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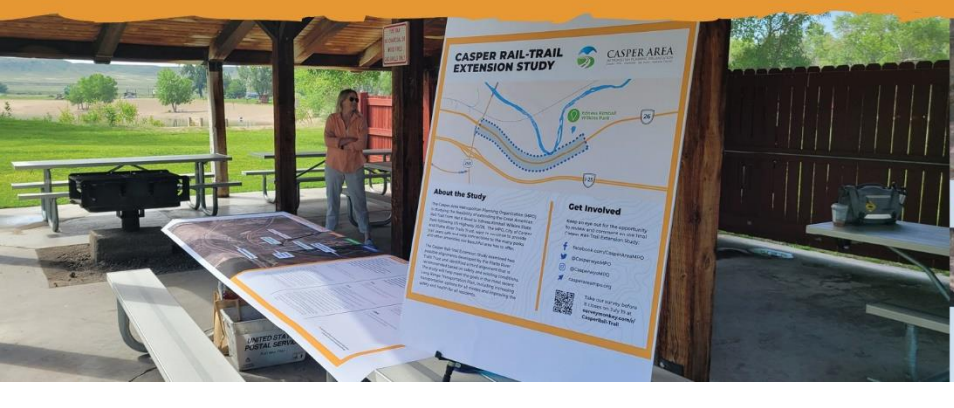
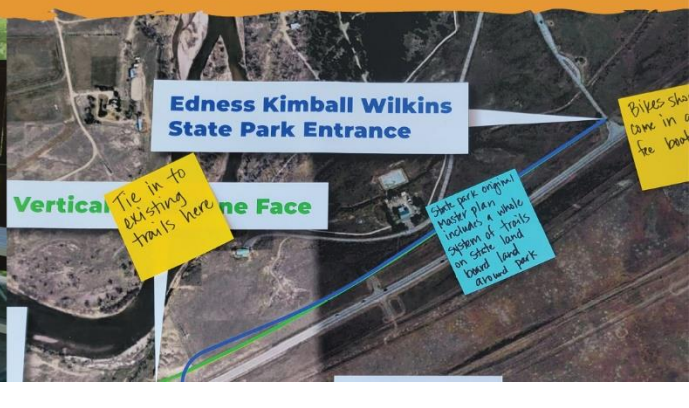
CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

HDR

CASPER RAIL-TRAIL EXTENSION STUDY

August 2021





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APPENDICES

INTRODUCTION

The Casper Area Metropolitan Planning Organization (MPO) has analyzed the feasibility of extending the Casper Rail-Trail from Hat 6 Road to Edness Kimball Wilkins State Park (EKW) following US Highway 20/26 (also known as Old Glenrock Highway). The MPO, City of Casper, and Platte River Trails Trust (PRTT), want to continue to provide trail users safe and easy connections to the many parks and other amenities the beautiful area has to offer. The study will help meet the goals in the most recent Long Range Transportation Plan, including increasing transportation options for all modes and improving the safety and health for all residents. The Casper Rail-Trail and the extension to EKW State Park as studied in this report are vital pieces of the Great American Rail-Trail, a project of the Rails-to-Trails Conservancy to connect the country via a multi-use trail spanning between Washington, D.C. and Washington state

The Casper Rail-Trail Extension Study examined two possible alignments developed by the Platte River Trails Trust. During the analysis of the two alignments, a third alignment was identified to make more use of the existing rail bed and utilize an overhead crossing.

Figure 1 - Study Area

This document summarizes the public and stakeholder engagement conducted throughout the study, results from the preliminary design and safety analysis of the three route alternatives, and funding opportunities for construction of the rail-trail extension.

PUBLIC & STAKEHOLDER ENGAGEMENT

PUBLIC AND STAKEHOLDER ENGAGEMENT

As part of the Casper Rail-Trail Extension Study, the project team conducted public and stakeholder engagement to ensure the results of the study reflected their needs and addressed their concerns. The following information and additional details on the public and stakeholder engagement process can be found in Appendix A.

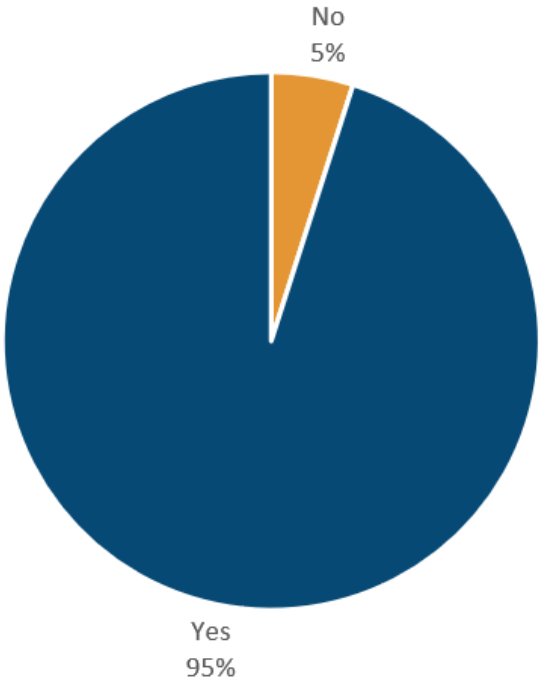
PUBLIC ENGAGEMENT

The project team created an inclusive public involvement plan using traditional and virtual engagement methods to make sure to hear from people who live, work, and play in the Casper area. Various engagement opportunities were provided to gather meaningful feedback on the project, including a digital survey, pop-up event, and online public meeting. Below are the results from each engagement tool.

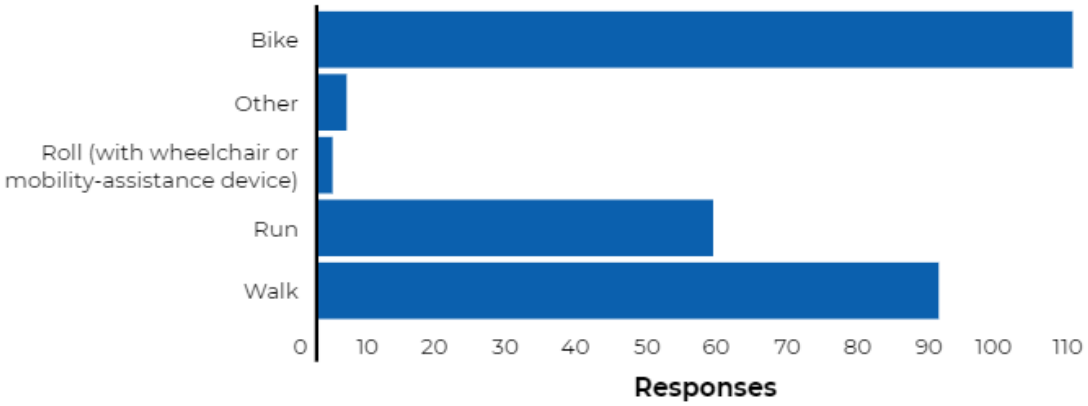
Digital Survey

A survey was created to understand the needs of the community which generated 144 responses. The survey was open to the public from June 21 to July 18, 2021. Below is a screenshot of the key findings from the responses. The overall sentiment of the survey's open-ended responses was 84% positive sentiment (according to MonkeyLearn Sentiment Reader).

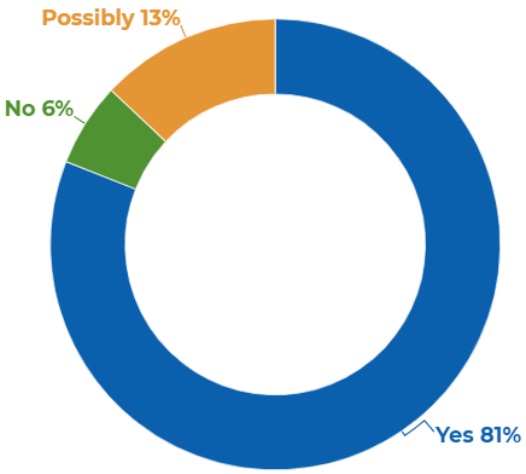
Do you use the existing Casper Rail-Trail?



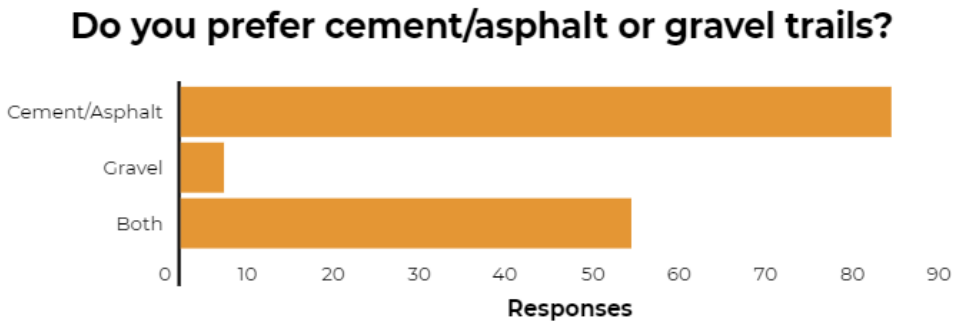
How do you use the existing Casper Rail-Trail?



Would you visit EKW Park more often in the future if there was a safe and convenient trail to access the park?



Do you prefer cement/asphalt or gravel trails?



Pop-up Event

A pop-up event was held at Edness Kimball Wilkins State Park on July 17 from 10 a.m. to 1 p.m. The event was promoted to the public and park users. A study overview and map of the alignments with design variables and pros and cons of each were provided. Members of the project team were there to have conversations with participants and address any questions or concerns. Most of the comments from participants were written on post-it notes on the map.

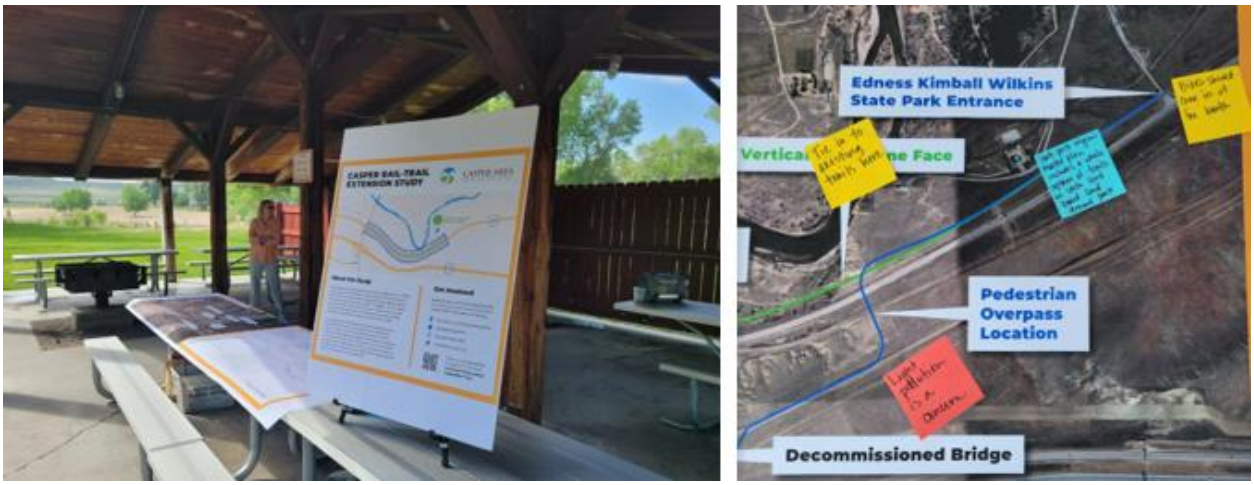


Figure 2 - Pop-up Event

Online Public Meeting

The Casper Area MPO hosted an online public meeting for the Casper Rail-Trail 30-day public comment period. The self-guided meeting launched on August 11, 2021 and closed on September 9, 2021. Topics included:

- Project Overview
- Alignment Options
- What We've Heard
- Alignment Recommendation

The meeting had **566** participants generating eight comments that are captured in appendix D. It was promoted on the Casper Area MPO's Facebook, Twitter, and Instagram, an email to the stakeholder working group, and eblast to those who provided an email in the digital survey or are part of MPO public involvement email list.

Communication Materials

Various communication materials were developed to promote the survey, pop-up event, and online public meeting, including social media posts on the Casper Area MPO's Facebook, Twitter, and Instagram accounts that were shared by study partners and eblast to the MPO's distribution list, press release to local publications, and flyers.

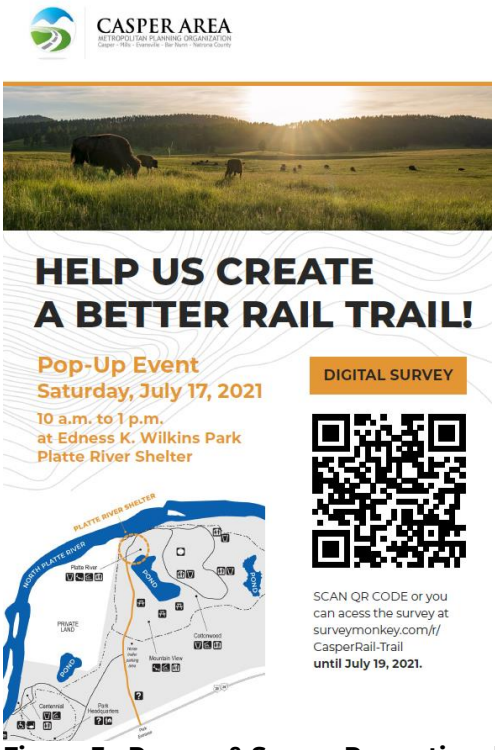


Figure 3 - Pop-up & Survey Promotional Flyer Graphic

Figure 4 - Survey Social Media

STAKEHOLDER WORKING GROUP

A stakeholder working group was created with key stakeholders and partner agencies to build consensus and discuss all aspects of the study, as well as develop the project plan in accordance with their individual needs. Members included representatives from:

- Wyoming Department of Transportation (WYDOT)
- Platte River Trails Trust (PRTT)
- Wyoming Office of Outdoor Recreation
- Natrona County & Visit Casper
- Wyoming State Parks
- City of Casper

This group met twice throughout the project. The first meeting was an introduction to build project understanding and awareness. During this meeting, the project team gathered initial input on how stakeholders view project success. Meeting two was held to discuss a study update and public engagement results.

