

Application form



NON-MOTORIZED TRAILS GRANT APPLICATION - CONSTRUCTION

PROJECT BASICS

Title West Steamboat Trail Phase II

Type Construction Planning
 Maintenance Support

Phased project Yes No If yes, Phase # 2 of 3

Brief summary

This project is Phase II of our West Steamboat Trail Connection project, which will provide a pedestrian underpass under Hwy 40, connecting workforce housing to Steamboat Springs.

Grant request	\$ 250,000.00	Grant ratio ¹	11 %
Match	\$ 2,250,000.00	Match ratio	89 %
Total	\$ 2,500,000.00	Total	100 %

APPLICANT

Type Local County Federal Tribal
 Recreation and Metro Districts Non-Profit

Organization City of Steamboat Springs

Postal address P.O. Box 775088

City Steamboat Springs State CO ZIP Code 80477

General email gscott@steamboatsprings.net UEI # LKM7Y4XLGW27

Lead contact Gary Suiter Title City Manager

Telephone (970) 871-8240 Email gsuiter@steamboatsprings.net

Project manager Danny Paul Title Public Works Engineer

Telephone (970) 871-8210 Email dpaul@steamboatsprings.net

PARTNER OR CO-SPONSOR

Organization N/A

Postal address

City State CO ZIP Code

Contact name Title

Telephone Email

¹ Grant ratio = grant request / total. Match ratio = match / total.

PROPERTY

Nearest town or city	Steamboat Springs	County	Routt
Latitude/Longitude	40.506408/-106.879149	Congressional district	2
Name of property owner	CDOT		
Trail Corridor controlled by	<input type="checkbox"/> Fee simple	<input type="checkbox"/> Lease	<input checked="" type="checkbox"/> Easement
	<input type="checkbox"/> License	<input checked="" type="checkbox"/> ROW	<input type="checkbox"/> Other:

TRAIL

Uses	<input checked="" type="checkbox"/> Hiking, walking, running	<input checked="" type="checkbox"/> Biking	<input type="checkbox"/> Equestrian
E-bikes allowed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Snow sports (non-motorized)	<input checked="" type="checkbox"/> ADA Accessible
	<input type="checkbox"/> Other:		
Estimate percentage by type (e.g.,) 50% hiking, etc.	75% biking		
Surface	<input type="checkbox"/> Natural	<input type="checkbox"/> Crusher fines	<input type="checkbox"/> Asphalt <input checked="" type="checkbox"/> Concrete
	<input type="checkbox"/> Other:		
Size of new trailhead (sq. ft.)		Length of trail being planned	
Length of new trail construction ²	866 ft	Length of trail maintenance	
Length of inter-connecting trail		Length of trail reroute	
Length of decommissioned trail		Length of restored trail	
Length of trail to be signed		Length of trail grooming	
Other:	Underpass		
Estimated amount of paid crew hours:	Grant	Match:	

ACKNOWLEDGEMENT

On behalf of the applicant entity, I certify to the best of my knowledge that the information in this application is true and correct.

Authorized Representative

Signature	Gary Suiter <small>Digitally signed by Gary Suiter Date: 2023.10.03 12:08:12 -06'00'</small>	Date	
Name	Gary Suiter	Title	City Manager

² Length of trail – use miles, square feet, linear feet

CITY OF STEAMBOAT SPRINGS, COLORADO

RESOLUTION NO. 2022-52

A RESOLUTION SUPPORTING GRANT APPLICATIONS TO THE COLORADO PARKS & WILDLIFE: NON-MOTORIZED TRAIL GRANT PROGRAM, THE CDOT TRANSPORTATION ALTERNATIVES PROGRAM, AND THE SAFE ROUTES TO SCHOOLS PROGRAM FOR CONSTRUCTION OF THE WEST STEAMBOAT SPRINGS TRAIL CONNECTION.

WHEREAS, the City of Steamboat Springs strongly supports the addition of a safe pedestrian and bicycle trail to connect neighborhoods in the West of Steamboat Springs to the Yampa River Core Trail and to downtown Steamboat Springs as is shown in the Steamboat Springs Parks, Recreation, Open Space, River and Trails Master Plan and other planning documents; and

WHEREAS, the City of Steamboat Springs supports providing multi-modal access for the current neighborhoods and future development west of town in order to encourage alternative modes of commuting and transportation; and

WHEREAS, the City of Steamboat Springs is financially constrained to complete all of the needed Capital Improvement projects due to limitations of building use tax and the multitude of needed projects; and

WHEREAS, the City of Steamboat Springs will be phasing the project and submitting grant applications to secure outside funding when possible in order to complete the project; and

WHEREAS, the City of Steamboat Springs has the capacity and the experience to manage grants and has done so successfully with CDOT, CPW, GOCO and other grants in the past;

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

1. The **CITY COUNCIL OF THE CITY OF STEAMBOAT SPRINGS**, as a duly authorized governing body of the grant Applicant, hereby formally approves applying to the CPW: Non-motorized Trail Program, the CDOT Transportation Alternatives Program (TAP), and the Colorado Dept of Transportation Safe Routes to Schools program.
2. The **CITY OF STEAMBOAT SPRINGS** will administer the grants and provide all required reporting.

PASSED, ADOPTED, AND APPROVED this 11th day of October, 2022.

Robin Crossan

Robin Crossan, President
Steamboat Springs City Council

ATTEST:

Julie Franklin, CMC
City Clerk

Timeline

NON-MOTORIZED TRAILS GRANT APPLICATION



PROJECT DETAILS

Organization City of Steamboat Springs

Project title West Steamboat Trail Phase II

TASK <small>Mobilization, staffing, construction or maintenance elements, planning phases, etc.</small>	Dates*	Dates	Dates	Dates	Dates	Dates	Dates
Grant Award Notice	Mar. 2024						
Contracting with State		Apr/May 2024					
Release of Bid/RFP		Jan/Feb 2024					
Consultant Selection			May/June 2024				
Meetings and Prep for Construction				June 2024			
Construction of Underpass					Jun. 2024 - Sept. 2025		
Project Complete						Dec. 2025	
Administrative Close-out							Jan. 2026

*The timeline is an estimate of your project completion. Remember the project must be completed within 2.5 years of the award date. Suggestion - use quarterly or multiple month time frames [Q2/XX; Jun-Sept XX]. Initial grant expiration date will be June 30th or December 31st, dependent upon assigned funding source.

