

**GUNNISON VALLEY TPR
MEETING AGENDA
Montrose Event Center
JULY 14, 2022
10:00 a.m. to 2:00pm**

- 1. Introductions**
- 2. Approval of the minutes of the last meeting May 12, 2022**
- 3. MMOF 2022 Application Process**
 - a. Presentation of applications**
- 4. MMOF Approval of each application**
 - a. Final questions or comments before vote on each application**
- 5. R5 10-Year Plan Updated Ratification Approval of email vote Region 5**
- 6. Construction update**
 - a. Region 3**
 - b. Region 5**

Next TPR Meeting TBD



Region 10

**Gunnison Valley TPR Minutes
May 12, 2022**

**9:00 a.m. to noon,
Online meeting only**

- 4) **WELCOME and INTRODUCTIONS** – Vince Rogalski called the meeting to order at 9:04 a.m. with the following in attendance via Zoom: Roger Rash (Montrose County), Kris Holstrom and Mike Borgdana (San Miguel County), Don Suppes, Weldon Koontz and Robbie LeValley (Delta County), David Hood (City of Delta), Marlene Crosby, Cathie Pagano and Joe Lavorini (Gunnison County), Ben Tisdell (Ouray County), Cody Tusing (City of Gunnison), Jim Loebe and Lauren Kirn (Town of Mt. Village), Robert Hurd (Hinsdale County), Paul Ruud and Jason White (Town of Telluride), Josh Smith (City of Ouray), Michael Bacani (Town of Mt. Crested Butte), Preston Neill (City of Ridgway)

CDOT Representatives: Jason Smith, Julie Constan, Carrie Tremblatt, Mark Rogers, Jennifer Allison, Annelise van Vonno, TJ Burr, Tony Cady, Matt Muraro, Kim Kinnison, Mike Konn, Arthur Miller

Region 10 Staff: Michelle Haynes, Courtney Rodwell, Karla Distel

Guests: Transportation Commissioners Kathy Hall and Mark Garcia, Sarah Curtis (All Points Transit), David Averill (SMART), Scott Truex (Gunnison RTA), Mike McVaugh (HDR)

- 2) **APPROVAL OF minutes of March 10, 2022**

The minutes of the March 10, 2022, meeting were sent out via email prior to the meeting. A correction was requested to show that Michael Bacani attended representing Mt Crested Butte. Motion for approval of the minutes was M/S by Ben Tisdell/Paul Ruud and was approved without objection.

- 3) **10-Year Plan Approvals**

a. Region 3 – Mark Rogers

- Mark shared a spreadsheet of the Region 3 Major Highway Mobility Priorities (copy sent via email after the meeting). Region 3 has received \$176 million in SB-260/267 funding for years 5-10. \$44 million is dedicated to rural resurfacing. Projects proposed for SB260/267 capital funding for the next 4 years are SH 92 Rogers Mesa and US 550 South of Montrose. This was agreed to at prior meetings and does not include RPP or FASTER funds. Vince clarified that this funding was split equally between the TPRs.
- Mark also shared that it is time for the County meetings, so he will be reaching out to representatives from each of the counties to contact him to setup an in-person or virtual meeting. Region 5 offered to have a centrally located meeting location and meet with each county individually. Virtual meetings are also an option. Please reach out to Mark or Matt to schedule.
- Mark shared that recent cost increases have left the US550 South project short of funding. Accordingly, CDOT staff would like feedback from GVTPR members regarding option of completing US550 South and reducing funds available for SH92 Rogers Mesa or keep project

funding for both intact. In response to a question, Jason clarified that US550 costs are approaching \$24 million, an option could be to break into several phases but that will be more costly and not as efficient. The US550 project is further along in design than SH92. The option is to complete US550 and then dedicate the balance of funds to SH92. Phase I of SH92 is already partially funded, this would be for the remaining funds. SH 92 project would probably not be able to be completed all the way into Hotchkiss with existing funding levels. Mark clarified that the CDOT staff is seeking concurrence for the proposal to complete US550 and then use balance of funds for SH92. Does not require a motion since the update of the Region 3 5- and 10-year plans was approved by motion at the last meeting, this is for information only.

b. Region 5- Matt Muraro

- Matt reviewed the scenarios that were presented at the last meeting but noted that some of the projects listed were not in the SB260/267 plan and thus were not eligible for funding. Matt noted that staff have revisited the Hwy550 project. Existing projects going out to bid later this year will address the wildlife underpass and passing lanes at Pacochupuk, which leaves the shoulder improvements for approximately 2 miles along Billy Creek. Shoulders will be 8-foot with 6-foot paving, culvert extensions; updated cost of about \$23 million. This frees up about \$2.28 million for the multi-modal projects (including ADA, curb & gutter, crosswalks, RRFB's and restriping) at Sawpit/Placerville, Norwood and Rico. Projects that are not eligible for this funding because they are not on the 10-year plan could seek other sources of funding. They will remain in the 10-year plan but not in the STIP. The two scenarios differ in when the funding is available, making funding for the multi-modal projects available in years 1-4 vs in years 5-10. This funding does not require match. Matt clarified that the multi-modal projects are not fully defined but a tentative budget would be about \$300,000 for design and about \$1 million for construction. Matt will work to develop an additional scenario which contemplates design funds for the multi-modal projects in years 1-4 and funding in later years for a vote at the next meeting in July.

c. MMOF 2022 Application Process – Vince Rogalski - There is about \$6 million in funding available for projects in the GVTPR with 50% state/50% federal. Federal funds must be spent by December 2026.

The following applications have been received:

- All Points Transit – 2 projects, Microtransit Pilot and Regional Delta-Montrose Route Service amt requested \$1,200,000 and Rural Transit Operations – Regional Dial a Ride and Montrose Public Service, amt requested \$600,000
- City of Gunnison – 3 projects, Denver Avenue Multimodal Engineering Feasibility Study, amt requested \$175,000, Ohio Avenue Multimodal and Safe Routes to School Phase 1 (2022), amt requested \$385,000, Ohio Avenue Multimodal and Safe Routes to School Phase 2 (2023), amt requested \$250,000
- Delta County – North Fork Miners trail, amt requested \$1,415,000
- Gunnison County – Crested Butte to Crested Butte South Multimodal Trail Planning Project, amt requested \$125,000
- Hinsdale County – Hinsdale County Road 30 Bike Lane Installation and Chip Seal Overlay, amt requested \$720,000
- San Miguel Authority for Regional Transportation (SMART) – Design of Bicycle/Pedestrian Underpass at Meadows Trail/SH 145, amt requested \$128,000
- Town of Mountain Village – Bicycle/Pedestrian Safety Improvements, amt requested \$525,945
- Total of all MMOF requests - \$5,523,945, total project costs - \$13,611,817
- At the July meeting, each applicant will be allowed to make an in-person or virtual presentation at which time the GVTPR representatives can vote on funding
- The source of funding may be based on how quickly the project can be completed since the federal funds have a deadline
- Ouray County and partners would like to submit a request for funding for improvements to the Bustang stop in Ridgway and preliminary funding for a shuttle route between Ridgway and

Ouray, estimated cost of about \$500,000. They will submit their request as soon as possible and meet with TJ Burr to review the project scope and estimates.

- d. Vince shared that there are three requests for extensions for existing projects:
- City of Gunnison – would like to match completion schedule with Safe Routes to Schools, due to long lead times may need time extension, revised completion date next spring
 - Town of Mountain Village – requesting an extension in case contractor or supply delays.
 - San Miguel County – initial delays due to covid, interviews and contractor selection next week, should still be able to complete by June 2023, but this gives allowance in case of contractor delays
 - Vince reminded all grantees that pay applications must be submitted by June 2023 or they may not be allowed
 - A motion to extend the deadline was M/S by Ben Tisdell/Robert Hurd. There were no objections
- e. Vince has a request from Hinsdale County to reduce match from 25% to 10% (match of \$80,000 instead of \$200,000) for the proposed MMOF project under consideration.
- A motion to approve was M/S Ben Tisdell/Cody Tsuing. There were no objections. The request will now be forwarded to the STAC.
- f. Michelle shared that she has received several requests that Region 10 support a coordination role in regional transit planning, possibly \$30,000. Vince suggested that this could be considered after the Ouray/Ridgway project is reviewed but encouraged Region 10 to submit. In response to a question, Michelle indicated that this could be either staff or contract and could also assist with the update of the regional plan.

4) Reports

Region 3 Construction Update – Jason Smith (included in packet)

Current projects:

- a. **Blue Creek Canyon/Windy Point:** Contractor - American Civil Constructors Mountain West. Construction resumed March 14 and is anticipated to continue through November 2022. Impacts to the traveling public include two 4-hour full closures during the day (April 2021 to June 2022) and full closure all night long April through October. The road is scheduled to be open 6:30 to 8:30 am, 12:30 to 1:30 pm and 5:30 to 7:30 pm Monday through Friday with single-lane alternating traffic and fully open to two-way traffic on the weekends and holidays. Due to the I70 closures in 2021, the project completion date has been extended to 2023.

Upcoming projects:

- b. SH 133 Landslide Mitigation - \$2.9 million construction budget, contractor Williams Construction, construction began November 2021 and is anticipated to continue through June 2022. Embankment repair near MP 15.3 and landslide repairs near MP 21.7.
- c. Combined SH 92 over the Gunnison River Bridge Replacement (MP 6.5) & SH 92 Resurfacing from MP 4 to MP 7 -, \$13.1 million construction budget, Contractor: Ralph L Wadsworth Construction Company, construction began November 2021 and continues through December 2022. Replace the load-rated bridge over the Gunnison River at MP 6.5. Detour bridge is in place to minimize delays and keep traffic open in the area. Montrose County adopted 1 span of the old bridge and the City of Delta adopted 2 spans.
- d. SH 149 Lake City Resurfacing - \$23.4 million construction budget - will be a coordinated project with Region 5, funded by SB 267 Rural Resurfacing funds. MP 92 to MP 23, cold-in-place recycle and asphalt overlay. Contractor – United Companies, Construction began March 28, 2022 and continue through October 2022.
- e. US 550 Montrose South Resurfacing Otter Road to San Juan Avenue, Contractor: United Companies, \$9.7 million construction budget. Construction anticipated to begin May 16 and continue through October 2022. Asphalt mill and overlay. Also includes US 50 Harvest Road to San Juan Avenue. San Juan Avenue intersection is not included in this project and will be added into a later project.

- f. SH 92 Hotchkiss to Crawford including Bridge Street in Hotchkiss and ADA ramps: Contractor – United Companies, contract \$7.9 million. Construction anticipated to begin May 16 and run through October 2022. 1” leveling course with asphalt overlay, full-depth reclamation of Bridge Street through Hotchkiss. There will be a public meeting on this project.
- g. SH 133 Chip Seal: Contractor: United Companies, \$1.6 million. Chip sealing 12.4 miles of SH 133 from MP 11.4 to 23.8. Construction anticipated July 25-September 2022.
- h. SH 133 Embankment and River Repair: Budget \$2.265 million, ad date 7/14/22. Embankment repair of the North Fork of the Gunnison River near MP 15.3 on SH 133. Construction anticipated September 2022-July 2023.
- i. Other shelf-ready projects: US 50 and SH 348 Resurfacing (anticipated 2023), SH 114 Rural Resurfacing (anticipated 2023), SH 92 Rogers Mesa (anticipated 2023), US 50 & US 550 Resurfacing (anticipated 2023 but may be merged into 2022 project), SH 92 Rogers Mesa Reconstruction Phase 1 (TBD), US 550 Otter Road to Colona (TBD), US 50 and US 550 Intersection Improvements (TBD), US 50 Passing Lanes Blue Mesa (TBD), ADA Ramps in Delta, Olathe, Gunnison, Montrose, Cedaredge & Crested Butte (TBD).

Region 5 Construction Update – Tony Cady (sent out via email after the meeting)

Upcoming projects:

- a. US 550 Ouray to Colona MP 94-116, surface treatment, budget \$15 million. Contractor Kilgore Companies, LLC, construction began April 4, 2022. HMA leveling course and overlay, includes 2 miles of shouldering between MMP 98 and 100.
- b. R5 Bridge Preventative maintenance – Contractor KSK, LLC. Award amount \$2.4 million Includes preventative maintenance on three bridge structures on SH 141 in Montrose Counties. Construction scheduled to begin end of May 2022
- c. US 550 Pacochupuk/Billy Creek Safety Improvements MP 106-114.5, north of Ridgway State Park, budget \$6.9 million, advertise December 2022, construction 2023, leveling course overlay, wildlife protection, right turn lanes at Dutch Charlie. Proposal includes animal underpass at Billy Creek.
- d. SH 145 MP 63.4 Wall Replacement – budget \$800,000, advertise fall 2022 construction tentative 2023. Replace two wooden walls in need of replacement.
- e. US 550 MP 81 & 89 Bluepoint and Mother Cline Avalanche Mitigation – budget \$660k, advertise and construct 2022. Install Gasex avalanche system at a known path.
- f. SH 97 Nucla Pedestrian Improvements - \$240k Local Agency funding, advertise December 2022.
- g. R5 FY22 Chain Stations, budget \$1.85 million, ad date December 2022. Chain stations including two locations on SH 145 in San Miguel County.
- h. SH 149 – Guardrail is moving forward and cold-in-place recycle will begin tomorrow at the south end, moving north, then follow up with HMA overlay. Possible project celebration on June 23.

DTR Update – TJ Burr

- i. Reminder that all reimbursement requests are due through the end of the year shortly after June 30
- j. CASTA spring training conference May23-27 Colorado Springs.
- k. Adjusting the 5311 Funding formula is being revised, see TJ for more information
- l. NTD (National Transit Database) reports are due from transit agencies, see TJ if you are interested
- m. Awards are going out for capital funding, delay was due to price increases
- n. 5310/5311/5339 supercall for funding will be issued in late June/early July
- o. Desk and site reviews underway in Montrose and Grand Junction

Annaliese reminded everyone that funding is available for the Revitalizing Main Street grants program.

The revised meeting date is July 14, 2022, from 10 a.m. to 2 p.m. This meeting will be held at Montrose County Road and Bridge facility on LaSalle Road with a virtual option. All TPR members are asked to confirm their voting representative with Michelle.

6) ADJOURNMENT – The meeting adjourned at 11:56 am.

MMOF GRANT APPLICATION

JOINT APPLICANTS: CITY OF OURAY; TOWN OF RIDGWAY; AND OURAY COUNTY

GRANT TITLE: OURAY COUNTY WORKFORCE TRANSPORTATION PROJECT

WORKFORCE & GENERAL TRANSPORTATION NEED:

- Struggled for more than a decade with obtaining the necessary workforce to support our businesses, government entities and the local economy
- Exacerbated by the increase of tourism over the past three years
- Spike in property values
- Second homeowners has decreased the amount of available long-term affordable rental housing (2010 Census shows 53% of City of Ouray houses are second home owners)
- Restaurants, the municipal pool and retail establishments have had to shorten their hours of operation and remain closed on select days
- No public transportation between City of Ouray and Ridgway for access to shopping and doctors appointments

SURVEY DATA (DETERMINE COMMUNITY INTEREST):

- Ouray County (May 2017 to January 2018/Opened 254 Days/49 Responses):
 - Needs to run seven days per week with multiple times each day to create a successful regional transportation option
 - 93% stated they would consider using a transportation service between Montrose and Ouray, with a stop in Ridgway, at least 2-3 times per week
 - 91% of the responders stated they drive their personal vehicles alone to work at least one day per week
- City of Ouray (May 2022/Opened 4 Days/24 Responses):
 - 87.5% stated company/business would benefit from having a public transit option for their employees and customers
 - 79.2% responded that public transportation between the City of Ouray and City of Montrose would expand their options to hire employees and help alleviate staffing issues
 - 62.5% stated a public transit option would increase the hours and days they are able to serve customers
- Ridgway: (July 1st Survey/Opened 13 Days/51 Responses):
 - 82.4% stated company/business would benefit from having a public transit option for their employees and customers
 - 76.5% of respondents indicated that a public transportation option between Ridgway and Montrose or Ridgway and Ouray would expand their options to hire employees and help alleviate staffing issues
 - 56.9% of respondents stated a public transit option would increase the hours and days they are able to serve customers

GRANT PURPOSE:

- Workforce Transportation from Montrose to Ouray and Ridgway
- Doctors Appointment – Vehicle ADA Accessible
- Connecting to Bustang (Bustang does not travel between Ridgway and Ouray)
- General Recreation
- Reduction of Commuter Vehicles
- Reduce Carbon Footprint
- Reduce Parking Issues

BUDGET REQUEST/TIMELINE:

- 3 years of service through All Points Transit provided through grant
- \$84,000 vehicle purchase used as match
- Funding request of \$533,091 from MMOF
- Total match of \$177,697 split between Ouray County, City of Ouray, and Town of Ridgway
- Cost of round trip is \$5.00 per passenger (ridership estimated to increase each year)
- Total project cost of \$710,788 (Anticipated revenue of \$90,000)
- Projecting 5 round trips in summer and 3 in winter (6 months / 6 months)
(All Points Transit has graciously offered to be Fiscal and Programmatic Agent for Grant)

PROJECT REFERENCES WITHIN EXISTING PLANS:

- Gunnison Valley TPR Project List for the Gunnison Valley 2045 Regional Transportation Plan through Project # 1130 PGV7018
- Region 10 - Region Implementation Plan
- City of Ouray 2021 Community Plan
- Ouray Transit Advisory Council Focus

PLANNING FOR AFTER GRANT FOR CONTINUATION OF SERVICE

- Continue to expand the partnership between the Ouray County, Town of Ridgway and City of Ouray
- Work with our local businesses to create a cost sharing model
- Work with Region 10 and local partners to facilitate planning efforts to examine sustainable models
- Monitor user rates and set appropriately (balance use and benefit)
- Work with CDOT – Division of Transit and Rail on potential future funding sources through expansion of 5311 Formula Funds

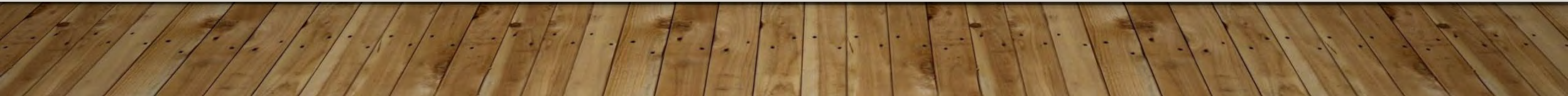
PARTNER ADDITIONS

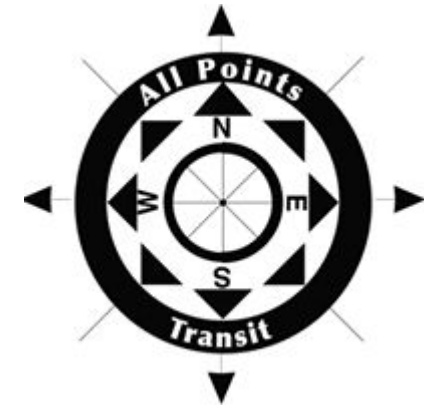
- City of Ouray Mayor Pro Tem Josh Smith
- Ouray County Commissioner Ben Tisdell
- All Points Transit Executive Director Sarah Curtis
- Ridgway Town Manager Preston Neill

GUNNISON VALLEY TPR

Questions?

