

Technical Assistance Report

Salmon Area Trails Plan Alternative Transportation System

August 2012



*Paul S. Sarbanes
Transit In Parks*

Technical Assistance Center

UNDERSTANDING

RESOURCES

SOLUTIONS

*This document was prepared for the Salmon Valley Stewardship and partners
by the Paul S. Sarbanes Transit in Parks Technical Assistance Center.*

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Photo courtesy of Dave Lingle

INTRODUCTION

Trails advocates, federal land management agency staff and non-profit groups in Lemhi County, Idaho are working to preserve and improve multi-modal access to public lands and the Salmon and Lemhi Rivers, as well as multi-modal travel within and between communities.

In 2012, this group worked collaboratively to establish a vision, goals and objectives for a regional trail system; explore funding opportunities; discuss potential stakeholder resources, issues and concerns; and outline an action plan.

The region's trail system includes facilities with both transportation and recreational functions. The system is comprised of highway corridors, which currently provide the primary means of connecting communities with public land and river access points, as well as a robust network of trails and roadways on lands managed by the U.S. Forest Service (USFS) and Bureau of Land Management (BLM).

This report summarizes the group's recommendations for future development of the regional trail system.

Figure 1 – Vicinity Map

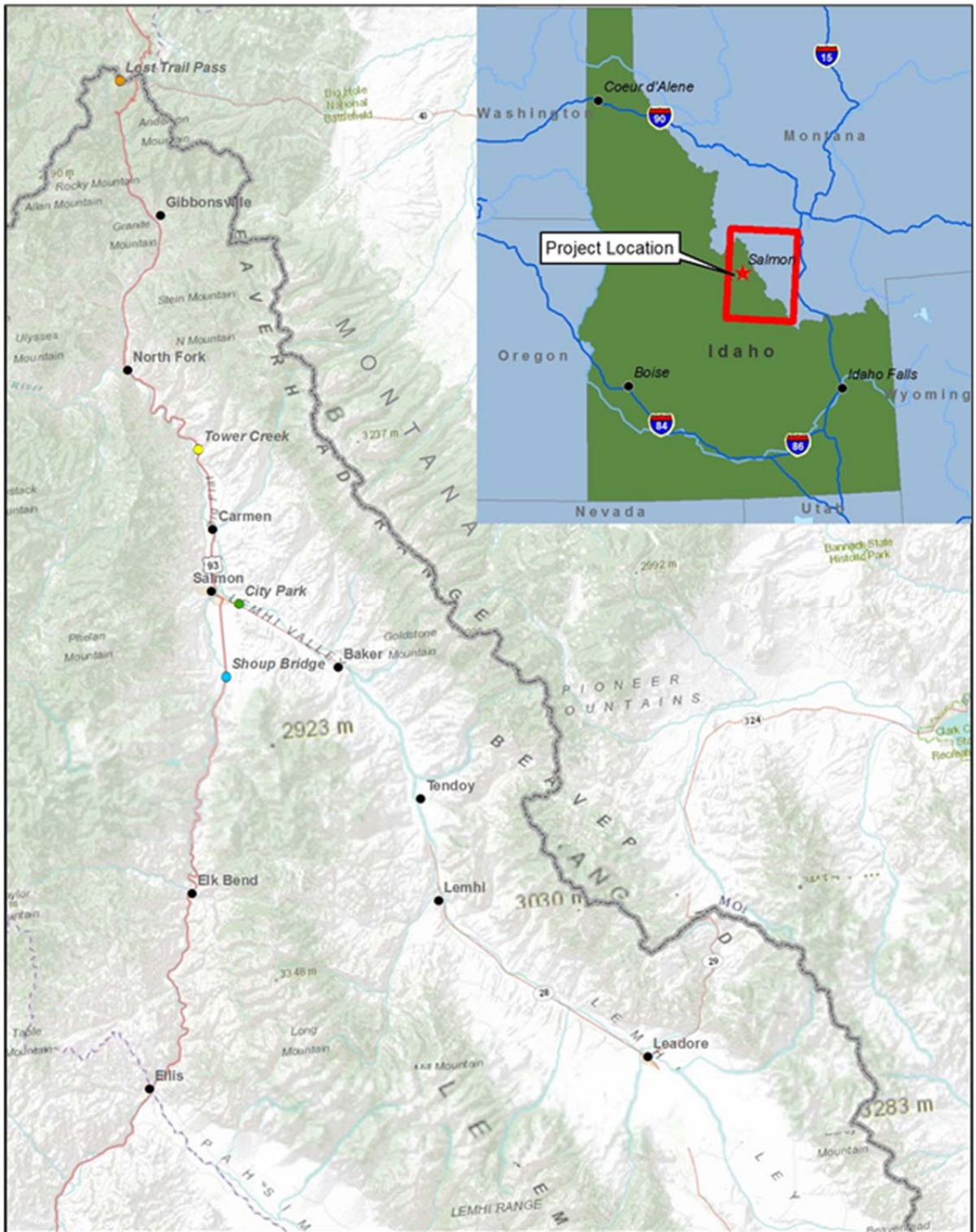




Photo courtesy of Salmon Valley Stewardship

VALUES AND VISIONING

Planning work began with a look at the reasons why a regional trail system is important to the Salmon Valley. At an initial workshop, the group discussed aspects of life that they especially value and would like to see preserved and supported by the trail system.

Many people choose to live and work in the Salmon Valley because of a deep appreciation and enjoyment of the outdoors, wildlife and scenic resources. Vast areas of public land contribute to a strong sense of freedom and openness in the area. The ability to move freely across large expanses of land is highly valued, especially since these opportunities are diminishing in other parts of the country with surrender of open space to urban and suburban development.

Trails advocates also understand and appreciate that ranching and mining are important contributors to the area's economy. They respect that public lands provide both recreational and economic opportunities, and understand that consideration of different perspectives will be important as the trail system is developed.

Efforts to promote and support a healthy local economy have been balanced by strong desires to safeguard the area's existing rural character and quality of life. There is a special

CORE VALUES

- ◆ Healthy families
- ◆ Economic stability
- ◆ Local history and culture
- ◆ Access to public lands and river
- ◆ Ability to move freely across the land
- ◆ Wildlife and riparian areas
- ◆ Scenic areas
- ◆ Rural lifestyles and quality of life
- ◆ Rural character of our communities
- ◆ Safe, affordable communities
- ◆ Ability to get around without a car
- ◆ Respect for others

sense of place in the Salmon Valley. Participants expressed a desire for trail development strategies that preserve the individuality of the area.



Photo courtesy of Dave Lingle

Significant value is placed on healthy families in the Salmon Valley, not only from the standpoint of physical health and safety, but also economic health. The ability to travel safely without a car is important. Trail system development could support more affordable travel options as fuel prices increase.

After considering these values, the group adopted this overarching vision statement for the regional trail system:

"A safe system of trails that connects Lemhi County communities and assures access to public lands and rivers for everyone."

VISION

A safe system of trails that connects Lemhi County communities and assures access to public lands and rivers for everyone.

GOALS AND OBJECTIVES

Goals and objectives for a regional trail system are built on the core values and vision statement. To the extent possible, goals and objectives were designed to be specific, measurable, achievable, realistic and timely, or “SMART”.

GOAL 1: PROVIDE SAFE ACCESS TO PUBLIC LANDS

- Objective 1A: Accomplish Salmon to City Park trail connection along SH28 by 2013.
- Objective 1B: Accomplish access improvements at Morgan Bar by 2013.
- Objective 1C: Focus on developing trail connections to communities, public lands access points and river access points within 10 miles of Salmon over the next 20 years.
- Objective 1D: Provide multi-modal connections to other communities, public lands access points, river access points, scenic and backcountry byway destinations as resources allow.

GOAL 2: PRESERVE AND ENHANCE RECREATIONAL OPPORTUNITIES FOR MOTORIZED AND NON-MOTORIZED TRAIL USERS

- Objective 2A: Create a county-wide public lands recreational trails atlas by 2012.
- Objective 2B: Provide an on-going forum for improved coordination and public education.
- Objective 2C: Preserve access to public lands as private property ownership is transferred and property is developed.



GOAL 3: PRESERVE WILDLIFE AND RIPARIAN HABITAT ALONG RIVER CORRIDORS

- Objective 3A: Accomplish improvements at Morgan Bar by 2013.
- Objective 3B: Identify, improve and encourage use of designated locations for Salmon and Lemhi river access.

