



COLORADO

Parks and Wildlife

Department of Natural Resources

GRANT APPLICATION CHECK LIST

MANDATORY:

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

ADDITIONAL PROJECT HIGHLIGHTS:

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

**TOWN OF NEW CASTLE, COLORADO
RESOLUTION NO. TC-2018-14**

**A RESOLUTION OF THE TOWN OF NEW CASTLE TOWN COUNCIL SUPPORTING
THE APPLICATION FOR A GRANT FROM THE COLORADO PARKS AND
WILDLIFE STATE TRAILS PROGRAM/ COLORADO THE BEAUTIFUL
GRANT PROGRAM**

WHEREAS, the Town of New Castle is a municipal political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Colorado Parks and Wildlife Division State Trails Program for Colorado the Beautiful trails construction and land acquisition; and

WHEREAS, outdoor recreation is a fundamental component of western Colorado's economy and quality of life, and to many Coloradans, outdoor recreation is more than just an activity, but is a lifestyle, and 90 percent of Coloradans participate in some form of outdoor recreation activity every year; and

WHEREAS, the Town of New Castle actively supports outdoor activity, healthy recreation facilities for our residents, a well-planned, well-maintained, and well-connected multimodal trails network, and the economic benefits to our businesses and residents which regional connectivity brings; and

WHEREAS, the "Lower Valley" (LoVa) Colorado River Trail has been a critical Colorado trails project, first identified by Governor Hickenlooper in 2016 as a part of Colorado's 16 for '16 trails priority list, now known as "Colorado the Beautiful"; and

WHEREAS, the Town of New Castle completed a detailed planning study in 2017 with State Trails Program funding which provided alignment, scoping, design, and pre-construction drawings for a multimodal trail link between existing infrastructure located in New Castle to the Canyon Creek residential neighborhood four miles east of town, and is beginning to acquire the necessary land rights through deed and easement and also funding for construction of the project which will eventually connect to Glenwood Springs and beyond; and

WHEREAS, the Town of New Castle now submits a Grant Application for Colorado the Beautiful trails construction and land acquisition, requesting a total award of up to \$650,000; and

WHEREAS, the Town of New Castle strongly supports regional collaboration and cooperative planning among local and regional entities,

NOW, THEREFORE, BE IT RESOLVED BY THE Town of New Castle **THAT:**

1. The above recitals are hereby incorporated as findings by the Town of New Castle.
2. The Town of New Castle supports the Colorado the Beautiful funding grant application.

3. If the grant is awarded, the Town of New Castle strongly supports the completion of the trails planning project, and ultimately the construction of the trail in the Colorado River corridor between Glenwood Springs and New Castle for the benefit of all local residents and visitors.

4. The Town of New Castle authorizes the expenditure of funds necessary to meet the terms and obligations of a grant awarded pursuant to a grant agreement with Parks and Wildlife Division (State Trails Program)/Colorado the Beautiful Grant Program.

5. The project properties will be owned or controlled by the Town of New Castle or its successor regional governmental subdivision for at least 25 years. The Town of New Castle or its successor regional governmental subdivision will continue to maintain the properties in a high quality condition.

6. If a grant is awarded, the Town of New Castle hereby authorizes the Mayor to sign a Grant Agreement with the Colorado Parks and Wildlife Division.


Introduced, Read and Adopted at a Regular Meeting of the Town Council of the Town of New Castle, Colorado, on July 17, 2018.

TOWN OF NEW CASTLE



Mayor Pro Tem Grady Hazelton

ATTEST:



Town Clerk Melody L Harrison, CMC



EXHIBIT A

COLORADO THE BEAUTIFUL CONSTRUCTION APPLICATION

Applicant or Organization Name: Town of New Castle		
Mailing Address: 450 West Main Street, New Castle, CO 81647		
Applicant Lead Contact Name: Dave Reynolds		Title: Town Administrator
Telephone: 970 984 2311	Email: dreynolds@newcastlecolorado.org	Is this the primary contact for this grant: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

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

Name: Jefferey S. Simonson, PE, CFM		
Mailing Address: 118 West Sixth Street #200, Glenwood Springs, CO 81601		
Telephone: 970 384 9005	Email: JeffS@sgm-inc.com	

PRIMARY PARTNER INFORMATION (IF APPLICABLE)

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

Project Title: LoVa-Colorado River Regional Trail New Castle-Canyon Creek Construction	
Grant Request: \$500,000	Required Match: \$150,000
Total Project Cost: \$655,000	

Project Description: Please write a 3-4 paragraph description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where.) **This is your scope of work.** (This section is not the place to talk about the project background, the benefits, the funding, or anything other than the actual work to be accomplished. Please address this information in question #1 of the Selection Criteria.)

WHO? Who will complete the work and who will oversee the project? Provide a description of your community or organization, highlighting its mission and purpose.

WHAT? Explain what you are going to do or accomplish. What is the goal or the reason for your project? Break down the project into a list of specific activities to be completed. These should be quantifiable items that correspond to the categories on your budget page. Include quantity or quality as part of your description of work to be performed. How long? How many? How many feet? How many miles? What materials will be used? Is a specific standard or guideline being used?

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

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

EXHIBIT A

LAND OWNERSHIP

1. Provide the name/s of the property owners: CDOT, Nutrient Holdings (as of 09-02-18)
2. The trail corridor is controlled by: Fee Simple Lease Easement License Right-of-Way
 Other:

USER INFORMATION (Please check all that apply)

<input checked="" type="checkbox"/> Hiking	<input type="checkbox"/> Motorcycling	<input type="checkbox"/> Equestrian
<input checked="" type="checkbox"/> Walking	<input type="checkbox"/> Four-Wheeling	<input checked="" type="checkbox"/> ADA Accessible
<input checked="" type="checkbox"/> Running	<input type="checkbox"/> All-Terrain Vehicle	<input checked="" type="checkbox"/> Other - one wheel cycles
<input type="checkbox"/> Skateboarding	<input type="checkbox"/> Snowmobiling	<input checked="" type="checkbox"/> Other - ebikes
<input type="checkbox"/> In-Line Skating	<input checked="" type="checkbox"/> Snowshoeing	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Biking	<input checked="" type="checkbox"/> X-Country Skiing	<input type="checkbox"/> Other

TRAIL SURFACE

<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Concrete	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Natural	<input type="checkbox"/> Crusher Fines	<input type="checkbox"/> Other

PROJECT LOCATION (For multiple project sites attach a separate list.)

Nearest Town or City: New Castle

County: Garfield

Latitude & Longitude Coordinates: 39.57186, -107.47400 to 39.57451, -107.44786

State Senate District #: 8

State Representative District #: 57

Acreage of new trailhead		Miles of trail grooming	
Miles of new trail construction	1.65	Miles of trail being planned	
Miles of trail maintenance	1.65	Miles of trail reroute	
Miles of trail reconstruction		Miles of inter-connecting trail	
Miles of trail to be signed	1.65	Other	
Miles of trail restoration		Other	

Applicant Authorized Signature:  Date: 8-1-18

(From Applicant Organization)

Land Agency Authorized Signature: _____ Date: _____

(From project location land agency, if different from applicant)

LoVa - Colorado River Regional Trail - New Castle-Canyon Creek Construction

Project Description

The Town of New Castle, through its Town Engineer's office will complete, **by December 2019**, the construction of three critical elements in a 1.65 mile corridor adjacent to the Colorado River, which will allow, when completed, pedestrian (hiking, trail running), mountain bike, hybrid bike, one wheel bike, and cross country skiing/snowshoeing access from New Castle to Canyon Creek. The 1.65 mile Colorado River corridor described above is accessible via a little used two lane road, County Road 335 from New Castle, creating a 3.8 mile bike/pedestrian passageway.

This project consists of constructing a trail along the south side of the Colorado River and building a pedestrian bridge over the Colorado River. New Castle will construct three elements of the Trail which are already scoped, planned, designed and finalized by the Town Engineer pursuant to a 2016 State Trails planning grant (finalized October, 2017). Please see maps 2 & 3:

a) Bridge Portion of Project: We will construct a 230 foot span bridge with approaches to link the LoVa trail to the bridge at a point (39.56975, -107.46017) already agreed upon by all parties. Included in this work is approximately 90 feet of approach spans which include wing wall construction consisting of block facing. This also includes pile, pile cap, pile tip, abutment and back wall installation. The bridge installation includes deck concrete and reinforcing as well as one day of traffic control for delivery off of Interstate 70.

b) Rock Scaling and Rockfall Mitigation: This portion of the project involves the construction of 800 feet of trail construction (10 foot wide platform) around Dinosaur Point at Riverbend (points 112+00 to 120+00 on engineered drawings). We anticipate 10,910 cu. yds. of earthwork to remove the existing 20 year old scree slope from the hillside and to create a minimum 15 foot wide maintenance platform between the rock face and the trail. Also, this includes the installation of up to 14,000 sf of rock fall/erosion control netting if necessary to minimize the development of future scree slope material. Finally, this includes the scaling and bolting of existing potential rockfall above the 800 foot section of work area.

c) Underpass Adjacent to Canyon Creek: This portion of the project includes the construction of 160 feet of 30" high X 8 foot wide pervious gabion wall adjacent to Canyon Creek to form the base of the low flow trail construction. Above the gabion wall, an 8 foot wide x 6" reinforced concrete trail slab is proposed. The trail slab adjacent to the 30" high gabion wall will be fitted with railing. With this project includes the construction of a 10' wide platform out of Canyon Creek to tie into existing pedestrian facilities north of the crossing.

The trail is part of a larger, 8.5 mile Lower Valley (LoVa) trail which will connect Glenwood Springs and New Castle along the Colorado River corridor. The 1.65 mile corridor noted above is controlled: 1) by a private landowner, Nutrient Holdings, LLC, which gives an easement to the Town and its successors in exchange for water carrying rights under the proposed bridge (see MOU), and 2) by CDOT which has pledged its support and cooperation (Please see letter of CDOT, R. Wagner, attached.) The area is historically underserved by bike and pedestrian trails in part due to its challenging topography. This segment would eventually allow a trans-Colorado trail to be built. The cost of the three construction projects featured above is \$655,000, allowing for later asphalt paving of an eight foot wide trail when additional funding becomes available. The trail will be immediately usable for all uses with the exception of road biking.

EXHIBIT A - LoVa/Colorado River Regional Trail -New Castle-Canyon Crk. Construction

1. **COMMUNITY NEED: (15 points) Introduce the community this project will serve. Provide population and income data. Discuss the recreational interests of your community and how this project ties in to those. Provide estimates of trail usage in your community. Discuss the ways in which the community currently is or is not compensating for the lack of the proposed project components. Why does the community need this trail segment and why is it important to them? Discuss the significance of this trail segment to its users.**

The communities the project will serve are:

- (1) all hikers and bikers in western Colorado who desire trail passage on the Colorado River corridor between Glenwood Springs (pop. 10,000), which is a trails hub where both the Rio Grande and Glenwood Canyon trails terminate, and New Castle (pop. 4750), which sits on the western side of "South Canyon". There is currently no manner by which cross-Colorado bicycle and pedestrian traffic can get through the Canyon without resorting to busy and unsafe highways;
- (2) the communities in and around Garfield County, Colorado including Glenwood Springs, New Castle, Aspen, Basalt, and Carbondale which are very active biking communities, each having constructed soft trails networks in the past few years, and the expanding cycling economy that the Colorado River ("LoVa") Trail serves;
- (3) the Town of New Castle and surrounding area which do not have trail access to the east where trails exist in the Colorado River (Glenwood Canyon) and Roaring Fork River (Rio Grande Trail) corridors, eventually connecting to Aspen, Vail, Silverthorne, and beyond.

Garfield County, (population 58,100, household median income \$47,016) is a mountainous area dominated by the energy extraction and tourism industries, which is bisected by I-70 along the Colorado River corridor. Residents have long sought trail passage through the river corridor which entails negotiating an area of difficult terrain in order to connect the towns and cities. For this reason, residents created the idea of the Lower Valley ("LoVa") South Canyon Trail. For ease of explanation of the design and construction project, we have divided the corridor between Glenwood Springs and New Castle into three segments, which you will find on the attached map 2, (labelled at the bottom "LoVa South Canyon Trail - West Glenwood to New Castle.") The Section for which you are considering construction funding is Section 3, a 3.8 mile stretch between Canyon Creek (I-70 exit 109) and New Castle (I-70 exit 105). The communities' enthusiastic recreation interests led to completion of engineered design plans in October, 2017. The alternative chosen (1 of 4 proposed) would get all pedestrian and cycling traffic out of the Interstate 70 and State Highway 6 corridor and away from traffic on the less busy south side of the River. Once the three construction elements were completed, cyclists including bike commuters, hikers, one wheel cyclists, snowshoe and cross country skiers would have passage from New Castle to Canyon Creek. The cost of these three construction projects is \$655,000, allowing for later hard surface paving of an eight foot wide trail when additional funding becomes available. New Castle recently opened 14 miles of new soft trails, primarily under a Memo of Understanding (MOU) with the BLM on land adjacent to the Town. There are extensive riding and hiking opportunities in rural areas outside New Castle and throughout the western Garfield County. Glenwood Springs is actively building soft trails in the South Canyon area (I-70 exit 111). Unfortunately, there is no safe passage for bikers and hikers between eastern and western Garfield County and cyclists and pedestrians must currently use busy highways to gain passage between soft trails networks and between towns. Should there ever be a cross-Colorado hiking and biking trail in the Colorado River corridor, it will have to come

through this passageway. Currently bikers, including a large contingent of biking enthusiasts who live in New Castle and work in Glenwood Springs, must either negotiate a busy freeway or not travel this corridor at all.

