

Application form



NON-MOTORIZED TRAILS GRANT APPLICATION - SUPPORT

PROJECT BASICS

Title **Salida to Leadville Stage and Rail project final Phase 1**

Type Construction Planning
 Maintenance Support

Phased project Yes No If yes, Phase # **1** of **2**

Brief summary

The Salida to Leadville Stage and Rail project is a Colorado 16 long distance hiking, driving, and cycling historic route celebration initiated in 2010. The proposed final phase 1 will focus on education, interpretation, mapping, a brochure and opening access to designated sections.

Grant request	\$ 45,000.00	Grant ratio ¹	65 %	rev 63%
Match	\$ 26,450	Match ratio	35 %	rev 37%
Total	\$ 71,450	Total	100 %	

APPLICANT

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

Organization **Greater Arkansas River Nature Association GARNA**

Postal address **PO Box 1522**

City **Salida** State **CO** ZIP Code **81201**

General email **info@garna.org** UEI #

Lead contact **Jason Marsden** Title **Executive Director**

Telephone **(719) 539-5106** Email **director@garna.org**

Project manager **Alan Robinson** Title **Volunteer Stage and Rail project adviser**

Telephone **(719) 221-1259** Email **robinsonalanh@gmail.com**

PARTNER OR CO-SPONSOR

Organization N/A

Postal address

City State CO ZIP Code

Contact name Title

Telephone Email

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

PROPERTY

Nearest town or city **Salida-Buena Vista-Leadville** County **Chaffee and Lake**

Latitude/Longitude **multiple between these cities** Congressional district **7**

Name of property owner **multiple jurisdictions: three towns, two counties, BLM and Forest Service**

Trail Corridor controlled by Fee simple Lease Easement
 License ROW Other: **multiple agencies**

TRAIL

Uses Hiking, walking, running Biking Equestrian

E-bikes allowed? Yes No Snow sports (non-motorized) ADA Accessible
 Other: **licensed motor vehicles on some sections; OHVs on some sections**

Estimate percentage by type (e.g.,) **50% hiking, etc. 10% biking, 5% hiking etc. 85% other**

Surface Natural Crusher fines Asphalt Concrete
 Other: **majority unpaved gravel surface county roads and dirt BLM/FS system route:**

Size of new trailhead (sq. ft.)	none	Length of trail being planned	about 75 mile
Length of new trail construction ²	none	Length of trail maintenance	none
Length of inter-connecting trail	none	Length of trail reroute	none
Length of decommissioned trail	none	Length of restored trail	none
Length of trail to be signed	about 25 mile	Length of trail grooming	none

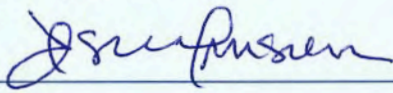
Other: **multiple jurisdictions are responsible for route maintenance**

Estimated amount of paid crew hours: Grant **none** Match: **none**

ACKNOWLEDGEMENT

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

Authorized Representative

Signature  Date **10/2/2023**

Name **Jason Marsden** Title **GARNA Executive Director**

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

Greater Arkansas River Nature Association



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81201

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20 September 2023

Colorado Parks and Wildlife
State Trails Program

Re: Non-motorized support grant application "Salida to Leadville Stage and Rail project Final Phase 1"

To Whom It May Concern:

As Chair of the Board of Directors of the *Greater Arkansas River Nature Association* (GARNA), grant applicant, I am pleased to submit the accompanying Governing Body statement referencing the non-motorized support grant application "Salida to Leadville Stage and Rail (S&R) project Final Phase 1."

As referenced in the application, GARNA and its volunteer Stage and Rail (S&R) Working Group have been active in promoting development of this long-distance historic route beginning with a Colorado State Trails Program Planning Grant in 2010 for a Feasibility Study, completed on schedule in June 2012. We were awarded another planning grant in 2013 to successfully complete a draft Master Plan in 2015. Two more CPW Trails support grants have helped with route implementation. As the GARNA Board, we are committed to seeing this project through in its final implementation and later maintenance phases.

The S&R project is designating an historic route that, with minor exceptions, is following existing public roads and trails already open to the types of anticipated public use. These include, where permitted by the appropriate jurisdiction, driving by licensed street-legal vehicles, state registered OHVs, bicycling, walking, running, hiking and in some cases equestrian use. In this situation, continued public use and permanent management control of the designated historic route is assured by the relevant jurisdictions, not by the applicant. These jurisdictions include Chaffee and Lake Counties for their county roads, the towns of Salida, Buena Vista and Leadville for city streets and trails, and the BLM and US Forest Service for their open system roads. No sections of CO Department of Transportation (CDOT) managed highways are included in the proposed historic route, although users may choose to follow CDOT highways to access and connect to designated section of the historic route.

As documented in the application, each of these jurisdictions has been supportive of the project throughout its history, and continue to be in support of the present CPW Trails program support grant application, as further evidenced by cash and in-kind match pledged in the application budget.

As to GARNA's capacity to complete grant administrative oversight and reporting, if awarded, please refer to our 27-year record of successful performance with the following:

- Multiple Colorado State Trails Program planning and support grants for the S&R project referenced above, including contracting an S&R project coordinator similarly proposed in the current grant application;
- Grants totaling over \$560,000 related to Heritage Area and Scenic Byway planning awarded by the Colorado Department of Transportation, State Historic Fund and Chaffee County;
- Grants totaling over \$110,000 awarded by the Colorado State Trails Program (motorized and non-motorized) in support of the GARNA chapter *Friends of Fourmile* for assisting recreation management on public lands managed by the BLM and Forest Service;

- Grants totaling \$165,000 for the Chaffee Mobile Gear Library, including \$65,000 from CO Parks and Wildlife's Outdoor Equity Fund.

Finally, members of the S&R project Working Group have already demonstrated their dedication by contributing thousands of volunteer hours during the previous S&R studies and implementation activities; they have reaffirmed their intent to maintain this commitment for the proposed next phase. Among this group are a retired professional national and international park planner (Alan Robinson) and an active nationally rated graphic designer (Katherine McCoy). Their design and oversight of the previous studies created high quality process and products, praised by local stakeholders, the American Trails non-profit group (in a 2014 national trail planning award for the Feasibility Study) and by CPW's own grant management staff.

On behalf of our entire GARNA Board, and our whole community who greatly values the Stage and Rail trail system, I respectfully request you give this application your favorable review. Thank you for substantial support of the Stage and Rail project over the years, and for your consideration of our current application.

Please don't hesitate to contact me if I can provide further information.

Sincerely,



Beth Helmke, Chairperson
GARNA Board
ebethhelmke@gmail.com

Timeline

NON-MOTORIZED TRAILS GRANT APPLICATION



PROJECT DETAILS

Organization **Greater Arkansas River Nature Association GARNA**

Project title **Salida to Leadville Stage and Rail project final Phase 1**

TASK <small>Mobilization, staffing, construction or maintenance elements, planning phases, etc.</small>	Dates*	Dates	Dates	Dates	Dates	Dates	Dates
Advertize coordinator position	Mar-Apr 24						
Contract with coordinator		May-Jun 24					
Subcontract design interp panels			Jun-Jul 24				
Interp panel design complete				Sep-Oct 24			
Subcontract design kiosk			Jun-Jul 24				
Kiosk design complete				Sep-Oct 24			
Construct frames, kiosk				Sep-Oct 24			
Print, install frames, kiosk					Oct-Nov 24		
Purchase, install signage		May-Jun 24					
Shoot videos			Aug-Sep 24				
Deliver videos					Oct-Nov 24		
Subcontract social media work			Aug-Sep 24				
Deliver social media work						Jan-Feb 25	
Subcontract map, brochure				Sep-Oct 24			
Deliver map, brochure						Mar-Apr 25	
Print map, brochure						Apr-May 25	
Opening ceremonies							May-Jun 25
Administrative Close-out							Jun-Jul 25

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

Criteria Questions



NON-MOTORIZED TRAILS GRANT APPLICATION - SUPPORT

Organization Greater Arkansas River Nature Association GARNA

Project title Salida to Leadville Stage and Rail project final Phase 1

1. PROJECT NEED

15 points

- A. Give a detailed description of the project, including information such as how this will enhance volunteer capacity or deliver training and education to support trail users.