GOAL 4: PROMOTE HEALTHY LIFESTYLES AND INCREASE ENJOYMENT OF LIFE IN THE SALMON VALLEY

- Objective 4A: Leverage high school and community service programs.
- Objective 4B: Create alliances with hospitals and their ongoing community efforts.
- Objective 4C: Design community events to celebrate and encourage alternate modes of travel.



Photo courtesy of Dave Lingle

GOAL 5: TAKE AN “INSIDE-OUT” APPROACH, PUTTING LOCAL NEEDS FIRST.

- Objective 5A: Involve the public in trail planning and construction decisions.
- Objective 5B: Build public ownership, support for, and pride in, the trail system.
- Objective 5C: Emphasize using local workforce in the development of the trail system.

GOAL 6: PRESERVE RURAL CHARACTER WHILE ENHANCING ECONOMIC VITALITY

- Objective 6A: Leverage outdoor tourism strategies to increase visitor spending in the Salmon Valley.
- Objective 6B: Explore tribal partnerships for economic development (Fort Hall / Shoshone Bannock, Lemhi Shoshone, possibly Nez Perce).

GOAL 7: HIGHLIGHT LOCAL CULTURE, CUSTOMS, AND HISTORY

- Objective 7A: Make trails compatible with livestock and agricultural uses.
- Objective 7B: Recognize local legacies, including mining, ranching and tribal histories. Coordinate with tribes on appropriate access to tribal sites.
- Objective 7C: Incorporate interpretive information in trail system development.



Photo courtesy of Salmon Valley Stewardship

FUNDING OPPORTUNITIES FOR TRAIL SYSTEM DEVELOPMENT

FEDERAL FUNDING CHANGES

It is important to note that most of the federal funding programs described in Appendix A fall under current federal highway and transit programs legislation. Congress enacted a bill entitled “Moving Ahead for Progress in the 21st Century”, or MAP-21, in July, 2012. This act authorizes all federal transportation funding programs until September 30, 2014.

MAP-21 changed the way federal funding was historically structured, by consolidating



multiple programs into fewer, larger programs. While most of the trail projects and activities that were eligible for funding under the prior federal authorization are still eligible under MAP-21, project proposals may have to compete in a larger arena.

MAP-21 expires in two years, which means that additional changes to federal funding are on the horizon. However,

regardless of the outcome of the next reauthorization bill, it is likely that trail funding opportunities will still exist in the future in some fashion.

In debating the future of transportation funding, Congress appears to be placing considerable emphasis on good planning and performance measures. Having an adopted plan and staying focused on the goals and objectives of that plan will be a key to securing federal funds.

FEDERAL FUNDING OPPORTUNITIES

Because Salmon Valley communities are surrounded by federal lands, the region is in an excellent position to take advantage of federal funding programs that are not universally available to other areas.

Considering Objective 1C, which is to focus first on developing trails from Salmon to public lands access points within a 10-mile radius of Salmon, the following federal funding programs deserve consideration:

- Federal Lands Transportation Program (FLTP). This program which is administered by the Federal Highway Administration (FHWA) allows funding for trails located on or adjacent to, or providing access to federal lands where the *Federal Government* has title and maintenance responsibilities for the facility. A key note is that funds from this program may be used as matching funds for other federal transportation programs.
- Federal Lands Access Program (FLAP). This program, also administered by FHWA, has funding provisions for pedestrian and bicycle facilities located on or adjacent to, or that provide access to federal lands, where *state, tribal or local agencies* have title and maintenance responsibilities.
- Transportation Alternatives Program (TA). The new TA program will be administered by the Idaho Transportation Department (ITD). It can be used to fund construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, safety-related improvements, and projects that help agencies comply with the Americans with Disabilities Act.

The TA program is best applied where trails are intended for transportation purposes, rather than recreational purposes. Trail facilities adjacent or parallel to highway corridors would be good candidates.



Photo courtesy of Dave Lingle

While these three programs currently appear to best match goals and objectives for the regional trail system, other programs may provide additional funding opportunities. Examples include the Recreational Trails program, managed by the Idaho Department of Parks and Recreation, or the Federal Transit Administration's Bicycle Facilities program, which can fund projects to improve bicycle access to transit. Information on these and other programs is provided in Appendix A.

MATCHING STRATEGIES

The Federal Lands Transportation Program, which funds projects owned by the Federal Government, does not require matching funds. Additionally, this program can be used as a source of match for other federal transportation programs.

However, most other state and federal grant programs require that applicants match the grant with cash. In some cases “in-kind” match in the form of services, materials, equipment

or property is allowed.



Photo courtesy of Dave Lingle

State and private grants described in Appendix A could be explored as sources of matching funds. The City of Salmon’s Local Option Tax could be leveraged to bring trail project funding into the area. Donations from regional employers and corporate donations from companies such as recreational equipment or outdoor clothing companies

could be investigated as sources of matching funds.

Appendix A provides an inventory of other potential federal, state and private foundation funding for which trail projects may be eligible. Technical assistance opportunities are also inventoried.

DATA, STUDIES AND PLANS NEEDED TO SUPPORT FUNDING REQUESTS

Funding agencies often require assurance that their moneys will be used to address an identified and documented need. Most trail system funding requests will need to be accompanied by a clear explanation of the reason why the project is justified, and may need to be supported by hard data or valid studies.

To help make the case for trail system projects in the Salmon area, a regional survey of river and trail users would be helpful to:



Photo courtesy of Dave Lingle

- Quantify current users of public lands and river access areas,
- Confirm priorities and needs for access to specific river and public lands access locations, and other regional destinations,
- Gauge attitudes and support for trail system development.

A regional market analysis is also recommended to:

- Forecast the number of potential local and visitor users of a regional trail system;
- Estimate the potential for increased economic activity that could result from trail system development; and
- Develop strategies for trail system marketing and promotion, including a regional branding effort.

Additionally, before requesting funds for construction of new trails, an initial feasibility study for each potential trail project is recommended. Feasibility studies should include an assessment of alternative alignments, environmental impacts, costs and benefits, including long-term maintenance responsibilities and strategies.

FEDERAL TRANSPORTATION PROJECT DEVELOPMENT PROCESS

A primary objective of this plan is to develop trail connections to communities, public lands access points and river access points within 10 miles of Salmon over the next 20 years. This will involve establishing trails adjacent or parallel to US Highway 93 and State Highway 28

Since federal transportation funding programs provide some of the most promising funding opportunities for trails in the Salmon area, it is important to understand and follow the

process for federal-aid transportation projects in Idaho. This will be especially critical for implementation of any trails facilities adjacent or parallel to US93 and SH28.



In general, federally-funded transportation projects have these major stages:

- Planning/Environmental
- Design
- Right of Way Acquisition
- Construction



U.S. Department
of Transportation
**Federal Highway
Administration**



Rather than requesting funding for all phases of a project at once, a phased approach is recommended. Projects typically begin with a funding request for planning, environmental and design work. This allows evaluation of alternative alignments and resulting advantages, impacts and costs. After a preferred alternative is selected and the feasibility of the project is confirmed, a larger funding request can be made for right of way acquisition (if needed) and construction.

PARTNERSHIPS ARE KEY

ITD has staff with significant expertise in federal aid project development, and should be engaged early, when funding applications are prepared for any trail improvements adjacent or parallel to US93 or SH28. Similarly, funding requests for projects on or adjacent to federal lands will require close coordination with, and support of, the US Forest Service (USFS) and Bureau of Land

Management (BLM).

A regular forum for inter-agency coordination of trails system development and funding requests is therefore recommended. The Community Association of Idaho's local mobility management network may provide a forum for this purpose.

LOCAL CAPACITY

As the information provided in Appendix A demonstrates, there are a number of good funding opportunities available for trail system development. A limiting factor for the Salmon area at the present time is the lack of a dedicated grant coordinator. Successful



progress toward trail system goals will depend on the region's ability to stay on top of funding opportunities, anticipate application deadlines, respond to federal funding solicitations, coordinate matching funds and prepare applications.

Grant management could be accomplished by the funding of a part-time grant coordinator position at an existing agency, or by establishing a small account for

contracted grant coordination assistance. A shared grant-writer for City, County, Federal Land Management Agencies and non-profit groups in the area could be a cost-effective approach.

PATIENCE IS PRESCRIBED

Funding trail system improvements will require patience and diligence over many years. Some projects will require a phased approach with multiple, sequential grant applications. Grant programs are competitive and applications are not always awarded after the first request. It is important not to give up after the first try.