Thank You for Your Consideration



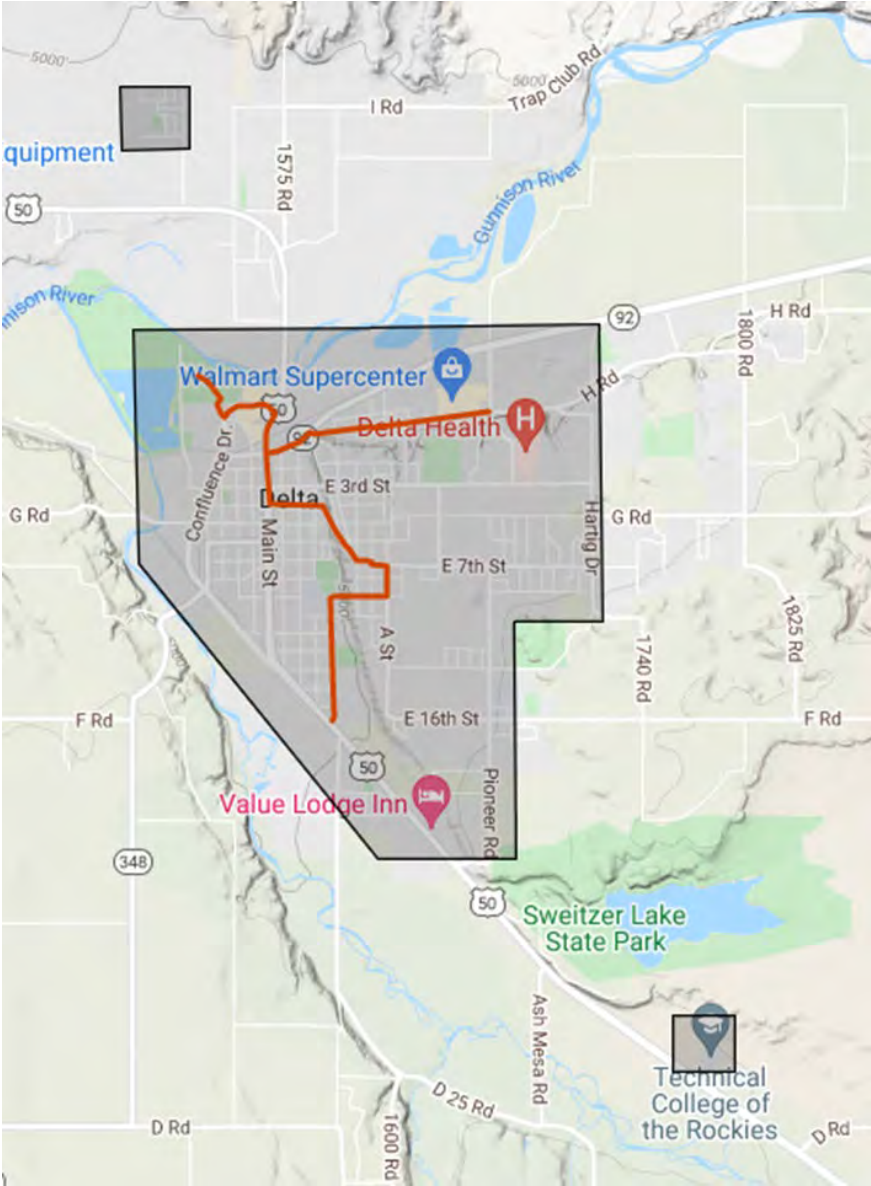


Multimodal Transportation and Mitigation Options Fund Request

Gunnison Valley
Transportation Planning Region
July 14, 2022

About the On Demand Transit Planning Study

(funded by MMOF 2020 GVTPR Awards)



The On-Demand Transportation Study explored opportunities to:

- Expand availability of transit service
- Offer more flexible travel options
- Attract interest from new riders
- Increase efficiency by utilizing smaller vehicles

Process:

- 10 Month planning process with Fehr & Peers transit consulting group
- Included multiple stakeholder meetings with local partners

Recommended Outcomes for Service:

- Delta-Montrose Route (2 Fixed Route Buses)
- City of Delta Service (1 Fixed route bus; 1 Microtransit Vehicle)
- Montrose General Public: Maintain Townsend Route and layer microtransit in with route and dial a ride services

What is Microtransit?

- What is it?
 - Form of on-demand response transit using a smartphone app to match trip requests in real-time to dynamic/flexible routes (can be used with phone scheduling as well)
 - Small vans or shuttle buses
 - Can operate as a dynamic route with established time points or be point-to-point within a defined area (zone)
- What are critical success factors?
 - Ability to group trips to/from key destination at similar times
 - Fares that balance convenience and ridership
 - Building community awareness of the service through marketing



MMOF Operational Grant #1

Dial a Ride, Montrose Deviated Fixed Route + Microtransit

Funding Ask: \$600,000

Funding Years: 2023-2026 (Calendar Year)

Services Supported:

-Door to Door Dial a Ride service throughout service area (Montrose County, including West End; Delta County; Norwood in San Miguel County; and Regional Medical Shuttles)

- Deviated Fixed Route service in Montrose (including transition of partial route service to microtransit service in 2023-2024)

Service Characteristics:

- Current riders are primarily older adults, persons with disabilities and others who are unable to drive.
- All vehicles are ADA Accessible.
- All vehicles and routes are open to the general public
- Primary destinations are medical appointments, dialysis, grocery shopping and other essential services



MMOF Operational Grant #2

Delta Expansion Pilot

Funding Ask: \$1.2M

Funding Years: 2023-2027

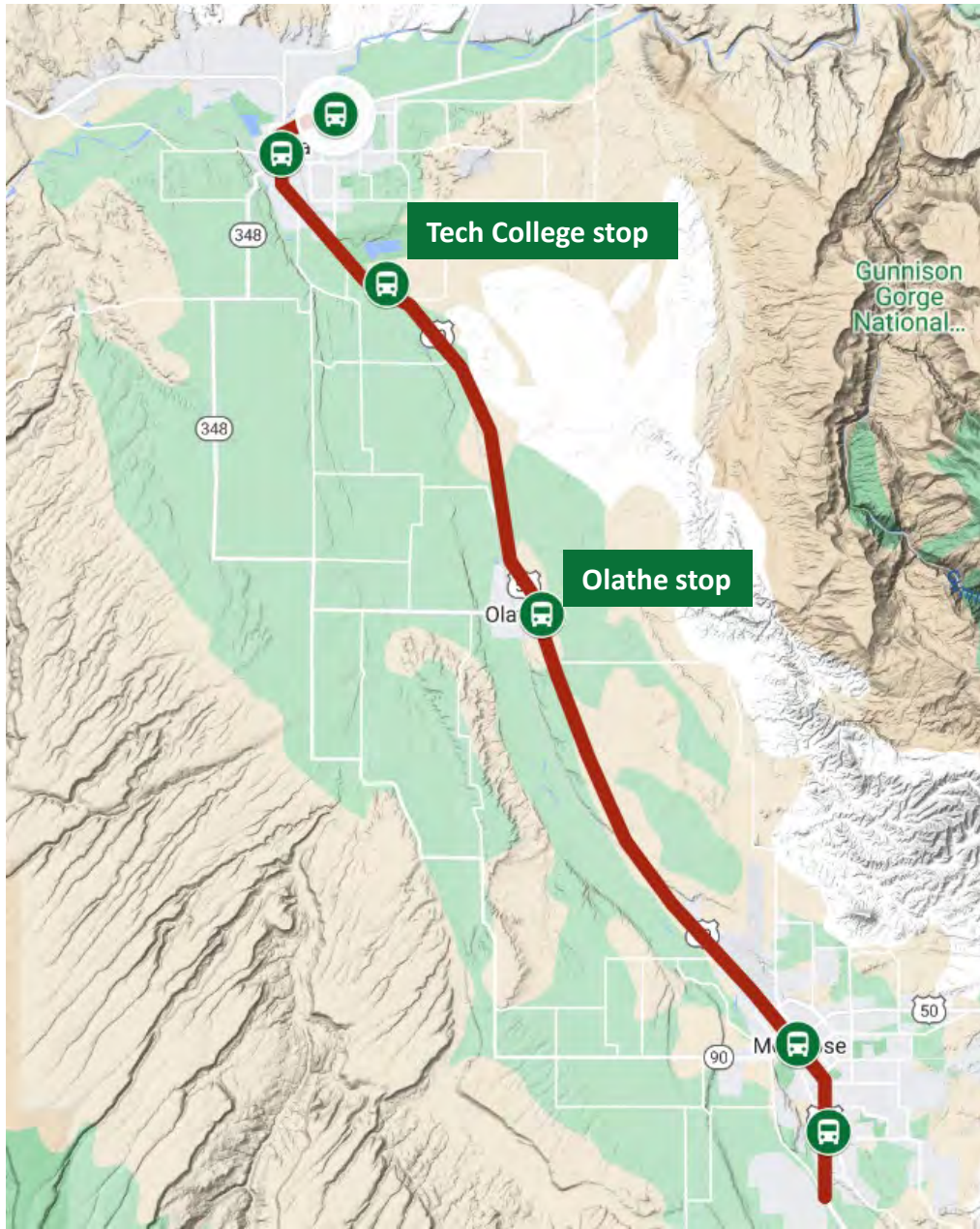


Services Supported:

- Montrose-Delta Route Connection
- City of Delta Route / Microtransit
- Up to 5 Years of Operational Support, depending on local funds and foundation funding

Regional Route

Public Route Montrose – Olathe – TCR – Delta

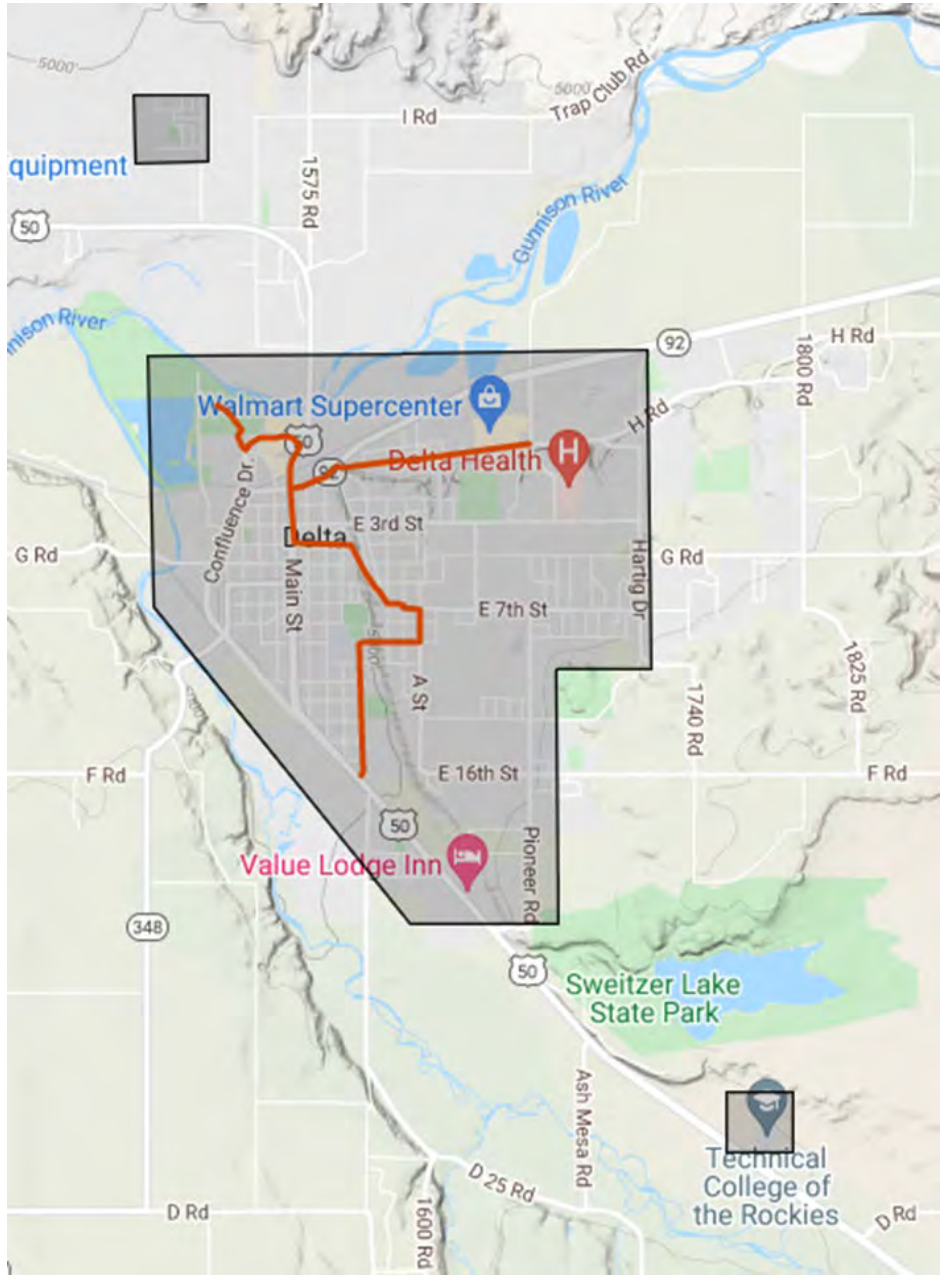


Service Characteristics and Cost Estimate

- Span of service: 7 am to 5 pm
- Service days: Monday – Friday
- 2 Fixed Route Buses providing hourly headways
- Serves key destinations between Delta and Montrose including Olathe and the Technical College of the Rockies
- Fare will be \$4 on the regional route with reduced fares for Older Adults, ADA, Youth and Students
- Ridership estimate: 21,000 trips annually
- Cost estimate: \$244k/year in operating costs
- Connections would be offered to local service in both Delta and Montrose

Delta City Option 1

Public Route with Microtransit



Cost Estimates

Fixed Route	Micro-transit	Total/Year
\$163k	\$182k	\$345k

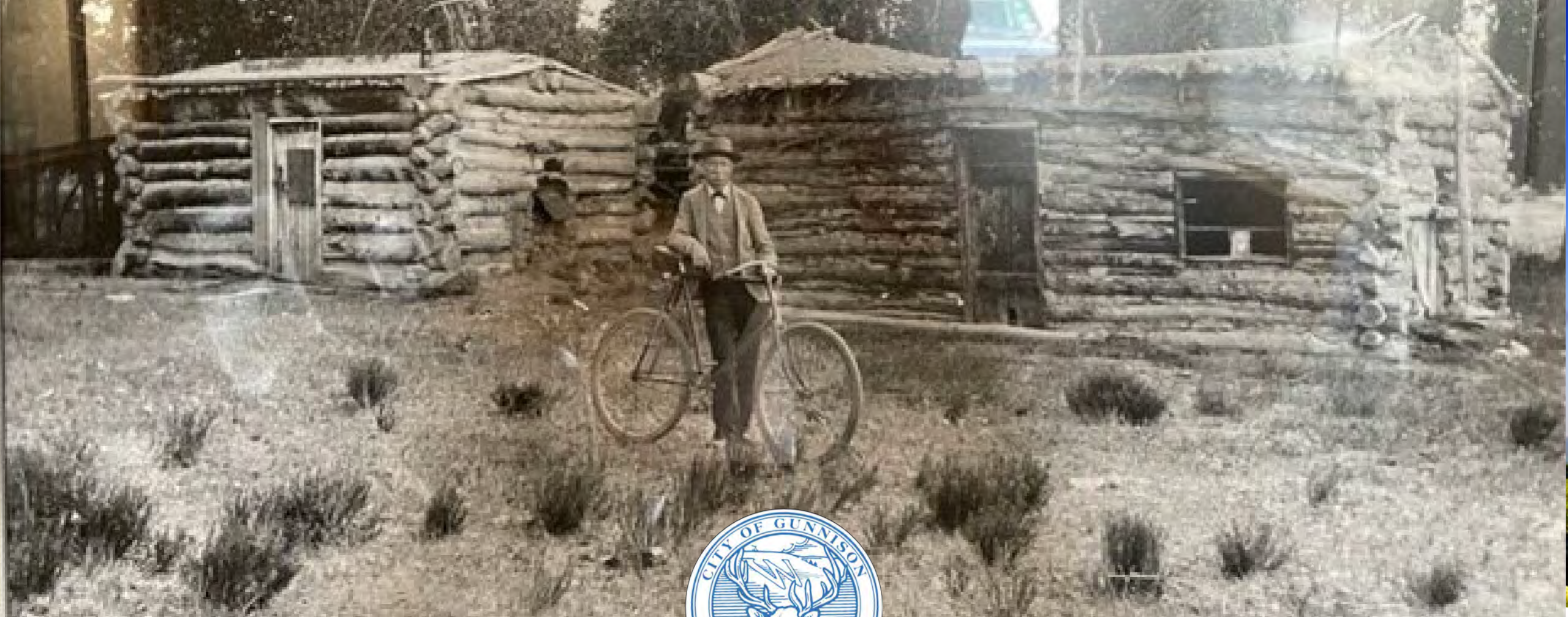
Service Characteristics

- Service hours: 12 (e.g. 7 am – 7 pm)
- Service days: Monday – Friday
- 1 Fixed Route Bus or Van
- 1 Microtransit vehicle
- Fare will be \$5 on microtransit and \$1.50 on fixed route
- Ridership estimates:
 - Delta fixed route: 13,000 trips annually
 - Delta microtransit: 19,000 trips annually

Draft 5-Year Implementation Schedule

All Points Transit: Draft Implementation Schedule

	<i>Months 1-6</i>		<i>Months 6-18</i>	<i>Months 12-24</i>	<i>Year 3-4</i>	<i>Year 5</i>
Regional Delta / Montrose / TCR Route	Begin promoting pilots	Service launches with two buses			Continuation of service	Add 20% more service hours, as funding allows
Delta Public Route				Launch of service with one vehicle		
Delta and Montrose Microtransit			Launch of service			



GVTPR Local MMOF Project Applications

Submitted by the City of Gunnison, Colorado

About Gunnison



The City of Gunnison is a rural western slope town of 6,500 people. It is home to Western Colorado University, with undergraduate enrollment of ~2,728.