The proposed project is the near-final* phase in Feasibility, Master Planning and implementation of a regional scale, 75-mile hiking, driving, and cycling route along the historic Canyon City to Leadville Stage Road and Midland Railroad between Salida and Leadville in the Upper Ark River Valley. Previous phases, all supported by CPW Trails grants and match, concentrated on public and partner participation in planning, and later on securing formal designation of sections by relevant jurisdictions. The majority of proposed routes have been designated and signed, and the balance is nearing designation. The proposed phase shifts focus to education, interpretation, mapping, printed and on-line materials, expansion of media presence, volunteer participation, and education of users to responsibly and safely access open sections. Applicant will contract a professional coordinator to oversee delivery of outputs. The goal is to prepare Stage and Rail Historic Route for a long-term future of minimum-cost-effort oversight and management. This is the crucial end phase to reach the S&R's full "open" potential. *Project title is Phase 1 because there may be need for a smaller Phase 2 in 2025.

- B. Describe how issues such as existing trail system management, wildlife and natural resource conservation, new trail development, and long-term maintenance will be addressed during this process.

In this and subsequent Criteria responses we respectfully ask reviewers to take into account the proposed project is the near final phase of a more than 13-year series of projects, each building on previous results. Thousands of paid professional and volunteer hours have been contributed along with hundreds of staff hours from our five plus partners having jurisdiction over the 75-mile historic route. Management of the route, wildlife and natural resource conservation issues and maintenance have largely been considered and addressed in previous phases, most explicitly in the draft 2016 Master Plan; the proposed phase, though it would respond to changing circumstances, does not expect to alter existing arrangements with our partners. It will concentrate on education and interpretation; no new trail is proposed, consistent with the past approach that the route is only designated on existing publicly-accessible city, county or federal lands roads and trails. See Q.6 for specific wildlife response.

- C. How will this project demonstrate a significant improvement to community trail systems and larger connectivity throughout communities and existing trail systems?

Noting the current proposed project is nearing the end in an integrated series of projects to plan and develop a long distance regional route, we observe the following. Both Chaffee and Lake Counties have existing trail systems and plans, as do the towns of Salida, Buena Vista and Leadville. None of these entities have existing or planned trails or routes that would provide connectivity; the Stage and Rail historic route provides precisely that. It deliberately does so in partnership with two existing scenic byways (Collegiate Peaks in Chaffee and Top of the Rockies in Lake). The S&R historic route is a slow speed immersive byway alternative experience in the transportation and growth heritage of the two counties. The current proposal will provide education and interpretation that will significantly improve resident and visitor experience of that heritage, emphasizing how all the cultural components along the route share in that heritage.

2. COMMUNITY BENEFIT

15 points

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

We recognize two levels of “community.” First, actual users: a relatively small number who drive, hike or cycle the full 75 miles; the majority of users will be residents of the three towns who repeatedly drive or cycle open sections closest to their homes. Non-resident users will include some first-time or repeat visitors to the scenic byways; another set of non-residents, predominantly cyclists, will “discover” the route as an add-on to extensive non-motorized trail systems near each of the three towns. Due to the gravel/dirt surface of the route it may become known to the rapidly-growing “gravel grinding” rider class. Unfortunately few hard numbers are available for the number of resident and visiting cyclists, but the surge in use of trail systems near the towns is evidence of seriously expanding interest. This parallels the huge growth in overall visitation (now millions per year, anticipated to double) to the two counties. Another level of “community” to benefit is the general population (Chaffee 20,000, Lake 7,000). Even if they are not physical users they will be influenced by education and interpretation outreaches of the project.

- B. Describe why this support project is important at this time (resource damage, user safety, increased trail usage, etc.) and how this project will meet those needs.

Development of the S&R route over the past 13 years, supported by CPW trails grants, was sequenced to first accomplish planning to gain buy-in from jurisdictional partners and the public, followed by implementation focused on formally designating and signing as much as possible of the 75-mile route. Education, interpretation and inviting the public to use the route was deliberately delayed, and seen as the final phase to bring the regional route to its full potential. The proposed project is designed to provide for that education, interpretation and invitation; in some ways it is the most important in the sequence because it will allow project managers to declare the route “open.” It will provide users information to responsibly and safely enjoy the route, and interpretation to appreciate the historic significance of the stage and rail lines the route celebrates. In simple terms it is the capstone of the S&R project; if it is not accomplished there is potential the major investment of time, funding and the development of public expectations will be lost. And the time to move on this capstone phase is now, capitalizing on the momentum of partner support and the public’s anticipation.

- C. What are the benefits of this effort to trail users and groups in the region and/or state?

As noted, the proposed project will result in formal invitation to use sections of the historic route, providing additional recreational and educational options for residents and visitors. It will deliver added value to two already-popular heavily-visited scenic byways. It will – as it already has – enhance cooperation and respect between institutions in two adjacent counties that have a history of not always paying attention to the opportunities of sharing the Upper Arkansas Valley’s abundant recreational resources. Over time, the completed route with signage, wayside interpretation, user friendly mapping and social media exposure may become known regionally, serving an even wider population, as its “16 in 2016” status portends. Both Chaffee and Lake Counties are currently assessing the impacts of increasing recreation and stressing the importance of sustainable, responsible tourism. This project is committed to consistency with county policies, and its products (education, interpretation, information) will stress responsible low-intensity use, and minimize active “marketing” or promotion.

3. PROJECT MANAGEMENT

10 points

- A. Give a detailed description of who will perform the support work funded by this grant, and who will oversee operations. For example, will this project fund a staff person, volunteers, and/or contractor?

A previous CPW Trails support grant (2016) allowed the S&R project to contract a Coordinator who oversaw multiple tasks centered on achieving route designation and signing (plus other significant accomplishments; see B. below). The current proposal will utilize the same successful approach, with the applicant GARNA contracting a professionally qualified individual (or firm) with requisite insurance status. Day to day activities to produce the project's deliverables will be performed or overseen by the coordinator, who will negotiate and supervise subcontracts to complete specific tasks (for example to develop and produce interpretive wayside panels). GARNA will exercise supervision of the Coordinator as part of its duties as grant recipient and administrator of grant and matching funds. Also as in previous successful CPW grant funded activities, the contracted Coordinator will be assisted but not overseen by a volunteer Working Group in place for the full sequence of S&R projects since 2010. The future Coordinator will also benefit from continued input from a partner plus citizen advisory group that has been in operation since completion of the draft Master Plan in 2015. Some grant-funded activities will require volunteer assistance, for example physical installation of wayside exhibits and trailhead kiosks, but also periodic patrolling to monitor for issues to report to the relevant jurisdictional partner. Staff in partners such as Lake and Chaffee Counties and the towns of Salida, Buena Vista and Leadville will from time to time be consulted in the course of completing the funded activities. In-kind match has been obtained from two of these partners which assures they will provide such staff time without charge.

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

Because S&R project was supported entirely by CPW Trails grants beginning 2010 we include information extending to that first grant. "Feasibility/planning study for a public access trail... Leadville to Salida" planning g. award 2011, request/award \$40,000, total proj \$52,000; extensive public involvement, prof. planning firm assist, completed on time published 2012. "Master Plan... trail Salida to Leadville" planning g. award 2013, request/award \$45,000, total project \$66,128; extensive public involvement, prof. planning firm assist, completed on time published 2015. "Stage and Rail Trail [Implement. Yr 1]" support g. award 2016, request \$45,000/award \$26,298, total proj \$36,548; "Stage and Rail [Implement Yr 2]" support g. award 2017, request \$24,000/award \$20,200, total proj \$28,750. Initial 2yr request divided separate applications CPW request; prof. coordinator, multiple Master Plan recommendations accomplished on time. Other relevant grantor funded projects "CR313 Bike Lane Buena Vista... Johnson Village" \$195,000 obtained CPW Colorado the Beautiful applicant/award to Chaffee County; completed 2019. Rails to Trails/Doppelt grant \$5000 2020 for website, mapping audio tour; on time.

