

EXHIBIT A

GRANT APPLICATION CHECK LIST

MANDATORY:

- Signed letter of resolution from Governing Body
- Exhibit A - Application
- Exhibit B - Budget (Unprotected Excel CPW form)
- 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 District 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
- (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
- (Construction Only) Formal Environmental Assessment (EA) or NEPA has been completed with final approval for the project area (federal lands only, include link to EA).

ADDITIONAL PROJECT HIGHLIGHTS:

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

Resolution of Support-
Steamboat Springs
City Council

CITY OF STEAMBOAT SPRINGS, COLORADO

RESOLUTION NO. 2018-45

A RESOLUTION SUPPORTING THE GRANT APPLICATION AND AGREEMENT BETWEEN THE CITY OF STEAMBOAT SPRINGS AND THE STATE OF COLORADO FOR A COLORADO THE BEAUTIFUL GRANT TO CONSTRUCT THE FISH CREEK UNDERPASS TRAIL PROJECT.

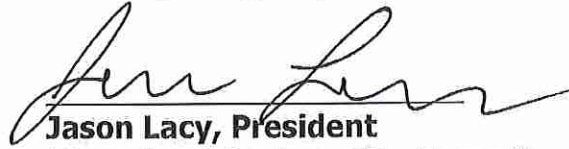
WHEREAS, the City of Steamboat Springs supports the construction of the Fish Creek Trail segment.

WHEREAS, the City of Steamboat Springs is submitting a grant application requesting up to \$310,000 from the CPW: Colorado the Beautiful Trail program.

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

- Section 1: The City Council of the City of Steamboat Springs strongly supports the application and has appropriated 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: The City of Steamboat Springs will own and will continue to maintain the Fish Creek Underpass Trail in a high quality condition and will appropriate funds for maintenance in its annual budget.
- Section 5: 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 17th day, July 2018.



**Jason Lacy, President
Steamboat Springs City Council**


Julie Franklin, CMC, City Clerk



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Exhibit A: Application

COLORADO THE BEAUTIFUL CONSTRUCTION APPLICATION		
Applicant or Organization Name: City of Steamboat Springs		
Mailing Address: P.O. Box 775088		
Applicant Lead Contact Name: Danny Paul, E.I.T		Title: Public Works Engineer
Telephone: 970-871-8210	Email: dpaul@steamboatsprings.net	Is this the primary contact for this grant: <input type="checkbox"/> YES <input type="checkbox"/> NO

OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

PROJECT MANAGER (this person will have day-to-day responsibility for the project)	
Name: Danny Paul	
Mailing Address: P.O. Box 775088, Steamboat Springs, CO 80477	
Telephone: 970-871-8210	Email: dpaul@steamboatsprings.net

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: Fish Creek Underpass Trail Connection	
Grant Request: \$310,000	Required Match: \$93,000
Total Project Cost: \$682,000	

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.)

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.

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. 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 the project is on?

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

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Project Description / Scope of Work

The City of Steamboat Springs is currently responsible for the maintenance and management of approximately 55 miles of urban trails in the Steamboat Springs area. This project will be overseen by Danny Paul, the City's Public Works Engineer. Mr. Paul has been with Steamboat Springs 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 Fish Creek Underpass Trail project will provide an important connection between the highly used Yampa River Core Trail in Steamboat Springs (currently seven miles in length) and the Fish Creek trail system. The trail project will construct a .165 mile, eight foot wide multiple-use hard surface concrete trail, adjacent to Fish Creek and through an existing box culvert underneath Highway 40. The trail will meet trail network specifications outlined in the Steamboat Springs Trail Systems Plan and will create a safe off-highway and grade separated bicycle and pedestrian trail that will increase connectivity between neighborhoods, improve access to recreational opportunities, and separate pedestrians from the highly congested and dangerous Hwy 40/Pine Grove Road intersection.


This project is a new trail segment that will connect neighborhoods on the outskirts of town to the existing core trail and to the Fish Creek Trail system. Design for this trail is complete. The City has gone through the required Federal process and has reached agreement with all property owners on right-of-way acquisition. Construction of the new trail is expected to start by July 2019 and will include site work and excavation, developing the trail with sub-base material, installing a concrete surface, adding paved and gravel shoulders along the trail, construction of retention and water control walls, performing soil stabilization and earthwork, and landscaping and revegetation. The project is anticipated to be completed by July of 2020.

The trail is located in Steamboat Springs, CO in Routt County on City of Steamboat Springs owned property, CDOT right-of-way, and private property on which the City has reached agreement on all necessary easement acquisition. Our community is served by the Colorado State Forest Service Steamboat Springs Field Office, and by the Bureau of Land Management's Little Snake Field Office in Craig and the Kremmling Field Office, both of which are in the Northwest District of Colorado and equidistant from Steamboat Springs.

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LAND OWNERSHIP			
1. Provide the name/s of the property owners: City of Steamboat Springs, CDOT Right of Way			
2. The trail corridor is controlled by: <input type="checkbox"/> Fee Simple <input type="checkbox"/> Lease <input checked="" type="checkbox"/> Easement <input type="checkbox"/> License <input checked="" type="checkbox"/> Right-of-Way <input type="checkbox"/> Other:			
USER INFORMATION (Please check all that apply)			
<input checked="" type="checkbox"/> Hiking	<input type="checkbox"/> Motorcycling	<input type="checkbox"/> Equestrian	
<input checked="" type="checkbox"/> Walking	<input type="checkbox"/> Four-Wheeling	<input checked="" type="checkbox"/> ADA Accessible	
<input checked="" type="checkbox"/> Running	<input type="checkbox"/> All-Terrain Vehicle	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Skateboarding	<input type="checkbox"/> Snowmobiling	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> In-Line Skating	<input type="checkbox"/> Snowshoeing	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Biking	<input type="checkbox"/> X-Country Skiing	<input type="checkbox"/> Other	
TRAIL SURFACE			
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Other	
<input type="checkbox"/> Natural	<input type="checkbox"/> Crusher Fines	<input type="checkbox"/> Other	
PROJECT LOCATION (For multiple project sites attach a separate list.)			
Nearest Town or City: Steamboat Springs, CO			
County: Routt			
Latitude & Longitude Coordinates: 40.467 – 106.826			
State Senate District #: 8			
State Representative District #: 26			
Acreage of new trailhead	N/A	Miles of trail grooming	N/A
Miles of new trail construction	.165 Mi.	Miles of trail being planned	N/A
Miles of trail maintenance	N/A	Miles of trail reroute	N/A
Miles of trail reconstruction	N/A	Miles of inter-connecting trail	117
Miles of trail to be signed	.165 Mi.	Other	N/A
Miles of trail restoration	N/A	Other	N/A

Applicant Authorized Signature:
(From Applicant Organization)


Gary Sultér, City Manager – City of Steamboat Springs

Date: 7/19/18

Land Agency Authorized Signature:
(From project location land agency, if different from applicant)


Tim Woodmansee, CDOT

Date: 7/18/2018

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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 2019	Oct-Dec 2019	Jan-Mar 2020	Apr-Jun 2020	Jul-Sep 2020	Oct-Dec 2020	Jan-Mar 2021	Apr-Jun 2021	Jul-Sep 2021	Oct-Dec 2021
Project Initiation										
Mobilization										
Construction/Maintenance Phase										
Administrative Close-Out										
Grand Opening										

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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: (15 points)

Introduce the community this project will serve. Provide population and income data. Discuss the recreational interests of your community and how this project ties in to those? Provide estimates of trail usage in your community. Discuss the ways in which the community currently is or is not compensating for the lack of the proposed project components. Why does the community need this trail segment and why is it important to them? Discuss the significance of this trail segment to its users.

