandemics.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

TOWN OF EAGLE

Scott Turnipseed, Mayor

ATTEST:

Jenny Rakow, Town Clerk

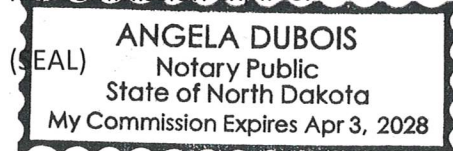
KLJ Engineering Inc.

Jon E Markusen

STATE OF NORTH DAKOTA)

Subscribed, sworn to and acknowledged before me this 18th day of April,
2024, by Jon E Markusen as Assoc. VP. of KLJ Engineering, LLC

My Commission expires:



Notary Public

EXHIBIT A
SCOPE OF SERVICES

Consultant's Duties

During the term of this Agreement, Consultant shall perform the following duties, as directed by the Town in accordance with:

1. Town of Eagle – Comprehensive Safety Action Plan Work Plan.; and
2. Eagle SS4a/Transportation Plan Detailed Fee Table; and
3. Request for Qualifications (RFQ) for the Safe Streets for All (SS4A) Action Plan

Consultant's Deliverables

In performance of the duties described above, Consultant shall deliver the following items to the Town, during the timeframes established by the Town:

1. Town of Eagle Comprehensive Safety Action Plan

Town of Eagle – Comprehensive Safety Action Plan

Work Plan

Task 1 – Project Management

Project Management and oversight of schedule, deliverables and budget will run the length of the project. Key elements of project management include:

- Monthly Project Management Team (PMT) meetings with key Town of Eagle staff.- Includes the preparation of meeting agendas, minutes, and any other supplemental meeting information, etc.
- Monthly invoicing and progress reporting- **Monthly invoicing will provide information to substantiate level of effort and cost.** Includes detailed documentation of individual project team members and their respective time on tasks and descriptions of work performed.
- Quality control and reviews of interim, draft, and final deliverables.

Task 2 – Data Collection and Existing/Base Conditions Analysis

Task 2 represents the bulk of data collection and analysis. Key elements include the following:

Data and document collection and review / Compile GIS transportation system database – KLJ will request and gather all pertinent project data and planning documents from the Town, County, State and other relevant stakeholder agencies. KLJ will compile a GIS database of the existing transportation network (all modes) and develop a transportation system profile of the existing transportation network and related features which will include:

- Existing Jurisdiction and Functional Class of Study Area Roadways
- Summary of Existing Traffic Data - Existing Traffic data will be collected (desktop) from the following sources and their respective currently available data sets and traffic planning documentation: Streetlight Data, CDOT, Eagle County, and the Town of Eagle, and include the following:
 - Intersection and segment AADT/volumes (StreetLight / CDOT)
 - Turning Movement Counts (StreetLight/Recent Traffic Studies)
 - Origin/Destination data (Streetlight)
- Pavement Conditions are available and will be provided by the Town of Eagle
- Five Year Crash Data Analysis / Summary of High Crash Locations, contributing factors & crash types
 - Crash Data will be collected from the CDOT Safety webpage located at: <https://www.codot.gov/safety/traffic-safety/data-analysis/crash-data>
- Summary of Existing/Available Freight, Truck, Rail, and Air Systems for the Study Area
- Summary of Bicycle and Pedestrian Systems in the Study Area- Bicycle and Pedestrian Facilities will be inventoried from existing planning documents (desktop) as well as existing available GIS data sets available from local, county, and state agencies. Gaps in current facility data will be collected via desktop and anecdotal information from Town of Eagle Staff and added manually to a bicycle and pedestrian geodatabase.
- Summary of Bridges and Culverts and current sufficiency ratings- Data to be collected from the National Bridge Inventory (NBI) database, and local, county, state agency data sources.

- Summary of Public Transportation Systems

Prepare Consistency and Relevancy Report / Transportation Safety Policy and Process Analysis – We will review and summarize existing Town of Eagle planning documents into a short consistency and relevancy report and related maps. This includes a review of policies, plans, and standards to identify opportunities to improve transportation safety. KLJ will analyze the Town’s existing transportation safety policies, albeit the limited safety policy that is currently available. KLJ will examine deficiencies and provide recommendations related to systematic and specific transportation SS4A safety policies.

Equity Analysis – KLJ will complete a comprehensive equity analysis which will utilize USDOT Justice 40 data sets, the ETC Explorer, and environmental justice data sets. The team will analyze any areas/neighborhoods of Eagle that may be considered “underserved” as defined in the Office of Management and Budget’s Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes the identified US Census tracts within the study area(s).

Safety Analysis – KLJ’s traffic and safety team will conduct a system-wide safety analysis to include updates of any new system-wide crash data (2018 to most current month of 2023 available data) to establish a baseline level of fatalities and serious injuries and process the data to assess patterns within locations, crash types and contributing factors, and any key demographic groups impacted by crashes. Analysis will include development of an understanding of specific safety needs such as high-risk features, needs of relevant road users, demographics of users, and other environmental influences on safety. All findings will be mapped and visualized.

Traffic Forecasting –KLJ will develop a blended approach of both micro and macro level travel forecasting to develop existing and forecasted travel demand to support the planning process. KLJ will deploy a two-step process:

- *StreetLight Data / Origin-Destination Analysis* – KLJ will purchase StreetLight data for the study area to validate existing conditions and quantify existing traffic volumes for the study area to calibrate existing counts to 2023 conditions. KLJ will also evaluate origin-destination (O/D) patterns to analyze existing and projected travel conditions of existing block groups. StreetLight data will provide the existing directional distributions of future development and distribute trips through the network based on existing O/D pairings.
- *Travel Forecasting* – KLJ will use PTV Vistro for factoring in existing volumes (Average Daily Traffic [ADT]), Institute of Transportation Engineers (ITE) Trip Generation based on both existing and new future land uses and provide future traffic operations analysis following Highway Capacity Manual (HCM) guidelines for arterial and collector roadways throughout the Town of Eagle study area. Once the base Vistro model is created, we will use the updated FLU Map and growth projections to populate the Vistro model and develop existing and projected conditions utilizing the Vistro scenario manager (build year to be determined).

Existing Conditions Report – The first deliverable is the Existing Conditions Report, which compiles all analysis completed in Task 2. The Existing Conditions Report will provide a concise and visually appealing summary of existing traffic and safety conditions and identify transportation safety improvement opportunities within the study area.

Task 3 – Public/Community Engagement

Task 3 will include several elements to support community and stakeholder engagement in the planning process. KLJ assumes our staff to be “on site” for all Task 3 meetings which include: up to six (6) committee meetings, both rounds of public input meetings, and the final Council work session.

Develop public engagement plan – Our team will prepare a public engagement plan that includes project branding, key messages, public engagement goals, activities, deliverables, and deadlines for the KLJ team and Town of Eagle to utilize throughout the project. The plan will include the development of a broad set of stakeholder groups, including those typically underrepresented in the planning process. The public engagement plan will be updated as needed throughout the planning process to respond to changing conditions.

Project Website/Social Media – Our team will build a project specific website, with a customized URL, to support the development of the Plan. An opportunity for virtual engagement, via survey tools such as Social Pinpoint, will be incorporated to solicit public input. This tool also creates a platform for the public to offer input in the case a resident is unable to attend other in-person public input meetings. The website will be updated throughout the project and serve as a portal for project materials, videos, and any potential surveys/interactive maps. Additionally, we will strategically utilize social media by developing graphics and content for use on the Town’s social media channels for each phase of public engagement. This will include content for targeted paid ads on Facebook. Our team will also produce up to four (4) short videos to be used at critical points in the plan development process for use on the project website and social media.

Project Steering/Community Advisory Committee – Our team will work with the Town to identify a broad set of stakeholders to provide input during the planning process and assist in moving forward with implementation. Our team will coordinate and facilitate up to six (6) meetings of the Comprehensive Transportation Action Plan Steering Committee in cooperation with staff from the Town of Eagle. Included in these six (6) meetings will be an in-person Kickoff meeting at the project’s onset. Meetings are envisioned to occur throughout the process to assist with ensuring planning activities meet SS4A guidance and to ensure there is focused leadership and commitment to the goal of zero roadway fatalities and serious injuries. Our team will work with the Town of Eagle to determine appropriate membership to the steering committee as well as specific content for these meetings.

Public Input Meetings- Our team will coordinate and facilitate (on-site) two phases of public input meetings for the project with each phase being discussed and coordinated with the Town of Eagle. Each phase includes an extensive online outreach effort through social and digital media coordinated directly with the Town of Eagle. Specific details for public input meetings will be outlined in the Public Engagement Plan which will be developed at the Project onset.

- *Phase 1*- Listening Sessions will be used to collect feedback on transportation and mobility needs, values, issues, and opportunities. These will consist of a series of interactive meetings and community engagement activities.
- *Phase 2*- An Open House/drop-in session will be used to share and obtain feedback on draft alternatives and solutions.
- **For residents unable to attend public input meetings, the project website and tool kits/survey (i.e., social pinpoint) will serve as a means of soliciting public input regarding improvements to transportation safety, mobility, etc.*

Town Council Work Session- Once a draft set of transportation safety recommendations have been developed, prior to releasing the full draft Plan, KLJ will facilitate a work session with Town Council to discuss key project findings and related recommendations. This will assist in ensuring consent from town leadership prior to seeking public input on the draft plan.

Task 4 – Safety Action Plan / Project Alternatives Development

Task 4 will consist of action plan identification / project development process. Inputs will be based on the Existing Conditions Analysis completed in Task 2 and public input collected in Task 3. KLJ will use a two-step process:

- *Step 1: Area-Wide Analysis* – The first step in the alternatives analysis involves identification of a series of area-wide issues and needs. Step 1 involves the collection of individual projects representing a system of identified concerns reflecting area-wide system needs and deficiencies. We will evaluate the cost-effectiveness of a series of system connectivity and corridor-level transportation options and alternatives and will use travel/safety forecasting methods and planning level cost estimates to understand project benefits and possible outcomes.
- *Step 2: Corridor Level Analysis* – Step 2 includes evaluating corridor level/high-risk location specific needs based on outputs of Step 1. Step 2 evaluates future transportation investment needs along a series of critical major corridors. Corridor level analysis drives development of a list of needed improvements to achieve improved safety, mobility, traffic operations, and “right-sizing” of facility capacity for major vehicular and non-motorized transportation corridors.

Deliverables will include the development of a comprehensive list of projects, policies, and strategies to address identified needs within the study area. These will be location-specific and systemic safety solutions to address safety concerns identified through the evaluation of data, public engagement feedback, best practices, and equity considerations. The list of projects will include already identified projects.

Task 5 – Project Prioritization

In Task 5 the team will use two primary inputs to evaluate and prioritize the comprehensive list of projects and strategies developed in Task 4. The evaluation criteria developed to assist with screening, prioritizing, and ranking projects will be derived from the series of existing/baseline conditions data sets developed in Task 2 in tandem with the Vision, Goals and Objectives inputs generated from Phase 1 of the public engagement process (Task 3). Priority considerations will also consider the availability of funding and partnership resources necessary to accomplish the identified project.

Vision, Goals, and Objectives – Following completion of Task 2 and Phase 1 of the public engagement process, KLJ will work with the Town of Eagle to develop the vision, goals, and objectives for the SS4A plan. These are an outgrowth of current goals, objectives, and policies, and a reflection of public and stakeholder input gathered in the current planning process.

Technical Screening- Each project, program, or policy will be vetted against system-wide safety and equity considerations, planning level benefit cost analysis, ability to address either existing or projected system deficiencies and/or gaps availability and timing of funding opportunities, and each project’s overall programming feasibility.

Task 6 – Performance Monitoring / Tracking

KLJ will provide a system-wide dashboard that can be updated annually by the Town of Eagle to track progress on plan implementation. The dashboard provides the means to ensure ongoing transparency with residents and other stakeholders on progress towards implementation of the plan. This starts by linking performance targets established in Task 5 to Existing Conditions established in Task 2. Performance monitoring links measurable goals

and objectives to improving safety and mobility while reducing/eliminating fatalities and serious injuries, reducing congestion, and improving multi-modal capacity and Level of Service (LOS).

Task 7 – Report Development

KLJ will develop an actionable Draft and Final Comprehensive Transportation Safety Action Plan. As a part of final deliverables, KLJ will provide recommendations and/or revisions to, or development of, new policies, plans, or standards appropriate to the plan and each unique safety and infrastructure improvement project resulting from the study. The draft and final report will include an anticipated plan for funding/implementation to support report recommendations. KLJ adheres to a one document approach that integrates and consolidates previous deliverables into the draft and final report format.

Fee

Task	Cost
Task 1 - Project Management	\$33,700.80
Task 2 - Existing Conditions	
Data Collection	\$9,197.00
Equity Analysis	\$9,601.60
Safety Analysis	\$23,881.60
Travel Forecasting	\$21,386.00
Existing Conditions Report	\$8,078.40
Task 3 - Public/Community Engagement	
Public Engagement Plan	\$7,221.60
Project Website/Social Media	\$4,392.80
Project Steering Committee	\$10,431.20
Public Input Meeting	\$14,518.00
Town Council Worksession	\$5,542.00
Task 4 - Alternatives/Project Development	
Area Wide Analysis	\$15,776.00
Corridor Level Analysis	\$31,579.20
Task 5 - Project Prioritization	
Vision Goals Objectives	\$6,072.40
Technical Screening	\$6,847.60
Task 6 - Performance Monitoring/Tracking	\$16,850.40
Task 7 - Report Development	\$17,054.40
Subtotal	\$242,131.00
Labor Cost	\$242,131
Direct Costs (Travel)	\$9,000
Direct Costs (StreetLight Data)	\$15,000
Total	\$266,131

[illegible]



Town of Eagle SS4A

Safety Action Plan

MARCH 2024



March 5, 2024
Ryan Johnson, Town Engineer
Ryan.johnson@townofeagle.org

RE: Request for Qualifications (RFQ) for the Safe Streets for All (SS4A)

Dear Ryan and the Selection Committee:

The Town of Eagle has an opportunity to develop a forward-looking long-range SS4A Action Plan. We were grateful to assist the Town in securing the funding for this project. Having recently completed strategic planning products for the communities of Eagle and Gypsum, KLJ Engineering (KLJ) has developed a deep understanding for the transportation safety and mobility opportunities facing the greater Eagle County area. We are excited to showcase our team of transportation planning, traffic safety, and public engagement experts who will lead the Town of Eagle through the development of this important study.

UNDERSTANDING PRIORITIES – Project Manager, **Wade Kline, PTP**, recently completed the Strategic Funding Roadmap for the Town of Eagle. Wade understands the range of transportation and safety-related investments facing the Town of Eagle. We will start from this framework as we work with the community to look more closely at the development of a SS4A Action Plan. Wade uses his local experience to lead Town staff and stakeholders in the process of identifying and planning a complete streets approach to the transportation system that will improve safety for all roadway users.

TECHNICAL LEADERSHIP – **Mark Powers, PE** will lead KLJ's traffic and safety analysis to identify safety and mobility issues for all users. Mark has specific safety experience including working with large stakeholder groups, identifying high benefit projects, and championing the pursuit of funding and project implementation. This philosophy has led to many successful KLJ-led projects throughout our service territory that have drastically decreased serious injuries and fatalities across the multimodal transportation spectrum. Our team has an equity and safety-focused process of identifying emerging crash trends and implementing policies and high-benefit projects to greatly improve multimodal safety.

HEAR EVERY VOICE – Engagement Lead, **Jamie Olson**, will manage a comprehensive public engagement program that listens to every voice. Traffic safety has been identified as an equity issue that demands to be addressed. People from low-income neighborhoods and zero-car households are more reliant on multimodal facilities and transit, and often live near less safe roadway corridors. Jamie will incorporate a comprehensive equity lens that integrates early equity review findings and, ultimately, help implement safety projects and policies in the Town of Eagle.

DEVELOPING A LONG-RANGE VISION – The Town of Eagle doesn't have a current Master Transportation/Traffic Plan. KLJ is dedicated to using a long-range planning approach for the development of the SS4A Action Plan for the Town of Eagle. **Ian Butler-Severson** will lead KLJ's planning team in the development of a long-range planning approach to develop the SS4A Action Plan for the Town of Eagle. Having recently authored a large share of your recent fiscal year (FY) 24 RAISE grant for Grand Avenue, Ian understands a range of significant mobility and safety issues across your community.