4. PLANNING**10 points**

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

The current proposed project focusing on education and interpretation accompanying formal opening of sections of the historic route has been envisioned since early in project development. As noted in 3.B. the first step was to undertake a CPW trails grant funded feasibility study. This was facilitated by a professional planning firm, assisted by the project's volunteer working group. It was extensive in scope and public and jurisdictional partner involvement including open meetings in the three involved towns; completed and published in 2012.* Following conclusion by partners it was a feasible concept, it was followed by an equally extensive Master Plan study which included reference to final phases to provide for education, interpretation and user-friendly mapping and information. The draft Master Plan was published in 2015. By mutual consent relevant partners agreed to leave the document in draft, allowing for flexibility in final implementation details, but each accepted it in concept. Although it has been nearly a decade since the notion of providing education/interpretation was first developed in planning, the current proposal is essentially as originally envisioned; it is understood to be the critical final phase that will move the project to its intended status as a publicly-accessible, well advertised, clearly identified, well-interpreted pathway that will provide for physical recreation and enjoyment while also offering insight into the significance of the historic transportation routes it follows.

*The Feasibility Study was recipient of a prestigious national planning award by American Trails in 2012.

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

Earlier S&R projects resulted in a draft Master Plan, available at <https://www.stage-rail.com/trail-documentation>. The Plan is a comprehensive, professionally produced document including background of the two routes being followed plus detailed section by section mapping and recommendations for routes and areas to be preserved, interpreted and made available for access on existing public roads and trails. It is on the basis of this Plan and its progress by 2015 the S&R historic route was awarded status as one of the Colorado the Beautiful program's top "16 in 2016" trails "...to elevate ...critical trail gaps, missing segments and undeveloped trails..." (2016 Statewide Trails Strategic Plan, Colorado The Beautiful And Components.Docx pg.1) The S&R project and its route was found, in comparison to about 200 others, to rank highly on nine criteria for selection (same ref., pg.2) including strong local support, linkage to other trails, connection to outdoor recreation opportunities, economic development for nearby communities, benefit to multiple types of users, partnerships with governments, nonprofits and the private sector, among other criteria. Highlighting the "linkage" criterion, the S&R historic route will eventually connect at its northern terminus with yet another "16 in 2016" trail, Fremont Pass Recreational Pathway linking Leadville to Copper Mountain. The current proposed project, because it will provide the still-missing and critical final elements of the S&R project – its interpretive and informational services to the user – is essential to complete the decade-long series of CPW-supported predecessor phases. Only when these elements are present, and users are finally invited to access the routes, will the maximum benefits of the wider project be fulfilled.

5. OUTCOME**10 points**

- A. Describe the deliverables for the project. Include post-project monitoring and evaluation, volunteer stewardship/personnel and other trail system management strategies.

Deliverables, to be overseen by a project-contracted and compensated professional coordinator, include an S&R route map and brochure; routeside interpretive panels, access-point kiosk with information panel; expanded, updated and maintained social media presence; and video clips accessible on social media. Highly experienced veteran volunteers in the project's Working Group will advise the coordinator, and other volunteers will participate in unfunded aspects such as installation of interpretive panels and the kiosk, and in monitoring sections to report issues needing maintenance or added signage. In the course of the coordinator's duties he/she will call upon the existing S&R partner and citizen advisory group and through this mechanism and individual contact with partners assure the various route sections through different jurisdictions are maintained and free of correctable hazards. Since the S&R project itself has no jurisdiction over, responsibility for or liability with respect to the designated routes, it is the role of each jurisdiction (e.g. the two counties and three towns) to assure maintenance and reduction of hazards. Similarly it is their responsibility to set and enforce regulations which users must comply with on the various sections, including requirements for motor vehicle licensing, speed limits, types of motorized and non-motorized user allowed. Post-project monitoring will be the responsibility of the volunteer Working Group, and as currently planned, will consist of informal surveys of users encountered at trailheads, interpretive panel sites and as encountered along the routes. Social media will be monitored by the Working Group to gauge effectiveness of media content and collect feedback on user reaction to the other deliverables.

- B. List (in bulleted form) and provide a brief description of each: Objectives, Tasks/Project Milestones, End product and/or deliverables.

Project general objective: to provide attractive, accurate interpretive and informational materials that will educate users on historic values while providing guidance on safe, responsible behavior while recreating along the routes.

Milestones include completion of the deliverables, which may be on differing schedules (see Task Table). The final milestone (End Product) will be when all deliverables are complete and users are invited to access open sections. If there are delays in being able to open certain sections, deliverables will be restricted to open sections.

Deliverables (see A. above). A further comment on deliverables is that care will be taken that all products (interpretive panels, kiosk panels, map, brochure and social media) will bear a family resemblance in style to develop a Stage and Rail brand recognizable throughout the 75-mile route.

Please also see the Photo pages for description of a safe route – the Crossroads Trail – completed under US24 which was a major Milestone achieved in July 2023, allowing pursuit of designation of the final 16 miles of the northern historic route through Lake County.

6. WILDLIFE AND NATURAL RESOURCES**15 points**

- A. Describe how potential impacts to wildlife and natural resources will be evaluated (using 'Planning Trails with Wildlife in Mind', mapping tools, etc.). Include any positive impacts this work will showcase.

Reviewers are reminded neither the proposed project nor previous S&R projects have proposed construction of new trails. The S&R approach is to identify existing publicly accessible roads and trails and request relevant jurisdictions accept and designate those roads and trails as part of the S&R Historic Route. The result is that, with provisos described in B. below, wildlife and natural resource issues had been addressed before the overall project began, and before the proposed project commences. County roads, city streets and trails, Forest Service and BLM system routes that have been or will be designated have been open to the public for allowed uses long before the S&R project began. Designation as a S&R historic route will not require or cause a change in allowed uses. During the project, coordinator will communicate with jurisdictional partners, and if wildlife/natural resource impacts are evident and attributable to users drawn by project products, modifications or closures would be jointly considered. As a positive, wildlife interpretive messages will be included in wayside panels and brochure, and the routes offer excellent slowpaced watchable wildlife opportunities.

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

None have been made available to the Applicant prior to the application deadline. Should any issues be raised at a later time the project coordinator will engage with local CPW area officials and the jurisdictional partner (e.g. a county or the Forest Service) and be open to modifications that might be recommended. As for past issues, CPW officials have been involved in both the Feasibility Study and Master Plan preparation. In one early instance the local wildlife officer who had been involved in negotiating an easement (Moyer Easement) advised us to shift the historic route because that easement did not allow public recreational use. At another time CPW managers advised the project to change the draft Master Plan's proposed route along the old stage road south of Granite to avoid potential impacts on Bighorn sheep lambing areas. Both recommendations have been accepted.

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

Neither the proposed project nor earlier components are responsible for creating new roads or trails. To our knowledge none of the public roads or trails designated or pending are currently considered to be causing wildlife impacts or if CPW officials have raised concerns about these routes. If there are concerns, especially if added use attributable to the historic route designation is a factor, project leadership would work with the relevant jurisdiction and CPW officials to minimize and mitigate impacts. Any required actions would be undertaken by the jurisdictional partner, not the project. Such things as seasonal closure etc. would affect all users, not just those who may have been drawn to that section as an historic route. There is a significant section in southern Lake County where the old stage road runs through the new Arkansas River Community Preserve. A preserve management plan is being developed which among other features will determine the extent of public use, including use along the old stage road. If and only if that plan permits such use the S&R project would request the relevant jurisdiction (Lake County) to designate the section through the Preserve.

7. PUBLIC ENGAGEMENT & PARTNERSHIPS

15 points

- A. Describe efforts you will undertake to engage the public, especially the community served by the project (number of meetings held, public comments, citizen surveys, etc.) through this grant.