STAKEHOLDER ASSESSMENT

Following a review of potential funding sources, planning participants performed a stakeholder analysis to:

- Discuss possible impacts of trail system development on local community groups, businesses and organizations
- Identify potential community partners and resources for trail system development
- Discuss potential opponents to trail system development and the possible reasons
- Discuss communication strategies for both champions and opponents

A stakeholder matrix was prepared to set the stage for future outreach efforts. The trails group also identified a member of their ranks who would be willing to serve as the key point of contact for each stakeholder group. The matrix and other materials developed during the stakeholder analysis process are provided in Appendix B.



ACTION PLAN

The regional trail system can only be developed as resources allow, and maintaining focus is paramount. Table 1 and Figure 2 show activities for four time frames:

IMMEDIATE ACTIONS (1 TO 2 YEARS)

Immediate actions include completion of trails-related projects that are currently underway; along with other low-cost activities. Coordination and data collection activities are recommended over the next two years to solidify critical partnerships and position the region for future grant requests and project implementation.

NEAR TERM ACTIONS (1 TO 10 YEARS)

Within the next 10 years, it should be possible to begin construction of a key trail connection adjacent or parallel to one of the three highway corridors extending from Salmon. A trail improvement across BLM lands to connect the Morgan Bar area to Discovery Hill and the City of Salmon is also anticipated to be accomplished within the next 10 years.

Recommended near term actions include feasibility analyses (planning and preliminary engineering) for trail connections adjacent or parallel to US93, from Carmen north of Salmon to Shoup Bridge south of Salmon.

Securing funding for feasibility analysis of a trail parallel to the SH28 corridor from Salmon to Baker is also recommended. For this segment, potential trail improvements for access across the Lemhi River to the Barracks Lane trailhead area should also be examined.

Since federal transportation funding programs are the most promising sources of money for constructing trail connections adjacent to US93 and SH28, using ITD's federally-approved "Concept Report" process for feasibility studies is a good idea. Concept Reports prepared for each corridor should:

- Examine trail alignment alternatives
- Provide an environmental scan
- Assess right of way needs
- Analyze benefits, costs and other impacts
- Select a locally preferred alternative, and
- Determine a phasing/funding plan.

Accomplishing Concept Reports for trails parallel to the US93 and SH28 corridors would position the region for funding to complete design and construction.

Also within the next 10 years, this action plan should be revisited and updated. Accomplishments and progress made should be acknowledged, and remaining projects and priorities reconfirmed or revised.

MID-TERM ACTIONS (10 TO 20 YEARS)

Within the next 10 to 20 years, it should be possible to fully implement key trail connections adjacent or parallel to US93 between Carmen and Shoup Bridge, and SH28 between Salmon and Baker.

LONG-TERM ACTIONS (BEYOND 20 YEARS)

Long-term actions are beyond the 20-year timeframe, but should be kept in mind as near and mid-term projects are implemented.

Access to the Continental Divide Trail is available from State Highway 29 east of Leadore, and at Lost Trail Pass. Trail system extensions to Tendoy could improve multi-modal access to the Lewis and Clark Backcountry Byway. Trail extension to the north could provide multi-modal access to the Tower Creek area, and ultimately to Lost Trail Pass.

As the regional trail system is developed and gains in popularity, transit strategies could also be deployed to connect travelers with popular public lands areas, river access points, and neighboring communities.

PROJECT FUNDING

Each discrete project will need its own funding plan. Table 1 indicates grant and funding programs which may be a good fit for each project. (Acronyms correspond to funding programs listed in Appendix A.)

FIGURE 2
Recommended Trail Improvement Priorities

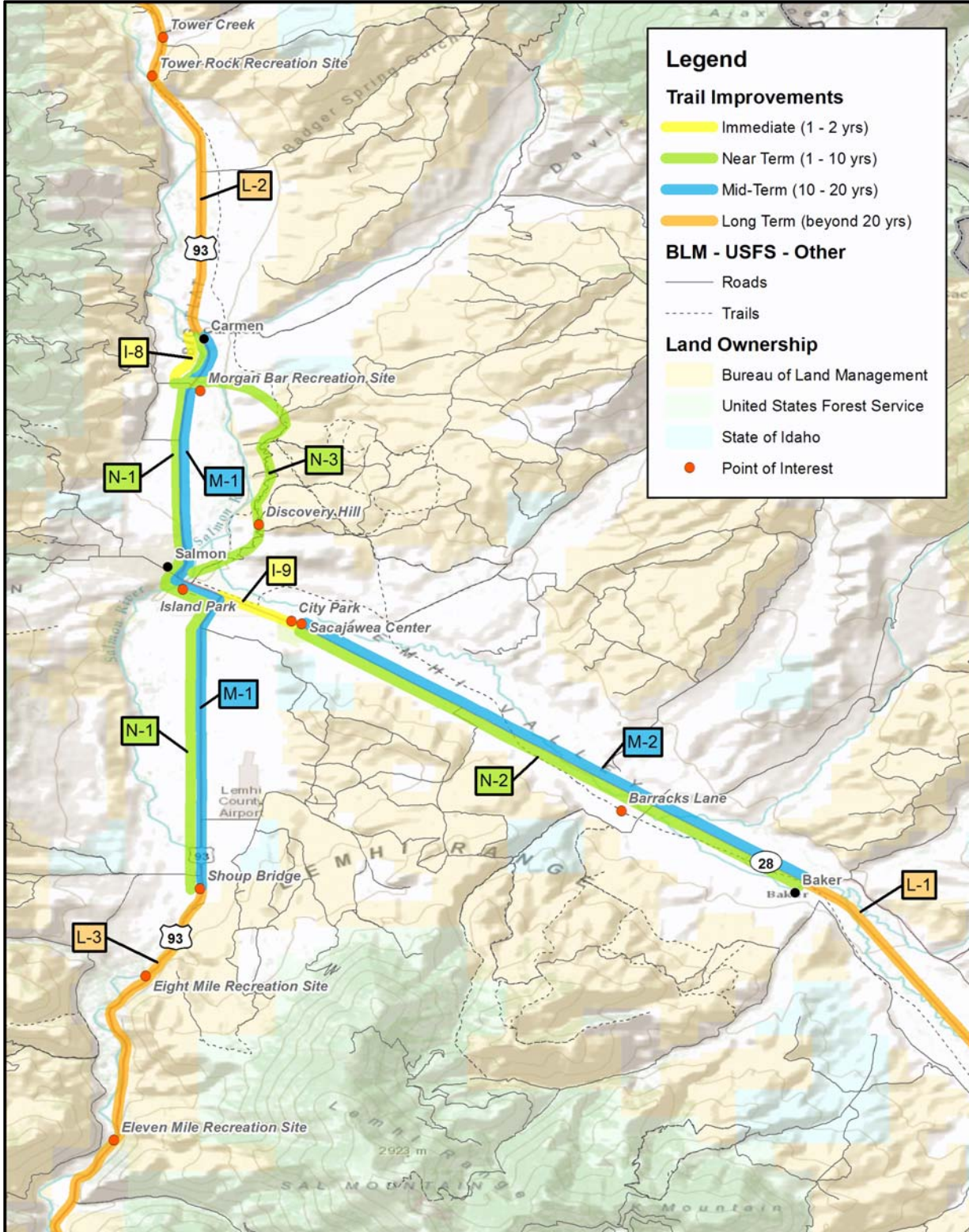


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IMMEDIATE ACTIONS (WITHIN NEXT TWO YEARS)																	
I-1	Trails Action Plan Review	1. Distribute this plan for public review and comment. Make it available for review for at least 30 days. 2. Also provide plan to key agencies (County, City of Salmon, BLM, USFS, ITD) for review. 3. Discuss any comments received with the trails group and address as appropriate.	5A, 5B													N/A	Gina- Public Review Jeff - ITD JoAnn - County JoAnn/Linda - City Liz - BLM Trish - USFS
I-2	Trails Action Plan Adoption	Forward the final plan to Lemhi County Commissioners with a request to incorporate by reference into the County's Transportation Plan.	5A, 5B													N/A	JoAnn