Criteria Questions



NON-MOTORIZED TRAILS GRANT APPLICATION - CONSTRUCTION

Organization City of Steamboat Springs

Project title West Steamboat Trail Phase II

1. PROJECT NEED

15 points

- A. Give a detailed description of the project, including information such as miles of new or resurfaced trails, any other trail components/structures, and the restoration/decommission of old reroutes.

This project will complete Phase II of our West Steamboat Trail Connection project, which will provide the underpass needed to cross Highway 40 and safely reach Brown Ranch (future site of affordable and workforce housing). Phase 3 will then link a K-8 School, and two existing community neighborhoods with a total of approximately 350 homes. This Phase II project will include construction of the tunnel under Hwy 40, trail approaches, retaining walls, a dewatering system, and lighting.

The City has approvals from CDOT and the Army Corps of Engineers on this project. Design and engineering are complete for all phases. The City has CatEx approval, and we are finalizing property acquisition and easements. Phase I construction of this project is fully funded through grants, Routt County donations and City money, and construction will begin in 2024. If funded, this Phase II project will be conducted simultaneously.

- B. Describe the project's urgency and why it is being pursued at this time.

This project will eliminate a major trail barrier, the crossing of Highway 40. Design and Engineering are complete for all phases. Phase I construction is fully funded and will begin in 2024. If we can't fund Phase II at this time, Phase I will have some temporary work done that will need to be deconstructed for phase II project. If we receive grant funding for this phase we can conduct both phases simultaneously and realize these cost savings and efficiencies.

Our request for Congressionally Directed Spending funding has been approved and is currently moving forward in the budgets of both the House and Senate, with some time limits for expenditure of the funds. Routt County has committed funds in their 2024 budget.

- C. Describe all existing trails/trail systems in the area and the need for additional trail reroutes to be constructed.

This project, combined with Phase I will be a critical extension to the Yampa River Core Trail, a 6+ mile concrete path that connects to recreational amenities including parks, the library, cultural facilities, the ice arena, Howelsen Ski Area, and other amenities, as well as to the City's secondary trail system and single track trail system on Emerald Mountain. Further extension of the trail in Phase III will continue the Core Trail through Brown Ranch to reach two existing neighborhoods and a K-8 school. This project will be a critical connector of the proposed Brown Ranch trail network to the City's broader trail network.

2. COMMUNITY BENEFIT**15 points**

- A. Describe the community that will benefit from this project. Include relevant demographic and economic data.

The Steamboat Springs community will benefit from this project as it eliminates a major barrier within the City's current and future trail network. Traffic on Highway 40 is at capacity, with CDOT data showing this section of Hwy 40 sees 12,000 AADT (annual average daily traffic). This level of traffic makes it difficult for trail users to cross Highway 40 at the project site, and having trail users cross the highway creates safety issues within the community. This project will be of significant benefit to the residents of existing West Steamboat neighborhoods who have historically provided much of the family/workforce of our community (400+ homes), as well as to future residents of Brown Ranch, an affordable housing development owned by the Yampa Valley Housing Authority, which is currently being annexed into the City. Brown Ranch will include 2,264 units restricted to local workforce households and those retired from the workforce. The units will be attainable and deed restricted for a varying range of incomes (1,486 at 30%-140% AMI, 494 at 100%-180% AMI, and 294 at 120%-250% AMI).

- B. Outline any deficiencies or barriers to access that this project would address or improve for the abovementioned community.

The underpass and trail will 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 concrete trail and underpass will be usable for wheelchairs, strollers, bicycling, walking, jogging, skateboarding, roller skating/blading, and other non-motorized activities. The underpass and trail surface will match the concrete surface of the connecting trail segments and year round use will be possible since the trails are cleared of snow. This project is a priority for the City and community, and is called out in several community documents.

- C. Estimate the number of people and/or types of user groups that will have access to recreational opportunities as a result of this project. Include methods for determining this estimate.

The multi-phase project will provide connection to the existing 2,000+ Routt County residents who live in west Steamboat neighborhoods, along with the future 5,000+ residents who will ultimately live in the neighborhoods within Brown Ranch. These are primarily families and the workforce of our community who will now have trail access to recreation opportunities. Opportunities include public access to the Yampa River including passive open space, fishing and boating access and watchable wildlife, as well as connection to our existing Yampa River Core Trail, a six mile meandering trail along the river that provides links to nearly 40 miles of biking and hiking trails on Emerald Mountain, an indoor ice arena, city owned ski area and over 1,000 acres of park sites that include skate parks, playgrounds, volleyball courts and athletic fields.

3. PROJECT MANAGEMENT

10 points

- A. Give a detailed description of who will oversee the design process and trail construction. Include who will build the trail (staff, volunteers, conservation corps, contractors, etc.)

The City of Steamboat Springs will oversee the project construction. The City has successfully managed large capital grant funded projects for the past 25 years and is in good standing with our funding partners. Danny Paul, E.I. - the City's Engineer will be the project manager on this project. Mr. Paul has 15 years of experience as an engineer and project manager for the City of Steamboat Springs, and has managed similar state and federal funded projects such as the Casey's Pond Trail, US40 at Fish Creek Underpass Trail, Yampa Street Improvements, and Permanent Water Quality Improvements. He will be supported by the City's Procurement Division on all contracting and the Grant Accountant who will assist with required financial reporting.

The City will contract out the work on this project. Selection of contractor will be done through a competitive process with the assistance of our Procurement Division. The division follows a procurement manual that ensures compliance with local, state, and federal laws and regulations governing purchasing and contracting.