This project will broadly serve the community of Steamboat Springs in Northwest Colorado, and specifically focus on neighborhoods in the outskirts of the city as well as users of the Yampa River Core Trail, which serves the community of Steamboat Springs, residents in surrounding Routt County and visitors to our area. Steamboat Springs is a rural resort community with an estimated year-round population of 12,088. The median household income for Steamboat Springs is \$53,996 which is 14% lower than the state average of \$62,520. In addition, as a resort community, the actual number of people in our community is significantly higher than just the year-round population. Lodging figures provided by the Steamboat Chamber Resort Association show that an additional 5,000 to 15,000 visitors are in town at any time. The local economy is tourism based, with a large demand for outdoor recreational facilities and amenities, and a focus on recreational trails. Residents in our rural resort community are extremely active. An indicator of the demand for outdoor recreational amenities (specifically 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.

This project will deliver a new recreational amenity within the community by building a trail segment for bikers, walkers and runners to enjoy, and also providing a connection to the core trail which provides access to other local recreational amenities. This new trail segment is located in between the downtown Steamboat Springs and Mountain area. Connecting to the core trail will give users access to downtown amenities

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including the Botanic Park, Fetcher Pond, Old Town Hot Springs (which houses a swimming pool and workout facility), Howelsen Hill and Howelsen Park (which has over 23 miles of biking and hiking trails, baseball and softball fields, the rodeo grounds, and an ice arena), soccer fields and other parks and playgrounds, and public access to the Yampa River. In addition it will connect to the “Mountain” area of town which has the ski area (with hiking and mountain biking opportunities in the summer), the Tennis Center, playgrounds, and baseball, softball and soccer fields.

The project will also address a safety issue that became urgent to the City after a trail user death in 2009.

2. SCOPE (15 points)

Describe the proposed project including the length/width of trail construction, any major components necessary to complete the trail such as under/overpasses, bridges, trail heads, etc. – describe what exactly will be built. Discuss the ownership status of the trail corridor and any easements or land acquisitions necessary to complete the proposed trail. Address each trail component separately, specifically mentioning its characteristics. If the project is intended to enhance or replace an existing trail and/or trail amenities, describe their existing state, why they are no longer acceptable, and how they arrived at the condition they’re in. Discuss the significance of the trail segment to users. List each user group and estimate their percentage of overall trail use, e.g., motorized users – 20% mountain bikers – 70%, hikers – 10%) How did you arrive at those estimates? Include any site photos.

The Fish Creek Underpass Trail Project will construct an 8-foot wide multiple use hard surface concrete trail connector, approximately .165 miles in length, and adjacent to Fish Creek. The new recreational trail connection will go underneath US Hwy 40 utilizing the south cell of the existing three cell box culvert, and will connect the existing Core Trail (7 miles) located on the west side of Hwy 40, with the Fish Creek Trail (approximately one mile) on the east side. Project components include the construction of a concrete trail, water control walls, drainage structures, and signage & striping. Segments of the trail are owned by the City of Steamboat Springs, CDOT, and several private property owners. The City has been in negotiations with and now has approval from these private land owners regarding securing an easement for the portion of the trail adjacent to Safeway. The City has clearance to construct the trail on CDOT ROW.

City staff will oversee and coordinate all work and the project is anticipated to be completed by the summer of 2020. Specific project components include:

Site Work - Clearing and grubbing, and preparation of culvert.

Earthwork/Retaining Walls -- Excavation, backfill, filter material and rip-rap, and installation and finish of concrete retaining wall, and water control wall, which will be constructed to assist with flood control and prevent much of the runoff getting to the trail.

Trail Construction - Underdrain system in box culvert, 8-foot sidewalk, colored concrete shoulder, slab, tunnel lighting system and signage and striping.

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Landscaping - Soil retention blanket, native and wetland grasses, trees and willow planting.

The trail is significant to users because it will increase opportunities for walking, running and biking on roughly one mile of safe and scenic trail along Fish Creek while avoiding having to cross a busy intersection at Hwy 40, and will provide an essential linkage to the Yampa River Core Trail which leads to numerous other recreational options in and around Steamboat Springs.

Our trail counting system doesn't differentiate between user groups so we don't have percentage of use by each group, however anecdotally we can expect approximately equal amounts of bikers, walkers, and runners to use this trail. The Yampa River Core Trail is a highly used amenity in Steamboat Springs. Trail counts taken along the core trail between September of 2013 and May of 2018 show a significant increase in users during summer months (nearing 75,000 in June of 2014), and typically over 40K monthly users during that time period.

TIMELINE (15 points)

List the permits, licenses, and approvals required to complete this project. For each one, discuss where you are in the process of securing it and when you anticipate securing it. For easements or land acquisitions, provide details on where you are in negotiations with the landowner. Discuss any wildlife concerns that may impact the implementation of this project. How will they be addressed? Have CPW wildlife specialists provided input or consultation on this project? Reviewers will evaluate the responses using CPW's Wildlife Assessment and the applicant's Environmental Forms.

This project is shovel ready, all design is complete. The City has reached agreement with landowners regarding the purchase of right of way, and final negotiation for easement acquisition has been finalized for execution. The City began the planning of this complex project in 2010 when we applied for funding from the Colorado Department of Transportation, and have been working with CDOT since that time to ensure we have the required resource environmental clearances to move forward including those concerning threatened and endangered species, wetlands delineation, paleontology, archaeology and history.

The City has had extensive meetings with the Division of Wildlife, including on-site meetings to discuss the details of the project and any potential concerns the DOW may have. The City is committed to preserving the area as a natural and scenic zone, and conducting in-stream project work within appropriate time frames to mitigate any impact to the native whitefish habitat. In addition, an Army Nationwide permit was requested from the Army Corps of Engineers, and we recently received clearance from this agency to move forward on our project.

The City has conducted a wetlands identification and assessment study which we have used to guide specific trail location, design, and re-vegetation activities. Rocky Mountain Youth Corps, our local youth corps organization, will provide final re-vegetation work

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including tree planting and re-seeding of native grasses at the completion of construction.