ONE-ON-ONE STAKEHOLDER COORDINATION

The project team communicated with impacted landowners and other stakeholders directly affected by the proposed rail-trail alignments to identify likely impacts and

discuss possible mitigation or resolution. This includes coordination with two private landowners near the proposed alignments to discuss land impacts, including the possibility of additional parking, trail amenities, and trail access. Landowners were able to ask questions and voice their concerns that were addressed in the final route recommendation and cost estimates. The Casper Area MPO will continue to communicate with the impacted landowners to make sure they are on-board with the final design in the future.

PRELIMINARY DESIGN & SAFETY REPORT

PRELIMINARY DESIGN AND SAFETY REPORT

The portion of the Casper Rail-Trail that was analyzed extends from Hat 6 Road to Edness Kimball Wilkins State Park (EKW Park) following US Highway 20/26, which is approximately 2.1 miles. Further details on design considerations and cost estimates can be found in Appendix B.

As part of this study, US Highway 20/26 crossing alternatives were analyzed to determine the best method regarding safety and cost. The US Highway 20/26 right of way is owned and managed by the Wyoming Department of Transportation (WYDOT) and work inside their right of way would need to meet their requirements. In meetings with WYDOT regarding the study, it was determined that an at-grade crossing of US Highway 20/26 will not be allowed or permitted by WYDOT due to safety concerns that would arise mixing the bike and pedestrian traffic with high-speed vehicle traffic. Therefore, an at-grade crossing was not considered in this study.

Three alignments were analyzed as part of this study, as seen in Figure 5. Alignments 1 and 2 were identified from a previous study conducted by the Platte River Trails Trust. Alignment 3 was identified by the project team during this analysis. Alignments 1 and 2 utilize underpasses to go under US Highway 20/26. Alignment 3 follows the existing railbed further to take advantage of the favorable grades and proposes and overpass constructed in WYDOT right of way to cross US Highway 20/26. The map below highlights each alignment and the important challenges for each

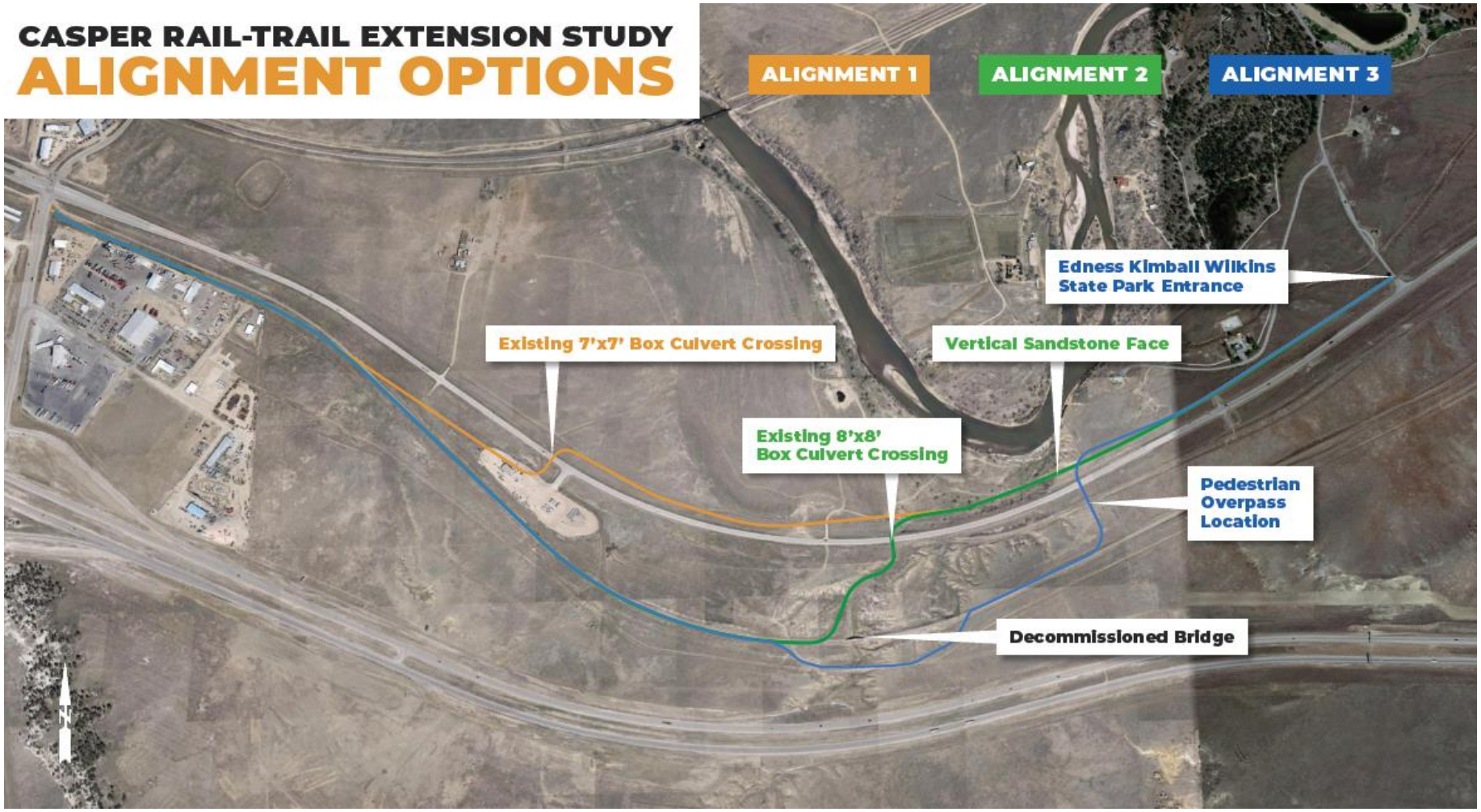


Figure 5 - Alignment Option

PATHWAY SURFACING RECOMMENDATION

Pathway users have different preferences for the type of pathway surfacing they enjoy using. There are several considerations when deciding whether to utilize a hard or soft surface for pedestrian travel. Hard, all-weather surfaces are generally preferred over those of crushed aggregate, sand, clay, or stabilized earth surfaces. Unpaved surfaces may be appropriate on rural paths, where the intended use is primarily recreational, or as a temporary measure before funding is available. A hard surface for the pathway is also a requirement for some funding sources, particularly the Transportation Assistance Program (TAP) grants through WYDOT.

Below of the most common considerations for choosing a surfacing type are:

- User acceptance and satisfaction
- Accessibility
- Cost to purchase and install materials
- Cost of future maintenance of the surface
- Life expectancy
- Availability of materials
- Grant Funding Requirements

The public survey results showed that of the respondents, 59% preferred a hard surface, 4% preferred a soft surface, and 37% preferred a combination of both. Input showed that the trails primary use was for bicycle travel. Due to the location of EKW Park and the desire of the community to access the park by bicycle, a hard surface would be suitable for the primary pathway. A hard surface is also favorable for funding options. For these reasons, a hard all-weather surface is recommended.

The two most common types of hard surfacing are concrete and asphalt pavement. The advantage of an asphalt surface is its cost. Asphalt is cheaper and a more economical option compared to that of a concrete surface and is a “middle ground” between a concrete and soft surface. Asphalt works well as an all-around hard weather surface type for foot and bicycle traffic, however; asphalt will not sustain heavier vehicular loadings regularly.

The downfall of an asphalt surface is its shorter lifespan compared to that of concrete. An asphalt surface has a life expectancy of 15-20 years. Regular maintenance such as crack patching and sealing can increase the longevity of the surface and should be expected as part of an annual maintenance plan to ensure the trails integrity.

The advantage to concrete is its longevity and minimal maintenance needs. Well maintained concrete can last 30 years or more. The surface is appropriate for areas with severe climate and a susceptibility to flooding. Concrete can carry a larger loading than the same thickness of asphalt which allows it to be more appropriate

for use when emergency vehicles or maintenance vehicles should be expected to use the surface.

Concrete has the greater up-front installation cost compared to an asphalt surface. When repairs are needed, they tend to be pricier than asphalt, but they are less common and occur less often with concrete, which may save money over the long run.

This plan estimated the costs per linear foot to construct the pathway using the 3 surfacing types. Costs include the work for placement and installation of pavement surface, base, and subgrade compaction. Additionally, grading, excavation, seeding, and reclamation are included. The surfacing costs do not include major expenses such as new overpasses, underpasses, or large dirt quantities for embankment. Detailed cost estimates that include crossing options are shown starting on page 40.

- 10' Wide Soft Surface Section. 6" Compacted Crusher Fines **- $37.46/LF**
- 10' Wide Asphalt Section. 4" Asphaltic Concrete, 5" Grade W Base Course - **$54.52/LF**
- 10' Wide Concrete Section. 4" Concrete, 4" Grade W Base Course - **$69.91/LF**

Due to the longevity of concrete, reduced maintenance cost, and common construction practices, it is recommended that the Casper Rail-Trail Extension Project be constructed using concrete surfacing. The hard surfacing meets the public expectations and is suitable for all types of multi-modal transportation.

ALIGNMENT RECOMMENDATIONS

At the planning level, the review and evaluation of alignment options will often show some key issues that have a significant impact to the overall feasibility of a project. By evaluating these key issues, cost estimates and the overall goals of the plan, an alignment will be selected as the preferred option.

Two sources of design specifications were utilized in our evaluation of the alignment options. The AASHTO Guide for the Development of Bicycle Facilities – 2012 Fourth Edition was used in looking at geometric requirements for the pathways at a planning level. This plan also evaluated the requirements of the Americans with Disabilities Act (ADA) when considering the grades and crossings for the alignments. The requirements of the Rails to Trails Conservancy were also utilized for guidelines that are important for trail systems. The considerations that came to the surface during our evaluation are described here for an understanding of how they impact the alignments and the users of the pathway. They will be used to discuss each alignment in greater detail in the following section as well.

1) Existing Rail Bed – The intent of this plan is the use of the existing rail bed as much as possible for the Rail-Trail Extension. The design requirements for a railroad corridor that allows for the safe and efficient operation of trains is also

ideal for the safe and efficient construction and operation of a pathway system. The gentle grades and slopes meet ADA requirements and provide pathway geometry that is encouraging for the use of all citizens. Because the embankment or grade for the pathway is consistent and close to the grades that the pathway would use, it is cost effective and efficient to build the pathway where the rail used to operate. Building across native ground can have more cuts and fills necessary to create the grades that meet the design requirements.

2) Underpass Crossings – Crossing US Highway 26 is a challenge that has significant impacts to safety for the users of both the pathway system and the Highway. Installing a new underpass below US Highway 26 would require permitting and design approval by WYDOT. Additionally, the construction would require demolition of a portion of US Highway 26, significant excavation, installation of the new underpass, backfill and reconstruction of the pavement surface. During this time, vehicular traffic would be impacted by detours or flagging. This type of work is common and familiar to the industry and common with WYDOT. The primary impact to the project is in cost. The estimated cost to install a new structure for the Rail-Trail Extension would be $550,000, including the work with the roadway. The long-term impacts to the pathway include maintenance to remove silt deposited by storm water and snow deposited by winter winds. Lighting for safety is also encouraged.

3) Overpass Crossing - Installing a steel bridge over US Highway 26 is another option. The steel bridge used to evaluate this option is similar to other premanufactured steel bridges that the trail system in Casper utilizes to cross the North Platte River. The structure and design would need to be permitted by WYDOT to be constructed in their right of way. The bridge would need to provide 16 feet of vertical clearance over US Highway 26. It would use abutments that would be constructed outside of the clear zone for traffic on the roadway. The primary impact to the project for the overpass crossing is the cost. The estimated cost for the installation of the overpass crossing would be around $375,000. The bridge would be rated to carry the loading of a maintenance truck or ambulance. The bridge location in this plan may require the raising of powerlines on the north side of US Highway 26. The cost for the powerline work is included in the cost estimate given later in this plan. It should be noted that AASHTO recommends a bridge crossing, where feasible, due to its advantages in security and drainage.

4) Vertical Sandstone Face – Some of the alignment options are impacted by vertical sandstone face near a bend in the river. To be able to build a trail that gets to the top of that sandstone face would require ramping up with a large dirt fill. To meet the design requirements, the grade to climb up the sandstone face should not exceed 5%. It is estimated that the climb would be

nearly 60 feet vertically which leads to a length of 1,200 feet to make the climb. The top of the sandstone has powerlines that would need to be relocated in the event of a large excavation to help build the ramp. When considering the dirt work and the potential impact to powerlines, it is estimated that the cost to navigate up the sandstone face will be around $155,000. The sandstone face is shown in Figure 6.

Figure 6 - Sandstone Face

Alignment 1

Alignment 1, as shown in orange in Figure 7, has a length of 11,900 feet (2.25 miles). This alignment utilizes the least amount of the existing rail-trail corridor right of way and existing rail bed. It leaves the rail-trail corridor to utilize a crossing location where an existing 7' x 7' box culvert is installed under US Highway 26. The new underpass will be several feet taller and the existing elevation of US Highway 26 will be a limiting factor. Additional work to drain the stormwater that flows through the natural channel would likely be necessary. The alignment also crosses private property and would add an additional landowner to acquire right of way.