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I-3	Trails Group Coordination Forum	Establish a regular forum to coordinate funding priorities and track progress on this action plan.	2B	X	X	X	X	X	X	X						N/A	Jeff Osgood
I-4	Regional Grant Coordinator	Coordinate with public and non-profit agencies in Lemhi County to jointly fund a grant coordinator that would be available to all. Consider a part-time contracted position to start.	All	X	X	X	X	X	X	X	20	NA	NA	NA	20	Local	Gina
I-5	Public Information	Provide an on-line location where interested citizens can view this plan and follow the trail group's activities.	5A, 5B	X	X	X	X	X	X	X	<1	NA	NA	NA	0	Local	Jo
I-6	Trail System Branding and Marketing Plan	Hire professional marketing firm to develop a unique name and brand for the trail system. Prepare a trails marketing plan to promote outdoor tourism. Use local artists in the development of logo and graphics to the extent possible.	6A	X	X			X		X	50	NA	NA	NA	50	LOT Local	Tammy

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I-7	Regional Trails Atlas	Complete project underway by BLM, USFS and Access Idaho to create a gazetteer showing all trails and allowable trail uses on public lands in the region.	2A, 5B, 6A	X	X	X		X		X						Funded.	Liz/Linda
I-8	Morgan Bar Improvements	Complete project underway by BLM to provide ADA accommodation and improve access to public lands at Morgan Bar. This project is located approximately 3.8 miles north of Salmon, immediately south of the community of Carmen.	1B, 3A, 3B	X	X	X	X			X						Funded.	Liz
I-9	Salmon to City Park	Work with City of Salmon to complete trail connection from Salmon south on SH28 to City Park using available Scenic Byways funding.	1A, 1C	X	X	X	X		X	X						Funded.	JoAnn
I-10	Ranching/Trail User Training	Work with local ranchers on educational materials for trail users on range lands.	7A		X	X			X		15	NA	NA	NA	15	RTCA NRT Local/Private	Liz/Jo

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I-11	Public Lands Access Mapping	Inventory Lemhi County emergency access easements and assess suitability for use as trail corridors. Inventory other known easements for public lands and river access. Prepare GIS database of public access locations. Prepare and provide maps of existing public easements to local real estate offices.	2C	X	X	X						15	NA	NA	NA	15	FLTP FLAP	
I-12	Trail and River User Survey	Perform seasonal surveys to: <ul style="list-style-type: none">Estimate number of local v. visitor usersDetermine trail usage statisticsGauge attitudes and support for trail system developmentIdentify river/public lands access priorities.	1C, 5A	X	X							15	NA	NA	NA	15	Local/Private FLTP FLAP NRT	Michelle/Jo/Gina (Liz has some data for river access)
I-13	Community Events	Assist and promote annual events that raise awareness and support for trails. This includes trail cleanup and maintenance campaigns, bike clinics, and organized rides such as Pathways Awareness, 12 Hours of Disco, and Lemhi Valley Century Ride.	4C, 5B	X	X	X			X	X		NA	NA	NA	NA	NA	Local/Private	Dave and Max

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NEAR TERM ACTIONS (1 TO 10 YEARS)																	
N-1	Carmen to Shoup Bridge Trail Feasibility Study	<p>Concept Report for 10.4 miles of trail parallel to US93 from Carmen to the USFS Shoup Creek Campground.</p> <p>This study should also look at trail connections to the airport area, and to the public land and river access area at Morgan Bar.</p> <p>The scope of the study should include:</p> <ul style="list-style-type: none">• Examination of trail alignment alternatives• Environmental scan• Right of way needs assessment• Benefit/cost analysis• Selection of a locally preferred alternative, and• Phasing/funding plan. <p>To best position projects in this corridor for implementation using federal transportation funding, follow Idaho Transportation Department's process for preparing a Concept Report. Coordinate with ITD District 4 staff, or consider retain a consultant with experience using ITD's project development process.</p>	1C	X	X	X		X	X	X	250	NA	NA	NA	250	FLTP FLAP TA Possibly WTF for river access improvements	

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N-2	Salmon City Park to Baker Trail Feasibility Study	<p>Concept Report for 10.8 miles of trail in the SH28 corridor from Salmon south to Baker Lane. This trail would connect Salmon and Baker with public lands access points for Barracks Lane, Haynes Creek and Kadletz Creek.</p> <p>Study should also look at connection from SH28 across Lemhi River to Barracks Lane trailhead area, and future Lemhi River access point locations.</p> <p>The scope of the study should include:</p> <ul style="list-style-type: none">• Examination of trail alignment alternatives• Environmental scan• Right of way needs assessment• Benefit/cost analysis• Selection of a locally preferred alternative, and• Phasing/funding plan. <p>To best position projects in this corridor for implementation using federal transportation funding, follow Idaho Transportation Department's process for preparing a Concept Report. Coordinate with ITD District 4 staff, or consider retain a consultant with experience using ITD's project development process.</p>	1C	X	X	X		X	X	X	150	NA	NA	NA	150	FLTP FLAP TA Possibly WTF for river access improvements	

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N-3	Morgan Bar to Discovery Hill	Complete BLM-initiated project for trail improvement across public lands connecting the Morgan Bar campground with the Discovery Hill area and the City of Salmon.	1C	X	X	X					X					TBD	BLM	Liz
N-4	Land Use Policy Study	Work with County to adopt land development policies that support and facilitate trail system expansion and public land/river access. This action item should include an educational component for elected officials.	2C	X	X	X	X	X	X	X	25	NA	NA	NA	25		FLTP FLAP RTCA Local	
N-5	Trail Plan Update	Review and update this Action Plan in 2017.	All	X	X	X	X	X	X	X	25	NA	NA	NA	25		FLTP FLAP STP-Rural Local	

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N-6	Support City of Salmon Trail and Sidewalk Plans	See City of Salmon Transportation Master Plan	1C, 1D	X			X	X	X	X						See City Plan	
N-7	Support Alternative Mobility Goals and Strategies of I-Way program	See Local Mobility Management Network (LMMN) Plan for District 6A.	1C, 1D	X			X	X	X	X						See LMMN Plan	
N-8	Support Development and Marketing of Sacajawea Historic Byway Interpretive Sites	See Sacajawea Historic Byway Corridor Management Plan	1D, 6A, 7C	X	X	X		X								Local Private	

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N-9	Support Development and Marketing of Salmon River Scenic Byways Interpretive Sites	See Salmon River Scenic Byway Corridor Management Plan	1D, 6A, 7C	X	X			X								Local Private	
MID-TERM ACTIONS (10 TO 20 YEARS)																	
M-1	Carmen to Shoup Bridge Trail Design and Construction	<p>This project follows completion of the Island Park to Shoup Bridge feasibility study (Action Item N-1.)</p> <p>Design, right of way acquisition and construction of 10.4 miles of trail parallel to US93 from Salmon south to the USFS Shoup Bridge Campground.</p> <p>May need to be phased into two projects: Carmen to Salmon (4.6 miles); and Salmon to Shoup Bridge (5.8 miles).</p>	1C	X	X	X		X	X	X	0	0	TBD	TBD	TBD	FLTP FLAP TA STP-Rural (Possibly WTF for river access improvements)	

TABLE 1 – SALMON AREA TRAILS ACTION PLAN																	
ITEM NO.	ACTION ITEM	DESCRIPTION	PLAN OBJECTIVES SUPPORTED BY THIS ACTION	USE		PROJECT JUSTIFICATION					ESTIMATED COSTS, IF KNOWN (\$1,000'S)					POTENTIAL FUNDING SOURCES	ACTION OWNERS
				TRANSPORTATION	RECREATION	PUBLIC LAND ACCESS	SCHOOL PROXIMITY	ECONOMIC GROWTH	SAFETY	COMMUNITY CONNECTIVITY	PLANNING/ENVIRONMENTAL	DESIGN	RIGHT OF WAY	CONSTRUCTION	TOTAL		
M-2	Salmon City Park to Baker Trail Design and Construction	<p>This project follows completion of the Salmon City Park to Baker feasibility study (Action Item N-2.)</p> <p>Design, right of way acquisition and construction of approximately 10.8 miles of trail parallel to SH28 corridor from Salmon south to Baker Lane, including connection to Barracks Lane trailhead area, and Lemhi River access point locations.</p>	1C	X	X	X		X	X	X	0	0	TBD	TBD	TBD	FLTP FLAP TA STP-Rural (Possibly WTF for river access improvements)	
LONG-TERM ACTIONS (BEYOND 20 YEARS)																	
L-1	Baker-Mud Lake Connections	Feasibility Study for multi-modal access from Baker to Continental Divide Trail via Lewis and Clark Backcountry Byway at Tendoy and SH29 at Leadore, and other Sacajawea Historic Byway interpretive sites.	1D	X	X	X		X		X	TBD	TBD	TBD	TBD	TBD	TBD	