3. ACCESS (10 points)

Describe the larger trail network this project is a part of. How does it contribute to local, regional and/or statewide trail opportunities? Will the proposed trail(s) increase access to existing recreational, open space, and/or environmental education opportunities for youth and families? Will the project increase park, trail, or open space access for marginalized communities and/or serve communities with large prevalence of health conditions (i.e. obesity)? Which studies or community level data were used to make this determination?

This trail will be used by many non-motorized users. Our trail counting system doesn't differentiate between these users so we don't have percentage of use by each group, however anecdotally we can expect approximately equal amounts of bikers, walkers, and runners. In addition CDOT has contributed funds toward the design and construction of this project, and it is a priority for them to complete this trail. The project is complex so has taken several years to get to this point of readiness for construction. At this point the design is nearly complete, and the City has the clearances, approval for easements, and matching funds in place to make this project happen.

This project will result in a critical addition of a trail segment to the Yampa River Core Trail system in Steamboat Springs. To date, the City of Steamboat Springs has constructed approximately 7 miles of trail along the Yampa River in the heart of Steamboat Springs, as well as 36.5 miles of secondary trails. The Core Trail is used by a wide variety of non-motorized users including joggers, walkers, road and mountain bikers, skateboarders and in-line skaters. The Core trail is highly used by the community and visitors. Trail counts along the Core Trail between September of 2013 and July of 2017 show an average weekly total of over 5,000 pedestrians and bikers. In addition, the community's mobility-impaired population makes extensive use of the Core Trail.

This project will add recreational opportunities for youth and families, as well as senior citizens who live in the communities on the east side of Highway 40 including the Sundance Creek Condominiums complex, the Pines, and Pines at the Ore House condominium complexes, and the Selbe Senior Apartments. After completion of our project, residents will have access to this safe and easy trail connection that will meander along scenic Fish Creek, and under the highway, and ultimately lead to the Core trail and to further recreational, and cultural opportunities that they choose to participate in including access developed open space properties, parks and playgrounds, sports fields, the hot springs swimming pool, fishing on the Yampa River, and mountain bike/hiking trails at the Steamboat Ski Area and the downtown City-owned Howelsen Hill. Many of the seniors at Selbe are still active but may have health conditions that prevent them from participating in high impact sports. The trail will provide an outlet for residents to experience the health benefits of low impact walking and biking.

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In addition, a new low and moderate income housing development is currently being planned for a vacant lot adjacent to our project on the west side of Hwy 40. Part of the development plan includes construction of a trail surrounding the property and designed to connect to our trail project.

PLANNING (10 points)

Describe any comprehensive planning efforts that this project has undertaken or has been a part of. If this project is part of an approved master plan, what priority is it given in that plan? *Public comment and involvement is mandatory for all projects.* Describe the public planning process that identified this trail as a priority. Summarize the feedback received from the public and 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? Has this project been deemed a priority by any other agencies or given any significant designations? Has there been public opposition to the proposed project? If so, describe the opposition and what has been done to address it.

This project is a priority for the City of Steamboat Springs and is listed in several master plans including the Parks and Recreation Master Plan and the Mountain Town Sub-Area Master Plan. This project follows the goal to "enhance and expand our existing City of Steamboat Springs trail system" of the Steamboat Springs Area Open Space & Trails Master Plan by using the strategies of "linking existing trails as a contiguous system", and "giving neighborhoods access to trails". The project is also a priority for the community as it is needed to provide a safe connection to the many recreational opportunities that are available here. There have been several meetings listed below where this project was discussed with no opposition being voiced.

Steamboat Springs Area Open Space & Trails Master Plan Meetings (8/23/06, 1/24/07)
Northwest Transportation Planning meeting (7/29/10)
City Council Meeting (Resolution passed 10/24/17)
Parks & Community Services Meetings (Several meetings)
CDOT Design Review Meetings (1 1/17/16, 4/18/17, 9/28/17)

The most recent Community Survey from 2017 found that the Yampa River Core Trail was rated the most important Park and Recreation Facility/Activity within the City with 93% of respondents rating it as essential or very important, in addition, 93% of people said that someone in their household had used the Core Trail within the last 12 months. Trail users are enthusiastic about our project as seen in attached letters of support.

As the trail will be open to multiple user groups including walkers (with and without dogs), runners, in-line skaters, bikers, and e-bikers (quickly gaining in popularity), potential conflicts may arise. The City and community have addressed potential conflicts for trails in our community in the following ways: Dogs are required to be on a six foot hand held leash and under control of the owner. Local biking groups Routt County Riders and Steamboat Bike Town USA provide regular education in the newspaper and on their websites regarding biking trail etiquette (controlling speed,

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yielding and letting walkers know you are passing). Electric bikes are allowed on the core trail, however they must be only Class 1 (pedal assist) or 2 (throttle on demand, so speed is limited).

Finally this project is a priority for the Colorado Department of Transportation (CDOT), our partner on the project. CDOT is providing the land (right-of-way) for the project as a means of providing safe routes for pedestrians and bicyclists as an alternative to using Highway 40 or crossing at the intersection. After a trail user was killed while crossing at the intersection located near our project, CDOT removed the center island that was viewed potentially as the cause of the accident, however doing this has created a six lane crossing obstacle for pedestrians. This trail will provide the safest way for people to cross the highway.

There has been no known public opposition to the project.

4. COLLABORATION AND MATCHING FUNDS (10 points)

Discuss partnerships established for this project and their contributions. Discuss the sources of matching funds. How much match is secured beyond the required 30%? How much of it is yet to be raised and what are your plans for raising those additional funds? Submit letters of commitment/support from landowners and/or funders as a separate attachment. Beyond these letters you may submit up to 5 letters of non-cash support.

The City has been working with the Colorado Department of Transportation (CDOT) since 2010 in order to make this trail a reality. They have already paid \$65,588 in funds for the design of this project, and have committed more funding for construction as well. The City will provide project management, administration and cash match to the project. CDOT is providing the land (right-of-way) for the project as a means of providing safe routes for pedestrians and bicyclists as an alternative to using Highway 40 or crossing at the intersection.

The City of Steamboat Springs and CDOT have already funded the design and engineering of this project. Additional matching funds will be provided by the City of Steamboat Springs in 2019. The final budget will not be approved officially until November 2018. However the City and CDOT have already officially set aside \$498,472 for design, easement acquisition, and construction of this project. If funded by the Colorado the Beautiful Grant, the City and CDOT will provide over 50% of matching funds towards the construction costs.