- Median household income of \$44,386
- 23% in poverty
- 11.5% under 18
- 10.5% 65 and over

Gunnison's residents value the outdoors and are committed to an active lifestyle.

The Need for Multimodal Transportation Corridors in Gunnison

Nearly one-third of Gunnison residents are unable to drive.

75% of Western Colorado University students walk or ride a bike as their main mode of transportation.

In a 2021 Community Survey, most respondents said that improving safety and street intersections should be a top priority for the City.



The Challenge

Many streets do not have bike lanes or sidewalks, or are missing significant portions of sidewalk, forcing pedestrians into the streets.

Street width: Gunnison's streets are quite wide, often 54' from curb to curb, which encourages higher vehicle speeds.

Two highways bisect downtown, and there are few signaled crosswalks.

Cyclists and pedestrians don't feel safe or comfortable traveling around town.



Overview of MMOF Grant Applications

To support Multi-modal transportation in Gunnison, we are submitting for only one single project. Phase 1 construction

Request 1: \$760,000 to complete Phase 1 of the Ohio Avenue Multimodal Project

Originally we requested these two other projects, but have reduced to account for increased construction costs for Phase 1. This is a overall decrease in requested TPR funds by \$50,000

Request 2: \$0 for final engineering design for Phase 2 of the Ohio Avenue Multimodal Project

Request 3: \$0 for an engineering feasibility study for Denver Avenue

Request 1. Complete Phase 1 of Ohio Ave Multimodal Project

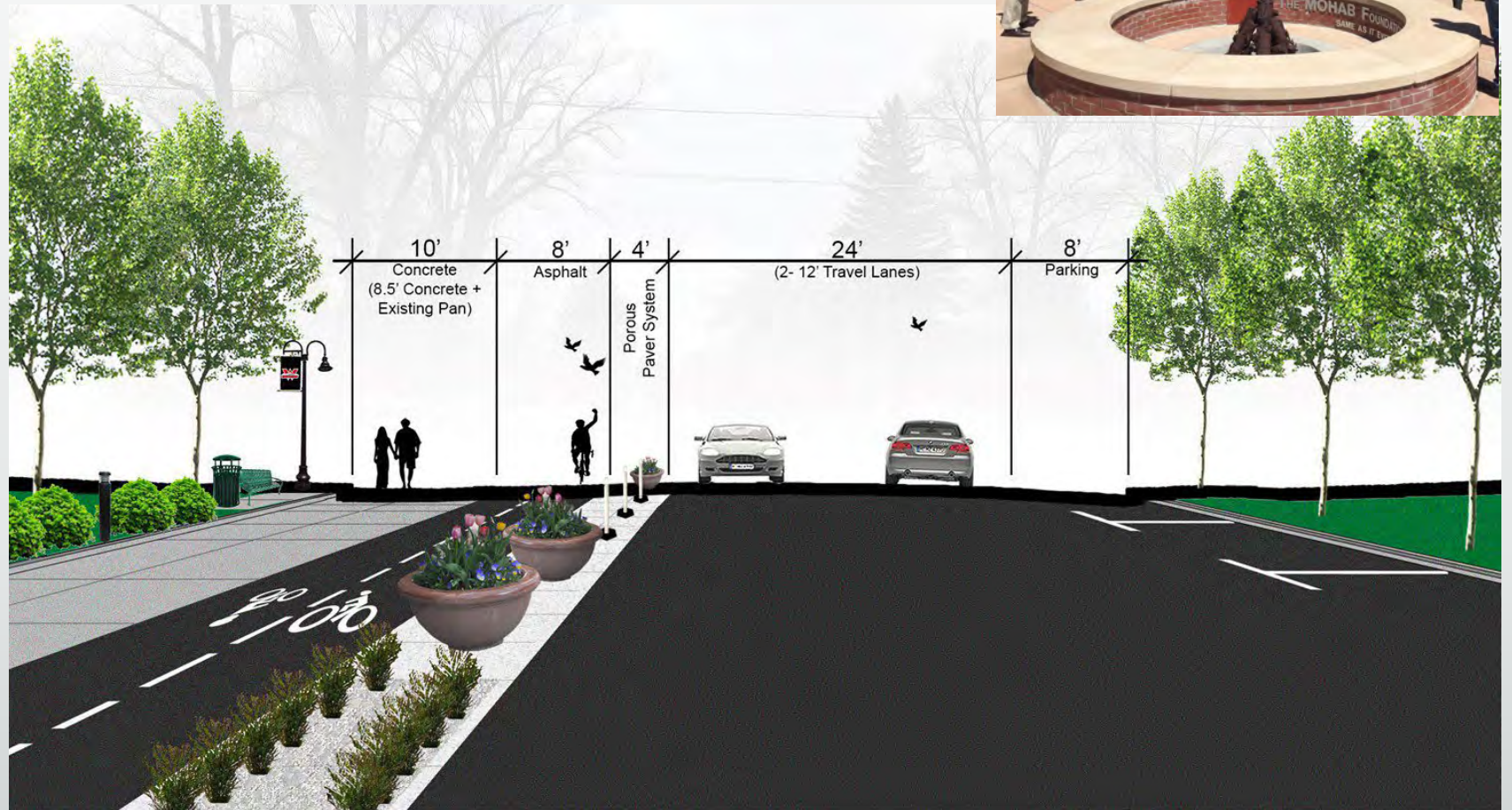
- \$1,521,000 has been secured to complete this project (SRTS, MMOF, WCU, City of Gunnison).
- Surveying, engineering, and construction design is complete.
- Bids were due May 17th but none were received. After discussions with interested contractors, increasing fuel and material costs led to bids being pulled; but, it was estimated we need an additional \$760,000 for construction. We are requesting these funds to ensure completion of this project in 2023.
- We will repackage and bid in the fall of 2022 for 2023 construction, with fuel rate adjustments.



Phase 1: Ohio Ave Streetscape Design

Community input shaped the Ohio Ave. Streetscape design:

- Fact-finding meetings with stakeholders
- Interviews
- Community walk





MAIN STREET



ALLEY

OHIO AVENUE

ALLEY

City Owned

r

Request 2. Engineering and Final Design for Phase 2 of Ohio Ave Multimodal Project

- Funds for final engineering and design of Phase 2 of the Ohio Ave Project will be pursued at a later time, after Phase 1 construction is complete.
- Will extend down Ohio Ave for 4 additional blocks, connecting to the Gunnison High School
 - Multimodal sidewalks with ADA ramps
 - Two-lane bicycle track with separation



Request 3. Denver Ave Engineering Feasibility Study

- At a later date the study for design, engineering, conceptual planning, and cost estimate preparation service to improve multi-modal access of Denver Avenue will request funds.
- Proposed Study will evaluate two alternatives:
 - (1) Detached traditional 5' sidewalk on each side of the street and crosswalk and street striping improvements;
 - (2) Sidewalk with cycle track on one side of the street.



Request 3. Denver Ave Engineering Feasibility Study

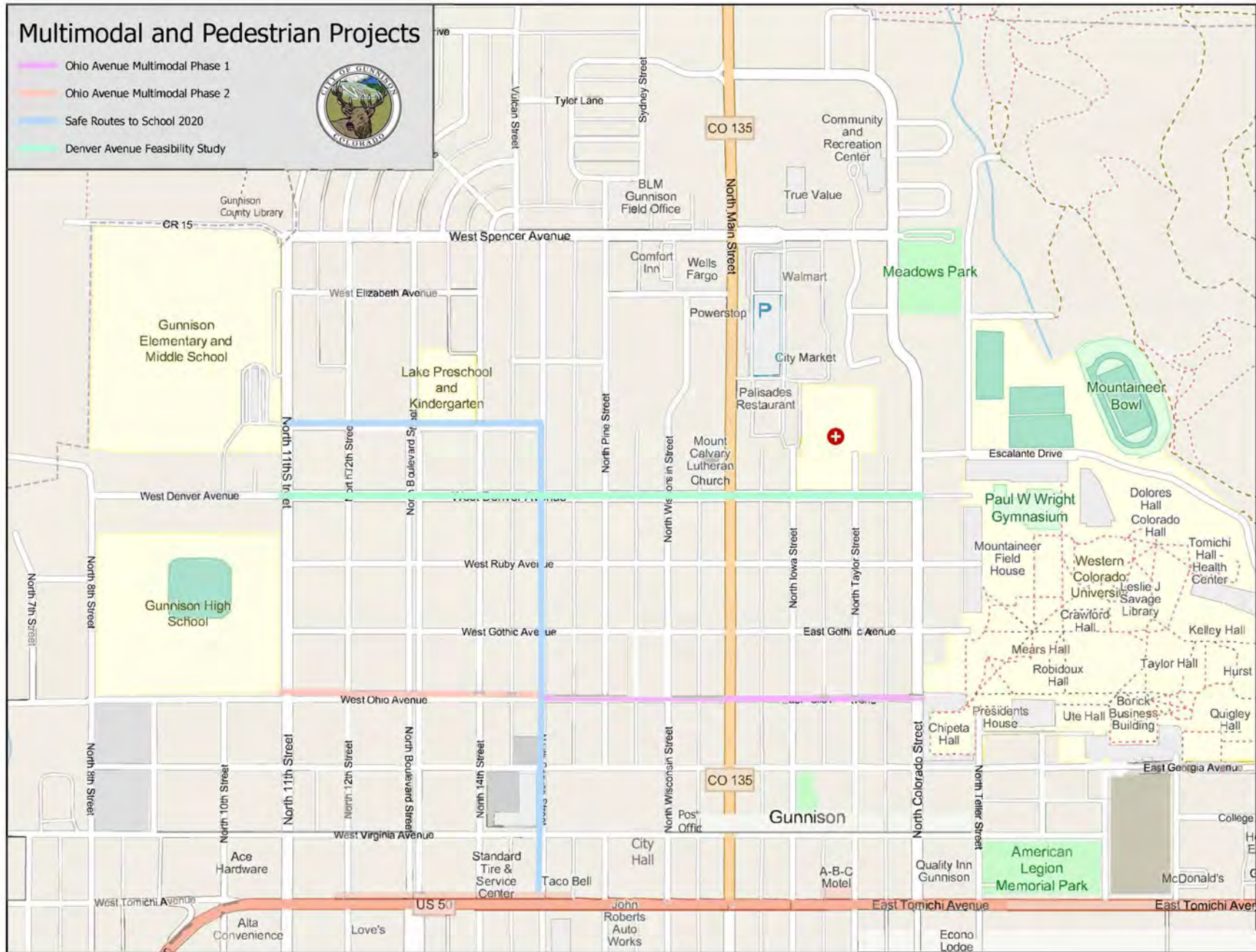
About Denver Ave:

- Denver Avenue is a major collector road that move traffic from local streets to Highway 135/Main Street, Gunnison.
- Connects the Hospital, WCU, our K-12 Community Schools, Lake Preschool, an RTA bus stop, as well as our largest shopping center.
- Denver Avenue is the only signalized intersection on CO-135 between Virginia Avenue and Spencer Avenue, 0.67 miles apart.
- Has no sidewalks.



Multimodal and Pedestrian Projects

- Ohio Avenue Multimodal Phase 1
- Ohio Avenue Multimodal Phase 2
- Safe Routes to School 2020
- Denver Avenue Feasibility Study



Project Need Documented in Planning Documents

2013 Non-Motorized Transportation Plan: addressed the fact that the physical connection between Western Colorado University and the Gunnison community was inadequate. Recommends high visibility crosswalks at **Main Street and Denver** and sets a long-term goal is to create a pedestrian route along the entirety of **Denver Avenue**.

2018 Gunnison Vibrancy Initiative: identifies goals of *“Making Our Downtown Streets Safe and Easy to Use”* and *“Enhancing our Downtown by Strengthening the Connections between Western and the community.”* Recommends **Ohio Ave** as the preferred street for bulb-outs and other streetscape improvements to improve connection to Western.

City of Gunnison 2030 Comprehensive Plan: Includes the goal of *developing transportation infrastructure...to provide seamless access for non-motorized users to access anchor institutions,* with the recommendation that multimodal streets improvements be made on **Ohio Ave** and sidewalk gaps identified and necessary extensions are made to ensure a continuous, safe, and enhanced sidewalk network.

2022 City Council Strategic Plan: Includes the goal that *“residents and guests will increasingly experience safe and inviting non-motorized and motorized access across the City and Highways 50 and 135, which will also enhance the vitality/economic success of the city’s commercial areas.”*

Questions?





Delta County
COLORADO

North Fork Miners Trail North Fork High School to Delta County Fairgrounds

Presented to CDOT Gunnison Valley Region

Wendell Koontz
and
Robbie LeValley

July 14, 2022



North Fork Miners Trail

Miners Trail

Segment I: 3,929' from Miners Way to River Ridge Road.

Segment II: 1,273' along River Ridge Road to Hwy 92.

Segment III: Private Easements to Ped. Bridge.

Segment IV: Pedestrian Bridge.

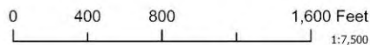
Segment V: Connection to Fairgrounds Trail .

Total 1.2 miles.



North Fork High School~Recreation Center Path to Fairgrounds Total Length ~6307 Ft

GIS Disclaimer:
This GIS map data is not a legal document or a survey instrument.
Delta County assumes no responsibility for any use of the map data
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or "best" with no guarantee to be spatially accurate, complete or current.
Due to the dynamic nature of data, some inaccuracies will exist.



North Fork High School

The Nature Connection

North Fork Pool, Park and Recreation



North Fork High School

- Combined Hotchkiss and Paonia (2021)
- 2022-23 Enrollment 285
- 36 Staff Members

The Nature Connection

- Multiple Bicycle courses
- Youth Summer Camps
- Serves 699 North Fork Families
- 59 Staff Members
- Partner in Miners Trail Maintenance

North Fork Pool, Park, and Recreation

- Only Swimming Pool in North Fork Area
- Multiple Soccer Fields
- Three New Baseball Diamonds
- Supports Multigenerational Activities



HOTCHKISS FAIRGROUNDS 2022 MASTER PLAN



DELTA COUNTY
COUNTY BOARD
1000 W. PARKWAY
HOTCHKISS, CO 81401
PHONE: 970.534.2100
WWW.DELTACOUNTY.CO

HOTCHKISS FAIRGROUNDS 2022 MASTER PLAN

DATE:	11/17/21
BY:	PLANNING DEPARTMENT
FOR:	DELTA COUNTY BOARD
PROJECT:	HOTCHKISS FAIRGROUNDS 2022 MASTER PLAN

Priority Projects

- Walking Trail
- Playground
- Music Events in the Park
- Pickleball Courts
- Event Camping
- Barrell Racing
- Team Roping
- County Fair
- Expanded Park Area
- Multi-Use Stage
- Commercial Kitchen
- Disc Golf Course
- Boat Ramp
- River Access and Fishing

Miners Trail Community Partners

- Colorado Department of Transportation
 - Delta County School District
 - Town of Hotchkiss
- The Nature Connection Colorado Parks and Wildlife
- North Fork Pool, Park, and Recreation District
 - Colorado Department of Local Affairs
 - Great Outdoors Colorado
 - The Nature Connection
 - Short Ditch Extension
 - One Delta County
 - Delta County
 - Miners Trail Community Fund
 - Private Landowners



Major Milestones

- Short Ditch MOU
- Segment I Trail and Pipe Engineering Completed
- Segment I Easements Completed
- Acquisition of River Ridge Road (Segment II)
- Acquisition of lands for pedestrian bridge complete
- Engineering for Segments II thru V is 75% completed
- Environmental review for Segments I thru V is 80% completed
- 2022 Fairgrounds Master Plan Update is completed

DRAFT Trail Construction Schedule

TASK	2022 - Q2	2022 - Q3	2022 - Q4	2023 - Q1	2023 - Q2	2023 - Q3	2023 - Q4	2024 - Q1
Complete Seg 1 & 2 Easements and River Ridge Road Acquisition								
Segment 1 Pipe Short Ditch, build trail and fence								
Segment 2 Rebuild River Ridge Road and Trail								
Segment 3 Build Trail and Fence								
Segment 4 Build Bridge Abutments and Install Pedistrian Bridge								
Segment 5 Build Trail into Fairgrounds								

Miners Trail Proposed Budget

Funds Spent and Committed

Easement Acquisitions:	\$ 15,000
Land Purchases:	\$ 10,000
Engineering & Geotechnical:	\$ 63,962
Environmental Analysis:	\$ 31,500
Estimate 7/11/22:	\$120,462

Miners Trail Budget

Segment I:	\$ 554,429
Segment II:	\$ 602,030
Segment III:	\$ 170,000
Segment IV:	\$1,100,000
Segment V:	\$ 20,000
Total:	\$2,446,659

MMOF Grant Request

Segments II thru IV

\$1,415,000

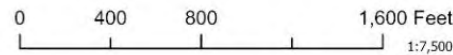


Questions?