We did explore the use of Rocky Mountain Youth Corps crews within this project, however it was ascertained that the installation of a tunnel under Highway 40 did not include project components appropriate for youth corps work.

- B. Outline any CPW State Trails funding received in the last five years and if the project(s) were completed on time, on budget and within scope. For applicants without prior State Trails funding, provide examples of similar grant funded projects. Include project title, year of award, grant amount, and grantor for each.

The City received funding through the CPW Colorado the Beautiful grant program for design of this project in 2020. This project was completed successfully and is closed out.

4. PLANNING**10 points**

- A. Discuss the process that identified this construction project as a priority.

This proposed trail and full project has been the subject of numerous plans and public meetings over the past decade. The project is included as a proposed trails project in both the Steamboat Springs Area Community Plan (2005) and in the Steamboat Springs Parks, Recreation, Open Space, Trails, and River Master Plan (2019). In addition, the recently adopted Routt County Master Plan (2022) indicates a need for safe pathways for walking and biking and the overwhelming desire by the public for extension of the core trail. All of these planning processes included substantive public input and comment and throughout the process community members spoke in support of the expansion of the trails system as proposed (Proposed trails in these documents specifically include this project.)

While performing the design and planning of this trail, the City has engaged with the general public through a public meeting and presentations to City Council. Multiple discussions have taken place between our staff and the owners of properties within our project area.

Feedback from the public has been overwhelmingly positive. Steamboat Springs and West Steamboat residents understand the need for the people living West of Steamboat to have a safe, multi-modal option for getting to town.

In addition, the need for this trail and project was discussed during the 9 month long series of bi-monthly meetings on the annexation of the Brown Ranch property into the City. That annexation agreement provides that the City will construct this project, with development of the next trail segment and Brown Ranch trail network occurring with the development of Brown Ranch, which will begin in 2024.

- B. List all approved internal master or outdoor recreation plans and/or any external area, regional, or statewide plans this project supports.

Support for this project is high. It is listed specifically in the 2019 Parks, Recreation, Open Space, Trails and River Master Plan as the second highest ranked priority capital project within this plan (p. 85). This project is also the number one ranked project within the City's 6 year CIP for 2024 (attached).

The Northwest Transportation Planning Region has identified this as a priority for the region within their list of projects in the 2045 Northwest Regional Transportation Plan. The plan lists adding pedestrian/bike connectors near congested areas as a strategy to deal with traffic congestion on the US 40 Corridor. Growth in Steamboat Springs has resulted in increased development West of Steamboat Springs and will continue to substantially increase the travel demand and congestion in this area. (p. 74, 85)

To minimize traffic volumes on the west side of town, the West Steamboat Springs Area Plan recommends creating an internal network of bicycle and pedestrian paths within the West Steamboat Springs neighborhoods – and “Connect(ing) the West Steamboat Springs bike routes to downtown so they can be used for commuting.” (p.28)

This project is supported by the CPW Strategic Plan from 2015 by addressing Goal VI to "Connect people to Colorado's outdoors." This project will provide multi-modal access to the workforce and mid to lower income residents to reach the Yampa River, as well as parks, trails and open space areas within and adjacent to downtown Steamboat Springs.

5. MAINTENANCE AND SUSTAINABILITY

10 points

- A. Explain how the site will be maintained and monitored (maintenance plans, estimated cost, and future budgeting commitments, etc.) after construction.

The City of Steamboat Springs commits to ensuring there is long term maintenance of the trail components and underpass within the project. The City will provide annual maintenance of the segments constructed on the trail up to and including the underpass.

Annual maintenance will include mowing the sides of the trail, inspecting and maintaining a safe travel surface, pruning vegetation, removing graffiti, and removing snow and ice. Additionally the underpass will need painting, drain/pump inspections and maintenance and lightbulb replacements as necessary.

Maintaining the City's portion of trail and underpass will total approximately \$5,400 per year and is primarily associated with snow removal in winter to maintain as year round trail.

- B. Describe the best management practices that will be used to construct the trail to ensure that the trail and its amenities will be sustainable.

The trail and its amenities have been designed in accordance with local, state, and federal regulations and design standards. Best Management Practices were followed for the design of the trail and the plans and specifications include details to ensure the improvements are sustainable when complete.

6. WILDLIFE AND NATURAL RESOURCES

15 points

- A. Describe how potential impacts to wildlife and natural resources were evaluated during the project scoping phase (using ‘Planning Trails with Wildlife in Mind’, mapping tools, etc.). Include any positive impacts this work will showcase.

This project follows the core principles within CPW's "Planning Trails with Wildlife in Mind" document, including "Equity and Inclusion" by providing accessible and inclusive recreational access, "Working Together" by providing access to outdoor recreation which in turn builds support for conservation of land and water resources, and "Minimize Impact" by working with our local and regional CPW staff to ensure our project has the least amount of adverse impacts to the environment and wildlife as is possible.

We will continue to listen to local and regional wildlife experts during our project, and consider the important balance of providing recreational opportunities while simultaneously respecting existing ecosystems and habitats to avoid, minimize or mitigate our impacts.

- B. Describe any wildlife and natural resources issues raised by CPW staff during the application consultation.

City Staff met with CPW District Wildlife Manager and Terrestrial Biologist for the Northwest Region on this specific Phase II underpass on September 20th, 2023. The Phase II project will be conducted on and underneath an existing highway. They reviewed the pre-application and stated they don't have any significant concerns on the project. The City agrees to follow their recommendations to provide any necessary wetlands mitigation and sediment control and use Best Management Practices when conducting the project.

During Phase III of the project (future), City staff and the Yampa Valley Housing Authority will work with CPW regarding location of the trail through the Brown Ranch property to minimize impacts to wildlife as much as possible.

- C. Explain how potential wildlife and natural resource impacts will be avoided, minimized, and/or mitigated (trail realignment, seasonal closures (include dates), signage, gates, game cameras, etc.)