We do not have an estimate of trail usage but anticipate thousands of user visits per year once the LoVa Trail is complete, because it will hook in to the heavily travelled Rio Grande and Glenwood Canyon trails and provide commuter and recreation traffic to New Castle and beyond.

2. SCOPE (15 points) Describe the proposed project including the length/width of trail construction, any major components necessary to complete the trail such as under/overpasses, bridges, trail heads, etc. – describe what exactly will be built. Discuss the ownership status of the trail corridor and any easements or land acquisitions necessary to complete the proposed trail. Address each trail component separately, specifically mentioning its characteristics. If the project is intended to enhance or replace an existing trail and/or trail amenities, describe their existing state, why they are no longer acceptable, and how they arrived at the condition they're in. Discuss the significance of the trail segment to users. List each user group and estimate their percentage of overall trail use, e.g., motorized users – 20% mountain bikers – 70%, hikers – 10%) How did you arrive at those estimates? Include any site photos.

This project consists of constructing a trail along the south side of the Colorado River and building a pedestrian bridge over the Colorado River to connect to the I-70 corridor on the north side of the River. New Castle will construct three elements of the trail which are already planned, designed and finalized by the Town Engineer:

a) **Bridge Portion of Project:** This portion of the project includes the construction of a 230 foot span bridge with approaches to link the LoVa trail to the bridge. Included in this work is approximately 90 feet of approach spans which include wing wall construction consisting of block facing. This also includes pile, pile cap, pile tip, abutment and back wall installation. The bridge installation includes deck concrete and reinforcing as well as one day of traffic control for delivery off of Interstate 70.

b) **Rock Scaling and Rockfall Mitigation:** This portion of the project involves the construction of 800 feet of trail construction (10 foot wide platform) around Dinosaur Point at Riverbend from LOVA trail station 112+00 to 120+00. An anticipated 10,910 cu. yds. of earthwork is anticipated to occur to remove the existing 20 year old scree slope from the hillside and to create a minimum 15 foot wide maintenance platform between the rock face and the trail. Also, this includes the installation of up to 14,000 sf of rock fall/erosion control netting if necessary to minimize the development of future scree slope material. Finally, this includes the scaling and bolting of existing potential rockfall above the 800 foot section of work area.

c) **Underpass Adjacent to Canyon Creek:** This portion of the project includes the construction of 160 feet of 30" high x8 foot wide pervious gabion wall adjacent to Canyon Creek to form the base of the low flow trail construction. Above the gabion wall, an 8 foot wide x 6" reinforced concrete trail slab is proposed. The trail slab adjacent to the 30" high gabion wall will be fitted with railing. With this project includes the construction of a 10' wide platform out of Canyon Creek to tie into existing pedestrian facilities north of the crossing.

Land ownership of the real property on the south side of the River is currently vested in NCIG Group which is under contract to sell the property to Nutrient Holdings, LLC ("Nutrient") with a closing date set on September 3, 2018. Nutrient is extremely favorable to the LoVa Trail project. Please see attached Letter of Support and contribution by Andy Bruno. The Town of New Castle and Nutrient have entered into a Memorandum (also attached) which allows for mutually

exchanged easements, with Nutrient to grant the Town a 20 foot perpetual easement across approximately .85 mile, predominantly on a former rail bed, and the Town to allow the landowner to append a water pipeline below the bridge at the exclusive cost of the landowner.

On the north side of the River, from the bridge connection to the eastern extent of the project area, the property is controlled by CDOT. CDOT is a willing participant in the planning, design, permitting, and construction of this trail segment. Please see the attached July 30, 2018 letter of Roland Wagner, CDOT Region 3, Central Program Engineer. Importantly, CDOT also manages the I-70 highway corridor in the adjacent project area to the east. In the attached letter, CDOT indicates that it is aware of the projects which we intend to build in its right-of-way, and CDOT intends to support the Town's efforts to bring these to fruition.

We estimate the trail will be used predominantly by cyclists between New Castle and Glenwood Springs. Many New Castle residents have expressed a desire to commute to work in Glenwood Springs via cycling. The Town believes that the Trail is central to its economic development due to the very intense interest in cycling among recreationists and serious bikers in the region.

3. TIMELINE (15 points) List the permits, licenses, and approvals required to complete this project. For each one, discuss where you are in the process of securing it and when you anticipate securing it. For easements or land acquisitions, provide details on where you are in negotiations with the landowner. Discuss any wildlife concerns that may impact the implementation of this project. How will they be addressed? Have CPW wildlife specialists provided input or consultation on this project? Reviewers will evaluate the responses using CPW's Wildlife Assessment and the applicant's Environmental Forms.

We intend for the project to be completed and usable before December, 2019. Please see attached project timeline.

Colorado Department of Transportation (CDOT) approval. CDOT controls the north side of the River at the landing spot for the bridge, and eastward on the river bank to the underpass which the Town wishes to complete. The parties are moving forward with project planning. CDOT has known of this project since 2015 and supports it. There is no known objection at this time.

Easement of property - this is discussed more fully in answer to questions 2 & 7. The Memorandum of Understand (MOU) is executed by the prospective landowner and the Town of New Castle Town Council (as of July 31, 2018) and appended to this grant Application. We will supply proof of closing as soon as possible after September 3, 2018.

Wildlife - Please see the attached July 18, 2018 letter of Cindy Adams, Senior Scientist, to Nick Dellaca/CPW. Ms. Adams worked directly with the regional wildlife manager for the project. A wetlands delineation and pre-construction notice to the Corps of Engineers will be given within 30 days of completing the grant contract, which response time is generally less than 60 days. Please see Non-Federal Environmental form dated 06-27-18 by Levi Atwater, Colorado DOW.

4. ACCESS (10 points) Describe the larger trail network this project is a part of. How does it contribute to local, regional and/or statewide trail opportunities? Will the proposed trail(s) increase access to existing recreational, open space, and/or environmental education opportunities for youth and families? Will the project increase park, trail, or open space access for marginalized communities and/or serve communities with large prevalence of health conditions (i.e. obesity)? Which studies or community level data were used to make this determination?

The three construction projects proposed in this grant application will open up a stretch of LoVa Trail between New Castle and Canyon Creek, approximately 3.8 miles, which is part of a larger project, 8.5 miles in length. The LoVa Trail, when completed, will connect to and expand the reach of the Rio Grande Trail (Aspen to Glenwood Springs) and Glenwood Canyon Trail (Summit and Eagle counties to Glenwood Springs) and allow cyclists and hikers unbroken trail access into western Colorado beyond Glenwood Springs. Several soft trails networks are accessible from the LoVa Trail, as designed, including those at New Castle, South Canyon, and Glenwood Springs. We intend to include educational interpretive signage along the trail.

As noted in the attached letter of Dana Wood, Garfield Healthy Communities Coalition Coordinator, biking and walking/hiking are two of our residents' three favorite activities yet lack of facilities and lack of transportation are cited as major impediments to enjoyment. This multi-modal interconnecting trail will help overcome that barrier.

As noted in the attached letter of Mike Pritchard, Director of the local mountain bikers association, RFMBA values this type of public investment for the obvious return on investment that our local communities will receive. Projects that lead to bicycle friendly infrastructure allow for healthy and vibrant communities. These same projects provide a source of economic development for communities interested in promoting increased recreation opportunities and tourist visitation. Connecting New Castle and Glenwood Springs will extend our regional bike path system from the already successful Glenwood Canyon and Rio Grande bike paths.

5. PLANNING (10 points) Describe any comprehensive planning efforts that this project has undertaken or has been a part of. If this project is part of an approved master plan, what priority is it given in that plan? Public comment and involvement is mandatory for all projects. Describe the public planning process that identified this trail as a priority. Summarize the feedback received from the public and describe the involvement of user groups and/or communities that are within the project's region. Have any potential user group conflicts been identified? If so, how will they be addressed/managed? Has this project been deemed a priority by any other agencies or given any significant designations? Has there been public opposition to the proposed project? If so, describe the opposition and what has been done to address it.

In 2016, Governor Hickenlooper identified the 16 most important trail gaps and unbuilt trails across Colorado, and elevated them to priority projects, now known as the Colorado the Beautiful Initiative. Second on the list of 16 trails is the proposed Lower Valley (LOVA) Colorado River trail including the planning and construction gap between Glenwood Springs and New Castle. A multiuse trail in the Colorado River corridor has long been the aspiration of regional governments and municipalities in Garfield County. In the Roaring Fork Transportation Authority's (RFTA) Transit Authority Access Plan (2015-16) the LoVa Trail tops the list of priority projects in the 84 mile transit corridor, connecting a multimodal trail from Glenwood Springs to New Castle and points west. (Please see attached letter of Dan Blankenship, Executive Director, RFTA.) RFTA's planning department documented the demand for this trail, finding that "according to the recent update of the 2014 Regional Travel Patterns Study, residents in the Colorado River and Roaring Fork River Valleys drive less and walk, bike and use transit two to three times more than the national average." RFTA believes that walking, bicycling and transit will capture an even greater share of transit mode split in the future due to factors including the geographically constricted nature of its service area, current land use constraints, and shifting national demographics. Similarly, a member community of RFTA, the Town of Carbondale, commented favorably on the need for additional riding experiences in the attached support letter.

The vision has also long been held by the Lower Valley Trails Association (LoVa), a § 501(c)(3) citizens' group founded by local residents in 1999. They saw the potential negative effects of unplanned development in the lower Colorado River valley through Garfield County. Without a comprehensive plan, public river access could be threatened or eliminated. At the same time, they envisioned a recreational pathway along the river similar to that in Glenwood Canyon. All member communities along this corridor have embraced the LoVa Trail as a desirable amenity for recreation, transportation, safety, and economic opportunity. LoVa completed a Master Trails Plan in 2002, more fully described in the attached letter of Jeanne Golay, Executive Director.

As noted, the two adjacent communities have each initiated planning projects at either end of the subject area. The Town of New Castle is the primary sponsor of this grant as the Town believes it is imperative to connect itself to the two multimodal trail systems which both terminate at Glenwood Springs. New Castle is a burgeoning mountain bike town which has opened 14 miles of new biking and hiking trails in and immediately adjacent to the Town in the past 36 months (please see map 4, New Castle Trails). Many of these trails are on federal land surrounding the Town subject to a newly developed and recently opened BLM extensive recreation management area (ERMA). Long before the recent expansion, New Castle supported a system of trails through and out of Town, which followed major corridors to the Flat Tops Wilderness area, and Rifle Gap and Harvey Gap reservoirs to the northeast. New Castle seeks to connect its growing trail system to the Colorado River corridor, both east and west.

The Lower Valley Trail study area lies entirely in unincorporated Garfield County. Our County government has forcefully supported LoVa trails planning efforts in the past, including a financial contribution of \$30,000 to LoVa trails planning in 2017. The County does not have a parks or trails department, and thus this municipal collaboration emerged to promote trails development in the Colorado River corridor. The "Garfield County Comprehensive Plan 2030" (2013) supports the development of a continuous trail system within Garfield County and along the Colorado River. New Castle has a Trails Master Plan (2001) and Comprehensive Plan (2009) which include this LoVa trail as a function of both recreation and economic development emanating from the downtown area. New Castle views the LoVa Trail as an important opportunity to increase its profile as a biking destination, and in similar fashion is intensively building soft trails. We are familiar with SCORP (2014) and CDOT's Bike/Ped Plan (2012). We welcome inclusion in a Colorado east-west trail plan including the Colorado River corridor.

All our policy statements reflect the Town's commitment to outdoor recreation. The Town identified the LoVa trail connection as its No. 1 transportation development priority. The Town of New Castle's Strategic Plan Goal 1.1 provides that the Council will promote New Castle as an outdoor recreation destination and place to live. The Town's Comprehensive Plan directs that:

New Castle will acquire, develop, and maintain a trail system that provides recreational value and non-motorized access. Connectivity will be maintained along trail alignments and regional trails systems including the LoVa trail system; to serve a wide array of users and purposes, minimizing impacts on native ecosystems.

The Roaring Fork Mountain Bicycling Association (RFMBA) strongly supports the development of this trail, which serves as a trunk to connect several other networks of trails, both developed

and in the latter planning stages. RFMBA values this type of public investment for the obvious return that our local communities will receive. These efforts are consistent with many statewide and regional recreation goals, supported throughout the region. (Please see letter of RFMBA).

