

EXHIBIT A

GRANT APPLICATION CHECK LIST

MANDATORY:

- Signed letter of resolution from Governing Body
- Exhibit A - Application
- Exhibit B - Budget (Unprotected Excel CPW form)
- N/A Environmental Forms (not required for Regional Trails Planning grants)
- Maps/Photographs/Graphics (5 page max, pdf, letter sized pages)
- Letters of Support (maximum of 5). No letters from clubs or groups specifically working on the project
- Project can be completed within 2.5 years from receiving grant
- Required MATCH funding is secured, including CASH match funds
- CPW Area Wildlife Manager has been contacted and informed of construction projects by July 1st. Note that ALL projects will be reviewed by CPW for wildlife impacts
- N/A (Construction only) Project area is owned by public land agency or has easement that designates the area to be open to public outdoor recreation for at least 25 years
- N/A (Construction Only) Formal Environmental Assessment (EA) or NEPA has been completed with final approval for the project area (federal lands only).

ADDITIONAL PROJECT HIGHLIGHTS:

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

CITY OF STEAMBOAT SPRINGS, COLORADO

RESOLUTION NO. 2019-48

A RESOLUTION SUPPORTING THE GRANT APPLICATION AND AGREEMENT BETWEEN THE CITY OF STEAMBOAT SPRINGS AND THE STATE OF COLORADO FOR A REGIONAL TRAILS PLANNING GRANT FROM THE COLORADO PARKS & WILDLIFE: COLORADO THE BEAUTIFUL PROGRAM.

WHEREAS, the City of Steamboat Springs supports the process to research, plan, engineer, and design a trail extension west of Steamboat Springs to the Steamboat II and Silver Spur Neighborhoods, and

WHEREAS, the City of Steamboat Springs is submitting a Regional Trails Planning grant application requesting up to \$75,000 from the CPW: Colorado the Beautiful Trail program, and

WHEREAS, the City's intention is to maintain the City owned properties for at least 25 years, and it is the intention to plan for a trail that will be located where there will be long term public access,

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF STEAMBOAT SPRINGS:

Section 1: The City Council of the City of Steamboat Springs strongly supports the application and will appropriate matching funds for the project.

Section 2: If the grant is awarded, the City Council of the City of Steamboat Springs strongly supports the completion of the project.

Section 3: The City Council of the City of Steamboat Springs authorizes the expenditure of funds necessary to meet the terms and obligations of any Grant awarded.

Section 4: If the grant is awarded, the City Council of the City of Steamboat Springs authorizes the City Manager to sign the grant agreement.

Section 6: This resolution to be in full force and effect from and after its passage and approval.

PASSED, ADOPTED, AND APPROVED this 16th day of July, 2019.


Jason Lacy, President
Steamboat Springs City Council

ATTEST:

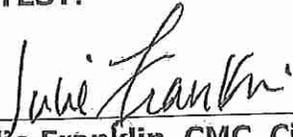

Julie Franklin, CMC, City Clerk



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COLORADO THE BEAUTIFUL REGIONAL TRAILS PLANNING APPLICATION

Applicant or Organization Name: City of Steamboat Springs		
Mailing Address: P.O. Box 775088, Steamboat Springs, CO 80477		
Applicant Lead Contact Name: Ginger Scott		Title: Grants Analyst
Telephone: 970-871-8215	Email: gscott@steamboatsprings.net	Is this the primary contact for this grant: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

PROJECT MANAGER (this person will have day-to-day responsibility for the project)

Name: Ben Beall, City Engineer		
Mailing Address: P.O. Box 772834, Steamboat Springs CO 80477		
Telephone: 970-871-8293	Email: bbeall@steamboatsprings.net	Is this the primary contact for this grant: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

PRIMARY PARTNER INFORMATION (IF APPLICABLE)

Name:		
Mailing Address:		
Partner Contact Name:		Title:
Telephone:	Email:	Is this the primary contact for this grant: <input type="checkbox"/> YES <input type="checkbox"/> NO

Project Title: West Steamboat Trail Connection Plan	
Grant Request: \$ 75,000	Required Match: \$ 22,500
Total Project Cost: \$ 150,000	
<p>Project Summary: Please write a short (1-paragraph) summary of your project. This information will be posted online and in grant application and reviewer information packets.</p> <p>The City of Steamboat Springs project will complete preliminary design for a trail that will provide a critical link between downtown Steamboat Springs and the Yampa River Core Trail, and the rapidly growing neighborhoods, trails and recreational opportunities in the area West of Steamboat Springs.</p> <p>Detailed Project Description: Please write a 3-4 paragraph description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where.) This is your scope of work. (This section is not the place to talk about the project background, the benefits, the funding, or anything other than the actual work to be accomplished. Please address this information in question #1 of the Selection Criteria.)</p> <p>WHO? Who will complete the work and who will oversee the project? Provide a description of your community or organization, highlighting its mission and purpose.</p> <p>WHAT? Explain what you are going to do or accomplish. What is the goal or the reason for your project? Break down the project into a list of specific activities to be completed. These should be quantifiable items that correspond to the categories on your budget page. Include quantity or quality as part of your description of work to be performed.</p>	

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How long? How many? How many feet? How many miles? What materials will be used? Is a specific standard or guideline being used?

WHERE? Explain in detail the location of your project. Where is the project located? What county? What National Forest/ BLM Field Office? Provide the names of the trail(s) or trail system and where the work will be performed. What agency manages or is responsible for the land where the project is located?

DEFINITIONS? Please define all acronyms and specialized terms that are used in your project description.

Project Description / Scope of Work

The West Steamboat Springs Trail Connection Planning Project will contract with a qualified vendor to perform survey work, wetlands delineation and to complete preliminary design for an important trail link between the highly used Yampa River Core Trail in Steamboat Springs (currently six miles in length) and the rapidly developing area west of Steamboat Springs. This project will include public input and coordination with landowners and other stakeholders, and will result in several alternatives for design as well as cost estimates. This will complete an important step to clear a path forward for construction and completion of the trail.

The Yampa River Core Trail currently travels six miles through Steamboat Springs to the Bear River Park on the west side of town. Additional sidewalk connection has been constructed to continue the trail to MM 130 along Highway 40. Approximately 2 to 2.5 Miles west within the Steamboat II Metro District trails, there are an additional six miles of trails surrounding the neighborhoods of Silver Spur and Steamboat II. Our project is needed to connect these two trail systems, which will include coordination with multiple private property owners, CDOT, and easement holders. The trail design will meet trail network specifications outlined in the Steamboat Springs Trail Systems Plan to create a safe off-highway and grade separated bicycle and pedestrian trail that will increase connectivity between the West Steamboat neighborhoods and the rest of Steamboat Springs, improve access to recreational opportunities, and separate pedestrians from the highly congested and dangerous Hwy 40 shoulder which is currently the only route for pedestrians and bicyclists.