Sincerely,
KLJ Engineering

A handwritten signature in black ink that reads 'Wade S. Kline'.

Wade Kline, PTP
Project Manager

A handwritten signature in black ink that reads 'Mark Anderson'.

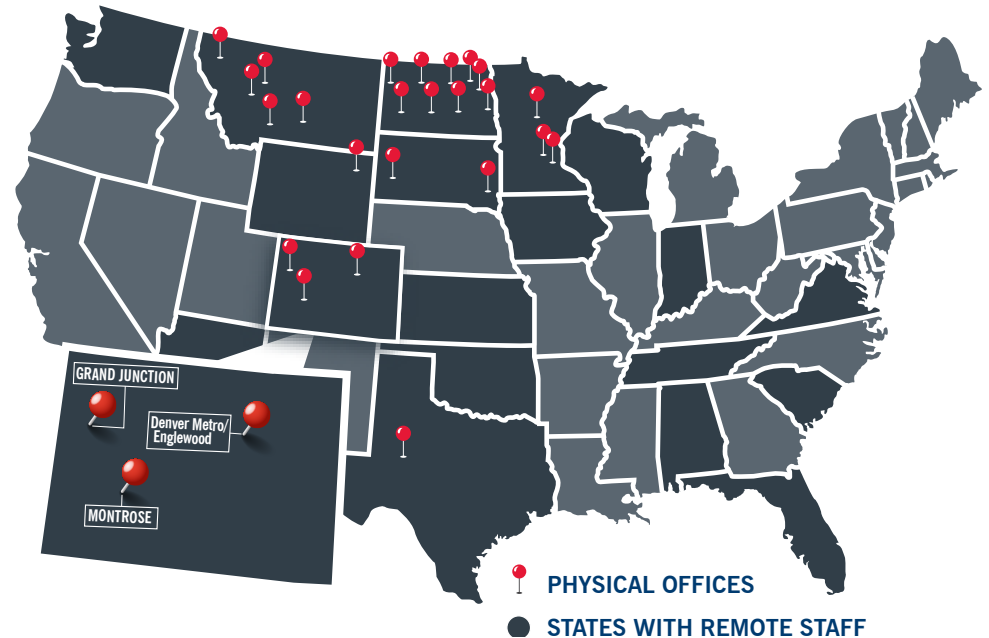
Mark Anderson, PE
Senior Vice President for Public Works
and Infrastructure

Firm Profile



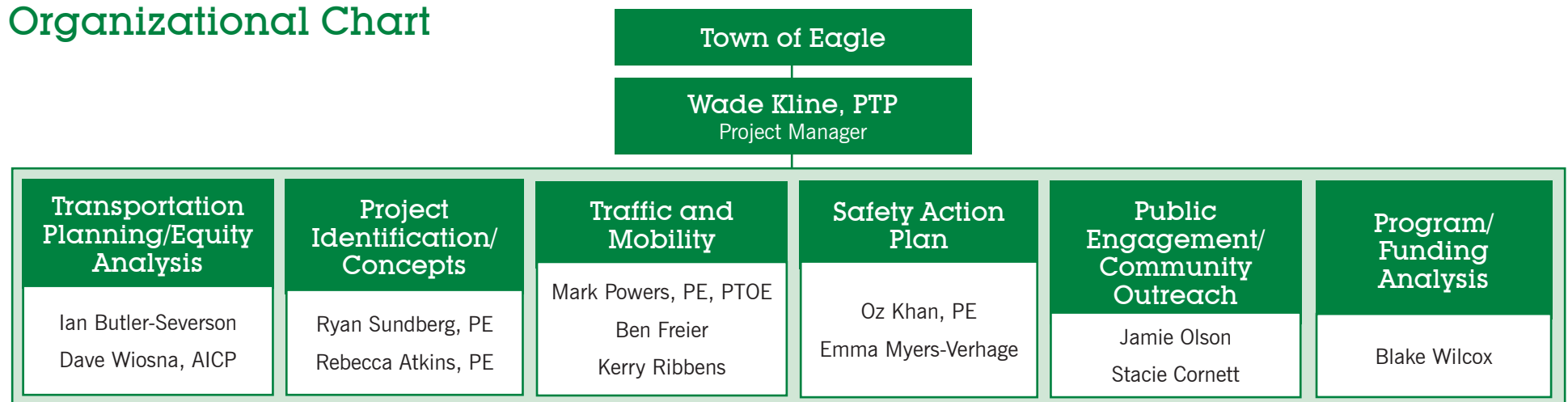
**AN
EXCEPTIONAL
EXPERIENCE**
EVERY PROJECT | EVERY TIME

KLJ Engineering (KLJ) has grown and expanded in Grand Junction since opening an office there in 2020 to a full-time staff of 15. Today, we have approximately 50 employees in Colorado. We bring local project management and multidiscipline expertise combined with national experts from our company-wide staff of 550 located in 24 offices across the upper Midwest, Rocky Mountain, and Southwest regions. We offer full project life-cycle services from planning, design, and construction to deliver all phases of a project. Our comprehensive services include civil, structural, and electrical engineering; survey and GIS; right-of-way (ROW); environmental and cultural resources; water/wastewater and water resources; grant writing; and public engagement to ease project management and discipline coordination.



Project Team Qualifications

Organizational Chart



Project Team Qualifications



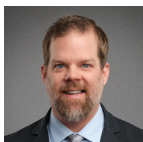
WADE KLINE, PTP | PROJECT MANAGER

Wade has 24 years of transportation planning experience. Over the past nine years, he has served as a private sector consultant, developing a variety of transportation planning and programming documents for a range of public sector client types, including cities, counties, and Metropolitan Planning Organizations (MPO). Wade excels at developing a range of long-range policy, planning, and programming tools. He has proven himself as an interdisciplinary leader and will see the Town of Eagle's Safe Street for All (SS4A) Action Plan through to completion. Wade's reputation as a consensus builder will be instrumental in the development and completion of agreed-to vision, strategy, and implementation plan for the Action Plan.



JAMIE OLSON | PUBLIC ENGAGEMENT/COMMUNITY OUTREACH

With 18 years of communications, marketing, and public relations experience, Jamie serves as communication and branding manager for KLJ's public engagement team. In this role, she brings a unique perspective combining strategic communication and creative public engagement. This includes building, implementing, and managing public engagement campaigns that are well branded and employ a variety of tools utilizing traditional and digital/virtual components to communicate transportation projects and programs to stakeholders and the public.



IAN BUTLER-SEVERSON | TRANSPORTATION PLANNING/EQUITY ANALYSIS

Ian has more than 10 years of combined planning and landscape architecture experience, having worked on various projects in more than a dozen US States including Hawaii, Alaska, and Puerto Rico. His focus areas of expertise include multimodal transportation planning, land use planning, Tribal Long Range Transportation Planning (LRTP), and park, trail, and open space planning and landscape architectural design. Additional areas of Ian's professional practice experience include federal facility and military installation area development plans, Tribal land use plans, and comprehensive plans. Ian is well versed in demographic analysis and grant writing, and holds a Graduate Certificate in Geographic Information Systems (GIS).



MARK POWERS, PE, PTOE | TRAFFIC AND MOBILITY

Mark has a diverse background in traffic engineering, having worked in academic research and private consulting. He specializes in traffic operations and safety analysis on both intersection studies and corridor

projects. Mark is an expert in multiple traffic modeling, capacity, and predictive safety software platforms, including Synchro, CORSIM, RODEL, HCS, and IHSDM.



BLAKE WILCOX | PROGRAM/FUNDING ANALYSIS

Blake has nine years of experience focusing on community engagement and building strong partnerships. He serves as a government specialist at KLJ and focuses on grant writing, funding tracking, and public engagement. Blake's experience and track record of government work positions him perfectly as he looks to further utilize those skills to lead stakeholder groups, analyze and research the appropriate funding mechanisms, and help our clients secure those resources.

DAVE WIOSNA, AICP | TRANSPORTATION PLANNING/EQUITY ANALYSIS

Dave is a planner with eight years of experience in transportation and community planning. He has worked on corridor studies, county transportation plans, LRTPs, transit plans, land use analysis, city and county comprehensive plans, hazard mitigation plans, Tribal transportation plans, and various GIS projects. Dave has extensive experience performing GIS analysis and has contributed to subsequent planning documents.

RYAN SUNDBERG, PE | PROJECT IDENTIFICATION/CONCEPTS

Ryan provides planning, preliminary design, and final design engineering services for a wide range of infrastructure projects. Applying this versatile skill set, he has gained more than 13 years of project experience and has provided tremendous support in designing with efficiency. His expertise is in roadway and intersection/roundabout geometric design and mobility integration.

REBECCA ATKINS, PE | PROJECT IDENTIFICATION/CONCEPTS

Rebecca is a licensed civil professional engineer in Colorado. She grew up on the Western Slope and is dedicated to helping local communities engineer solutions that improve the quality of life for their residents. Rebecca brings to the team more than 13 years of experience in land development and municipal projects.

BEN FREIER | TRAFFIC AND MOBILITY

Ben is a transportation engineer on KLJ's traffic team. He has experience in data collection and traffic operations in the upper Midwest. Ben has completed and coordinated data collection efforts in Colorado, Minnesota, North Dakota, South Dakota, and Montana.

Project Team Qualifications



KERRY RIBBENS | TRAFFIC AND MOBILITY

Kerry is an engineer in training with KLJ working on traffic and transportation projects in Western Colorado. He is a graduate of Colorado Mesa University and has spent his career working on projects in Grand Junction, Mesa County, and Western Colorado.

OZ KHAN, PE | SAFETY ACTION PLAN

Oz is a transportation engineer and planner with experience in traffic operations and safety studies, traffic impact studies, traffic forecasting, traffic modeling and simulation, L RTPs, GIS analysis, speed studies, Americans with Disabilities Act (ADA) compliance, pavement management, context-sensitive solutions, asset management, noise analysis, and advanced statistical analysis.

EMMA MYERS-VERHAGE | SAFETY ACTION PLAN

Emma is an Engineer in Training with more than three years of experience working on traffic engineering and planning projects. Her experience includes corridor studies, safety studies, traffic impact studies, traffic forecasting, multimodal planning, and speed studies. Emma has experience supporting both engineering and planning tasks for small town communities throughout KLJ's footprint.

STACIE CORNETT | PUBLIC ENGAGEMENT/COMMUNITY OUTREACH

Stacie has 24 years of experience providing graphic and layout services for KLJ. She provides a unified design for public-facing materials, such as graphics, presentations, posters, handouts, and postcards that also incorporates applicable client branding specifications.

Previous Projects Similar in Scope

✓ KALISPELL AREA TRANSPORTATION PLAN | KALISPELL, MT

KLJ worked with the City of Kalispell and the Montana Department of Transportation (MDT) on the development of the Kalispell Urban Area Transportation Plan. Titled "Move 2040", the plan is a 20-year transportation plan to support needed infrastructure to address rapid growth in the Flathead Valley. We completed the existing conditions, early public engagement, and needs identification phases. Move 2040 prioritized a list of safety-focused projects to improve multimodal mobility.

✓ WHITEFISH LONG RANGE TRANSPORTATION PLAN | WHITEFISH, MT

The City of Whitefish hired KLJ to provide updates to their existing transportation plan, which was last updated in 2010. KLJ reviewed numerous existing plans and initiatives developed to address a range of transportation, land use, and sustainability issues within the Whitefish community. It was evident that transportation demands placed on the community outpace existing and projected capacity. KLJ focused on developing a safety-orientated emphasis on several high-traffic corridors that served the Whitefish community. Other factors of consideration included multimodal opportunities and active

transportation gaps to assure the Whitefish 2040 Transportation Plan addressed the needs of all users. The final plan outlines short-range (1 to 5 years), mid-range (6 to 10 years), and long-range (11 to 20 years) plans for the community to prioritize.

✓ COLUMBIA FALLS TRANSPORTATION PLAN | COLUMBIA FALLS, MT

The Columbia Falls Urban Area Transportation Plan was designed to guide transportation planning activities by setting forth direction and strategies to help shape the City's and region's transportation network through the year 2040. It considers all modes of transportation, including driving, walking, bicycling, transit, rail, and air to create a consolidated vision for the future. The Area Transportation Plan was developed through a collaborative approach involving stakeholders, agency partners, and community members, and maps the development of the transportation system using the community's goals and priorities as a foundation. The Columbia Falls Urban Area Transportation Plan represents a collaborative effort to refine the vision of the region's transportation network and identify a coordinated set of multimodal projects to achieve this future.

Previous Projects Similar in Scope



✓ DELL RAPIDS BIKE/PEDESTRIAN SAFETY STUDY | DELL RAPIDS, SD

KLJ led existing conditions and public engagement efforts to respond to public concerns regarding bicyclist and pedestrian safety concerns after an unfortunate tragedy occurred. The safety study examined historical crash data throughout the city and reviewed concerns brought forth from public input. The analysis revealed several locations throughout the city where specific improvements could bring on potential safety improvements. The study also provided a low level Benefit Cost Analysis (BCA) for general improvements that could be implemented throughout the city to help promote safe walkability and bikeability.

✓ BISMARCK-MANDAN ARRIVE 2045 TRANSPORTATION PLAN | BISMARCK-MANDAN, ND

KLJ completed development of the LRTP (Arrive 2045) for the Bismarck-Mandan Metropolitan area. Through both technical analysis and community workshops, KLJ has worked to arrive at and evaluate a range of larger regional visions to address desired regional mobility. Through a detailed alternatives evaluation process, Arrive

2045 is a fiscally constrained set of transportation improvements for the Bismarck-Mandan Metropolitan area. The financial plan for Arrive 2045 is developed in harmony with the North Dakota Department of Transportation (NDDOT) to ensure linkages between both statewide transportation needs and investment priorities in the Bismarck-Mandan Area. Arrive 2045 has been developed through an interactive and community engaged planning process.

✓ TOWN OF EAGLE STRATEGIC FUNDING PLAN | EAGLE, CO

KLJ completed a detailed Strategic Plan for the Town of Eagle, CO. The planning process involved facilitating a series of department level leadership meetings to move towards more consolidated set of funding priorities for the Town. Approved in October 2023, the Strategic Plan presents a interdisciplinary priority list of funding priorities for the Town of Eagle.