Public comments: The Town of New Castle held three days of hearings seeking public comments about the proposed LoVa Trail as a part of its 2016-17 planning and design process for the same section of LoVa Trail for which we file this grant application. We held hearings and sought public comments on April 13, May 4, and May 11, 2017, speaking to over 50 members of the community including local residents, cycling and hiking enthusiasts, and stakeholders. We held one of the events on the site of the western terminus of this trail proposal, the Riverbend subdivision, two miles east of New Castle. There we presented the trail on design posters and listened as local residents shared their perceptions about the need for the trail and the impacts that it might generate. Many residents spoke of the safety advantages that a trail would provide Riverbend residents, especially if the trail platform existed separate from the county road. Residents also commented on trail requirements for the south side alignment; signage, trailhead parking outside of the neighborhood streets, trash receptacles, and soft surface shoulders.

Residents resisted any plan which directed pedestrian and biking traffic up through the neighborhood and over a hilltop shoulder into the vacant land to the east, and instead favored the alternative which utilized the former Midland railbed around Dinosaur Point. After that meeting the Town discarded a proposed alignment which would pass the trail through the subdivision, in favor of the present proposal by which the trail passes around the Dinosaur Point. We also held a session for the public in New Castle, and one for stakeholders. Our sessions revealed that the trail proposal was popular with other governmental entities, and many wanted to collaborate. We discussed proposed alignments, costs, easements, operations and maintenance, minimizing environmental impacts, maximizing positive economic benefits to the region, working with CDOT and the County Board, and traffic concerns. We have held three meetings with the local DOW wildlife manager, including his participation in our public comments session with stakeholders. We have incorporated into our plans his concerns, expressed elsewhere in this application, regarding wildlife habitat, avoiding riparian disturbances, avoiding social trails projecting from the main bicycle trail, and appropriate signage for trail users. At the New Castle community meeting a consensus emerged that the south side (of the Colorado River) alignment was safer for kids and dogs, quieter, and a better biking walking/running experience. Several people said that the LoVa project is more than a trail, but also is good for public health, recreation and economic development, and would serve multiple user groups year round.

The LoVa community group held a series of public meetings around the master planning process for the length of the LoVa Trail in 2001-02. Thereafter between 2004 and 2015, it held or attended approximately 75 public meetings regarding various sections of the proposed LoVa trail. In particular, the trail section covered in this application was widely discussed during the New Castle's Comprehensive Planning Process in 2008-09. Please see attached letter of Jeanne Golay, Executive Director of the Lower Valley Trails Association.

6. COLLABORATION AND MATCHING FUNDS (10 points) Discuss partnerships established for this project and their contributions. Discuss the sources of matching funds. How much match is secured beyond the required 30%? How much of it is yet to be raised and what are your plans for raising those additional

funds? Submit letters of commitment/support from landowners and/or funders as a separate attachment. Beyond these letters you may submit up to 5 letters of non-cash support.

This grant proposal enjoys the support of four contributing collaborators, who together pledge 31% in cash matching contributions. The City of Glenwood Springs, which is undergoing its own planning efforts for LoVa trail segments adjacent to the proposed construction segment, is contributing \$100,000 in cash CTF funds should the State Trails Program approve this grant proposal. The Town of New Castle has championed this LoVa trail segment since first applying for planning funds in November, 2015. The Council directed the Town Administrator to appropriate \$30,000 in cash funding for FY 2019 should this grant application be funded. The Board of the Roaring Fork Transportation Authority (RFTA) voted unanimously to contribute \$20,000 in cash funds to the project should it be awarded. Importantly, the Board envisions the LoVa Trail as an asset to its transit mission by committing \$2 million in construction funding to the LoVa Trail should its Destination 2040 transit enhancement ballot initiative pass in November, 2018. The \$20,000 contribution is made regardless of the passage of Destination 2040, and included favorable votes from all members of the RFTA Board, including Pitkin County, Eagle County, City of Aspen, Town of Basalt, Town of Carbondale, and Town of Snowmass Village, as well as Glenwood Springs and New Castle. Also, the principal of the private landowner across which the LoVa Trail would cross pledged a generous contribution of \$5,000. The Town looks forward to working with Nutrient Holdings in reaching our mutual goals of an enjoyable and safe pedestrian and biking experience across the trail between Riverbend and Canyon Creek (please see map 3) utilizing the former Midland Railroad corridor rail bed, and observing trail etiquette and protocol. Attached are the Letters of Support of Glenwood Springs Mayor Michael Gamba, Executive Director of RFTA Dan Blankenship, and Andy Bruno investor and owner of the Riverbend Ranch property east of Dinosaur Point.

7. URGENCY AND NEED FOR FUNDS (5 points) Briefly describe the project's urgency. Why are Colorado the Beautiful funds necessary this grant cycle? What opportunities are lost if the grant isn't awarded?

Our need for the funds is urgent. Our long term grant strategy provides that the two connecting communities, together with RTFA, Garfield County, and the Lower Valley Trails Association will file a Federal Lands Access Program (FLAP) grant for final construction of the 8.5 mile LoVa Trail in 2020. The Access Program **supplements** state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. One of the selection criteria for project eligibility is that the project can be realistically completed based on scope, schedule, and budget. A second is that the Access Program supplements, not substitutes for, state and local resources. It is important that prior to seeking FLAP moneys, the LoVa Trail be: (1) fully planned, which will be finished in 2019, and (2) actively undergoing access construction, which this grant would provide. The proposed trail will lead directly to the Storm King Mountain Trailhead, which memorializes the sacrifice of the 14 firefighters who died defending the homes and property on July 6, 1994. The Trailhead is across I-70 from the area covered by this grant proposal, at the end of a lightly traveled frontage road accessible from the Canyon Creek interchange, (please see area map 2).

Of even greater urgency is the opportunity to cooperate with the purchasing landowner of the corridor on the south side of the River, who is interested in granting a 20 foot easement across approximately .85 miles of old railway bed. The railway bed is relatively straight and flat, and

will allow eventual hard surface paving without substantial additional design and engineering work. In exchange, the landowner will be allowed to append under the bridge a pipeline, which the landowner would entirely pay for from private funds. The opportunity recently availed itself, and if allowed to move forward, would allow for the rough completion of the Trail for most traffic. The parties said this about construction phasing in their MOU (attached): *Prospective Landowner desires to complete its irrigation pipeline as soon as possible, and the parties agree that the construction of the bridge across the Colorado River shall be pursued as quickly as possible with the first phase of construction, ideally in 2019. The trail itself would initially be constructed as a non-paved primitive trail with the intention of upgrading it . . . at a future date within three years after initial construction.* No grant or other public funds would be used for the water pipeline or for structures, attachments, or fixtures dedicated only to the water pipeline.

8. MAINTENANCE (10 points) Describe how the project will be developed, maintained, and managed for long-term sustainability. Has an Operations and Maintenance Plan been developed for the project areas? Prior to considering new trail construction, have current trail reroute options been considered for current on-the-ground unsustainable trails and trail sections in the project area? Estimate the annual costs to maintain the project. How did you derive those numbers; how do you intend to fund operations and maintenance; and who is responsible?

New Castle Public Works Department assessed the maintenance and operations requirements of the proposed trail from Riverbend (Dinosaur Point) to Canyon Creek and produced the attached Operations and Maintenance (O&M) schedule. The schedule, approved by New Castle Town Council, proposes a budget of ~\$2325 per year which would be appropriated along with other trail and park expenditures from general fund revenues on an annual basis. Council requested the schedule before unanimously passing the Resolution in support of this Grant. The schedule contemplates ~ 1200 linear feet of pavement; roughly 230 feet at the pedestrian bridge (including a walkway at the northern approach), 160 feet at the confluence, and 800 feet at Dinosaur Point.

The parties to the ongoing discussions envision the entire LoVa Trail (~8.5 miles) coming under the unified O&M of the Roaring Fork Transportation Authority (RFTA) at the conclusion of the Colorado River corridor construction projects. There are several reasons for this. First, RFTA currently manages the greatest portion of the Rio Grande Trail which runs from Glenwood Springs to Aspen, Colorado. The Rio Grande has 42 miles of continuous multi-use trail and is completely protected from vehicular traffic except at intersections. We envision the LoVa Trail being managed in the same manner, and under the same professional protocol as the very popular and highly acclaimed Rio Grande Trail. Second, the two communities connected by the LoVa Trail, Glenwood Springs and New Castle, are both active members of RFTA. And third, trail transit is a central function of RFTA, along with bus transit. New Castle is currently the only community member of RFTA not served by an existing interconnecting trail. Please see Letter of Support of Dan Blankenship, RTFA Executive Director, regarding anticipating "becoming the eventual manager and operator of the LoVa Colorado River Trail, once completed," (p. 2).

9. CONTINGENCY/ABILITY (10 points) What other funding sources have been dedicated or are anticipated to be dedicated to this project? Will applicant and/or partner funds be lost if funds are not awarded? If you are not awarded funding, what measures will be taken to complete the project? Describe your ability to complete the specific grant transaction(s) that will be necessary to accomplish this project. Please provide examples (if any) for grant projects of similar magnitude that demonstrate your ability to manage the requested level of grant funding; including the project title, grantor, award amount and year the project was

funded. Were reporting and close-out requirements completed? How well was it managed from your perspective? Will you be applying for additional funding through CPW State Trails Program in the future?

Other funding sources dedicated to the LoVa Trails projects include a planning grant secured by the Town of New Castle for this segment of the Trail (New Castle to Canyon Creek) and two grants for the adjacent segment of the Trail (Canyon Creek to South Canyon). Also, the City of Glenwood Springs has received funding for its planning and design of the LoVa Trail in the eastern trail segment stretching from South Canyon to Chatfield Park, at the western edge of Glenwood Springs (please see map 2). On March 28, 2016, the Colorado Parks and Wildlife Trails program awarded the Town of New Castle \$43,778 for planning of the trails segment before you. New Castle finished the study that the grant award permitted in October, 2017. Also in 2017 the Town successfully applied for planning moneys for the adjacent Canyon Creek to South Canyon segment, to which this segment of the LoVa Trail will connect. Both GOCO and State Trails awarded planning and design moneys for that challenging segment of the LoVa Trail. The Town, the City of Glenwood Springs, and RFTA intend to seek construction funding collaboratively at the conclusion of the planning and design study. In addition, the same collaborative envisions three other sources of construction funding, eventually for the entire 8.5 mile segment of asphalt paved trail. First, RFTA has included \$2 million in construction funding for the entire trail construction project in its Destination 2040 ballot initiative, should it pass in November 2018. Those moneys would be available within two years of that passage. Second, the LoVa Trail could receive construction funding from the State of Colorado's November Transportation Tax ballot question, the Colorado Bond Issue for Transportation Initiative, should it pass. Finally, the three groups intend to seek Federal Lands Access Program (FLAP) funding, a federal program to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands in 2020. None of these sources is by any means secured, but the three partners to the collaborative believe their application is strong and a very reasonable use of public funds.

There is currently \$155,000 in partner funds appropriated to this construction project, all of which would be lost if this grant were not funded.

New Castle is able to manage the requested level of grant funding, and recently completed two projects of similar magnitude. In 2014 New Castle and CDOT finished an ambitious \$2.2 million pedestrian safety enhancement project resulting in the successful completion of three pedestrian bridges crossing the Colorado River and I-70 corridor. That effort was sponsored in part by the Colorado Department of Local Affairs (DOLA) which contributed \$500,000. Our collaborative efforts have already provided an asset which enhances the safety and convenience of pedestrian and non-motorized users of the LoVa Trail. More recently, in 2017 New Castle completed the Bear Dance Sports Park at a total cost of \$600,870 with the assistance of GOCO, which contributed \$347,245 (log #16009, awarded April 7, 2016). Both the projects closed out successfully and uneventfully. We also regularly manage grant moneys from the Garfield County Federal Mineral Lease District (FMLD) which funds curb and gutter projects and similar infrastructure. Also, in 2009 we successfully and uneventfully completed Grand River Park at a cost of \$1.194 million, plus land cost donated by the developer, with \$199,876 in GOCO funds (log #10029). New Castle regards the CPW State Trails Program as a valuable partner in its ongoing efforts to enhance connectivity, safety, and recreation, and anticipates reviewing all competitive award programs in the future for additional trails grant funding. We have no doubt about our ability to conserve and appropriately manage state-granted public project funds.

**MEMORANDUM OF UNDERSTANDING
REGARDING LOVA TRAIL**

This Memorandum of Understanding ("MOU") is entered into this 31 day of July, 2018, by and between NUTRIENT HOLDINGS LLC ("Prospective Landowner") and THE TOWN OF NEW CASTLE, COLORADO, a Colorado home rule municipality ("Town");

WHEREAS, Prospective Landowner is under contract to purchase certain real property in unincorporated Garfield County described on Exhibit A hereto (the "Property"), which is generally located on the south side of the Colorado River and east of the municipal limits of the Town; and

WHEREAS, the Town has been supporting efforts to construct a trail intended for pedestrian, bicycle, and other uses running from Glenwood Springs to New Castle and continuing onward to the west, a portion of which could be located on the Property as generally depicted on Exhibit B hereto (the "LOVA Trail"); and

WHEREAS, Prospective Landowner and the Town desire to enter into this MOU to reflect their preliminary understandings and intentions regarding the conditions of constructing the LOVA Trail on the Property if Prospective Landowner obtains PUD approval from Garfield County and closes on its purchase of the Property.