The proposed location of the underpass does not include any migration corridors, however we will work closely with wildlife experts to locate, identify and work around any potential wildlife habitat areas. The location of the northwestern segment of trail could potentially have impacts to wildlife, and the YVHA and City of Steamboat Springs agree to work closely with CPW to minimize these impacts when that time comes.

7. PUBLIC ENGAGEMENT & PARTNERSHIPS **15 points**

A. Outline public engagement activities for this project (public meetings, comment periods, surveys, etc.)

The Steamboat Springs Parks, Recreation, Open Space, Trails and Yampa River Master Plan, notes as a Trail Action to “Extend Core Trail west along river corridor with multi-modal connections, north to Slate Creek, connecting Steamboat proper to Steamboat II areas.” There is a high level of support from the public for this trail as is evident from the results of a statistically valid survey associated with this plan. This was the second highest ranked priority capital project just behind deferred maintenance for existing park improvements.” (p.74, 85)

The 2022 Steamboat Springs Community Survey found that 95% of residents ranked the Yampa River Core Trail as “Essential” or “Very Important”. It was the #1 ranked project under “Importance of Parks and Recreation Activities and Facilities.” This area of our community does not have safe access to the Yampa River Core Trail and our project will provide this access. (p.34)

B. Describe any partnerships that will ensure the project’s success (public agencies, conservation or recreation groups, local businesses, etc.)

The City of Steamboat Springs is taking the lead on this project. Routt County is a financial partner in this project, and is providing matching funds. CDOT is supportive of this project and has given approval for the trail to be placed in the ROW and for the Underpass.

The City has an annexation agreement with the Yampa Valley Housing Authority (YVHA) regarding annexation of the Brown Ranch property into the City limits. YVHA is extremely supportive of this project and will construct the Phase III portion of the project as it will run through their property. Other project stakeholders for the full project will include Sleepy Bear Mobile Home Park, the Steamboat Springs School District, the Steamboat II Metro District and Colorado Parks and Wildlife. 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.

C. Describe how potential opposition to this project or its implementation will be identified, addressed and managed.

This project has been a community priority for over a decade for our community. Most recently, the need for the project has been the subject of a letter writing and public comments by residents in Steamboat Springs and west of town. The City has not seen, nor is aware of, any opposition to the project.

8. BUDGET AND FUNDING

10 points

- A. Describe the source of match for the project and when it will be secured. Include in-kind donations and partner contributions.

Matching funds for this project are being provided by the City of Steamboat Springs and Routt County, and additional grant funding.

\$250,000 State Trails Grant
 \$300,000 Routt County
 \$644,000 City of Steamboat Springs Capital Improvements Program for 2024
 \$1,000,000 CDS Request from the House and Senate*

\$2,194,000 TOTAL Project Cost

*The City has submitted a request for grant funding through the Congressionally Directed Spending (CDS) program. Our \$1 Million request was formally accepted by Senators Bennet and Hickenlooper as well as Congressman Neguse, and our project is currently in the house and senate draft appropriations bills. Final word on the status of this bill should happen in November of this year.

- B. Describe any consequences if this funding application is unsuccessful (loss of partner funds, staff capacity, expiration of surveys, etc.).

If our grant request is not successful, we will need to push our Phase II project out into the future and seek additional funding elsewhere. Postponing the project will be detrimental to the cost and timeline. If we need to conduct Phase I by itself, we will provide a temporary trail segment to reach Sleepy Bear Mobile home park, knowing that Phase II construction of the underpass, when it happens, will require this section to be torn up and re-constructed to fit with the underpass and wing walls. In addition, as we have been witnessing 15% and higher increases each year in construction costs, and we anticipate that postponing the project will result in higher costs of materials and labor.

The City does not have a property tax and is funded primarily through sales and building use taxes. Use taxes fund capital projects such as this. Our YTD use tax collections for 2023 are steadily declining, and conversely the cost of our needed capital projects have risen exponentially. There were 79 requests for capital projects in 2024 with \$43,620,122 in city money requested. The budget for 2024 will only allow for \$22,378,996 in capital funding. Each year project requests are ranked and prioritized by the management staff, and the West Steamboat Trail project was ranked #1 on this list.

Non-Federal Environmental Form

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

Applicants are responsible to complete this form with county/local government staff or an environmental consultant to address the following 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. If an environmental review has already been conducted on your proposal and is still viable, include the citation including any planned mitigation for each applicable resource, and choose an impact level as mitigated. If the resource does not apply to your proposal, mark NA in the first column.

All applicants will be evaluated for wildlife and aquatic impacts in a separate evaluation process by CPW wildlife staff.

Project Name: West Steamboat Trail Phase II Construction **Project Sponsor:** City of Steamboat Springs

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 species of special concern and habitat; state/federal listed or proposed for listing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Water quality/quantity – surface and ground water considerations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Wetlands/floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Storm water runoff and/or Sedimentation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Disturbances to neighboring properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Historical/cultural resources, including landscapes, ethnographic, archeological, structures, etc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Introduction or promotion of non-native species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental disturbances during construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Land/structures with history of contamination/hazardous materials even if remediated	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Other important environmental resources to address	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use a separate sheet if necessary for the following questions.

Please briefly clarify how each resource could be adversely impacted; any direct, indirect, and cumulative impacts that may occur; and any additional data that still needs to be determined. Also explain any planned mitigation already addressed in previous environmental reviews.

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

- Alternative design or trail route system
- 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 to encourage seepage
- Comprehensive storm water runoff plan

The supporting environmental reviews are attached to this document. The City of Steamboat Springs received a grant through FHWA and CDOT for this project. CDOT has provided oversight of the current grants received and provided guidance during the design of this project. CDOT will also be involved during the construction of this project.

CDOT will also review and approve the Stormwater Management Plan for this project. The project will require permits (404 - Received and Stormwater Construction Permit). All of the required mitigation requirements will be addressed through general notes in the plans and/or required CDOT specifications.