Project Approach

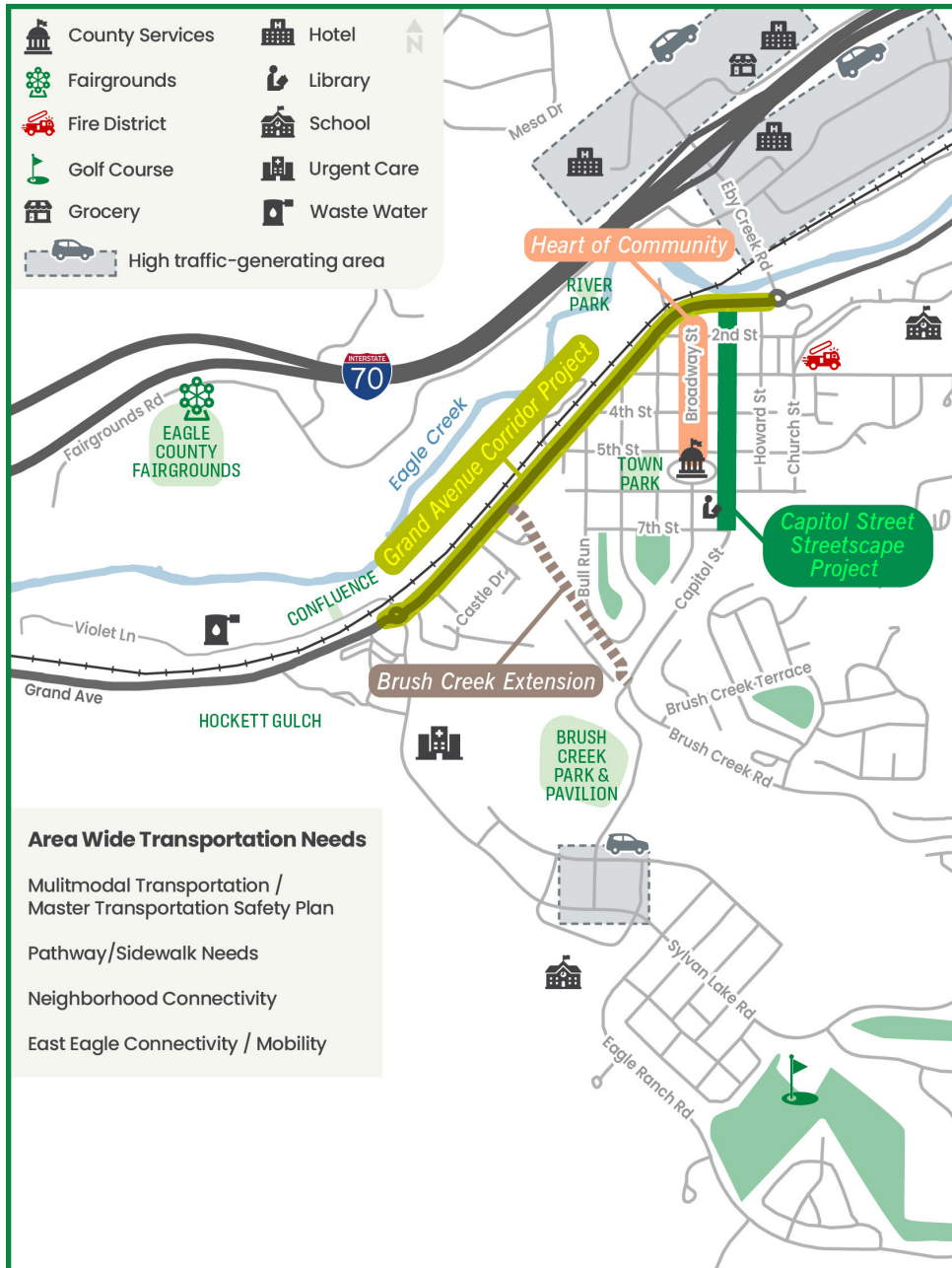
KLJ's recent completion of Eagle's Strategic Funding Roadmap and the Grand Avenue Multimodal Reconstruction Project RAISE Grant have helped the Town to move the needle forward for prioritizing safety-centric multimodal surface transportation projects. KLJ recommends continued logical sequencing with the work to date in development of an SS4A Action Plan that is in lock-step with a Multimodal Master Transportation Plan. KLJ's approach is to comprehensively analyze system risk factors to develop a safety action plan while simultaneously providing an area-wide transportation system analysis. Performing the two analyses in tandem will ensure that system-wide existing conditions are inventoried. This supports a multimodal safety and network analysis based on future growth trends for the Town. Our work plan develops a safety-focused prioritized list of project recommendations, complete with

funding strategies. Our deliverable guides future safety-focused multimodal transportation infrastructure project funding and implementation.

The 2022 Grand Avenue Preliminary Engineering Traffic Report forecasts Level of Service (LOS) failures across the corridor. Failing LOS on the Town's major thru-fare, coupled with increasingly congested commuter patterns, not only impact key transportation infrastructure but also have safety implications for the multimodal transportation network.

From our previous work with Eagle over the past year, Wade Kline and Ian Butler-Severson have a solid understanding of the community's values and economic drivers. Mobility in Eagle is related to the tourism/workforce relationship (2,600 employees commute into Town – approximately 1,500 residents commute out). The Town's continued growth requires a forward looking approach to safety and equity.

Project Approach



While the Town of Eagle does not technically encompass underserved census tracts, portions of Eagle County and neighboring Garfield County do. Currently, 27.5 percent of the Town's population identifies as Hispanic/Latino. The USDOT Equitable Transportation Community (ETC) Explorer indicates that an estimated 82 percent of the Town's population experiences transportation insecurity based heavily on transportation access (83 percent), followed by traffic safety (46 percent) and transportation cost burden (33 percent). A system-wide SS4A study approach, or "Master Transportation Safety Plan" is a highly-appropriate approach to Eagle's future multimodal system needs. The major components of KLJ's approach capture necessary SS4A study components, and are augmented by a system-wide Master Transportation Plan focus, as identified within each of the seven proposed study Tasks.

Work Plan

TASK 1 – PROJECT MANAGEMENT

Wade Kline has established a proven track record of effective communication with project team leads as well as subconsultants and Town staff. As project manager, Wade will ensure project documentation for meetings and decision-making, provide project schedule and budget monitoring, and sharing of project information with the Town.

TASK 2 – DATA COLLECTION AND EXISTING/BASE CONDITIONS ANALYSIS

Having worked closely with the Town of Eagle, transportation planning lead Ian Butler-Severson with support from GIS lead Dave Wiosna, will expand on KLJ's current Eagle database, that includes previous studies, planning documents, and GIS data. Noting the Town's desire for an expedited study timeline, the data KLJ has collected to date will help expedite Task 2's data collection timeline. Additional data collection efforts will include, but not be limited to, updating traffic vehicle volume/AADT and Heavy Commercial (HC) AADT, system-wide speed limits, existing project improvements, non-motorized (bike/ped) facility data, and projected growth/Future Land Use (FLU). The KLJ team will identify any data limitations that become evident during the process.

Equity Analysis – Jamie Olson and Ian Butler-Severson will complete a comprehensive equity analysis which will utilize USDOT Justice 40 data sets, the ETC Explorer, and environmental justice data sets. The team will analyze any geographies of Eagle that may be considered "underserved" as defined in the Office of Management and Budget's Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes the identified US Census tracts that encompass the study area(s).

Project Approach



Safety Analysis – Mark Powers and the traffic and safety team will conduct a system-wide safety analysis to include updates of any new system-wide crash data (2013 to most current month of 2023 available data) to establish a baseline level of fatalities and serious injuries and process the data to assess patterns within crash types and contributing factors, and any key demographic groups impacted by crashes. Analysis will include specific safety needs such as high-risk features, needs of relevant road users, demographics of users, and other environmental influences on safety. All findings will be mapped and visualized. KLJ’s analysis will establish logical Transportation Analysis Zones (TAZ) and travel/traffic forecasting will be performed utilizing Vistro modeling software to calculate future roadway capacities and LOS. To ensure an equity/inclusivity lens to our approach, a non-motorized route inventory and analysis will be completed.

Transportation Safety Policy and Process Analysis – Ian Butler-Severson will review current policies, plans, and standards to identify opportunities to improve transportation safety. KLJ will analyze the Town’s existing safety policies to examine deficiencies and recommend new safety policies.

TASK 3 – PUBLIC/COMMUNITY ENGAGEMENT

Jamie Olson, public engagement lead, will develop a robust Public Involvement Plan (PIP). Stakeholders will include community groups as well as other governmental agencies. The PIP will include the formation of a committee to oversee the Action Plan’s development, implementation, and monitoring as well as set scheduling of Public Input Meetings and Pop-Up events paired with existing community events where possible. Jamie will lead the implementation of online surveys (Social Pinpoint) to facilitate solicitation of community input.

TASK 4 – ALTERNATIVE ANALYSIS/EVALUATION CRITERIA

Task 4, led by Mark Powers and Ian Butler-Severson, will consist of an alternatives identification process based on the Existing Conditions Analysis (equity, safety, and policy). Evaluation criteria, incorporating data driven GIS analysis, will be applied to identified project candidates. Deliverables will include an Alternatives Analysis Draft and Final. Task 4 will also be supported by Ryan Sundberg, PE and Rebecca Atkins, PE (Formerly of CDOT) who will lead the development of a range of safety and mobility-focused project concepts.

TASK 5 – PROJECT PRIORITIZATION

From Task 4 project alternatives, Ian Butler-Severson will generate a comprehensive list of projects and strategies. These will be location-specific and systemic safety solutions

to address safety concerns identified through the evaluation of data, public engagement feedback, best practices, and equity considerations. The developed list of prioritized projects will include currently known major projects, e.g., Grand Avenue, pathway and sidewalk projects, Brush Creek Road Extension, and Capitol Street Project, as well as the development of potential bike share programs, ECO Transit bus route expansion, and system-wide key intersection safety enhancements. Project priority will be based on vetting each alternative against equity and safety considerations, BCA, timing of funding opportunities, implementation feasibility, and criteria established with the Town. Deliverables will include detailed project “one-pagers.”

TASK 6 – PERFORMANCE MONITORING

KLJ will prepare the means to ensure ongoing transparency with residents and other stakeholders. KLJ’s approach and plan includes formulation of goal and timeline commitments for reducing fatalities and serious injuries and will integrate Crash Monitoring and Measuring Tools to evaluate improvements in system-wide safety implementations over time. As a part of project/transportation system monitoring, KLJ will provide yearly updates to the Town of Eagle.

TASK 7 – RECOMMENDATIONS/SAFETY ACTION PLAN

Oz Khan, PE and Emma Myers-Verhage will provide the Town of Eagle with an actionable Draft and Final Master Transportation Safety Action Plan. As a part of final deliverables, KLJ will provide recommendations and/or revisions to, or development of, new policies, plans, or standards appropriate to the plan and each unique safety and infrastructure improvement project resulting from the study.

SS4A STUDY COMPONENTS	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7
Leadership Commitment and Goal Setting	●		●			●	
Planning Structure			●	●	●	●	
Safety Analysis		●		●	●		●
Engagement and Collaboration			●	●	●		
Equity Considerations		●	●	●	●		●
Policy and Process Changes		●			●		●
Progress and Transparency	●		●			●	●

Schedule

Task Code	Description	2024							2025					Deliverables - Provided in .docx and .pdf for reports and PDFs for Concepts, Figures, and Results.
		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
1	Project Management													» Monthly Project Manager Meetings: Coordinate, Agendas, and Minutes. » Schedule: Task and Duration Updates Monthly. » Administration: Monthly Invoices/Progress and Coordination.
2	Existing/Baseline Conditions Analysis													» Collect and Analyze Study Area Data. » Integrate Equity Review into Existing Conditions. » Produce Corridor Summary Graphics. » Perform Multimodal Route Evaluation Identifying Multimodal Hotspots. » Existing Conditions Chapter: Draft and Final.
3	Public/Community Engagement		 Initial Public Input Period			 Community Event TBD				 Community Event TBD		 Safety Plan Comment Period		» Two Rounds of Public Input Meetings, Including Both In-Person and Virtual/Online Options. » Two In-person Public Pop-up Open Houses (Dec/May). » Online Input Surveys and Public Comment Periods. » Six Community Advisor Meetings. » Public Input Summary Chapter.
4	Alternative Analysis/Evaluation Criteria		 Equity Review to Identify Overlapping Factors											» Alternatives Identification Based on Existing Conditions Analysis. » Evaluation Criteria Applied to Project Candidates. » Alternatives Analysis Draft and Final.
5	Project Prioritization													» Develop and Prioritize Location Specific and Systemic Safety. Solutions, and Equity Considerations. » Develop Community Supported Countermeasures List. » Calculate Benefit-Cost Ratios for Implementation Plan List. » Develop Implementation Funding Plan. » Programs, Projects, Strategies, and Measures Chapter: Draft and Final. » Develop Project One-Pagers.
6	Performance Monitoring and Reporting										 Tools Created for Future Monitoring			» Develop Crash Monitoring and Measuring Criteria. » Develop Transportation Goals and Objectives. » Develop Performance Based Mobility Indicators.
7	Recommendations/Safety Action Plan Report													» Draft and Final Safety Action Plan Report. » Town Council Final Presentations for Motions of Support.

Project Steering Committee Meeting

Public Pop-up Open House

Town Council Work Sessions

Survey

Deliverable (Draft/Final)

Town Review

Check-in Call



Appendix: Resumes



Wade Kline, PTP

PROJECT MANAGER

Wade has 24 years of transportation planning experience. Over the past nine years, Wade has served as a private sector consultant, developing a variety of transportation planning and programming documents for a range of public sector client types, including cities, counties, and MPO. As the former Director at the Fargo-Moorhead Metro COG Wade excels at developing a range of long-range policy, planning, and programming tools. He has proven himself as an interdisciplinary leader and will see the Town of Eagle's Safe Street for All Action Plan through to completion. Wade's reputation as a consensus builder will be instrumental in the development and completion of agreed-to vision, strategy, and implementation plan for the Action Plan.

PROJECT MANAGER | TOWN OF EAGLE ON CALL GRANT WRITING AND STRATEGIC PLANNING | EAGLE, CO

Wade serves as project manager for an on call contract with the Town of Eagle developing both strategic planning and funding activities.

PROJECT MANAGER/PUBLIC ENGAGEMENT | KALISPELL MOVE 2040 URBAN AREA TRANSPORTATION PLAN

KLJ developed an update to the Kalispell Urban Area Transportation Plan, Move 2040. The plan update is a 20-year transportation plan to support needed infrastructure to address rapid growth in the Flathead Valley. The planning process responds to dramatically changing conditions, including the mobility changes brought about through the recently completed Kalispell Bypass. The planning process looked at a range of system alternatives aimed at improving regional mobility. Move 2040 contains a comprehensive active transportation element, integration a long-range corridor level set of improvements to support both bicycle and pedestrian improvements across the project study area. Move 2040 was developed in coordination with the City of Kalispell, Flathead County and MDT. KLJ orchestrated a two phased public engagement campaign which including project branding, an online and social media campaign, interactive web mapping tools and traditional in person workshops and open houses.

PROJECT MANAGER/PUBLIC ENGAGEMENT | WHITEFISH TRANSPORTATION PLAN, WHITEFISH, MT

KLJ completed an update to Whitefish 2009 Transportation Plan. A major focus of the study looked at opportunities to improve local transportation connectivity to improve overall mobility within and through Whitefish. Emphasis was given to developing a more detailed corridor level strategy to manage access along Highway 93 north of MT 40. The Plan includes a strategy to build out a series of critical north-south and east-west connections

along Highway 93 South to facilitate improved mobility and safety through better access control along the corridor. The Plan was developed in coordination with the City of Whitefish, Flathead County and MDT. KLJ was adopted in October of 2022.

PUBLIC ENGAGEMENT LEAD | US HIGHWAY 61 | TWO HARBORS, MN

Wade led the public engagement efforts on the TH 61 Corridor Study through Two Harbors, MN. Wade's role was to orchestrate public and stakeholder dialogue to engage and encourage public input into the development of the Corridor Study. Wade served as a bridge between the public, key stakeholders and the Minnesota Department of Transportation (MnDOT) design team to ensure project transparency and public agency responsiveness.

PROJECT MANAGER/PUBLIC ENGAGEMENT | US HIGHWAY 10/75 AND 11TH STREET GRADE SEPARATION STUDY | MOORHEAD, MN

Wade managed completion of the US Highway 10/75/11th Street Grade Separation in Moorhead. This was an early example of a linking planning and National Environmental Policy Act (NEPA) study developed through a Minnesota and North Dakota MPO. The study achieved local, MnDOT, and Federal Highway Administration (FHWA) consensus on a narrowed list of project alternatives for the development of a grade-separation of the BNSF KO Mainline through Moorhead. As part of the project, planning level agreements were achieved on necessary city and MnDOT designation transfers to improve regional mobility and position the project for eventual programming.

PROJECT MANAGER/STAKEHOLDER ENGAGEMENT | US 12 CORRIDOR STUDY | ABERDEEN TO IPSWICH

KLJ developed a corridor study for a portion of US Highway 12 (US 12) corridor in eastern Edmunds County and western Brown County in South Dakota. The extents of this corridor stretch from the east Ipswich city limits to the beginning of the divided section west of Aberdeen, approximately 20 miles. Wade lead a comprehensive stakeholder and public input process to better understand the corridor's needs and address concerns raised in recent years based on increasing truck volumes and a series of serious vehicle crashes. This study used crash and traffic data collected in 2015 and at two times in 2016 to help determine warranted action. The outcome of the study was used by South Dakota Department of Transportation (SDDOT) to further scope and develop potential future improvements along this stretch of US 12. Stakeholders included SDDOT, local communities and major freight generators along the US 12 Corridor.

YEARS OF EXPERIENCE

24 years

REGISTRATION

Professional
Transportation Planner
(PTP)

EDUCATION

BA Urban Planning – St.
Cloud State University





Jamie Olson

ENGAGEMENT LEAD

Jamie serves as a marketing and communications and manager for KLJ's public engagement team. In this role she oversees a variety of communication and marketing platforms for both internal and external audiences. This includes building, implementing, and managing specific campaigns including public engagement campaigns and monitoring return on investment. Her experience also includes more than 10 years serving as a public information officer with NDDOT where she also managed coordinated efforts for the department's external public information programs and coordinated and planned public relations events.