North Fork High School~Recreation Center
Path to Fairgrounds Total Length ~6307 Ft

GIS Disclaimer:
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LOCAL MMOF PROJECT APPLICATION - 2022

Planning Region:

Complete and submit this form-fillable application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE Municipality County Transit Agency School Dist. Other_____			
2. AGENCY NAME		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON	TITLE	PHONE	
5. AGENCY MAILING ADDRESS	CITY	STATE	ZIP
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION (route, address, service area, etc.)		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable)	
9. COUNTY(ies)	10. MUNICIPALITY(ies)	11. REQUIRED MATCH RATE: 50% (default) 25% 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities)			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done)			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE Bicycle & pedestrian facilities - construction Bicycle & pedestrian facilities - design Projects providing safe, non-motorized routes for school-aged children Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) NEW Transit Service (also submit Attachment J) EXISTING Transit Service (Operating Costs) Transit planning, feasibility, or other study Transit Revenue Service Vehicle Replacement Transit Revenue Service Vehicle Expansion Transit Non-Revenue Service Vehicle Transit Facility Design Transit Facility Construction Transit Equipment Purchase	

OTHER

Transportation Demand Management Project
 Multimodal Mobility Technology
 Multimodal Transportation Study
 Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
 Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
 If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
 If yes, please identify the plan:

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)		
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.		
17b.		
17c.		
17d.		
17e.		
18. TOTAL PROJECT COST*		

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

SUPPLEMENTAL ATTACHMENTS REQUIRED - please label attachments accordingly**19. FOR ALL PROJECTS:**

- Attachment A – Description, Needs & Benefits of proposed project
- Attachment B – Cost estimate and project implementation schedule
- Attachment C – Resolutions of local financial support and letters of approval
- Attachment D – Evidence of project eligibility (if necessary or requested)

INFRASTRUCTURE PROJECTS:

- Attachment E – Maps, plans and photographs
- Attachment F – Environmental Review
- Attachment G – Proposed maintenance plans, agreements, covenants
- Attachment H – Right-of-way or legal property description

TRANSIT:

- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
- Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE <i>Catherine A Pagano</i>	TITLE	
	DATE	

Local Multimodal Transportation and Mitigation Options Fund (MMOF)

Grant Application - 2022

Appendix A - Description, Needs, & Benefits

Submitted on Behalf of Gunnison County, Colorado for the

Crested Butte-to-Crested Butte South Multimodal Trail Planning Project

Description

Gunnison County is excited to submit a grant request to the Colorado Department of Transportation (CDOT) Multimodal Transportation and Mitigation Options Fund (MMOF) for the Crested Butte to Crested Butte South (CBCBS) Multimodal Trail Planning Project. The CBCBS Multimodal Trail has been an identified capital improvement goal for Gunnison County for the last decade. Gunnison County included CBCBS Trail planning in its 2022 Capital Improvement Plan and the Board of County Commissioners included the project in its 2022 Strategic Plan. Gunnison County operates under the direction of a three member board of commissioners whom establish a strategic plan every two years. County staff is tasked with carrying out the strategic plan. For more than ten years the staff has focused their energy on executing the strategic plan. The inclusion of the CBCBS Multimodal Trail in the strategic and capital improvement plans means this project has full County support and they will dedicate staff and financial resources to project implementation. Gunnison County staff supporting this project will include Assistant County Manager for Public Works, Assistant County Manager for Community and Economic Development, Stewardship Coordinator, Director of Sustainable Operations, and the Sustainable Tourism and Outdoor Recreation (STOR) Committee. This project aligns with several of CDOT's program goals including: *benefiting rural communities by providing more accessible and flexible public transportation services, enhanced mobility for persons with disabilities, safe routes to school for children, and reducing emissions of air pollutants and Greenhouse Gases (GHG)*. While design and planning still need to occur, it's anticipated that this project will provide a hard-surface path for biking and pedestrian use, increase access to bus stop hubs, and curb greenhouse gas emissions by greenscaping and reducing the number of motor vehicles, among many other elements. This project has been among the highest community priorities in the Gunnison Valley for more than three decades. There is great excitement and support for the project to make significant progress in 2022 with the potential for support from CDOT. Community leaders are preparing for a thorough trail design and public engagement process to ramp up in summer of 2022.

A timeline is included with this grant application (Appendix B). Gunnison County is preparing to initiate a procurement process in spring of 2022 to hire a consultant in time for trail design to begin when the project area becomes more accessible in the summer months. At CDOT's recommendation, the County is planning to first create a ~50% complete design so that the public has a concept to review and provide

comment. Public engagement is anticipated to pick up in late fall of 2022 and continue throughout the winter. A final design will be completed in the spring of 2023 and that design will be used to hire a trail construction contractor who will break ground in summer of 2023 or as soon as possible. Throughout the planning process, the CBCBS Subcommittee will convene on a consistent basis to work through challenges, identify and apply for implementation funds, and ensure that project values are being upheld. The CBCBS Subcommittee is a focused group of the STOR Committee that meets on a routine basis to plan for the project, work through potential roadblocks, identify funding sources, and communicate about the project. The County will maintain communication with CDOT throughout the entire process.

Needs

The Gunnison Valley is amid a transition that will define its future. Change is occurring rapidly in the mountain communities of Crested Butte, Mt. Crested Butte, and Crested Butte South. Population is growing, recreation styles are evolving, and remote work is opening new possibilities for people who would otherwise not be able to carve out a living in the remote Rocky Mountains. But one thing that has not changed in over 30 years is the need to construct a multimodal, non-motorized path that, among other benefits, connects Crested Butte South with the towns of Crested Butte and Mt. Crested Butte and the rapidly growing communities in between. The CBCBS Multimodal Trail Planning Project will propel the Gunnison Valley into an era of sustainable infrastructure, climate action, and healthy, vibrant lifestyles.

The communities of Crested Butte and Crested Butte South are connected by a 7.5-mile stretch of Colorado State Highway 135. Along that stretch are multi-generational ranchlands, the meandering East and Slate rivers, industrial economic centers, wildlife herds, housing developments, and awe-inspiring vistas hemmed in by towering granite peaks. For being “at the end of the road,” there is a lot of activity along the Highway 135 corridor. According to recent data from CDOT, the stretch of Highway 135 from Crested Butte South to Crested Butte sees an average of 7,000 vehicles a day. While Highway 135 remains the only paved road into Crested Butte, improvements to nearby Cottonwood Pass have provided a more direct and faster route for those travelling from the east. It is likely more than 10,000 vehicles use this stretch of Highway 135 each day during the busy summer and winter seasons. Alongside the development of this trail project, Gunnison County is preparing for improvements to be made at the intersections with Brush Creek and Cement Creek roads. These busy intersections require traffic-slowing such as roundabouts and design of these elements will be a major component of the trail planning project.

Naturally, the highway serves as the conduit for locals and visitors’ daily commute from one population center to another. But ironically, in a place that was built on a mineral extraction economy it has remained viable due to outdoor recreation, tourism, and a passion for the natural world. The only safe and effective way to travel these 7.5-miles is in a motor vehicle. The main artery that runs north-south along the valley floor offers little opportunity for locals or visitors to do much of anything but pass through at 55 miles per

hour. Some intrepid cyclists brave the highway but it is not a safe or pleasant experience, to say nothing of walkers and hikers. The advent of e-bikes has tempted more users out onto the blacktop but after trying it once or twice they find it's not worth the risk.

Benefits

The benefits of the CBCBS Multimodal Trail Planning Project are many. Once constructed, the trail will conserve and steward natural resources by minimizing Gunnison County carbon footprint by reducing vehicle miles traveled (VMT) and by utilizing an already-existing impacted area in the Highway 135 right-of-way. The trail will provide more equitable access by becoming a low-barrier trail that links workforce housing with community centers. The trail will facilitate youth connections by providing safe routes to school for youth in northern Gunnison Valley. And the project will promote community vitality by connecting communities, linking economic centers, and building a transit infrastructure for the 21st century.

The CBCBS Multimodal Trail will not only connect the second-largest population center in Gunnison County, Crested Butte South, with the economic centers of Crested Butte and Mt Crested Butte, but it will serve as a conduit for workforce housing. At build-out, Crested Butte South anticipates a resident population of over 2,600, accounting for more than 15% of the approximately 17,000 people that call Gunnison County home. This does not include subdivisions like Buckhorn Ranch, Skyland, Hidden River Ranch, East River Ranch, or the Whetstone, 6th and Butte, and North Village affordable housing developments, all three of which are aiming to break ground in the next 1-3 years. Since 2017, Crested Butte South has experienced 15% growth, with the development of over 130 units. In short, most people that live in upper East River Valley live in a 10-mile radius of the town limits of Crested Butte.

The towns of Crested Butte and Mt. Crested Butte remain the hub of social and economic activity. While the build-out of these communities is near complete, *build-up* is only beginning as the towns focus on residential density. The Town of Crested Butte recently embarked on its Community Compass plan, which will dovetail with the One Valley Prosperity Project effort spearheaded by Gunnison County. Both plans, along with many more, have highlighted the need for workforce housing and community connectivity. The Gunnison Valley Regional Housing Authority estimates that more than 960 housing units are needed in the next five years to catch-up with the demand for local workers. The CBCBS Multimodal Trail will provide a critical asset for local workforce transit and give visitors a more accessible way to celebrate Colorado's great outdoors. The project will be *so much more than a trail*.

To support the CBCBS Trail Planning process, the Gunnison County Community & Economic Development Department is working alongside members of the Sustainable Tourism & Outdoor Recreation (STOR) Committee to provide the bandwidth that this process will entail. The STOR Committee is a county-sanctioned, multi-stakeholder coalition that addresses community priorities related to public lands,

recreation, and community development. Already, County and STOR Committee members have contributed hundreds of hours to establish this project as the number one priority for the next 3-5 years. In addition to in-kind contributions, the County has received cash matching commitments from the Town of Crested Butte, Crested Butte South Property Owners Association, the Gunnison County Metropolitan Recreation District, Crested Butte Mountain Bike Association, and the Gunnison-Crested Butte Tourism and Prosperity Partnership (TAPP).

A multimodal trail that connects the north valley communities has been a public desire for many years, and it ranks among the highest priorities for many stakeholders. The project is included in Gunnison County's Capital Improvement Plan, STOR Committee's Strategic Plan, the Town of Crested Butte Regional Master Plan, Gunnison County Metropolitan Recreation District Strategic Plan, Crested Butte Mountain Bike Association Riders Off the Road Plan, and Crested Butte South Property Owner's Association's Goals & Mission, among others. All of these organizations have demonstrated their commitment to the project by committing matching funds and participating on the CBCBS Subcommittee. The project is a priority action item for the County's Climate Action goals and CDOT's greenhouse gas emissions reduction goals. CDOT recently passed a new set of operating rules that require transit projects to show how they will reduce greenhouse gas emissions. This trail will exemplify those new requirements by reducing vehicle miles traveled and offering a new, safe way to travel in the north valley. This trail will connect people via transit, multimodal access, and proximity of jobs to housing in order to reduce the overall greenhouse gas emissions. The timing for this project has never been more urgent given the growing population in the north valley, increased recreational activity, rising interest in alternative forms of transportation, and available financial support opportunities from federal, state, and local sources.

An undertaking such as this requires a team dedicated to navigating a process for a multimodal trail that involves landowner negotiation (public and private), design elements such as bridges and snow storage, and environmental factors such as riparian areas and wildlife habitat. Perhaps just as important, this process will involve extensive community input through public meetings, surveys, and virtual engagement and specific outreach to under-represented populations. Gunnison County will use CDOT MMOF grant funds to hire a public engagement and trail design consultant who will provide expertise and added capacity in these areas. The County will conduct a procurement process to solicit bids from firms throughout Colorado, and the chosen contractor will share the County's programmatic values of equitable access, environmental stewardship, and community vitality. The planning process will engage with all necessary entities, including CDOT as a key stakeholder given the likelihood of the trail alignment being in the Highway 135 right-of-way. Gunnison County and CDOT have met several times to discuss the project and identify the overall plan for coordinating the project. CDOT has expressed its support of a planning grant as a great way to initiate the project. As the planning process is underway, Gunnison County will

pursue funds for trail construction from sources such as Great Outdoors Colorado, CDOT, and Colorado Parks & Wildlife (CPW), among others. CPW has approved of the grant request, acknowledging that no significant environmental considerations exist at this time. This is primarily because this is a planning process and no ground disturbance will occur during this phase. The proximity of the trail to Highway 135 lessens the concerns of additional environmental impacts, however this is an area that the county and partners take very seriously. Gunnison County is committed to protecting wildlife and its habitat, and this project will have benefits to wildlife by reducing the number of vehicles on the highway and reducing greenhouse gas and other pollutants. Gunnison County regulates impacts to water bodies, wetlands, and wildlife and does not anticipate any significant issues in the area. STOR Committee members participated alongside CPW in developing the Trail Planning for Wildlife in Mind document that was approved in 2021, and this plan will help guide the trail design process.

PROJECT BUDGET

Source of Funds		Date Secured	CDOT Funds	Applicant	Partner Funds	Total Funding
CASH						
	CDOT MMOF	Jun-22	\$125,000.00			\$125,000.00
	Gunnison County	Dec-21		\$31,250.00		\$31,250.00
	Met Rec	Nov-21			\$10,000.00	\$10,000.00
	Town of Crested Butte	Dec-21			\$2,000.00	\$2,000.00
	Crested Butte South POA	Nov-21			\$1,500.00	\$1,500.00
	Crested Butte Mountain Bike Association	Nov-21			\$1,000.00	\$1,000.00
	Gunnison-Crested Butte Tourism Association	Nov-21			\$1,500.00	\$1,500.00
IN-KIND						
	Gunnison County	Nov-21		\$21,350.00		\$21,350.00
	Met Rec	Nov-21			\$2,500.00	\$2,500.00
	Town of Crested Butte	Dec-21			\$2,000.00	\$2,000.00
TOTAL SOURCE OF FUNDS			\$125,000.00	\$52,600.00	\$20,500.00	\$198,100.00

CASH	Use of Cash Funds	# of Units	Cost Per Unit	CDOT Funds	Applicant Funds	Cumulative Partner Funds	Total Funding
Design							
<i>Contracted Consultant - TBD</i>	Final trail design-40% Engineer Drawings			\$97,000.00	\$25,000.00	\$11,500.00	\$133,500.00
Public Engagement							
<i>Contracted Consultant - TBD</i>	Public meetings, surveys, summary report			\$12,000.00	\$3,125.00	\$4,500.00	\$19,625.00
<i>Owner's Representative</i>	Charlier and Associates			\$10,000.00	\$3,125.00		\$13,125.00
Project Management							
<i>Gunnison County</i>	Stewardship Coordinator	110.00	\$55.00	\$6,000.00			\$6,000.00
USE OF FUNDS - CASH SUBTOTAL				\$125,000.00	\$31,250.00	\$16,000.00	\$172,250.00

IN-KIND	Use of In-Kind Funds	# of Units	Cost Per Unit	CDOT Funds	Applicant Funds	Cumulative Partner Funds	Total Funding
Project Management							
<i>Gunnison County</i>	Community Development Director	100.00	\$88.00		\$8,800.00		\$8,800.00
	Public Works Director	80.00	\$95.00		\$7,600.00		\$7,600.00
	Stewardship Coordinator	90.00	\$55.00		\$4,950.00		\$4,950.00
Category							
<i>Public Engagement</i>	Town of Crested Butte - Staff Time	50.00	\$40.00			\$2,000.00	\$2,000.00
	Met Rec - Staff Time	50.00	\$50.00			\$2,500.00	\$2,500.00
USE OF FUNDS - IN-KIND SUBTOTAL					\$21,350.00	\$4,500.00	\$25,850.00

TOTAL PROJECT COST	\$125,000.00	\$52,600.00	\$20,500.00	\$198,100.00
Remember: the Total Project Cost row must equal the Total Source of Funds row				

MATCH SUMMARY	Actual
Overall Match (% based on total cost)	37
Overall Match (\$ based on total cost)	\$73,100.00

Crested Butte to Crested Butte South Multimodal Trail Planning Proc

Task	May '22	Jun	Jul	Aug	Sep
CDOT MMOF Grant Submission					
CBCBS Committee Monthly Meetings					
CDOT Consulting					
County Procurement Process to Hire Project Consultant					
50% Trail Design Concept					
Public Meetings					
Final Trail Design Concept					
Fundraising for Implementation Funds					
County Procurement Process to Hire Construction Firm					
Trail Construction Initiation					

BOARD OF COUNTY COMMISSIONERS OF GUNNISON COUNTY
RESOLUTION NO. 2021 - 42

**A Resolution Supporting the Grant Application for a Planning and Capacity Grant from
the State Board of the Great Outdoors Colorado Trust Fund.**

WHEREAS, the Gunnison County Board of Commissioners supports the Great Outdoors Colorado grant application for the Gunnison County planning and capacity application on behalf of the Gunnison County Sustainable Tourism and Outdoor Recreation Committee. Gunnison County supports the completion of the project.