As has been noted, the proposed project is the end point of a long series of previous steps. Those earlier stages, especially Feasibility Study and Master Plan, involved extensive professionally-facilitated public and partner involvement. Preliminary ideas on route selection, uses that were allowed, material on historic significance were presented in about 10 public meetings in locations convenient to southern, central and northern populations. Although reception was strongly positive there was opposition to certain sections being designated (e.g. from residents of Granite). The draft Master Plan addressed positive and negative inputs and was ultimately accepted in principle by all jurisdictional partners. The deliverables identified in the current proposal (e.g. educational and interpretive) will be developed in their concept phases with input from partners and representatives of expected users (cyclist clubs, scenic byway managers, city recreation departments) but extensive public involvement in the final appearance is not expected. We respectfully request that reviewers of this section take account of the comprehensive public involvement which preceded the current proposal.

- B. Include how stakeholders (public agencies, conservation/stewardship/recreational groups, community organizations, school, and/or local businesses) will be identified and involved in the planning process.

Even before the first CPW Trail grant award in 2010, the S&R volunteer working group had been identifying and consulting with potential jurisdictional partners (those with formal jurisdiction over routes that might be designated), namely Commissioners of both Chaffee and Lake Counties, and governments and recreation staff of Salida, Buena Vista and Leadville. Managers of the two local scenic byways were contacted and their involvement encouraged; non-motorized trail support groups in Salida, Buena Vista and Leadville were contacted and brought into the public involvement process accompanying the Feasibility and Master Plan studies. Visitor Bureaus were contacted and print media published articles explaining the concept; over time, a sophisticated website and Facebook page were developed where readers could comment on progress. Following the 2015 Master Plan the recommended Partner Advisory Board, including citizen members, was activated and continues through the present. The proposed project, where appropriate, will engage with all these existing components of the S&R constituency to ensure the deliverables meet their expectations for content and quality.

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

In the long process of planning and development of the Historic Route project, little opposition was voiced over this projected end point of providing education and interpretation. There was opposition over route selection centered in the Granite area. Granite is an unincorporated community in northern Chaffee County of about a half dozen full time residents, through which the stage road ran. The stage route is now a numbered Chaffee County road open to licensed vehicles and all types of non-motorized use. The majority of Granite residents and property owners who spoke up were concerned designation and use would lead to disturbance of their current lifestyles and even involve property trespass and damage. Opposition to designating the route south of Granite was expressed by CPW managers, as noted earlier. Adjustments to the proposal have been made that eliminated designation south of Granite; designation north of Granite may eventually occur pending decisions in the Arkansas Community Preserve management plan. If specific opposition to the deliverables in the current proposal develops, the project will address those concerns, as it has in the past, and seek mutually agreed solutions.

8. BUDGET AND FUNDING

10 points

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

In developing the current grant application the S&R Working Group returned to the same match contributing partners and volunteers that have consistently supported the project since inception in 2010, plus a new one. Particulars as follows.

Lake County Board of County Commissioners: \$3000 cash/\$500 in-kind secured Sept 2023
Chaffee County Board of County Commissioners \$3000 cash/\$500 in-kind secured Sept 2023
Salida City Council \$1800 cash/\$250 in-kind secured September 2023
Buena Vista Town Trustees \$1800 cash/\$250 in-kind secured September 2023
Leadville Town Council \$1800 cash/\$250 in-kind secured September 2023
Volunteer Working Group and other volunteers \$5000 in-kind secured September 2023
Chaffee County Visitors Bureau (new) \$5000 in-kind secured September 2023

In addition, two of these partners have already set aside cash intended to cover a specific deliverable in the current proposal (route signage in Lake County and Leadville), totalling approximately \$3800, as follows.

Tourism Panel Leadville and Twin Lakes: \$2,200 cash secured July 5, 2023
Leadville Town Council: \$1,566 cash secured November 2, 2022
Please see Budget Exhibit for details.

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

If this application is not successful the most severe consequence would be substantial delay in reaching the long-anticipated end point when the routes can be declared formally open and educational/interpretive materials are made available. There has already been a lengthy period between today and termination of the last CPW Trails grant in 2019. This was in part due to extended discussions with one partner (Lake County) on appropriate routes and concerns over private property owners liability, and in part due to the pandemic impact on volunteer and partner involvement. We are confident, given past history, that our usual financial match contributors will remain supporters if we must turn to other grantor options, but timelines suggest it would be a year or more before alternative grant funding might be obtained. Given that much of the route has already been signed, and more will be signed regardless of the outcome of this application, there will be pressure from the public to begin using the routes absent appropriate interpretive and informational materials, to the detriment of responsible use.