PUBLIC INFORMATION OFFICER | MDT WIBAUX ROADWAY IMPROVEMENT PROJECT | WIBAUX, MT

MT Highway 7 from Wibaux south towards Baker is undergoing a number of roadways improvements. Improvements consist of three tied projects which include replacing two bridges, curb and gutter, shoulder widening, guardrail and fencing upgrades, new drainage structures, rumble strips, and new pavement markings. Jamie is leading public information components for this small, rural community in eastern Montana. Continual outreach is needed on the project as detours and traffic control are regularly affecting residents and travelers through the area. Jamie worked with local businesses to create coffee sleeves and coasters with project information that are distributed to customers. Other efforts included project website content development, maps, email blasts, community outreach, social media, and video production.

PUBLIC INVOLVEMENT | PENNINGTON COUNTY MASTER TRANSPORTATION PLAN | SOUTH DAKOTA

Jamie is currently serving as public engagement lead for a master transportation plan for Pennington County in western South Dakota. The plan will prepare a multimodal transportation plan for the county as new development and changing conditions impacts the transportation network. With 837 miles of roads and 141 bridges within the county's jurisdiction the plan will consider pavement conditions, safety, bike and pedestrian facilities, transit, levels of service amount key routes and intersections, and freight issues and need throughout the county. Public input opportunities include stakeholder meetings, public meetings, project website, interactive map, and social media.

PUBLIC INVOLVEMENT | HIGHWAY 1416 AND RADAR HILL ROAD TRAFFIC AND CORRIDOR ANALYSIS STUDY | BOX ELDER, SD

The Rapid City Area Metropolitan Planning Organization, Pennington County, and the City of Box Elder are undertaking a corridor study of Highway 1416 and Radar Hill Road in Box Elder. Recent development in the area, particularly the expansion of Ellsworth Air Force Base, has prompted the study to consider potential improvements to traffic safety, pedestrian connectivity, bicycle trails, traffic flow, and intersection enhancements. Jamie is conducting public outreach coordination on the project to gather feedback from the public on issues and needs to be incorporated into concept development options for the corridor. Outreach includes public meetings, project website, interactive mapping for collection of feedback, and social media campaign.

PUBLIC ENGAGEMENT LEAD | PRAIRIE ISLAND INDIAN COMMUNITY (PIIC) LAND USE PLANNING SERVICES FOR ELK RUN PROPERTY | WELCH, MN

KLJ was hired by PIIC to provide planning and engineering services to prepare a conceptual Land Use Plan Report and recommendations for the Reservation's Elk Run property. KLJ is assisting the community in developing an illustrative plan that is both physically and policy-based and provides implementable actions and strategies. Ultimately, the plan will include Land Use and Maintenance, Housing, Economic Development, Public Utilities, Parks and Recreation, and Native Habitat Restoration and Preservation. Public input from Tribal members is a vital part of the project, and Jamie is leading the public engagement for the project. Involvement tactics include project website development, interactive map, online surveys, public meetings, and community pop-up events. Additionally, the land use plan includes significant data collection, stakeholder engagement, planning charrettes, establishment of land use design standards, and an implementation strategy.





Ian Butler-Severson

TRANSPORTATION PLANNING/EQUITY ANALYSIS

Ian has 10 years of professional practice in urban/transportation planning and landscape architecture in more than a dozen US States and Puerto Rico. He has an in-depth knowledge of GIS and is a certified GIS professional. Ian has worked as a transportation, land use, and area development planner for public agencies, firms, and private consulting where he has served with a regional planning commission, worked as a military/federal facility planner, and as a parks, trails and recreation planner/designer. His project experience includes area development plans, transportation and transit corridor plans; multimodal planning studies and feasibility analyses; existing and future land use, comprehensive, and subdivision plan making; zoning implementation and policy analysis; demographic analysis; park, trail, recreation, and open space master planning; Tribal LRTPs; and environmental and cultural resource inventories/analyses. Ian also has experience facilitating public meetings, stakeholder planning charrette workshops, and SWOT-V analyses.

PLANNING/GIS | MNDOT TH 78 CORRIDOR STUDY | MINNESOTA

Pedestrian safety and recent pedestrian fatalities along TH 78 are the primary driving forces for the corridor study. With significant recreational activity and movement between US 10, the Ottertail downtown area, the public boat landing to the south, and lack of dedicated active transportation facilities, pedestrians and bicyclists are forced to use the roadway shoulders of TH 78. Creating buffer space between motor vehicles, bicyclists, and pedestrians is expected to provide the required safety and comfort for corridor users. Strategic multimodal and complete streets-based investments in the corridor will help to improve safety at historically and seasonally induced problem traffic areas that routinely experience congestion and traffic conflicts, and ultimately help to ensure that TH 78 communities continue to be great places to live, work, and visit.

PLANNER | MNDOT TH 61 CORRIDOR STUDY | TWO HARBORS, MN

KLJ led the TH 61 corridor study through Two Harbors quantifying the corridor delays, impacts to minor approach traffic, and addressing multimodal gaps along the corridor. KLJ and team considered eight corridor alternatives through the city that balanced safety, operations, KLJ's technical analysis included using big data approaches through

MnDOT, including StreetLight data to consider monthly changes in traffic and O-D analysis, Clearguide to identify historical congestion over the last four years, and ATR data that measured peak hourly volume increases. Final corridor recommendations were phased to construct as project funding becomes available.

PLANNER/GIS | MNDOT TH 10 CORRIDOR STUDY | SHERBURNE COUNTY, MN

The TH 10 Corridor in Saint Cloud has seen traffic growth, recreational traffic peak increases, and a continuing severe crash history. The 10-mile corridor study will determine short, mid, and long-term recommendations that improve the safety, mobility, and access along the corridor. This stretch of highway has an eclectic range of users, which, when mixed with high speeds, copious access, and parallel railroad tracks, present unique corridor constraints. This study deviates from the traditional access management and intersection/interchange designs principles to meet the unique needs of this corridor. Design concepts implemented in the varied alternatives include reduction in direct access, closing median crossings, RCI, signalized RCIs, restricted left turns from minor roads, providing acceleration lanes, frontage roads, realigning both minor roadways and crossing trunk highways, quadrant intersections, and conversion to a grade separated freeway. The design concepts have an emphasis on safety, mobility, and access. This project focused on providing creative, yet practical alternatives for this unique corridor that range from immediately implementable solutions to long-term corridor reconfigurations.

TRANSPORTATION AND LAND USE PLANNER/GIS ANALYST | SUNSET DRIVE CORRIDOR STUDY | THE BISMARCK-MANDAN MPO

Ian worked to help analyze the future reconstruction/reconfiguration of Sunset Drive NW to reallocate the ROW to better serve all users and improve safety by studying appropriate lane striping, parking policy, and pedestrian infrastructure. GIS analysis interpreted/mapped crash statistics and developed corridor configuration alternatives via lanes/striping, elimination of parking, addition of boulevards, widening sidewalks, improving ADA facilities, signal/intersection improvements, public transit facilities, addition of landscaping, and the elimination or consolidation of access points.

YEARS OF EXPERIENCE

10 years

REGISTRATION

American Planning Association (APA) Member

American Institute of Certified Planners (AICP) Candidate

EDUCATION

(Program Coursework) Urban Planning Doctoral Program – University of New Orleans

MS Transportation Planning – University of New Orleans

(Program Coursework) Master of Landscape Architecture Program – University of Minnesota

BA Urban Studies, Minor Sociology – Hamline University





Mark Powers, PE, PTOE

YEARS OF EXPERIENCE

12 years

REGISTRATION

Professional Engineer –
MN

Professional Traffic
Operations Engineer
(PTOE)

EDUCATION

BS Civil Engineering –
University of Minnesota

BS Economics –
Metropolitan State
University



TRAFFIC AND MOBILITY

Mark has a diverse background in traffic engineering, having worked in academic research and private consulting. He specializes in traffic operations and safety analysis on both intersection studies and corridor projects. Mark is an expert in multiple traffic modeling, capacity, and predictive safety software platforms, including Synchro, CORSIM, RODEL, HCS, and IHSDM. He has used his expertise in the field to serve many communities with state, county, and local clients across the upper Midwest.

LEAD TRAFFIC OPERATIONS ENGINEER | CSAH 5 CORRIDOR STUDY | ANOKA COUNTY, MN

This project studied the expected impacts on CSAH 5 from improvements forthcoming on nearby US TH 10. The replacement of signals on US TH 10 with overpasses is expected to alter travel paths for drivers to/from CSAH 5 and US TH 10. The study examined current safety and operational issues and addressed what improvements will be needed in the future.

TRAFFIC LEAD | MNDOT TH 78 CORRIDOR STUDY | MINNESOTA

Pedestrian safety and recent pedestrian fatalities along TH 78 are the primary driving forces for the corridor study. With significant recreational activity and movement between US 10, the Ottertail downtown area, the public boat landing to the south, and lack of dedicated active transportation facilities, pedestrians and bicyclists are forced to use the roadway shoulders of TH 78. Creating buffer space between motor vehicles, bicyclists, and pedestrians is expected to provide the required safety and comfort for corridor users. Strategic multimodal and complete streets-based investments in the corridor will help to improve safety at historically and seasonally induced problem traffic areas that routinely experience congestion and traffic conflicts, and ultimately help to ensure that TH 78 communities continue to be great places to live, work, and visit.

TRAFFIC LEAD | MNDOT WALKER CORRIDOR STUDY | WALKER, MN

The City of Walker is in the heart of Minnesota's renowned north woods lake country. Recreation in all seasons is a prime driver of the local economy. The corridor also has an extensive trail network, making multimodal facilities and needs a key component of the study. KLJ is providing public engagement and communications for the project, existing and future traffic projections, traffic operations and safety analysis, identification of conceptual geometric and traffic

control alternatives, operational analysis, detour network assessment, preliminary stormwater analysis, and identification of a preferred alternative. The project is expected to take 12 months with an anticipated end date of June 2024.

TRAFFIC ENGINEER | MNDOT TH 61 CORRIDOR STUDY | TWO HARBORS, MN

This study examined the operations and safety of the TH 61 corridor through Two Harbors, MN. The study sought to improve the corridor operations throughout the year and especially its peak visitor period during the fall while also improving the safety of some intersections and segments. Adding bike and pedestrian facilities along the south side of the corridor was recommended.

LEAD TRAFFIC ENGINEER | MNDOT TH 59 CORRIDOR STUDY | WORTHINGTON, MN

This study examined the operations and safety of the TH 59 corridor through Worthington, MN. The study sought to improve the operations and safety of the corridor. The study examined multiple improvements and the possibility of reducing lanes to make room for off-street bike and pedestrian facilities.

LEAD RESEARCH ENGINEER | HIGH-OCCUPANCY TOLL (HOT) LANE SAFETY AND MOBILITY STUDY, I-35W AND I-394 | MINNESOTA

This study examined the relationship between HOT lane designs and how it impacts safety and mobility. The study compared the more open design of I-35W, where the gates to change lanes to and from the main line to the HOT lane are upwards of 2.5 miles, to that of the formerly more closed design of I-394, where gates were around 0.5 miles. The results of this study helped to influence the designs for future HOT lanes in Minnesota.

LEAD TRAFFIC ENGINEER | ANOKA COUNTY TURN LANE POLICY | ANOKA COUNTY, MN

Anoka County was seeking to establish a more clear-cut policy for necessitating the construction of turn lanes for new developments on its highway system. The study examined the policies of other entities, research that has been completed on the topic, and the characteristics of the current county traffic and highway system, and then used these to develop a new standard of policies for the county.



Blake Wilcox

PROGRAM/FUNDING ANALYSIS

Blake has nine years of experience focusing on community engagement and building strong partnerships. He is an effective communicator who has worked at both the state and federal level of government. Blake serves as a government specialist at KLJ and focuses on grant writing, funding tracking, and public engagement. He is experienced at managing several projects simultaneously using strict timelines, concrete goals, and is able to meet deadlines while staying within budget. Blake's experience and track record of government work positions him perfectly as he looks to further utilize those skills to lead stakeholder groups, analyze and research the appropriate funding mechanisms, and help our clients secure those resources.

GRANT WRITER | HUERFANO COUNTY | COLORADO

Blake assisted with the drafting, research, preparation, and submittal of a SS4A Planning Grant for Huerfano County. He led multiple meetings to determine the County's desired transportation safety plan and ensured all elements were included. The County applied for a county-wide transportation safety plan that measures current capacity and safety levels of all county and municipal roads across the footprint and provides recommended countermeasures as well as specific projects where vehicle and pedestrian safety can be improved.

GOVERNMENT RELATIONS SPECIALIST/GRANT WRITER | TOWN OF EAGLE | COLORADO

Blake has led an effort at the municipal level to assist in the development of a town-wide strategic plan that focuses on needed improvements regarding all town facilities, utilities, and amenities. An initial workshop helped determine the town's greatest needs across all areas of infrastructure, including transportation, economic development, housing, broadband, and parks and recreation. A strategic plan was then developed to assess these projects, rank them in priority, and provide recommended funding sources as well as timelines to aid the Town in seeking the most necessary improvements. Blake has also helped them develop and submit a Safe Streets and Roads for All Planning Grant application. The town sought a planning grant to develop a town-wide transportation safety plan that addresses some of their biggest concerns including Highway 6/Grand Avenue as well as I-70.

GOVERNMENT RELATIONS SPECIALIST/GRANT WRITER | TOWN OF GYPSUM | COLORADO

Blake has led an effort at the municipal level to assist in the development of a town-wide strategic plan that focuses on needed improvements regarding all town facilities, utilities, and amenities. An initial workshop helped determine the town's greatest needs across all areas of infrastructure, including transportation, economic development, housing, broadband, and parks and recreation. A strategic plan was then developed to assess these projects, rank them in priority, and provide recommended funding sources as well as timelines to aid the Town in seeking the most necessary improvements. Blake has also helped them develop and submit a Safe Streets and Roads for All Planning Grant application. The town sought a planning grant to develop a corridor specific safety study of Highway 6 to determine where the safety need is most critical and how they can make improvements that accommodate a growing population and increased travel.

GRANT WRITER | SISSETON-WAHPETON OYATE TRIBE | SOUTH DAKOTA

Blake assisted with the drafting, research, and submittal of four different Tribal Transportation Program Safety Funds grant applications. He and other members of KLJ assisted the Sisseton-Wahpeton Oyate Tribe with applications regarding a pathway installation, a pathway lighting extension, and two Bureau of Indian Affairs (BIA) route widening projects. In total, (between 2011 and 2022), Government Relations at KLJ has written upwards of 150 grants for Tribes, garnering more than \$7 million in Tribal Transportation Program Safety Fund (TTPSF) dollars for identified Tribal Transportation safety planning and infrastructure improvement. This was Blake's first year assisting in this process and helped write 11 grants for this first round of 2022 TTPSF awards. Awards are pending.

GRANT WRITER | ROSEBUD SIOUX TRIBE | SOUTH DAKOTA

Blake assisted with the drafting, research, and submittal of four different Tribal Transportation Program Safety Funds grant applications. He and other KLJ team members assisted the Rosebud Sioux Tribe with four grants in total, with a total dollar ask around \$3 million. This included construction for two pathways, the purchase of speed feedback trailers, and a larger intersection improvement project that was tribal wide. Awards are pending.





Dave Wiosna, AICP

YEARS OF EXPERIENCE

8 years

REGISTRATION

American Institute of
Certified Planners
(AICP)

EDUCATION

MA Geography –
University of North
Dakota

BS Geography –
University of North
Dakota

TRANSPORTATION PLANNING/EQUITY ANALYSIS

Dave is a planner with eight years of experience in transportation and community planning. He has worked on corridor studies, county transportation plans, long-range transportation plans, transit plans, land use analysis, city and county comprehensive plans, hazard mitigation plans, Tribal transportation plans, and various GIS projects. Dave has extensive experience performing GIS analysis and has contributed to subsequent planning documents.

GIS ANALYST | KALISPELL AREA TRANSPORTATION PLAN | KALISPELL, MT

The Kalispell Area Transportation is an update serving the Kalispell area including the community of Evergreen. Dave is assisting with GIS needs including future functional class planning, future land use and travel demand modeling, future railroad route changes, and various other mapping needs. The project is ongoing.

GIS ANALYST | LOCKWOOD TARGETED ECONOMIC DEVELOPMENT DISTRICT (TEDD) INFRASTRUCTURE MASTER PLAN | LOCKWOOD, MT

The Lockwood TEDD was created to provide for economic development in the community of Lockwood, MT. The infrastructure master plan was done to provide for road, rail, sewer, floodplain, and other planning needs. Dave assisted with various GIS-related needs for the project including laying out future bypass locations, future rail proposals, and various land use related mapping projects.