The project manager for our project will be Ben Beall, City Engineer for the City of Steamboat Springs. Mr. Beall has been with the City since 2008, is knowledgeable about all aspects of trail construction projects, and has a successful track record of implementing federal and state grant funded projects. The City will hire a qualified Engineer to perform the work, and Mr. Beall will oversee the contractor's work and ensure that all reporting and deadlines are met. He will also be assisted by Craig Robinson, the City's Parks, Open Space and Trails manager. Mr. Robinson has served the City of Steamboat Springs for over 19 years managing the large and diverse inventory of City owned lands and natural resources in the Steamboat Springs area. He has collaborated with local, state and federal agencies and the public on the development and implementation of Master Plans and Management Plans.

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TIMELINE

Provide a timeline estimate using the following form. Remember that the project is to be completed within two and a half years of the award date. Any proposed changes, including extensions or modifications in the project timeline, must be requested in writing and approved in advance by the State Trails Program.

PRELIMINARY TIMELINE ESTIMATE

TASK	Jun-Sep 2020	Oct-Dec 2020	Jan-Mar 2021	Apr-Jun 2021	Jul-Sep 2021	Oct-Dec 2021
Project Initiation						
Contracting w/ CPW						
Consultant Selection						
Research						
Survey and Wetlands Delineation						
Conceptual / Preliminary Design and Alternatives						
Public Meetings						
Project Completion						
Administrative Close-Out						

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All applicants must respond to the following selection criteria questions in **nine pages or less in 12-point font with 1" page margins**. Answers can be longer than one page, as long as the total number of pages is less than or equal to nine.

This application will be scored on a 100-point basis. The maximum number of points that can be awarded for each question is shown in parentheses. Projects that make it beyond the initial review will be scored by outside reviewers, State Trails, GOCO, and DNR staff. Projects will be ranked according to reviewer and staff scores.

Failure to provide a response to any question (unless otherwise noted) will reduce your project's score. Please read and understand all application questions prior to answering. Reference all attachments.

1. COMMUNITY NEED & BENEFIT (20 points)

Summarize the community need for the project. Letters of support should clearly document this need. How will this project specifically address the needs described? What are the benefits of this effort to trail user groups in the communities, region and/or state? Describe how the planning project will involve local community connectivity and how communities will benefit from the project. How will community health benefits be considered, evaluated, and prioritized in the plan? Will marginalized communities be involved in decision making processes (i.e. where trails will be located, what they will look like, etc.) through citizen advisory boards or other means of public involvement? Will the planning project address the health and equity of marginalized communities or the prevalence of health conditions (i.e. obesity)?

Community Need

Steamboat Springs, Colorado is a rural resort community in Northwest Colorado with approximately 12,000 residents according to the 2010 Census. There are over 1,200 Routt County residents living in the neighborhoods of Steamboat II, Silver Spur, and Heritage Park situated four miles west of Steamboat Springs. Although residing out of city limits, this population of residents are part of the community, and work, shop, attend school and recreate in Steamboat Springs. Currently there is no safe pedestrian and bicycle access from these neighborhoods to the downtown, and the vast majority of transportation is done by car. This project is needed to investigate, research and plan for options for an important trail connection for the residents in our west neighborhoods to downtown, easing traffic congestion and providing this important area of our community a safe access the Yampa River Core Trail and further recreational opportunities in our area.

U.S. Highway 40 in this location is a two-lane highway with center turn lane and narrow shoulders. Large truck traffic is prevalent as it is a major route, and the only feasible alternate route when I-70 closes. Colorado Department of Transportation data shows that this section of Hwy 40 sees 12,000 AADT (annual average daily traffic). Bicyclists and pedestrians traveling (for recreational or commuting

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purposes) between West Steamboat and the current terminus of the trail, must currently use the shoulders on Hwy 40, which are extremely narrow in places, and which provide no separation from vehicles traveling at speeds over 50 mph.

New development is rapidly taking place with two additional neighborhoods currently being built with "The Overlook" adding 140 sites, the approved annexation of West Steamboat Neighborhood adding 450 sites, as well as the decision by the Steamboat School District to build a new elementary school adjacent to Steamboat II in the area of our project within the next several years. When the new school is built, some students living in town or closer to town will begin attending this West Steamboat School, which will increase traffic from the other direction, and further accentuate the need for alternative transportation options.

Community Benefits

This project specifically addresses the need by providing the necessary planning and design work to finalize easements, locate appropriate trail locations, mitigate wildlife and habitat impacts, and produce reliable cost estimates for several alternatives to ultimately realize the connection. The benefits to our city, county and outlying communities will include increased access to outdoor experiences by planning for a trail of local and regional significance. The project will address a major gap in our trail networks within Routt County and increase the ability of residents in our rural community to access existing trails, parks, open spaces, natural areas, and environmental education opportunities, as well as commuting to work and school.

A trail in this location will significantly benefit residents by providing a trail link between areas west of Steamboat Springs to the current practical terminus of the Yampa River Core Trail. The proposed connection to West Steamboat will be integral for connecting the nearly 350 homes in Silver Spur and Steamboat II neighborhoods to this trail and to the larger trail system. These neighborhoods house many of the families that work, shop, play and attend school in Steamboat Springs, but who can't afford to purchase a home in the costly downtown or mountain areas. Residents of West Steamboat will have access to the proposed trail through the soft surface trails that surround their neighborhoods which are maintained by the Steamboat II Metro District, and/or the streets that connect to Routt County Road 42 and this proposed trail. Residents of Sleepy Bear and visitors to the KOA campground will have access to the trails in the Steamboat II Metro District through the underpass at Hwy 40 and will also be able to safely walk or ride their bicycles to town on the Hwy 40 concrete trail in this project.

Community Health and Marginalized Communities

The overall health of the community will benefit, as it will promote biking and walking as a valid and safe alternative to driving into town. The residents of Steamboat Springs and Routt County are extremely active, current recreational amenities are highly used, and additional opportunities are sought after. An indicator of the demand for recreational trails comes from the latest Community Survey from 2017.

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In it, the "Yampa River Core Trail" and "Other bike and pedestrian paths" were the top two rated Park and Recreation Amenities and Facilities with 93% of respondents rating the Yampa River Core Trail as essential or very important, and 88% rating Other Trails as essential or very important.

The City of Steamboat Springs has made a commitment to combatting obesity by promoting a strong, healthy and vibrant City through the Healthy Eating, Active Living (HEAL) campaign. Part of this commitment is to "plan and construct a built environment that encourages walking and biking, and address walking and biking connectivity between residential neighborhoods and schools, parks, recreational resources and retail organizations". This project will work to address this goal by encouraging residents living on the west side of town to bike or walk to work and/or downtown for shopping and other opportunities, and also providing a bike/ped option for residents in town to travel to the West Steamboat area.

2. URGENCY (5 points)

Why is it important to undertake this planning effort now, instead of at a later time? Please describe any elements that make this project urgent or timely.

This project is timely and urgent in order to progressively move the ball forward on providing a trail connection to the area west of Steamboat Springs, which has long been the community's desired area for growth and expansion.