1. Trail Easement or Dedication. Prospective Landowner would grant the Town an easement for the construction, use, maintenance, repair and replacement of the LOVA Trail across the Property, said easement being 20 feet in width and generally aligned as shown on Exhibit B, subject to adjustment based on field conditions and agreement of the parties. The easement may be wider in certain places where needed to mitigate and control rock fall, steep slopes, river impacts, bridge improvements, or other issues, all of which shall be subject to Prospective Landowner's prior written approval. The travelled portion of the LOVA trail itself shall not exceed 10 feet in width. The easement may or may not be co-extensive with existing rights of way or easements for the benefit of Garfield County, the Riverbend Water and Sewer Company, or other third parties. The easement may also include a parking lot of no more than 10 parking spaces for trail users at a location approved by Prospective Landowner.

The Town shall be the initial grantee of any easement or dedication but shall have the right to assign or convey such rights to the Roaring Fork Transportation Authority or to another governmental entity or non-profit organization approved in writing by Prospective Landowner, for the purpose of having the assignee manage, operate, and maintain the LOVA Trail as part of a trail length between Glenwood Springs and New Castle. Prospective Landowner would also grant the Town a temporary construction easement, generally aligned as shown on Exhibit B, as needed to construct the trail and for rock scaling and stabilization work in the area shown on Exhibit B. Following construction, the 20-foot easement area shall be determined based on an as-built survey of the trail which shall be used to describe the easement in an instrument recorded with the Garfield County Clerk and Recorder.

2. Bridge and Pipeline. Part of the trail construction would include a new bridge across the Colorado River in a location generally shown on Exhibit B. Prospective Landowner

would be granted a perpetual right to install, operate, maintain, repair and replace a water pipeline under the new bridge for the purpose of transporting irrigation water decreed to the Vulcan Ditch from its point of diversion on Canyon Creek across the Colorado River to the Property. The Town will install and maintain the bridge at its expense, and the design shall include supports, expansion provisions and all necessary appurtenances for structural support to accommodate utilities under the bridge and through the abutments, including but not limited to the proposed irrigation pipeline; provided, however, Prospective Landowner would be responsible for all costs associated with the installation, operation, maintenance, repair and replacement of the carrier pipeline and other associated pipeline facilities. The carrier pipeline size (up to 24" diameter) and material would be specified by Prospective Landowner prior to design of bridge by Town. The final design would be subject to approval by the Prospective Landowner. Any easements described in this MOU are expressly conditioned on CDOT granting a new easement for the Vulcan Ditch on the north side of the Colorado River from the location of the new bridge to the existing Vulcan Ditch siphon pipe. The parties agree to cooperate with respect construction of the bridge and pipeline and with respect to the new easement, which may include a utility easement within the trail.

3. Screening and Signs. As part of the final design that is subject to mutual approval of the parties, and subject to funding and budget considerations, the Town agrees to consider options for screening, in the form of landscaping, berms or other methods to protect Prospective Landowner's future home site from sight of the LOVA trail. The Town will additionally install signs on the trail to indicate the existence of private property, and the location of the trail and its uses and directions.

4. Construction, Maintenance and Repair. Construction, maintenance and repair will be done within a reasonable time, without damage to the Property outside of easements and so as to minimize the impact on Prospective Landowner's use and enjoyment of the Property. The Town and any assignees will agree to maintain the LOVA trail in a good and safe condition and state of repair and in compliance with all applicable laws, orders, rules and regulations. The Town acknowledges that Prospective Landowner intends to use the Property as an organic farm and that any chemicals, materials, or weed-control measures to be used in the construction or maintenance of the trail shall be subject to Prospective Landowner's prior written approval so as not to interfere with the intended use of the Property and any certifications as an organic farm.

5. Grant Application. The parties agree and acknowledge that this MOU shall be submitted by the Town in connection with one or more grant applications to provide partial funding for construction of the LOVA Trail and the associated bridge. The application(s) will include a request for use of the LOVA Trail by e-bikes, Onewheels and similar devices.

6. Construction Phasing. Prospective Landowner desires to complete its irrigation pipeline as soon as possible, and the parties agree that the construction of the bridge across the Colorado River shall be pursued as quickly as possible with the first phase of construction, ideally in 2019. The trail itself would initially be constructed as a non-paved primitive trail with the intention of upgrading it to a hard surface suitable for road bikes at a future date within three years after initial construction. Actual construction phasing and details will be dependent on available funding. The parties agree to share construction drawings and specifications for materials for mutual input as the project progresses.

7. Term of Temporary Easement. The term of the temporary easement would be from the date of receipt by the Town of the grant or grants, and the earlier of (a) the date the parties execute an easement for the LOVA trail or (b) two years.

8. Liability. The Town and any approved assignees shall assume all responsibility for construction, operation and maintenance of the LOVA Trail and associated improvements and shall maintain appropriate liability insurance. Nothing herein shall be deemed a waiver of the Town's governmental immunity. To the extent applicable, the parties intend that Prospective Landowner be afforded all protections and liability limitations as set forth in C.R.S. § 33-41-101, *et seq.* The Town and any approved assignees shall, to the extent they may, indemnify and hold harmless Prospective Landowner from claims arising from the exercise of rights granted by the easements.

9. Use of Trail. All portions of the LOVA Trail through the Property and all other portions of the shown on Exhibit B shall be open to pedestrian and bicycle use, including e-bikes, as well as Onewheels and similar devices. The Town agrees to support the use of such devices on all other portions of the LOVA Trail between the Towns of New Castle and Glenwood Springs with the appropriate rule-making authority. The LOVA Trail through the Property may also be used by motor vehicles as necessary for repair and maintenance of the trail, for emergency access, and for unrestricted access through the Property by Prospective Landowner. Additionally, limited access rights may be granted to the Riverbend Water and Sewer Company for access to wells and water facilities, provided that Riverbend Water and Sewer Company agrees to amend its existing easement rights elsewhere across the Property in a manner acceptable to Prospective Landowner. The Town or its assignee shall have the right to restrict other uses and to establish and enforce reasonable rules for use of the LOVA Trail.

10. Use of the Property. Prospective Landowner intends to pursue a land use application for the Property that will include the operation of an organic farm and an anaerobic waste treatment system for farm and food refuse (not including domestic or commercial human-generated wastewater). The Town is a referral agency for Garfield County land use applications and agrees to support these elements of any land use application for the Property; provided, however, the Town reserves the right to comment on traffic impacts or other issues associated with any other elements of the land use application. The Town acknowledges that the LOVA Trail shall be included as an element in the PUD application, and any denial of said PUD application may have an effect on the Prospective Landowner's purchase of the Property and/or the authorization for said trail. The Town would welcome the opportunity to review and comment on the application prior to any submittal to Garfield County.

11. Next Steps. The Town shall promptly notify Prospective Landowner of the results of the grant application and, if approved, the parties agree to work cooperatively and in good faith with respect to formal documentation of the easement or dedication, construction details, and other matters associated with the subject matter of this MOU. Prospective Landowner shall keep the Town apprised regarding the purchase of the Property. This MOU reflects the mutual intention of the parties as of the date hereof but is not a binding contract. Neither party may claim any rights of estoppel or other equitable or contractual expectations based upon reliance on this MOU. Any formal easement or other binding agreement shall be in

writing approved by all parties including approval by the New Castle Town Council at a duly-noticed public meeting.

WHEREFORE, the parties have executed this MOU as of the date set forth above.

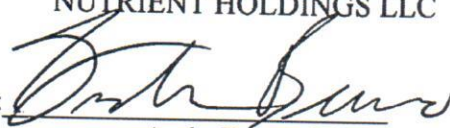
TOWN OF NEW CASTLE, COLORADO

By:

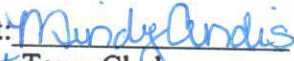

Mayor

NUTRIENT HOLDINGS LLC

By:


Andy Bruno, Manager

Attest:


Deputy Town Clerk

New Castle LOVA Trail Maintenance Estimate

1200 LF Asphalt Surface, 7800LF Gravel Surface

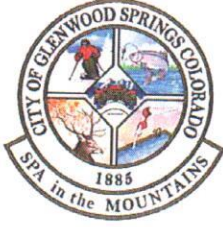
Items	Description	Unit Cost	Quantity	Cost
Asphalt	weighted average cost for \$1000 LF*	\$650	1	\$650
Mow	1 crew for 1.5 hrs ea. at \$35/hr	\$53	5	\$263
Sweep	1 crew for 1.5 hrs ea. at \$35/hr	\$53	4	\$210
Plow	1 crew for 1.5 hrs ea. at \$35/hr	\$53	6	\$315
Noxious Weed Removal	1 crew for 2.5 hrs ea. at \$35/hr	\$88	3	\$263
Chemical for Noxiuos Weed Removal	Lump Sum	\$325	1	\$325
Paint/Markings and Sign Maintenance	Lump Sum	\$300	1	\$300
		Total		\$2,325

* The annual asphalt maintenance cost for this project is expected to be \$2,857 "per lane mile", which equates to \$650 "per 1200 linear feet" This is a rough estimate for the planning of routine maintenance.

The figure is an average of New Castle's actual "per lane mile" cost for the last two years

Exhibit B
Budget Form - Project Name: New Castle-Canyon Creek Construction

SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]	
CASH								
Colorado Parks and Wildlife	1/1/2019				\$ 500,000.00		\$ 500,000.00	
Town of New Castle	1/1/2019					\$ 30,000.00	\$ 30,000.00	
City of Glenwood Springs	1/1/2019					\$ 100,000.00	\$ 100,000.00	
Roaring Fork Transit Authority	1/1/2019					\$ 20,000.00	\$ 20,000.00	
The Farm Corporation	1/1/2019					\$ 5,000.00	\$ 5,000.00	
IN-KIND								
							\$ -	
							\$ -	
TOTAL SOURCES OF FUNDS					\$ 500,000.00	\$ 155,000.00	\$ 655,000.00	
USE OF FUNDS - CASH								
USE OF FUNDS - CASH	Quantity/ Cost per Unit	Qty	Cost	Total	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance [should be 0]
Category 1 - Contracted Services								
Dinosaur Point Stabilization and Rockfall	128550	1	\$ 128,550.00	\$ 128,550.00	\$ 115,285.00	\$ 13,265.00	\$ 128,550.00	0
Colorado River Bridge	448750	1	\$ 448,750.00	\$ 448,750.00	\$ 314,125.00	\$ 134,625.00	\$ 448,750.00	0
Path next to Canyon Creek	23700	1	\$ 23,700.00	\$ 23,700.00	\$ 16,590.00	\$ 7,110.00	\$ 23,700.00	0
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 2 - Salary/Wages								
				\$ -			\$ -	0
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 3 - Materials/Tools								
				\$ -			\$ -	0
				\$ -			\$ -	0
				\$ -			\$ -	0
				\$ -			\$ -	0
Additional Categories								
Permitting, Bid and Const. Mgmt.	54000	1	\$ 54,000.00	\$ 54,000.00	\$ 54,000.00	\$ -	\$ 54,000.00	0
				\$ -			\$ -	0
				\$ -			\$ -	0
				\$ -			\$ -	0
				\$ -			\$ -	0
USE OF FUNDS - CASH SUBTOTAL					\$ 500,000.00	\$ 155,000.00	\$ 655,000.00	
IN-KIND								
IN-KIND	Quantity/ Cost per Unit	Qty	Cost	Total			Total Funding (\$)	Balance [should be 0]
Category 1 - Contracted Services								
				\$ -			\$ -	0
Category 2 - Salary/Wages								
				\$ -			\$ -	0
				\$ -			\$ -	0
Category 3 - Materials/Tools								
				\$ -			\$ -	0
				\$ -			\$ -	0
Additional Categories								
				\$ -			\$ -	0
IN-KIND SUBTOTAL					\$ -	\$ -	\$ -	
TOTAL PROJECT COST					\$ 500,000.00	\$ 155,000.00	\$ 655,000.00	
30% REQUIRED MATCH						\$ 150,000.00		



City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Colorado Parks and Wildlife Division
State Trails Program
13787 U.S. Hwy 85 N.
Littleton, CO 80125
Re: LoVa Trail Construction grant

Monday, July 26, 2018

To Whom It May Concern:

By this letter the City of Glenwood Springs (COGS) expresses its strong support of the application of the Town of New Castle for a Colorado the Beautiful program trails construction grant. The grant, if awarded, would provide funding for three critical elements of a multimodal trail between New Castle and Canyon Creek in the Colorado River corridor. Glenwood Springs has long been an active partner in planning and providing resources for the success of this trails project and will provide a \$100,000 match if the grant is awarded.

Local leaders and citizens' groups in and around Glenwood Springs have envisioned a multimodal trail in the Colorado River valley west of Glenwood Springs at least since 2000. The project is known as the Lower Valley (LoVa) Colorado River trail. Governor Hickenlooper included the LoVa Trail near the top of his 2016 list of critical trails projects, now known as Colorado the Beautiful. All interested parties envision this trail being completed in the near future to Glenwood Springs, which will enable riders and hikers access between the western terminus of the Rio Grande Trail to points west, as well as from the Glenwood Canyon Trail to points west.