PLANNER/GIS ANALYST | DOWNTOWN MASTER PLAN AND FIVE-YEAR ECONOMIC DEVELOPMENT STRATEGIC PLAN | RONAN, MT

KLJ was hired to develop the Downtown Master Plan and the 5-Year Economic Development Strategic Plan that will guide local decision makers and help ensure that the community can grow while maintaining its unique attributes, which are attractive to both residents and visitors. The project will be completed in three phases. KLJ is providing existing conditions analysis; public engagement and outreach; a downtown master plan that includes a vision, goals, and objectives, future land use plan, and main street conceptual designs; the five-year economic development strategy, with vision, goals, and objectives; implementation strategy; and finally plan adoption. Both projects are anticipated to be complete by fall 2024.

GIS ANALYST | OURAY COUNTY MASTER PLAN | OURAY COUNTY, CO

KLJ is leading the 2023 County Master Plan Update, which was last revised and updated in 1999. KLJ's scope of work includes facilitating designation of roles among the County Commissioners, Planning Commission, Citizen Focus Groups, and County Staff; documenting existing conditions; identifying growth capacity and scenarios; developing a plan review and adoption strategy; project management; web-site development; and public engagement. Topics that were not significant issues or concerns 24 years ago, must now be given serious consideration for the continued success of the County. A modernized, updated Master Plan will be crucial for helping Ouray County secure state and federal grants. Dave is assisting with GIS data and analysis.

GIS | NORTHERN CHEYENNE TRIBE LONG RANGE TRANSPORTATION PLAN UPDATE | NORTHERN CHEYENNE RESERVATION, MT

Dave updated several mapping products for use in the Crow Long Range Transportation Plan update. These maps included use of RIFDs data to produce pavement ratings maps, transit route mapping, and other tribal needs. The project is nearing completion.

PLANNER/GIS | FALLON COUNTY GROWTH POLICY UPDATE | FALLON COUNTY, MT

KLJ has been selected to assist Fallon County on updating and replacing their current Growth Policy. The new policy will work to create a document that will help guide change and assist with growth within the county. Our team will work on providing a forum for county-wide policy and land use recommendation discussions. The Fallon County Growth Policy Update will continue to develop and strengthen the development and growth in the county, while identifying key characteristics, resources, and assets in the community.





Ryan Sundberg, PE

YEARS OF EXPERIENCE

13 years

REGISTRATION

Professional Engineer –
CO, ND, MN, SD, MT,
WI

EDUCATION

BS Civil Engineering
– University of North
Dakota

PROJECT IDENTIFICATION/CONCEPTS

Ryan provides planning, preliminary design, final design engineering services for a wide range of infrastructure projects. Applying this versatile skill set, he has gained more than 13 years of project experience and has provided tremendous support in designing with efficiency. His expertise is in roadway and intersection/roundabout geometric design and mobility integration. Ryan uses his knowledge and experience to design solutions which improve traffic and pedestrian safety, improve roadway capacity while minimizing environmental and ROW impacts – balancing construction costs, constructability, and service life. Recently, he has led a six-mile rural roadway design, multiple high speed roundabout designs, urban roadway reconstructions and more.

DESIGN LEAD | CSAH 29 AND CSAH 34 HISP ROUNDABOUT | JACKSON COUNTY, MN

The intersection of CSAH 29 and CSAH 34 has a tragic history, with two fatal crashes totaling three deaths in recent history. Jackson County identified that a roundabout would address the risks at this intersection and prevent future tragedies. KLJ was hired by the County to provide project development, preliminary design, environmental documentation, final design, and construction plans and specifications. Understanding existing and construction issues is a critical piece our team researched to find the best alternatives for the intersection. We also assisted the County with a robust public engagement plan to gain buy in from local residents, businesses, and stakeholders.

ROADWAY LEAD | PINE GROVE ROAD RECONSTRUCTION | STEAMBOAT SPRINGS, CO

KLJ is designing multimodal improvements and reconstruction of Pine Grove Road from US 40 to Mt. Werner Road in Steamboat Springs. Pine Grove Road is one of the city's primary commercial corridors for residents and visitors to the area. The road sees significant traffic volumes with high turning movements at many access points during peak hours. The project entails reconstruction of the roadway, sidewalk extensions, ped crossings, multimodal improvements for transit/bike/ped, stormwater improvements, property acquisition, and public engagement. The project is being designed and constructed over two construction seasons with a Phase I and Phase II approach.

ROADWAY LEAD | 1ST STREET DOWNTOWN DEVELOPMENT PLAN | PARACHUTE, CO

KLJ is performing a complete streets development plan to reconstruct 1st Street (Main Street) in Parachute to facilitate access to businesses and promote pedestrian travel by creating an inviting environment that is welcoming to residents and non-residents. 1st Street is a highly visible and utilized street that is core to the downtown business district. KLJ is developing an economical and user-friendly multimodal streetscape for a complete streets project. The Phase I concept development project includes community engagement, ROW verification, planning for both current and future traffic and pedestrian needs, traffic circulation (especially on the east end near the CDOT rest stop), and working with businesses to ensure adequate parking. A road diet is being considered in the alternatives analysis to reduce the asphalt width, improved pedestrian facilities, landscaping, street art, and functional parking. The plan includes bulb-outs, cross walks, ramps, and drainage improvements. Street lighting, signage, and decorative amenities will be included.

PROJECT MANAGER | CSAH 7 RECONSTRUCTION | BENTON COUNTY, MN

The five-mile stretch of CSAH 7, between MN TH 95 and CSAH 4, was in poor condition and in need of reconstruction. The project is in the Minnesota State Improvement Program (STIP) to receive federal funds for the 2024 construction season. KLJ is assisting the County in bringing the corridor up to standards, while improving roadway safety. KLJ is providing project management, significant environmental and aquatic resources permitting, a noise analysis, hydraulic engineering, final design, and utility coordination. Design began in June 2023 with estimated completion in September 2023 and construction during summer 2024.

CONCEPT/ROADWAY DESIGN LEAD | LYNDALE AVENUE (CSAH 22) THREE-LANE PILOT PROJECT | HENNEPIN COUNTY, MN

KLJ is providing project planning, analysis, and public involvement for a pilot program converting a portion of Lyndale Avenue South (CSAH 22) from four to three lanes. The project is located in Uptown – one of the most high-profile areas of Minneapolis, with traffic exceeding 26,000 vehicles. The project goal is to prioritize safety and mobility for bikes and pedestrians along the corridor, while justifying impact to motorists. The project includes an in-depth traffic analysis, concept design, and visualizations.





Rebecca Atkins, PE

YEARS OF EXPERIENCE

13 years

REGISTRATION

Professional Engineer –
CO

EDUCATION

BS Civil Engineering
– Colorado School of
Mines

PROJECT IDENTIFICATION/CONCEPTS

Rebecca is a licensed civil professional engineer in Colorado. She grew up on the Western Slope and is dedicated to helping local communities engineer solutions that improve the quality of life for their residents. Rebecca brings to the team more than 13 years of experience in land development and municipal projects.

PROJECT MANAGER | PINE GROVE ROAD RECONSTRUCTION | STEAMBOAT SPRINGS, CO

KLJ is designing multimodal improvements and reconstruction of Pine Grove Road from US 40 to Mt. Werner Road in Steamboat Springs. Pine Grove Road is one of the city's primary commercial corridors for residents and visitors to the area. The road sees significant traffic volumes with high turning movements at many access points during peak hours. The project entails reconstruction of the roadway, sidewalk extensions, ped crossings, multimodal improvements for transit/bike/pedestrians, stormwater improvements, property acquisition, and public engagement. The project is being designed and constructed over two construction seasons with a Phase I and Phase II approach.

DRAINAGE LEAD | 1ST STREET DOWNTOWN DEVELOPMENT PLAN | PARACHUTE, CO

KLJ is performing a complete streets development plan to reconstruct 1st Street (Main Street) in Parachute to facilitate access to businesses and promote pedestrian travel by creating an inviting environment that is welcoming to residents and non-residents. 1st Street is a highly visible and utilized street that is core to the downtown business district. KLJ is developing an economical and user-friendly multimodal streetscape for a complete streets project. The Phase I concept development project includes community engagement, ROW verification, planning for both current and future traffic and pedestrian needs, traffic circulation (especially on the east end near the CDOT rest stop), and working with businesses to ensure adequate parking. A road diet is being considered in the alternatives analysis to reduce the asphalt width, improved pedestrian facilities, landscaping, street art, and functional parking. The plan includes bulb-outs, cross walks, ramps, and drainage improvements. Street lighting, signage, and decorative amenities will be included.

ASSISTANT PROJECT MANAGER | TRANSPORTATION CAPACITY IMPROVEMENTS | GRAND JUNCTION, CO

KLJ was retained by the City of Grand Junction to design roadway capacity improvements for 26 1/2 Road from Horizon Drive to G Road and F 1/2 Road from 30 Road to Lewis Wash. As the assistant project manager for this project, Rebecca is responsible for the management of design and production staff to ensure project deadlines are met. This project includes project coordination, data collection, full design of roadways with increased capacity including drainage, lighting, utility coordination, permitting, construction plan production, and bidding services for the City.

PROJECT ENGINEER | ORCHARD AVENUE RECONSTRUCTION FROM 29 TO 29 1/2 ROAD | MESA COUNTY, CO

Rebecca designed roadway plan and profiles for reconstruction and widening of Orchard Avenue for Mesa County. Work included access management and stakeholder communication. Construction plans included design of a stormwater collection system. She also developed construction specifications and assisted Mesa County during bidding.

PROJECT MANAGER | CDOT HIGHWAY 50 PASSING LANES PROJECT FROM MILEPOINT 134.6 TO 136 | GUNNISON COUNTY, CO

This project designed new passing lanes in both directions for approximately 1.5 miles of Highway 50 in Gunnison County. The project involved roadway widening with steep cut and fill slopes. Roadway alignment tried to balance earthwork. As project manager, Rebecca ensured milestones were delivered on schedule and that plans and specifications met CDOT's standards.

PROJECT MANAGER | CDOT HIGHWAY 50 AND 550 INTERSECTION DOUBLE LEFT TURNS | COLORADO

The project designed an additional left turn for southbound traffic from Highway 50 onto eastbound 50. The project included coordination in the UPR Railroad for ROW acquisition, existing utility conflict identification and mitigation, new traffic signal design, and storm system design.





Ben Freier

YEARS OF EXPERIENCE

12 years

REGISTRATION

Engineer in Training

EDUCATION

MS Civil Engineering –
University of Minnesota

BS Meteorology – St.
Cloud State University

TRAFFIC AND MOBILITY

Ben is a transportation engineer on KLJ's traffic team. He has experience in data collection and traffic operations in the upper Midwest. Ben has completed and coordinated data collection efforts in Minnesota, North Dakota, South Dakota, Montana, and Colorado. Data collected includes turning movement counts with cameras at intersections and using radars to collect speed data.

DATA COLLECTION | MNDOT TH 10 CORRIDOR STUDY | SHERBURNE COUNTY, MN

The TH 10 corridor study is currently underway to identify improvements that could be made to the study area to enhance operations and safety in the short term and in the future. As traffic volumes increase on the corridor, movements from unsignalized intersections are becoming more difficult. The increased volumes are also leading to a rise in crashes. The corridor has received complaints from residents for its lack of pedestrian facilities other than at the signalized intersections at TH 24 and 15th Avenue.

DATA COLLECTION | LYNDALE AVENUE (CSAH 22) THREE-LANE PILOT PROJECT | HENNEPIN COUNTY, MN

KLJ is providing project planning, analysis, and public involvement for a pilot program converting a portion of Lyndale Avenue South (CSAH 22) from four to three lanes. The project is in Uptown – one of the most high-profile areas of Minneapolis, with traffic exceeding 26,000 vehicles. The project goal is to prioritize safety and mobility for bikes and pedestrians along the corridor, while justifying impact to motorists. The project includes an in-depth traffic analysis, concept design, and visualizations.

DATA COLLECTION | MNDOT WALKER CORRIDOR STUDY | WALKER, MN

The City of Walker is in the heart of Minnesota's renowned north woods lake country. Recreation in all seasons is a prime driver of the local economy. The corridor also has an extensive trail network, making multimodal facilities and needs a key component of the study. KLJ is providing public engagement and communications for the project, existing and future traffic projections, traffic operations and safety analysis, identification of conceptual geometric and traffic control alternatives, operational analysis, detour network assessment, preliminary stormwater analysis, and identification of a preferred alternative. The project is expected to take 12 months with an anticipated end date of June 2024.

DATA COLLECTION | WEST MAIN REVITALIZATION | MONTROSE, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

DATA COLLECTION | MDT HIGHWAY 93 SPEED STUDY – US 93 | HAMILTON TO MISSOULA, MT

The project is development and approval of a speed study for MDT along US 93 from Hamilton to Missoula that passes through communities along this corridor. The study includes 35 locations for this engineering speed study. The speed study included collecting and analyzing speed, pedestrian and bicycle, crash, citation, roadway, and vehicle classification data.



Kerry Ribbens

YEARS OF EXPERIENCE

3

REGISTRATION

Engineer in Training

EDUCATION

BS Civil Engineering –
University of Colorado –
Boulder/Colorado Mesa
University Partnership

TRAFFIC AND MOBILITY

Kerry is an engineer in training with KLJ working on traffic and transportation projects in Western Colorado. He is a graduate of Colorado Mesa University and has spent his career working on projects in Grand Junction, Mesa County, and Western Colorado. Kerry will provide local knowledge and traffic support for the 7th Street Active Transportation Facility Feasibility Study.

TRAFFIC | KIMBALL AVE RESIDENTIAL AND COMMERCIAL DEVELOPMENT | GRAND JUNCTION, CO

Kerry provided a traffic study that included mixed use development with residential apartments and some small commercial areas. The project created more traffic along Riverside Parkway and 7th Street which required a traffic signal warrant analysis. Special consideration was taken due to the nature of Riverside Parkway in determining if a traffic signal should be installed.

TRAFFIC | CEDAREIDGE DISPENSARIES | CEDAREIDGE, CO

Kerry worked on multiple traffic studies and site plans for dispensary applicants in Cedaredge. One location required a change in access location to combine neighboring lot accesses. The change in access location and additional traffic resulted in restriping of the highway to allow the TWLT lane to be used for the location.

TRAFFIC | HIGHWAY 550 TRAFFIC COUNTS | MONTROSE, CO

Kerry managed and coordinated the collection of traffic counts for seven time sensitive intersections in Montrose. Data collection required additional time periods due to the Montrose High School being located within the study area. Developed a custom counting sheet to allow for an easier and more efficient method of creating count summaries. This in turn was used for other projects.

TRAFFIC | HIGHWAY 6 TRAFFIC COUNTS | PALISADE, CO

Kerry managed and coordinated the collection of traffic counts for multiple intersections along Highway 6 and the frontage roads in Palisade. Due to frontage road intersection spacing from Highway 6, the data collection was set to meet unique requirements as addressed by the client. Custom data collection and presentation was created to distinguish which leg the traffic was entering the intersection and exiting rather than standard turning movement counts.

TRAFFIC | CLARK & CO'S DISTILLING | PALISADE, CO

Kerry provided a traffic study for a distilling facility that shares an access with a wedding venue location. Special considerations were taken due to the nature of event venue locations and the high volume of traffic. Assisted with the creation of site plans for the project using Civil 3D.

TRAFFIC | BLACK CANYON RESIDENTIAL | MONTROSE COUNTY, CO

Kerry conducted a sight distance analysis for a proposed access along Highway 92 in Black Canyon. Designed the proposed access which was located along a relatively steep slope requiring switchbacks and consideration for planned vehicles using the site. Created construction plans for the owner as well as Notice To Proceed (NTP) plans for CDOT using Civil 3D.





Oz Khan, PE

SAFETY ACTION PLAN

Oz is a transportation engineer and planner with experience in traffic operations and safety studies, traffic impact studies, traffic forecasting, traffic modeling and simulation, long-range transportation plans, GIS analysis, speed studies, ADA compliance, pavement management, context-sensitive solutions, asset management, noise analysis and advanced statistical analysis.