Letters of Support: Letters of support are provided as attachments from the following:

- Tim Woodmansee, ROW Manager, Colorado Department of Transportation (Land Owner)
- Russell Frinks, Resident, Sundance Creek Condominiums (User and Neighborhood Resident)

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- Kelly Northcutt, Administrator, Routt County Riders (Local Biking Group)
- Jason Peasley, Executive Director, Yampa Valley Housing Authority
- Susan Mizen, Executive Director, Horizon's Specialized Services

5. URGENCY AND NEED FOR FUNDS (5 points)

Briefly describe the project's urgency. Why are Colorado the Beautiful funds necessary this grant cycle? What opportunities are lost if the grant isn't awarded?

State trails funding is needed to complete this project in 2019 and 2020. This project is in process and the design and engineering are complete. City capital funds, and grant dollars from CDOT have combined to fund the design of the trail, and the project is now shovel ready. The required matching funds are in the budget for this project in 2019. If funding is not received, the City will have to wait until a future year to complete the trail and may risk significant additional increases in costs of labor and materials.

Funding from the Colorado the Beautiful grant is critical to the completion of this trail segment. The City does not have a property tax and is primarily funded through sales and use tax revenues. Specifically, capital projects such as this trail, are funded by building use taxes. In response to eight years of substantially reduced use tax revenue, the City has cut capital expenditures and transferred General Fund dollars to the Capital fund. Many needed capital projects are not done, or postponed to later fiscal years. The management staff of the City of Steamboat Springs ranks the capital projects within the six-year CIP each year, and this project was ranked 4th out of 39 projects. Residents in Steamboat Springs are passionate about trails. There are two trail funds in Steamboat Springs that are helping fund the construction and maintenance of trails but are not appropriate for this project for the following reasons.

2A – Accommodations Tax Funding – In 2013 Voters approved using accommodations taxes for 10 years to fund trails in and around Steamboat Springs on projects identified in the Trails Alliance Proposal. Because they felt the Fish Creek Underpass Trail is a worthy project, the Accommodations Tax Trails Committee did agree to fund \$45,000 on the design of the trail, however the project is not eligible to receive further funding from this source as it does not truly meet the intent of the ballot language that states projects are required to “promote tourism and enhance the vitality of Steamboat Springs as a premiere destination resort.” This trail is primarily going to be used by locals.

Trail Maintenance Endowment Fund – The Yampa Valley Community Foundation manages this permanent endowment with the purpose of the fund being “to support specific non-motorized trail and trailhead maintenance projects on public lands within the current geographical boundaries of the Routt and Moffat Counties.” The fund has a current balance of \$357,925 from donations, interest and fees raised since 2016, and was able to grant out \$4,290 in 2017 to land managers for maintenance of trails. As stated in the fund agreement, this funding source is not to be used for construction of new trails, only for maintenance.

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If the City is unsuccessful in receiving a grant for this project, the City may need to do a phased project, which will lengthen the projected timeline and ultimately escalate the project cost as building supplies and construction costs are rapidly increasing in price.

6. MAINTENANCE (10 points)

Describe how the project will be developed, maintained, and managed for long-term sustainability. Has an Operations and Maintenance Plan been developed for the project areas? Prior to considering new trail construction, have current trail reroute options been considered for current on-the-ground unsustainable trails and trail sections in the project area? Estimate the annual costs to maintain the project. How did you derive those numbers; how do you intend to fund operations and maintenance; and who is responsible?

When complete, the trail will meet the standard trail design for a secondary trail outlined in the Steamboat Springs Open Space & Trails Master Plan, will be ADA compliant, and will accommodate current and additional users as needed. The expected trail design life is 25-35 years.

As the majority of this trail segment lies within the CDOT right-of-way, the City of Steamboat Springs will maintain the trail segment within the right-of-way and also on the east side of the project (Safeway property). Other private landowners will maintain sections of trail on the west side of the highway outside of the right-of-way. City trails are maintained on an annual basis as year-round non-motorized, multiple-use trails according to the City of Steamboat Springs Trail System Maintenance Manual. Trail maintenance is built into the City's annual budget and into the Parks and Recreation Department annual work plan. The Open Space and Trails Division has a preventative maintenance schedule and remove snow from the hard-surface trails and bridges in the winter. In addition, the trail may experience snowmelt runoff annually in the spring which will require the P&R Department to close the trail using barricades and signage for approximately one month per year. Trail users will be detoured to the current crossing intersections at US Hwy 40 (either at Pine Grove Road or Anglers Drive).

Other trail alignments under/above the highway were explored and determined to not be feasible. This project to construct a grade separated trail crossing under Hwy 40 is the most desirable option as it conforms to master planning, situates the trail along the side of the creek where existing easements lie, and increases safety for users.

Maintaining the City's portion of trail will total approximately \$3-5K per year, and is primarily associated with snow removal in winter to maintain as year round trail.

7. CONTINGENCY/ABILITY (10 points)

What other funding sources have been dedicated or are anticipated to be dedicated to this project? Will applicant and/or partner funds be lost if funds are not awarded? If you are not awarded funding, what measures will be taken to complete the project?

Describe your ability to complete the specific grant transaction(s) that will be necessary to accomplish this project. Please provide examples (if any) for grant projects of similar magnitude that demonstrate your ability to manage the requested level of grant funding;

EXHIBIT A

including the project title, grantor, award amount and year the project was funded. Was reporting and close-out requirements completed? How well was it managed from your perspective? Will you be applying for additional funding through CPW State Trails Program in the future?

CDOT has contributed funds towards the design and construction of this project, and it is a priority for them to complete this trail. The project is complex so has taken several years to get to this point of readiness for construction. At this point the design is complete, and the City has easements, clearances, and matching funds in place to make this project happen. If the City does not receive funding from this grant, we will pursue other potential grant sources or postpone the project to another year.

The City of Steamboat Springs has the technical expertise and capacity to carry out this trails construction project, as well as financial and managerial expertise to manage the grant and account for the grant funds. Danny Paul, the City's Public Works Engineer, will be the project manager. Mr. Paul has been with Steamboat Springs 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. Mr. Paul will be supported in this effort by Shelly St. Pierre, the Contracts and Risk Analyst who is in charge of the City's Purchasing and Contracts. The City has both an in-house, and a private attorney, who guide the City's legal actions and are available to review and endorse contracts on a daily basis.

Financial systems are in place to account for grant and matching funds. The City of Steamboat Springs follows Generally Accepted Accounting Principles (GAAP), and successfully completes an A-133 Audit each year. In addition, the City has received the Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting every year that they have submitted the CAFR for review since 1988. Financial records include detailed grant schedules which segregate grant and matching fund revenues as well as administrative, operating, and capital expenses. Detailed grant files are maintained for seven years.

The City of Steamboat Springs Public Works and Parks & Community Services Departments have managed several successful trails projects, several of which were funded by the Colorado Parks and Wildlife State Trails Program including: Construction of the Howelsen Directional Trails in 2015 (\$44,870 grant award), the Morning Gloria Trail in summer 2014 (\$102,775 grant award) and the Emerald Mountain Trail Signage Project (\$30,500 grant award). All projects were well managed, and reported on and closed out in a timely fashion. The City does not have any outstanding grants from CPW's State Trails Program and is in good standing with all federal and state agencies for grant related projects.