BENEFIT: Please describe any positive impacts of the project on sensitive species; some considerations below:

- 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

This project will be required to follow the appropriate general notes and/or specs required by CDOT to minimize environmental impacts.

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. **All required permits must be acquired prior to submitting a non-motorized trails grant application.**

Danny Paul, Civil Engineer

Printed name of applicant

Danny Paul

Digitally signed by Danny Paul
Date: 2023.10.03 12:17:55 -06'00'

Signature of applicant

Date

Jason Huddle, CDOT Region 3 Environmental Manager

Printed name, title of authority:

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



Digitally signed by Jason Huddle
Date: 2023.10.03 11:58:31 -06'00'

Signature of authority

Date

Project Budget



NON-MOTORIZED TRAILS GRANT

Project details				Match details					
CPW Grant #				Source of match	Type	Date available	Amount		
Organization	City of Steamboat Springs			City of Steamboat Springs CIP 2024	Cash	Jan-24	\$ 644,000.00		
Project title	West Steamboat Trail Phase II			Routt County	Cash	Jan-24	\$ 300,000.00		
Grant Request (auto populates)	\$ 250,000.00			CDS Grant Request - Earmarks	Cash	Mar-24	\$ 1,000,000.00		
Local match	\$ 1,944,000.00	Min. Match	\$ 62,500.00						
Project Total	\$ 2,194,000.00						Match Total	\$ 1,944,000.00	
Description	Qty	Unit type	Cost per unit	Total	Type	CPW Grant	Local match	Balance	
Contracted Services									
Tunnel - pedestrian underpass	1	EA	\$ 952,000.00	\$ 952,000.00	Cash	\$ 250,000.00	\$ 702,000.00	\$ -	
Retaining Walls	1	EA	\$ 510,500.00	\$ 510,500.00	Cash		\$ 510,500.00	\$ -	
Trail Approaches	2	EA	\$ 175,000.00	\$ 350,000.00	Cash		\$ 350,000.00	\$ -	
Dewatering System	1	EA	\$ 320,000.00	\$ 320,000.00	Cash		\$ 320,000.00	\$ -	
Lighting	1	EA	\$ 61,500.00	\$ 61,500.00	Cash		\$ 61,500.00	\$ -	
				\$ -				\$ -	
				\$ -				\$ -	
Salary/Wages									
				\$ -				\$ -	
				\$ -				\$ -	
Materials/Supplies									
				\$ -				\$ -	
				\$ -				\$ -	
				\$ -				\$ -	
				\$ -				\$ -	
Additional Categories									
				\$ -				\$ -	
				\$ -				\$ -	
				\$ -				\$ -	
				\$ -				\$ -	
TOTAL				\$ 2,194,000.00		\$ 250,000.00	\$ 1,944,000.00		

West Steamboat Springs Trail Phase II

Photos (page 1)

This Phase II project will include an underpass and associated trail approaches that will connect to the Phase I fully funded trail extension project taking place in 2024 (that will extend the trail to Sleepy Bear Mobile Home park), and will provide the safe crossing of US Highway 40 to current and future neighborhoods. The project will increase 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.

Residents who are currently cut off from multi-modal access will be able to ride bikes or walk to the Yampa River, and the Yampa River Core Trail which leads to other recreational opportunities.

Yampa River



Yampa River Core Trail



West Steamboat Springs Trail Phase II

Photos (page 2)

Sleepy Bear Mobile Home Park
Site of Underpass



Currently this is how pedestrians get from end of trail to KOA and Sleepy Bear Mobile Home Park

Future Site of Brown Ranch and Phase III Trail towards Steamboat II and Silver Spur will begin in this location



West Steamboat Springs Trail Phase II

Photos (page 3)

This project will complete Phase II of our West Steamboat Trail Connection project, which will provide the underpass needed to cross Highway 40 and safely reach Brown Ranch (future site of affordable and workforce housing).

