



Legislation Details (With Text)

File #: 20-121 **Version:** 1 **Name:**
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On agenda: 3/10/2020 **Final action:**
Title: A Resolution of the Board of Trustees of the Town of Erie Approving a Commitment to Fund a Portion of State Highway 52 Planning and Environmental Linkage (PEL) Study and Access Control Plan (ACP) in the Amount of \$28,000

Sponsors:

Indexes:

Code sections:

Attachments: 1. Resolution, 2. SH52 CDOT Request

Date	Ver.	Action By	Action	Result
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SUBJECT: CONSENT AGENDA

A Resolution of the Board of Trustees of the Town of Erie Approving a Commitment to Fund a Portion of State Highway 52 Planning and Environmental Linkage (PEL) Study and Access Control Plan (ACP) in the Amount of \$28,000

DEPARTMENT: Public Works

PRESENTER: Todd Fessenden, Public Works Director

FISCAL SUMMARY:

Cost as Recommended: \$28,000
Balance Available: \$200,000
Budget Line Item Number: 300-70-110-605000-100347
New Appropriation Required: No

STAFF RECOMMENDATION:

Approve the resolution and authorize staff to expend said funds.

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Background:

The Colorado Department of Transportation (CDOT) is seeking partnerships from local agencies along the State Highway 52 corridor to support the development of a Planning and Environmental Linkage Study (PEL) and Access Control Plan (ACP). The PEL reaches from State Highway 119 (SH-119) near Boulder to State Highway 79 (SH-79) in Prospect Valley. Boulder County and Weld County are participating at a higher level while the cities and towns along the corridor are being asked to participate at the \$28,000 level. These participating municipalities include: Boulder, Longmont, Firestone, Fredrick, Dacono, Fort Lupton, Hudson and Keenesburg.

The results of the PEL study will be a report that defines the general configuration of the roadway and typical right of way (ROW) requirements along the corridor. The benefit of the PEL is that it begins the research for complying with the NEPA process. This allows for a quicker process when applying for Federal funds. It is also a direct benefit in that it helps define

the needed ROW so that as adjacent properties seek to develop they will be aware of the necessity of dedicating ROW.

Fiscal Impact:

The transportation impact fund will be reduced by \$28,000. These funds will go to support an overall expenditure of \$2.2 million by all participating parties. The remaining funding is coming from the Colorado Department of Transportation and the other participating agencies.

ATTACHMENTS:

- 1. Resolution**
- 2. CDOT Request Letter**