TABLE 1 – SALMON AREA TRAILS ACTION PLAN																	
ITEM NO.	ACTION ITEM	DESCRIPTION	PLAN OBJECTIVES SUPPORTED BY THIS ACTION	USE		PROJECT JUSTIFICATION					ESTIMATED COSTS, IF KNOWN (\$1,000'S)					POTENTIAL FUNDING SOURCES	ACTION OWNERS
				TRANSPORTATION	RECREATION	PUBLIC LAND ACCESS	SCHOOL PROXIMITY	ECONOMIC GROWTH	SAFETY	COMMUNITY CONNECTIVITY	PLANNING/ENVIRONMENTAL	DESIGN	RIGHT OF WAY	CONSTRUCTION	TOTAL		
L-2	Carmen-Lost Trail Pass Connections	Feasibility Study for multi-modal access from Carmen to Tower Rock and Tower Creek recreational areas, North Fork, Gibbonsville, Lost Trail Pass and Continental Divide Trail.	1D	X	X	X		X		X	TBD	TBD	TBD	TBD	TBD	TBD	
L-3	Shoup Bridge to Ellis Connections	Feasibility Study for multi-modal access from Shoup Bridge to Elk Bend and Ellis.	1D	X	X	X		X		X	TBD	TBD	TBD	TBD	TBD	TBD	

APPENDIX A: POTENTIAL FUNDING SOURCES

The following summary includes federal, state, local and private funding programs suitable for planning, design and construction of trails, technical assistance, and other trail-related activities.

SURFACE TRANSPORTATION PROGRAM (STP)

Funding Agency: Federal Highway Administration. In Idaho, projects on the state highway system are administered by ITD; projects on the local road system are administered by the Local Highway Technical Assistance Council.

<http://lhtac.org/>

<http://www.fhwa.dot.gov/map21/stp.cfm>

Description and Eligible Activities: The Surface Transportation Program (STP) provides flexible funding that may be used by states and local agencies for projects to 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, including intercity bus terminals.

While pedestrian and bicycle improvements are eligible, this program has historically been used to fund improvements to city and county roadways. Because roadway needs are significantly underfunded in Idaho, it can be difficult to secure STP funding for stand-alone trail improvements. The best approach is to work with ITD, the City of Salmon or Lemhi County to encourage bicycle and pedestrian improvements to be included in any STP-funded roadway project.

Match Requirement: In Idaho, a 7.34% state or local match is required for federal STP funds.

Timing: In the past, a call for applications was issued by ITD and LHTAC sometime between December and February with applications due in the April/May timeframe.

Eligibility: Eligible applicants have historically been local agencies with highway jurisdiction. In the past, funding has been divided into two programs: STP- Local Rural for cities under 5,000 population, counties, and highway districts, and STP-Local Urban for cities 5,000 population and over. In the Salmon Valley, all communities are under the 5,000 population threshold and are therefore eligible for Local Rural funding.

TRANSPORTATION ALTERNATIVES (TA)

Funding Agency: Federal Highway Administration. In Idaho, this program is administered by the Idaho Transportation Department.

Description and Eligible Activities: This program replaced a number of prior federal programs, such as Transportation Enhancement, Safe Routes to Schools, Scenic Byways and others. Many of the same projects and activities are still eligible:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Construction of turnouts, overlooks and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Environmental mitigation activities
- Recreational trails continued under 23 USC 206
- Safe routes to schools

These funds will likely be distributed either by competitive application through ITD, or through LHTAC, except for Recreational Trails program, which continue to be managed by the Idaho Department of Parks and Recreation.

Eligibility: Eligible recipients are local government, regional transportation authority, transit agency, natural resource or public land agency, school district, tribal government, any other local or regional government with responsibility for transportation or recreational trails that the State determines to be eligible.

FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP)

Funding Agency: Federal Highway Administration.

Description and Eligible Activities: The Federal Lands Transportation Program funds projects for public roads, bridges, trails and transit systems located on or adjacent to, or providing access to federal lands, where title and maintenance responsibility is vested in the Federal Government.

Funds may be used for:

- Transportation planning, research, preventative maintenance, engineering, rehabilitation, restoration, construction and reconstruction of Federal lands transportation facilities
- Adjacent vehicular parking areas
- Acquisition of scenic easements and scenic or historic sites
- Provision for pedestrians and bicycles
- Environmental mitigation in or adjacent to Federal land open to the public
- Construction and reconstruction of roadside rest areas, including water and sewer
- Operation and maintenance of transit facilities
- Any other project eligible elsewhere under Title 23 on a public road within, adjacent to or that provides access to Federal lands open to the public

These funds may be used as match for other federally-funded transportation projects.

Amount and Match Requirement. There is no match requirement. Appropriation amounts are determined in October 1 of each year.

Eligibility: Only federal governmental agencies may apply. Evaluation of applications will consider:

- State of good repair
- Bridge deficiency reductions
- Improvement of safety
- High-use recreational sites or economic generators
- National resource and asset management goals of the USDOT and the respective federal land management agency.

FEDERAL LANDS ACCESS PROGRAM (FLAP)

Funding Agency: Federal Highway Administration.

Description and Eligible Activities: Federal Lands Access Transportation Facilities are public roads, bridges, trails and transit systems located on or adjacent to, or providing access to federal lands, where title and maintenance responsibilities are vested with state, tribal or local agencies.

Funds may be used for:

- Transportation Planning, research, engineering, preventative maintenance, rehabilitation, restoration, construction and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to, Federal land
- Adjacent vehicular parking areas
- Acquisition of scenic easements and scenic or historic sites
- Provisions for pedestrians and bicycles
- Environmental mitigation
- Operation and maintenance of transit facilities
- Any other transportation project eligible elsewhere under Title 23 within or adjacent to or that provides access to Federal lands

Project selection decisions will be made by committee, with one representative each from FHWA, ITD and a third agency representing local governments. In Idaho the third agency is likely to be the Local Highway Technical Assistance Council (LHTAC). Consultation is required with each federal agency before project decisions are made.

Amount and Match Requirement: Funds in this program are allocated to each state based on a formula. 80% of funding goes to states with large areas of public lands. The distribution formula includes ratio of visitation, federal land area and federal public road miles in each state to national totals. A 7.34% match is required for projects under this program in Idaho.

Eligibility: State or local government agencies, or tribes are eligible for these funds.

FEDERAL TRANSIT ADMINISTRATION SECTION 5319 BICYCLE FACILITIES

Funding Agency: Federal Transit Administration. In Idaho, public transportation funding programs are administered by the Idaho Transportation Department Office of Transportation Performance. The Community Transportation Association of Idaho also assists.

<http://i-way.org/>

www.ctai.org

Description and Eligible Activities: 5319 funds can be used for projects that provide access for bicycles to public transportation facilities, provide shelters and parking facilities for bicycles in or around public transportation facilities, or to install equipment for transporting bicycles on public transportation vehicles

Match Requirement: A 10% match is required for this program.

Eligibility: Contact ITD's Office of Transportation Performance or the Community Transportation Association of Idaho.

LAND AND WATER CONSERVATION FUND (LWCF)

Funding Agency: National Park Service. In Idaho, this program is administered by the Idaho Department of Parks and Recreation. <http://www.nps.gov/lwcf/>
<http://parksandrecreation.idaho.gov/aboutus/grants/communityparksandrecreation.aspx>

Description and Eligible Activities: Created in 1965, the Land and Water Conservation Fund (LWCF) is the largest source of federal funds for park, wildlife, and open space land acquisition. The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate nonfederal investments in the protection and maintenance of recreation resources across the United States. In Idaho, the Idaho Department of Parks and Recreation Department administers this federal program. Federal agency projects are not funded. LWCF grants are available to either acquire land for public outdoor recreation or to develop basic outdoor recreation facilities:

- Acquisition – Acquiring land and water for public access, including new areas or additions to existing parks, forests, wildlife areas, beaches or similar.
- Development – Developing outdoor recreation activities and support facilities needed by the public for recreation activities, including providing basic facilities and improvement of basic facilities.

Systems must be consistent with the outdoor recreation goals and objectives stated in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) and elements of the applicable local comprehensive land use plans and park master plans. Systems must also comply with the Rehabilitation Act and the Americans with Disabilities Act.