If funded, the City doesn't anticipate applying for additional funding through the State Trails program for this section of trail in the future.

Exhibit B
Budget Form - Project Name: Fish Creek Underpass Trail Project

SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]
CASH							
CPW: Colorado the Beautiful Grant Request	April 1, 2019				\$ 310,000.00		\$ 310,000.00
City of Steamboat Springs	January 1, 2019					\$ 152,000.00	\$ 152,000.00
Colorado Department of Transportation	January 1, 2019					\$ 220,000.00	\$ 220,000.00
IN-KIND							
						\$ -	
						\$ -	
TOTAL SOURCES OF FUNDS					\$ 310,000.00	\$ 372,000.00	\$ 682,000.00

USE OF FUNDS - CASH	Quantity/ Cost per Unit	Qty	Cost	Total	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]
Category 1 - Contracted Services								
Segment I - Fish Creek Trail Underpass								
Construction Contractor - General Costs	1 x \$131,613/Each	1	\$ 131,613.00	\$ 131,613.00	\$ 65,806.00	\$ 65,807.00	\$ 131,613.00	0
Construction Contractor - Environmental Controls (During Construction)	1 x \$34,215/Each	1	\$ 34,215.00	\$ 34,215.00	\$ 17,107.00	\$ 17,108.00	\$ 34,215.00	0
Construction Contractor - Site Work	1 x \$32,981/Each	1	\$ 32,981.00	\$ 32,981.00	\$ 16,491.00	\$ 16,490.00	\$ 32,981.00	0
Construction Contractor - Earthwork	1 x \$93,016/Each	1	\$ 93,016.00	\$ 93,016.00	\$ 46,508.00	\$ 46,508.00	\$ 93,016.00	0
Construction Contractor - Retaining Walls	1 x \$156,383/Each	1	\$ 156,383.00	\$ 156,383.00	\$ 78,192.00	\$ 78,191.00	\$ 156,383.00	0
Construction Contractor - Trail Construction	1 x \$161,322/Each	1	\$ 161,322.00	\$ 161,322.00	\$ 80,661.00	\$ 80,661.00	\$ 161,322.00	0
Construction Contractor - Landscaping & Revegetation	1 x \$10,470/Each	1	\$ 10,470.00	\$ 10,470.00	\$ 5,235.00	\$ 5,235.00	\$ 10,470.00	0
			\$ 620,000.00	\$ 620,000.00	\$ 310,000.00	\$ 310,000.00	\$ 620,000.00	0
Category 2 - Salary/Wages								
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 3 - Materials/Tools								
				\$ -			\$ -	0
				\$ -			\$ -	0
Additional Categories								
Contingency		1	\$ 62,000.00	\$ 62,000.00	\$ -	\$ 62,000.00	\$ 62,000.00	0
				\$ -			\$ -	0
				\$ -			\$ -	0
USE OF FUNDS - CASH SUBTOTAL					\$ 310,000.00	\$ 372,000.00	\$ 682,000.00	

IN-KIND	Quantity/ Cost per Unit	Qty	Cost	Total			Total Funding (\$)	Balance [should be 0]
Category 1 - Contracted Services								
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 2 - Salary/Wages								
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 3 - Materials/Tools								
				\$ -			\$ -	0
				\$ -			\$ -	0
Additional Categories								
				\$ -			\$ -	0
				\$ -			\$ -	0
IN-KIND SUBTOTAL					\$ -	\$ -	\$ -	
TOTAL PROJECT COST					\$ 310,000.00	\$ 372,000.00	\$ 682,000.00	
30% REQUIRED MATCH						\$ 93,000.00		

Non-Federal Environmental Form

ENVIRONMENTAL CHECK LIST (for projects outside of NEPA requirements)
(Construction Grants Only)

Applicants are responsible to complete this form with local agency staff or an environmental consultant to address any environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives.

ENVIRONMENTAL CONSIDERATIONS Indicate potential for adverse impacts	NOT APPLICABLE Resource does not exist	NEGLIGIBLE IMPACTS Exists but no or negligible impacts	MINOR IMPACTS	IMPACTS EXCEED MINOR	MORE DATA NEEDED TO DETERMINE DEGREE OF IMPACT
1. Plants/fish species of special concern and habitat; state/federal listed or proposed for listing*	X				
2. Unique or important aquatic habitat; e.g. fish passage			X		
3. Water quality/quantity – surface and ground water considerations		X			
4. Stream flow characteristics			X		
5. River corridors/lakes/ponds/ seasonal water ways**		X			
6. Wetlands/floodplains			X		
7. Storm water runoff		X			
8. Sedimentation		X			
9. Disturbances to neighboring properties		X			
10. Soil/erosion					
11. Introduction or promotion of non-native species		X			
12. Environmental disturbances during construction		X			

*If the proposed project affects threatened or endangered species or critical habitat listed at the federal or state level, concurrence with a CPW wildlife manager or biologist is required prior to the submission of this application

**If the proposed project lies within 200 feet of a stream, river, lake, pond, seasonal stream or reservoir, concurrence with a CPW aquatic biologist is required prior to the submission of this application

MITIGATION: Please describe how any impacts exceeding negligible will be mitigated, some considerations below: **See Attached Response**

- Alternative design or trail route system
- Seasonal Closures

Non-Federal Environmental Form

- Screening of users from wildlife area, protection of critical habitat, channeling use through less sensitive habitat areas
- Re-vegetation of disturbed areas and control of invasive species
- Management of users and related activities with signs, fencing, and education programs
- Consideration of runoff when selecting project materials, such as uncured concrete that would encourage seepage
- Comprehensive storm water runoff plan

BENEFIT: Please describe if the project will have a positive impact on wildlife and/or sensitive species; some consideration below: **See Attached Response**


- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education of users through environmental education programs, opportunities for "watchable wildlife," and wildlife impact monitoring

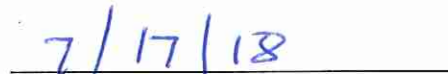
ENVIRONMENTAL COMPLIANCE: The applicant is responsible for adhering to all applicable environmental compliance regulations including: Migratory Bird Treaty Act; concurrence with US Fish and Wildlife Service if any federally listed species of concern exist in project area; Clean Water Act section 404; US Army Corps of Engineers 404 permits; raptor buffer guidelines and incorporation of CPW recommended wildlife best management practices; CO Senate Bill 40 (33-5-101-107, CRS 1973 as amended); Colorado Historical, Prehistoric and Archeological Resources Act.

Gary Suiter, City Manager

Printed name of applicant:

An authorized person must sign here, such as the applicant's executive director, county commission chairperson, or city council chairperson. Must be same person as Application Checklist.