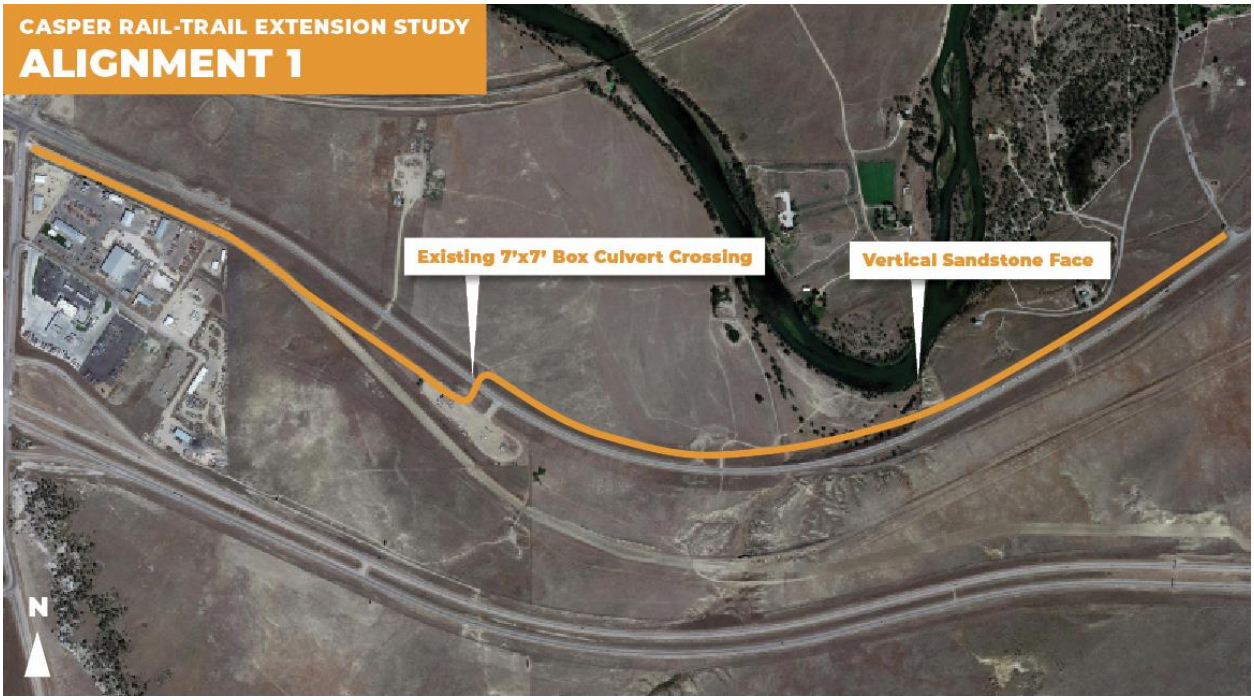


Figure 7 - Alignment 1

The existing box culvert as shown in Figure 8 does not meet AASHTO design criteria or RTC concerns requiring the installation of a new underpass under US Highway 26. Once across US Highway 26, the alignment would provide a view of the bend in the North Platte River while leading to the vertical sandstone face. From the top of the sandstone face, it runs along the WYDOT right of fence on the State Park to the entrance road. Bringing the users to the entrance road allows the state park to control access and its facilities in a manner that works best for EKW.

Figure 8- Alignment 1 Existing Culvert

PROS

- Grades into and exiting the structure are mild and work well with ADA requirements.
- Allows for two-way traffic and emergency and maintenance vehicles.

CONS

- Pathway would cross private property to utilize this crossing. An easement would be needed.
- Exists in a drainage basin which would result in future silt buildup. Regular maintenance may be required to eliminate any silt build up after storm events. Animals/rodents living in the culvert is a concern.
- Underpass lighting would be necessary for pedestrian safety and travel.
- Pathway would eventually need to climb the sandstone cliff face noted on the vicinity map. To climb this vertical grade, significant earthwork would be required to meet the ADA requirement of five percent
- Clearance under the highway is limited and may not be enough for the installation of a new, taller and wider box culvert.
- Will need to be permitted with WYDOT.

- Installation of new underpass will require trenching through US Highway 26 and will generate greater impacts to highway users than other crossings.
- Powerlines may need to be relocated due to excavation for the rail-trail at the top of the sandstone face. If necessary, this is an added cost. We have included this cost in the cost estimate.

Alignment 2

Alignment 2, as shown in green in Figure 9, and has a length of 12,900 feet (2.44 miles). The alignment utilizes more of the existing rail-trail corridor right of way and existing rail bed than Alignment 1. It leaves the rail-trail corridor to utilize a crossing location where an existing double 8' x 8' box culvert is installed under US Highway 26. The crossing location is in the bottom of a large natural drainage that flows a large amount of water during storm events. The steep terrain leading to the crossing creates additional challenges to meeting ADA requirements for slope and would need to wind down the side of the drainage to maintain safe grades.

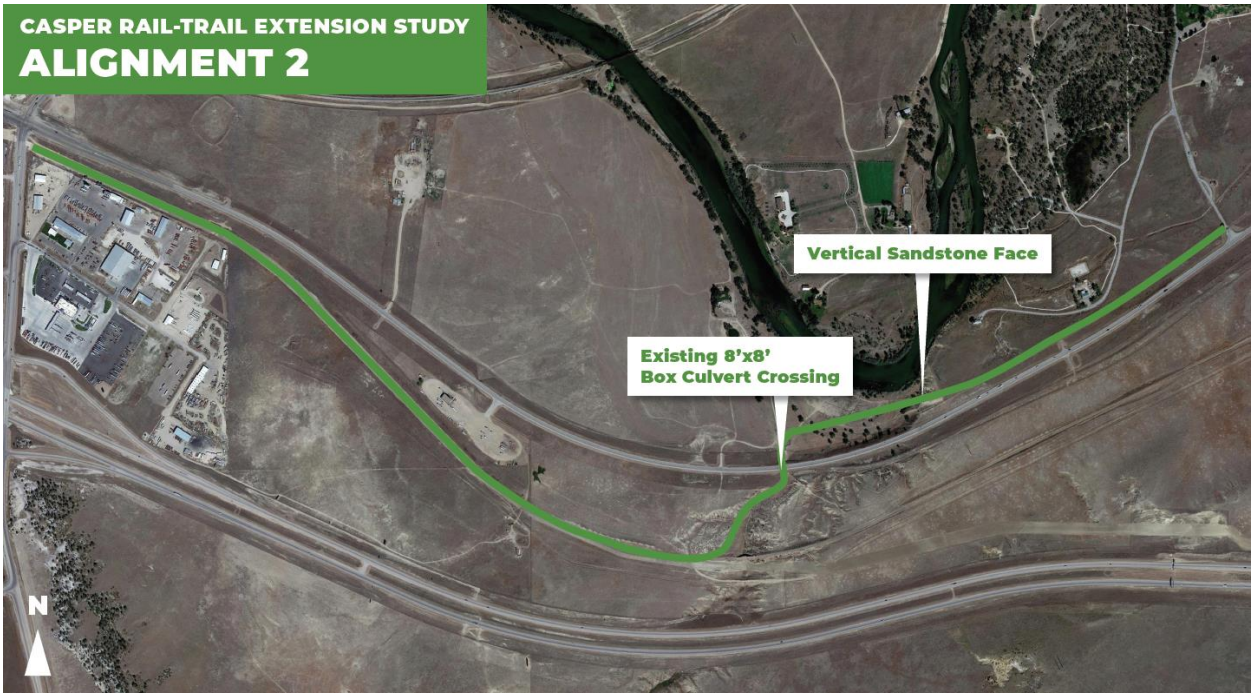


Figure 9 - Alignment 2

The existing box culvert as seen in Figure 10 does not meet AASHTO design criteria or RTC concerns requiring the installation of a new underpass under US Highway 26. The minimum size requirement for an underpass may not be large enough to accommodate stormwater events in this area. The underpass size may need to be increased to meet drainage requirements. Once across US Highway 26, the alignment would provide a view of the bend in the North Platte River while leading to the vertical sandstone face. From the top of the sandstone face, it runs along the WYDOT right of fence on the state park to the entrance road.

Figure 10 - Existing box culvert

PROS

- Allows for two-way traffic and emergency and maintenance vehicles.
- Location has enough height from the pavement to the bottom of the drainage under US Highway 26 to install a new underpass.

CONS

- Exists in a drainage basin which would result in future silt buildup. Regular maintenance may be required to eliminate any silt build up after storm events.
- Significant storm water uses this channel and could wash out soft surfaces.
- Animals may take up residence or seek temporary shelter in the underpass
- Underpass lighting would be necessary for pedestrian safety and travel.
- Existing cliff face must be traversed proving difficulties for ADA requirements.
- Difficult topography and terrain leading to the box culvert entrance proving difficulties for ADA requirements.
- Underpass and pathway would come out directly at a cattle sorting area utilized by the surface lessee of the state land. Coordination with the surface lessee regarding the cattle operation and possible mitigation would be required.
- Will need to be permitted with WYDOT
- Installation of new underpass will require trenching through US Highway 26 and will generate greater impacts to highway users than other crossings.

- Powerlines may need to be relocated due to excavation for the rail-trail at the top of the sandstone face. If necessary, this is an added cost. We have included this cost in the cost estimate.

Alignment 3

Alignment 3, as shown in blue in Figure 11, and has a length of 13,600 feet (2.56 miles). The alignment utilizes the largest amount of the existing rail-trail corridor right of way and existing rail bed of all the options. It leaves the rail bed and follows a two-track road around a decommissioned structure that is not suitable for use. The two-track road is on state owned property and therefore would not include additional landowners.

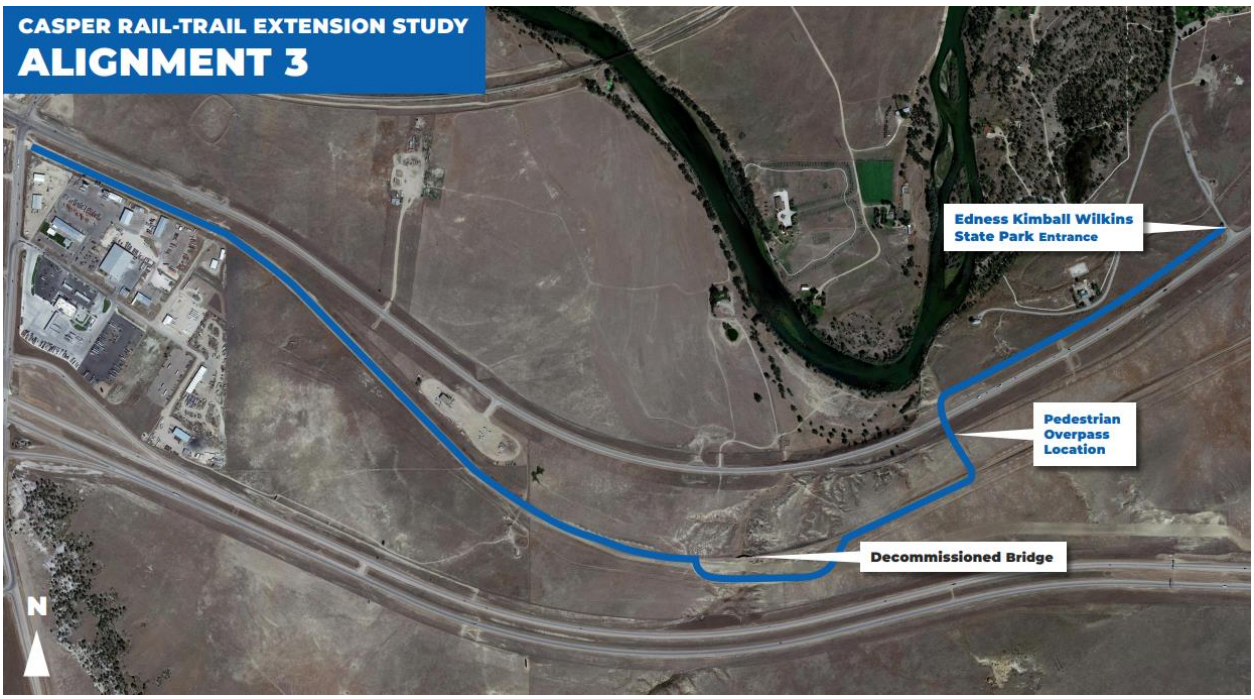


Figure 11 - Alignment 3

When Alignment 3 leaves the rail bed, it travels north to cross US Highway 26. The location of the crossing shown is a spot where US Highway 26 cuts through a hill and the terrain on either side of the road is favorable for the installation of an overhead crossing. The location can be shifted during design to optimize the terrain. There is a power line on the north side of the highway that may need adjusted vertically for the installation of the bridge. Once the alignment has crossed the highway, it follows the same path as the previous two alignments to the entrance of the state park. The elevation gained in the highway crossing will allow for a different view of the North Platte from a higher perspective. Figure 12 is an example photo of an overhead pedestrian crossing located in Casper. The only difference is the alignment three proposes the deck to be made of concrete.

Figure 12- Example Overhead Pedestrian Bridge

PROS

- Allows for two-way traffic and emergency and maintenance vehicles.
- No drainage and silt build up.
- Improved views of the Platte River.
- Open views provide added pedestrian safety and comfort level.
- Choosing the best location for the Pedestrian Overpass allows the pathway to avoid the rough terrain that alignments 1 & 2 must traverse.
- Easier to maintain than underpass – there is no collection of silt and debris caused by storm events and has minimal snow buildup.
- Most cost-effective option

CONS

- Will need to be permitted with WYDOT.
- Powerlines may need to be raised at the overpass crossing. If necessary, this is an added cost. We have included this cost in the cost estimate.

COST ESTIMATES

A cost estimate was produced for each of the three alignments, using each of the three surfacing options for a total of nine individual cost estimates. The final cost for each of the combinations are summarized in Figure 13.

ALIGNMENT 1 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS ($)	$2,688,000.00	$2,383,200.00	$2,044,800.00

ALIGNMENT 2 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS ($)	$2,905,200.00	$2,574,000.00	$2,228,400.00

ALIGNMENT 3 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS ($)	$2,392,800.00	$2,042,400.00	$1,656,000.00

Figure 13 - Cost Estimates

STUDY RECOMMENDATIONS

Through the collection of data, public comments, stakeholder and landowner meetings, and engineering reviews, this study recommends Alignment 3 utilizing a pedestrian overpass to cross US Highway 26. Alignment 3 provides the most reasonable grades for pedestrian travel, minimizes drainage difficulties during storm events, and meets national standards for overall pathway design and safety. Alignment 3 is also the most cost-effective option of the three. The pathway should be 10-feet wide and hard surfaced. Concrete is the recommended surface as it maximizes the trail's life expectancy and minimizes overall trail maintenance cost.

PROJECT PHASING

The Casper Rail-Trail Project could be designed, bid, and built as one project if the funding and schedule allowed. While performing the entire project under one contractual effort has some benefits, there are also significant benefits to phasing the project into multiple phases. By breaking the project into phases, work can be started sooner and scaled to fit with the available funding options and other possible constraints. The work can also be phased in a way that provides access for the users early in the process.

One effective method of phasing the project is described in detail below. This is not the only way that phasing could be utilized, but it shows how portions of the project can be broken out into separate, functional sections.

- **Phase I** could include the preliminary survey, utility ties, geotechnical work, and design for the entire project. The environmental permitting and NEPA process would also be completed in phase I as it is performed in conjunction

with the design. Permitting of the work as needed would be completed in this phase. The bridge that crosses over Highway 20/26 will require a permit from WYDOT and should be obtained in this phase.