TRAFFIC ENGINEER | KALISPELL BYPASS SOUTH – US 93 TO AIRPORT ROAD | KALISPELL, MT

Oz assisted with the corridor improvement project to the south portion of the Kalispell Bypass by identifying when the existing at-grade intersections needed to be improved to grade-separated interchanges. The analysis involved using Vissim and Surrogate Safety Assessment Model (SSAM) to identify operations and safety benefits using a detailed microsimulation model. This work also included providing alternative intersection design and the analysis of quadrant interchanges that reduced the cost and impacts compared to conventional diamond interchanges.

TRAFFIC ENGINEER | OLD US 87 SPEED STUDY | LOCKWOOD, MT

The purpose of the study was to determine the appropriate speed of the roadway. Oz assisted with reviewing the existing roadway conditions, coordination of collecting speed data, analyzing the speed characteristics, reviewing the speed related citations, performing historic crash analysis, and reviewing multimodal activities along the corridor. Speed characteristics included engineering approach of calculating 85th and 50th- percentile speed, and percentage of traffic travelling within 10-mph pace using the guidance documented by MDT for speed studies. Following the analysis, Oz assisted with the final report that documented the findings and recommended corridor speed. The recommended speed for the corridor was based on NCHRP 17-76 Speed Limit Setting Tool.

TRANSPORTATION PLANNER | LONG-RANGE TRANSPORTATION PLANS | KALISPELL, COLUMBIA FALLS, AND WHITEFISH, MT

Oz assisted with the development of LRTPs for City of Kalispell, Columbia Falls, and Whitefish. He researched demographic, economic, and transportation related research and analysis for regional planning initiatives. He analyzed the traffic operations and safety elements of the plan, created high-quality graphics, and assisted with the development of the final document.

TRAFFIC MODELING | LYNDAL AVENUE (CSAH 22) THREE-LANE PILOT PROJECT | HENNEPIN COUNTY, MN

KLJ is providing project planning, analysis, and public involvement for a pilot program converting a portion of Lyndale Avenue South (CSAH 22) from four to three lanes. The project is in Uptown – one of the most high-profile areas of Minneapolis, with traffic exceeding 26,000 vehicles. The project goal is to prioritize safety and mobility for bikes and pedestrians along the corridor, while justifying impact to motorists. The project includes an in-depth traffic analysis, concept design, and visualizations.

TRANSPORTATION PLAN PRODUCTION LEAD | COMPREHENSIVE AND TRANSPORTATION PLAN UPDATE | DICKINSON, ND

KLJ, along with Apex Engineering, was hired by the City of Dickinson to update their Transportation Master Plan and Comprehensive Plan. KLJ provided the previous update in 2013, when the community was experiencing unprecedented growth. The updated plans will focus on relevant and real community issues, with practical and workable recommendations. The project includes approximately 10 stake-holder meetings, three public engagement meetings, as well as community pop-up events. The project involves data collection and existing conditions analysis; vision, goals, and objectives development; future growth projections and a future land use plan; travel demand projections; future infra-structure plan; future housing plan; and a capital improvement plan.

TRAFFIC ENGINEER | TH 197 CORRIDOR STUDY | BEMIDJI, MN

The project involved a 2-mile corridor study of TH 197 in Bemidji, MN. The corridor has dense retail land use, had a critical crash over the previous 10-year, holes in regional connections, and inadequate access spacing. Thirteen key intersections within the corridor were examined using Vissim, a microsimulation traffic modeling tool. The study forecasted 2030 and 2040 traffic growth and identified the traffic operation, safety and multimodal challenges for existing and future conditions and recommended several traffic control and access management alternatives. Oz assisted with developing corridor models using Vissim, analyzed historic crash trends, and assisted with the preparation of the final corridor study report.

YEARS OF EXPERIENCE

10 years

REGISTRATION

Professional Engineer –
MT, MN, ND, SD, WY

EDUCATION

Doctoral Studies in
Transportation Logistics
– North Dakota State
University, Fargo

MA Urban and Regional
Planning – Minnesota
State University,
Mankato

BSc Civil Engineering
– Minnesota State
University, Mankato





Emma Myer-Verhage

SAFETY ACTION PLAN

Emma is an Engineer in Training with three years of experience working on traffic engineering and planning projects. Her experience includes corridor studies, safety studies, traffic impact studies, traffic forecasting, multimodal planning, and speed studies. She has experience supporting both engineering and planning tasks for small town communities throughout Minnesota.

TRAFFIC ENGINEER | WOOD AVENUE MIXED-USE DEVELOPMENT | RAPID CITY, SD

This project was completed to analyze the traffic impacts of the development of a mixed-use site in Rapid City, SD. This development included multi-family housing, office space, and retail space. Emma's role included trip generation and distribution, modeling, warrant analysis, crash analysis, traffic operations analysis, and report development.

TRAFFIC ENGINEER | MNDOT TH 10 CORRIDOR STUDY | SHERBURNE COUNTY, MN

This ongoing project includes identifying issues and providing alternatives along the 10-mile TH 10 corridor, between Clear Lake and St. Cloud, MN. Emma's role is primarily focused on the alternatives analysis, including reviewing previously identified issues, processing modeling results, and presenting all findings so that each alternative can be directly compared. She is also contributing extensively to development of the report.

TRAFFIC ENGINEER | MDT SAFETY STUDY | HAMILTON, MT AND KALISPELL, MT

This ongoing project is working to improve safety at several hot spot locations across Montana. KLJ is working with MDT to identify locations in need of improvement and analyze and recommend modifications. Emma has primarily focused on modeling existing and future conditions, along with several alternatives at each location. She also assisted in the development of several reports that were prepared for each location.

TRAFFIC ENGINEER | DOUGLAS ELEMENTARY TRAFFIC IMPACT STUDY | BOX ELDER, SD

This project was completed to analyze the impacts of the development of a new elementary school in Box Elder, SD. Emma was a part of each piece of this project, including trip generation, modeling, warrant analysis, crash analysis, traffic operations analysis, and report development.

TRAFFIC ENGINEER | HILLSIDE STREET IMPROVEMENTS | DELTA, CO

This project evaluated traffic operations at an intersection in Delta, CO that had previously been identified as a safety concern, especially in winter conditions. The City of Delta was considering closing it under inclement weather events, and requested a study to analyze operational impacts, as well as other proposed improvements within the study area. Emma's role included an analysis of the rerouted movements, modeling each alternative, and report development.

TRAFFIC ENGINEER | 47 SUBDIVISION | KALISPELL, MT

This project was completed to analyze the impacts of a new housing development of single-family homes in Kalispell, MT. Emma's role in this project included trip generation, modeling, warrant analysis, crash analysis, and report development.

TRAFFIC ENGINEER | 3RD AVENUE AND MAIN STREET RECONSTRUCTION | WATFORD CITY, ND

This project was completed to analyze traffic operations along 3rd Avenue and Main Street in Watford City, ND. The City proposed implementing a right-in/right-out configuration at the intersection of 3rd Ave and Main St, and a traffic operations analysis was completed to analyze the impacts. Emma's role included crash analysis, modeling, warrant analysis, and report generation.

YEARS OF EXPERIENCE

3 years

REGISTRATION

Engineer Intern

EDUCATION

Bachelor of Civil Engineering, Minor in Sustainability Studies – University of Minnesota, Twin-Cities





Stacie Cornett

GRAPHIC DESIGNER

Stacie has 24 years of experience providing graphic and layout services for KLJ. She assists project managers with compiling, formatting, and displaying information in a format that is easy to comprehend and is visually appealing, including creation of custom graphics. Stacie has created graphics and overall branding for public information campaigns, digital and print graphics, and design of various report types, including transportation plans, public involvement reports, and NEPA-required environmental reports. She provides a unified design for public-facing materials, such as graphics, presentations, posters, handouts, and postcards that also incorporates applicable client branding specifications. Coordinating with GIS staff, Stacie has implemented a process for map graphic design that conforms to specifications of clients while elevating the appearance of map styles. Her graphics ability and experience with multiple engineering specialties provides the client with a professional final product catered specifically to their needs.

GRAPHIC DESIGNER | COLUMBIA FALLS, KALISPELL, AND WHITEFISH URBAN AREA TRANSPORTATION PLANS | FLATHEAD VALLEY, MT

Stacie provided the final graphic design for three separate urban area plans in Flathead County: Columbia Falls (completed in 2021), Kalispell (completed in 2021), and Whitefish (completed in 2022). Layout and design were needed for each of the Transportation Plans, which included custom graphics. She also provided coordinating design for various client and public information materials at each phase of the projects' development.

GRAPHIC DESIGNER | MDT RONAN-NORTH, US93 IMPROVEMENTS | RONAN, MT

For the extensive public information outreach, Stacie created several map graphics, handouts, and mailers, and incorporated design elements to allow delivery of mailers by EDDM (Every Door Direct Mail®). MDT Vision Zero style guide specifications were utilized to maintain consistent branding throughout the project's duration.

GRAPHIC DESIGNER | HIGHWAY 50 PLANNING AND DESIGN | PONCHA SPRINGS, CO

Along with the updates to Highway 50, the Town of Poncha Springs is gathering input on updated town signage and seasonal décor. Stacie worked with the public engagement lead to develop example graphics for public review and voting. She created graphics for three separate "town themes" as options for these beautification efforts, which included multiple styles for a town welcome sign and light pole signage for places of interest and seasonal events. These graphics allowed the public to visualize the look of various construction materials and design elements and votes were tallied to record the public preference.

GRAPHIC DESIGNER | COUNTY MASTER PLAN UPDATE | OURAY COUNTY, CO

A public input meeting was held to present information about the Master Plan Update and to encourage public input and involvement. Stacie helped to create display boards that incorporated the County brand and presented essential information and resources in a dynamic format. She also applied the same format to the corresponding presentation and developed graphics to illustrate key points.

GRAPHIC DESIGNER | DELL RAPIDS MASTER TRANSPORTATION PLAN | DELL RAPIDS, SD

Beginning in 2019, KLJ worked with the City of Dell Rapids and SDDOT on a 20-year Master Transportation Plan. Stacie provided the design and layout of the Transportation Plan and designed coordinated graphics and meeting materials for the corresponding public input and stakeholder meetings.

YEARS OF EXPERIENCE

24 years

EDUCATION

AAS Information
Technology – UND-Lake
Region

Specialized Vocational
Training for Desktop
Publishing – Lake
Region Vo-Tech Center







To: Mayor Turnipseed and Town Council

From: Melissa Daruna, Assistant Town Manager

Date: April 23, 2024

Agenda Item: Resolution 28, Series 2024: A Resolution of the Town Council of the Town of Eagle Colorado Approving the Holy Cross Energy Relocate Service Agreements for the Eagle Pool Replacement Project.

REQUEST: To approve Resolution 28, Series 2024: A Resolution of the Town Council of the Town of Eagle Colorado Approving the Holy Cross Energy Relocate Service Agreements for the Eagle Pool Replacement Project.

BACKGROUND: The Eagle Pool Replacement Project is making progress. With final design approved by the Planning and Zoning Commission on April 16th, the contractors and staff are now preparing demolition and construction permitting. As part of the beginning stages of the project, the Holy Cross Energy power lines need to be relocated on the site to accommodate the new pool layout. This is a critical first step in the project.

ANALYSIS: The pool contractors have worked directly with Holy Cross Energy to review site plans and power line location. Holy Cross Energy has prepared the attached contract letter and powerline agreements for trenching and underground easements to implement the relocation work. The estimated cost is \$50,000. Holy Cross Energy has requested the agreement be approved and signed by the Mayor, on behalf of the Town Council.

COMMUNITY INPUT: No community input on this element of the project.

BUDGET/STAFF IMPACT: The estimated costs for the relocation are \$50,000, which will be part of the overall budget for the pool replacement project.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED: The Eagle Pool Replacement project aligns with strategic plan with a major objective to *Focus on Recreation, Events, and Open Space, and Match Infrastructure with Quality of Life*;

RECOMMENDED ACTION OR PROPOSED MOTION: Move to approve Resolution 28, Series 2024: A Resolution of the Town Council of the Town of Eagle Colorado Approving the Holy Cross Energy Relocate Service Agreements for the Eagle Pool Replacement Project.

ATTACHMENTS:

- Resolution 28, series 2024
- Holy Cross Energy Contract Letter
- Holy Cross Energy Trench, Conduit and Vault Agreement
- Holy Cross Energy Underground Easement and Right-of-Way Agreement

TOWN OF EAGLE, COLORADO
RESOLUTION NO. 28
(Series of 2024)

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO APPROVING THE HOLY CROSS ENERGY SERVICE RELOCATE AGREEMENTS FOR THE EAGLE POOL REPLACEMENT PROJECT.

WHEREAS, the Town Council adopted a strategic plan with a major objective to *Focus on Recreation, Events, and Open Space, and Match Infrastructure with Quality of Life*;

WHEREAS, the Town identified a need to relocate the Holy Cross Energy lines at the Eagle Pool and Ice Rink as part of the Eagle Pool Replacement Project;

WHEREAS, the Town has allocated funds for the Eagle Pool Replacement project in 2024;

WHEREAS, the Town Council finds that it is in the best interest of the Town and the public health, safety and welfare to enter into the Contract Letter, Trench, Conduit, and Vault Agreement and the Underground Easement and Right-of-Way Agreement with Holy Cross Energy in order to authorize the relocation of powerlines at the Eagle Pool and Ice Rink.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO AS FOLLOWS:

Section 1. The Contract Letter, Trench, Conduit, and Vault Agreement and Underground Easement and Right-of-Way Agreement are hereby approved in substantially the form attached hereto. The Mayor is hereby authorized to execute the Agreement on behalf of the Town.

INTRODUCED, READ, PASSED AND ADOPTED ON April 23, 2024.

TOWN OF EAGLE, COLORADO

Scott Turnipseed, Mayor

ATTEST:

Jenny Rakow, Town Clerk



3799 HIGHWAY 82 · P.O. DRAWER 3350
GLENWOOD SPRINGS, COLORADO 81602
(970) 945-5491 · FAX (970) 945-4081

April 8, 2024

JHL CONSTRUCTORS
Attn: Diego Moran
9100 E. Panorama Drive, Suite 300
Englewood, CO 80112

RE: EAGLE - POOL AND ICE RELOCATE - 25238

Dear Diego,

Holy Cross Energy has completed a design and cost estimate for relocating the power lines for the above referenced project, hereinafter the "Project". Our facilities will be installed as shown on the attached sketch. The owner or developer of the subject Project is hereinafter referred to as the "Owner".

Total estimated cost of construction as a
non-recoverable contribution
required before starting work on the project \$50,000.00

Electronic payments are now being accepted – an Electronic Funds Transfer (EFT) form is included with this agreement. Please contact us if you would like to know more about paying with a Credit Card.

The above figures are only estimates. After the job has been completed, the actual cost of construction will be determined. The Owner's contribution will be adjusted to reflect the actual cost by making a refund or further assessment. Execution of this document constitutes the Owner's agreement to pay any further assessment in a timely manner. This payment is being made by (and any refunds at final accounting will be sent to):

Payee: _____

Phone: _____

Address: _____

Our power facilities must be installed on an easement. Please execute and return the enclosed document.

The following conditions are hereby noted:

1. Lot corners or other locations will be provided by the Owner as needed to ensure that our facilities are installed as shown on the attached sketch.
2. Holy Cross Energy has implemented a policy which requires that the Owner provide all excavation, backfill, compaction and cleanup needed for installation of the underground power system extension to serve the Project. The Owner must also set all vaults and install all conduits as specified by Holy Cross Energy's design for the Project and the enclosed construction specifications. Holy Cross Energy will supply all material which can be picked up by the Owner at the appropriate storage yard. The cost of this material is included in the job cost estimate. The attached Trench, Conduit, and Vault Agreement must be properly executed by the Owner and returned prior to the start of excavation.
3. No excavation will be undertaken within five (5) feet of existing underground power lines except under the on site supervision of a Holy Cross Energy employee.