We believe that the LoVa Trail is of critical importance to western Colorado bikers and trail enthusiasts due primarily to three goals of the trail project: connectivity, safety, and economic development. Our connectivity goal is to provide biker and hiker access through the Colorado River corridor to New Castle and eventually points west, allowing both regional and statewide recreation opportunities throughout Garfield County and all of western Colorado. There are plentiful biking and hiking opportunities west of Glenwood Springs, but they are not yet accessible by bicycle or foot from Glenwood Springs.

In order to achieve this connectivity, certain difficult terrain issues must first be tackled. With regard to safety, it is important to get traffic off of I-70. In one stretch of the Colorado River corridor between Glenwood Springs and the New Castle/Canyon Creek planning area there is no way to traverse the corridor without being on the Interstate, which is extremely hazardous to the riders. The grant before you helps to solve this problem by providing a trail in the immediately adjacent area, eventually to connect safely to Glenwood Springs by way of a multimodal trail currently under professional

design/engineering study through State Trails and GOCO planning grants. Economically, our entire area is populated by bike enthusiasts who seek additional places to ride. We are also a biking destination and enhanced connectivity allows COGS, as well as New Castle to benefit from additional riders who travel here to enjoy our trails and patronize our restaurants, hotels, and hot springs.

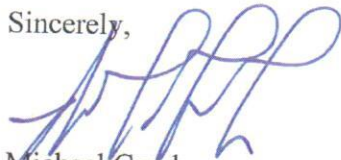
The three critical elements which will allow bike and pedestrian traffic in the Colorado River corridor are rock scaling and rockfall mitigation at Dinosaur Point (about two miles east of New Castle on the south side of the River) and a multimodal bridge across the Colorado River near the DOW facility at Canyon Creek. Additionally an adjacent underpass will be completed. When the three design elements referred to above are completed the trail will be passable for hikers, runners, mountain bikers, and some hybrid bikers. Moreover, when completed, the trail will become an important leg of the LoVa Trail, as envisioned in the Colorado the Beautiful program. That trail will carry bike and pedestrian traffic not only between Glenwood Springs and New Castle, but also bikers and other recreationists from across this region including the entire Roaring Fork Valley from Glenwood Springs to Aspen.

Once the LoVa Trail is finished, it will provide passage from Aspen and Glenwood Springs to the plentiful country/rural riding opportunities north and west of New Castle as well as several soft trail networks adjacent to, and accessible from the LoVa Trail. In addition, it will allow access to the Storm King Trail on BLM property adjacent to the Canyon Creek exit (109) of I-70. Following additional fundraising and construction opportunities, most especially the 2020 USDOT Federal Lands Access Program (FLAP) cycle, we envision paved trail access throughout the Valley between Glenwood Springs and New Castle for road cyclists as well. This section of Garfield County poses difficult terrain to design and construction but once completed, will allow construction for bike and pedestrian traffic virtually from the Summit County area to the Utah border because the most difficult design elements will have been built.

Glenwood Springs is an active member of the Roaring Fork Transportation Authority (RFTA), the local bus and trails transit collaborative, which also includes New Castle. RFTA has expressed its enthusiastic support of the LoVa Trail by including the trail in its long term planning, and by being a contributing supporter of this grant application. Our region is known for its collaboration between its county and municipal governments on virtually every issue of public concern. The LoVa Trail is another such example. We look forward to having bike a pedestrian trails access to the Colorado River valley westward from Glenwood Springs, perhaps eventually to the strong network of trails in the Grand Junction area. With construction of the critical design elements included in this Colorado the Beautiful program trails construction grant, that vision will be possible.

Thank you for giving this grant application your fullest consideration.

Sincerely,



Michael Gamba
Mayor
City of Glenwood Springs





July 30, 2018

Colorado Parks and Wildlife Division
State Trails Program
13787 U.S. Hwy 85 N.
Littleton, CO 80125

Re: LoVa - Colorado River Regional Trail - New Castle-Canyon Creek Construction

To Whom It May Concern:

The Board of the Roaring Fork Transportation Authority (RFTA) strongly supports the application of the Town of New Castle for Colorado the Beautiful construction grant funding for a portion of the Lower Valley (LoVa) Colorado River Trail. In addition, on July 12, 2018 the RFTA Board voted unanimously to support the grant with a contribution of \$20,000 cash for match funding should the grant application be awarded. RFTA is the second largest transit system in Colorado, and the largest rural transit system in the United States. As a part of our transit mission, RFTA, in cooperation with Pitkin County Open Space and Trails, currently manages the Rio Grande Trail. The Rio Grande Trail is a multimodal cycling/pedestrian trail which runs from Glenwood Springs to Aspen, Colorado on a former railbed. The Rio Grande has 42 miles of continuous multi-use trail and is completely protected from vehicular traffic except at intersections.

As noted, the Board voted unanimously to support the project with cash funding and this letter of support. Importantly, the Board envisions the LoVa Trail as an asset to its transit mission by also committing \$2 million in construction funding to the LoVa Trail (Glenwood to New Castle in the Colorado River corridor) should its Destination 2040 transit enhancement ballot initiative pass in November, 2018. The \$20,000 contribution is made regardless of the passage of Destination 2040. Most of the members of RFTA are not on the LoVa Trail corridor, yet have expressed their support for this important trail linkage which would extend the breadth of multimodal trails between our communities. Voting in favor of the matching contribution and support for the grant application were Pitkin County, Eagle County, City of Aspen, Town of Basalt, Town of Carbondale, and the Town of Snowmass Village, in addition to the member communities Glenwood Springs and New Castle, which are situated on either end of the proposed trail.

Historically RFTA has supported efforts by both Glenwood Springs and New Castle to plan and build trails transit within our service territory in the Colorado River valley. In the past, RFTA has contributed match money to three planning efforts sponsored by the Town of New Castle for

segments of the LoVa trail it is working on developing. We base our support of the Trail's completion in part on our own planning documents. In 2015 RFTA completed a Regional Bicycle, Pedestrian, and Transit Access Plan, naming the Lower Valley trail from Glenwood Springs to New Castle and points west as a high regional priority. It is anticipated that the RFTA Board will engage in active dialogue with its member communities on the Colorado River corridor about becoming the eventual manager and operator of the LoVa Colorado River Trail, once completed. We are ready to assist in the development of funding alternatives for this multi-modal project which will benefit the region in many ways. Among those benefits are: providing safe alternatives to bike and pedestrian traffic on busy roadways, providing an alternative to auto commuting on a well-designed and well-built bike corridor adjacent to and distinct from I-70, and providing a recreational resource in the Colorado River valley which connects to our Rio Grande Trail at a trails hub in Glenwood Springs. We place a premium on connectivity between our member communities and believe that the LoVa Trail is essential to provide trails access to all within our region. Because we have been in the trails business for quite some time, RFTA brings to the table a history of local multimodal trails management and operation which is not paralleled elsewhere in our region, and can be of critical assistance to this LoVa Trails effort once it is built.

Thank you for your review of New Castle's grant application, and your consideration of this very worthy project.



Dan Blankenship
Chief Executive Officer
Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, CO 81601
dblankenship@rfta.com
970-384-4981 (work)
970-319-8560 (cell)

July 31, 2018

Nick Dellaca
State Trails Program Manager
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80215

Re: LoVa Trail - New Castle to Canyon Creek

Mr. Dellaca,

I am writing to support the Town of New Castle's grant application for the LoVa-Colorado River Regional Trail between Glenwood Springs and New Castle. An arterial trail to connect the communities west of Glenwood Springs will support both the need for transportation as well as recreation. As a future business owner in the area, I not only support the positive results of recreation and transportation, but also what the connectivity will do for economic growth in the area. Increasing the larger regional network will promote development in the area as well as provide access to the beautiful landscape.

In support of this investment, if my company is able to successfully close on the Riverbend Ranch property, I will contribute \$5,000 to the LoVa Grant. I believe the investment will be valuable both to the local communities and business owners.

Andy Bruno

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

Nick Dellaca
LWCF State Liaison Officer
State Trails Program Manager
13787 S. Hwy. 85
Littleton, CO 80125
Email: nick.dellaca@state.co.us

July 18, 2018

Dear Mr. Dellaca,

Thank you for speaking with me on July 12, 2018 about the LOVA Trail from New Castle to Canyon Creek Project and the Non-Federal Environmental Form.

The Non-Federal Environmental Form was reviewed by Levi Atwater (District Wildlife Manager) and he indicated negligible impacts for plants, wildlife, aquatic habitat, stream flow, river corridors, wetlands, floodplains, disturbances to neighboring properties, soil/erosion, introduction or promotion of non-native species, and environmental disturbances during construction as negligible impacts. Mr. Atwater also indicated stormwater runoff and sedimentation as not applicable. Mr. Atwater reviewed the project in the scope of wildlife impacts. See attached the Non-Federal Environmental Form for the project.

I also reviewed the Non-Federal Environmental Form and determined that most of the environmental considerations also had negligible impacts. However, impacts to wetlands will likely be minor. The pedestrian bridge that will cross the Colorado River may impact some wetlands as well as the trail near the railroad underpass. Rough mapping using aerial photography shows the impact of wetlands to be less than a tenth of an acre, so no mitigation will be required. The project will qualify under U.S. Army Corps of Engineers (USACE) Nationwide Permit 14: Linear Transportation Projects with no mitigation requirement. A full wetland delineation is still needed, and a pre-construction notification (PCN) to the USACE is also needed. This will be completed once more funding is secured. The typical response time from the USACE to respond to a PCN request is 30-60 days.

Even though, USACE mitigation is not required for the wetland disturbances, the proponent will re-seed riparian disturbed areas with a native wetland/riparian seed mix. Also, contractors will use best management practices (BMPs) to control the spread of noxious weeds in the area by washing vehicles prior to entry to the site. BMPs will also be used to control soil erosion and sedimentation.

The project will have a positive impact by providing education of users through environmental education signage that describes wildlife, environmental features, and cultural features along the trail route.

Sincerely,



Cindy Adams
SGM Senior Scientist

Non-Federal Environmental Form

ENVIRONMENTAL CHECK LIST (for projects outside of NEPA requirements)

The applicant is responsible for addressing any environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives. Consultation with Colorado Parks and Wildlife (CPW) local District Wildlife Manager and biological staff is highly recommended if the project is expected to have significant impacts on wildlife, sensitive wildlife habitats and/or lies within 200 feet of any aquatic landscape. CPW District Wildlife Manager by district throughout Colorado can be found on the Colorado Hunting Atlas at: <https://ndismaps.nrel.colostate.edu/index.html?app=HuntingAtlas>

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

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

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

Non-Federal Environmental Form

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

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

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

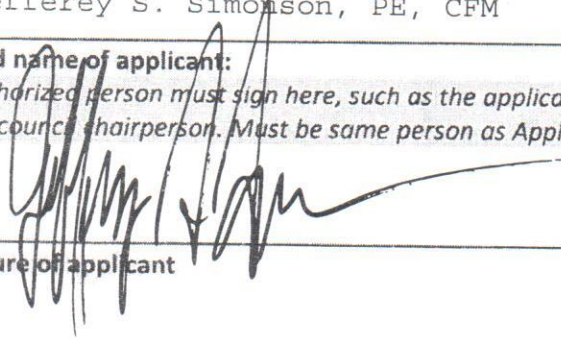
- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education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

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

Jefferey S. Simonson, PE, CFM

Printed name of applicant:

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



July 23, 2018

Signature of applicant

Date

Town Engineer

Printed name, title of authority:

Colorado Parks and Wildlife or a person on applicant staff who is knowledgeable about the project and can complete this checklist must sign here. The applicant and title of authority must be different.