- **Phase II** could include the installation of the pedestrian overpass in the Highway 20/26 corridor. The dirt subgrade and a base course could be constructed to connect the existing Rail-Trail to the new structure and connect the new structure to the park entrance.
- **Phase III** would complete the project by constructing the remaining embankment in the existing Rail-Trail corridor and placing the hard surface for the full length of the pathway. Any fencing or other appurtenances would be added in this phase.

Phasing is a helpful tool that should be considered as this project moves forward to continue the progress toward connecting EKW to the Casper Rail-Trail and provide the benefits of the multi modal facility to the community.

POTENTIAL FUNDING OPPORTUNITIES

POTENTIAL FUNDING OPPORTUNITIES

Local and national funding opportunities were identified as part of the Casper Rail-Trail Extension Study to best position the project for future grant applications and other allocation mechanisms. The following sections detail the different type of funding sources available to possibly fund the Casper Rail-Trail extension. The following information and additional details on the potential funding opportunities can be found in Appendix C.

PUBLIC SOURCES

Public funding sources (in this case predominately Federal programs distributed either by the State of Wyoming or the United States Department of Transportation) generally require significant project documentation. This includes a clear depiction of the need for the project, the proposed scope of work (project definition), initial capital costs, on-going maintenance costs, and anticipated benefits (safety, travel time, or environmental).

In most cases, Federal and State programs will require a public agency (likely either the City or the MPO) to serve as the direct recipient of funds, although it is understood that project delivery will be done in partnership with Platte River Trails Trust (PRTT) and other stakeholders. Program requirements are further described in Appendix C.

PRIVATE AND NONPROFIT SOURCES

Projects like the Rail-Trail Extension are typically well-suited to earn support from the private and nonprofit sector – in this case, especially through recreation and environmentalism focused foundations. Several of these foundations are detailed in the next section.

The amount of funding available through these sources is typically less than through more conventional public sector funding programs. However, securing even a few thousand dollars from a foundation grant is a valuable way to demonstrate the importance of the project to the community and these funds can be an important contribution to the calculation of local match. Private and foundation show of support can be influential in securing larger grants or allocations.

Most of the foundation-based grant programs (though not all) require the recipient to be a non-profit or community-based organization. In that case, PRTT is likely to be the best candidate for direct receipt of funds, while again maintaining the partnership with local agencies in project delivery.

STATE AND FEDERAL SOURCES

Below is a list of potential State and Federal competitive grant opportunities that could support implementation of the Casper Rail-Trail expansion. For the State opportunities, funding is provided to WYDOT for these competitive grants based on

annual federal appropriations for transportation programs as defined in the Fixing America's Surface Transportation Act (FAST Act).

WYDOT Transportation Alternatives Program
The Transportation Alternatives Program (TAP) is a funding opportunity established under Section 1122 of MAP-21 and continued as a set-aside of the Surface Transportation Block Grants (STBG) Program under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Active Transportation by wrapping some elements of those programs into a single funding source.

Recreational Trails Program (RTP)
The RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funding for RTP grants is provided through a set-aside of funds from the TAP described previously.

Surface Transportation Block Grants
The Surface Transportation Block Grant (STBG) program provides funding for projects that preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

USDOT RAISE Grant Program (Formerly known as the BUILD & TIGER Grants)
The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated over $9.0 billion for twelve rounds of national infrastructure investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs.

ADDITIONAL POTENTIAL FEDERAL FUNDING – SURFACE TRANSPORTATION REAUTHORIZATION BILL

While most of the national discussion related to increased transportation funding is tied to the “Infrastructure Bill”, Congress is also working on the multi-year surface transportation funding legislation to replace the FAST Act. More information on the House of Representative’s version of the reauthorization legislation, the Investing in a New Vision for the Environment and Surface Transportation Act (INVEST Act) is currently available. The following provides summaries of potential new funding

programs and expansion of existing programs included in the House version of the INVEST Act that could benefit the Casper Rail-Trail Extension Project in the coming years.

POTENTIAL PRIVATE AND NONPROFIT SOURCES

The following provides a sample of potential private and non-profit organizations that have provided funding for projects similar to the Casper Rail-Trail Extension Project in the past.

Doppelt Family Trail Development Fund – Rails-to-Trails Conservancy
Of the two grant types awarded by the fund, the Casper Rail-Trail Extension Project is eligible for the larger Project Transformation Grant opportunity. Per grant cycle, up to two projects are selected for grant awards ranging from $10,000 to $30,000. This project is a good fit for the program, as it is along the preferred route of the Great American Rail-Trail and therefore fits the primary criteria for the program.

PeopleForBikes Community Grants
Grants focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. Requests must support a specific project or program; operating costs are not funded.

The Conservation Alliance Grants
The grant program is designed to support projects that offer protection to wilderness. While a rail to trail conversion project such as this would represent a divergence from the fund's typical applicants, it could conceivably qualify depending on the specific ways the project is characterized. All applicants must be nominated by a Conservation Alliance member company, and there is a maximum of $50,000 per grant request.

Walmart Foundation
Local community grants are awarded through an open application process. Requirements are open-ended and the program supports a broad range of efforts led by non-profits, government organizations, or schools. Nominations must go through local Walmart or Sam's Club stores. Grant amounts range from $250 to a maximum of $5,000.

CLOSING

This vibrant area has served as a convergence of four westbound trails for centuries: the California Trail, Mormon Trail, Oregon Trail, and Pony Express. There are close to 90 miles of public trails and pathways in the Casper area that provide outdoor amenities to our residents and visitors. The Casper Rail-Trail is part of the Great American Rail-Trail, the nation's first cross-country, multi-use trail, that will stretch

more than 3,700 miles between Washington, D. C. and Washington state when completed.

This 2.1-mile Casper Rail-Trail Extension will help create more connections that are safe and convenient for all current and future rail-trail users. The Casper Area MPO and its partners will work towards identifying funding to make this extension a reality.

APPENDICES

APPENDIX A: PUBLIC AND STAKEHOLDER ENGAGEMENT MEMO

As part of the study analysis, the project team conducted public and stakeholder engagement to ensure the results reflected their needs and addressed their concerns.

PUBLIC ENGAGEMENT

The project team created an inclusive public involvement plan using traditional and virtual engagement methods to make sure to hear from people who live, work, and play in the Casper area. Various engagement opportunities were provided to gather meaningful feedback on the project, including a digital survey, pop-up event, and online public meeting.

Digital Survey

A survey was created to understand the needs of the community which generated 144 responses. Below is a list of the questions that were asked with the results.

Would you like to receive updates about this project?

Response	Responses	% of Responses
Yes	81	58.3%
No	58	41.7%

Do you use the existing Casper Rail-Trail?

Response	Responses	% of Responses
Yes	135	95.1%
No	7	4.9%

On a scale from 1 to 5 what is your comfort level using the existing Casper Rail-Trail? (1-Very Uncomfortable, 5-Very Comfortable).

Response	Responses	% of Responses
5	97	67.8%
4	22	15.4%
3	10	7.0%
2	6	4.2%
1	8	5.6%

About how often do you visit the Edness Kimball Wilkins (EKW) Park?

Response	Responses	% of Responses

Never	13	9.1%
Once or twice a year	48	33.6%
Once every 1 – 3 months	33	23.1%
Between once a week and once a month	35	24.5%
At least once a week	14	9.8%

How do you currently access EKW Park?

Response	Responses	% of Responses
Drive	129	90.2%
N/A	7	4.9%
Bike	5	3.5%
Walk	1	0.7%
Other	1	0.7%

Would you visit EKW Park more often in the future if there was a safe and convenient trail to access the park?

Response	Responses	% of Responses
Yes	117	81.3%
Possibly	19	13.2%
No	8	5.6%

Do you prefer cement/asphalt or gravel trails?

Response	Responses	% of Responses
Cement/asphalt	82	59.0%
Both	52	37.4%
Gravel	5	3.6%

How do you use the existing Casper Rail-Trail?

Response	Responses	% of Responses
Bike	107	76.4%
Walk	88	62.9%
Run	56	40.0%
Other	4	2.9%
Roll (with wheelchair or mobility-assistance device)	2	1.4%

How do you use the existing Casper Rail-Trail?

Response	Responses	% of Responses
Bike	121	84.0%
Walk	75	52.1%
Run	51	35.4%
Other	6	4.2%
Roll (with wheelchair or mobility-assistance device)	3	2.1%

What are other trails you enjoy using in or around the Casper area? (Open response) *When ran through key word reader (MoneyLearn), Bridal Trail, Casper Mountain Trail, and Platte River Trail were the most noted.*

- Bridle trail, river trails
- Bridle trail, Casper mountain trails, muddy mountain trails, Platte river parkway
- Platte Rivet Trails and trails around Three Crowns
- Bridle, Squaw creek, eadesville
- Beartrap, Bridle Trail, Nordic trails, etc...
- Platte river, Casper mountain trails & closeby BLM property (some don't have defined trails)
- Fix the sidewalks first
- Bridle, eadsville, Casper mountain road (would love that trail extended up the mountain to look out point) use the river pathway all the time.
- Platte river parkway, Casper mountain & muddy mountain mountain bike trails
- By river and up casper mountain road
- Platte River Trail, both east and west directions
- Platte river trail system
- All paved trails especially around Tate Pumphouse
- I love the trail from Bryan Stock to Crossroads
- Nordic trails. Bridle Trail
- Casper Mountain, Platte River
- I use all of them and love them. We need more trails!
- Platte river trail
- Around specific parks and around the Tate Pumphouse. But have to drive myself or my bike to the trail as we live in Bar Nunn.
- Are use the Platte River Trail 4 to 5 times a week walking or bike riding in the summer and the fall
- Bridle Trail & Platte River Parkway
- Platte River Trails system

- I ride the trail to the 3 crowns trail. I ride the trail all the way to paradise valley once a week. Most weekdays I ride the trail that goes under the freeway to mike landing field and over to the soccer fields and down Bryan stock trail.
- Wish there was a trail up Casper mountain
- River trail
- Platte River Parkway, Rotary Park, the trail from the college to Garden Creek loop, Sage Creek drainage
- Bridle, Eadesville, Duncan Ranch
- Path from the soccer complex through crossroads and up to the event center. Then I also like the path around three crowns and the new path from CC to the end of the trail toward Casper Mtn. Road. Thank you for paving and extending that path. :-)
- All of them
- I walk the Parkway trail all the time and the section behind West Tech in Mills almost daily.
- Platte River Parkway, Bridle Trail, XC ski trails
- All road bike trails, except for the one north of the river, where the asphalt has way TOO many deep cracks to enjoy the ride. The Rail Trail is the best because the cement provides for a smooth ride. Three Crowns is pretty good, but it too has a lot of cracks in the asphalt. For those who don't ride: going over crack and crack after crack is like riding over railroad ties. Often riding on a street is easier.
- Morad
- I ride around the white-water park/golf course and whitewater park to paradise valley
- Frisbee golf, sage park path, EKW
- All of them
- All Platte River Trails
- Bike path in North Casper. bike path around 3 crowns golf course
- River trail from Morad to the Pump House
- Bridle trails, muddy mountain, river walks
- The trail extension up Casper Mountain road. All the dirt trails on the mountain
- Bridel, all single-track bike trails
- I use the river pathway often.
- Casper mountain
- Not sure of names
- Any part of the River Trail system really. We use the trails out by PV the most just because it's where we live.
- Morad park
- The Platte River
- Crossroads, Squaw Creek, Casper Mountain, Duncan Ranch
- Platte river trails from north casper to PV. Connecting trails around golf course and museum. Trail along casper college to the foothills.
- Long Park and Sage Park, Rail Trail thru town and out to Morad Park

- Bridal, PRT system from Soccer fields to PV.
- Especially near Tate Pumphouse and Morad Park areas.
- trail along Casper Mountain Road
- All
- All of them!
- Casper mountain trails Platte River Trails
- Glendo State Park trails, Casper Mtn trails
- I use the Platte River trail, the one around Three Crowns, and the one that goes through Long Park. Bridle trail and the bike trails on the mountain.
- Rotary park trails. Casper mt. trails. Squaw Creek trails.
- I either bike or walk all of the trails in the Casper area, including the ones on Casper Mt. and Muddy Mt.
- Trails on Casper Mountain, Pathways everywhere
- ALL OF THEM
- Platte River trail & Nordic trail on casper mountain
- hiking in the mountain, and other paved paths
- Mountain road, plate parkway
- River path, trail to Mtn, Casper Mtn trails
- All!!!!!!!!!!
- Bridle Trail
- The river trail, Morad Park, 3 Crowns trail
- Walking paths around parks
- Behind soccer fields, Amoco Park area, Morad
- North Plate River Trail, Eadsville, Bridle
- Walking, running, and bicycling. Trails around city, Casper mountain.
- Trail on Casper Mtn Road Multiple trails on Casper Mtn
- Bridle (should be bike and hike) nd Casper Mountain. Please more single-track mountain bike trails
- The path up to Rotary Park and the waterfall. The walkway by Morad and Amoco.
- Nordic, Bridal, Yesness and Mike Cedar
- 3 trails, bridal
- Prtt
- Mountain trails
- RIVER
- Platte River Trail
- Bridal trail
- Platte river trails from PV-north Casper, bridle trail, Nordic trails, squaw creek trail
- Platte River Trail, Sage Creek Path, Long Creek Drainage Path
- Trails on the mountain.
- All of them!
- Bridle Trail eadsville trail
- Primarily the rail to trails