Project Budget



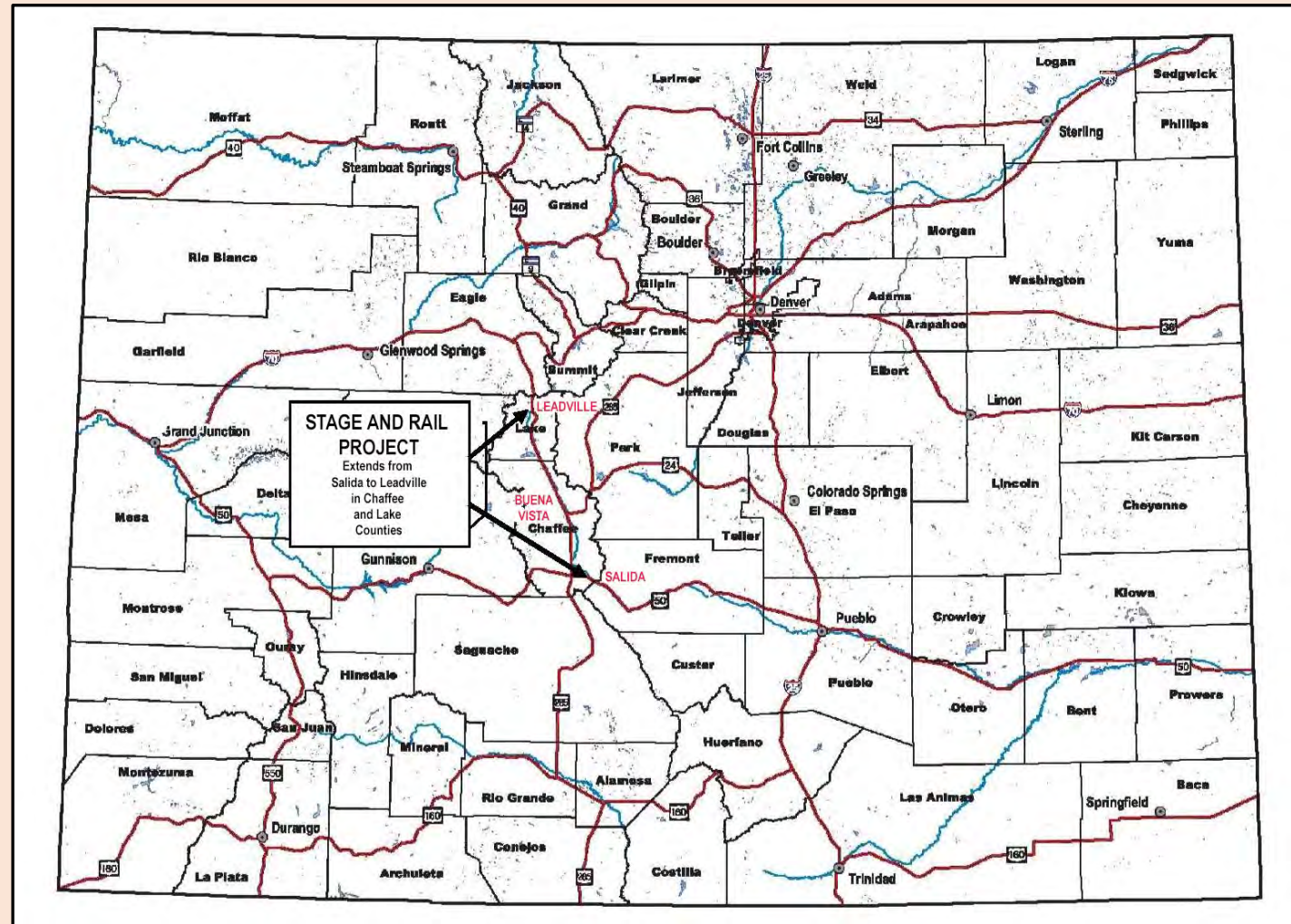
NON-MOTORIZED TRAILS GRANT

Project details				Match details					
CPW Grant #	Source of match			Type	Date available	Amount			
Organization GARNA	Greater Arkansas River Nature Association GARNA			Chaffee County	Cash	Sep-23	\$ 3,000.00		
Project title	Salida to Leadville Stage and Rail project final phase 1			Chaffee County	In-Kind	Sep-23	\$ 500.00		
				Lake County	Cash	Sep-23	\$ 3,000.00		
				Lake County	In-Kind	Sep-23	\$ 500.00		
				Leadville Twin Lakes Tourism Panel	Cash	Jul-23	\$ 2,200.00		
				City of Salida	Cash	Oct-23	\$ 1,800.00		
				City of Salida	In-Kind	Oct-23	\$ 250.00		
				Town of Buena Vista	Cash	Sep-23	\$ 1,800.00		
				Town of Buena Vista	In-Kind	Sep-23	\$ 250.00		
				City of Leadville two contributions	Cash	Sep-23	\$ 3,400.00		
				City of Leadville	In-Kind	Sep-23	\$ 250.00		
				Chaffee County Visitors Bureau	In-Kind	Sep-23	\$ 5,000.00		
				Project Volunteers	In-Kind	Sep-23	\$ 4,500.00		
Grant Request (auto populates)	\$	45,000.00							
Local match	\$	26,450.00	Min. Match	\$	11,250.00				
Project Total	\$	71,450.00					Match Total	\$	26,450.00

Description	Qty	Unit type	Cost per unit	Total	Type	CPW Grant	Local match	Balance
Contracted Services								
Contracted Coordinator	425	HR	\$ 80.00	\$ 34,000.00	cash	\$ 28,000.00	\$ 6,000.00	\$ -
Contracted graphic design-interpretive panels	1	EA	\$ 4,470.00	\$ 4,470.00	cash	\$ 4,470.00	\$ -	\$ -
Contracted graphic design-map and brochure	1	EA	\$ 5,000.00	\$ 5,000.00	cash	\$ 5,000.00	\$ -	\$ -
Contracted graphic design-kiosk info panels	1	EA	\$ 3,300.00	\$ 3,300.00	cash	\$ 1,500.00	\$ 1,800.00	\$ -
Donated in lieu of contracted video	1	EA	\$ 5,000.00	\$ 5,000.00	in-kind	\$ -	\$ 5,000.00	\$ -
Contracted social media expansion	1	ES	\$ 2,000.00	\$ 2,000.00	cash	\$ -	\$ 2,000.00	\$ -
				\$ -	cash			\$ -
Salary/Wages								
Grant administration by grantee	45	HR	\$ 50.00	\$ 2,250.00	cash	\$ 2,250.00	\$ -	\$ -
				\$ -				\$ -
				\$ -				\$ -
Materials/Supplies								
Purchase route signage	1	EA	\$ 2,000.00	\$ 2,000.00	cash	\$ -	\$ 2,000.00	\$ -
Print brochure	1	EA	\$ 1,530.00	\$ 1,530.00	cash	\$ 1,530.00	\$ -	\$ -
Construct kiosk, print information panel	1	EA	\$ 1,500.00	\$ 1,500.00	cash	\$ 1,500.00	\$ -	\$ -
Print interpretive panels	1	EA	\$ 1,000.00	\$ 1,000.00	cash	\$ -	\$ 1,000.00	\$ -
Purchase replacement signs	1	EA	\$ 850.00	\$ 850.00	cash	\$ 750.00	\$ 100.00	\$ -
				\$ -				\$ -
Additional Categories								
Travel expenses for monitoring route	1	EA	\$ 200.00	\$ 200.00	cash	\$ -	\$ 200.00	\$ -
Compensate GARNA staff for extra strategic consultation	42	HR	\$ 50.00	\$ 2,100.00	cash	\$ -	\$ 2,100.00	\$ -
Volunteer time from S&R team	150	HR	\$ 30.00	\$ 4,500.00	in-kind		\$ 4,500.00	\$ -
Staff time contribution from partners	30	HR	\$ 50.00	\$ 1,750.00	in-kind		\$ 1,750.00	\$ -
				\$ -				\$ -
TOTAL				\$ 71,450.00		\$ 45,000.00	\$ 26,450.00	

MAPS AND PHOTOS

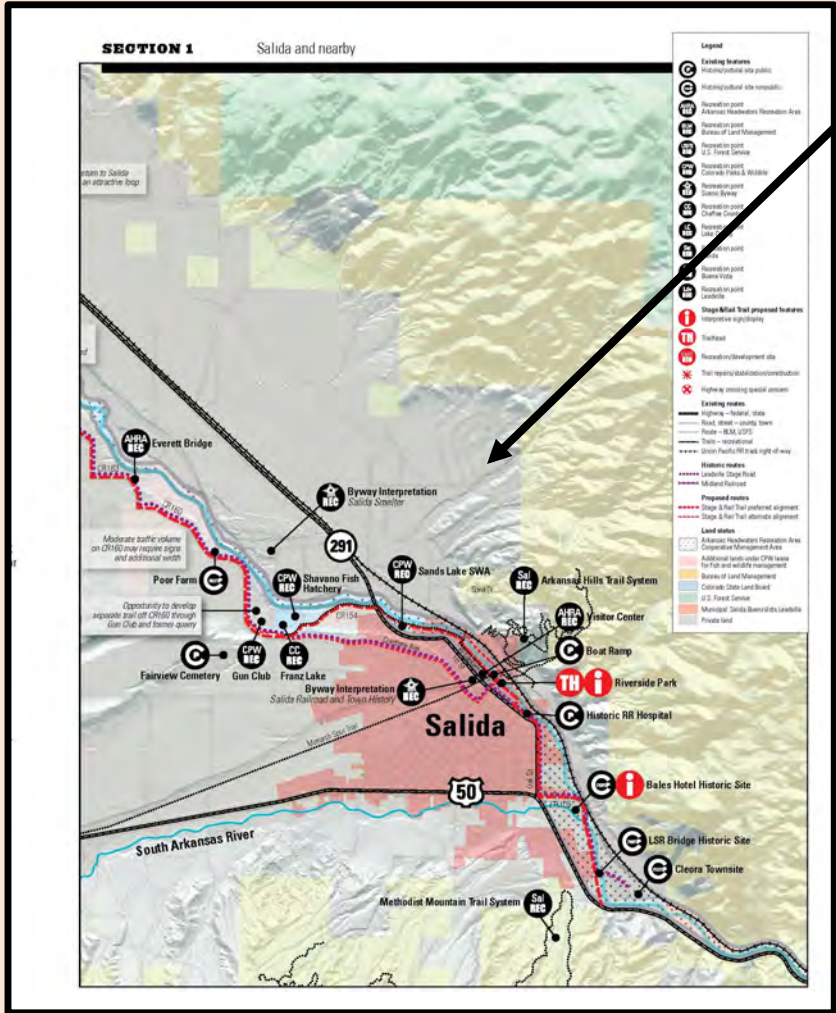
Salida to Leadville Stage and Rail project final Phase 1