Signature of applicant


Date

Danny Paul, E.I.T., Public Works Engineer

Printed name, title of authority:

Agency natural resource specialist or hired consultant that completed this checklist must sign here. The applicant and title of authority must be different.


Signature authority:


Date

FISH CREEK UNDERPASS TRAIL PROJECT

MITIGATION: Please describe how any impacts exceeding negligible will be mitigated, some considerations below:

The City met with Colorado Parks and Wildlife staff on February 21, 2017 to discuss this project in great detail and to agree on practical mitigation techniques for design and construction. In addition the City has consulted with Professional Wetlands Consulting, Inc. on this project to determine the presence of existing wetlands and to identify different project alternatives to minimize wetland impacts while still accomplishing the goal of having a grade separated trail going under Highway 40. An Army Corps of Engineers 404 permit will be obtained and wetland bank credits will likely be required as a form of mitigation. In addition the City will utilize the following techniques to further reduce environmental impacts caused by the project:

- The design strives to save as many existing trees and vegetation as is feasible
- All areas disturbed by construction will be revegetated using native and wetlands vegetation with seeds covered with weed free hay mulch or hydro-mulch.
- Migratory birds will be protected during construction
- Best Management Practices will be followed and adhered to throughout all construction work.
- The construction contractor will be required to obtain a Colorado Department of Health & Environment permit for construction discharges. As a result this project will further be regulated during construction by this state agency.
- Environmental controls will be placed along the edges of the Fish Creek path and underpass construction area to protect Fish Creek and wetlands from sediment or other construction contamination.
- No trash or waste materials will be dumped at the site during construction. The City will complete all in-stream construction before October 3rd in order to avoid the mountain whitefish spawn up this reach of Fish Creek. If possible, a short term release of the Fish Creek reservoir may be instituted in order to flush out sediment once in-stream work is completed and before October 3.
- Trail and river users will be managed through the use of signage and striping and annual closures of the trail during peak runoff times.
- Creek bank improvements have been designed so to limit ongoing scour and erosion.
- Willows will be planted to provide additional bank stability and when large enough will provide natural shade to the creek.

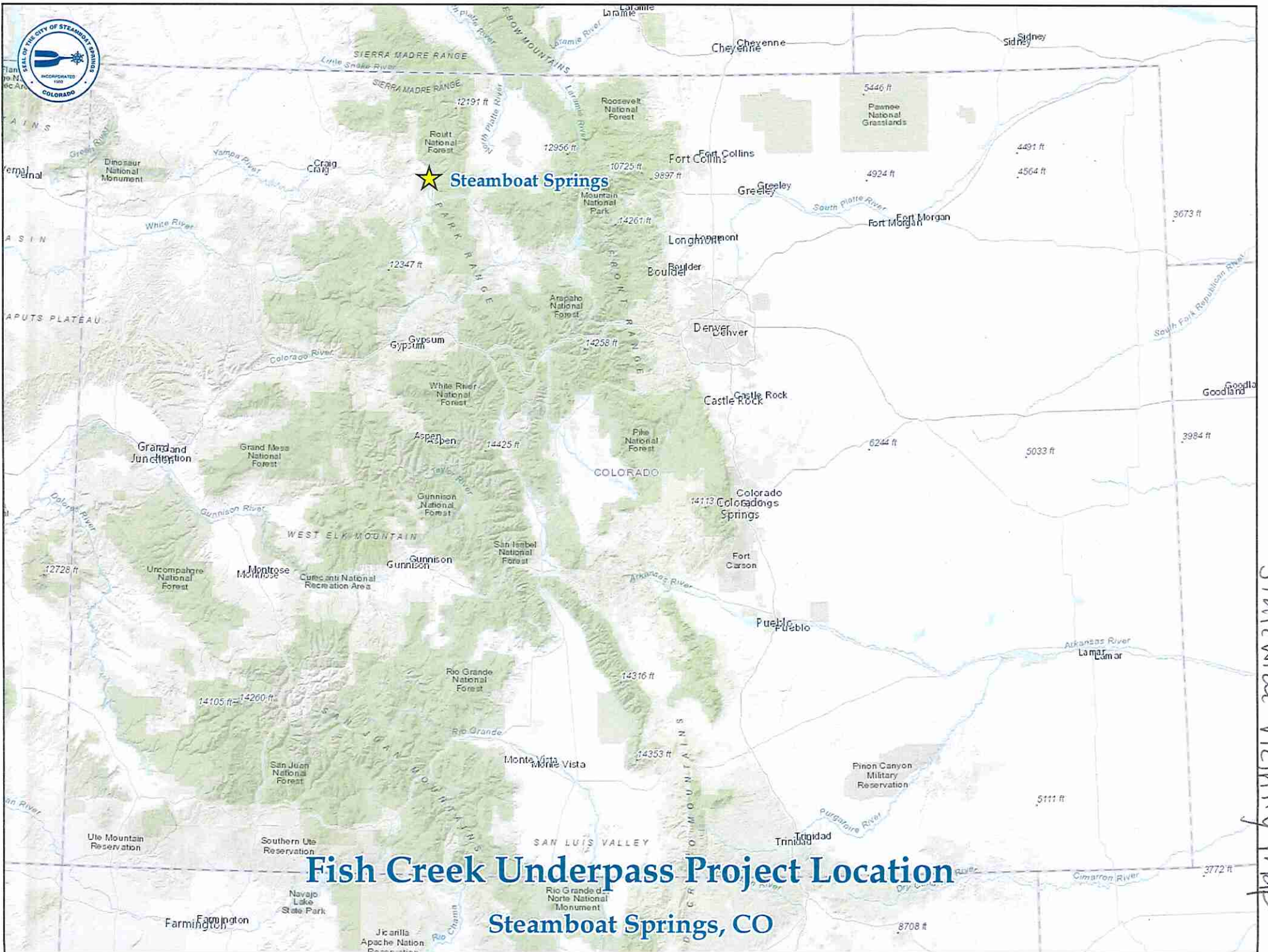
BENEFIT: Please describe if the project will have a positive impact on wildlife and/or sensitive species; some consideration below:

This project is expected to have some positive impacts on the wildlife and plant species in the following ways:

- The project will eliminate an existing storm drain that discharges highway drainage directly into the creek at the Fish Creek box culvert.
- The stream will be modified in that a trail and water control wall will be installed within the existing southerly cell of the Fish Creek/US40 box culvert. The water control wall has been designed by-a professional hydraulic engineer and will concentrate flows through the middle

and northerly culvert cells the majority of the year, with overtopping into the southerly (trail) cell occurring during high spring runoff. As a result this will enhance creek/stream characteristics for aquatic life during base flow conditions.