- All of them
- All of them
- platte river park trail, garden creek to falls,
- I'm not aware of any others for biking. We love the Michelson trail in the black hills. If we had something similar it would bring in more tourism
- All of them
- All in town, rotary park and the trails on Casper mtn
- Parkway
- Bridle trail
- All of them
- Platte River Trail, Sage creek trail.
- Casper mountain trails, went to college in casper and no longer live there but love to use the trails when I come for a visit
- Platte River Pathway Bridle Trail to Split rock Wish we had more!!!!!
- I frequent all trail systems in the Casper area.
- Trails around 3 crown, from College up to Casper mountain road
- None
- Platte river trails
- Rails from Morad to downtown, amoco park area, trails around the frisbee golf course in north casper area.
- Squaw. Casper Mountain. Single track by Casper bike path and Casper bike path.
- All pathways. Behind parks west side. Yesness
- Up Casper mntn road, bridal trail needs connected since both are used
- Soccer field across the bridge along the river
- Platte River/ bridal/ edesville
- Platte River Trails system and ski and snowshoe trails on mountain
- parkway trail, Linda Vista around Platte River Commons, trail on Casper Mountain road. Many of the singletrack trails on Casper and Muddy Mountains.
- Bridle trail, mountain trails,
- Platte River
- Platte River trails, the mountain extension
- Platte, Bridle, Skunk Hollow
- Three crowns, Morad park, platte river trail system, Casper Mtn, bridle trail Would like trail that parallels Outer Drive from CY to East 2nd
- River path, casper mtn rd, rotary park, nordic system
- Platte River Trail.
- Everything from Bryan stock trail west.
- All of them!
- All of them, from the River Trail to the Casper Mountain Road Trail and the dirt trails on Casper Mountain.
- All of the paths
- Platte river trail from PV to poplar street
- Bike path. 3 Crowns

- Moral, Beverly, pump house,
- Platte River Parkway
- Platte River Trails system, any hiking trail

Is there anything else you would like us to consider at this time? (Open Response) *When ran through sentiment reader (MoneyLearn), 84% of responses were noted as positive sentiment.*

- More hiking trails
- Build it and they will come!
- I don't recall any water hydrants, faucets, etc. along this trail. I usually carry my water, but if feasible (& cost reasonable) could this be added in just a few places--or even just in one strategic place?
- More, more, more SAFE pedestrian and bike access throughout our town - it seems we lag behind western cities our size and many Wyoming towns
- Extension to rotary park
- You are the kind of people who make Casper special!
- Aggressively enforce the leash rules and clean up after the dogs
- Having connected communities will help with business and employee recruitment to Casper, Mills and Evansville.
- The timeline for this project would be sooner than later
- I hope the Platte River Parkway can be extended also to EKW from the Bryan Stock Trail.
- This extension to the rail trail would be an incredible asset for Casper to extend the already excellent trail system. Great marketing feature for the city.
- Mountain bike park at Hogadon with chair lift access
- I don’t know why the trail is closed on the east end by the new off ramp construction. I think the fence could be moved to the other side of the trail and users would still be more than safe.
- Just want to support the trail building. There has been talk about it being built for years. Hope it happens.
- Take care of the issues downtown
- No and thank you for allowing this survey opportunity!
- I would love for you to factor in dog waste station(s) and out house(s) for sure. I'm truly grateful for the trails we have along the river.
- Quality of life is also an economic driver. Make this a place people want to be. This is quality of life infrastructure for many of us.
- You need to find a solution to the I-25/Yellowstone Highway problem. The construction destroyed the amazing link between Yellowstone Highway between Latham Road and the smooth part of the Rail Trail that began at Walsh Drive. It's too dangerous to ride on Yellowstone Highway through the 2-lane construction zone. This has been a serious disappointment, especially since Casper has such a short riding season. I go on long rides from Centennial Hills to Robertson Road, but there is no great way to go now.
- Just would be wonderful for safety reasons and for those who love the outdoors

- An easy way for south Casper to access the trails away from traffic.
- Yes, there are concerns that people will enter EKW without paying to get into the park. We at EKW provide clean bathrooms of which I clean. We could see an increase in transients at EKW, which means we may need security. Also, it would be important that the path goes under the highway so as not to impact traffic. Also, what impacts would there be with the local deer and antelope population? Can we also minimize antelope and deer accidents with vehicles on the highway and provide some kind of game crossing? thank you!
- love the idea!
- Extend the bridle trail to Hogadon.
- Baby steps do a little bit every year and we'll get there.
- Gravel would be problematic for road bikes. Concrete is more difficult to traverse on roller skis than asphalt as the poles have a more difficult time gaining purchase in concrete.
- Trails are a big tourist attraction. It's why I visit Casper
- It is about time
- Stop wasting our city funds on stupid stuff and littering our city with your scooter idea its dumb
- a better turn around at the end of the trail going through town.
- Develop Multi-use trails in the Red Butte area west of town
- Make it easier/safer to crossroads on existing trail, consider that with new section. Crossing under roads using tunnels is by far the safest option in some of the busier areas.
- Continuing on replacing the original trail surface north of the river with concrete as has been already done of parts of the trail.
- sidewalk/trail along CY
- Go further west also
- Make it continuous all the way from Bryan stock trail
- Would someone please clean up the landscape debacle along the path between Morad Park and the water treatment facility? There used to be gorgeous trees. Now it's a barren wasteland. Who thought that was a good idea?
- Keep going with expanding our trail system. People love it and it gets us all outside and moving...as well as enjoying the views!
- More public bathrooms
- Glad you're doing this.
- No, this already sounds great.
- As many paths as possible. Hat six?
- Please make it accessible for all!
- This is a great project and will improve our community!
- Bathrooms closely assessable.
- Finishing it with something besides gravel to hat six at least. A lot of us have road bikes.
- A safe way to cross 20/26 like an underpass like what they put in at Fort Caspar

- Fixing trail Behind KW to 15th
- The west side of town - Cottonwood area is deglected by the trails. There is NO safe way to cross Robertson rd to Aster to connect to the trail in PV. Consider a crosswalk marking on Trevett and Robertson RD and on RobertsonRD to cross to Aster.
- Mesa shopping area to Morad connection
- I wish that I could be in this meeting for tomorrow night.
- Working with the city to connect existing bike path segments.
- Wish we could finish Casper mountain road path. Garden creek. Try to leave more spaces in Casper wild instead of city selling and building houses on every inch of land.
- Connect Casper mntn road trail to bridal trail
- I appreciate the upgrade to the curbs in the Raccas Gas Light Social area
- As a soon to be retiree, I think it is great to see more trails, off of busy streets, available in Casper and surroundings.
- More trails
- I do believe these types of projects take an “if you built they will come” leap of faith. Hopefully the other trails developed have helped prove that so far. Thanks!
- Please cross the highway towards the river bottom as close to Hat Six as possible because it is a nicer area by the trees and water.
- We’ve lived here since the early 90’s. Each expansion of the trail has enriched Casper and we use them often. It’s the first place we take out of town visitors. My locale doesn’t allow using them for shopping or work, but I think that’s an important planning situation. Love the trail up Casper mountain road. Keep up the great work and expansions. Thanks.
- More share the road signs, especially at intersections that the trails cross. Drivers need to be more aware.
- Would really like to see the trail to EKW remain gravel.
- Extending the path past Paradise Valley.
- Consider painting crosswalk lines at the intersection of Robertson rd and trevett
- Please no gravel as most can’t ride it if it is not paved!
- Wish there was a trail on Garden creek road

Pop-up Event

A pop-up event was held at Edness Kimball Wilkins Park on July 17 from 10 a.m. to 1 p.m. The event was promoted to the general public and park users. A study overview and map of the alignments with design variables, pros and cons of each were provided. Members of the project team were there to have conversations with participants and address any questions or concerns. Most of the comments from participants were recorded on post-it notes on the map by MPO staff.

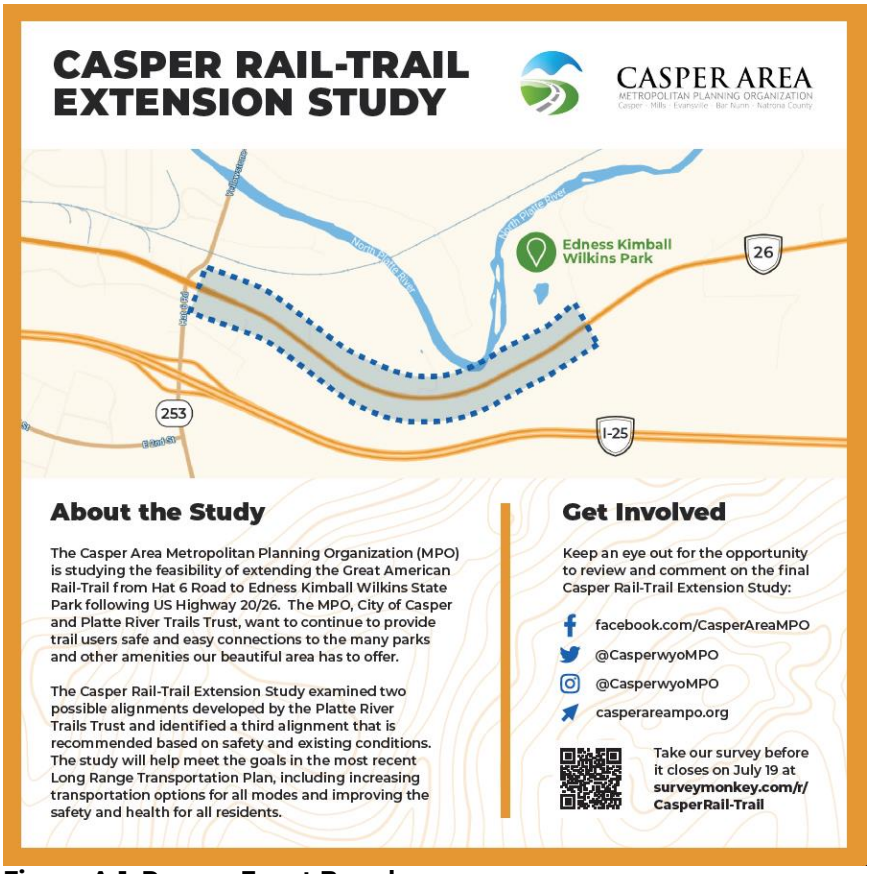


Figure A-1: Pop-up Event Board

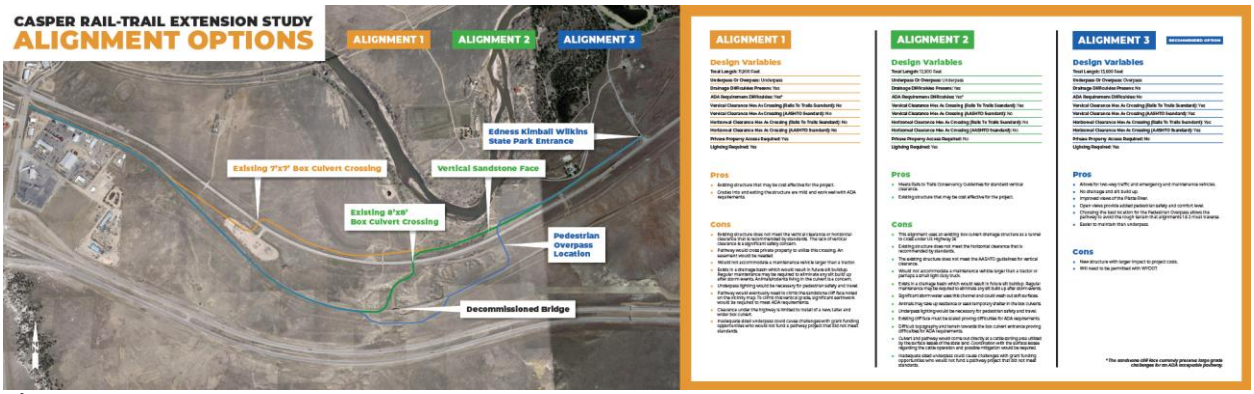


Figure A-2: Pop-up Event Roll Plot


Pop-up Event Photos

Online Public Meeting

Overview coming after meeting closes on August 27th.

Communication Materials

Various communication materials were developed to promote the survey, pop-up event, and online public meeting, include social media posts on the Casper Area MPO's Facebook, Twitter, and Instagram that were reshared by study partners, eblast to the MPO's distribution list, press release to local publications, and flyers.

Pop-up & Survey Promotional Flyer

Social Media Survey Promotion Graphic

STAKEHOLDER WORKING GROUP

A stakeholder working group was created with key stakeholders and partner agencies to build consensus and discuss all aspects of the study and develop the project plan in accordance with their individual needs. Members included representatives from:

- WYDOT
- Platte River Trail Trust
- Wyoming Office of Outdoor Recreation
- Natrona County & Visit Casper
- Wyoming State Parks
- City of Casper

This group met twice throughout the project. The first meeting was an introduction to build project understanding and awareness and gather initial input on how they view project success. Meeting two was held to discuss a study update and public engagement results.

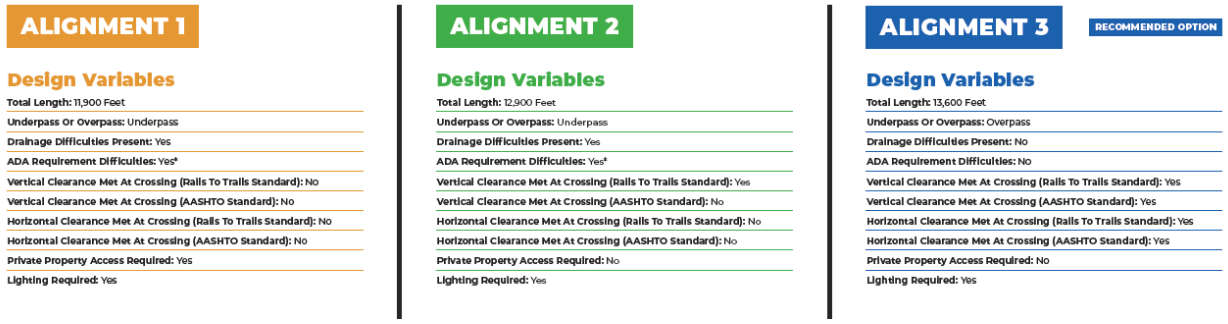
ONE-ON-ONE STAKEHOLDER COORDINATION

The project team communicated with impacted landowners and other stakeholders directly affected by the proposed rail-trail alignments to identify likely impacts and discuss possible mitigation or resolution. This includes coordination with two private landowners near the proposed alignments to discuss land impacts, including the possibility of additional parking, trail amenities, and trail access. Landowners we able to ask questions and voice their concerns that were addressed in the final route recommendation and cost estimates. Our team will continue to communicate with the impacted landowners to make sure they are on-board with the final design in the future.

APPENDIX B: DESIGN CONSIDERATIONS AND COST ESTIMATES

DESIGN VARIABLES

The table below is a concise, graphic summary of the key considerations for the review of the alingments as detailed in the section above.