WHEREAS, Gunnison County has requested \$98,750 from Great Outdoors Colorado to plan a multimodal access path from Crested Butte South to the Town of Crested Butte.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE GUNNISON COUNTY BOARD OF COMMISSIONERS THAT:

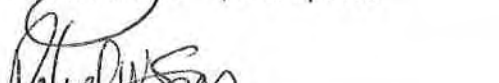
1. The Gunnison County Board of Commissioners strongly supports the application and has appropriated matching funds for a grant with Great Outdoors Colorado.
2. The Gunnison County Board of Commissioners strongly supports the completion of the project.
3. The Gunnison County Board of Commissioners authorizes the expenditure of funds necessary to meet the terms and obligations of any Grant awarded.
4. The Gunnison County Board of Commissioners recognizes that as the recipient of a Great Outdoors Colorado Local Government grant the project site(s) must provide reasonable public access.
5. If the grant is awarded, the Gunnison County Board of Commissioners hereby authorizes the designated Official to sign the grant agreement with Great Outdoors Colorado.

THIS RESOLUTION AND THE APPROVAL GRANTED HEREBY shall not be effective unless and until a copy is recorded in the Office of the Clerk and Recorder of Gunnison County.

INTRODUCED by Commissioner Houck, seconded by
Commissioner Mason, and adopted on this 21st day of December,
~~2020.~~ 2021

BOARD OF COUNTY COMMISSIONERS
OF GUNNISON COUNTY, COLORADO


Jonathan Houck, Chairperson


Roland Mason, Commissioner

Elizabeth Smith, Commissioner



COLORADO
Department of Transportation
Region 3

222 South 6th Street, #308
Grand Junction, CO 81501-2769

December 22, 2021

Dear Great Outdoors Colorado Staff,

The Colorado Department of Transportation is writing to express support for Gunnison County and the Crested Butte to Crested Butte-South (CBCBS) Multimodal Trail Planning Project. If approved, the planning project will determine which optimal side of the highway to use and the feasibility of construction. The project incorporates many of CDOT's values as identified in the Statewide Transportation Plan, from public safety to improving rural access, as well as contributing to CDOT's goals to reduce vehicle miles traveled and vehicle emissions by one percent annually.

The top goal is for the CBCBS Trail to improve the safety of non-motorized users of Highway 135, by removing non-motorized users from the flow of traffic between Mile Point 20 - 26, between Crested Butte and South Crested Butte. The CBCBS project will also provide for greater mobility by increasing the multimodal opportunities for residents commuting along this route. (More specifically, this section is between County Road 740 and County Road 738.) During the planning process, mobility hubs will be explored where existing bus stops, parking areas, trail connections or other transit utilities exist.

CDOT supports Gunnison County's decision to first pursue a thorough design, feasibility, and public engagement process to identify the opportunities and challenges associated with this once-in-a-generation project. Safety will drive both the public engagement and design processes. The CBCBS Trail Planning Project will engage with Gunnison County locals to design a trail that will meet the needs of current and future generations. Gunnison County and CDOT have a lengthy history of successful state-local government partnership to connect Coloradans. The CBCBS Trail Planning Project will be another example of that successful partnership.

Gunnison County and CDOT have been in communication about this project for many months and the time is right to pursue a planning and public engagement process. Transportation planning is of high importance to CDOT, and we will serve as a critical partner in this planning and public engagement project.

Sincerely,

Michael Goolsby
Region 3
Regional Transportation Director



CRESTED BUTTE SOUTH PROPERTY OWNERS ASSOCIATION

61 TEOCALLI ROAD, CRESTED BUTTE, CO 81224
PHONE (970) 349-1162, WEBSITE: www.cbsouth.net, FAX (970) 349-1163

December 14, 2021

Re: Gunnison Valley Transportation Planning Region (GVTPR) Multimodal Transportation and Mitigation Options Fund (MMOF)

To Whom It May Concern:

The Crested Butte South Property Owners Association (CBSPOA) would like to extend this letter of support for the application of an MMOF planning grant for the GVTPR.

Crested Butte South is the second largest community in the Gunnison Valley and is separated by approximately 7 miles from the Town of Crested Butte. Currently, residents of Crested Butte South must commute to Town of Crested Butte for many services including the school, groceries, and health care.

A multi-modal trail would serve as both a recreation amenity and a commutable trail between the two towns and would give access to thousands of residents and visitors alike. The trail will help to minimize traffic issues, encourage emission free commutes, and better connect our communities.

While discussions on the trail have been going on for over 10 years, a subcommittee of the Sustainable Tourism and Outdoor Recreation (STOR) Committee has recently revitalized the efforts. Through collaboration with the local leadership, the GVTPR and an MMOF planning grant we hope to prioritize this needed amenity for planning and construction.

Please accept this letter of support for the application of a planning grant.

Sincerely,
Crested Butte South Property Owners Association Board of Directors



Andrew Sandstrom
Board President



April 25, 2022

Dear Colorado Department of Transportation Staff-

The Crested Butte Land Trust would like to express our support for Gunnison County's planning assistance grant application to CDOT's Multimodal Transportation and Mitigation Operations Fund (MMOF) for the Crested Butte to Crested Butte South Trail (CB-to-CB South Trail). Connecting the population centers of the upper Gunnison Valley with a multi-modal recreation path is critical to the current and future interests of the community. Increasingly, residents live "down valley" and work "up valley" in Crested Butte and there is currently no safe, non-motorized route for cyclists, runners, and hikers of all ages to travel between our towns and nearby neighborhoods.

The CB-to CB South Trail is envisioned to travel along State Highway 135 and there are many opportunities to study the alignment both within the highway right-of-way and along adjacent parcels. The Crested Butte Land Trust is an adjacent landowner of a property along the highway that may help facilitate the placement of the trail. The property has an undeveloped trail easement that was created in 2011 on the Niccoli Ranch - Corridor Tract, for the purpose of supporting the CB-to-CB South Trail, when and if the trail became a priority for the community. A decade later, the time has come to look at the feasibility of the entire trail segment including the section that crosses this Crested Butte Land Trust fee owned property.

Finally, the Crested Butte Land Trust works closely with landowners and land management agencies such as Gunnison County on an array of projects that benefit the residents and visitors of the area. The CB-to-CB South Trail is one such amenity that has been needed for years and the community is excited to bring the vision to reality. The future of the trail depends on strong community partnerships and the Crested Butte Land Trust is dedicated to being at the table to support the successful planning and implementation of this critical community asset.

Thank you for your consideration of this important grant request.

Sincerely,

A handwritten signature in black ink, appearing to read "Jake Jones", written in a cursive style.

Jake Jones
Executive Director



May 3, 2022

Gunnison County Commissioners
Commissioner Houck, Mason and Smith
c/o STOR Committee
Gunnison, CO 81230

RE: Crested Butte to Crested Butte South Multimodal Trail Planning Project – CDOT Grant

Dear Gunnison County Commissioners:

The Town of Mt. Crested Butte would like to voice its support for Gunnison County's CDOT Grant application to support the Crested Butte-to-Crested Butte South (CBCBS) Multimodal Trail Planning Project. The project will take a significant step forward in connecting several communities together in the Gunnison Valley, addressing sustainable infrastructure, climate action goals, and supporting healthy lifestyles.

One of the Gunnison Valley's core values is reducing its carbon footprint when possible. This goal is supported by a robust public transportation system provided the Rural Transportation Authority (Gunnison County) and Mountain Express (funded by both the towns of Crested Butte and Mt. Crested Butte). The CBCBS Multimodal Trail will contribute to this effort by providing an additional way to reduce single occupancy vehicle use and further improve the lives of valley residents.

The trail will also provide more equitable access to valley citizens by serving as a conduit for workforce housing. The Upper Gunnison Valley anticipates several separate affordable housing projects to break ground in the next 1-3 years and the trail will offer residents of these projects an additional transportation option to access community and economic centers.

The Town of Mt. Crested Butte is a voting member of the Sustainable Tourism and Outdoor Recreation (STOR) committee, a group comprised of many stakeholder representatives in the Gunnison Valley, including municipalities (Mt. Crested Butte, Crested Butte, Gunnison), non-profits, conservation groups, the BLM, USFS, DOW, ranchers, and motorized and non-motorized users. The CBCS trail will benefit many STOR committee member constituents.

Thank you for your consideration of this letter of support.

Sincerely,

Mayor Nicholas Kempin



PO BOX 5800 MT. CRESTED BUTTE, COLORADO 81225-580

PHONE: 970.349.6632 FAX: 970.349.632

May 3, 2022

Gunnison County Commissioners
Commissioner Houck, Mason and Smith
c/o STOR Committee
Gunnison, CO 81230

RE: Crested Butte to Crested Butte South Multimodal Trail Planning Project – CDOT Grant

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Thank you for your consideration of this letter of support.

Sincerely,


Mayor Nicholas Kempin

Town of Crested Butte

P.O. Box 39 Crested Butte, Colorado 81224

-National Trust for Historic Preservation's 2008 Dozen Distinctive Destinations Award Recipient-

-A National Historic District-

Great Outdoors Colorado
1900 Grant St., Suite 725
Denver, CO 80203

Phone: (970) 349-5338
FAX: (970) 349-6626
www.townofcrestedbutte.com

Dear GOCO Staff,

December 20th, 2021

The Town of Crested Butte offers this letter of support to Great Outdoors Colorado (GOCO) regarding the planning & capacity grant application for the Crested Butte to Crested Butte South Multimodal Trail project submitted by Gunnison County. We were happy to hear that this project was invited to apply considering this collaborative, multiagency, community-based project has been in conceptual stages for nearly thirty years with only a small section reaching completion.

Currently there is a short 1.5-mile section of trail connecting the Town of Crested Butte to the adjacent communities of Riverbend and Skyland to the South. We have consistently seen requests from our constituency for a safe and sustainable way to travel to and from Crested Butte South, the largest resident population center in the North Valley, without getting into a car. Having funds to organize a regional plan and ultimately complete the remaining 5.3 miles to Crested Butte South could finally bring this community vision to fruition.

Travel along Highway 135 on a bicycle, e-bike or by foot is *possible* but is not safe or practical in any way. An estimated 10,000+ vehicles travel the stretch of highway each day during the busy seasons at speeds exceeding 55mph. As Crested Butte and Crested Butte South, along with the communities in-between, continue to see high development rates, the need for this accessible and sustainable non-vehicular transportation corridor becomes increasingly valuable. Its completion would meet several Crested Butte Town Council priorities such as bolstering the pedestrian/bike culture in Crested Butte, reducing car volumes in Town, making sustainable transit opportunities available regionally with easy access, and promoting healthy lifestyles.

The opportunity to secure funding for planning could accelerate this project that is in the long-term plans of multiple regional agencies. The Town is hopeful that the grant application will be strongly considered by GOCO's review committee. Similar multimodal transportation projects in other mountain communities have been widely successful in allowing sustainable transit options while reducing the need to utilize vehicular transit on already overcrowded highways and is exactly what our community needs in Crested Butte. We are hopeful the planning & capacity grant application for the Crested Butte to Crested Butte South Multimodal Trail project will be successful and that we will see this long-standing community desire finally become a reality. Thank you for your consideration of this important project.

Best Regards,



Jason MacMillan, Mayor Pro Tem
Town of Crested Butte



metrec

May 3, 2022

To the Gunnison Valley Transportation Planning Region:

This letter is to express Gunnison County Metropolitan Recreation District's (Met Rec) enthusiastic support for Gunnison County's application to the Gunnison Valley Transportation Planning Region to plan for the development of a highly desired community connector trail.

As a special recreation district funded by property tax dollars, Met Rec works thoughtfully to understand and support priority community needs. As part of our 2020 strategic planning process, outdoor recreation and the further development of community connector trails were identified as top priorities. Additionally, Met Rec's 2019 Recreation Needs Assessment found that the development of a multi-modal Crested Butte to Crested Butte South trail ranked as the most popular regional recreation need in Gunnison's north valley. In response, Met Rec has worked closely with community partners and as part of the County's Sustainable Tourism and Outdoor Recreation (STOR) Committee- a collaborative stakeholder group established to improve and maintain tourism and outdoor recreation in a sustainable manner. Together, STOR Committee members have aligned organizational and community recreation priorities as part of its own strategic plan. This process included prioritizing the planning and development of the Crested Butte to Crested Butte South multi-modal trail.

The trail would provide a critical recreation link in Gunnison's north valley by extending the existing recreation path from its current end point just south of Crested Butte, to the County's second largest population center; Crested Butte South. It would also serve as an alternative transportation route accessible to three workforce housing developments expected to be constructed in the next 1-3 years.

To catalyze the initial planning for this project, Met Rec has committed \$10,000 from its Recreation Reserve Fund; a fund established in 2020 to grow Met Rec's ability to respond with flexibility to priority recreation funding needs. We ask that you strongly consider Gunnison County's proposal for funds to support the shared strategic goals of Met Rec and the STOR Committee while helping provide a recreation amenity that is sure to bring long-lasting benefits to the Gunnison Valley community and its visitors.

Sincerely,

Hedda Peterson
District Manager



GUNNISON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
221 N. Wisconsin St. Ste. D, Gunnison, CO 81230
Phone: (970) 641-0360
Website: www.gunnisoncounty.org
Email: planning@gunnisoncounty.org

May 4, 2022

Dear Colorado Department of Transportation,

The Sustainable Tourism & Outdoor Recreation (STOR) Committee is writing to express its support for Gunnison County's grant application for the Crested Butte to Crested Butte South (CBCBS) Multimodal Trail Planning Project. The STOR Committee is represented by community leaders in the Gunnison Valley who recognize that public lands and recreational opportunities are foundational to our quality of life and are the key attraction for visitors. The CBCBS Trail is emblematic of the types of projects that catalyzed the creation of the STOR Committee.

The STOR Committee was created in 2018 to convene community leaders who would act on the guiding principles that were identified in the County's One Valley Prosperity Project (OVPP). The OVPP brought together residents from Gunnison to Gothic to think strategically about how to create a more prosperous future for our region – one that honors our community's values, builds upon local strengths, and synergizes local efforts. The OVPP identified four focus areas for regional action: affordable housing, community health and equity, economic resiliency, and sustainable tourism and recreation. The CBCBS Trail, and the design process and public engagement that will support its development, encompasses all four of the OVPP focus areas. These focus areas also align closely with CDOT's programmatic values.

The CBCBS Trail is so much more than a trail. It represents the principles upon which the Gunnison Valley is built: quality outdoor recreation, environmental sustainability, community vitality, and public lands access. The STOR Committee is excited for the planning process to begin, and we appreciate CDOT's consideration of the County's proposal.

Sincerely,

Kevin Alexander, STOR Committee Chair

About the STOR Committee

The STOR Committee is a community coalition, created by the Gunnison County Board of Commissioners to improve and maintain tourism and outdoor recreation in a manner that is sustainable (environmentally, socially, and financially) and aligns with community values. The committee is structured to be a wide-ranging group that acts thoughtfully, efficiently, and proactively to address negative impacts and develops unique approaches to create a sustainable tourism economy and outdoor recreation experience while preserving the natural resources of Gunnison County.



December 14, 2021

Re: Great Outdoors Colorado (GOCO) Planning Grant

To Whom It May Concern:

The Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) would like to express its support of the application for the planning grant from GOCO for the Crested Butte to Crested Butte South trail.

TAPP's mission in Gunnison County touches on multiple aspects of our community including, tourism, stewardship, and economic development. This multi-modal trail from Crested Butte to Crested Butte South (CB South) touches on all three of those missions.

Since 2015, we have been almost exclusively promoting our trails system and public lands access to our potential visitors. Through this strategy, we have seen the Local Marketing District (LMD) lodging tax collections grow from around \$1 million annually to what we predict will be over \$3.2 million in 2021. One area that we are lacking is in the easier beginner type trail systems. This trail will round out the trail offerings in the valley, particularly for the novice trail users.

In addition to growing tourism, we have also been tasked with stewardship of our destination. The Town of Crested Butte's Elk Ave commercial area has become one of the main draws for visitors seeking an "apres" experience after a day on the trails. With that we have seen longer wait times at many of the restaurants and bars. By connecting the CB South community via an easily commutable multi-modal trail, this will allow visitors to frequent the rapidly growing commercial area in CB South. This will spread out the impact of visitors by offering access to more "apres" options rather than being focused on the Elk Ave commercial district.

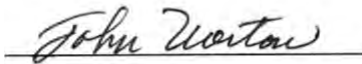
TAPP's mission in economic development is to grow more high paying jobs in Gunnison County and to build an outdoor industry hub. The cost of living in the Town of Crested Butte is far higher than the surrounding communities. Yet, many of the amenities such as health care, the school, and grocery store are only accessible in the Town of Crested Butte. By better connecting CB South to these amenities via a multi-modal trail, our valley becomes more attractive to potential entrepreneurs and their companies. There is opportunity for growth in the CB South commercial area, but Town of Crested Butte is prohibitively expensive and there isn't much room for growth. This trail could minimize those barriers.

Gunnison Crested Butte Tourism Association, PO Box 1069, Gunnison, CO 81230
www.gunnisoncrestedbutte.com



Overall, TAPP is fully supportive of the GOCO planning grant and has offered to match \$1500 towards the process. This will help us to fulfill our missions within tourism, stewardship, and economic development.

Thank you for your consideration.

A handwritten signature in black ink, reading 'John Norton', is written over a horizontal line.