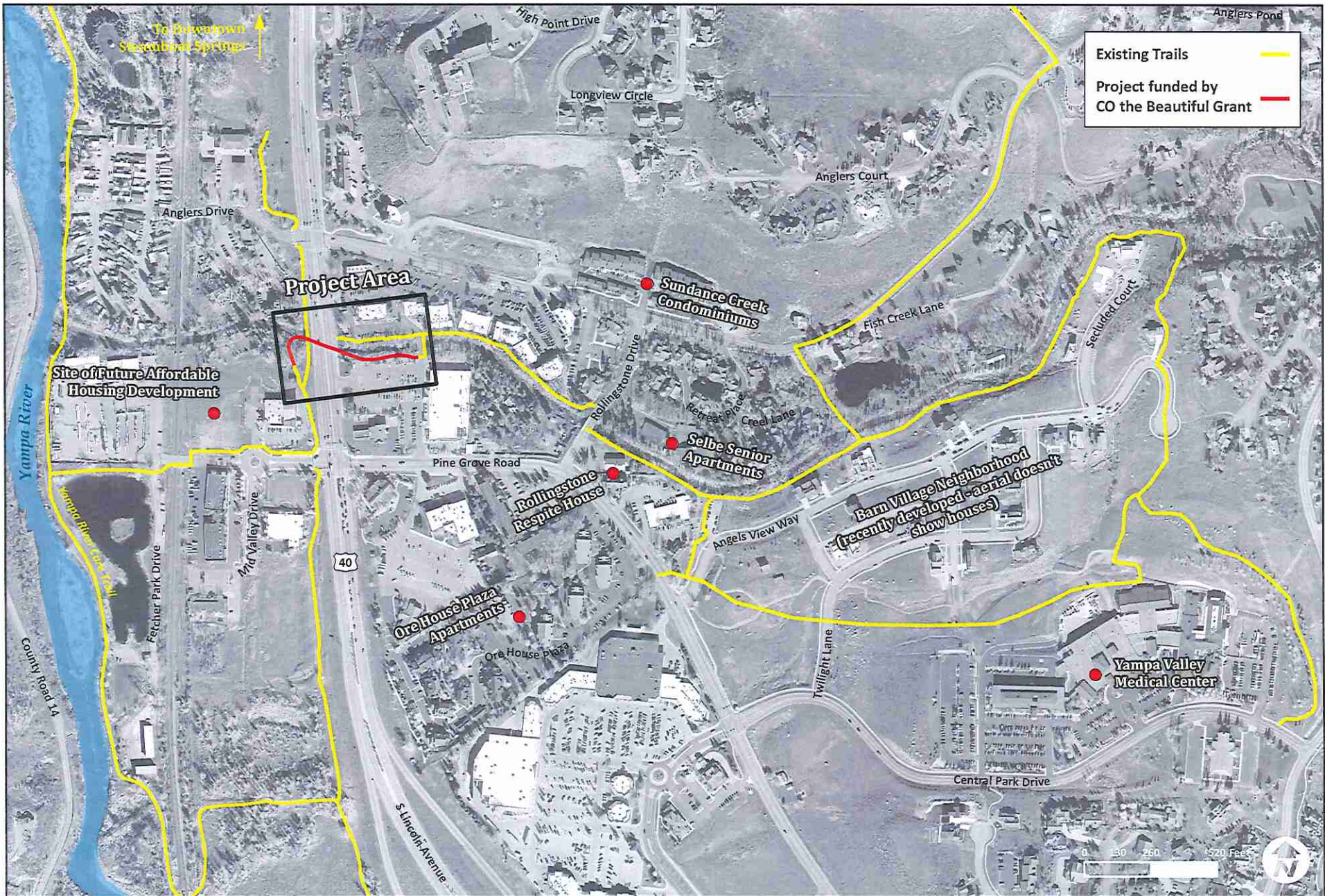
- The project will create opportunities for trail users to experience "watchable wildlife"
- A water quality pond will be installed to filter pollutants in runoff from the Safeway property parking lot in phase two.
- Trees and willows will be planted to promote shading this reach of the creek which will assist with controlling creek temperatures



Statewide vicinity map



Fish Creek Trail Underpass Area Overview



Local Vicinity Map



Fish Creek Trail Underpass

Project Site

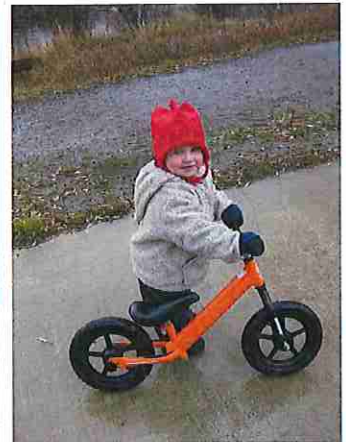


Project Site Map

Fish Creek Underpass Trail Segment Project Photos



The trail segment will cross Highway 40 through the existing box culvert for Fish Creek. (Photo on Left) View from the West side of Highway 40 – trail will go through the box culvert on the right. (Photo on Right) View from the East side of Highway 40 – trail will emerge from the box culvert on the left. The project includes landscaping and revegetation to protect the riparian area of Fish Creek.



The Core Trail sees a wide variety of non-motorized recreational and transportation uses throughout the year. The trail is fully accessible and receives frequent use by disabled residents and visitors. This trail project will connect trails serving senior apartments, residential neighborhoods, a hospice house, and the Yampa Valley Medical Center to the Core trail. The Core Trail is plowed for winter recreation and transportation and experiences significant year round use.



This project will eliminate a barrier between a secondary neighborhood trail and the Core Trail. The Core Trail is a classic greenway trail that winds along the Yampa River, providing public access to the river, open space areas, parks, playgrounds, sports fields, and cultural amenities. Public Art has been incorporated along the length of the Core Trail. Rocky Mountain Youth Corps will be involved in the development of this trail segment and will specifically be involved in revegetation and tree planting to protect the riparian area of Fish Creek.

Fish Creek Underpass Trail Segment Project Photos (continued)



(Photo on Left) This trail segment will eliminate the barrier posed by Highway 40 and this busy intersection. An elderly trail user from the Selbe Senior Apartments was killed at this intersection in 2009. We prioritized development of this trail segment at that time – securing the trail easements and CDOT Right Of Way has been complex.

(Photo on Right) The entire length of the core trail, and connecting secondary trails, have wayfinding signage.



The proposed trail segment will link the trail on the left (W of Hwy 40) to the bridge and trail on the right (E of Hwy 40). Agreement has been reached on a trail easement and will allow the full trail project to be constructed starting in summer 2019. Once complete, the trail will enable residents of senior apartments, multiple neighborhoods, visitors to a hospice house and the regional hospital to safely cross Highway 40 to access the Yampa River Core Trail and the Yampa River as well as recreational opportunities in downtown Steamboat Springs and the mountain area.



(Photo on Left) View of the current end of the trail on the West side of Highway 40.

(Photo on Right) The project will construct a trail down to and then through the box culvert for Fish Creek.