4. The above estimate is for Holy Cross Energy facilities and does not include the installation of telephone or television facilities. It will be the Owner's responsibility to coordinate construction and make contractual agreements with the other utilities.
5. It shall be the Owner's responsibility to ensure that splice vaults, switchgear vaults and transformer vaults installed hereunder for the Project are accessible by Holy Cross boom trucks and other necessary equipment and personnel at all times. The use of such access by Holy Cross shall not require removal or alteration of any improvements, landscaping, or other obstructions. The ground surface grade shall not be altered within ten (10) feet of said splice, switchgear and transformer vaults, nor along the power line route between the vaults. The ground surface grade at said transformer and switchgear vaults shall be six (6) inches below the top of the pad. The ground surface grade at said splice vaults shall be even with the top of the pad. The manhole opening of said splice vaults shall be uncovered (excluding snow) and accessible at all times. Improvements, landscaping or any other objects placed in the vicinity of said transformers and switchgear shall be located so as not to hinder complete opening of the equipment doors. The ground surface within ten (10) feet of said transformer and switchgear doors shall be flat, level and free of improvements, landscaping, and other obstructions. Improvements, landscaping and other objects will be kept a minimum of four (4) feet from non-opening sides and backs of said transformers and switchgear. Owner hereby agrees to maintain the requirements of this paragraph and further agrees to correct any violations which may occur as soon as notified by Holy Cross Energy. Said corrections will be made at the sole cost and expense of Owner.
6. The Owner will provide a site for disposal of rock and excess soil generated in the performance of this work.
7. There is no provision in our estimate for revegetation. Revegetation, if required, must be provided by parties other than Holy Cross Energy.
8. Secondary voltage available will be 480Y/277, three-phase.
9. Secondary facilities shall be installed in accordance with National Electrical Code and Holy Cross Energy specifications. All meter locations must be approved. Any service over 200 amps or 240 volts must have prior written approval from Holy Cross Energy.
10. If needed it will be the Owner's responsibility to extend underground secondary entrance conductors from the pad-mounted transformer, or junction box, to points of power usage. It will be the Owner's responsibility to retain the services of a qualified electrician to convert all the existing secondary electric services from the existing overhead electric transformer(s), to be removed, to the new pad-mounted transformer(S) and or secondary junction box(es) being installed for the Project. The work of the electrician will need to be coordinated with Holy Cross Energy to minimize the length of outages to affected consumers.
11. The above mentioned cost estimate does not include connect fees or meter deposits, if required. Arrangements for payment of these items and for scheduling the actual meter installation should be made through the local Holy Cross Energy office.
12. We attempt to complete all projects in a timely manner. However, highest priority is given to maintaining service to our existing consumers. This fact, along with inevitable construction delays, will not allow us to guarantee a project completion date.
13. All Holy Cross Energy rules and regulations will be followed.

14. When Holy Cross Energy is in receipt of the Owner's payment in the amount of \$50,000.00 (via EFT, credit card, or check), all necessary executed easements, other permits, if required, a completed "Residential Load Form" or "General Services Load Form", the executed trench agreement, and the signed original of this letter agreement (below), the job can be scheduled for construction. Holy Cross Energy does not accept checks with lien waivers.

Sincerely,
HOLY CROSS ENERGY



Todd Foral,
Engineering Department
tforal@holycross.com
(970) 748-4307
TF:MM
Enclosure

The above terms and conditions
are hereby agreed to and accepted

By: _____

Title: _____

Date: _____



ELECTRONIC FUNDS TRANSFER (EFT) AUTHORIZATION

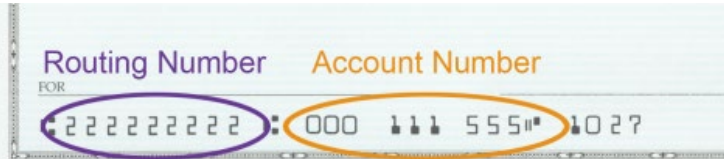
I hereby authorize Holy Cross Energy to electronically debit the account one-time for the amount listed below:

Amount: \$50,000.00

Work Order: 25238

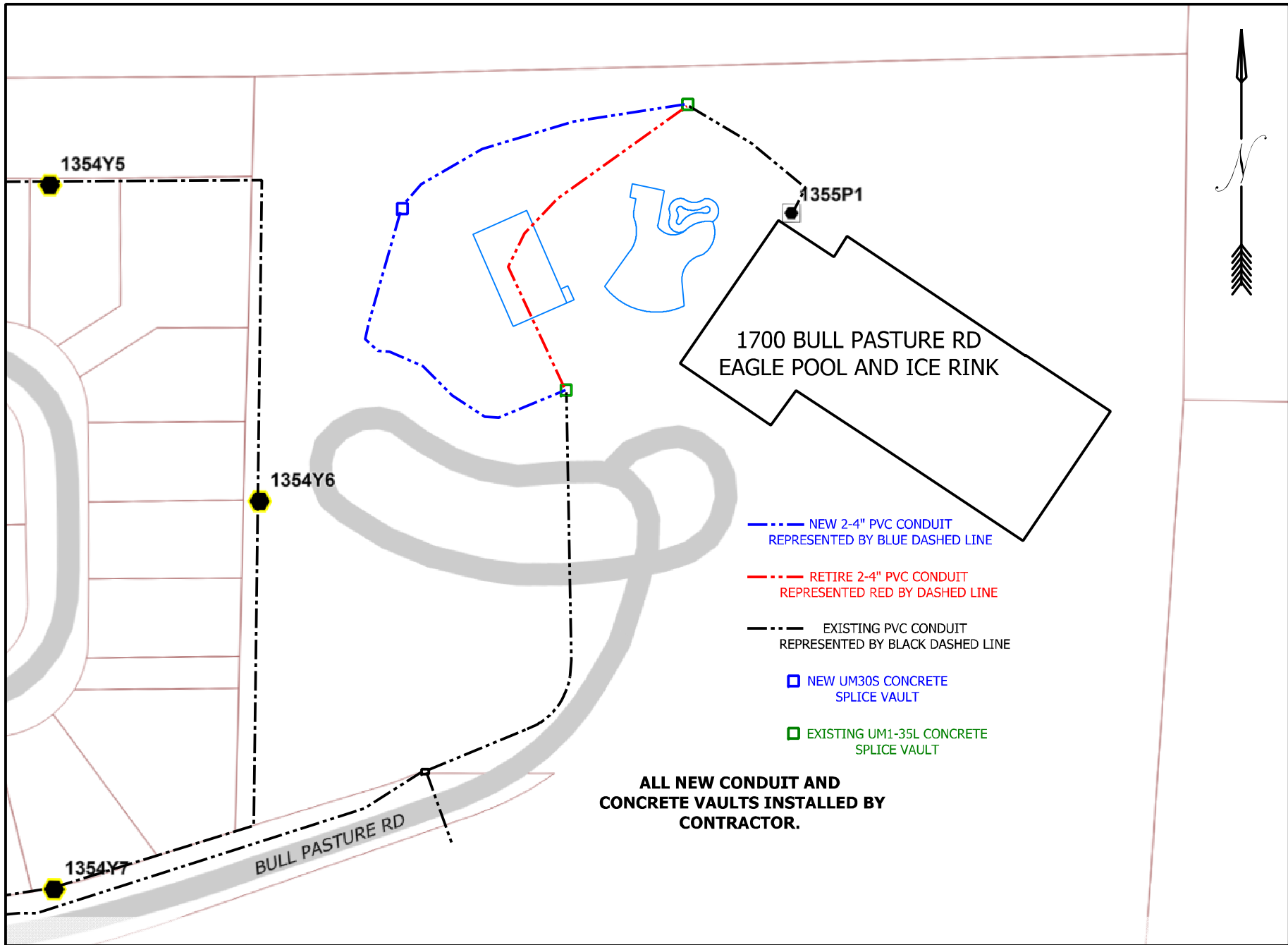
Project: Eagle - Pool and Ice Relocate

Engineer: TF

Account Holder & Financial Institution Information		
☐	Checking	Account Holder Name:
☐	Savings	
Address		
City, State, Zip Code		
Routing Number		
Bank Account Number		
		

By signing below, I agree to the terms of this agreement and authorize the one-time withdrawal for the amount above. A confirmation of the payment (invoice showing paid) will be sent to the email address.

Printed Name & Title	Email Address
Signature	Date
X	



Holy Cross Energy
Glenwood Springs, Colorado

NOT TO SCALE
FACILITY LOCATIONS APPROXIMATE

CONTRACT LETTER AGREEMENT SKETCH
Job Name: EAGLE - POOL AND ICE RELOCATE

W/O#: 25238

TRENCH, CONDUIT, AND VAULT AGREEMENT

This Agreement is made and entered into this ____ day of _____, 20____, between Town of Eagle, whose mailing address is P.O. Box 609, Eagle, CO 81631, hereinafter called "**Owner**" [whether an individual or an entity], and **Holy Cross Energy**, a Colorado cooperative association, whose mailing address is P.O. Box 2150, Glenwood Springs, Colorado 81601-2150, hereafter called "**Holy Cross**." Owner and Holy Cross agree as follows:

Background:

A. Owner requested that Holy Cross provide underground electric facilities, hereinafter called "Facilities", to serve a project known as Eagle-Pool and Ice Relocate, hereinafter called "Project".

B. Owner is required by Holy Cross to provide all excavation, conduit, and vault installation, backfill, compaction and cleanup needed to construct said requested Facilities as provided in its Line Extension Tariff prior to the time that Holy Cross will install its electric system. Any delay in completion of Owner's duties under this Agreement will delay the installation of the electric system.

Owner owns real property described as follows: PARCEL B, SOLEIL HOMES AT BRUSH CREEK FILING 1, A RESUBDIVISION OF PARCEL B AND LOT 1 BRUSH CREEK MEADOWS FILING 4, according to the CORRECTION PLAT thereof in Section 04, Township 05 South, Range 84 West of the 6th P.M., as more fully described at Reception Number 201619459 in the records of the Eagle County Clerk and Recorder's Office, Eagle, Colorado, hereinafter called "Property", which Property is the real property where the Project is being developed.

C. Installation of Facilities to serve the Project may require off site trenching or other excavation on certain real property adjacent to the Project described as follows: N/A, hereinafter called "Adjacent Land".

1. Owner shall provide all excavation, conduit, and vault installation, backfill, compaction and cleanup necessary for installation of Facilities to serve the Project. Such excavation shall be located as shown on the construction plans approved by Holy Cross, and performed in accordance with Holy Cross Vault Installation Specifications, Construction Specifications, and inspector requirements. Any deviation from the approved construction plans will not be made unless approved by Holy Cross in advance. All Facilities installed hereunder shall be inspected during construction by Holy Cross and shall meet all Holy Cross requirements prior to acceptance of such Facilities by Holy Cross. Owner shall comply with all the Tariffs, Rules, Regulations, and Policies of Holy Cross in effect from time to time.

- a. Prior to commencement of any work hereunder, Holy Cross shall furnish to Owner its Vault Installation Specifications and Construction Specifications and such specifications are made a part hereof by reference.
- b. All Facilities installed within the Property and Adjacent Land shall be within dedicated or conveyed and recorded private utility easements on Holy Cross's standard form or within public utility easements usable by Holy Cross.
- c. The top of all conduits installed hereunder shall be located a minimum of 48" below the final grade of the ground surface.
- d. A twelve-inch minimum separation will be maintained between conduits installed for the Facilities and all other new or existing underground utilities. Wherever possible, this separation will be horizontal. The Facilities' conduit separation from plastic gas lines shall be greater than this minimum.
- e. Holy Cross will supply the necessary conduit and vaults for installation by the Owner upon completion of contractual arrangements. Owner assumes responsibility for all material lost or damaged after such material has been issued to and signed for by Owner or by an agent of Owner. Alternatively, Owner may provide its own conduit and vaults meeting Holy Cross specifications for use on the Project and convey such provided material to Holy Cross with an acceptable Bill of Sale on Holy Cross's standard form. After installation by the Owner and acceptance by Holy Cross, then Holy Cross shall be the owner of the conduit, vaults and related structures and facilities.
- f. If conduit or vault or both installation provided by Owner for the Project are found to be unusable or improperly constructed, irrespective of whether such discovery is made during or after installation, Owner will be responsible for correcting said problems at its expense as specified by Holy Cross and Owner shall reimburse Holy Cross for all additional costs resulting from conduit or vault installation being unusable or improperly constructed.

2. Holy Cross possesses the right to specify acceptable work performed hereunder, and Owner shall perform work hereunder as an independent contractor, including without limitation the hiring and firing of its own employees, providing its own tools and equipment, payment of all wages, taxes, insurance, employee withholdings, and fees connected with its work on the Project.

3. Owner shall obtain all necessary permits and utility locations [811] prior to excavation for work performed hereunder. Owner shall repair all damage caused during excavation promptly and at its expense. No excavation will be undertaken within five feet of existing underground electric facilities except under the on-site supervision of Holy Cross.

4. Owner shall indemnify, save, and hold harmless Holy Cross, its directors, officers, employees, and agents, against all loss, liability, claims, expense, suits, causes of action, or judgments for damages to property or injury or death to persons that may arise out of work performed hereunder, or because of a breach of the Agreement. Owner shall promptly defend Holy Cross whenever legal proceedings of any kind are brought against it arising out of work performed hereunder by the Owner and work performed at the direction of the Owner. If Owner fails to promptly defend Holy Cross, then Owner

shall be liable to Holy Cross, and shall reimburse it, for all costs, expenses and attorney fees incurred in defending any such legal proceeding. Owner shall satisfy, pay, and discharge all judgments and fines rendered against Holy Cross arising out of any such proceedings. Owner shall promptly satisfy and pay any monetary settlements of disputes that arise hereunder, provided Owner has been given the opportunity to join in such settlement agreements. The above indemnification shall not apply to state and local governments or special districts. Owner, including any government, shall procure and maintain in effect at least \$1,000,000 of public liability insurance covering the acts, damages and expenses described in the above indemnification clause and shall name Holy Cross as an additional insured, and the insurance carrier shall waive subrogation. Upon Holy Cross's request Owner shall furnish a Certificate of Insurance verifying the existence of such insurance coverage.

5. Owner shall repair at its expense any excavation settlement and damage to asphalt paving or other surface improvements caused by such settlement resulting from work performed hereunder within the Property and Adjacent Land for a period of two years beginning on the date backfill and cleanup are completed.

6. Owner at its expense shall stop the growth of thistles and other noxious weeds in all areas disturbed by excavation performed hereunder for a period of two years beginning on the date backfill and cleanup are completed.

7. If Owner shall not promptly complete all Owner's obligations, then Holy Cross may give written notice to Owner demanding that Owner complete the work and obligations undertaken by Owner under the Agreement. If such work and obligations are not completed within 30 days after the date of such notice to Owner, then Holy Cross may complete the work and obligations. If Holy Cross undertakes to complete the work, then all costs of completion of the work shall be paid by Owner forthwith.

8. Owner shall construct the trench and all Facilities within the trench installed hereunder in the proper easements and at the proper depth below finished grade. Owner shall properly locate and construct the Facilities within the easement. If it is discovered that such Facilities have not been properly located within dedicated or conveyed and recorded utility easements, or at the proper depth, it shall be the obligation of Owner to provide new easements for the actual location of the Facilities, or to relocate the Facilities within the easement, all of which shall be at the sole cost and expense of Owner.

9. Owner shall ensure that above ground facilities including without limitation: splice vaults, switchgear vaults, and transformer vaults installed hereunder on the Property or Adjacent Land are always accessible by Holy Cross's boom trucks and other necessary equipment and personnel. The use of access by Holy Cross shall not require removal or alteration of any improvements, landscaping, or other obstructions. The ground surface grade shall not be altered within ten feet of any splice, switchgear, and transformer vaults, nor along the power line route between the vaults. The ground surface grade at said transformer and switchgear vaults shall be six inches below the top of the pad. The ground surface grade at said splice vaults shall be even with the top of the pad. The manhole opening of said splice vaults shall be uncovered (excluding snow) and always accessible. Improvements, landscaping, or any other objects placed in the vicinity of said transformers and switchgear shall be located so as not to hinder complete opening of the equipment doors. The ground surface within ten feet of said transformer and switchgear doors shall be flat, level, and free of improvements, landscaping, and other obstructions. Improvements, landscaping, and other objects will be kept a minimum of four feet from non-opening sides and backs of said transformers and switchgear. Owner agrees to maintain the requirements of this Easement and further agrees to correct any violations which may occur as soon as notified by Holy Cross. Said corrections will be made at the sole cost and expense of Owner.

10. All Holy Cross meter locations must be approved in advance. Notwithstanding such advance approval, it shall be the Owner's responsibility to always maintain acceptable access, as determined solely by Holy Cross, to all Holy Cross meters. At any time in the future, should access to any Holy Cross meters be determined by Holy Cross to be unacceptable, then it shall be the Owner's sole responsibility and cost to correct the access and make it acceptable, as determined by Holy Cross.