COST ESTIMATES

A cost estimate was produced for each of the three alignments, using each of the three surfacing options for a total of nine individual cost estimates. The final cost for each of the combinations are summarized in the table below:

ALIGNMENT 1 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS ($)	$2,688,000.00	$2,383,200.00	$2,044,800.00

ALIGNMENT 2 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS ($)	$2,905,200.00	$2,574,000.00	$2,228,400.00

ALIGNMENT 3 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS ($)	$2,392,800.00	$2,042,400.00	$1,656,000.00

The detailed cost estimates to be used for fund raising and project planning are listed below. Note that each alignment has a separate cost estimate for gravel surfacing, asphalt surfacing, and concrete surfacing.

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 1 - Gravel Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 74,200.00	$ 74,200.00
2	Contractor Storm Water Control	LS	1	$ 25,000.00	$ 25,000.00
3	10' Wide Gravel Pathway (6" Compacted Crusher Fines)	LF	11,900	$ 37.46	$ 445,900.00
4	Installation of New Box Culvert	LS	1	$ 550,000.00	$ 550,000.00
5	Box Culvert Lighting & Electrical	LS	1	$ 30,000.00	$ 30,000.00
6	Unclassified Excavation (Cliff Face)	LS	1	$ 155,000.00	$ 155,000.00
7	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,310,100.00**
		Construction Contingency (30%)			$ 393,030.00
		Construction Cost Total			**$ 1,704,000.00**
		Engineering (10%)			$ 170,400.00
		Construction Administration (10%)			$ 170,400.00
		Total Estimate			**$ 2,044,800.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 1 - Asphalt Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 88,200.00	$ 88,200.00
2	Contractor Storm Water Control	LS	1	$ 25,000.00	$ 25,000.00
3	10' Wide Asphalt Pathway (4" PMP/5" Grade W Base Course)	LF	11,900	$ 54.52	$ 648,800.00
4	Installation of New Box Culvert	LS	1	$ 550,000.00	$ 550,000.00
5	Box Culvert Lighting & Electrical	LS	1	$ 30,000.00	$ 30,000.00
6	Unclassified Excavation (Cliff Face)	LS	1	$ 155,000.00	$ 155,000.00
7	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,527,000.00**
		Construction Contingency (30%)			$ 458,100.00
		Construction Cost Total			**$ 1,986,000.00**
		Engineering (10%)			$ 198,600.00
		Construction Administration (10%)			$ 198,600.00
		Total Estimate			**$ 2,383,200.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 1 - Concrete Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 100,800.00	$ 100,800.00
2	Contractor Storm Water Control	LS	1	$ 25,000.00	$ 25,000.00
3	10' Wide Concrete Pathway (4" PCCP/4" Grade W Base Course)	LF	11,900	$ 69.91	$ 832,000.00
4	Installation of New Box Culvert	LS	1	$ 550,000.00	$ 550,000.00
5	Box Culvert Lighting & Electrical	LS	1	$ 30,000.00	$ 30,000.00
6	Unclassified Excavation (Cliff Face)	LS	1	$ 155,000.00	$ 155,000.00
7	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,722,800.00**
		Construction Contingency (30%)			$ 516,840.00
		Construction Cost Total			**$ 2,240,000.00**
		Engineering (10%)			$ 224,000.00
		Construction Administration (10%)			$ 224,000.00
		Total Estimate			**$ 2,688,000.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 2 - Gravel Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 81,900.00	$ 81,900.00
2	Contractor Storm Water Control	LS	1	$ 25,000.00	$ 25,000.00
3	10' Wide Gravel Pathway (6" Compacted Crusher Fines)	LF	11,900	$ 37.46	$ 445,900.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	$ 4,400.00	$ 35,200.00
5	Drainage Embankment Material	LS	1	$ 25,000.00	$ 25,000.00
6	Installation of New Box Culvert	LS	1	$ 600,000.00	$ 600,000.00
7	Box Culvert Lighting & Electrical	LS	1	$ 30,000.00	$ 30,000.00
8	Unclassified Excavation (Cliff Face)	LS	1	$ 155,000.00	$ 155,000.00
9	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,428,000.00**
		Construction Contingency (30%)			$ 428,400.00
		Construction Cost Total			**$ 1,857,000.00**
		Engineering (10%)			$ 185,700.00
		Construction Administration (10%)			$ 185,700.00
		Total Estimate			**$ 2,228,400.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 2 - Asphalt Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 95,900.00	$ 95,900.00
2	Contractor Storm Water Control	LS	1	$ 25,000.00	$ 25,000.00
3	10' Wide Asphalt Pathway (4" PMP/5" Grade W Base Course)	LF	12,900	$ 54.52	$ 703,400.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	$ 4,400.00	$ 35,200.00
5	Drainage Embankment Material	LS	1	$ 25,000.00	$ 25,000.00
6	Installation of New Box Culvert	LS	1	$ 550,000.00	$ 550,000.00
7	Box Culvert Lighting & Electrical	LS	1	$ 30,000.00	$ 30,000.00
8	Unclassified Excavation (Cliff Face)	LS	1	$ 155,000.00	$ 155,000.00
9	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,649,500.00**
		Construction Contingency (30%)			$ 494,850.00
		Construction Cost Total			**$ 2,145,000.00**
		Engineering (10%)			$ 214,500.00
		Construction Administration (10%)			$ 214,500.00
		Total Estimate			**$ 2,574,000.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 2 - Concrete Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 109,900.00	$ 109,900.00
2	Contractor Storm Water Control	LS	1	$ 25,000.00	$ 25,000.00
3	10' Wide Concrete Pathway (4" PCCP/4" Grade W Base Course)	LF	12,900	$ 69.91	$ 901,900.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	$ 4,400.00	$ 35,200.00
5	Drainage Embankment Material	LS	1	$ 25,000.00	$ 25,000.00
6	Installation of New Box Culvert	LS	1	$ 550,000.00	$ 550,000.00
7	Box Culvert Lighting & Electrical	LS	1	$ 30,000.00	$ 30,000.00
8	Unclassified Excavation (Cliff Face)	LS	1	$ 155,000.00	$ 155,000.00
9	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,862,000.00**
		Construction Contingency (30%)			$ 558,600.00
		Construction Cost Total			**$ 2,421,000.00**
		Engineering (10%)			$ 242,100.00
		Construction Administration (10%)			$ 242,100.00
		Total Estimate			**$ 2,905,200.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 3 - Gravel Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 66,000.00	$ 66,000.00
2	Contractor Storm Water Control	LS	1	$ 15,000.00	$ 15,000.00
3	10' Wide Gravel Pathway (6" Compacted Crusher Fines)	LF	13,600	$ 37.46	$ 509,600.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	$ 4,400.00	$ 35,200.00
5	140' Pedestrian Bridge Highway Overpass	LS	1	$ 375,000.00	$ 375,000.00
6	Bridge Lighting and Electrical	LS	1	$ 30,000.00	$ 30,000.00
7	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,060,800.00**
		Construction Contingency (30%)			$ 318,240.00
		Construction Cost Total			**$ 1,380,000.00**
		Engineering (10%)			$ 138,000.00
		Construction Administration (10%)			$ 138,000.00
		Total Estimate			**$ 1,656,000.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 3 - Asphalt Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 82,000.00	$ 82,000.00
2	Contractor Storm Water Control	LS	1	$ 15,000.00	$ 15,000.00
3	10' Wide Asphalt Pathway (4" PMP/5" Grade W Base Course)	LF	13,600	$ 54.52	$ 741,500.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	$ 4,400.00	$ 35,200.00
5	140' Pedestrian Bridge Highway Overpass	LS	1	$ 375,000.00	$ 375,000.00
6	Bridge Lighting and Electrical	LS	1	$ 30,000.00	$ 30,000.00
7	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,308,700.00**
		Construction Contingency (30%)			$ 392,610.00
		Construction Cost Total			**$ 1,702,000.00**
		Engineering (10%)			$ 170,200.00
		Construction Administration (10%)			$ 170,200.00
		Total Estimate			**$ 2,042,400.00**

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 3 - Concrete Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	$ 97,000.00	$ 97,000.00
2	Contractor Storm Water Control	LS	1	$ 15,000.00	$ 15,000.00
3	10' Wide Concrete Pathway (4" PCCP/4" Grade W Base Course)	LF	13,600	$ 69.91	$ 950,900.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	$ 4,400.00	$ 35,200.00
5	140' Pedestrian Bridge Highway Overpass	LS	1	$ 375,000.00	$ 375,000.00
6	Bridge Lighting and Electrical	LS	1	$ 30,000.00	$ 30,000.00
7	Powerline Impacts	LS	1	$ 30,000.00	$ 30,000.00
		Construction Subtotal			**$ 1,533,100.00**
		Construction Contingency (30%)			$ 459,930.00
		Construction Cost Total			**$ 1,994,000.00**
		Engineering (10%)			$ 199,400.00
		Construction Administration (10%)			$ 199,400.00
		Total Estimate			**$ 2,392,800.00**

STUDY RECOMMENDATIONS

Through the collection of data, public comments, meetings, and engineering reviews, this study recommends Alignment 3 utilizing a pedestrian overpass to cross US Highway 26. Alignment 3 provides the most reasonable grades for pedestrian

travel, minimizes drainage difficulties during storm events, and meets national standards for overall pathway design and safety. Alignment 3 is also the most cost-effective option of the three.

The pathway should be 10-feet wide and hard surfaced. Concrete is the recommended surface as it maximizes the trail's life expectancy and minimizes overall trail maintenance cost. The recommended alignment constructed with concrete surfacing has an estimated construction cost of **$2,392,800.**

APPENDIX C: FUNDING MEMO INTRODUCTION/PURPOSE

This memo is designed to provide a high-level overview of non-local funding sources that could be targeted for the Casper Rail-Trail Extension project. The information provided here includes general strategic considerations to best position the project for future grant applications and other allocation mechanisms, as well as key characteristics of the potential funding sources.

PREPARING FOR FUNDING REQUESTS

In order to maximize the possible funds available for the Casper Rail-Trail Extension, there is a significant advantage in conducting up-front analysis to understand how future investments fit within the criteria of different potential funding programs. Some funding programs are broad enough to match well with most types of investments, while others are targeted to a very specific functional category or strategic priority. In either case, the Casper Area MPO, Platte River Trails Trust (PRTT) and other corridor partners can improve their chances of securing outside funding by developing a clear understanding of what sets this project apart from the perspective of the relevant funding programs (many of which are detailed within this memo).

Quantitative data sources (such as capital costs, specific demographic breakdowns of communities benefiting from the project, and projected users based on modeling efforts) are necessary for most funding sources in order to provide documentation needed for apples-to-apples comparisons among projects competing for the same funding source . However, understanding and articulating the qualitative need for the project is also critical for all funding sources. The project team has already begun the work of articulating the community need for the Rail-Trail Extension – further clarifying and bolstering that argument will be a key factor in securing outside funding.

For the Rail-Trail Extension project in particular, some type of documentation of trail users will be central to nearly any funding request. This might include counts of users of the existing trail, expected use of the trail extension (via regional modeling, public surveys, or another defensible source), and current and future demand for access to the Edness Kimball Wilkins State Park.

Public Sources

Public funding sources (in this case predominately Federal programs distributed either by the State of Wyoming or the United States Department of Transportation) generally require significant documentation of the project. This includes a clear depiction of the need for the project, the proposed scope of work (project definition), initial capital costs, on-going maintenance costs, and anticipated benefits (safety, travel time, or environmental).

In most cases, Federal and State programs will require a public agency (likely either the City or the MPO) to serve as the direct recipient of funds, although it is understood that project delivery will be done in partnership with PRTT and other stakeholders.

Private and Nonprofit Sources
Projects like the Rail-Trail Extension are unusually well-suited to earn support from the private and nonprofit sector – in this case, especially through recreation and environmentalism focused foundations. Several of these foundations are detailed in Section 4.

The amount of funding available through these sources is typically less than through more conventional public sector funding programs. However, earning even a few thousand dollars from a foundation grant is a valuable way to demonstrate the importance of the project to the community and contribute to the calculation of local match. Having that show of support can be influential in securing larger grants or allocations.

Most of the foundation-based grant programs (though not all) require the recipient to be a non-profit or community-based organization. In that case, PRTT is likely to be the best candidate for direct receipt of funds, while again maintaining the partnership with local agencies in project delivery.

POTENTIAL STATE AND FEDERAL SOURCES

The following provides an overview of potential State and federal competitive grant opportunities that could support implementation of the Casper Rail-Trail Expansion Project. For the State opportunities, funding is provided to WYDOT for these competitive grants based on annual federal appropriations for transportation programs as defined in the Fixing America's Surface Transportation Act (FAST Act). Additionally, for each opportunity, the overview includes a general description, eligible expenses, the allocation and/or award process, estimated revenue potential, and the local match requirements.

WYDOT TRANSPORTATION ALTERNATIVES PROGRAM

Description
The Transportation Alternatives Program (TAP) is a funding opportunity established under Section 1122 of MAP-21 and continued as a set-aside of the Surface Transportation Block Grants (STBG) Program under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Active Transportation by wrapping some elements of those programs into a single funding source.

Eligible activities include but are not limited to:

- Construction, planning, and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas, and preservation of historic transportation facilities
- Some environmental mitigation activities, including vegetation management, and archeological and storm water mitigation related to highway projects
- The Recreational Trails Program (RTP) – *described as a separate opportunity below*.

Allocation/Award Process
Within Wyoming, all responsibility for the allocation of federal TAP funding falls to WYDOT, which uses a competitive application process to award funds. Annually, the application period opens in March and requires an initial statement of intent (SOI), with full applications due before July 15.

Revenue Potential
There is approximately $2 million per year in TAP funding available for the state of Wyoming based on the FAST Act. This total reflects the amount available to directly fund TAP projects and does not include set-asides (such as the RTP).

Local Match Requirement
WYDOT's TAP requires a 20 percent local match.

RECREATIONAL TRAILS PROGRAM (RTP)

Description
The RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funding for RTP grants is provided through a set-aside of funds from the TAP described previously.

Allocation/Award Process
The RTP process is administered by Wyoming State Parks, Historic Sites and Trails (SPHST). The FY 2022 application cycle is ongoing, with final applications due on October 1, 2021.