Partner/Landowner
Letter of Support



COLORADO
Department of Transportation
Region 3 Right of Way Unit

July 17, 2018

Colorado the Beautiful Grant
CPW – State Trails Program
13787 South Highway 85
Littleton, CO 80125

To Whom It May Concern:

Region 3 of the Colorado Department of Transportation (CDOT) is pleased to support the Colorado the Beautiful grant funding application by the City of Steamboat Springs for the Fish Creek Underpass Trail Project.

The City is proposing to extend their urban trail system under US Highway 40 at the Fish Creek box culvert. Because the proposed trail will allow pedestrians and bicyclists to utilize a facility separated from roadways, CDOT believes this project will enhance safety for pedestrians, bicyclists and motorists by eliminating safety hazards and conflicts.

CDOT has been working for many years with agencies in Western Colorado to promote safe and effective procedures for permitting pedestrian & bicycle trails within its right of way. The project proposed by the City of Steamboat Springs grant application will likely serve to further these endeavors.

Respectfully,

Tim Woodmansee, ROW Manager
CDOT Transportation Region 3



Letters of Support
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July 18, 2018

Nick Dellaca
State Trails Program Manager
Colorado Parks and Wildlife
13787 S. Hwy. 85
Littleton, CO 80125

RE: Fish Creek Trail Underpass

Dear Mr. Dellaca,

Please accept this letter of support for the City of Steamboat Springs request for funding of a trail underpass along Fish Creek located in Steamboat Springs, Colorado. The trail underpass is a critical link allowing pedestrians and cyclist to safely cross US Highway 40.

The Yampa Valley Housing Authority (YVHA) is currently in the process of developing low and moderate income housing immediately west of the underpass project boundaries. The YVHA Development Partnership intends to construct a portion of the Fish Creek trail on our property, eventually creating an integrated trail system along Fish Creek. When completed the Fish Creek Trail will provide our clients with safe and convenient access to the adjacent grocery and retail establishments. Additionally, the Fish Creek Trail will provide access to the Yampa River Core Trail that connects to our Downtown and Mountain Base Area facilitating alternative transportation option for our clients.

We strongly urge you to consider funding this project.

Thank you,

A handwritten signature in blue ink that reads 'Jason Peasley'.

Jason Peasley, AICP
Executive Director
Yampa Valley Housing Authority

"Building our Community one home at a time."

2100 Elk River Road PO Box 774542 Steamboat Springs, CO 80477
Phone 970.870.0167 Fax 970.870.7851

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Support
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July 17, 2018

Nick Dellaca
State Trails Grant Program Manager
CPW – State Trails Program
13787 US Hwy 85 North
Littleton, CO 80125

Dear Nick,

Routt County Riders enthusiastically supports the City of Steamboat Springs' application for a grant from the Colorado the Beautiful program for the Fish Creek Underpass Trail. This project is aligned with our organization's mission of advocating to implement positive change for cyclists in Northwest Colorado, through community outreach and increasing connectivity and diversity of cyclist amenities.

The project will **increase bicycling and walking activity** by providing a safe and desirable route for people who want to walk or cycle to the existing Core Trail and sidewalk infrastructure. Many people are reluctant to use the current option due to its exposure to the busy highway.

The project will **expand recreational opportunities** by connecting existing sidewalk and trail segments to the Yampa River Core Trail. The Core Trail provides continuous dedicated pedestrian and bike access to the Yampa River, Howelsen Hill mountain bike trails, parks, and many other existing recreation options in Steamboat Springs.

The project will **enhance safety** for pedestrian and bicycle traffic by providing a trail that connects separated areas of town and allows riders to avoid crossing U.S. Highway 40 at an extremely busy intersection.

The Fish Creek Underpass Trail will make life better for many people living and working in Steamboat Springs and I urge you to fund it.

If you have questions or if I can be helpful please contact me.

Sincerely,

Kelly Northcutt
Executive Director
Routt County Riders
Kelly@routtcountyriders.org

Routt County Riders, PO BOX 770094, Steamboat Springs, CO 80477

Routt County Riders is a 501(c)3 non-profit organization

Letters of Support p.3



July 20, 2018

Nick Dellaca, State Trails Program Manager
Colorado Parks and Wildlife
13787 U.S. Hwy 85 North
Littleton, CO 80125

Dear Mr. Dellaca,

I am the Executive Director of a non-profit in Steamboat Springs that provides services to children and adults with developmental disabilities. Our mission is to work in partnership with families and communities to expand opportunities for the people we help. We believe in providing services in homes and community settings which enables our clients to be active and visible in their community.

I understand the City is writing a grant to construct a trail connection under Highway 40 through the Fish Creek culverts in Steamboat Springs. This will link already existing sections of the Yampa River Core Trail to residential and commercial areas between town and the mountain. Increasing the amount of walkable areas and trail connections helps our clients be more independent, active and safe.

Thank you for your consideration and please do not hesitate to contact me should you have further questions.

Sincerely,

Susan Mizen
Executive Director

www.horizonsnwc.org

Central Administration Office P.O. Box 774867 (Mail) 405 Oak Street Steamboat Springs, CO 80477 970.879.4466 Phone 970.870.0334 Fax	Routt County Family Services P.O. Box 774867 (Mail) 430 Yampa Street Steamboat Springs, CO 80477 970.871.8558 Phone 970.870.8568 Fax	Moffat Adult Services P.O. Box 1483 (Mail) 439 Brezzo Street Craig, CO 81625 970.824.7804 Phone 970.824.2643 Fax	Moffat Family Services P.O. Box 1483 (Mail) 439 Brezzo Street Craig, CO 81625 970.824.7381 Phone 970.824.2643 Fax	Rio Blanco Services P.O. Box 2114 (Mail) 685 Main St., Ste 1 Meeker, CO 81641 970.878.3196 Phone 970.878.3196 Fax	Grand & Jackson Services P.O. Box 186 (Mail) 81 W. Jasper Granby, CO 80446 970.887.1141 Phone
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Letters of
Support
p. 4

July 18, 2018

Nick Dellaca
Colorado the Beautiful Program
Colorado Parks and Wildlife
13787 U.S. Highway 85 North
Littleton, CO 80125

Re: Fish Creek Underpass Trail Project

Dear Nick,

I would like to write to you about the City of Steamboat Springs grant request for the Fish Creek Underpass Trail Project.

I understand the trail would connect already existing trails and sidewalks and provide access under the highway to get to the Yampa River Core Trail which we can then take downtown or to the mountain. I am a resident of Sundance Creek Condominiums located on Anglers Drive near the site of the proposed trail. I have a daughter who is old enough to do some things on her own, but who is not yet driving age. However, I hesitate to let her cross Highway 40 at this location because of the intense traffic and high speeds. This trail would make it much safer for everyone.

Thank you for considering this request from the City.

Sincerely,



Russell Frinks
Resident of Sundance Creek Condominiums