Amount and Match Requirement: LWCF provides up to 50 percent project funding. Eligible matches include local budgeted funds, donated funds, and the value of property, equipment, materials, and/or labor. Land previously acquired and work completed before the project is approved cannot be used as match. Pre-agreement design and engineering costs may be eligible, but all other projects costs and matches must occur within the project period. For the last 4-5 years Idaho Parks and Recreation has received between \$350,000 and \$400,000 annually for projects statewide.

Timing: Funding years are alternated for state and local governments. In 2012, state-sponsored projects will receive funding; in 2013 local government entities (cities and counties) will receive funding. Applications are typically due the last Friday in January. In 2013, the deadline will be January 25.

Eligibility: Eligible applicants are cities, counties, recreation districts, school districts, state agencies and other non-federal public agencies.

RECREATIONAL TRAILS PROGRAM (RTP)

Funding Agency: Federal Highway Administration. In Idaho, this program is administered by the Idaho Department of Parks and Recreation

http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm

<http://parksandrecreation.idaho.gov/aboutus/grants/trails.aspx>

Description and Eligible Activities: The Federal Highway Administration provides funds to each State to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Funds are used to benefit recreation, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

RTP funds are distributed to the States by legislative formula: half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State.

Amount and Match Requirement: In 2012, Idaho's share of this fund is approximately \$1.2 Million. A 20% match is required. At least 5% of the project must be funded with non-federal funds.

Timing: Applications are due the last Friday in January.

Eligibility: Government agencies and private non-profit organizations can apply.

IDAHO MOTOR BIKE RECREATION FUND (MRF)

Funding Agency: Idaho Department of Parks and Recreation

<http://parksandrecreation.idaho.gov/aboutus/grants/motorbike.aspx>

Description and Eligible Activities

This program benefits riders of off-highway motorcycles, all-terrain vehicles (ATV), and utility-type vehicles (UTV) by building and maintaining facilities, trails and trail improvements statewide.

Amount and Match Requirement

Match is not required (except for motorized equipment as noted below), but more points are awarded to projects with financial commitments from the sponsor.

Grant requests for motorized equipment over \$1,000 (each) and under \$50,000 (each) requires a minimum of 50% matching funds.

Timing

Applications are due the last Friday in January.

Eligibility

Government agencies can apply.

IDAHO OFF-ROAD MOTOR VEHICLE PROGRAM (ORMV)

Funding Agency: Idaho Department of Parks and Recreation

<http://parksandrecreation.idaho.gov/aboutus/grants/offhighway.aspx>

Description and Eligible Activities

This program acquires, improves, maintains, furnishes, enforces and equips off-road motor vehicle facilities and sites.

Amount and Match Requirement

Match is not required (except for motorized equipment as noted below), but more points are awarded to projects with financial commitments from the sponsor.

Grant requests for motorized equipment over \$1,000 (each) and under \$50,000 (each) requires a minimum of 50% matching funds.

Timing

Applications are due the last Friday in January.

Eligibility

Government agencies can apply.

WATERWAYS IMPROVEMENT FUND (WTF)

Funding Agency: Idaho Department of Parks and Recreation

<http://parksandrecreation.idaho.gov/aboutus/grants/waterwaysimprovement.aspx>

Description and Eligible Activities

This program was created to promote public safety, improve waterways for boating purposes and construction and improve boating support facilities statewide. Funding comes from state fuels taxes paid on fuels purchased to operate water vessels. (0.84% of the state fuels tax goes into this program.)

Example projects include boat ramps, docks, buoys, parking areas, search and rescue equipment and patrol boats.

Amount and Match Requirement

Match is not required (except for motorized equipment as noted below), but more points are awarded to projects with financial commitments from the sponsor.

Grants for motorized equipment valued at up to \$50,000 require a 25% match. Grants for motorized equipment valued at greater than \$50,000 require a 20% match.

Timing

Applications are due the last Friday in January.

Eligibility

Public agencies and tribes can apply.

TOM'S OF MAINE 50 STATES FOR GOOD COMMUNITY SPONSORSHIPS

<http://www.tomsofmaine.com/community-involvement/living-well/project-sponsorships>

Description and Eligible Activities

Tom's of Maine provides sponsorship funding for a variety of community projects and initiatives that generally fit these categories: "Environmental Goodness", "Healthy Goodness", and "Human Goodness." Projects must demonstrate a positive impact on the community in one of these three areas. Projects should involve community volunteers, and must be initiated within 6 months of receiving funding, and complete within 1 year after project initiation.

Amount

\$150,000 in sponsorship funding is available in 2012, distributed as up to one (1) \$50,000 grand prize sponsorship and five (5) \$20,000 sponsorships.

Timing

In 2012, applications for 2012 funding were due on June 12, 2012.

Eligibility

Organizations that receive support must be nonprofit organizations with proof of 501(c)(3) status, in good standing, with organizational operating budgets under \$2 million. Individuals who wish to seek funding for their community projects are encouraged to work directly with a local nonprofit organization.

Tom's of Maine does not provide sponsorship or product support to organizations that conduct animal testing.

BIKES BELONG GRANT PROGRAM

<http://www.bikesbelong.org/grants/apply-for-a-grant/>

Description and Eligible Activities

The Bikes Belong Grant Program is aimed at providing funding to those who strive to improve bicycling in America through efforts such as the building of trails and paths, or through promoting general bicycling advocacy and awareness. Fundable Systems include paved bike paths, lanes, and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. A key goal of the Bikes Belong grants program is to support bicycling in as many places as possible.

Amount

Bikes Belong will accept requests for funding of up to \$10,000 for facility and advocacy projects. It does not require a specific percentage match, but prefers leverage and funding partnerships. The fund does not consider grant requests in which Bikes Belong funding would amount to 50 percent or more of the project budget.

Timing

Bikes Belong reviews applications up to three times per year. In 2012, only one solicitation was announced in February, and no additional solicitations are anticipated until 2013. Check the Bikes Belong website in the fall of 2012 for future funding cycles.

Eligibility

For the Bikes Belong grants facility category, applications are accepted from nonprofit organizations whose missions are bicycle and/or trail specific. Bikes Belong also accepts applications from public agencies and departments at the national, state, regional, and local levels; however, they encourage these municipalities to align with a local bicycle advocacy group that will help develop and advance the project or program. Because of its limited funds, the Bikes Belong program rarely award grants to organizations and communities that have received Bikes Belong funding within the past three years.

THE KODAK AMERICAN GREENWAYS PROGRAM

http://www.conservationfund.org/kodak_awards

Description and Eligible Activities

Eastman Kodak Company, the Conservation Fund, and the National Geographic Society collaborate each year to present the Kodak American Greenways Awards Program. One major element of the program involves “seed” grant awards to organizations that are expanding the nation’s network of greenways, blueways, trails, and natural areas.

Previous recipients have undertaken projects that included multi-use public trails. In 2011, three grants were made nationwide. No solicitation has been offered yet for 2012.

Amount

Most grants range from \$500 to \$1,000. The maximum grant is \$2,500.

Timing

The annual application deadline is typically in June.

Eligibility

The eligibility requirements are not specified, but it is likely that nonprofit organizations and local governments are eligible.

AMERICAN HIKING SOCIETY NATIONAL TRAILS FOUNDATION (NTF)

<http://www.americanhiking.org/OurWork.aspx?id=71&terms=national+trails+fund>

Description and Eligible Activities

The American Hiking Society National Trails Foundation is the only privately-supported national grants program providing funding to grassroots organizations working toward establishing, protecting, and maintaining foot trails in America.

Projects are eligible if they:

- Have hikers as the primary constituency, although projects on multi-use trails are eligible;
- Secure trail lands, including acquisition of trails and trail corridors and the costs associated with acquiring conservation easements;
- Will result in visible and substantial ease of access, and improved hiker safety and/or avoidance of environmental damage. Higher preference is often given to systems with volunteer labor.
- Promote constituency building surrounding specific trail systems, including volunteer recruitment and support.

Amount

Grants range from \$500 to \$5,000.

Timing

Applications are typically due in December for award the following spring or early summer.

Eligibility

The applicant must be a 501(c) (3) nonprofit organization. Governments must partner with a nonprofit organization in order to apply. Applicants must be members of the Alliance of Hiking Organizations. (Annual membership dues are \$50.)