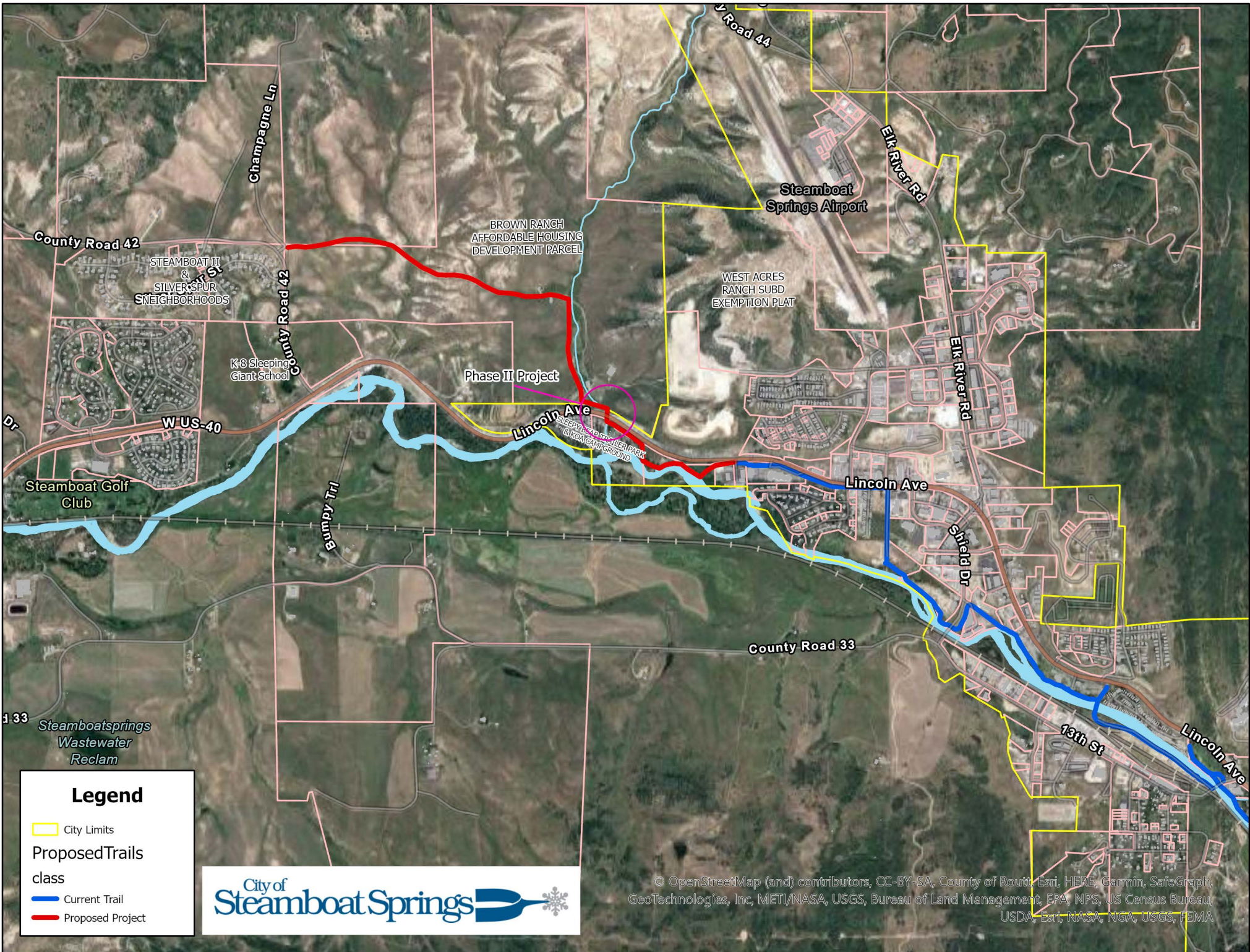
Brown Ranch Aerial View



The future Phase III will ultimately reach the 350+ neighborhoods in Steamboat II and Silver Spur and the six miles of trails surrounding these neighborhoods.

Steamboat II and Silver Spur Neighborhoods





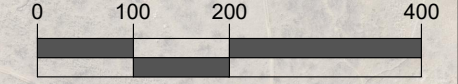
Legend

- City Limits
- Proposed Trails
- class
- Current Trail
- Proposed Project

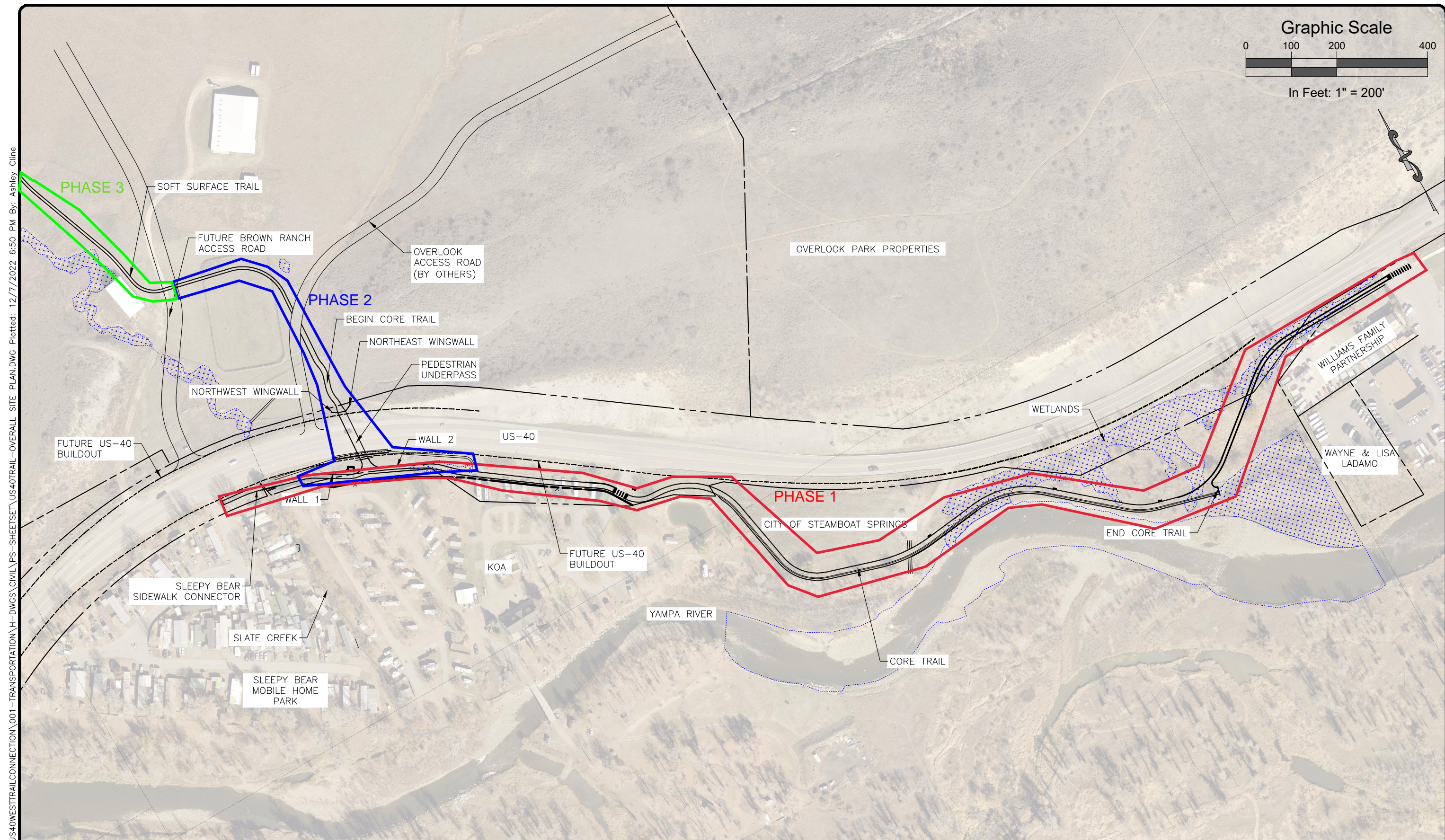


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Graphic Scale



In Feet: 1" = 200'