Signature authority:

Date

Non-Federal Environmental Form

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

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


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

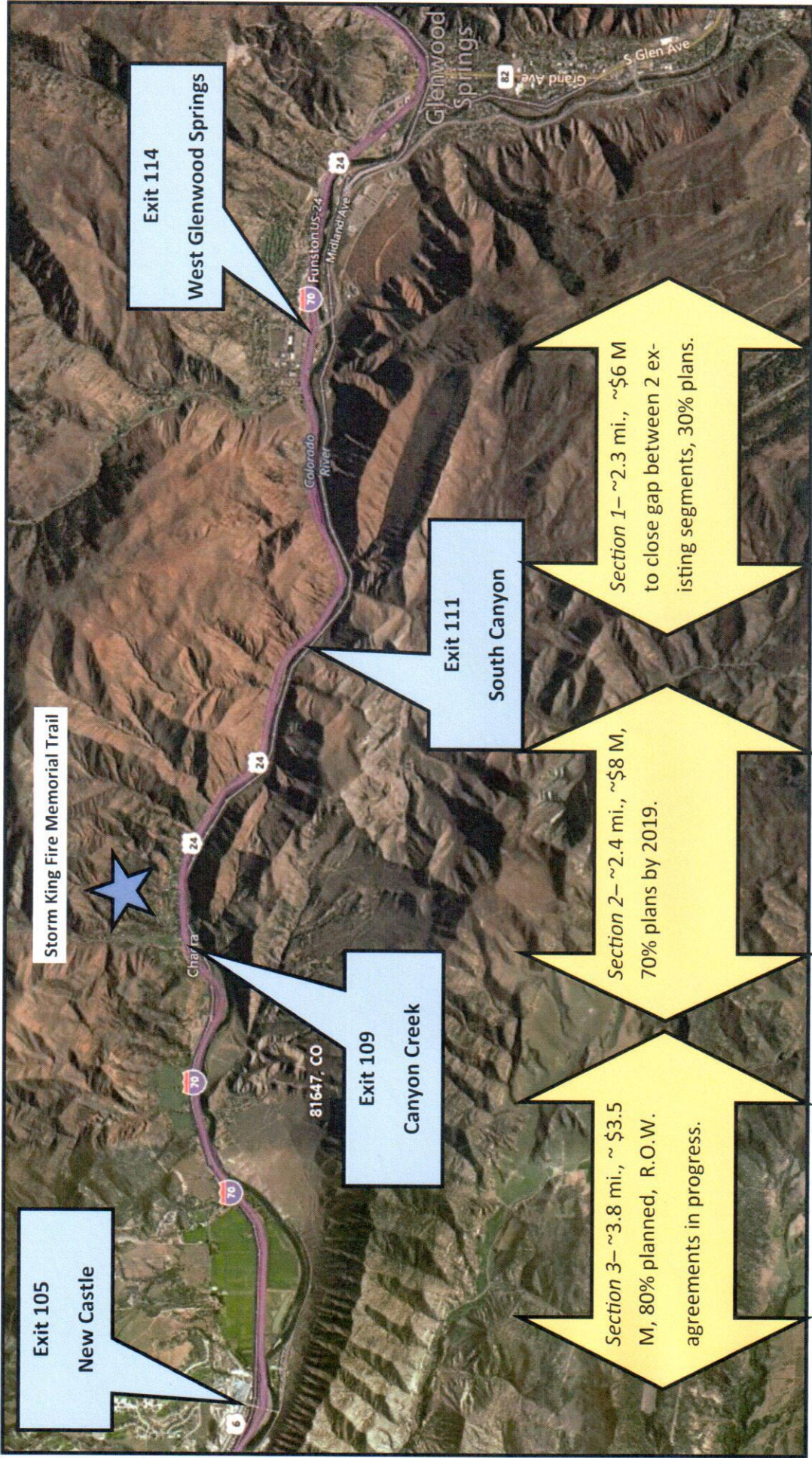
*If the proposed project affects threatened or endangered species or critical habitat listed at the federal or state level, concurrence with a CPW wildlife manager or biologist is required prior to the submission of this application

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

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

- Alternative design or trail route system
- Seasonal Closures

Reviewed by Lev. Akutan - District Wildlife Manager
on 6/27/2018 

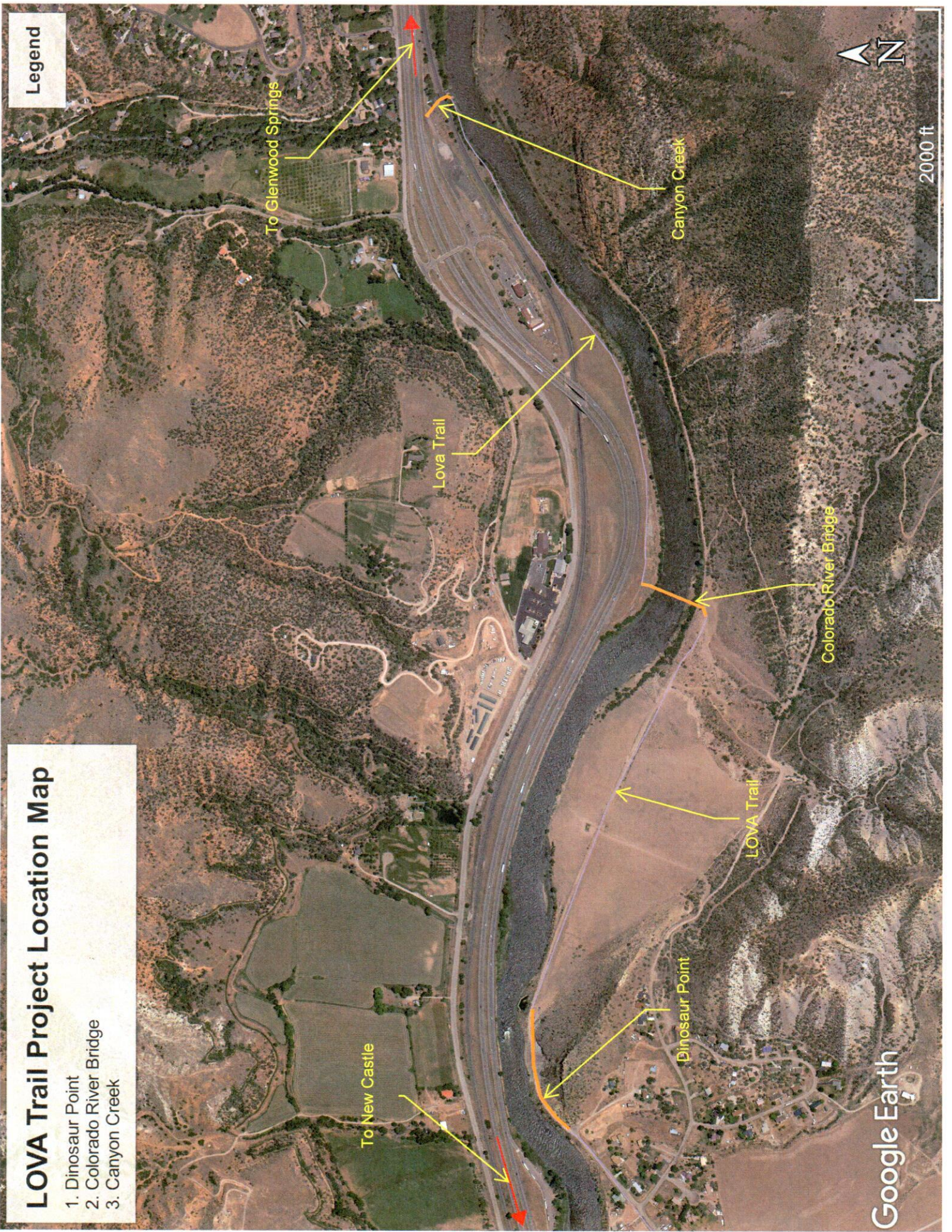


LoVa South Canyon Trail
West Glenwood Springs to New Castle

LOVA Trail Project Location Map

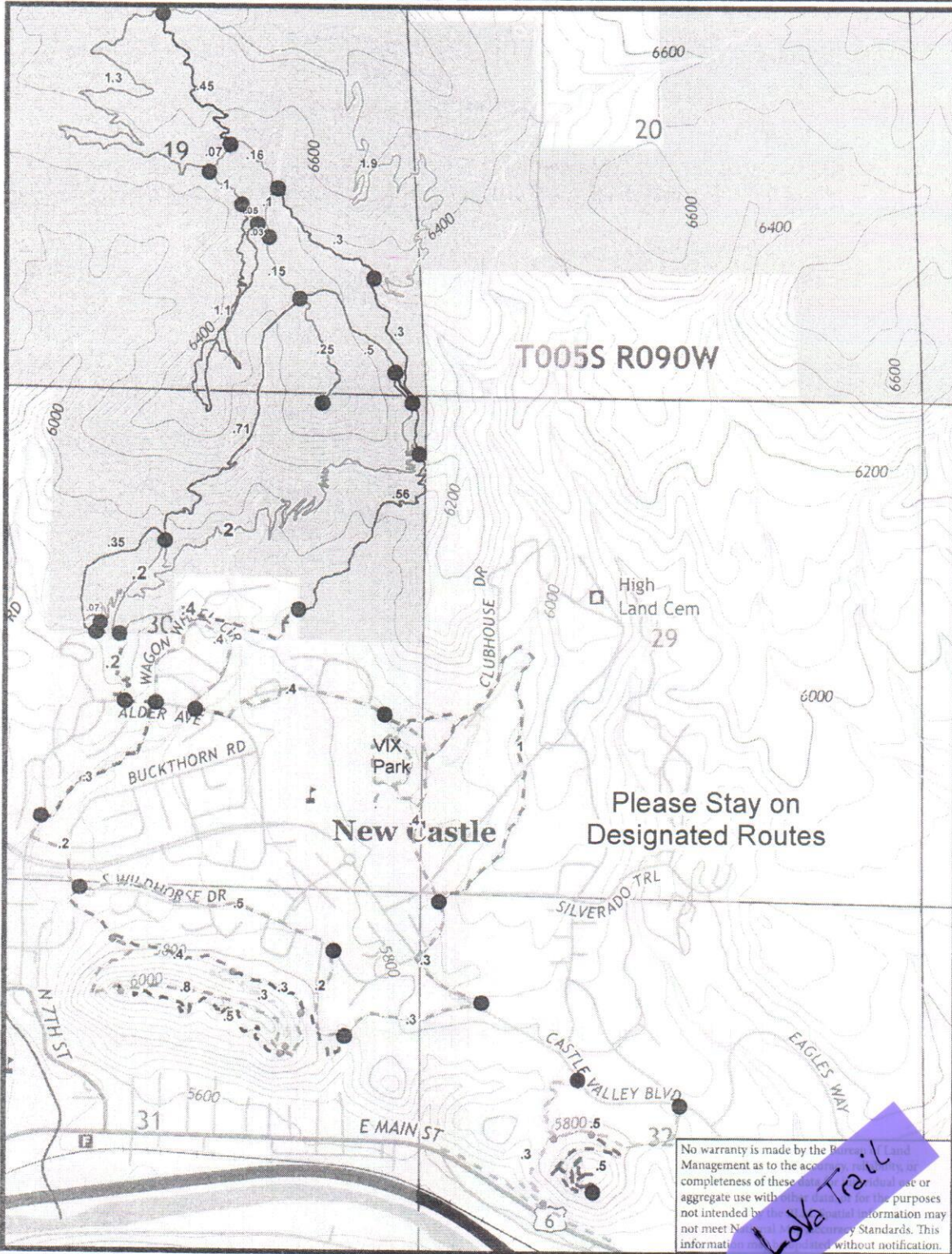
1. Dinosaur Point
2. Colorado River Bridge
3. Canyon Creek

Legend





New Castle Trails- Colorado River Valley Field Office



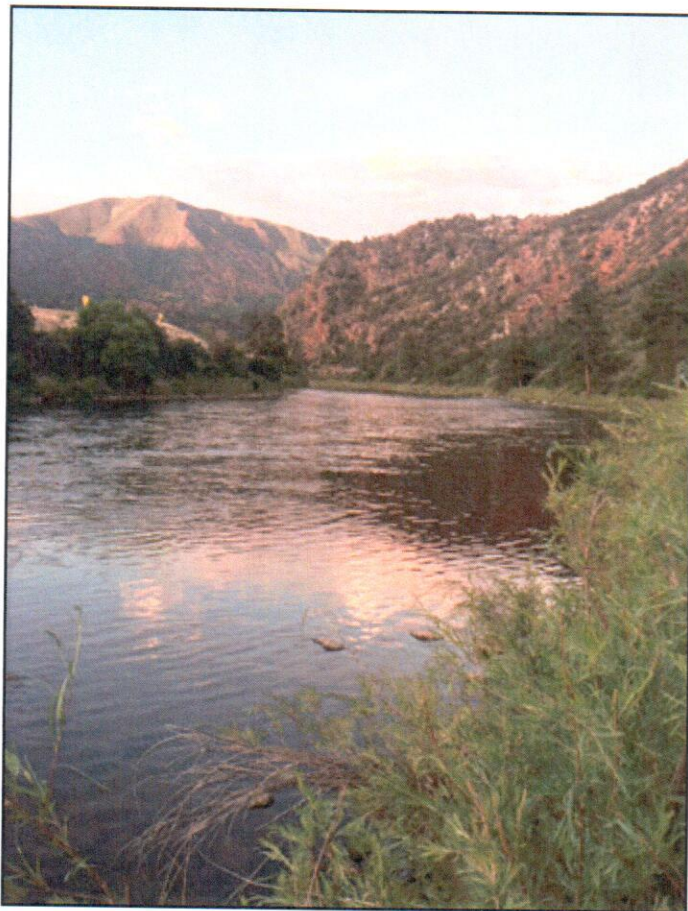
Please Stay on Designated Routes

No warranty is made by the Bureau of Land Management as to the accuracy, completeness or aggregate use with these trails for purposes not intended by the Bureau. This information is provided without notification.