M.J. MURDOCK CHARITABLE TRUST

<http://www.murdock-trust.org/grants/index.php>

Description and Eligible Activities

A wide range of project types are funded. The trust's mission is to "nurture and enrich the educational, spiritual, cultural, and social lives of individuals, families, and communities".

Organizations involved in advancing culture and the arts are welcomed each year, as are projects targeted to elevating human services, health, and health care in the region. These include community based and faith-based organizations, particularly those that serve youth.

While trail projects have not been specifically funded by this trust in the past, there may be certain aspects of trail system development, special programs or facilities that could capture the interest of this grantmaker. (A creative approach is needed.)

In most cases, grants are awarded for the benefit of the people living and contributing in the Pacific Northwest (Alaska, Idaho, Montana, Oregon, and Washington).

Amount

Grant award size varies depending upon organization and project; however, past practices inform future decisions. Historically individual grants have ranged from \$50,000 to \$250,000. Because the

Trust's application and evaluation process is rigorous, thorough, and time intensive, requests for less than \$50,000 are generally discouraged.

Timing

A Letter of Inquiry may be submitted to the Trust at any time. Letters of Inquiry are reviewed to determine if an organization and proposed project sufficiently fit Trust interests and guidelines to warrant submission of a full proposal.

Once the Trust has received a Letter of Inquiry it will return a response within about three weeks. If your proposal is eligible for consideration by the Trust, an invitation to submit a full application is given. If appropriate, specific advice will be provided.

Eligibility

Only requests from 501(c) (3) non-profit organizations are accepted, and IRS documentation proving tax-exempt status is required. Requests for support are generally limited to projects that occur within five states of the Pacific Northwest: Alaska, Idaho, Montana, Oregon, and Washington. Preference is given to organizations that receive the majority of their funding from private sources.

CHARLOTTE MARTIN FOUNDATION

<http://www.charlottesmartin.org/index.htm>

Description and Eligible Activities

This grant program is included for consideration in the event that special programs related to youth or wildlife conservation are proposed in concert with trail system development.

The Charlotte Martin Foundation is dedicated to enriching the lives of youth in the areas of athletics, culture, and education and also to preserving and protecting wildlife and habitat. The Foundation supports nonprofit organizations that provide services in urban, rural, and tribal communities in Alaska, Idaho, Montana, Oregon, and Washington. (Large capital projects are not supported.)

Priority is given to underserved groups of youth, particularly rural, that have less access to financial and community resources. Youth program areas include:

- Sports programs and equipment, for both boys and girls, where youth populations are underserved (with emphasis on girls' sports)
- Facilities that are used primarily by youth (limited investments)
- After-school and off-hours sports programs making better use of existing facilities
- Programs for youth that get younger children introduced to the value of sports
- Cultural programs that involve active participation of young people in music, art, dance, and literature, especially projects where youth are engaged in the production of an art form or event
- Projects that celebrate the heritage and cultural diversity of a community
- Education programs in or out of the classroom, after school, weekends, and summer
- Programs that promote skills for critical thinking, problem-solving, and applied learning, including but not limited to inquiry-based science, technology, engineering, and environmental education.

Wildlife and habitat preservation support is provided for:

- Projects that are part of an established or larger design addressing ecosystem health and resilience
- Projects that support wildlife migration corridors and critical habitat
- Projects that protect freshwater, marine, and estuarine resources.

General operating support and project support are provided.

Amount

The maximum grant amount is \$20,000.

Timing

In 2012, the foundation announced three grant cycles.

- Cycle 1: Deadline for submissions: January 31, 2012. Grants awarded by March 31, 2012.
- Cycle 2: Deadline for submissions: April 30, 2012. Grants awarded by June 15, 2012.
- Cycle 3: Deadline for submission: September 30, 2012. Grants awarded by November 15, 2012.

Eligibility

Organizations classified as 501 (c) (3) by the U.S. Internal Revenue Service, or a recognized tax-exempt organization seeking support for charitable purposes (e.g. school district, U.S. government agency or tribal government) may apply.

THE CONFLUENCE FUND

<http://www.confluencefund.org/>

Description and Eligible Activities

The Confluence Fund seeks to be a catalyst for innovative conservation solutions benefiting people, wildlife, and wild landscapes. The Fund provides support to nonprofit organizations in the Rocky Mountain region of Idaho, Montana, and Wyoming in the U.S. and Alberta and British Columbia in Canada.

Priorities include:

People

The Fund prioritizes win-win solutions whereby people and communities can benefit economically and ecologically from conservation initiatives that also benefit wildlands and wildlife. The Fund also considers sustainable community initiatives that support global climate change solutions.

Wildlife

The Fund supports creative projects focused on protecting and restoring habitat for indicator species such as grizzly bears, ungulates, and native fish. The Fund also looks for new approaches to enhance human coexistence with the wildlife in the region.

Wild Landscapes

The Fund seeks to be a catalyst for new strategies to preserve existing wild landscapes on both public and private lands, with an emphasis on roadless area protection, migration corridor preservation, and wilderness/wild and scenic river designation.

Amount

\$1,000 to \$30,000

Timing

Letters of inquiry may be submitted at any time. The entire process from first contact to award of a grant may take up to six months or more.

Eligibility

Grants are only made to organizations that have been granted tax-exempt status under Section 501 (c)(3) of the U.S. Internal Revenue Code, or equivalent government-recognized nonprofit status for foreign grantees.

LIZ CLAIBORNE AND ART OTENBERG FOUNDATION

<http://www.lcaof.org/recentgrants4.html>

Description and Eligible Activities

This foundation is actively involved conservation in the United States, particularly Montana and those Western states largely dependent upon extractive industries and agriculture. It encourages local initiatives addressing the problems of diminishing natural resources, technological change, and job loss. It emphasizes conservation through cooperation, persuasion, and the development of sustainable economic alternatives to resource depletion.

The Foundation supports field projects that satisfy the following criteria:

- designed and supported by the local people most directly affected;
- modest in scale at its inception;
- have clearly stated objectives and include measurable and verifiable indices of success; and,
- designed and justified on sound criteria and firm scientific grounds.

Types of support include:

- project support;
- general support;
- advocacy;
- research; and,
- project planning.

Amount

\$1,000 to \$250,000

Timing

Submissions may be made any time.

Eligibility

Only non-profit organizations are eligible.

DO SOMETHING GRANTS PROGRAM

<http://www.dosomething.org/>

Description and Eligible Activities

Do Something is a national nonprofit organization that inspires young people to believe that change is possible, and trains, funds, and mobilizes them to be leaders who measurably strengthen their communities.

The Do Something Award provides support for young people changing the world. Five winners will receive a minimum of \$10,000 in community grants and scholarships. Of those five winners, one will be selected as the grand prize Do Something Award winner, and will receive a total of \$100,000 towards his or her cause or organization.

Amount

\$10,000

Timing

Watch for 2013 grant program in the fall. Semi-finalists are notified in April; in-person interviews take place in New York City in June; awards are made on television in April.

Eligibility

Individual applicants under 25 years of age may apply.

***Note: Do Something also administers a number of small grants programs that support youth-led projects and organizations, including a seed grants program where one \$500 grant is given every week. Various scholarship opportunities are also available. Detailed information is available on the Do Something website.

LOCAL OPTION TAX (LOT)

The City of Salmon has a Local Option Tax of a 4% tax on hotel-motel occupancy for a ten year duration.

City Ordinance 09-742, Section 1-B-4 guides the distribution and use of local option tax revenues. Many allowable categories are consistent with goals and objectives for the regional trail system:

- Modernization, Maintenance and Improvements of the Salmon Valley Community Pool
- City Promotion and Development
- Visitor Information
- Special Events
- Economic Growth
- Marketing and Advertising
- Recreational Opportunities

NATIONAL PARK SERVICE RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM (RTCA)

<http://www.nps.gov/ncrc/programs/rtca/>

Description and Eligible Activities

The Rivers, Trails, and Conservation Assistance (RTCA) program is the community assistance branch of the National Park Service. RTCA staff work collaboratively, by invitation, to assist interested partners from across the United States in conserving rivers, preserving natural areas, and developing trails or greenways.

The RTCA program provides technical assistance to its project partners by building partner relationships; helping partners define goals through consensus; developing conceptual, strategic, and workable project plans; helping the public participate in defining community goals; identifying potential sources of funding for project implementation; and teaching “hands-on” conservation and other technical skills necessary to successfully realize conservation and outdoor recreation projects.