STATE-WIDE VICINITY MAP

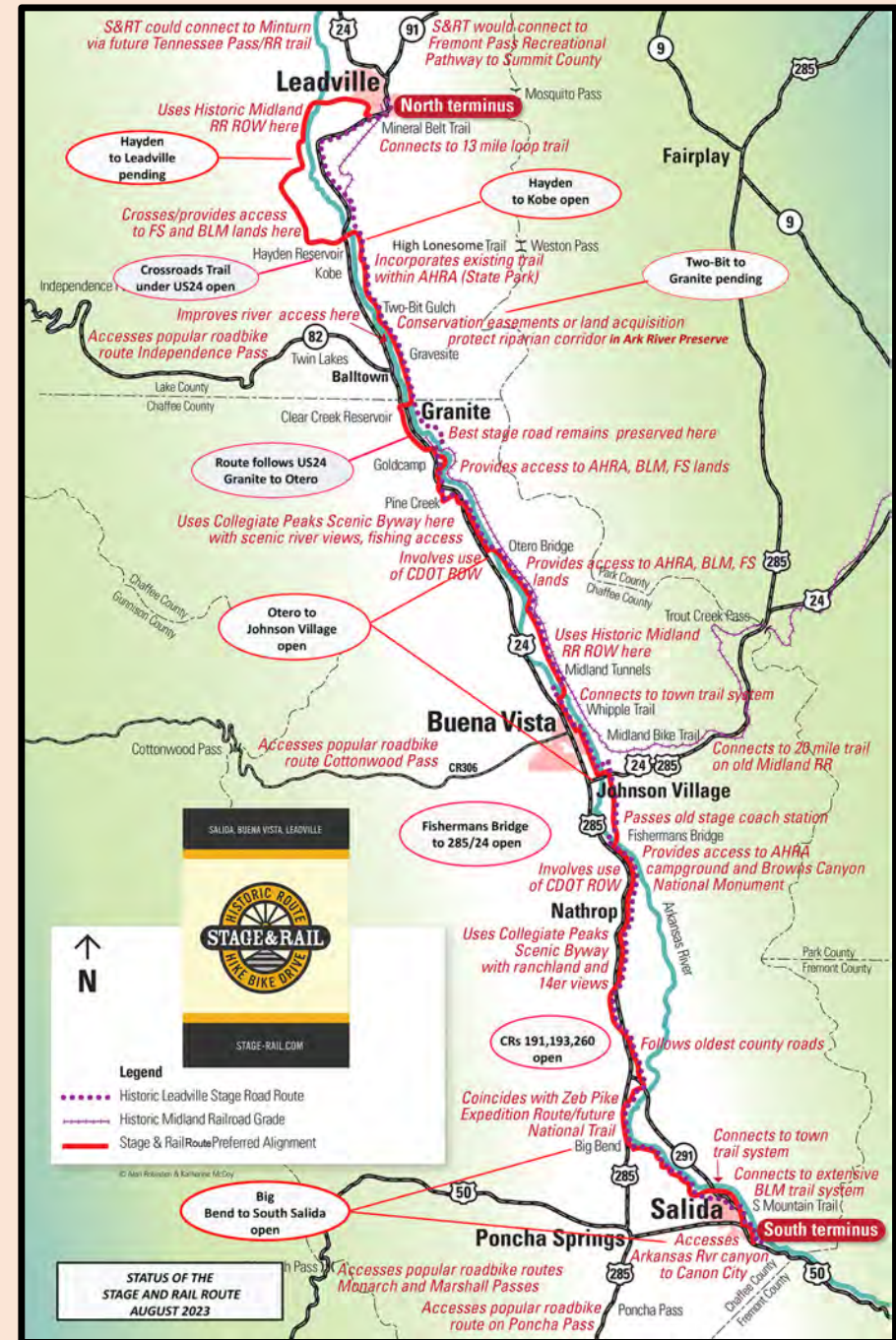
LOCAL VICINITY MAP

Physical products (route-side interpretive panels, trailhead kiosk) will be installed in key locations. This full-length map provides S&R status as of August 2023.



PROJECT SITE MAP

This is one example of eight detailed site maps of the full 75-mile S&R route found in the 2015 Draft Master Plan. Project activities will affect all sections in various ways.



EXAMPLES OF DELIVERABLE PRODUCTS

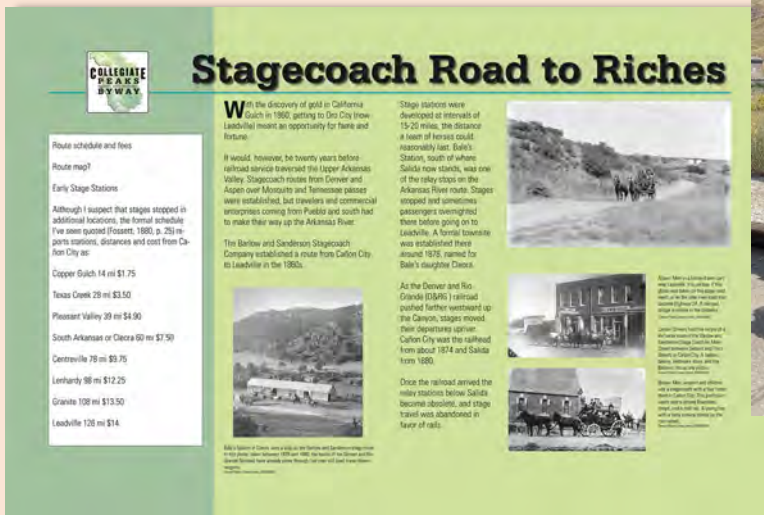
These are products the S&R Working Group has been involved with in earlier projects. Similar appearance and quality is proposed.



Wayside interpretive panels



Collegiate Peaks Byway brochure



Trailhead information kiosk



S&R road signs to be installed

REVIEW OF STAGE AND RAIL PROGRESS 2010-2023

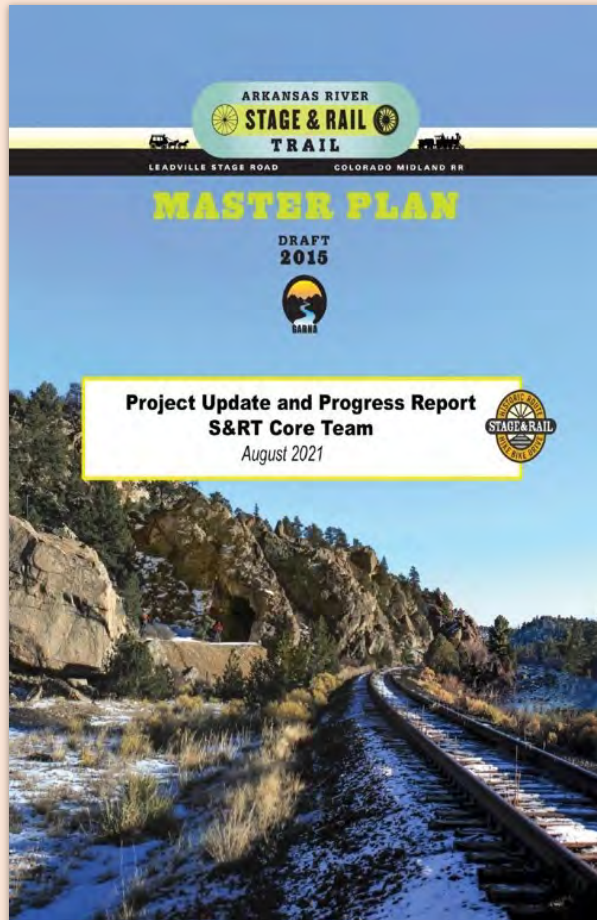
To emphasize the importance of the proposed next phase in the full and final development of the S&R project, here are images of work already completed.