John Norton
Executive Director



Gunnison County Electric Association

December 20, 2021

Planning and Capacity Grant Review Committee
Great Outdoors Colorado
1900 Grant Street, Suite 725
Denver, CO 80203

Dear Planning and Capacity Grant Review Committee:

I wish to express Gunnison County Electric Association's strong support for the design and development of a multi-modal recreation and transportation pathway between the communities of Crested Butte and Crested Butte South, in Gunnison County Colorado.

Gunnison County Electric Association (GCEA) is a member owned not-for-profit rural electric cooperative that provides electricity and electricity service to members in portions of Gunnison, Saguache, and Hinsdale counties, Colorado. GCEA serves members in the Crested Butte and Crested Butte South area, and GCEA believes this multi-modal pathway will be of great benefit to our membership. This pathway will allow our members to safely travel between Crested Butte and Crested Butte South without incurring the risks of pedaling or walking along State Highway 135; a highway wherein lines of traffic commonly travel at 60mph or more. This pathway will provide non-vehicular and non-carbon emitting access to popular recreation trailheads and destinations in the Cement Creek, Brush Creek, and Crested Butte areas. And, this pathway will allow our members to more fully engage in and experience their community and environment utilizing bicycles and e-bikes.

Thank you for your time and consideration.

Matthew R Feier

Matt Feier | Strategy Execution Specialist
970 641-7343 - office
970 901-2475 - cell
mfeier@gcea.coop



Gunnison County Electric Association

May 4, 2022

Colorado Department of Transportation
Gunnison Valley Transportation Planning Region



RE: Crested Butte to Crested Butte South Trail Support

Dear CDOT Staff,

The Crested Butte Mountain Bike Association (CBMBA) would like this opportunity to express our support for the Crested Butte to Crested Butte South (CB2CBS) multi-modal Trail. CBMBA is a nonprofit that works to maintain, build, and advocate for trails, steward landscapes, and build community through volunteer trail work days and professional trail crews.

In the heart of the Rockies, Crested Butte is a renowned bicycle culture destination. Bikes are a way of life in Crested Butte, and our mountains and trails were at the forefront of the mountain bike revolution in the late 1970's/early 80's. Since then, bikes have continued to grow in Crested Butte, not only for recreation, but as a means to literally move this community. From massive volunteer trail builds, to bike events and culture, to Fat Bike Worlds and Bridges of the Butte, bikes are used by all ages, for all means of fun, recreation, health, and transportation. Trails around Crested Butte in each direction, and trail connectivity and networking are a large component of CBMBA's advocacy and planning efforts.

Crested Butte South (CBS) is the bedroom community 7 miles south of town (via state highway 135). CBS continues to outgrow the Town of Crested Butte and thrive as a residential, business, and vacation destination. Our families, friends, and visitors live, work, and play between these two communities. Crested Butte residents and visitors thrive on sustainable/eco-friendly activities, high quality recreation experiences, and healthy lifestyles, but we do not have a means to connect the two communities in a simple and direct (non-motorized) multi-modal trail.

The CB2CBS Trail continues to rank #1 in several community surveys for most desired recreation or trail amenity in the Crested Butte area. (2016 and 2019 CBMBA Open House/comment requests, Town of Crested Butte and Gunnison Met Rec. surveys). The proposed CB2CBS multi-modal trail would not just add better recreation network opportunities, it would add safer, healthier, commuting opportunities. The proposed trail would also provide a safe route for the K-12 children and parents between our communities. It would provide a means to patronize businesses and community functions without driving a car between the two 'sister' communities. This trail would also provide a very valuable and desired 'beginner/easy' trail for our community and its visitors.

The Mt. Crested Butte Recreation Path already connects Mt. Crested Butte and Crested Butte. The CB2CBS Trail will connect our entire business and residential communities in the upper Gunnison Valley, and provide the final non-motorized link in the network between our collective Towns/POA's.

The entire trail network in the CBS/Cement Creek Drainage has been a focus of CBMBA's work in the last decade. More non-motorized trails have been created, and our trail crews have worked for years on improving and maintaining the motorized and non-motorized trails in the drainage. Cement Creek has become a world class trail destination on its own, and this trail would provide the simplest (non-motorized) connection between the two areas and their respective trail networks.

CBMBA believes that recreation engenders authentic connections to the environment. CBMBA also believes that trails promote mental and spiritual well-being, and are a part of our community values. Trails are why so many of us choose to live here. CB2CBS will not only connect our communities, but provide another, most important artery in our trail network lifeline.

Please consider this letter as a most sincere form of support for this very needed, grossly desired, and highly anticipated trail to connect our communities. We understand there are obstacles to overcome and alignments to finalize, but we are in support of the planning and scoping required to help see this trail move towards realization. CBMBA sees this trail as a highest community priority and will loan our services and resources through all phases of this trails existence to help with maintenance and upkeep required. CBMBA would like to not only support this trail with volunteer and paid trail crew upkeep and maintenance, but CBMBA would like to support these efforts financially with the limited means that we are able.

Sincerely,



David Ochs - Executive Director

Steve Thompson

Steve Thompson - President, Board of Directors
Crested Butte Mountain Bike Association
Since 1983
cbmba.org/crestedbuttemountainbike.org



RIDE
BUILD
MAINTAIN



December 21, 2021

Great Outdoors Colorado
1900 Grant St., Suite 725
Denver, CO 80203

To Whom It May Concern:

We are writing on behalf of Crested Butte Nordic. [Crested Butte Nordic](http://CrestedButteNordic.org) is a 501(c)(3) nonprofit that maintains 50 kilometers of scenic cross-country ski and snowshoe trails around the Town of Crested Butte. Our mission is to provide individuals of all ages and abilities the opportunity to learn, enjoy, and improve in the sports of cross-country skiing and snowshoeing. CB Nordic fulfills this mission through groomed trails, equipment rentals, programs, and events. We strive to create a happier, healthier world by providing access to the life-giving benefits of outdoor recreation.

Crested Butte Nordic has been working closely with the Gunnison County Sustainable Tourism and Outdoor Recreation (STOR) Committee for the last four years. Together, we have helped manage recreation in sensitive Blue Heron nesting habitat and mitigated negative impacts of trail access in popular drainages near Crested Butte. We are proud to partner with the STOR Committee, as it is an innovative collaboration that is tackling pressing issues facing Gunnison County.

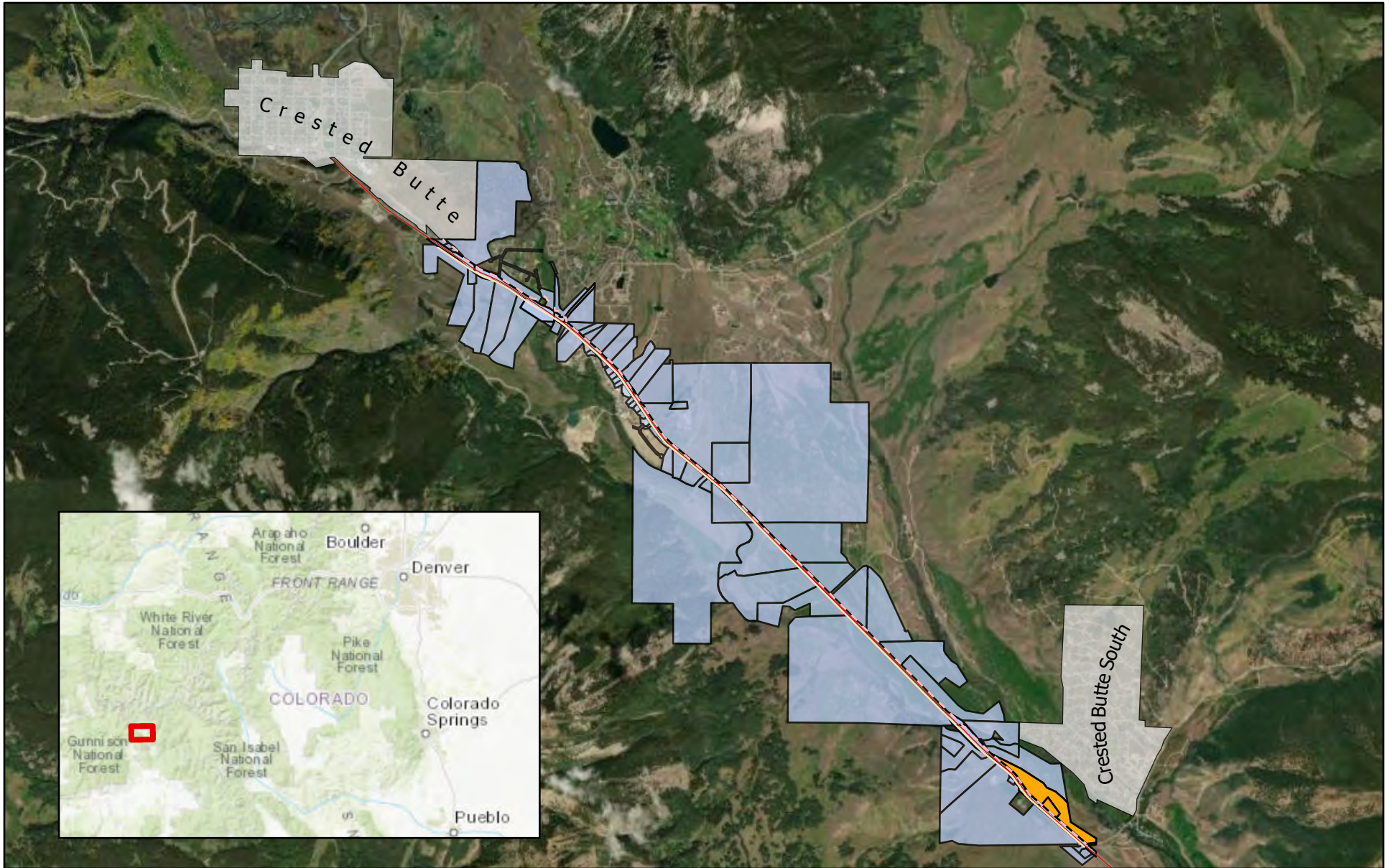
The CB Nordic board of directors and staff are in full support of the STOR Committee's application for a planning grant from Great Outdoors Colorado for the Crested Butte to Crested Butte South trail. This multi-modal trail is vitally important to connecting our communities. As our population grows and more people live in dispersed residential communities, it is essential that residents have access to safe transportation and healthy outdoor recreation. Although this trail will not benefit CB Nordic's mission directly, as it will not be open in the winter due to safety concerns from CDOT, we are, nevertheless, in support of this project. The trail may be useful for roller skiing in the summers, and it will provide a safe way for our constituents to get outside, get exercise, and get to/from the main commercial hub in Crested Butte to the main residential hub in CB South. We are supportive of the trail and the thorough public process that arrived at the current trail alignment. We are excited for how the GOCO planning grant would help bring this much-needed amenity to fruition.

Thank you for considering our comments as you review the STOR Committee's application for a GOCO planning grant.

Sincerely,

Laura Puckett Daniels
Co-Interim Executive Director

Martin Catmur
Board President



Crested Butte to Crested Butte South Trail



- - - CB to CB South Trail (NE of HWY 135)
- CB to CB South Trail (SW of HWY 135)
- Highway 135
- Conserved Property (CB Land Trust)
- Private Property
- Townships



Cartography by:
Peter Horgan
Datum:
UTM Zone 13N
Source:
Gunnison County
Assessor

Aerial image taken from above Town of Crested Butte looking south down the East River Valley

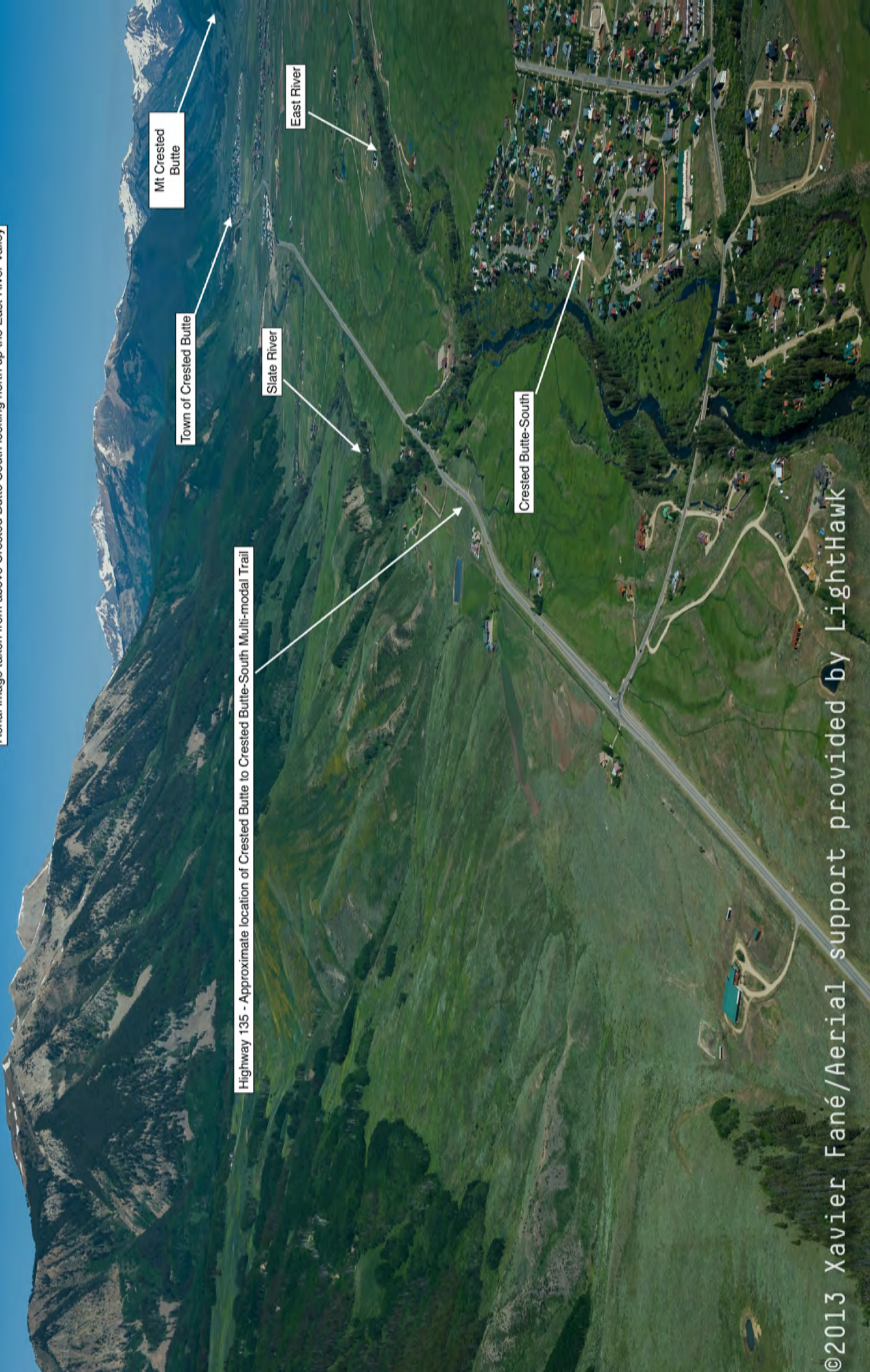
Crested Butte-South

Highway 135 - Approximate location of Crested Butte to Crested Butte-South Multi-modal Trail

Town of Crested Butte

Mt Crested Butte (off-image)

Aerial image taken from above Crested Butte South looking north up the East River Valley



Mt Crested Butte

Town of Crested Butte

Slate River

East River

Crested Butte-South

Highway 135 - Approximate location of Crested Butte to Crested Butte-South Multi-modal Trail

Hinsdale County

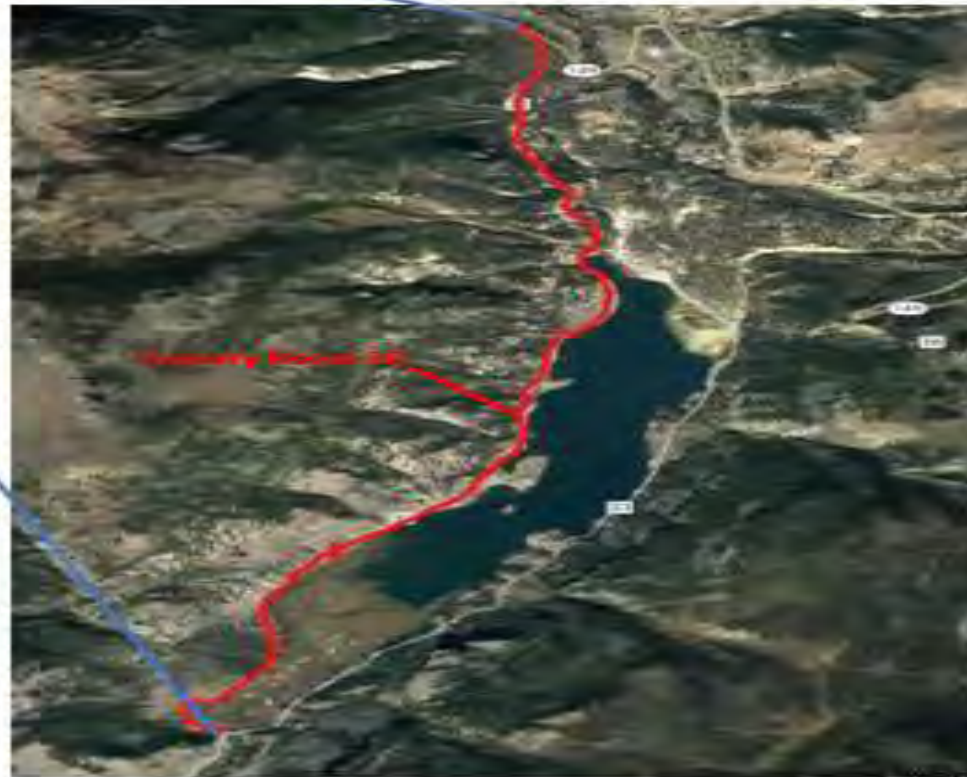
GVTPR MMOF Request

Project Description

- ▶ The project seeks to install two 4-foot wide bike/pedestrian lanes along with two 11-foot motorized lanes using a heavy chip seal on Hinsdale County Road 30.
- ▶ This section is four miles in length from the intersection of Colorado Highway 149 to the inlet of Lake San Cristobal (Colorado's second largest natural lake).
- ▶ This project area is adjacent to America's Byways Silver Thread Scenic & Historic Byway and on the Alpine Loop Backcountry Byway.
- ▶ Proposed project is thirty feet wide for the four miles. Chip seal will be 3/4 inch rock base followed by a 3/8 inch chip overlay with oil fog coat and road painting to delineate.