Need for new recreational opportunities: Steamboat Springs has experienced strong community growth in recent years. Since the year 2000 our region's population has grown by approximately 22% and this growth is expected to continue with the west annexation. This project is located west of Steamboat Springs, which is the only area within Steamboat Springs that can accommodate growth. This area currently houses a significant low and moderate income population and new growth in the West Steamboat Neighborhoods will include over 150 units of deed restricted housing. This trail will provide recreational opportunities to existing communities of Sleepy Bear, Silver Spur, Steamboat II, and Heritage Park, as well as the new developments within the West Steamboat Neighborhoods property, and others in the future.

Need to improve safety for bicyclists and pedestrians: Safety concerns create demand and urgency for this project. The trail currently separates from the Yampa River at Bear River Park, and continues along running parallel to Highway 40, which is the main arterial highway in Northwest Colorado. Colorado Department of Transportation data shows that this section of Hwy 40 sees 12,000 AADT (annual average daily traffic). Bicyclists and pedestrians traveling (for recreational or commuting purposes) between West Steamboat and the current terminus of the trail, must currently use the shoulders on Hwy 40, which are extremely narrow in places, and which provide no separation from vehicles traveling at speeds over 50 mph. For instance, Sleepy Bear Mobile Home Park is one neighborhood located in the vicinity of our trail planning project. Many of these residents do not own cars, and are

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forced to walk along the edge of the road to get to the closest bus stop. We will encourage residents of this neighborhood to provide public comment on the project.

Loss of Matching Funds, Loss of Trail Easements, Loss of Opportunities: Grant funding from CPW during this grant cycle is urgent for several reasons. The City of Steamboat Springs is committed to moving this project forward and has allocated matching funds of \$75,000 in the 2020 budget. When the plan is complete, there is commitment from West Steamboat Neighborhoods to donate both the trail easement for the proposed trail and a portion of the matching funds for the construction project. Routt County is also supportive of the project, is committing to contribute matching funds towards construction, and will maintain the county section of trail into the future. As commissioners change, support for projects could end so the time is now to move this project forward. Other trail easement discussions are taking place, and the project is timely. If we can't move forward with design soon, we risk losing the trail easement, and potentially the matching funds for the construction portion of the project, and our community loses the opportunity for this critical trail segment to be fully constructed in the next several years.

3. CUMULATIVE IMPACTS (15 points)

Explain the extent to which this project focuses on large scale, regional trail and resource planning. How will the plan evaluate multiple trail systems' cumulative impacts together in a comprehensive plan? How will trail development be evaluated and balanced with existing trail system management, wildlife and natural resource conservation, and long-term maintenance?

This project will provide the link to address a gap between two important trail systems in our community. The Steamboat II Metro District west of Steamboat Springs includes the neighborhoods of Silver Spur, Steamboat II, and Heritage Park, and currently has a maintained system of six miles of soft surface trails, playgrounds, a basketball court, and a disc golf course. Downtown Steamboat Springs has the Yampa River Core Trail, which is a gentle multi-purpose trail along the Yampa River that connects residential, recreational, cultural, historic, and commercial areas of the community. This six mile Core Trail is connected to on-street bike lanes and approximately 19 miles of secondary concrete and soft surface trails which provide school and neighborhood access to the Core Trail and the City's trail system. In addition the trail connects to 40 miles of single track trails on Howelsen Hill and Emerald Mountain and provides access to the Steamboat Ski Resort's 40 mile network of summer trails, which in turn link to Forest Service Trails and the Continental Divide Trail which crosses the State of Colorado. The core trail also provides access to the Community Center, Library, downtown shopping, bus stops, the Yampa River, Bear River Skateboard Park, Howelsen Hill Ski Area, the Rodeo Grounds, the Ice Arena, the Health & Rec Center/Swimming Pool, the Botanic Park, over nine additional parks and six playgrounds.

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Our project will design a link to connect these two areas, as well as open up the potential for additional trail segments further west, with the potential to ultimately connect to the communities of Milner, Hayden, Craig and Dinosaur, as was the Vision in the Yampa Valley Trails and Recreation Conceptual Plan completed by the Yampa Valley Alliance in 1992.

The City will work with Colorado Parks and Wildlife to address wildlife and habitat concerns, and the trail design will meet trail network specifications outlined in the Steamboat Springs Trail Systems Plan. When the trail is constructed, the City of Steamboat Springs will provide the long-term maintenance for the segment of City owned trail, and Routt County will maintain the sections within their jurisdiction. Per the municipal code, the private landowners will be required to maintain the segments on their properties.

4. WILDLIFE & NATURAL RESOURCES (10 points)

How will wildlife habitat fragmentation be evaluated and considered in the planning process? What factors will be considered to avoid large blocks of less disturbed sensitive environmental resources such as wildlife habitat or wetlands in the planning process? What aspects will be considered to evaluate wildlife connectivity across the landscape?

City staff has met with our local Colorado Parks & Wildlife District Wildlife Manage. CPW is in support of the project and happy for the opportunity to work with the City during the planning process. CPW has completed an evaluation of the project area and given us feedback on potential impacts to wildlife populations and associated ecosystems. As the planning process moves forward, we will work closely with CPW to further evaluate the wildlife habitat fragmentation. The trail connection will be designed to be built in a location that will avoid the destruction of habitat or mating sites for Columbian Sharp-tailed Grouse in particular (Tier 1 Species), and to minimize impacts to the Sharp-tailed Grouse as well as Rocky Mountain Elk, Mule Deer, Moose, Pronghorn Antelope, Black Bear and Mountain Lion.

The City of Steamboat Springs will obtain all necessary environmental permits and intends to design the trail to be located in areas of already existing development (adjacent to the highway), or areas that are slated for development in the future. The trail will connect existing and planned residential areas, and avoid the large blocks of less disturbed sensitive environmental resources. The City commits to using conservation minded development practices that will minimize disturbance to wildlife, and improve habitat whenever possible.

We will continue to work throughout the process with CPW to identify areas of concern, and ensure that adverse effects to wildlife habitat are minimized. The proposed location of our trail does not include any migration corridors, however we will work closely with wildlife experts to locate and identify and work around any potential wildlife habitat areas. The location of the northwestern segment of trail has not been solidified and this will be a consideration when finalizing.

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5. COLLABORATION (15 points)

Explain the extent to which the project demonstrates unique, innovative, and/or important multi-agency, organization, and/or private partnerships. Describe how these partnerships will be a benefit to the planning project, development, and long-term management of the trail systems. Partnerships may include public agencies, environmental groups, non-profit organizations, schools, businesses, individuals or other non-governmental groups.

Project stakeholders for the trail include the City of Steamboat Springs, CDOT, the Yampa Valley Land Trust, West Steamboat Neighborhoods, Routt County, Rocky Mountain Youth Corps, the Steamboat Springs School District, the Steamboat II Metro District and Colorado Parks and Wildlife. The City will carry out and will provide all project management and administration for the project. Collaborating with these groups will ensure that we consider the needs of residents, trail users, highway users, and wildlife, follow all required regulations to provide the best final project, in addition to ensuring that the trail will be built and maintained into the far future.