11. Owner warrants that it is the owner of the Property and that the Property is free and clear of encumbrances and liens of any character, except those held by the following: All those of Record as of the date of this Agreement. Owner shall eliminate the encumbrances or liens on the Property upon demand of Holy Cross..

12. The promises, agreements and representations made by Owner herein shall be covenants that run with the title to the Property and shall be binding upon the successors in ownership and interest, and assigns, of the Property. This Agreement shall be recorded at Owner's expense in the county in which the Property is located.

13. The individual(s) signing this Agreement hereby represent that the individual(s) have full power and authority to sign, execute, and deliver this Agreement.

[SIGNATURE PAGE TO FOLLOW]

OWNER
Town of Eagle

By: _____

Title: _____

STATE OF _____)
) ss.

COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____,
by _____ as Mayor of the Town of Eagle.

WITNESS my hand and official seal.

My commission expires: _____

Address: _____

Notary Public

HOLY CROSS ENERGY

By: _____

David Bleakley, Vice President-Engineering

STATE OF COLORADO)
) ss.

COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by David Bleakley, Vice
President-Engineering, Holy Cross Energy, a Colorado cooperative association.

WITNESS my hand and official seal.

My commission expires: _____

Address: _____

Notary Public

**HOLY CROSS ENERGY
UNDERGROUND EASEMENT AND RIGHT-OF-WAY**

KNOW ALL MEN BY THESE PRESENTS, that the undersigned,

Town of Eagle

(hereinafter called "Grantor" whether singular, plural or an entity), for good and valuable consideration, the receipt whereof is hereby acknowledged, does hereby grant to **Holy Cross Energy**, a Colorado cooperative association, whose post office address is P. O. Box 2150, Glenwood Springs, Colorado (hereinafter called "Grantee") and to its successors and assigns, an easement and the right of ingress and egress ("Easement") across all lands of Grantor "Land," situate in the County of Eagle, State of Colorado, described as follows:

PARCEL B, SOLEIL HOMES AT BRUSH CREEK FILING 1, A RESUBDIVISION OF PARCEL B AND LOT 1
BRUSH CREEK MEADOWS FILING 4, according to the CORRECTION PLAT thereof in Section 04,
Township 05 South, Range 84 West of the 6th P.M., as more fully described at Reception Number
201619459 in the records of the Eagle County Clerk and Recorder's Office, Eagle, Colorado.

The grant of the Easement includes, without limitation, the right to: construct, reconstruct, repair, change, enlarge, re-phase, increase voltage, change design, operate, and maintain an underground electric transmission or distribution line or lines, or both, with the underground vaults, conduits, fixtures, and equipment used or useable in connection therewith, together with associated equipment required above ground. The rights herein granted specifically allow Grantee to install additional underground and surface pad-mounted facilities within the Easement area described herein. The grant of the Easement includes without limitation any communications facilities, fiber optic facilities, wireless transmitters, receivers, phone line carrier equipment and other communication equipment of any kind whether owned by Grantee or others, within the above mentioned Land, upon an Easement area described as follows:

An Easement area ten (10) feet in width, the centerline for said Easement area being one or more underground power lines as constructed, the approximate location of which upon the above described Land is shown on Exhibit A attached hereto and made a part hereof by reference.

It shall be the Grantor's responsibility to ensure that above ground facilities including without limitation: splice vaults, switchgear vaults, and transformer vaults installed hereunder on the Land are always accessible by Grantee's boom trucks and other necessary equipment and personnel. The use of access by Grantee shall not require removal or alteration of any improvements, landscaping, or other obstructions. The ground surface grade shall not be altered within ten feet of any splice, switchgear, and transformer vaults, nor along the power line route between the vaults. The ground surface grade at said transformer and switchgear vaults shall be six inches below the top of the pad. The ground surface grade at said splice vaults shall be even with the top of the pad. The manhole opening of said splice vaults shall be uncovered (excluding snow) and always accessible. Improvements, landscaping, or any other objects placed in the vicinity of said transformers and switchgear shall be located so as not to hinder complete opening of the equipment doors. The ground surface within ten feet of said transformer and switchgear doors shall be flat, level, and free of improvements, landscaping, and other obstructions. Improvements, landscaping, and other objects will be kept a minimum of four feet from non-opening sides and backs of said transformers and switchgear. Grantor hereby agrees to maintain the requirements of this Easement and further agrees to correct any violations which may occur as soon as notified by Grantee. Said corrections will be made at the sole cost and expense of Grantor.

The grant of the Easement includes the right to remove all trees, brush, vegetation, improvements, and obstructions within said Easement area and the right to pile spoils outside said Easement area whether during construction and maintenance or otherwise, when such is reasonably necessary for the implementation and use of the rights herein granted. In areas where vegetation is disturbed using the Easement, the ground surface shall be seeded once using a standard native mix by Grantee. Grantor agrees that landscaping, vegetation, or other improvements added on said Easement area after the date of this Easement will be a violation of this agreement, and Grantee will not be responsible for damage to said additional landscaping, vegetation, or improvements caused by exercise of Grantor's rights granted by this Easement.

Grantor agrees that all facilities installed by Grantee on the easement area shall remain the property of Grantee and shall be removable at the option of Grantee.

Grantor covenants that Grantor is the owner of the above-described Land and that the Land is free and clear of encumbrances and liens of whatsoever character, except those held by the following: All those of Record as of the date of this easement. Grantor shall eliminate the encumbrances or liens on the Easement upon demand of Grantee.

TO HAVE AND TO HOLD, this Easement and right-of-way, together with all and singular, the actual and implied rights and privileges appertaining thereto, unto Grantee, its successors and assigns, forever.

IN WITNESS WHEREOF, Grantor has caused this Easement agreement to be duly executed on this ____ day of _____, 20_____.

The individual(s) signing this Holy Cross Energy Underground Right-of-Way Easement hereby represent that the undersigned have full power and authority to sign, execute, and deliver this instrument.

Town of Eagle

By: _____
Mayor

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____ as Mayor of the Town of Eagle.

WITNESS my hand and official seal.
My commission expires:

Notary Public

Address: _____



To: Mayor and Town Council
From: Larry Pardee, Town Manager
Date: April 23, 2024
Re: Town Manager Report

Administration and organization update:

In alignment with numerous other communities, the Town of Eagle has been presented with an opportunity to support the Mountain Towns 2030 Initiative through a funding request. Upon approval of the Town Manager report, a transfer of \$5,000 from the Council meeting expense line item to the Special Council funding line item will be executed. This allocation will then be disbursed to MT2030. In reciprocation for our contribution, each Foundation Community, contributing a minimum of \$5,000, stands to gain:

1. Four complimentary registrations for the MT2030 Climate Solutions Summit are scheduled in Jackson, WY, on October 15-16, 2024.
2. Early access to the MT2030 Matrix.
3. Acknowledgment as a Foundation Community during the Climate Solutions Summit.
4. Place the Town's logo on the MT2030 website alongside logos of other Foundation Communities.

MT2030 endeavors to catalyze a movement among mountain communities to address climate challenges and enhance resilience where necessary. Given the urgent impact of climate change on our environments and livelihoods, proactive measures are imperative.

We are pleased to announce the appointment of Carrie Bulhman as the new Chief of Police for the Town of Eagle. Carrie emerged as an outstanding candidate through a rigorous evaluation process, demonstrating a deep understanding of the Eagle Police Department, strong ties to the Community, and exceptional leadership qualities. Her extensive network and unwavering commitment to the Community make her exceptionally well-suited for this pivotal role. We thank Carrie for stepping forward to serve our Eagle community as its next Chief of Police.

In our ongoing efforts, we are actively seeking candidates for the position of Community Development Director. We acknowledge and appreciate Cliff Simonton's dedicated service as Interim Director during this transitional phase.

We wish to express our sincere appreciation to Gary Suiter for his facilitation of our recent retreat on April 12. Gary's adept guidance created an environment conducive to productive and meaningful dialogues between the Council and staff. His skill in navigating conversations and fostering mutual understanding proved invaluable, resulting in a deeper appreciation of each other's perspectives and responsibilities. The retreat has undoubtedly fortified our collective commitment to achieving our shared objectives.

Furthermore, I would like to notify you that I will be on leave from the office from May 9 through May 18. Although I will be absent from the May 14 Town Meeting, I am confident that our capable team members will continue their exceptional support of the Council. I will return to the office on Monday, May 20.

Economic Development:

Our ongoing collaboration with EPS representatives Sarah Dunmire and Andrew Knudtsen remains

pivotal as we delve into discussions surrounding the East Eagle Financing and Revenue Sharing initiatives. The recent meeting served as a platform for in-depth exchanges, providing essential background information crucial for their upcoming report on financing infrastructure enhancements and revenue sharing. This ensures that they are equipped with comprehensive insights necessary for informed analysis.

The continued engagement of the EPS team, including Sarah Dunmire, Andrew Knudtsen, Town staff Nikki Davis, and myself, underscores our commitment to advancing the East Eagle Financing and Revenue Strategies.

These deliberations are strategically centered on maximizing the potential of the expansive 170-acre East Eagle subarea, aligning with the objectives outlined in the 2021 East Eagle Sub Area Plan and our recently implemented East Eagle Commercial General Zoning.

In line with our dedication to fostering economic growth, we are exploring the introduction of a tailored Commercial Linkage Fee explicitly aimed at facilitating affordable housing within the Town of Eagle. This initiative represents a proactive step beyond the existing Local Employee Residency Program (LERP) for residential housing, aiming to establish a symbiotic relationship between commercial development and affordable housing endeavors.

The proposed fee structure will be crafted and harmonized with prevailing market dynamics and land-use patterns. This strategic approach perfectly aligns with the town's proactive stance in addressing housing needs stemming from the burgeoning commercial development in the region.

Outreach & Meetings: *This report will overview recent participation in community outreach opportunities and regional and project-specific meetings. These events offer valuable opportunities to collaborate with stakeholders, stay informed on the latest developments, and contribute to the local Community.*

On Wednesday, April 10, I participated in a significant meeting addressing the regulatory hurdles confronting wastewater treatment facilities in Eagle County. The meeting, hosted by Siri Roman and Steven Bushong of ERWSD, brought together key stakeholders from across the county, including notable figures such as Diane Johnson of ERWSD, Jeff Shroll (Eagle County Manager), Michelle Metteer Minturn (Town Manager), Russ Forrest (Vail Town Manager), Jeremy Rietmann (Gypsum Town Manager), Eric Hiel (Avon Town Manager), and Chris Romer (Vail Valley Partnership). Our primary objective was to devise strategic approaches to navigate the increasingly stringent water quality regulations mandated by the Colorado Department of Public Health & Environment (CDPHE).

Throughout our in-depth deliberations, we explored a range of potential strategies, including direct engagement with CDPHE Board Members, State Legislators, and the Governor's office, to garner support for alternative solutions capable of alleviating the financial strain imposed by these regulations. Our collective aim was to identify innovative pathways to ensure regulatory compliance without requiring exorbitant multi-million dollar investments.

We are particularly concerned about these new regulations' significant financial burden on affordable housing and our communities' fixed and low-income segments. Therefore, we must prioritize exploring alternative solutions to address this pressing issue.

As we look ahead, our commitment remains unwavering as we persist in convening and deliberating on viable strategies to uncover innovative solutions that balance regulatory obligations and the economic interests of Eagle County's wastewater treatment facilities.

On April 10, Eagle Valley Transit (EVTA) convened its monthly board meeting in Avon. Several business items were addressed in a high-level overview of the meeting, each bearing significant

implications for EVTA's operations and strategic trajectory. After a meticulous RFP process initiated in February, the Managed Services Provider Contract for IT has been meticulously crafted into a comprehensive agreement with Istonish, now poised for board consideration to ensure seamless IT service provision.

Secondly, in refining EVTA's identity, a collaboration with HyFyve has led to the development of the new brand with a mission and vision statement ready for board review, demonstrating our commitment to clarity and purpose. Thirdly, to uphold fair compensation practices, Graves Consulting has devised a robust pay grade and salary structure proposal presented to the board.

Additionally, a Bi-Lingual Incentive Pay Policy recognizing bilingual employees' contributions is submitted for board deliberation, aligning with our commitment to equity. In financial stewardship, a strategic investment strategy memo has been prepared jointly by staff and treasurer for optimal capital savings. At the same time, a support letter endorsing Avon's Low or No Emission Grant Application showcases our dedication to environmental sustainability and community collaboration. For transportation consulting, advocating for a 12-month contract extension with Capitol GCS ensures effective oversight of our initiatives, including the 10-Year Transit Development and Capital Plan project.

Lastly, as EVTA gears for service expansion, staff seeks board authorization to manage a third-party maintenance contract, requiring careful coordination for operational efficiency. These discussions underscore EVTA's dedication to excellence, innovation, and responsible stewardship in meeting community needs and aspirations within modern transportation.

We continue working with Bill Ray to set up stakeholder meetings, pushing out informational narratives on the four Quality of Life initiatives.

Dear Stakeholder's Name,

I hope this message finds you well. My name is Bill Ray, and I am collaborating with the Town of Eagle to facilitate the implementation of our Quality of Life initiatives. These endeavors have been identified through extensive community outreach and planning efforts to elevate the well-being of our residents, businesses, and visitors.

Outlined below are the key initiatives that we are focusing on:

- **Grand Avenue Multimodal Corridor Project:** *This project is crucial for enhancing transportation connectivity to I-70 and the Eagle County Regional Airport. It addresses traffic capacity, multimodal infrastructure needs, and safety concerns by incorporating intersection enhancements, upgrading pedestrian and cyclist facilities, and widening Grand Avenue.*
- **Housing:** *We aim to provide short-term housing options to attract and retain talented individuals for key positions within our local government. This initiative ensures that Eagle can assemble and maintain an exceptional team to deliver essential services such as public safety, community development, and public works.*
- **Sustainability and Net Zero Goals:** *Environmental stewardship is a top priority to achieve net zero carbon emissions internally by 2028 and community-wide by 2030. Sustainable initiatives will reinforce our Community's dedication to environmental responsibility and yield lasting positive effects for future generations.*
- **Open Space and Outdoor Recreation:** *Preserving and enhancing our open spaces is crucial for maintaining our Community's character and providing opportunities for outdoor recreation and wildlife habitat. Your insights on open space management and spending from the Sales Tax Improvement Fund will contribute significantly to these endeavors.*

Recently, the Town Council convened a retreat to delve deeper into these initiatives. It became evident that the Council values community feedback in prioritizing these Quality-of-Life initiatives and collaborating with staff to identify and execute projects within each category.

We are seeking your involvement in a Stakeholder Committee to facilitate this collaboration. This committee will review priorities, explore funding options, and provide valuable feedback to the Council. If you are willing to participate, please click the link below to access a Doodle poll and indicate your availability for our first meeting, scheduled for either April 29 or May 2:

The Eagle County Housing Action Plan bi-weekly meetings convened on Friday, April 19, strongly emphasizing advancing Community and business surveys. The ongoing surveys have garnered significant participation, with 1,737 household surveys collected thus far, including 110 responses in Spanish. Additionally, 91 surveys from local businesses have been received.

Efforts to maximize survey participation remain a priority, with continued marketing and outreach initiatives underway. These endeavors aim to ensure comprehensive data collection, essential for informed decision-making.

Looking ahead, EPS consultants will undertake further data gathering by soliciting existing affordable housing pipelines, building permit records, water usage data, and other pertinent information. This comprehensive approach will provide crucial insights for developing and implementing effective housing strategies.

In April, our engagement with Brandon Cohen and Michael Hood from Abrika remains ongoing, focusing on the Haymeadow development opportunities in conjunction with the new Brush Creek Road extension. Additionally, we have collaborated on suggested modifications to the Residential Overlay (RO) housing requirements and have explored potential avenues for open space initiatives. We actively investigate strategies and alternatives to propel progress in these key areas through these discussions.

WORK SESSIONS:

To help the Town Council keep track of upcoming work sessions, below is a table of topics to discuss over the next several months. Preparing in advance is helpful since it takes planning to execute a work session. Staff will keep this table in this report and make changes as needed. The topics are subject to change:

Date	Topic
February 6, Work Session	<i>EVC priorities and goals for 2024</i>
March 5, Work Session	<i>Eagle Quality of Life Initiatives</i>
April 2, Work Session	<i>Canceled</i>
May 7, Work Session	EVTA – Tanya and Scott will present an update on EVTA
June 4, Work Session	
July 2, Work Session	
August 6, Work Session	
September 3, Work Session	
Request for Additional Work Sessions	Topic