National award for Feasibility Study



Selected as one of Colorado's "16 in 2016"



2015 draft Master Plan accepted in principle



Sophisticated comprehensive website



2022: All sections Salida, Buena Vista and Chaffee County designated and signed

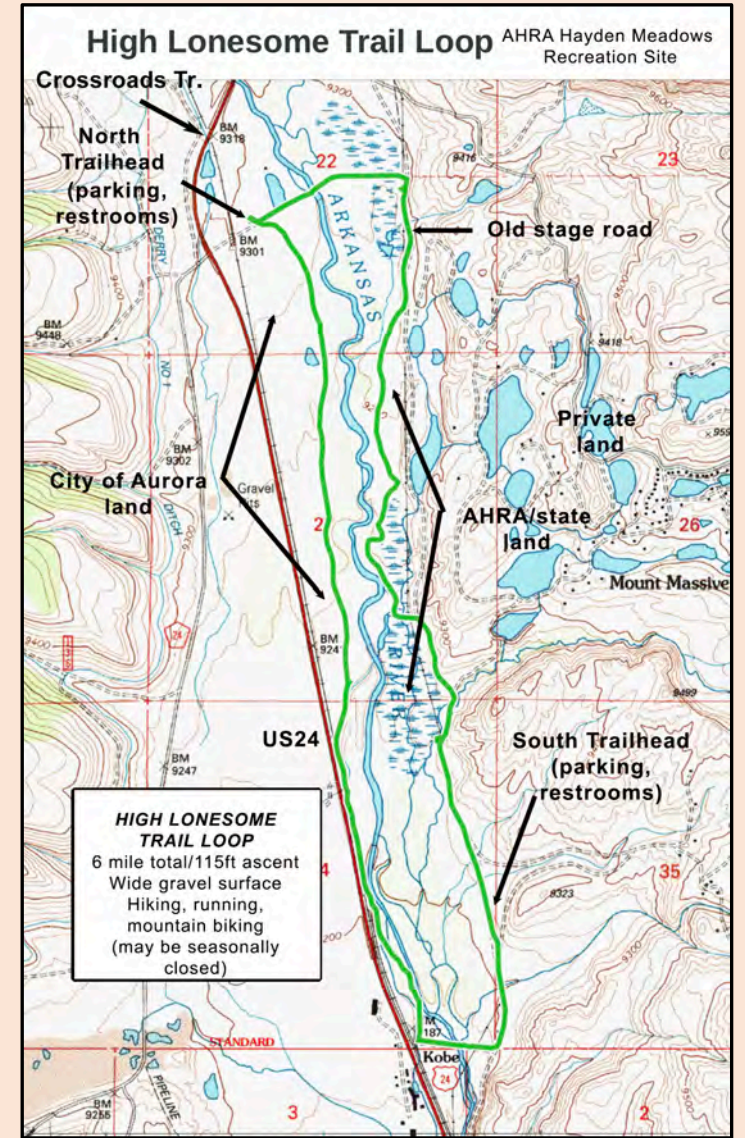
PROGRESS — continues



Sixteen miles pending in Lake County – preliminary rides on AHRA’s Bike Your Park Day



Central Colorado Conservancy’s New Ark River Community Preserve may designate stage route



Six-mile loop inside Arkansas Headwaters RA includes stage road, explores wetlands



Crossroads Trail under US24, volunteer hand-built, opened July 2022, provides safe access to public lands and the final S&R section to Leadville





Chaffee County Board of Commissioners

P.O. Box 699/104 Crestone Ave.

Salida, CO 81201

719.539.2218/www.chaffeecounty.org

September 19, 2023

Colorado Parks and Wildlife
State Trails Program

Re: Non-motorized support grant opportunity Salida to Leadville Stage and Rail project Final Phase 1

Dear Grant Review Committee:

Chaffee County is pleased to express our continued support for another and near-final phase of the Salida to Leadville Stage and Rail (S&R) historic route project, one of *Colorado Beautiful's* 16 top priority trails or routes to complete.

With previous CPW Trails grant program support, the S&R project has successfully proceeded through a Feasibility Study (2013) and preparation of a draft Master Plan (2015) and two phases of implementation (2017/2018). Implementation has thus far concentrated on the complex process of obtaining formal designation of the S&R historic route through five separate jurisdictions on the 75-mile proposed route through Chaffee and Lake Counties and the towns of Salida, Buena Vista and Leadville. This designation is now complete and signed through Chaffee County, Salida and Buena Vista, and is nearing completion in Lake County. As designated and in pending designation, the historic route, with minor exceptions, follows existing low volume public roads, town streets and trails and does not propose construction of new trails.

With route designation largely complete, the S&R project intends to shift focus in its near final phases to public education and interpretation of the significance of these two historic transportation routes, development of visitor-friendly maps and a brochure, and expansion of its existing social media presence.

Now, nearly a decade since the project was begun, we continue to believe completion and promotion of this historic route - a slow-speed heritage-focused adjunct to the Collegiate Peaks Scenic and Historic Byway in Chaffee County - will bring economically valuable responsible tourism as well as recreational benefits to the county and its residents.

As evidence of our support, we are committed to providing \$3000 in cash match and \$500 in-kind match at an appropriate time in the 2024 project implementation period. Based on our long relationship with the project applicant the *Greater Arkansas River Nature Association* GARNA we are confident in that respected group's ability to manage such a grant.

We encourage you to look favorably on this support grant application.

Sincerely,

CHAFFEE COUNTY BOARD OF COMMISSIONERS

A handwritten signature in blue ink that reads "Keith Baker". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Keith Baker
Chair



Lake County Government
505 Harrison Avenue, Leadville, CO 80461

To: Colorado Parks and Wildlife, State Trails Program

From: Tim Bergman, Lake County Manager

Date: September 29, 2023

Re: Non-motorized support grant opportunity Salida to Leadville Stage and Rail project Final Phase 1

Dear Grant Review Committee:

The Lake County Board of County Commissioners is pleased to express its support for a near-final phase of the Salida to Leadville Stage and Rail (S&R) historic route project. One of “*Colorado the Beautiful Initiative*” 16 top priority trails or pathways to complete, the S&R route plans to eventually connect to another top 16 trail, the Fremont Recreational Pathway from Leadville to Copper Mountain, which is under construction.

With previous CPW Trails grant program support, the S&R project has successfully completed a Feasibility Study (2013), a draft Master Plan (2015), and two phases of implementation (2017/2018). Lake County has firmly supported all these ambitious citizen volunteer efforts to establish a significant regional historic route. Implementation to date has concentrated on the challenging process of obtaining formal designation of the S&R route through five separate jurisdictions on the 75-mile proposed route through Chaffee and Lake Counties and the towns of Salida, Buena Vista, and Leadville. This designation is now complete and signed through Chaffee County, Salida, and Buena Vista. It is pending completion and signage here in Lake County once access across a few private parcels is confirmed. As currently designated, the historic route of the Canyon City to Leadville stage road and the Colorado Midland Railroad, with minor exceptions, follows existing low-volume public county roads, town streets, and trails and does not propose construction of new trails.

With route designation largely complete, the S&R project will shift focus in its near-final phases to public education and interpretation of the significance of these two historic transportation routes, so critical in the history of mining and growth of Lake County, plus development of visitor-friendly maps and a brochure, and expansion of its existing social media presence.

Nearly a decade since the project was initiated, we continue to believe completion and promotion of this historic path – a slow-speed heritage-focused adjunct to the Top of the Rockies National Scenic Byway in Lake County – will bring economically valuable, responsible tourism as well as recreational benefits to the county and its residents.

Based on previous relationships with the project applicant, *Greater Arkansas River Nature Association* GARNA, we are confident they have ample experience and capacity to manage the requested grant. As evidence of Lake County’s confidence, we are committed to providing \$3,000 as a cash match and a \$500 in-kind match at an appropriate time in the 2024/5 project implementation period. However, with the issues that have arisen in Colorado surrounding the protections of private landowners through the



Lake County Government
505 Harrison Avenue, Leadville, CO 80461

Colorado Recreational Use Statute (CRUS), this letter of support and financial commitments are contingent on the S&R project securing the appropriate designation commitments from private landowners along the Lake County portions of the route.