Brynn Grey Partners, the developer that will construct West Steamboat Neighborhoods, a probable site for a segment of our trail, has committed to donating the easement for construction of the trail segment on their property. The City will need to identify the exact location of the trail during the planning process. Routt County is also committed to a financial contribution towards the construction of the project, as well as the maintenance of some segments of trail. The Steamboat II Metro District will assist with equipment and manpower during the construction of the trail.

6. IMPLEMENTATION (15 points)

Describe how the planning project will lead to trail system improvements, the development of tangible trails, trailheads, amenities or recreation projects in the area. How will it demonstrate a significant improvement to community trail systems and larger connectivity throughout Colorado? How will the plan be implemented in the future? What are potential sources of funding?

This project will result in the required analysis, engineering, and necessary cost estimates to provide several alternatives for construction. Full design of the final selected trail will come after this project and ultimately will result in a tangible trail construction project. The trail connection has been a need for many years, but has lacked the easements, access and coordination of partners to move forward. The project area is challenging as it includes multiple property owners and government agencies, various interest groups, and an annexation.

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Through this project we will complete an important step in improving the connection between the West Steamboat neighborhoods and the city of Steamboat Springs. Once this trail connection is complete, it will link the six miles of existing trails in and around the Steamboat II Metro District area, with the Yampa River Core Trail, as well as open up the potential for additional trail segments further west, with the potential to ultimately connect to the communities of Milner, Hayden, Craig and Dinosaur as was envisioned in the Yampa Valley Trails and Recreation Conceptual Plan completed by the Yampa Valley Alliance in 1992.

During the planning and design process, the City will continue working with all appropriate landowners on trail access and easements in order to ensure that there is a shovel ready project when we are done. Project stakeholders for the future construction project will include CDOT, the Yampa Valley Land Trust, West Steamboat Neighborhoods, Routt County, Rocky Mountain Youth Corps, and the Steamboat II Metro District. Routt County is committed to providing matching funds for the construction of the trail when the project moves forward and in addition will maintain a portion of the project after completion. West Steamboat Neighborhoods is also committed to matching funds for construction. Potential grant future funding for trail construction could come from GOCO, State Trails, and the Colorado Department of Transportation TAP (Transportation Alternatives Program). The Rocky Mountain Youth Corps will conduct revegetation work on a portion of the project. In addition, although the Steamboat II Metro District is unable to contribute funding for projects not on their property, they will contribute in-kind assistance in the form of loaned equipment and staff time during trail construction.

7. PUBLIC COMMENT & INVOLVEMENT (10 points)

Public comment is mandatory for all projects. Describe the involvement of user groups and/or communities that are within the project's region. Have any potential user group conflicts been identified? If so, how will they be addressed/managed? What process(es) will trail enthusiasts use to identify key strategies and criteria to accomplish the objectives of the plan project? What stakeholders will be consulted to help decide upon objectives, strategies and criteria? How will you engage stakeholders, land agency staff and CPW wildlife staff in the planning process? Do you anticipate public opposition to this plan or its implementation? Will a professional consultant be hired?

History

In 1995, and again in 2004 the Steamboat Springs Area Community Plan identified the West Steamboat Springs Area (the area of our project) as the primary area suitable for higher density residential growth in the Steamboat Springs vicinity. The West Steamboat Springs Area Plan was created through a collaboration with the City and Routt County with significant public, and landowner input. To minimize the contribution to traffic volumes on Hwy 40, several recommendations were made including pursuing "an extension of the existing core trail to the trail system in the Silver Spur, Heritage Park and Steamboat II subdivisions so that trail users can access Steamboat Springs without using US Hwy 40."

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Recent Public Input and Surveys

The majority of residents agree that a safe pedestrian connection is overdue for the area West of Steamboat Springs. We do not expect opposition to this plan or implementation/construction of the project. All easements will be acquired through amicable negotiations, as the City does not use condemnation as a method for land acquisition, and we have already begun discussions with property owners within our project. City and County planning documents and surveys acknowledge the community need and desire for additional trail development. An indicator of the demand for recreational trails comes from the latest Community Survey from 2017. In it, the "Yampa River Core Trail" and "Other bike and pedestrian paths" were the top two rated Park and Recreation Amenities and Facilities with 93% of respondents rating the Yampa River Core Trail as essential or very important, and 88% rating other trails as essential or very important.

Other support is evident in the current draft of the Parks, Recreation, Open Space, Trails and Yampa River Master Plan, which was funded by GOCO, has been approved by the Parks & Recreation Commission and is slated for final adoption by City Council this summer. This document notes the goal to "Maintain and expand the Yampa River Core Trail to provide a recreational amenity, river access, and alternate mode of transportation" with one strategy to "identify opportunities to connect to Steamboat West via an off-street trail connection." This project in particular was one of the highest priority recommendations of the plan as identified by a statistically valid community survey as well as an independent evaluation by the Review and Implementation Committee, and came in second only to maintaining current systems and implementing deferred park improvement projects. The results of the statistically valid survey showed 76% of respondents expressed that they support the project to "extend the Core Trail west along river corridor with multi-modal connections, north to Slate Creek, connecting Steamboat proper to Steamboat II areas".

Current stakeholders and partners

The City will work extensively with project stakeholders during the planning and design process in order to address their concerns for the best possible outcomes. The City will conduct an open and transparent process to complete the planning project, and the public will have opportunities to comment on, and provide feedback on the design. No potential user group conflicts have been identified at this point, but further evaluation will take place throughout the planning process.

City staff has met with CPW District Wildlife Manager Jack Taylor to discuss potential concerns and initial ideas on mitigating adverse effects of the trail. Conversations will continue throughout the design and planning process, and Mr. Taylor will specifically be asked for his recommendations for trail location and mitigating actions. Discussions have been had and will continue with the Colorado Department of Transportation during the process.

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The City will hire a professional consultant through our regular competitive process to complete the project. We anticipate hosting open houses and design charrettes to obtain input from the public and trail stakeholders which could include (among others): Steamboat Springs School District, Routt County Riders, the City's Youth Recreation Programs, First Impressions, Horizons Specialized Services, the Center for Independent Life, STARS, the Routt County Council on Aging, and the neighborhood associations.

8. PLANNING PROCESS & OUTCOME (10 points)

Describe the strategy for monitoring and evaluating project planning, including how success of the planning effort will be defined and measured. What tangible or measureable products will result from this planning project? List (in bulleted form) and provide a brief, specific description for each:

The City of Steamboat Springs will be the lead on this project. The Public Works and Parks & Recreation departments are committed to the project and will dedicate staff time needed to ensure project success. The City will be responsible for coordinating the overall project and ensuring a public process with substantive public and stakeholder involvement. The preliminary plan will enable us to show readiness, which will assist us to garner the financial contributions necessary to complete next steps and ultimately construct the trail.