Each RTCA project is organized differently based on individual project needs. However, projects typically include these steps:

- Recruiting a strong local group of project leaders and stakeholders
- Identifying a group decision-making process
- Establishing a group mission, vision, and goals by consensus
- Defining strong partner roles and responsibilities
- Implementing a small-scale, highly visible demonstration effort
- Setting achievable goals, recording progress, and building momentum by celebrating small steps

Timing

Applications must be postmarked by August 1. Typical RTCA efforts span a two-year period. Assistance is provided for one year and may be renewed for a second year, if warranted.

Eligibility

System partners may be nonprofit organizations, community groups, tribes or tribal governments, and local, state, or federal government agencies. Federal agencies may be the lead partner only in collaboration with a nonfederal partner

NATIONAL RECREATIONAL TRAILS PROGRAM (NRT)

<http://www.nps.gov/nrt/>

Description and Eligible Activities

This program provides technical assistance to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.

M.J. MURDOCK CHARITABLE TRUST ENRICHMENT PROGRAM

<http://www.murdock-trust.org/enrichment-programs/fundraising-capacity-building.php>

This trust provides a number of small-group seminars or workshops designed to assist non-profit entities with fundraising and capacity building efforts.

COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=43>

CTAA's primary focus is public transportation; however non-motorized transportation is also supported. They have a 'direct technical assistance' program that can provide experienced professionals who may be able to help with planning issues.

NATIONAL ENVIRONMENTAL EDUCATION FOUNDATION

<http://www.neefusa.org/grants/index.htm>

The National Environmental Education Foundation (NEEF), supported by Toyota Motor Sales USA, Inc., provides funds to help groups who are involved with public lands stewardship with build organizational capacity building.

For 2012, there were two rounds of Every Day grants, with solicitations in December/January and May/June. Grants are usually awarded within 2 months after the application period closes.

APPENDIX B: STAKEHOLDER DISCUSSION MATERIALS

TABLE 1 - STAKEHOLDER ASSESSMENT									
Organization or Stakeholder Group	Best Contacts	Likely Interests or Concerns	Key Messages and Outreach Strategies	This stakeholder may be a source of:					Trails Group Contact Person
				Money	Time	Materials	Equipment	Political/Moral Support	
Private Property Rights Advocates		Preserving personal property rights.	<ul style="list-style-type: none"> Easement education Make sure they don't hear about it 2nd or 3rd hand. Trails connect and preserve your right to access public lands. Unless there is an existing public easement, providing public access across private land will be voluntary. 					X	
Anti-Tax Seniors		ADA access, how trail system development will impact their pocketbook.	<ul style="list-style-type: none"> Keep informed. Use senior center to distribute info. Importance of public land and river access for all. 					X	JoAnn
City Council		Local economy Safety Traffic Congestion	<ul style="list-style-type: none"> Trails enhance the community for people that live here. Trail system development could also help to attract visitors and increase LOT revenue 	X	X			X	Linda and JoAnn

TABLE 1 - STAKEHOLDER ASSESSMENT									
Organization or Stakeholder Group	Best Contacts	Likely Interests or Concerns	Key Messages and Outreach Strategies	This stakeholder may be a source of:					Trails Group Contact Person
				Money	Time	Materials	Equipment	Political/Moral Support	
Ranchers	Dave Ellis, Tom McF, Jay W.	Don't want people bothering livestock	<ul style="list-style-type: none"> Trails group wants to help with education on interactions with livestock 					X	Gina
Horsemen	Judy B.		<ul style="list-style-type: none"> Keep them apprised 		X			X	Judy
Schools		Kids, health, safety	<ul style="list-style-type: none"> Increase student health Increase student enrollment 		X			X	Gina
Local Option Tax Board	Judy, Craig	Tourism, economy	<ul style="list-style-type: none"> Trail system development could help to attract visitors and increase LOT revenue 	X				X	JoAnn
State Travel/Commerce		Bed tax revenues	<ul style="list-style-type: none"> Trail system development could help to attract visitors and increase LOT revenue 						Tammy
Chamber of Commerce	Charlene	Economy, life quality, Community stability, membership	<ul style="list-style-type: none"> Increased tourism revenues - not just seasonal Opportunities to jointly market the chamber and trail system. 			X	X	X	Tammy

TABLE 1 - STAKEHOLDER ASSESSMENT									
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				Money	Time	Materials	Equipment	Political/Moral Support	
ITD	Bill Shaw	Safety, Congestion, Federal aid process for planning, design and construction	<ul style="list-style-type: none"> Trail system is a community need. A well thought out plan will be followed for implementation 	X	X	X	X	X	Jeff
County	JoAnn, John Jakovak	Happy constituents, transportation options, county revenues, trail system costs	<ul style="list-style-type: none"> Look for opportunities for joint funding of roadway/trails improvements. For example, trails group may help make the case for, and help secure funding for, shoulder widening projects. 	X	X	X	X	X	JoAnn
Outfitters - Idaho Outfitters & Guides Association (IOGA)	Tammy	Increase business, happy customers economic stability	<ul style="list-style-type: none"> Trail system offers added value to their customer's experience. 	X	X			X	JoAnn
OHV users	Chuck Overacker	Access for motorized recreational vehicles	<ul style="list-style-type: none"> Trails group is working to preserve and improve access for all types of trail users. Opportunity for OHV users and trails group to mutually support each other on funding applications. 	X	X	X	X	X	Liz T.

TABLE 1 - STAKEHOLDER ASSESSMENT									
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				Money	Time	Materials	Equipment	Political/Moral Support	
Idaho Department of Fish and Game (IDFG)	Tom Curet, Keegan	Hunting and fishing impacts, Public lands access.	<ul style="list-style-type: none">Trails group has a goal of preserving riparian habitat.Trail system can help manage river access, and enhance use/access to river and public lands for constituents		X	X		X	Michelle
Hospital	Jeff	Community health, professional recruitment	<ul style="list-style-type: none">Trail system amenities can help attract hospital employees to the area.Availability of trails encourages greater physical activityTrail system projects will make it safer for people to travel without a car.	X				X	Linda



Planning participants evaluated potential long term effects of trail system development, and brainstormed potential stakeholder groups who may be impacted or benefited by trails. This information may be used to help frame key messages and develop outreach strategies.



Salmon Area Trails

Stakeholder Resources

Stakeholder Name: _____

Address/Phone: _____

Impact(s): ☐ 1st Order ☐ 2nd Order ☐ 3rd/4th Order

Stakeholder Grid Position: A B C D

What are the likely interests or “stake” of this individual or group?

Considering their position on the “stakeholder grid,” what approach or key messages could be used in outreaching to this stakeholder?

This stakeholder may be a source of:

☐ Money ☐ Time ☐ Materials ☐ Equipment ☐ Political/Moral Support

Who is willing to contact this stakeholder to introduce them to trail system needs?

Volunteer Name: _____

Telephone: _____

Email: _____

Are you interested in helping with any of these areas? ↓ Please check the appropriate column(s) →	I have:		
	Knowledge	Experience	Time and Interest
Grant writing			
Grant administration			
Fundraising			
Events planning			
Organizing groups			
Public speaking			
Musical talents (please specify):			
Financial/accounting			
Legal assistance			
Photography			
Graphic design			
Media relations			
Marketing			
Preparing newsletters			
Website design			
Social networking (Facebook, Twitter, etc.)			
Blogging			
Writing for publication (magazines, newspaper)			
Business writing			
Technical writing			
Business group networking			
Political networking			
GPS			
GIS			
Surveying			
Environmental impact analysis			
Architecture			
Engineering design			
Building construction			
Heavy construction			
Construction management			

APPENDIX C: PLANNING TEAM

The following people contributed to the development of this plan:

- Michelle Tucker, Salmon Valley Stewardship (Project Coordinator)
- Gina Knudsen, Salmon Valley Stewardship
- Jo Myers, Salmon Valley Stewardship
- JoAnn Wolters, Lemhi Mobility Team
- Dave Lingle, Salmon Idaho Mountain Biking Association
- Max Lohmeyer, Salmon Idaho Mountain Biking Association
- Tammy Stringham, Lemhi County Economic Development Association
- Judy Barkley, City of Salmon
- Liz Townley, U.S. Bureau of Land Management
- Linda Price, U.S. Bureau of Land Management
- Terry Heslin, U.S. Bureau of Land Management (State Office)
- Trish Callaghan, U.S. Forest Service
- Jeff Osgood, Community Transportation Association of Idaho
- Carole Richardson, David Evans and Associates, Inc.