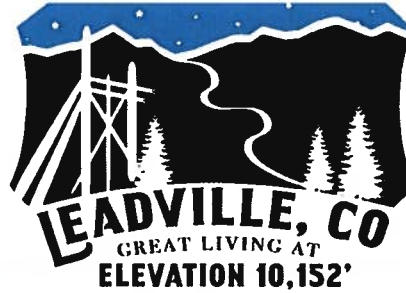
Sincerely,

/s/ Tim Bergman

Tim Bergman, on behalf of the Lake County Board of County Commissioners

Lake County Manager

800 Harrison Ave.
Leadville, CO 80461



Greg Labbe, Mayor
Office: 719.486.2571
Cell: 719.207.2072

September 25, 2023

Colorado Parks and Wildlife
State Trails Program

Re: Non-motorized support grant opportunity Salida to Leadville Stage and Rail project Final Phase 1

Dear Grant Review Committee:

The City of Leadville is pleased to provide our support for a near-final phase of the *Greater Arkansas River Nature Association*-sponsored Salida to Leadville Stage and Rail (S&R) historic route project, one of the state's *Colorado Beautiful* 16 top priority trails or pathways to complete.

Over nearly a decade, CPW Trails grant program funding has assisted the S&R project to complete a Feasibility Study (2013), a draft Master Plan (2015) and two years of implementation (2017/2018). Leadville has consistently supported these volunteer-driven labors to establish and celebrate an important regional historic route. Implementation so far has concentrated on the challenging process of establishing formal designation of the S&R route through five separate jurisdictions on the 75-mile proposed pathway through Chaffee and Lake Counties and Salida, Buena Vista and Leadville. Completed and signed through Chaffee County, designation and signage are pending in Lake County and Leadville. Its completion is especially important to the City because it will eventually connect to yet another of Colorado's top 16 priority trails, the Fremont Recreational Pathway from Leadville to Copper Mountain, now under construction.

The S&R historic route of the Canyon City to Leadville stage road and the Colorado Midland Railroad, with minor exceptions, follows existing public city streets, low volume county and Forest Service roads, and existing trails and does not propose construction of new trails.

With route designation nearing completion, the S&R project will shift emphasis in its final phases to public education and interpretation of the historic significance of these transportation routes, so critical in the mining history and growth of Leadville and Lake County. Additional useful products we anticipate include visitor-friendly maps, a brochure, and greater presence of the project on social media.

We continue to believe completion and promotion of the full historic path – which will contribute a heritage-focused element to Lake and Summit County's Top of the Rockies National Scenic Byway – will bring economically beneficial tourism as well as recreational and quality of life benefits to the City and its residents.

Leadville is familiar with the respected non-profit project applicant *Greater Arkansas River Nature Association* GARNA and is confident they have the capacity to manage another CPW trails grant. Confirming that confidence, we are committing to provide \$1800 in cash match and \$250 in-kind match at an appropriate time in the 2024/5 project implementation period.

We respectfully encourage you to favorably review this project's support grant application.

Respectfully,

A handwritten signature in blue ink that reads 'Greg Labbe'. Below the signature, the text 'Greg Labbe, Mayor City of Leadville' is printed in a black serif font.

Greg Labbe, Mayor
City of Leadville



Michael Conlin, Coordinator
875 Mtn. View Dr.
Leadville, Colorado 80461
(719) 486-2772

September 18, 2023

Colorado Parks and Wildlife
State Trails Program

Re: Stage and Rail Project - Non-motorized support grant Salida to Leadville Stage and Rail Project

Dear Grant Review Committee:

The Lake County Open Space Initiative (LCOSI) is pleased to add its support to the Greater Arkansas River Nature Associations (GARNA) grant request for funding to support the Final Phase 1 of the Salida to Leadville Stage and Rail Project. Funding would be used to advance public education and interpretation of the historic and cultural significance of the Leadville Stage Road and Colorado Midland Railroad in opening the central Rocky Mountain region of Colorado to settlement patterns and transportation systems that continue to drive the State's rural economy to this day, while providing non-vehicular connectivity between communities of the Upper Arkansas River Valley.

The Lake County Open Space Initiative is a collaboration of local, state, and federal agencies, educational institutions, environmental advocates, watershed stewards, and private sector proponents of the preservation and enhancement of community sustainability and watershed health. Over the past quarter century, the Initiative has acted as the catalyst for the acquisition, protection, and stewardship of close to 10,000 acres of land and associated water resources in Lake County for open space, wildlife, historic preservation, sustainable growth, public education, and outdoor recreation.

As an element of providing public access to the recreational assets of the Open Space, LCOSI has developed over eight miles of bicycle/pedestrian pathways as part of the Hayden Meadows Recreation Area, providing river access, trailhead infrastructure, sanitation, parking, and interpretive signage. Portions of the existing LCOSI trail system overlay the alignments of the historic Leadville Stage Road and Colorado Midland Railway.

The LCOSI trail system fills a critical gap along the Stage and Rail route. With the completion of the Crossroads Trail segment in 2022, the grade-separated crossing under U.S. Highway 24 now provides connectivity between trails on the east and west sides of the Arkansas River, paving the way for connecting the historic transportation routes that make up the Stage and Rail route between Hayden Meadows and the Mineral Belt National Recreational Trail in Leadville. The GARNA Stage and Rail group provided much of the dedicated volunteer workforce that hand-constructed the Crossroads Trail and are active participants in trail-based recreation in Lake County as well as the LCOSI stakeholder group.

The recreational, public access, and educational objectives of the Salida to Leadville Stage and Rail project are in concert with documented LCOSI goals and objectives, and GARNA has a proven track record in securing and administering grant funding to meet its Master Planning and implementation goals. We would strongly encourage favorable consideration of their grant request.

Respectfully,

R. Michael Conlin

R. Michael Conlin, LCOSI Coordinator



CHAFFEE COUNTY VISITORS BUREAU
**BUENA VISTA
& SALIDA**
Colorado

COLORFULCOLORADO.COM

September 25, 2023

Colorado Parks and Wildlife

State Trails Program

Re: Non-motorized support grant opportunity Salida to Leadville Stage and Rail project Final Phase 1

Dear Grant Review Committee:

The Chaffee County Visitors Bureau is pleased to express its support of the Greater Arkansas River Nature Association GARNA grant application for a near-final phase of the Salida to Leadville Stage and Rail (S&R) historic route project.

The Chaffee County, Colorado Visitors Bureau is a governmental organization dedicated to promoting tourism and enhancing the visitor experience in Chaffee County. Governed by a board of directors composed of local stakeholders and tourism experts, the bureau operates under the authority of Chaffee County government. Its funding primarily comes from a combination of lodging taxes, grants, and partnerships with local businesses. The bureau's overarching goals and objectives revolve around increasing tourism, supporting local businesses, and preserving the natural beauty and cultural heritage of the region.

The Bureau is pleased to confirm we will offer in-kind support to the project to the extent of \$5000. That support will include the services of our videography team, including drone capabilities, in production of one or more video products supporting and expanding the project's educational and interpretive outputs. The Bureau has had a long relationship with the applicant in other activities and is confident they are fully qualified to administer a grant of this type.

We encourage you to consider GARNA's CPW Trails program support grant application favorably.

Sincerely,
Scott Peterson

Marketing Director
Chaffee County Visitors Bureau

Document checklist



NON-MOTORIZED TRAILS GRANT APPLICATION – PLANNING OR SUPPORT

PROJECT DETAILS

Organization **Greater Arkansas River Nature Association GARNA**

Project title **Salida to Leadville Stage and Rail project final Phase 1**

DOCUMENTS

PRE-APPLICATION - SEPTEMBER

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

FULL APPLICATION - OCTOBER

Document	Source	Submission format
<input checked="" type="checkbox"/> 3. Application form	CPW template	PDF
<input checked="" type="checkbox"/> 4. Timeline	CPW template	PDF
<input checked="" type="checkbox"/> 5. Budget	CPW template	Unprotected Excel file
<input checked="" type="checkbox"/> 6. Photographs & maps	Applicant's own	Merged PDF (5 pages max)
<input checked="" type="checkbox"/> 7. Letters of support	Various	Merged PDF (5 letters max)
<input checked="" type="checkbox"/> 8. Resolution	Applicant's own	Signed PDF

ADDITIONAL PROJECT INFORMATION

9. Required match funding secured (including cash match funds)
10. Conservation/Youth Corps or other organization will be used on the project.
Name of organization: _____
11. Volunteers will be utilized on the project
Name of organization: _____