FY 2022 RTP APPLICATION TIMELINE

- May 19, 2021: The FY 2022 Application Process opens
- September 1, 2021: Pre-Application Form is due by 11:59 PM
- By September 8, 2021: Pre-Applicants will be advised if they are approved to proceed to full application
- October 1, 2021: Final Application Package is due by 11:59 PM
- November 2021: Trails Advisory Council meeting to approve project funding recommendations
- December 2021: Applicants will be notified if their project is approved for funding

- May 2022: The earliest date any approved projects will receive a Notice to Proceed

Revenue Potential

There is approximately $1.3 million available per year in Wyoming for RTP projects. This amount is further subdivided according to trail user types – nonmotorized, motorized, and diversified (which includes both motorized and nonmotorized uses). For nonmotorized projects including the Casper Rail Trail Extension Project, the maximum grant amount is $50,000 in most cases; the minimum grant amount is $10,000. The split of funds for FY 2020 is shown in Table 1.

Table 1: FY 2020 Funds Available for RTP Projects in Wyoming

Grant Category	Dollar Value of Allocation
Total Available for Grant Projects	$1,356,518
Subtotal: Nonmotorized Trail Projects	*$406,955*
Subtotal: Motorized Trail Projects	*$406,955*
Subtotal: Diversified Trail Projects	*$542,607*

Local Match Requirement

There is no explicit local match requirement for RTP funds. However, Wyoming's RTP Grant Program operates according to a programmatic match goal of 20 percent overall. In order to meet this requirement, SPHST considers available matching funds as a favorable scoring element in the pre-approval process.

SURFACE TRANSPORTATION BLOCK GRANTS

Description

The Surface Transportation Block Grant (STBG) program provides funding for projects that preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Examples of the types of projects that are eligible for STBG funding include the following:

- Recreational trails, pedestrian and bicycle projects;
- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways;
- Capital costs for transit projects;
- Corridor parking facilities;
- Improvements at intersections with high crash rates or levels of congestion; and
- Infrastructure-based ITS capital improvements.

Allocation Process

Because the Casper metropolitan region has a population between 5,000 and 200,000, suballocation of STBG funds is the responsibility of the State, working in coordination with local planning organizations (such as the Casper MPO).

Revenue Potential
$80.6 million total statewide in Wyoming for FY2020 (before set-asides) for all eligible project types.

Local Match Requirement
No specific local match required, although some sub-programs do have match requirements.

USDOT RAISE GRANT PROGRAM (FORMERLY KNOWN AS THE BUILD & TIGER GRANTS)

Description
The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated over $9.0 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Allocation/Award Process
As shown in Table 2, the RAISE/BUILD/TIGER program is extremely competitive, with 9,700 applications submitted to USDOT requesting $175 billion in RAISE/BUILD/TIGER funds over the program's twelve rounds. USDOT has awarded a total of $9.6 billion to 624 projects, which is approximately six percent of all applicants. Table 2 illustrates overall supply and demand for the program since it was first authorized under the American Recovery and Reinvestment Act of 2009 (ARRA). While there have been annual appropriations for RASIE/BUILD/TIGER every FY since 2009, including the most recent BUILD NOFO released in April 2021, the program is not specifically authorized in federal legislation and must be approved each year as part of the annual federal budget process. The most recent notice of funding opportunity (NOFO) application window closed on July 12, 2021, which award announcements required by November of 2021.

Table 2. RAISE/BUILD/TIGER Program Size, Applicants, and Projects Funded (FY 2009-2020)

Fiscal Year (FY)	Program Size	Applicants	Projects Funded	Percent of Projects Funded
2009	$1.5 billion	1366	51	3.7%
2010	$600 million	1639	75	4.6%
2011	$510 million	833	46	5.5%
2012	$500 million	708	47	6.6%
2013	$474 million	583	52	8.9%
2014	$600 million	798	72	9.0%
2015	$500 million	627	39	6.2%
2016	$500 million	585	41	7.0%
2017	$500 million	452	40	8.8%
2018	$1.5 billion	851	41	4.8%
2019	$900 million	666	55	8.3%
2020	$1.0 billion	656	70	10.7%

Source: USDOT

Revenue Potential

Despite the program's $25 million statutory maximum grant amount, the typical grant awarded to projects is between $10 to $15 million. USDOT rarely awards close to its maximum allowed award of $25 million to any one project.

Local Match Requirement

The most recent RAISE grant cycle required a 20 percent match for projects in urban areas and had no local match requirements for projects in rural areas or for planning grants in Areas of Persistent Poverty.

ADDITIONAL POTENTIAL FEDERAL FUNDING – SURFACE TRANSPORTATION REAUTHORIZATION BILL

While most of the national discussion related to increased transportation funding is tied to the "Infrastructure Bill", Congress is also working on the multi-year surface transportation funding legislation to replace the FAST Act. More information on the House of Representative's version of the reauthorization legislation, the Investing in a New Vision for the Environment and Surface Transportation Act (INVEST Act) is currently available. The following provides summaries of potential new funding programs and expansion of existing programs included in the House version of the INVEST Act that could benefit the Casper Rail-Trail Extension Project in the coming years.

POTENTIAL NEW OPPORTUNITY: Member designated projects: The House version of the INVEST Act reintroduces congressional "earmarks," whereby members of a given congressional delegation submitted requests for funding for specific projects in their districts. The current House version of the Invest Act includes 1,473 named projects designated for funding l (out of 2,383 projects submitted) if the current version of the bill is signed into law.

The benefits of having a project identified through this process go beyond the actual allocated funding. Historically, earmarked funds ensured an identifiable funding stream and an advantage for any project named in federal legislation. The named projects carry the special intent of Congress which means that these projects move ahead of others in the funding queue. Thus, Congressional earmarks often indicate a money trail and preference for key projects which can also be a catalyst to attracts funding from other sources because these projects are given greater visibility and credibility in the eyes of both public and private sector organizations.

It should be noted that the state of Wyoming is one of very few states that does not have a member designated project in the House version of the INVEST Act. There is still a short window opportunity for local projects (such as the Rail-Trail Extension) to be included in the final version of the bill through Senate negotiations, although that effort would likely have to occur in the next few months.

POTENTIAL NEW OPPORTUNITY: Sec. 1309 - Active transportation connectivity grant program: Provides $250 million a year (2023 to 2026) for a grant program to support infrastructure investment in connected active transportation networks. Requires 30 percent of the funds to develop active transportation networks to connect points within a community, and 30 percent of the funds to be used for active transportation spines to connect communities to one another, including nationally and regionally significant greenway trails. Supports the development of complete streets and the use of safe systems approaches to enhance safety for vulnerable road users. Includes considerations for the environmental justice and equity impacts of a project and the extent to which the project improves connectivity to public transportation.

POTENTIAL EXPANSION OF EXISTING OPPORTUNITY: Sec. 1206 - Transportation alternatives program: Continues to provide funding for the TAP as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be suballocated to areas of the state based on population from 50 percent to 66 percent. A state may suballocate up to 100 percent of its TAP funding if certain conditions are met and upon approval of the Secretary. Boosts the recreational trails set-aside in proportion to the increase for TAP. Requires states to provide sufficient obligation authority over the life of the bill to ensure this suballocated can be obligated in a timely manner, consistent with the requirement under STP.

POTENTIAL PRIVATE AND NONPROFIT SOURCES

The following provides a sample of potential private and non-profit organizations that have provided funding for projects similar to the Rail-Trail Extension Project in the past.

DOPPELT FAMILY TRAIL DEVELOPMENT FUND

Organization
Rails to Trails Conservancy

Description
Of the two grant types awarded by the fund, the Rail-Trail Extension project is eligible for the larger Project Transformation Grant opportunity. Per grant cycle, up to two projects are selected for grant awards ranging from $10,000 to $30,000. This project is a good fit for the program, as it is along the preferred route of the Great American Rail-Trail and therefore fits the primary criteria for the program.

Allocation/Award Process
Annual application – timeline for 2021 cycle listed below.

- Nov. 16, 2020 – Online Application process opens
- Jan. 3, 2021 – Application must be submitted by 11 p.m. E.S.T.
- February 26, 2021 – RTC will announce awards
- January 30, 2022 – Final Project Report due to RTC

Local Match Requirement
No specific match requirement.

PEOPLE FOR BIKES COMMUNITY GRANTS

Organization
People for Bikes

Description
Grants focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. Requests must support a specific project or program; operating costs are not funded.t

Allocation/Award Process
There are typically one or two grant cycles per year, with no exact standard deadlines. The spring 2021 grant cycle awarded $50,000 total to eight projects. The process involves first submitting a letter of interest via the People for Bikes website – finalists chosen from among those submitting a letter of interest are invited to submit a full application.

Local Match Requirement
No specific percent match grants; no grants for more than 50 percent budget.

CONSERVATION ALLIANCE GRANTS

Organization
The Conservation Alliance (a group of outdoor industry and related businesses)

Description
The grant program is designed to support projects that offer protection to wilderness. While a rail to trail conversion project such as this would represent a divergence from the fund's typical applicants, it could conceivably qualify depending on the specific ways the project is characterized. All applicants must be nominated by a Conservation Alliance member company, and there is a maximum of $50,000 per grant request.

Allocation/Award Process
There are two annual award cycles, dates of which are detailed below.

Summer Cycle:
- Nominations Open April 1
- Nominations Close May 1
- Proposals Due June 1
- Board and Staff Grant Review – June and July
- Member Company Voting – August
- Grants Announced October 1

Winter Cycle:
- Nominations Open October 1
- Nominations Due November 1
- Proposals Due December 1
- Board and Staff Grant Review – December and January
- Member Company Voting – February
- Grants Announced April 1

Local Match Requirement
No specific match requirement.

WALMART FOUNDATION

Organization
Walmart

Description
Local community grants are awarded through an open application process. Requirements are open-ended and the program supports a broad range of efforts led by non-profits, government organizations, or schools. Nominations must go through local Walmart or Sam's Club stores. Grant amounts range from $250 to a maximum of $5,000.

Allocation/Award Process
Nomination process is driven by local store – applications (submitted online) are reviewed by local management. The specific cycle and process varies from store to store.

Local Match Requirement
No local match requirement.

APPENDIX D: PUBLIC COMMENT AND RESPONSE DOCUMENTATION

PUBLIC COMMENTS

Below are the comments received from the general public using the online public meeting comment form.

Type	Comment	Response
Online Meeting	I definitely support the 3rd alignment option. Thanks!	No response needed
Online Meeting	Just follow the old railroad track, you can't go wrong. OH and start at Walsh. And then head West. Sorry I have some issues with MPO. Build a damn bridge from Dempsey acres to Fairgrounds road. Not Paradise valley The area across the river from the fairgrounds is county-owned, and basically was water holding grounds. I can see where an evacuation from Dempsey is a concern, but after 60 years living off Pendale, it has never been an issue until you did a survey.	No response needed
Online Meeting	I agree that Alignment #3 is the best option. Having ridden rail-trails frequently, having the former rail line there and the work that has already been done will make the project more cost effective, and a reality sooner than the options.	No response needed
Online Meeting	An additional advantage of Option 3 overpass is that an overpass could serve as a safe crossing for wildlife, especially antelope and deer. If a wildlife-safe crossing over or under I 25 is ever constructed in the future, the Option 3 overpass would serve as an extension of a safe wildlife corridor from the plains and foothills to the south to the riparian area of the North Platte River.	No response needed

Type	Comment	Response
Online Meeting	I think Option 3 makes the most sense and would be a very attractive way to extend the trail to EKW.	No response needed
Online Meeting	I think its great that the city wants to expand the trail. However I think those funds should be spent fixing sections of the trail we already have. There are many places on the existing trail that are in bad shape and quite honestly, are dangerous for bicyclists. The cracks on the asphalt and paved sections are bad enough to damage bike wheels, or worse, cause harm to those riding over them. Sometimes you cannot avoid them, especially when others are using the path as well. I feel that before we build something new, we should make the existing one safe.	No response needed
Email	#3 seems the best alignment, overpass should be extra high to facilitate rare but occurring industrial traffic for hwy 20. Important to complete because of an inability to achieve a adequate bike pathway within Casper's city streets. The bike path in Teton county is an ideal example.	No response needed
Email	Any chance you could build the over/underpass at Wolf Creek to Morad Park crossing instead? It is a much higher vehicle traffic and pedestrian use area. I like your project, although it is baffling that a location out in the county, nowhere near a residential area would take precedent. The Wolf Creek to Morad trail crosses a very busy four lane highway. EKW is a two lane highway with plenty of breaks in any traffic. Really out there or perhaps both locations	No response needed. This was not within the scope of this project.

Type	Comment	Response
	you should team with the state and the mule deer foundation for a combination wildlife and trail user crossing. Just some thoughts. I do appreciate this project and effort I just wish it wasn't so far out of town.	
Email	I vote for option #3	No response needed
Email	The trail system needs more benches the next one should be visible from the last also at each entrance there should be a distance to the next exit going either way. There are people that are not in great shape that want to use the trails but don't want to get in over there heads. Water bottle refill stations at entrances would be nice.	No response needed
Email	I like the looks of alignment 2. Some elevation change is good, good views of river. If it will be paved maybe add some soft surface trails parallel or alongside. Urban single track concept is missing/lacking in Casper area	No response needed
Email	I'm very pleased to hear of the extension plans! I thought this was a pipe dream that might happen many decades from now. Neat to think that it might happen within a few years. Thank you for all the work.	No response needed
Email	I strongly recommend Alignment 3 as the option to build. As a cyclist that has ridden on numerous rail trails throughout the US, as well as the current Casper Trail, riding on the path of the actual rail line is part of the fun. Alignment 3 meets	The bridge was considered, and was deemed unsafe (even for pedestrian and bicycle traffic) by a structural engineer.

Type	Comment	Response
	that requirement. My only question is this: Was the decommissioned bridge considered for repurposing on this segment of the trail?	
Email	Greetings, I support Option 3 and fully support more Rail Trails in Wyoming! Thank you for making more rail trails accessible to everyone!	No response needed
Email	I like option 3. Thank You	No response needed
Email	After looking over the info, alignment three is the best option. Are there plans to connect the trail from Beverly (North Casper Athletic complex) to this portion so those of us on the west side of town (Mills, PV) can ride through to EKW?	No response needed
Facebook	This is great. But first things first, how about advocating for passable sidewalks?	MPO response from Facebook: Thank you. You are not the first person to mention this, by far. As a planning organization we do not do much with ongoing maintenance but believe me, your comments have been noted and appreciated. This has definitely been on ongoing theme. No further response needed
Facebook	I would love to see more trails for biking. Concrete base and option 3 is my vote.	No response needed

Type	Comment	Response
Casper Council for People with Disabilities meeting	Chargers for electric wheelchairs should be considered as an amenity, charging may be needed on this length of trail. Please also keep in mind that electric wheelchairs do not always plug in to standard outlets and extra batteries are cumbersome to carry	No responses needed

LANDOWNER COMMENTS

Below are the comments received from nearby landowners during in-person meetings held with the Casper Area MPO and adjacent landowners.