The City will hire an experienced engineering consultant to carry out the design process. City staff will oversee the consultant and ensure that any and all reports and deadlines for the grant are met. The tasks involved in this process will include:

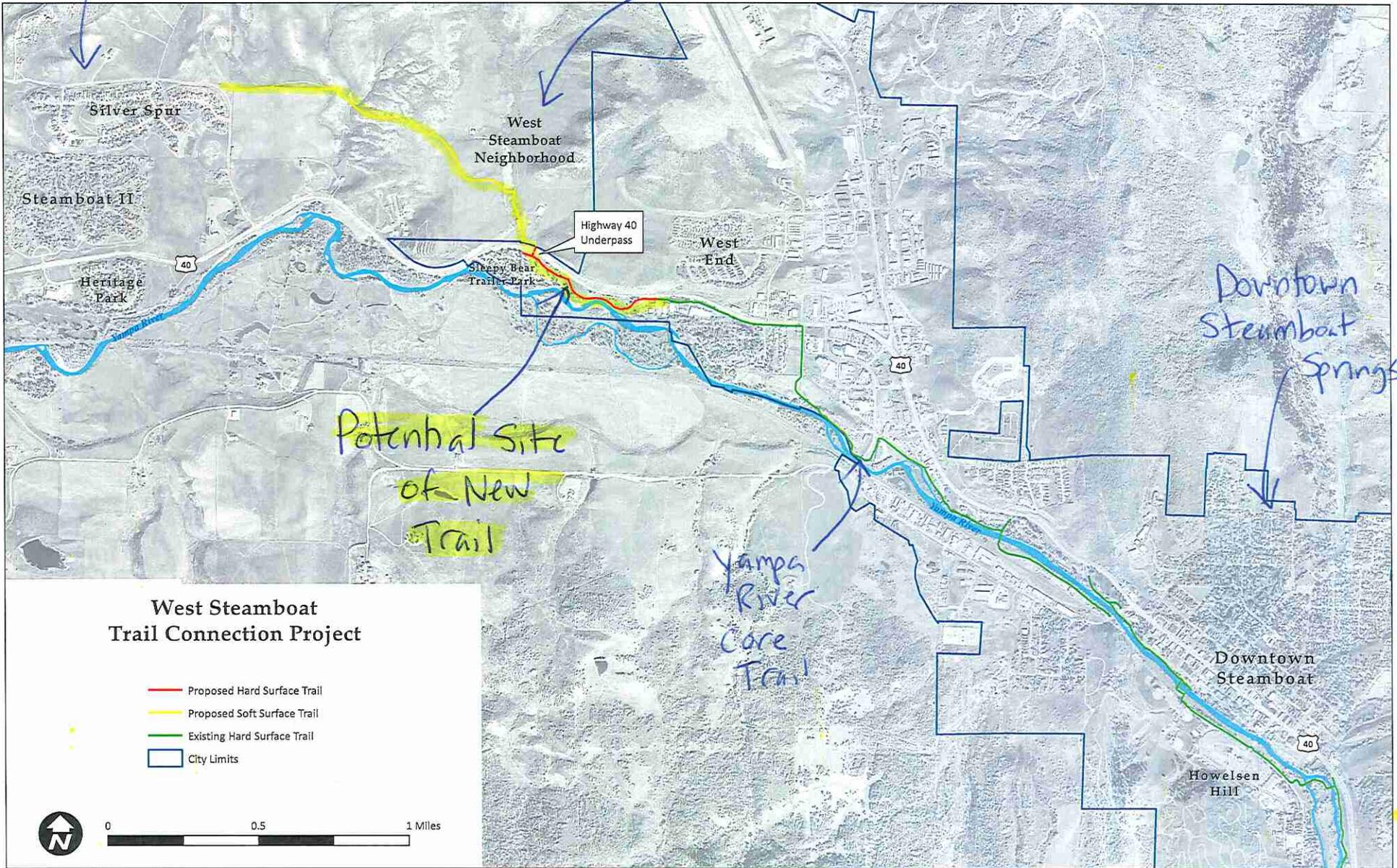
- Working with the City's Communications Manager to communicate with the public regarding the process – through press releases, presentations, website, and other media.
- Stakeholder meetings – assessment of quality of existing resources/amenities/programs and of future goals/desires/partnership opportunities.

The City's ultimate responsibility, and the deliverables that will result from our project include obtaining easements and final alignment, and receiving community comments. The end product will be a preliminary design with several alternatives for moving forward.

Exhibit B								
Budget Form - Project Name: <input type="text"/>								
SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]	
CASH								
City of Steamboat Springs						\$ 75,000.00	\$ 75,000.00	
CPW Regional Planning Grant					\$ 75,000.00		\$ 75,000.00	
							\$ -	
IN-KIND								
							\$ -	
							\$ -	
							\$ -	
TOTAL SOURCES OF FUNDS					\$ 75,000.00	\$ 75,000.00	\$ 150,000.00	
[CASH] Description of Work								
Qty	Unit	Unit Price	Total (B*D)	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]	
CATEGORY 1-Contracted Services Identify as: Youth Corps, Engineering, Contractor, etc.								
CONTRACT WITH ENGINEER				\$ -		\$ -	0	
Survey Work	1	\$ 20,000.00	\$ 20,000.00		\$ 20,000.00	\$ 20,000.00	0	
Wetlands Delineation	1	\$ 10,000.00	\$ 10,000.00		\$ 10,000.00	\$ 10,000.00	0	
Preliminary Design/Selection of Alternatives	1	\$ 120,000.00	\$ 120,000.00	\$ 75,000.00	\$ 45,000.00	\$ 120,000.00	0	
Category 2 - Salary/Wages								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
			\$ -			\$ -	0	
CATEGORY 3-Materials/Supplies Identify as: Signs, crusherfines, native seed, weed barrier, etc.								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
Additional Categories								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
			\$ -			\$ -	0	
USE OF FUNDS - CASH SUBTOTAL					\$ 75,000.00	\$ 75,000.00	\$ 150,000.00	
[IN-KIND] Description of Work								
Qty	Unit	Unit Price	Total (B*D)			Total Funding (\$)	Balance [should be 0]	
Category 1 - Contracted Services								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
			\$ -			\$ -	0	
Category 2 - Salary/Wages								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
			\$ -			\$ -	0	
Category 3 - Materials/Tools								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
			\$ -			\$ -	0	
Additional Categories								
			\$ -			\$ -	0	
			\$ -			\$ -	0	
			\$ -			\$ -	0	
IN-KIND SUBTOTAL						\$ -	\$ -	
TOTAL PROJECT COST					\$ 75,000.00	\$ 75,000.00	\$ 150,000.00	
30% REQUIRED MATCH						\$ 22,500.00		

Steamboat II Metro District
+ 6 miles of trails

Site of Annexation (450 new home sites)