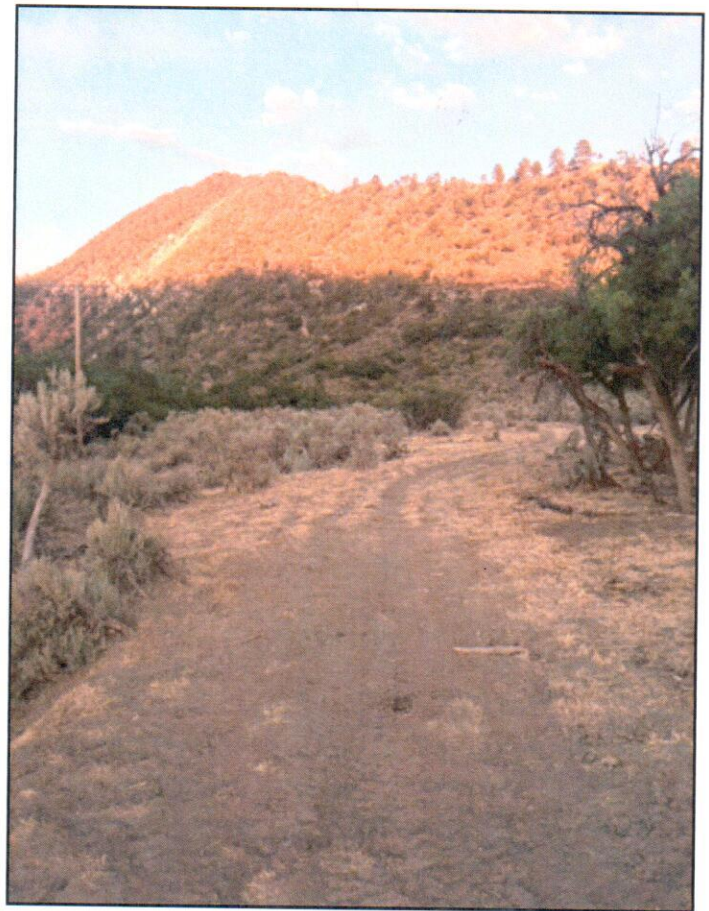
- BLM Routes Open to Bikes, Hikers, Equestrians**
- Colorow Ditch
 - Jasper- 1.9 miles
 - Stairway to Heaven- 2 miles
 - Ole' Roller- .6 mile
 - Colorow Overlook- .25 mile
 - Colorow Trail- 2.5 miles
 - Crimson Ride- .45 mile
 - Half Time- .7 mile
 - Sweet Mother- 1.3 miles
 - Zeni's Trail- 1.1 miles
 - Mileage Intersections

- Town of New Castle Trail System**
- - - Prendergast Hill Trail
 - - - Jolley Trail
 - - - Alder Park Trail
 - - - Clubhouse Path
 - - - Colorow Connector
 - - - Medaris Ditch
 - - - Medaris Ridge
 - - - Pubview
 - - - Rollie Gordon Trail
 - - - Salty Dalty
 - - - VIX Park
 - - - City Street Trail Connections

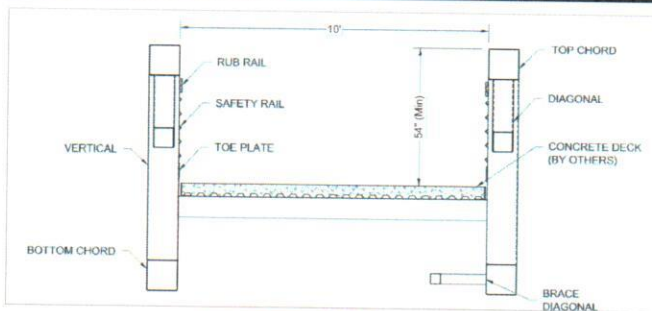




Colorado River at point of bridge crossing, looking east

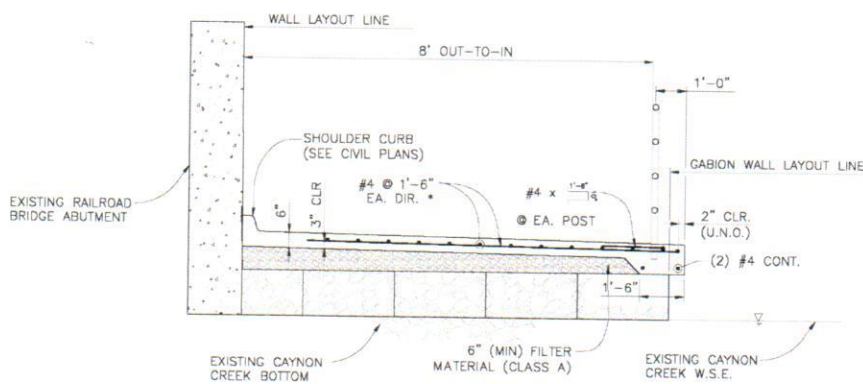


Former Midland rail bed on Riverbend Ranch property, between Dinosaur Point and Canyon Creek



STANDARD BRIDGE SECTION

NOT TO SCALE
STA 153+56.70 TO STA 156+22.13



**RIVER & GABION WALL
ALTERNATIVE SECTION DETAILS**

STA 195+25 TO 197+25

Cross section of bridge and underpass from New Castle planning documents, October 2017 (pursuant to 2016 State Trails planning grant)



COLORADO

Department of Transportation

Region 3

Program Central
202 Centennial Drive
Glenwood Springs, CO 81601

July 30, 2018

To Whom It May Concern

RE: Letter of Support - LOVA Trail From New Castle to Canyon Creek

This purpose of this letter is to indicate the Colorado Department of Transportation's support for the Town of New Castle to engage in Planning, Preliminary and Final Design, Permitting and Construction of facilities related to the proposed LOVA Trail from New Castle to Canyon Creek.

These facilities are generally a bridge across the Colorado River with the appurtenant trail construction of eight (8') feet paved width running north of and parallel to the Colorado River near I-70 mile marker 108.2 and east to I-70 mile marker 109.1 (Canyon Creek).

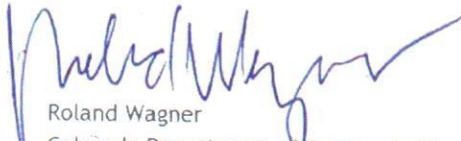
We understand that these facilities will tie into existing pedestrian access at the 109 Exit of I-70. We are aware that a significant portion of this project will need utilize CDOT property between Interstate 70 and the Colorado River and that the project will go thru formal clearance processes and facility maintenance agreements will need to be developed.

We are aware that both the US HWY 6 and Interstate 70 corridors exist with no seperated pedestrian or bicycle facilities and that the pedestrian and bicycle traffic are forced to coexist with vehicular traffic in these corridors.

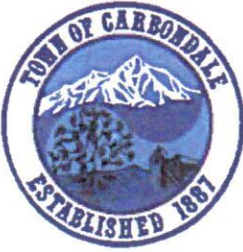
Finally, we are aware that future construction of the project will not be possible without the use of the CDOT rights of way or properties including the property between the Colorado River, Interstate 70, Union Pacific Railroad and Highway 6.

In summary, we are in support of the Town's efforts towards working with CDOT Region 3 on this project.

Respectfully,


Roland Wagner
Colorado Department of Transportation
Region 3 Central Program Engineer





TOWN OF CARBONDALE
511 COLORADO AVENUE
CARBONDALE, CO 81628

July 24, 2018

Colorado Parks and Wildlife Division
Trails Program
13787 U.S. Hwy 85 N.
Littleton, CO 80125
Re: Trail Grant Opportunity

To Whom It May Concern:

The Town of Carbondale strongly supports the application of the Town of New Castle for a Colorado the Beautiful program trails construction grant. The grant, if awarded, would provide funding for three critical elements of a multimodal bike/ped trail between New Castle and Canyon Creek. The trail has long been envisioned by local leaders and citizens' groups as a part of the Lower Valley (LoVa) Colorado River trail. The LoVa Trail was prominently included in Governor Hickenlooper's 2016 list of critical trails projects called 16 for '16, now known as Colorado the Beautiful.

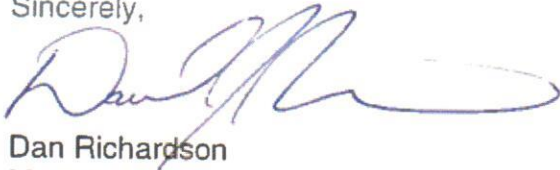
The three critical elements which will allow bike and pedestrian traffic in the Colorado River corridor are rock scaling and rockfall mitigation at Dinosaur Point (about two miles east of New Castle on the south side of the River), a multimodal bridge across the Colorado River near the DOW facility at Canyon Creek, and adjacent structures which will allow bike and pedestrian traffic at the confluence of Canyon Creek and the Colorado River. When the three design elements referred to above are completed the trail will connect to Garfield County Road 335 at Riverbend and be passable for hikers, runners, mountain bikers, and hybrid bikers.

Moreover, when completed, the trail will become an important leg of the LoVa Trail, as envisioned in the Colorado the Beautiful program. That trail will eventually carry bike and pedestrian traffic not only between Glenwood Springs and New Castle, but also bikers and other recreationists from across this region including the entire Roaring Fork Valley, in which Carbondale sits. Carbondale is an exceptionally bike friendly Town, recognized by The League of American Bicyclists with a Gold Level Bicycle Friendly Community award. Our many cyclists in town enthusiastically seek additional places to ride. Once the LoVa Trail is finished, it will provide passage from Carbondale and Glenwood Springs to the plentiful country/rural riding opportunities north and west of New Castle as well as several soft trail networks adjacent to, and accessible from the LoVa Trail in the Colorado River Valley. In addition, it will allow access to the Storm King Trail on BLM property adjacent to the Canyon Creek exit (109) of I-70. Following additional fundraising and construction opportunities, most especially the 2020 USDOT Federal Lands Access Program (FLAP) cycle, we envision paved trail access throughout the Valley between Glenwood Springs and New Castle for road cyclists as

well. This section of Garfield County poses difficult terrain for design and construction but once completed, the LoVa Trail will allow bike and pedestrian traffic from Summit County and beyond to the Utah border because the most difficult design elements will have been built.

Carbondale is an active member of the Roaring Fork Transportation Authority (RFTA), the local bus and trails transit collaborative, which also includes Glenwood Springs and New Castle. RFTA has expressed its enthusiastic support of the LoVa Trail by including the trail in its long term planning, and by being a contributing supporter of this grant application. Our region is known for its collaboration between its municipal governments on virtually every issue of public concern. The LoVa Trail is another such example. We look forward to having bike and pedestrian trails access to the Colorado River valley westward from Glenwood Springs, perhaps eventually to the strong network of trails in the Grand Junction area. With construction of the critical design elements included in this Colorado the Beautiful program trails construction grant, that vision will be possible.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Richardson", with a large, sweeping flourish extending to the right.

Dan Richardson
Mayor



195 W. 14th Street
Rifle, CO 81650
(970) 625-5200

2014 Blake Avenue
Glenwood Springs, CO 81601
(970) 945-6614



Colorado Parks and Wildlife Division
State Trails Program
13787 U.S. Hwy 85 N.
Littleton, CO 80125

Re: LoVa - Colorado River Regional Trail - New Castle-Canyon Creek Construction

To Whom It May Concern:

The Garfield Health Communities Coalition (GHCC) strongly supports the application of the Town of New Castle to extend recreation opportunities by facilitating additional hiking and biking trails in Garfield County. The application for Colorado the Beautiful construction funds, if awarded, would fund three independent construction projects within a 1.85 mile stretch of the Colorado River corridor. These projects when completed would immediately allow cycling, hiking, cross country skiing, and similar activities through the Colorado River corridor beginning in New Castle and ending at Canyon Creek. That corridor is not currently accessible for cycling and pedestrian traffic. Moreover, it would complete the first segment of the Lower Valley (LoVa) Trail construction plan between New Castle and Glenwood Springs, lacking only asphalt pavement which can be added later with additional funding. Mountain bikers, hybrid bikers, pedestrians including hikers, and snowshoe/cross country skiers would have immediate access to this corridor.

The Colorado the Beautiful grant application refers to the Colorado Department of Public Health and Environment (CDPHE) online resource for local community health assessments, plans and status. With regard to its local Community Assessments and Health Improvement Plan, Garfield County has already achieved "phase VII: implement, promote and monitor". This is the most advanced stage in Colorado for this health planning program, according to CDPHE, CHAPS Status, April 2018. The Garfield County Public Health Improvement Plan, 2013-2017 found that as of 2010 Garfield County reported that 42.1% of its population was overweight and 20.9% was obese. A comparison of these rates with those of adjacent counties reveals that both overweight and obesity rates were higher for Garfield County than for the State of Colorado. They were also significantly higher than those rates for adjoining Eagle and Pitkin Counties.

The Garfield Healthy Communities Coalition supports collaborative efforts in providing community resources so that all people within Garfield County have full, equal and equitable access to opportunities that enable them to lead healthy lives. One of our four primary goals is to: "Increase physical activity among all Garfield County residents through recreational

opportunities and built environment policy initiatives." Garfield Healthy Communities Coalition, through its Built Environment Working Group has long been a proponent of completion of the LoVa Trail. The LoVa Trail would connect our communities with biking and hiking infrastructure and help assure that every Coloradan lives within 10 minutes of a park, trail or vibrant green space, which is a primary goal of the Colorado the Beautiful initiative (Governor Hickenlooper, 2016 State of the State address).