I:\2021\2021-380-US40WESTTRAIL\CONNECTION\001-TRANSPORTATION\H-DWGS\CIVIL\PS-SHEETSET\US40TRAIL-OVERALL SITE PLAN.DWG Plotted: 12/7/2022 6:50 PM By: Ashley Cline

Computer File Information

Print Date: 12/7/22
Last Modification Date: 01/21/22
Drawing File Name: US40Trail-Overall Site Plan
Autocad Ver. 2022 Scale: As Shown
SGM Project No.: 2021-380.001 Quality Control: DJC

Sheet Revisions

Rev.	Date	Comments	Init.
1			



SGM
 118 West Sixth Street, Suite 200
 Glenwood Springs, CO 81601
 970.945.1004 www.sgm-inc.com

As Constructed

No Revisions:
Revised:
Void:

US-40 WEST TRAIL CONNECTION
OVERALL SITE PLAN (2)

Engineer:	AMC	Structure Numbers	
Drawn By:	MWM	Subset Sheets:	2 of 2
Sheet Subset:	SITE		

Project No./Code

MTF M251-032
23869
Sheet Number 24



September 29, 2023

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

RE: Support for City of Steamboat Springs West Steamboat Trail Connection Phase II

Dear Fletcher,

The City of Steamboat Springs City Council strongly supports the grant application for funding from the CPW Non-Motorized Trails Program for a sidewalk, underpass and trail project to safely connect existing and future neighborhoods to Steamboat Springs. This project is a priority for City Council and for the residents of Steamboat Springs and Routt County.

In 2000, the Steamboat Springs community passed a bond issue to fund the Yampa River Core Trail in Steamboat Springs, and we have extended the trail over the years to its current length of 6.2 miles. The Core Trail is an enormously popular hard surface with adjacent soft surface trail that follows the Yampa River in our community. Trail counters show an average weekly total of over 5,000 pedestrians and bikers. Our community is passionate about trail use, as evidenced by our 2022 Community Survey which showed that 99% percent of the community uses the Core Trail, and 98% use other trails within Steamboat Springs. The biggest complaint about the core trail is that it does not extend to West Steamboat, which is a critical housing area for year-round residents.

This grant request will help support Phase II of the project which will provide the underpass needed to cross Highway 40 and safely reach the Brown Ranch Property (the future site of over 2,200 workforce housing units) and two existing community neighborhoods with over 350 homes. Specifically, our Phase II project will include construction of the tunnel, trail approaches, retaining walls, a dewatering system, and lighting. This is an essential phase of the full project that will connect residents to recreational opportunities and safer multi-modal travel along Highway 40.

We currently have Phase I of the project fully funded, and if we are successful with our grant requests for Phase II, will be able to do both phases simultaneously starting in 2024.

Thank you for your time and consideration on this project that is so important to our community.

Sincerely,

A handwritten signature in cursive script that reads "Robin Crossan".

Robin Crossan, President
Steamboat Springs City Council

September 26, 2023

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

RE: Support for City of Steamboat Springs Grant Request – Phase II West Steamboat Trail

Dear Fletcher,

This letter is to state support and participation from Routt County as a partner with the City of Steamboat Springs' grant application. This project will ultimately connect a large portion of current and future Routt County residents to recreational opportunities, as well as provide multi-modal access between outlying neighborhoods and the downtown. This grant will assist with the Phase II Underpass Project, which will provide safe passage under Highway 40 to connect people to the 6+ mile concrete Core Trail that runs along the Yampa River through Steamboat Springs.

Routt County recently adopted the 2022 Routt County Master Plan, which noted a desire by the public to extend the core trail for both transportation and recreation. This phase of the project is extremely important in the broader project to reach our constituents who live in the outer-lying neighborhoods of Sleepy Bear, Steamboat II, and Silver Spur, as well as the Brown Ranch property, which is a 534-acre property planned for workforce affordable housing for our residents. West Steamboat Springs is the area dedicated to accommodating growth, and the trail will only become more important and necessary over time as this area continues to be developed.

We have committed to providing matching funds along with the City of Steamboat Springs to make this phase of the project a reality. Routt County believes that Steamboat Springs has put together a project that meets all the funding requirements and goals and we are excited to support the grant application in whatever way we can. Thank you for considering the project.

Sincerely,



Tim Redmond, Chair
Routt County Board of County Commissioners



YAMPA VALLEY
HOUSING AUTHORITY

September 22, 2023

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

RE: Support for City of Steamboat Springs West Steamboat Trail Connection Phase II

Dear Fletcher,

This letter is to state support and partnership from the Yampa Valley Housing Authority for the City of Steamboat Springs regarding the West Steamboat Springs Trail Connection project, and specifically for Phase II providing the underpass needed to cross Highway 40 and reach the Brown Ranch property.

We understand that the City has a fully funded Phase I project that will continue the trail from its current terminus to the Sleepy Bear Mobile Home Park. This grant will help fund Phase II which is the next critical step to provide a safe passage under Highway 40 at Sleepy Bear to reach the Brown Ranch property, a 534-acre property that was gifted to the Yampa Valley Housing Authority in 2021 and is slated for development of over 2,200 affordable housing units in the coming years. Annexation discussions on this property have been taking place between YVHA and the City over the recent months and an agreement has been reached. The YVHA has plans to construct internal trails within the Brown Ranch property to service our neighborhoods as well as the Phase III of this project to connect from the underpass to the Sleeping Giant school and the West Steamboat neighborhoods of Silver Spur and Steamboat II.