Landowner 1 Comments

- Concerned about water holes east of Dixon Brothers property and liability of having cows so close to the trail. Cows graze within the project area in both spring and fall and this is their only available water. See photo below.

- Landowner does not want to cut off the nearby water source and is afraid that fencing would do that, but that fencing will be needed to limit liability.
- The State Land Board paid to re-do the well about a decade ago.
- It is not feasible to more the corrals on the north side of highway.
- State Land Board was not in favor of the trail before.
- Opposed to recommended route but likes alignment along US HWY 20/26.

- Has seen motorcycles and 4-wheelers using trail and believes they will continue to do so.
- Target practice and hunting is also common on the state owned land within the state owned land in the project area and there are safety concerns, and questions on how this would be handled.
- Replacing bridge that is currently crumbling and allowing cattle and wildlife to move underneath could work but it is a very long span. Up to four feet of water has been observed under the bridge during storm events and spring run-off.
- The water well would need to be fenced off.
- The lessee is concerned about mixing the cattle with pedestrians, bicyclists and dogs etc. They would suggest the pathway be fenced. Cattle will use the pathway to walk on.
- The corrals on the North side of the highway are in use and the ranch does not want the public too close to them because of the dangers involved with cattle in a sorting facility and a branding event etc.
- An alignment was discussed that would be suitable for the lessee. It is drawn up on the exhibit below.

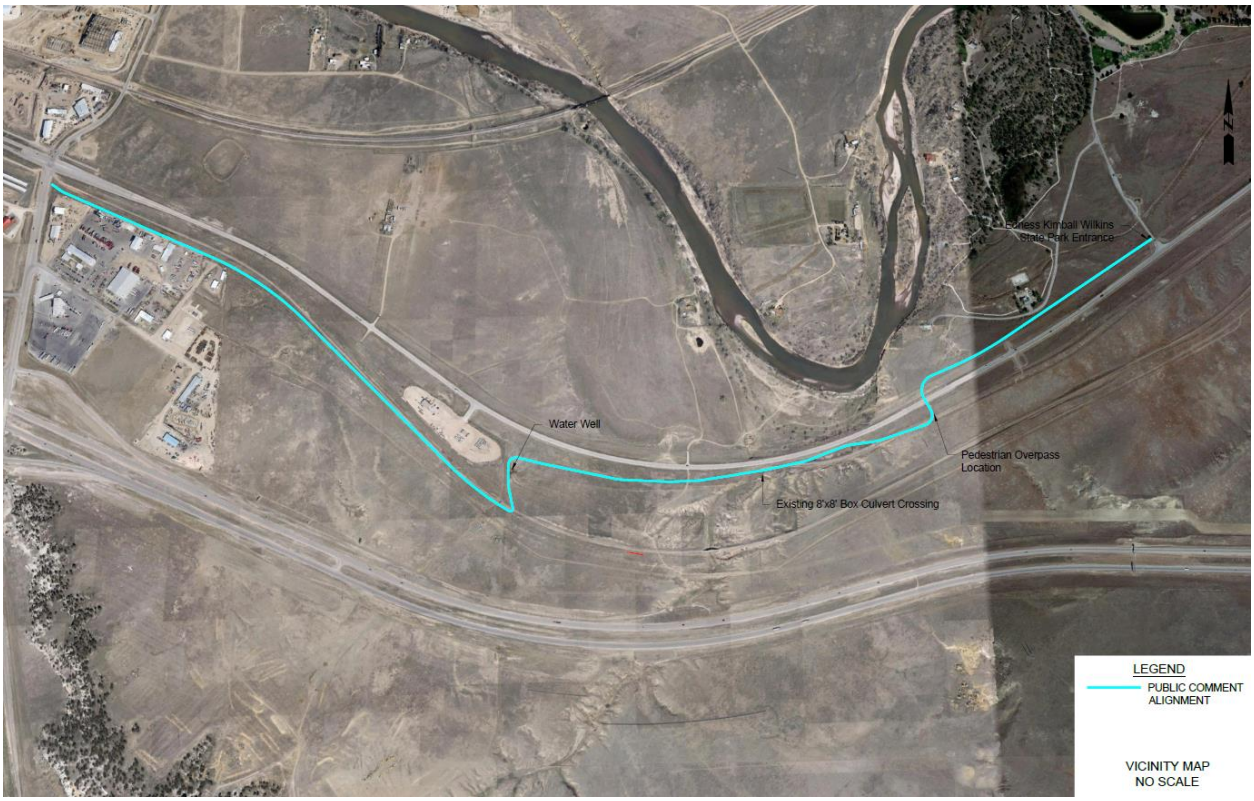


Figure 14 Alignment Variation

Project Team Response

The Casper Area MPO and HDR developed a new idea during the landowner meeting and sketched up the alignment various shown in Figure 16, that would

possibly address the issues landowner 1 noted above. This alignment has not been designed or reviewed and is only a sketch to document ideas from the meeting. This could potentially allow the pathway to be fenced, allow livestock access to the water, and minimizes impact to the ranch activities on the state owned land.

In addition, the Wyoming Recreational Use Statute and the Wyoming Recreational Safety Act limit or absolve landowners of liability for accidents and other risks brought about by recreational use trails traversing their property, placing most of that liability on the trail users.

According to the Rails-to-Trails Conservancy, existing bridges and trestles must remain in place on railbanked corridor, and no new permanent structures can be built within the corridor. Railbanking is a process by which abandoned rail lines can be preserved for possible future use through interim conversion to trail use, and the corridor is treated as though it had not been abandoned. Therefore, it appears that rebuilding the existing bridge may not be feasible, and the existing bridge was deemed unsafe by a structural engineer in a previous study. The City of Casper railbanked the corridor within the project area in 1999 and is in possession of a donative quitclaim deed from the Union Pacific Railroad.

There is approximately 30 feet between the existing stock water tank near the well and the existing property fence. However, there is less distance between the actual well and the fence, approximately 15 feet. If the available space allows for a properly designed and constructed trail, it is recommended that this alignment also be studied further before the final alignment is chosen.

Landowner 2 Comments
Landowner 2 was overall favorable to the trail and would like to see access to the path from the highway that can also be access to their property. They also noted they might be willing to provide space for a parking area or other amenities adjacent to the trail if there was a new road. They would like vehicle access to their property from US HWY 20/26.

Project Team Response
Any access off the highway would need to be permitted by WYDOT and meet their spacing standards. No further response needed.

PARTNER COMMENTS

Rails-to-Trails Conservancy Comments

Hello – attached, please find comments from Rails-to-Trails Conservancy on the Casper Rail-Trail Extension Study. We are excited to see the great progress that is being made on this extension, and we appreciate the support on its role in the Great American Rail-Trail. Please reach out if you have any questions.

Casper Area Metropolitan Planning Organization
200 North David Street
Room 203
Casper, WY 82601
September 3, 2021

Subject: Comments on Casper Rail-Trail Extension Study, August 2021 Draft

Dear Casper Area Metropolitan Planning Organization,

Thank you for the opportunity to comment on the Casper Rail-Trail Extension Study Draft. Rails-to-Trails Conservancy (RTC) supports the regional efforts to extend the Casper Rail-Trail east to connect with Edness Kimball Wilkins State Park. As indicated in the study, Casper Rail-Trail is a vital part of the Great American Rail-Trail, a cross-country, multi-use trail that is currently in development between Washington, D.C. and Washington state Casper Rail-Trail is identified as the Gateway Trail for the route of the Great American Rail-Trail through Wyoming meaning that it is an exemplary trail that is emblematic of the experience we are working to create across the cross-country route.

RTC agrees with the findings of the draft study that Alignment 3 is the best option to complete this trail extension. Alignment 3 provides three very important benefits compared to the other two alignments. First, it utilizes the greatest length of the former railroad corridor. RTC has decades of experience supporting trail development along former railroad corridors, and they are great assets for trail development. They are relatively flat, separated from vehicle traffic, and make great corridors for multi-use trails. The City of Casper has already railbanked the corridor as well, making the process even easier.

Second, Alignment 3 provides a grade-separated crossing of the highway via a bicycle and pedestrian bridge. Safe road crossings will encourage more ridership and provide a more pleasant experience for trail users.

Lastly, Alignment 3 was the least expensive option of all three alignments. Funding is available for trail projects like the proposed extension, and RTC is working at the state and federal levels to increase the availability of funds for trail construction. However, there is strong competition for the use of these funds, and making a case that the chosen route is the least expensive while providing the greatest benefits will

make this route more competitive for public grant funding.

Nearby agricultural uses may present some challenges to following Alignment 3 exactly as shown. RTC collaborated on a 2015 study that inventories and analyzes existing trails in agricultural settings. While the study focuses on a specific project in California, the findings are applicable to other areas where trails may traverse agricultural properties. The report can be found on RTCs Resource Library here: https://www.railstotrails.org/resource-library/resources/santa-paula-branch-line-recreational-trail-compatibility-survey/.

RTC appreciates that the draft study presents an extension of the Casper Rail-Trail eastward as a benefit to the Great American Rail-Trail. To that end, we have a few suggestions for small tweaks to the report:

1. On Page 1, the first sentence reads, "The Casper Area Metropolitan Planning Organization (MPO) has analyzed the feasibility of extending the Great American Rail-Trail from Hay 6 Road to Edness Kimball Wilkins State Park..." Since the Great American Rail-Trail will be comprised of over 150 individual trails, we propose changing this first sentence to reference extending the Casper Rail-Trail as opposed to the Great American Rail-Trail to highlight the importance of the local trail name.
2. On Page 1, we suggest adding the following text to the first paragraph: "The Casper Rail-Trail and the extension to EKW State Park as studied in this report are vital pieces of the Great American Rail-Trail, a project of the Rails-to-Trails Conservancy to connect the country via a multi-use trail spanning between Washington, D.C. and Washington state"
3. On page 26, we suggest changing the last sentence of the first paragraph to the following:
   "The Casper Rail-Trail is part of the Great American Rail-Trail, the nation's first cross-country, multi-use trail, that will stretch more than 3,700 miles between Washington, D. C. and Washington state when completed."

RTC staff remains available to support this extension with technical assistance should questions or specific challenges arise. Please contact Kevin Belanger, Manager of Trail Planning, at kevinb@railstotrails.org or 202-974-5117, or Marianne Wesley Fowler, Senior Strategist for Policy Advocacy, at marianne@railstotrails.org or 202-974-5104.

Thank you for the opportunity to review and comment on this draft study. We look forward to seeing this trail extension become a reality one day.
Sincerely,
Manager of Trail Planning
Rails-to-Trails Conservancy
2121 Ward Ct NW, 5th Floor
Washington, DC 20037

Project Team Response
Requested changes have been made to the final report.

Platte River Trails Trust Comments
The Platte River Trails Trust (PRTT) would like to see recommendations for a phased approach to funding and construction. A possibility exists to apply for a TAP grant to fund construction of the bridge over US 20/26 including a paved surface on the bridge and within the WYDOT right-of-way, and combine this with a temporary gravel trail from Hat Six Road to the bridge and into Edness Kimball Wilkins State Park (EKW) as Phase I. Phase II would then encompass paving the remaining section of trail from Hat Six road (and possibly the section from Curtis Street in Evansville to Hat Six Road), and could be accomplished at a later time. It's possible that the PRTT will seek Optional One Cent #17 funds for this project and having the phased approach on record would support construction of the project over a period of time.

The PRTT would also like to see discussion in the report of tourism potential and economic impact to the area from this trail. Tourism, especially bicycle traffic resulting from being a part of the Great American Rail Trail system, could increase if this trail is constructed, and subsequently the number of visitors to EKW should rise as well. Additionally, has anyone approached EKW management or Wyoming State Parks specifically as a funding partner for the section of trail that will connect the US 20/26 crossing to the existing trail system in the park? The PRTT would like to see this option explored further.

The PRTT had previously contracted a structural engineer to analyze the existing bridge for possible use and it was deemed unsafe even for pedestrian and bicycle traffic. It is preferable that this bridge be torn down if possible. The PRTT has received private donations for this purpose, and has initiated discussions with the railroad on this subject. The PRTT is looking into getting a second opinion about the RR Bridge from another structural engineer here in town. We wonder if the tons of ballast and concrete on top of the steel spans was removed, could a deck and railing system be constructed on the steel?

In response to Landowner 1 comments above: Design and construction of this section of the trail will be such that conflict with grazing cattle will be minimized and high congestion areas will be addressed with appropriate fencing. The PRTT does not feel that the entire length of this section will need to be fenced due to the tendency of grazing cattle to follow already established routes to food and water sources. The trail segment adjacent to the water well, wetland area, and water tank will be separated with fencing as well. Additionally, the previously existing fence along the railroad line has been removed by a third party (not the PRTT, railroad, or City of Casper) and the PRTT does not believe it would be an unreasonable request to ask the responsible party to contribute to the construction of any new fencing needed.

The PRTT finds it interesting that this landowner representative is comfortable having trail users within 30 feet of his only water source. In scaling it off the map, his water tank is 200 feet from the railbed. We suggest staying with the rail alignment for the trail and propose that the trail be fenced from the west section line to the gully. The cows could then pass under the bridge or through a replacement culvert to get to the grass south of the trail.

We are not sure that we owe any landowner access to Hwy. 20-26. If a drainage culvert was installed where the trestle that was removed existed, we feel that gap could then be filled, and a trail with an acceptable grade could be built on top of it.

Finally, the PRTT would like to see the possible next steps be outlined in this document.

Project Team Response
The MPO agrees that economic impacts are a factor in procuring funding for the trail. However, studying tourism and other economic factors was not part of the scope of this plan.

Local state park staff are open to funding discussions but are unable to commit to anything at this time. Project requests for Wyoming State Parks are usually 3-5 years out (although subject to change), which may coincide with the possible construction timeline. More detailed discussions with Wyoming State Parks are outside of the scope of this plan.

Additional recommendations for phasing of the project was added to the plan.