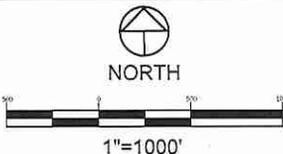
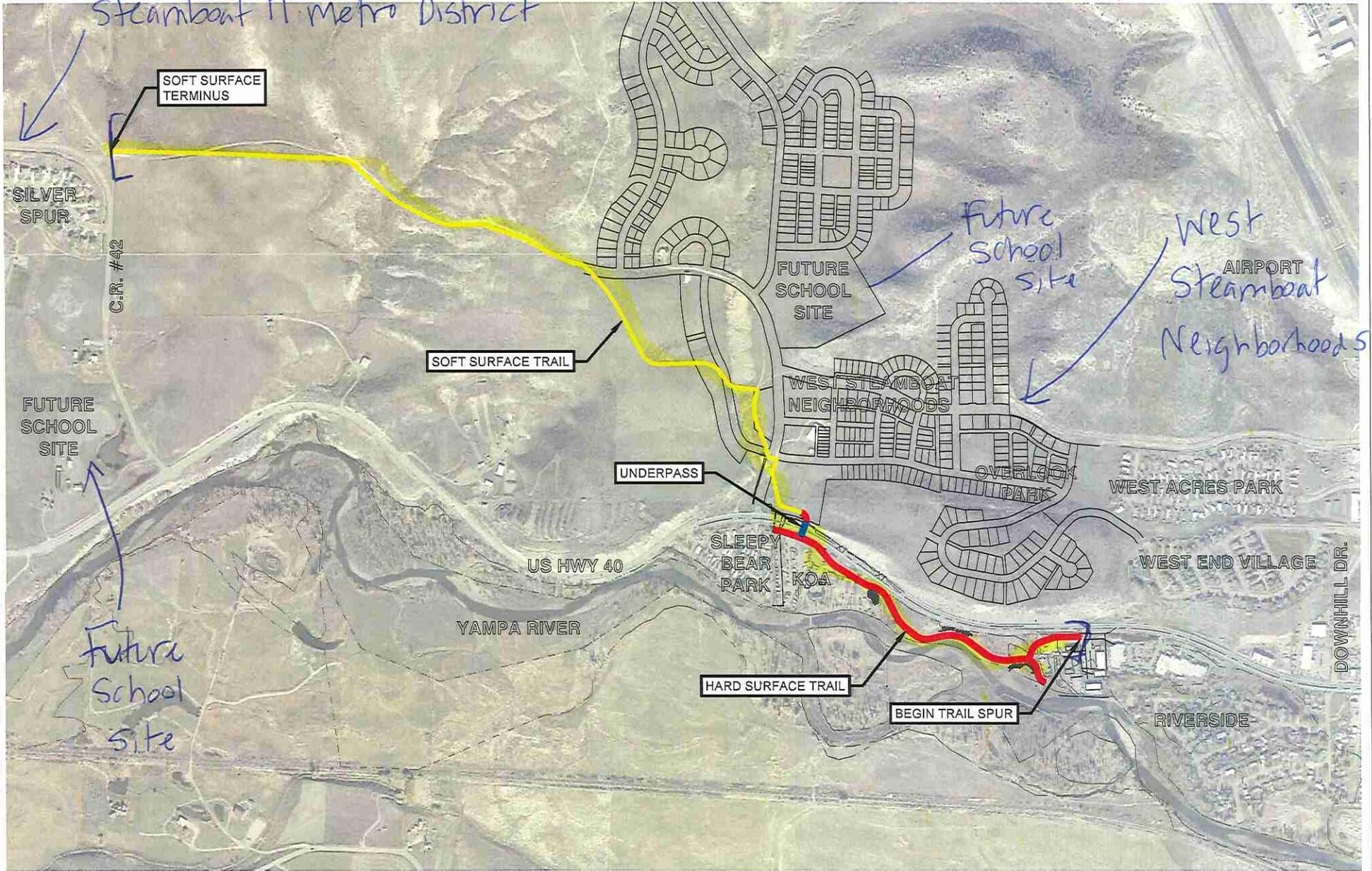


Map # 2

Potential Site of New Trail

DRAWING FILENAME: Z:\1340-102\DWGs\Production Drawings\1340-102-Overall Site Plan.dwg LAYOUT NAME: C.100 DATE: Apr 03, 2019 - 1:38pm CAD OPERATOR: Erik

LIST OF XREFS: [xBORDER] [1340-102-xImage] [1340-102-xSite] [1340-102-xExist] [1340-102-xHatch] [1340-102-xSite-WSN]



PROJECT: 1340-102
 DATE: 4/4/19
 DRAWN BY: EG
 CHECKED BY:

West Steamboat Springs Trail Connection Project
 Overall Site Plan Exhibit

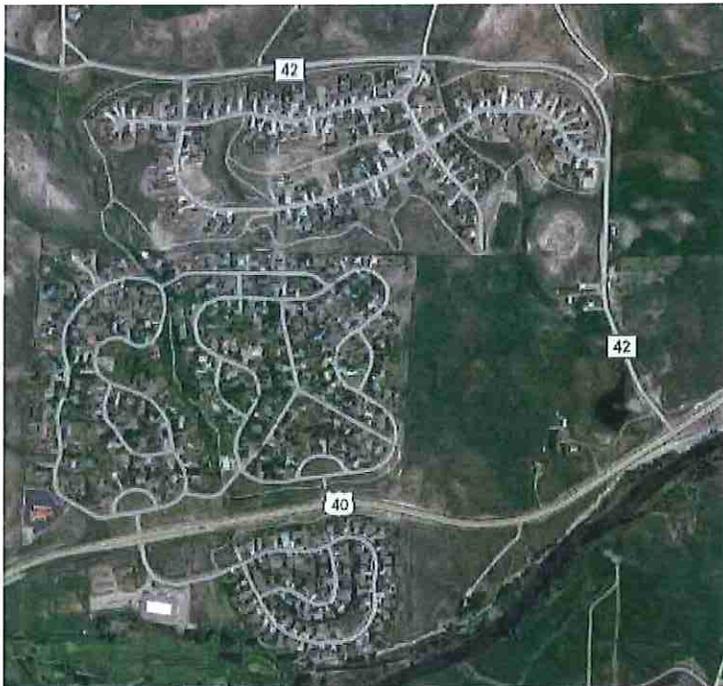
SHEET
 1
 Of 2 Sheets

West Steamboat Springs Trail Connection

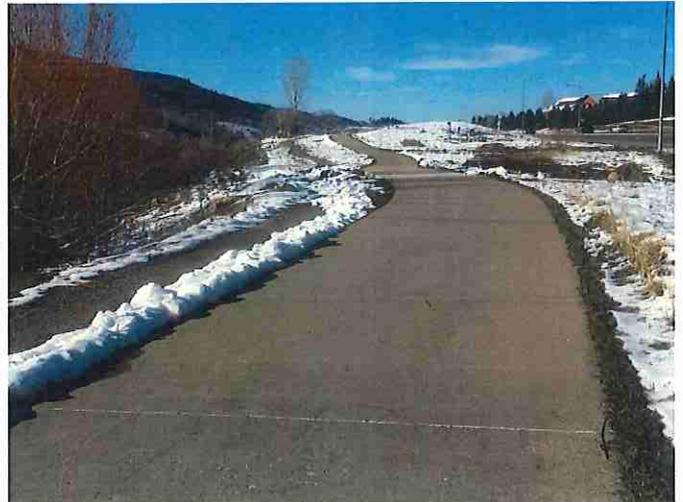
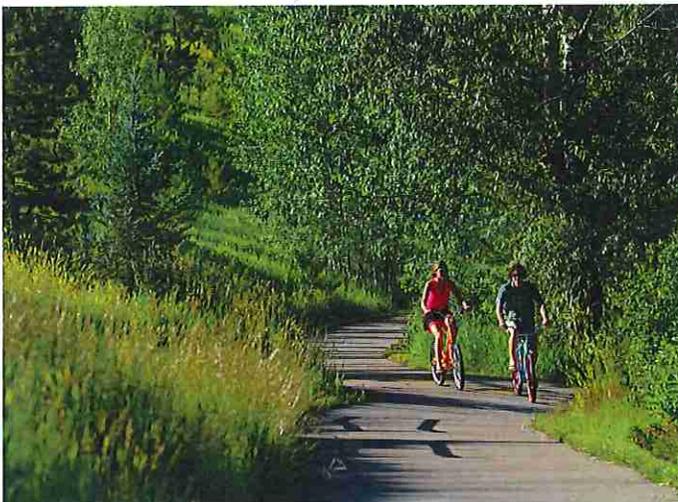
Photos (page 1)

The proposed project will provide initial design and engineering for a trail that will address a major gap in our system, and will connect the neighborhoods of Steamboat II and Silver Spur (approximately 350 homes) and the six miles of soft surface trails surrounding these neighborhoods, to the Yampa River Core Trail.

Steamboat II and Silver Spur Neighborhoods



Yampa River Core Trail



West Steamboat Springs Trail Connection

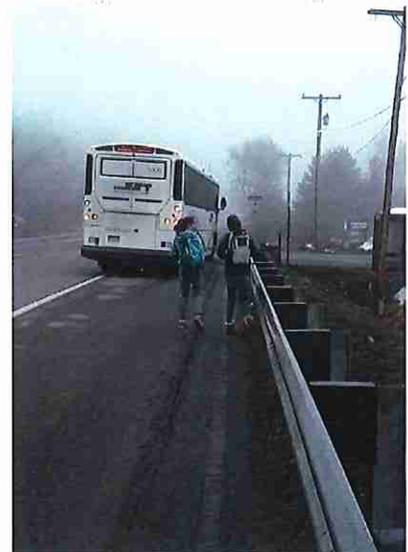
Photos (page 2)

Currently there is a gap between the end of the Yampa River Core Trail and the neighborhoods west of Steamboat Springs. The gap in trails forces pedestrians and bicyclists to use the narrow shoulders of Highway 40 which is dangerous due to the proximity to automobile traffic and the condition of the road.

Current end of trail at Bowling Alley



Little to no shoulder leaves pedestrians to walk dangerously close to traffic.



West Steamboat Springs Trail Connection

Photos (page 3)

The trail will extend adjacent to Hwy 40 in this location.



Sleepy Bear Mobile Home Park
Potential site of Underpass



Soft surface trail will extend in this direction

Letter of Support:
CDOT



COLORADO
Department of Transportation
Region 3

222 South 6th Street, #317
Grand Junction, CO 81501-2769

Fletcher Jacobs, Program Manager
State Trails Program
13787 S. Hwy. 85
Littleton, CO 80125

July 25, 2019

Dear Mr. Jacobs:

Hello, I am the Resident Engineer for the Colorado Department of Transportation (CDOT) in Region 3 based out of the Craig office. The CDOT supports the City's project to complete planning and design for a trail connecting the west neighborhoods of Sleepy Bear, Steamboat II, Silver Spur, and Heritage Park to downtown Steamboat Springs. The highway that connects these neighborhoods (US 40) does not have adequate shoulders for bike transportation and the speeds are too high for safe pedestrian traffic as well. I would suspect a large number of children or families will want to use this path which would be much safer than walking/biking along the highway shoulder. The topography in this area makes the roadway very confined with steep hillsides to the north and the Yampa River to the south. This project is important to CDOT simply for the safety of the individuals walking or bicycling to downtown Steamboat Springs from any one of these neighborhoods.

The West of Steamboat Springs U.S. Highway 40 NEPA Study states that US 40 serves as the main travel corridor and gateway into Steamboat Springs from points west. US 40 is a two-lane arterial highway from the urban growth boundary (UGB) toward the city, expanding to a four-lane section approximately 0.25 mile west of town. The Preferred Alternative recommends multiuse sidewalks on one or both sides for the length of the study area, depending on existing and projected land uses, as well as environmental, topographic, and geometric constraints. Sidewalks included in the Preferred Alternative would accommodate connections to the existing and planned Yampa River Core Trail at various locations in the study area. The Preferred Alternative also would provide pedestrian underpasses of US 40 near the Slate Creek intersection (at Sleepy Bear Neighborhood).

Thank you for considering this important project.

Sincerely,

Clinton Moyer
Craig Resident Engineer



Letter of Support:
Adjacent Property
District - Assist
w/ trail development



2851 Riverside Plaza Unit 100 • PO Box 771277 Steamboat Springs, CO 80477 • 970 879-7671 • admin@steamboat2metro.com

July 25, 2019

Fletcher Jacobs
Program Manager-State Trails
Colorado Parks & Wildlife
13787 S. Highway 85
Littleton, CO 80125

Dear Mr. Jacobs,

I am writing in support of the City of Steamboat's grant request to fund design/engineering for an expansion to the Yampa River Core Trail that would extend the bike and pedestrian path from the City of Steamboat Springs west to the Silver Spur, Steamboat II and Heritage Park neighborhoods.

The Steamboat II Metropolitan District provides water/sewer services as well as parks/recreation services to the residents in our District, which encompasses the Steamboat II, Silver Spur and Heritage Park subdivisions. Approximately 1,200 people live within our boundaries.

The Steamboat II Metropolitan District owns and maintains over 90 acres of open space, including three parks, an athletic field, six miles of soft surface trails, playgrounds, a volleyball court and a Frisbee golf course. We also groom approximately eight miles of winter cross-country ski trails and maintain a 5,000 square foot ice rink.

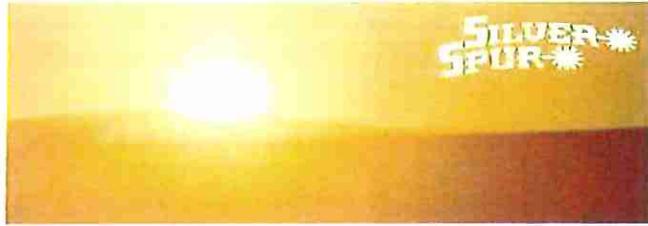
An expansion of the core trail to the Steamboat II, Silver Spur and Heritage Park neighborhoods would positively impact our community by providing a safe place for people to recreate, as well as a safe place to travel to and from the City of Steamboat Springs. Riding or walking along US Highway 40, with posted speeds at 50 miles per hour is extremely dangerous. A core trail expansion would also enable residents to bike to work and alleviate the amount of cars that travel the highway. Steamboat II Metropolitan District would be willing to assist in trail development.