This Phase II project if funded could begin construction in 2024, and construction on the first neighborhood in Brown Ranch is expected to begin in 2024 as well. We anticipate our first residents moving in to the neighborhood in 2026 and this should coincide with completion of the underpass project, enabling residents to utilize the trail immediately to get to town for work and other critical needs, as well as providing access to recreational amenities including the Yampa River, biking and hiking trails, ballfields, and parks and playgrounds.

The increased use of this alternative transportation will also help to decrease traffic and congestion along Hwy 40, which reaches peak capacity during morning and afternoon commutes.

We appreciate your consideration to fund this worthwhile project in Northwest Colorado.

Thank you,

Jason Peasley, Executive Director
Yampa Valley Housing Authority

September 27, 2023



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

Dear Mr. Jacobs,

I am writing on behalf of Routt County Riders (RCR) in support of constructing a new recreational trail underpass to the west of Steamboat Springs. RCR is a non-profit 501(c)(3) organization and International Mountain Biking Association Chapter club that advocates to implement positive change for cyclists in Northwest Colorado. One of the strategies to achieve our mission is to increase connectivity and diversity of cyclist amenities through infrastructure and civic engagement. We serve the community by working to connect people to trails and fill the gaps in our current trail and pathway system.

Like many communities in Colorado, Steamboat is growing rapidly. The existing neighborhoods on the west end of town have been there for decades, and yet have never had a path to safely cycle the short distance into town. Now there are new neighborhoods that will see hundreds of families added to the area over the next few years. This practical extension of the path with an underpass will serve people who are using greener forms of transportation and seeking recreational opportunities both on the path itself and within a short distance from the path to nearby trailheads.

The existing Core Trail is the most heavily used trail in our community, and both locals and visitors use it year-round. As Steamboat grows and expands, it is imperative that we create this extension to connect people to pathways, increase safety, reduce our carbon footprint by encouraging green transportation, and most importantly, keep our community healthy and recreating outdoors. Please fund this critical connector to ensure a safe path for current and future needs.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laraine Martin', is positioned below the 'Sincerely,' text.

Laraine Martin
Executive Director
Routt County Riders
laraine@routtcountyriders.org

Dina Stremel
3725 Lincoln Ave Unit 21
Steamboat Springs, CO 80487
p. 970-367-3872

September 20, 2023

Fletcher Jacobs, Program Manager
State Trails Program
Colorado Parks and Wildlife

Dear Fletcher,

My family and I are current residents of the Sleepy Bear neighborhood located along Highway 40 on the west end of Steamboat Springs. My husband was born and raised in Steamboat Springs, and I moved here in 2010. We purchased our Sleepy Bear home in 2011, as the neighborhood provided a more affordable housing option for working locals like us. Our family now includes my elderly mother and our 6-years-old daughter. We love the Steamboat Springs community and the city for its quality of life, active mountain-town lifestyle, and the safe environment to raise our children.

When we moved in Sleepy Bear, it quickly became apparent to us that there is no sidewalk or safe way to reach downtown Steamboat Springs from our neighborhood. Sleepy Bear is made up of people who commute to town daily for work, shopping, errands, and recreational activities in and around Steamboat Springs. Many residents use the free transit bus, and the closest bus stop is located at the neighboring KOA campground, which requires Sleepy Bear residents to walk along the highway on a narrow shoulder.

Our daughter attends school at Sleeping Giant School which is further west from us and near the Silver Spur neighborhood in Routt County. There is no safe way to get to the school via walking or biking. The kids are required to wait for the school bus on the side of the highway which sees cars traveling at 50-60 mph. Driving our child to school has also been difficult as it requires us to make a left turn onto the highway during rush hour times with heavy traffic from the west.

We have been told the first phase of the trail is funded and will give us a trail towards town which is helpful, but will not address our ongoing need to get our daughter to school and to any school activities taking place. The underpass and final trail section to Sleeping Giant School will help our family and others in the neighborhood, and will give us parents a peace of mind.

Sincerely,

Dina Stremel

Sleepy Bear Neighborhood Resident

Document checklist



NON-MOTORIZED TRAILS GRANT APPLICATION – CONSTRUCTION OR MAINTENANCE

PROJECT DETAILS

Organization City of Steamboat Springs

Project title West Steamboat Trail Phase II

DOCUMENTS

PRE-APPLICATION - SEPTEMBER

Document	Source	Submission format
<input checked="" type="checkbox"/> 1. Scope of work	Applicant's own	PDF
<input checked="" type="checkbox"/> 2. Project map	Applicant's own	PDF

FULL APPLICATION - OCTOBER

Document	Source	Submission format
<input checked="" type="checkbox"/> 3. Application form	CPW template	PDF
<input checked="" type="checkbox"/> 4. Timeline	CPW template	PDF
<input checked="" type="checkbox"/> 5. Budget	CPW template	Unprotected Excel file
<input checked="" type="checkbox"/> 6. Photographs & maps	Applicant's own	Merged PDF (5 pages max)
<input checked="" type="checkbox"/> 7. Letters of support	Various	Merged PDF (5 letters max)
<input checked="" type="checkbox"/> 8. Resolution	Applicant's own	Signed PDF
<input checked="" type="checkbox"/> 9. Environmental forms	CPW Template	Signed PDF
<input checked="" type="checkbox"/> 10. Formal EA or NEPA*	Federal Template	Web link or PDF

ADDITIONAL PROJECT INFORMATION

11. Required match funding secured (including cash match funds)
12. Construction projects have been evaluated for permits and, if required, permits obtained.
13. Project area is owned by a public land agency or has an easement that designates the area be open to the public for at least 25 years.
14. Conservation/Youth Corps or other organization will be used on the project.
Name of organization: N/A - unable to use youth corps crews on this work
15. Volunteers will be utilized on the project
Name of organization:

*Must be completed prior to application presentations in January.

[West of Steamboat Springs - US Highway 40 NEPA Study](#)

<https://www.steamboatsprings.net/DocumentCenter/View/16994/NEPA-Study-Full-Documents?bidId=>