Hinsdale County MMOF grant application

Location Map



Project Benefits

- ▶ This route is the access point to Cinnamon Pass and the trailheads for three fourteeners.
- ▶ Safer travel corridor for all types of nonmotorized and motorized methods
- ▶ • Improvement of bicycle and pedestrian lanes from State Highway 149 to the inlet of Lake San
- ▶ Cristobal (four miles)
- ▶ • Increased opportunities for outdoor recreation
- ▶ • Addresses multi-modal goals of Master Recreation Plan for Hinsdale County
- ▶ • Reduces dust and sedimentation along waterways



Budget

- ▶ Updated to \$1,000,000
- ▶ MMOF Request of \$900,000
- ▶ Requesting Reduction to 10% Match
- ▶ HC is 96% public land, is identified as a Disadvantaged Community; is identified as a Rural Enhanced Enterprise Zone; and is identified as 51% or more low to moderate income for those utilizing WeeCare. We rely on grant-funding for capital improvement projects.

LOCAL MMOF PROJECT APPLICATION - 2022

Planning Region:

Complete and submit this form-fillable application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE Municipality County Transit Agency School Dist. Other_____			
2. AGENCY NAME		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON	TITLE	PHONE	
5. AGENCY MAILING ADDRESS	CITY	STATE	ZIP
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION (route, address, service area, etc.)		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable)	
9. COUNTY(ies)	10. MUNICIPALITY(ies)	11. REQUIRED MATCH RATE: 50% (default) 25% 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities)			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done)			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE Bicycle & pedestrian facilities - construction Bicycle & pedestrian facilities - design Projects providing safe, non-motorized routes for school-aged children Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) NEW Transit Service (also submit Attachment J) EXISTING Transit Service (Operating Costs) Transit planning, feasibility, or other study Transit Revenue Service Vehicle Replacement Transit Revenue Service Vehicle Expansion Transit Non-Revenue Service Vehicle Transit Facility Design Transit Facility Construction Transit Equipment Purchase	

OTHER

Transportation Demand Management Project
 Multimodal Mobility Technology
 Multimodal Transportation Study
 Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
 Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
 If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
 If yes, please identify the plan:

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)		
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.		
17b.		
17c.		
17d.		
17e.		

18. TOTAL PROJECT COST*

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

SUPPLEMENTAL ATTACHMENTS REQUIRED - please label attachments accordingly**19. FOR ALL PROJECTS:**

- Attachment A – Description, Needs & Benefits of proposed project
- Attachment B – Cost estimate and project implementation schedule
- Attachment C – Resolutions of local financial support and letters of approval
- Attachment D – Evidence of project eligibility (if necessary or requested)

INFRASTRUCTURE PROJECTS:

- Attachment E – Maps, plans and photographs
- Attachment F – Environmental Review
- Attachment G – Proposed maintenance plans, agreements, covenants
- Attachment H – Right-of-way or legal property description

TRANSIT:

- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
- Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE	TITLE	
	DATE	

Description

Name of Project: Bicycle/Pedestrian Underpass at Meadows Trail/SH145

Project limits, or geographic area (include map): This project is located at the crossing of the Meadows Trail (between the Town of Mountain Village and neighboring Lawson Hill) and State Highway 145 just outside of Mountain Village Colorado.

Project Sponsor: San Miguel Authority for Regional Transportation (SMART)

Project Point of Contact: David Averill, david.averill@smarttelluride.com, (970) 708-4066

Project Need

The Meadows Trail is one of the only viable routes to the Lawson Hill neighborhood and Valley Floor trail system from the Town of Mountain Village. It is a heavily used regional connector trail by both bicyclists and pedestrians. The current crossing is dangerous due to high vehicle speeds and limited site distance (in both directions) at the crossing. This is an issue for a couple of reasons. First off, it is an existing safety concern that needs to be addressed before something tragic happens at this location. Secondly, the safety concerns are apparent to anyone who uses the crossing for the first time. This often serves as a deterrent to using the crossing a second time. So in this sense the current crossing serves as a disincentive to cycling or walking to make the trip from Mountain Village to Lawson Hill or the Valley floor trail system, which leads one on to Telluride.

The current trail crossing is heavily used but dangerous due to limited site distance and high vehicle speeds on the highway. This project sets the stage for later construction by completing the planning and design work necessary to position this project as “shovel ready” for a future construction funding opportunity that is yet to be determined. Constructing an underpass at this location will address the safety issues of the current crossing by providing a grade-separated crossing of the SH145.

The Town of Mountain Village Trails Master Plan identifies this improvement as a high priority project. It has also recently been added to the list of projects for the GVTPR regional transportation plan as part of the regional process. This project, as primarily a safety improvement project, aligns with multiple agency goals (including CDOT) relating to the safety of our transportation system and in particular vulnerable system users such as bicyclists and pedestrians.

The Town of Mountain Village Trails Master Plan identifies this improvement as a high priority project. It has also recently been added to the list of projects for the GVTPR regional transportation plan as part of the regional process. This project, as primarily a safety improvement project, aligns with multiple agency goals (including CDOT) relating to the safety of our transportation system and in particular vulnerable system users such as bicyclists and pedestrians.

This request is for additional design funding for the underpass. This project was previously awarded \$100,000 in MMOF funds as project sponsors initially thought that a project budget of \$200,000 (including \$100,000 in local match) would be adequate. We were mistaken. To this point we have developed a 30% design level (FIR plan set) for the civil work and have taken the structural design to 75%. Remaining work is heavily “field related” and costly. This is due in part to the limits of the project expanding to accommodate wider shoulders at some point in the future, thereby necessitating additional survey work. Related to additional survey work is the necessity to do extensive potholing in order to exactly identify locations of utilities that may have to be relocated to accommodate the structure. In addition, we are seeing costs increases for professional services in general.

In conjunction with the local matching funds of \$128,000 this request for an additional \$128,000 in MMOF will complete the design of the underpass with a plan set that is suitable for construction advertising/bidding. Construction funding to implement the design will be pursued at a later date.

Benefits

This project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services). Being a planning and design project, this proposal will set the stage for a future infrastructure improvement that will improve the safety of the current trail crossing of SH145. It is also anticipated that this project (once construction is completed) will enhance and improve safe bicycle and pedestrian access from Mountain Village (a community with a 16.8% poverty level and 15.8% minority population) to a new medical center that is being planned in Lawson Hill.

This project will increase reliability or use of the existing multimodal transportation network. As a planning and design effort, this project will ultimately result in improved crossing conditions at the intersection of the Meadows Trail and SH145. By making that crossing safer it may encourage those who are hesitant to use the trail because of the current crossing conditions to give it a try and alleviate any safety concerns they may have.

This project will improve transportation safety and security. Ultimately an underpass that results from this planning/design project will improve safety for bicyclists and pedestrians crossing the highway at this currently unsafe crossing. Issues with short site distances and high vehicle speeds will be negated with the ultimate construction of the underpass.

	PM/Design		Civil/Trail/Lighting					Structural (note 10)				Traffic/Modality			Environmental (note 4)		Drainage				
Hourly Rate	\$269.66	\$187.38	\$213.91	\$135.41	\$87.13	\$77.78	\$250.00	\$167.88	\$198.79	\$120.37	\$131.36	\$222.26	\$142.76	\$87.13	\$217.46	\$110.00	\$162.94	\$151.09	\$87.13		
																				Task Hours	Notes
Project Administration																					
Admin	2	30																		32	Assume a 12 month project duration
Public Meeting		12		8	8				8											36	Assume 1 meeting Pre FOR for public comment
Progress Meetings w/ Client		15		15	15				15											60	Monthly Progress Meetings (Estimated at 4)
Data Collection																					
Geotech																				0	
SUE		1		1	1															3	
ROW		1		1	1															3	
Topo		1		1	1													2		5	
Environmental					1	1								20	80					102	Assume Categorical Exclusion (Form 128)
Design Development - FOR																					
Civil Design		40		80	120	120	20					2	12	30				16	30	470	58 civil sheets
Structure Design								4	32	24										60	
Utility Coordination (note 11)		16		8		12															
Specifications		16		8			4	4	4				4							40	
Estimate		6		6	6		4	6	4	12			4						4	4	56
QA/QC		16	16	8	10	10	8	16		4	4							2	4	98	
Address FOR Comments		4		16	20	20			4	4			4	4					8	8	92
Design Development - Ad																					
Civil Design		24		16	40	40	10					2	6	10					16	24	188
Structure Design								2	12	8										22	
Utility Coordination (note 11)		16		8		12															
Specifications		16		8			4	2	2				2							34	
Estimate		6		4	6		4	2	2	8			2						3	2	39
QA/QC		8	16	4	10	10	8	8		2	2							2	4	74	
Address Final Comments		4		4	10	10			4	4			4	4					8	8	60
Total Hours	2	232	32	196	249	235	62	38	49	78	38	4	38	48	20	80	4	65	76	1546	Project Hours
Admin/Meetings	2	57	0	23	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	128
Data Collection/Review	0	3	0	3	4	1	0	0	0	0	0	0	0	20	80	0	2	0	0	113	Data Collection/Review Hours
Design Development - FOR	0	98	16	126	156	162	36	26	16	52	28	2	24	34	0	0	2	32	42	852	Design (FOR)
Design Development - Ad	0	74	16	44	66	72	26	12	10	26	10	2	14	14	0	0	2	31	34	453	Design (AD)

Admin	\$539.32	\$10,680.66	\$0.00	\$3,114.43	\$2,003.99	\$0.00	\$0.00	\$0.00	\$4,572.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,910.57
Data	\$0.00	\$562.14	\$0.00	\$406.23	\$348.52	\$77.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,349.20	\$8,800.00	\$0.00	\$302.18	\$0.00	\$0.00	\$14,846.05
FOR Cost	\$0.00	\$18,363.24	\$3,422.56	\$17,061.66	\$13,592.28	\$12,600.36	\$9,000.00	\$4,364.88	\$3,180.64	\$6,259.24	\$3,678.08	\$444.52	\$3,426.24	\$2,962.42	\$0.00	\$0.00	\$325.88	\$4,834.88	\$3,659.46	\$107,176.34	
AD Cost	\$0.00	\$13,866.12	\$3,422.56	\$5,958.04	\$5,750.58	\$5,600.16	\$6,500.00	\$2,014.56	\$1,987.90	\$3,129.62	\$1,313.60	\$444.52	\$1,998.64	\$1,219.82	\$0.00	\$0.00	\$325.88	\$4,683.79	\$2,962.42	\$61,178.21	
Project Total	\$539.32	\$43,472.16	\$6,845.12	\$26,540.36	\$21,695.37	\$18,278.30	\$15,500.00	\$6,379.44	\$9,740.71	\$9,388.86	\$4,991.68	\$889.04	\$5,424.88	\$4,182.24	\$4,349.20	\$8,800.00	\$651.76	\$9,820.85	\$6,621.88	\$204,111	To Ad

xxxxxxx Direct Costs		\$1,100
2000 Miles @ \$0.55/mile (note 9)	\$1,100	

Subs		\$51,146
xxxxxxx- Geotech (note 5)		
xxxxxxx - Survey/SUE/ROW (notes 6,7,8)	\$51,146	

Project Total w/ subs \$256,357

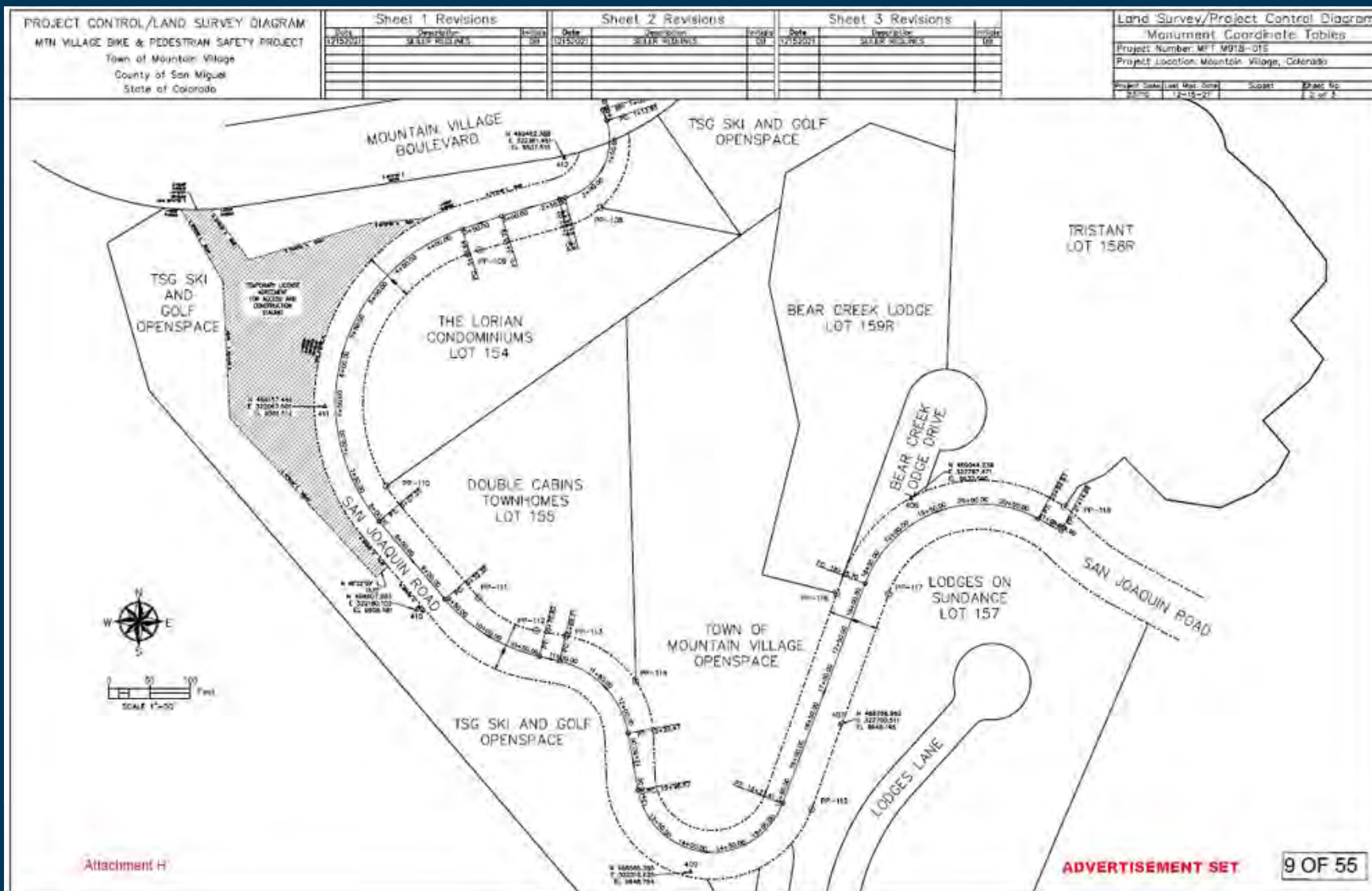
- Notes:
1. ROW/Easement acquisition to be completed by others
 2. No change to project limits/Cross Section to SH145 remains the same/Trail Alignment does not change
 3. Landscape design to be completed by others
 4. Categorical Exclusion for environmental work as preliminarily indicated during FIR meeting (will need to complete a scoping meeting with Matt Muraro)
 5. No additional geotech work is required
 6. Quality Level A SUE for utilities (10-15 potholes)
 7. Additional topographic work is required for additional shoulder work (will be labor intensive given tree cover)
 8. No additional ROW mapping needed
 9. 2 Round trips from Denver and 2 round trips from Cedaredge
 10. Minimal required changes to current structure design
 11. Utility Coordination added per FIR Comments

Mountain Village Pedestrian & Bicycle Safety Improvements



San Joaquin Road Shoulder Improvements

- High density residential bike / ped corridor
- Connections to local and regional transit
- Add 6' wide paved shoulders
- Existing road width = 22'
- New road width = 34'