As District Manager, I would like to thank you for considering this project for funding.

Sincerely,

Chase Baker
District Manager
Steamboat II Metropolitan District

Letter of Support:
Adjacent Property



Silver Spur Home Owners Association, Inc.
675 Snapdragon Way Suite 100
Steamboat Springs, CO 80487

July 25, 2019

Fletcher Jacobs, Program Manager
State Trails Program
Colorado Parks & Wildlife
13787 S. Hwy 85
Littleton, CO 80125

RE: West Steamboat Trail Connection - Planning

Dear Fletcher,

On behalf of the Silverview Estates Homeowners Association, The HOA Board of Silverview Estates (Silver Spur) strongly supports the proposal from the City to conduct a planning and design project for a Core Trail extension from Riverside Plaza to Routt County Road 42 and the Silver Spur neighborhood. Silverview Estates was established in 1996 and supports an active community for families to enjoy all of the recreational opportunities that the Steamboat Springs area has to offer. Silverview Estates was designed with a goal of providing a common and general plan which will protect and enhance the quality, value, aesthetics, desirability and attractiveness of the Subdivision. This proposed trail encompasses all of these goals.

In the past, our only connection to the City of Steamboat has been U.S. Highway 40, a dangerous route for both pedestrians and cyclists in summer and impassable for them in winter. A temporary easement across this stretch (currently paralleling the new proposed route) is extremely popular with our residents and adjoining neighborhoods. It is regularly used for both recreation and as a safe alternate route connecting us to the City of Steamboat. With the planned annexation of the land between Steamboat Springs and Silver Spur, this extension is a welcome and logical addition to the Core Trail system.

Thank you for your consideration of this important project!

Sincerely,

A handwritten signature in blue ink that reads "Robert C. Hill, VP". The signature is fluid and cursive, with the initials "VP" written at the end.

The Silver Spur Homeowners Association

Letter of Support
Resident, Steamboat
II
Neighborhood

Gillian Morris
27278 Moonlight Way
Steamboat Springs, CO 80487
(970) 846-1953
gilliandmorris@gmail.com

July 29, 2019

Fletcher Jacobs, Program Manager
CPW – State Trails Program
13787 S Hwy 85
Littleton, CO 80125

Dear Mr. Jacobs:

My name is Gillian Morris and I live west of Steamboat Springs in Steamboat II. My husband and I have lived in the neighborhood for 16 years, and in that time have had two children, currently ages 8 and 10. We often have our two nephews with us as well, ages 7 and 11. Our office is located in the Copper Ridge Business District, and our children are currently attending the charter school across the highway from Steamboat II.

In the last few years, Steamboat has been growing to the west. We have seen a new school, several restaurants, businesses, and breweries built on this side of town. Many of these businesses are connected nicely to downtown Steamboat through trails, however, the new charter school, Steamboat II, Heritage Park, and Silver Spur neighborhoods remain isolated from access to downtown and all this new growth unless traveling on Highway 40.

More people are commuting east to Steamboat Springs from Hayden and Craig, and we are experiencing increased traffic on the highway as parents drop off and pick up their children daily at the charter school. Just last week, there was an accident between two cars at the intersection in front of our neighborhood. With speeds of 50+ MPH and little to no shoulder in several locations, this is a road that adults rarely enjoy or feel safe biking and walking on, and it is simply unsafe for children.

Our family is very much in favor of, and eager for, the possibility of a trail connecting Steamboat II with town. As our children get older, we would like to take advantage of their ability to ride bikes to town as a family, and before long, as a means for the boys to travel to town for school and activities on their own. A trail connecting Steamboat II and the surrounding neighborhoods would allow us access to town without relying on a vehicle or riding on the highway. In our case, it would also allow us to commute to work on bicycle or walking.

Last summer, some of the landowners between Steamboat II and Downhill Drive granted a temporary right of way, giving pedestrians and bikes from Steamboat II neighborhoods access to the west end of town without being on Highway 40. Though this trail is a temporary access, impassable due to mud and snow all but about three months of the year, our household, as well as many of our friends, utilized that trail every day during the summer months by either walking or riding our bike to work. Construction has

restricted this access further but reinforces that the numbers of people that would benefit from a connecting trail are only increasing.

My family, myself, and our friends and neighbors in the Steamboat II and surrounding neighborhoods, greatly appreciate your consideration for a grant to plan and design an extension to the core trail out to our neighborhoods! We appreciate all that you for the state of Colorado!

With appreciation,

A handwritten signature in cursive script that reads "Gillian Morris". The signature is written in dark ink and is positioned below the closing phrase "With appreciation,".

Gillian D. Morris

Letter of Support:
Resident, Silver Spur
Neighborhood

July 29, 2019

Fletcher Jacobs, Program Manager
CPW – State Trails Program
13787 S. Hwy 85
Littleton, CO 80125

RE: Letter of Support to Plan for a Bike/Pedestrian Connection from Silver Spur/Steamboat II

Dear Fletcher,

My name is Karen Lewer and I currently reside at 27561 Silver Spur Street in the Silver Spur neighborhood west of Steamboat Springs, Colorado. I moved to Colorado with my husband and then 5-year-old son in 2008 from Los Angeles for the quality of life and active lifestyle a mountain town brings, as well as a safe environment to raise our son.

We purchased our home in Silver Spur in the summer of 2009. It quickly became apparent to us that there were no sidewalks or safe access points to reach the Core trail from the west side of town and the three major subdivisions in our area (Silver Spur, Steamboat II and Heritage Park) to get to the bike paths that eventually take you into downtown and to the public schools.

The stretch of Highway 40 west of town from our subdivision to the first opportunity to access a sidewalk/trail into town is close to two miles away, and you would need to travel along with cars going upwards of 55 mph on this stretch of Highway 40. There are some very dangerous curves/hillsides/concrete barriers along the way that leave little to no room for a cyclist and are certainly not safe for a pedestrian. This holds true whether you are traveling east or west. Additionally there are no crosswalks or stop lights in which to cross over the highway safely to access a sidewalk. There have been numerous car accidents on this particular stretch of highway. It is for all the reasons I mention that I don't allow our son, who is now 16 years old, to bike into town from our home. Neither my husband nor I feel safe riding our own bikes along this stretch either.

If a trail were to be implemented we would definitely use it to commute to work and to the farmers market downtown and for daily riding with my family to the core trail connection to reach restaurants, the river and stores downtown. I know I speak for many residents in my subdivision that they would definitely do the same if there was the safe opportunity. Note that there are 109 houses in Silver Spur alone with a minimum of 1 child per household.

Thank you for your consideration of this much needed project and to offer a safe alternative to bike/walk and to enjoy the great outdoors of Colorado.

Sincerely,



Karen Lewer
27561 Silver Spur Street
Steamboat Springs, CO 80487