Garfield County's health concerns also focus on youth through the Inspire Initiative. This GOCO Initiative aims to influence Coloradans, particularly kids, to appreciate, enjoy and take care of our great outdoors. The success of this initiative relies on the expertise and support of local community coalitions, such as the LoVa Trails Association. A recent Garfield County survey conducted through the Inspire Initiative found that biking and walking/hiking were two of our residents' three favorite outdoor activities. Yet when adults were quizzed about the barriers they perceive to participation, the top two responses were lack of facilities and lack of transportation.

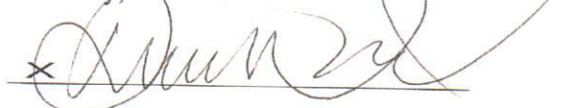
One obvious strategy for providing access and getting more residents involved in their favorite activities is a multimodal, freely accessible trail linking our towns and cities. Because the LoVa Trail Master Plan would do exactly that, GHCC strongly supports this CtB construction funds grant application. The western part of our County, including the area between Glenwood Springs and New Castle, is long underserved by connecting trails. Residents of and visitors to Garfield County would benefit almost immediately from the opening of this Canyon Creek trail segment, which in turn will help attract funding for finalization of the much needed LoVa trail between Glenwood Springs and New Castle.

From a community health perspective, funding of this construction initiative would help in promoting at least five of the Guiding Concepts of the Colorado the Beautiful Grant program:

- Connections to existing outdoor recreation opportunities,
- Proximity and benefit to local communities,
- Improved links to other trail systems,
- Collaborative partnerships, and
- Community health benefits.

For all these reasons, the Garfield Health Communities Coalition requests you view favorably the request for funding for the LoVa - New Castle-Canyon Creek Construction project.

Sincerely,



Dana Wood, MBA
Garfield Healthy Communities Coalition Coordinator
Garfield County Public Health Department
195 W. 14th Street
Rifle, CO 81650
Office: 970.625.5200 ext. 8121



Colorado Parks and Wildlife Division
State Trails Program
13787 U.S. Hwy 85 N.
Littleton, CO 80125

Tuesday, July 31, 2018

Re: LoVa - Colorado River Regional Trail - New Castle-Canyon Creek Construction

To Whom It May Concern:

It is my pleasure to express the unanimous sentiment of the Lower Valley Trails Association (LoVa) Board in strong support of New Castle's CPW/State Trails Program Colorado the Beautiful 2018 construction grant application.

Forward-looking citizens established the Lower Valley Trails Association in 1999. Its Board is made up of representatives of all the municipalities in Garfield County bordering the Colorado River. Our mission is to facilitate the planning and construction of a regional non-motorized trail from Glenwood Springs, west through the Colorado River Valley, 47 miles to the Mesa County Line, and there to hook into an emerging trails network in Mesa County. The LoVa trail would eventually connect the communities of Glenwood Springs, New Castle, Silt, Rifle, and Parachute, and ultimately tie into the Grand Junction / Fruita / Palisade network and on to the Utah State Line. In 2001, LoVa received a grant from Great Outdoors Colorado (GOCO) to conduct a Master Plan study. The process was inclusive, and we held public meetings in all of the municipalities in the valley. The end result was incorporated into the comprehensive plans of all of the local communities, including Garfield County.

Thereafter between 2004 and 2015, our Board hosted or attended approximately 75 public meetings regarding various sections of the proposed LoVa trail. In particular, the trail section covered in this application was widely discussed during New Castle's Comprehensive Planning Process in 2008-09. The public comments we received were virtually universally favorable, though many speakers expressed awareness of the high cost of building in areas of steep terrain. The most critical connection of the LoVa Trail has been identified as the Glenwood-to-New Castle section. While geographically challenging, completion of this segment is critical if there were ever to be a cross-Colorado cycling and hiking trail. Two small sections just west of Glenwood Springs in South Canyon have been completed, both with the support of grants from the State Trails Program.

In 2016 the LoVa Trail gained statewide prominence when Governor Hickenlooper included it high on the list of *Colorado the Beautiful, 16 in 2016*" trails, now known as *Colorado 16 Priority*.

After the *Colorado 16 Priority* list emerged, both Glenwood Springs and New Castle began formal planning efforts, from which they produced engineered design drawings. The CPW/State Trails program and GOCO have each funded engineered planning efforts by these municipalities in the Colorado River trail corridor. In 2017 New Castle held a public process which its Town Engineer incorporated into the final Planning Report in October 2017. Of the four alternatives selected for consideration, the south side of the River option became the consensus favorite as it emerged as the most economical and most practical, as well as the best user experience due to its isolation from the noise and traffic of the freeway and State Highway 6, both heavily travelled roads. Perhaps surprisingly, even with the necessity of a ped/bike bridge, the south alternative proved less expensive because of the enormous cost of negotiating a shale bluff on the north side of the Colorado River just west of Canyon Creek. The alternative New Castle selected therefore, is less expensive, quieter, less trafficked, more popular, and most practical compared to the other options.

Since 2016 the LoVa Trail project has recognized broad support in the region, including significant funding contributions from the Garfield County Board of County Commissioners (GarCo BOCC) and the local transit authority, the Roaring Fork Transportation Authority (RFTA) to the planning effort. Additionally, Glenwood Springs and New Castle have both made significant financial contributions to planning grant funding, as has the Garfield Healthy Communities Coalition (GHCC). The Boards of the BOCC, RFTA and GHCC all include members from the entire region, which have expressed consensus that this LoVa Trails project should be completed. In an October 26, 2017 letter of support for planning funding on the adjacent segment of Colorado River corridor trail, Garco BOCC Commissioner Tom Jankovsky called the LoVa South Canyon Trail "a universally-desired project" which is "non-controversial". Succinctly, he enumerated the benefits of trail completion, stating:

Once completed the LOVA trail will provide increased fitness/recreation/health and economic opportunities for both the Town of New Castle and the City of Glenwood Springs, providing for alternative transportation between the Town and the City, and boosting bicycle tourism within the region. The LOVA trail will also open up access to public land resources through the Canyon, including the soon to be completed South Canyon mountain bike trails, along with access to the Storm King Fourteen Memorial trailhead.

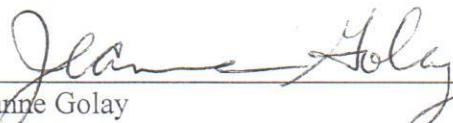
Indeed, there are four overarching goals to the LoVa Trail project we envision; safety, connectivity, recreation, and economic development. New Castle's August 1, 2018 application for LoVa Trail construction funding would provide for all four of these goals **efficiently** at a surprisingly **reasonable** cost. The plan New Castle proposes is efficient because it seeks to first open up a 3.85 mile length of trail to foot traffic and mountain bikers rather than insisting that the entire length be paved before it can be used by a significant segment of the population. The alignment of the corridor allows New Castle to utilize a seldom-traveled two lane road between New Castle and Riverbend/Dinosaur Point for access. Later, it can raise the funds for land acquisition and trails paving for the segment adjacent to the county highway. Further, the Town has been able to negotiate a very favorable Memorandum of Understanding (MOU) with the adjacent landowner which allows for trail passage across a critical .85 mile segment of private land east of Dinosaur Point to the CPW/Wildlife office at Canyon Creek. An award of this 2018 grant application would provide funds for a bridge immediately southwest of the Wildlife office onto

CDOT property and an adjacent structure, thereby connecting the trail to the Canyon Creek exit and Storm King Mountain Memorial Trailhead. For a relatively inexpensive cost, the proponents of the LoVa Trail would very shortly provide this foot and bike access. The importance of this leg cannot be overlooked as we prepare for a 2020 Federal Lands Access Program (FLAP) grant cycle. There, our several collaborators intend to seek significant funding for construction of the adjacent segments of trail through South Canyon and on to west Glenwood Springs. The Trail can only be built on the north side of the River in the adjacent South Canyon to Canyon Creek segment due to prohibitively steep terrain. Thus it is imperative that we construct the bridge passage to the north side of the River now, in order to prepare for the final stage of construction in the coming two years.

Our need for the funds is urgent. Our long term grant strategy reveals the need for funding in 2018/2019. The two connecting communities, together with RTFA, and LoVa have had ongoing discussions about our intention to file a FLAP grant for final construction of the 8.5 mile LoVa Trail in 2020. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. One of the selection criteria for project eligibility is that the project can be realistically completed based on scope, schedule, and budget. A second is that the Access Program supplements, not substitutes for, state and local resources. LoVa is a specifically-designated *Colorado 16 Priority* trail which has benefitted from Colorado state planning resources but has not recently received construction moneys. It is important that prior to seeking FLAP moneys, the LoVa Trail be (1) fully planned, i.e., "shovel ready" which will be finished in 2019, and (2) actively undergoing development of access to federal lands. The proposal in this State Trails construction funds application would lead directly to the Storm King Fourteen Memorial trailhead on BLM property. In addition, the LoVa Trail hooks up the soft trails networks of both Glenwood Springs and New Castle, which both sit on or adjacent to federal lands.

New Castle has prioritized this LoVa Trail project because of the economic benefits it perceives will arise as it becomes a biking destination. To that end it is restriping its downtown avenue to include bike lanes, and has already opened a network of soft trails. But riders from neighboring towns cannot reach New Castle without hauling their cycles by car or truck traffic. It is this connectivity which the Town, as well as the entirety of western Garfield County, lack. Finally, as a recreational amenity, interconnecting bike trails have been a boon to similar communities such as Fruita and Palisade. Inevitably western Garfield County will become a link in the string of communities from Utah to Denver interconnected by multimodal trail. This construction grant cycle is a fortunate and obvious opportunity to complete a critical gap.

Thank you for your consideration of this letter in your deliberations.



Jeanne Golay
Executive Director, Lower Valley Trails Association



Our mission is to create and sustain the best possible mountain bike trail system and experience in the Roaring Fork Valley.

Executive Director

Mike Pritchard

July 30, 2018

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13787 US Hwy 85 N.
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Re: RFMBA's Comments in support of the LoVa - Colorado River Regional Trail - New Castle to Canyon Creek - Construction Grant Application

To Whom it May Concern,

Please accept this letter on behalf of the Roaring Fork Mountain Bike Association (RFMBA), a Chapter of the International Mountain Bicycling Association. RFMBA supports the application of the Town of New Castle for a Colorado the Beautiful construction grant. The grant would almost immediately enable the trail riding, and eventually road biking on a pedestrian and bicycle trail in the Colorado River corridor between New Castle and Canyon Creek. RFMBA was also a strong supporter of the trails planning grant which New Castle secured in 2016. The final report, issued in October 2017, found that the best alternative for bikers and hikers was the remote, less traveled south side of the Colorado River. The Lower Valley (LoVa) trail would run roughly parallel to the Interstate 70 and Colorado River corridor, but removed from State Highway 6 and I-70 by being on the south side of the Colorado River. In our experience, travel on busy highways is more dangerous and less enjoyable than the more rural experience bikers would have over the corridor envisioned here.

RFMBA, a Chapter of the International Mountain Bicycling Association, is a 501(c)(3) charitable organization.

Post Office Box 2635
Aspen, CO, 81612
www.RFMBA.org

RFMBA values this type of public investment for the obvious return on investment that our local communities will receive. Projects that lead to bicycle friendly infrastructure allow for healthy and vibrant communities. These same projects provide a source of economic development for communities interested in promoting increased recreation opportunities and tourist visitation.



Our mission is to create and sustain the best possible mountain bike trail system and experience in the Roaring Fork Valley.

Connecting New Castle toward Glenwood Springs will extend our regional bike path system to the west from the already successful Glenwood Canyon and Rio Grande bike paths.

RFMBA is currently working with local partners (and State Trails Grant program funding) on the South Canyon Trails Plan (SCTP) which envisions 18+ miles of soft surface multi-use trails on lands primarily owned and managed by the City of Glenwood Springs. Phase 1 of the SCTP, which includes three trails totaling 8.5 miles, will be completed as of Fall 2018. Connecting this new system of trails toward New Castle, eventually via a paved trail, will be an important development that allows for trailhead access without the need for driving on the Interstate highway. In addition, the Town of New Castle has opened 14 miles of new bike and hiking trails in the past 30 months, in part due to an ambitious and successful partnership with the Bureau of Land Management. In partnership, the Town of New Castle, RFMBA's committee New Castle Trails, and the BLM identified an extensive recreation management area (ERMA) north of town in which to construct and manage the majority of this soft surface trails network. What New Castle and all of western Garfield County currently lack is a trail connection to the trails hub in Glenwood Springs where the Glenwood Canyon and Rio Grande trails converge.

We greatly applaud and support the efforts of New Castle to plan and fund a paved trail that will one day connect to the recreation oriented soft surface trails being developed in South Canyon and in New Castle. These efforts are consistent with many statewide and regional recreation goals, and enjoy support throughout our region. This grant application for construction funds is perfectly in line with Colorado's recently stated goal to be the most bike friendly state in the country.

Feel free to contact me with any questions. If you ever have any questions or ideas about our regional trails or our mission, please contact me at (970) 948-3486 or mike.pritchard@rfmba.org.

Best Regards,

Mike Pritchard, Executive Director