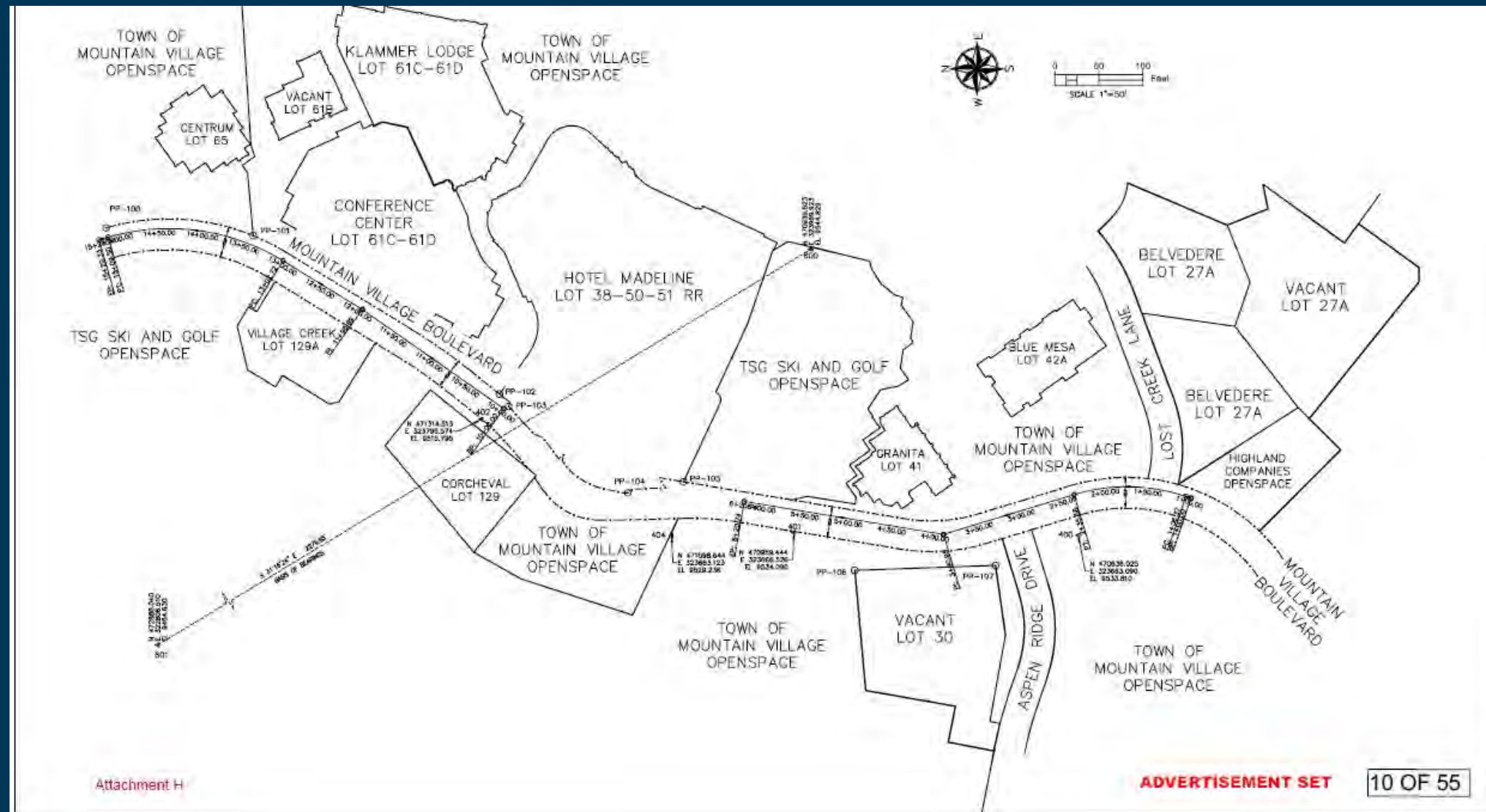


San Joaquin Road Shoulder Improvements



Mountain Village Boulevard Sidewalk Improvements

- High density residential and commercial corridor
- Fill in gaps where sidewalk is missing
- Install new and modify existing curb cuts to be ADA compliant



Mountain Village Boulevard Sidewalk Improvements



Application Overview

- Supplemental local overmatch funding for 2019 MMOF project
- 2022 MMOF Funding Request = \$525,945
- 2019 MMOF Award = \$400,000
- Engineer's Opinion of Probable Cost = \$1,851,890
- Full project support from CDOT

Project Status:

- Fully engineered and cleared for ad by CDOT
- No responsive bidders to June RFP
- Extension of 2019 MMOF award funding requested
- Several contractors plan to bid on project for a spring 2023 start
- RFP to be re-released 12/1/2022
- Revised projected completion date - August 2023



SCENARIO 1

TPR Priority Ranking	Project	Project Description	Project Type	Project Cost	Strategic Funding	PlanningID	Yrs 1-4 (FY23-26)	Yrs 5-10 (FY27-32)	Total (FY23-32)	Notes
1	US 550: Shoulder and Safety Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek.	H	\$30.57 M (-\$7.6M)	22.95	1133	10.53	12.42	22.95	
2	SH 145 Underpass between Lawson Hill/Mountain Village	Underpass between Lawson Hill/Mountain Village	H	\$2.5 M	\$2.5 M	2424	0.00	0.96 (-\$1.54)	0.00	Not on 10 year plan; MMOF/RMS
4	modal improvement	Intersection multi-modal improvements	H	\$1.5 M	\$1.5 M	1489	0.00	0.00	0.00	Not on 10 year plan; MMOF/RMS
5	Multi-modal project. Sawpit/Placerville, Norwood, Rico.	ADA, curb and gutter, crosswalks, RRFB's, restriping.	H	\$5.0 M	\$5.0 M	1051	0.00	3.38	3.38	MMOF/RMS
7	Amelia Street (or other pedestrian)	other pedestrian safety solution)(or other	H	\$3.0 M	\$3.0 M	2425	0.00	0.00	0.00	Not on 10 year plan; MMOF/RMS
8	Trail between Placerville & Ilium	Roundabout intersection and multi-modal	H	\$5.0 M	\$5.0 M	2411	0.00	0.00	0.00	Not on 10 year plan; MMOF/RMS
						Estimated \$'s	10.53	15.80	26.33	
						Project Total	10.53	15.80	26.33	
						(+/-)	0.00	0.00	0.00	

SCENARIO 2

TPR Priority Ranking	Project	Project Description	Project Type	Project Cost	Strategic Funding	PlanningID	Yrs 1-4 (FY23-26)	Yrs 5-10 (FY27-32)	Total (FY23-32)	Notes
1	US 550: Shoulder and Safety Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek.	H	\$30.57 M (-\$7.6M)	22.95 M	1133	7.15	15.80	22.95	
2	SH 145 Underpass between	Village	H	\$2.5 M	\$2.5 M	2424	2.50	0.00	2.50	Not on 10 year plan; MMOF/RMS
4	improvement	Intersection multi-modal improvements	H	\$1.5 M	\$1.5 M	1489	1.50	0.00	1.50	Not on 10 year plan; MMOF/RMS
5	Multi-modal project. Sawpit/Placerville, Norwood, Rico.	ADA, curb and gutter, crosswalks, RRFB's, restriping.	H	\$5 M	\$5 M	1051	3.38	0.00	3.38	MMOF/RMS
7	Amelia Street (or other pedestrian)	other pedestrian safety solution)(or other	H	\$3 M	\$3 M	2425	3.00	0.00	3.00	Not on 10 year plan; MMOF/RMS
8	Trail between Placerville & Ilium	improvements between MP 221-223.	H	\$5.0 M	\$5.0 M	2411	0.00	5.00	5.00	Not on 10 year plan; MMOF/RMS
						Estimated \$'s	10.53	15.80	26.33	
						Project Total	10.53	15.80	26.33	
						(+/-)	0.00	0.00	0.00	

SCENARIO 3

TPR Priority	Project	Project Description	Project Type	Project Cost	Strategic Funding	PlanningID	Yrs 1-4	Yrs 5-10	Total	Notes
1	US 550: Shoulder and Safety Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek.	H	\$30.57 M (-\$7.6M)	22.95 M	1133	9.85	15.80	25.65	
2	SH 145 Underpass between	Village	H	\$2.5 M	\$2.5 M	2424	2.50	0.00	2.50	Not on 10 year plan; MMOF/RMS
4	improvement	Intersection multi-modal improvements	H	\$1.5 M	\$1.5 M	1489	1.50	0.00	1.50	Not on 10 year plan; MMOF/RMS
5	Multi-modal project. Sawpit/Placerville, Norwood, Rico.	ADA, curb and gutter, crosswalks, RRFB's, restriping.	H	\$5 M	\$5 M	1051	0.68	2.70	3.38	MMOF/RMS
7	Amelia Street (or other pedestrian)	other pedestrian safety solution)(or other	H	\$3 M	\$3 M	2425	3.00	0.00	3.00	Not on 10 year plan; MMOF/RMS
8	Trail between Placerville & Ilium	improvements between MP 221-223.	H	\$5.0 M	\$5.0 M	2411	0.00	5.00	5.00	Not on 10 year plan; MMOF/RMS
						Estimated \$'s	10.53	15.80	26.33	
						Project Total	10.53	15.80	26.33	
						(+/-)	0.00	0.00	0.00	

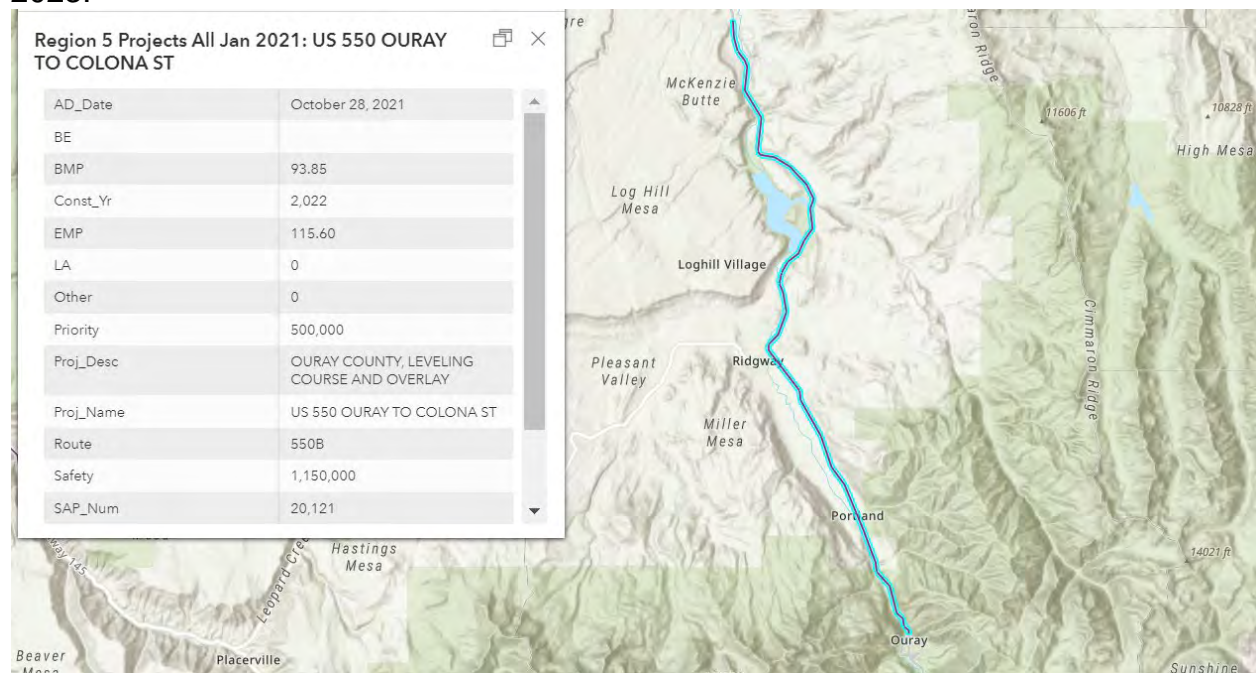


GVTPR- CURRENT PROJECTS

US 550 Ouray to Colona HMA- 20121

Budget: \$ 17 million for Construction
Funding Type: SUR, RPP, FSA, HSIP
Awarded: Kilgore Companies, LLC

This project was combined with the US 550 Billy Creek Surface Treatment work. The project is located on US 550 from Ouray to Colona, approximately MP 94-116. The scope of work includes an HMA leveling course and overlay with a 2-mile section to include shoulder widening between MP 98 and 100. Current work includes widening at CR 10 and paving. Construction began on April 4th, 2022 and should be complete in January 2023.



R5 Yr 5 Bridge Preventative Maintenance- 20706

Budget: \$2 mill
Funding Type: Structures
Awarded: KSK, LLC

This project is located on SH 141 within Montrose County. Preventative maintenance will be performed on three selected bridges to improve the quality and extend the life of the structures. Construction began on May 24th, 2022 and has an estimated completion date in October 2022.



GVTPR- UPCOMING PROJECTS

US 550 Pacochupuk South Mobility & Billy Crk Safety Improvements- 23601

Budget: \$7 million

Funding Type: SUR/SB-267

Ad Date: December 2022

This project will take place on US 550 in Ouray County, between approximately MP 106 and 114.5, just north of the Ridgway State Park entrance. The scope of work includes limited shoulder widening, repairing existing deer fencing and connecting new deer fencing to the existing at MP 212.5. A large animal underpass will be constructed at Billy Creek, between MP 114 and 115. HMA patching will take place between Pacochupuk campground and the CR 8 intersection and passing lanes will be added. This project is being designed for Ad in winter 2022.



SH 145 MP 63.4 Wall Replacement- 24148

Budget: \$1.5 mill

Funding Type: Walls

Ad Date: Fall 2022

This project will take place on SH 145 near Ophir, at approximately MP 63.4. At this location, there are two wooden walls that are in need of replacement. This project is planned for Ad in fall of 2022 with construction tentative for summer 2023.

Region 5 Projects All Jan 2021: SH 145 MP 63.4
WALL REPLACEMENT

AD_Date	November 16, 2022
BE	
BMP	62.90
Const_Yr	2,023
EMP	63,90
LA	0
Other	0
Priority	0
Proj_Desc	OPHIR, WALL REPLACEMENT OF 2 WALLS
Proj_Name	SH 145 MP 63.4 WALL REPLACEMENT
Route	145A



US 550 MP 81 & 89 Bluepoint Avalanche Mitigation- 23623

Budget: \$660k

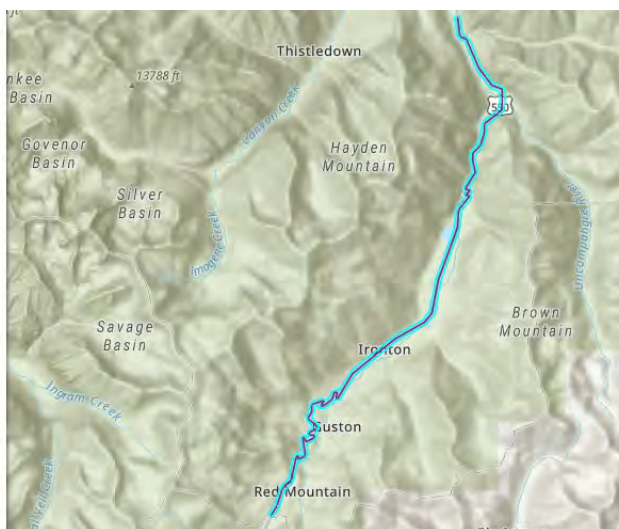
Funding Type: GeoHaz

Ad Date: CY 2022

This project is located on US 550 at approximate MP 81- 89 in Ouray County. This avalanche mitigation project will install a Gasex avalanche system on a known avalanche slide, Bluepoint. The installation of this system will allow maintenance crews to trigger avalanches remotely when needed. The Ad date is tentatively scheduled for CY 2022.

Region 5 Projects All Jan 2021: US 550 MP 81 &
89 BLUEPOINT AND MOTHER C

AD_Date	July 14, 2021
BE	
BMP	80.20
Const_Yr	2,022
EMP	91.00
LA	0
Other	661,487
Priority	0
Proj_Desc	US 550 MP 81 AND MP 89 RED MOUNTAIN IN OURAY COUNTY, AVALANCHE MITIGATION
Proj_Name	US 550 MP 81 & 89 BLUEPOINT AND MOTHER C
Route	550B



SH 97 Nucla Pedestrian Improvements- 24617

Budget: \$200k of LA funding

Funding Type: ADA

Ad Date: December 2022

This project will be located on SH 97 in the town of Nucla in Montrose County. CDOT and the town of Nucla are working to partner on this project. The work would include improvements to existing ADA ramps or newly constructed ramps between MP 2.9 and 4.6. These improvements will bring curbs and ramps into compliance with the Americans with Disabilities Act and increase pedestrian safety throughout the town. If CDOT and Nucla finalize an agreement and funding becomes available, this project is scheduled for Ad in December 2022.

Region 5 Projects All Jan 2021: SH 97 NUCLA PEDESTRIAN IMPROVEMENTS	
AD_Date	December 31, 2022
BE	
BMP	2.93
Const_Yr	2,022
EMP	4,58
LA	0
Other	240,000
Priority	0
Proj_Desc	SH 97 NUCLA, CONSTRUCTION OF ADA RAMP
Proj_Name	SH 97 NUCLA PEDESTRIAN IMPROVEMENTS
Route	097A

R5 FY22 Chain Stations- 24425

Budget: \$1.85mill

Funding Type: Freight

Ad Date: December 2022

This chain station project will be located on US 160 Wolf Creek Pass and La Veta Pass, on SH 17 Cumbres Pass, and potentially two locations on SH 145 in San Miguel County. Four new chain stations will be constructed. Other work will include light installation, widening and paving, conduit installation and guardrails where needed. In addition to chain stations, 4 VMS signs will be replaced in both Region 3 and Region 5. The Ad date is tentative for December 2022 with construction in 2023. The exact locations are below:

- US 160, La Veta Pass MP 276.7
- SH 17, Cumbres Pass MP 0.1
- US 160, Wolf Creek Upper East MP 173.7 (Paving Only)
- SH 145, MP 68.9
- SH 145, Deep Creek MP 75.4

US 160- La Veta



SH 17- Cumbre



US 160- Wolf Creek

Region 5 Projects All Jan 2021: R5 FY22 CHAIN STATIONS

AD_Date	December 1, 2021
BE	
BMP	173.60
Const_Yr	2.023
EMP	173.80
LA	0
Other	0
Priority	1.618.157
Proj_Desc	US 160 (MP 173.7,176.6,276.7), SH 17 (MP 0.1), CHAIN STATIONS FOR US 160 AND SH 17
Proj_Name	R5 FY22 CHAIN STATIONS
Route	160A
Safety	0
SAP_Num	24.425



SH 145, MP 68.9 and MP 75.4, Deep Creek

