

**Wyoming Outdoor
Recreation
Collaborative Grant
Plan-Casper Rail Trail**

BACKGROUND

- *Governor Matt Mead announced a new initiative to promote the outdoor recreation industry within Wyoming in 2016*
- *The department of state parks and cultural resources began working with private and public stakeholders to develop recommendations to grow Wyoming's outdoor recreation economy.*
- *A task force was created to develop policy recommendations that would support recreation in the state. This task force was in charge of forming policy that would benefit recreation in the state, and established Wyoming Outdoor Recreation Grant Program.*
- *On July 1st 2022, the program was put into practice and is open to applicants each summer who would like funding for public outdoor recreation projects throughout the state.*

GRANT OVERVIEW PROCESS

- The pre-application opened on June 30 and closed on August 30 receiving pre-applications from local, county, state, and tribal governments, as well as non-profit organizations across the state
- Established to award grants to innovative project ideas emerging from Outdoor Recreation Collaborative efforts and planning meetings, with the aim of fortifying Wyoming's outdoor recreation and tourism economy.
- Local communities, non-profit organizations, and land managers were eligible to apply with documentation of support from an existing Outdoor Recreation Collaborative.



Grant Information

-In addition to more than \$71 million in requested funds, pre-applications totaled \$13,792,597 in project match funds.

- County: Requested \$5,696,278; Match \$2,502,882
- Municipal: Requested \$9,639,744; Match \$3,808,983
- Non-profit: Requested \$10,100,817; Match \$2,755,975
- Partnership: Requested \$749,999; Match Undefined
- Tribal: Requested \$57,500; Match \$5,750
- State: Requested \$44,995,000; Match \$4,719,007



CASPER RAIL TRAIL

- Great American Rail Trail Stretches across the entire unites states and connects Washington D.C to Washinton State
- State and local officials and trail developers, RTC has identified a preferred route through the state that prioritizes opportunities for economic development
- Casper applied and received a Grant from the committee which pushed its creation into motion.

Casper Rail Trail

- New trail connections that connect people to places throughout Natrona County
- Extending the Casper Rail Trail to EKW State Park
- 3 options to consider
- Chose option 3 because it provides the most reasonable grades for pedestrian travel,
- Option 3 is the most cost-effective option
- Wyoming office of outdoor recreation awarded \$300,000 to this project

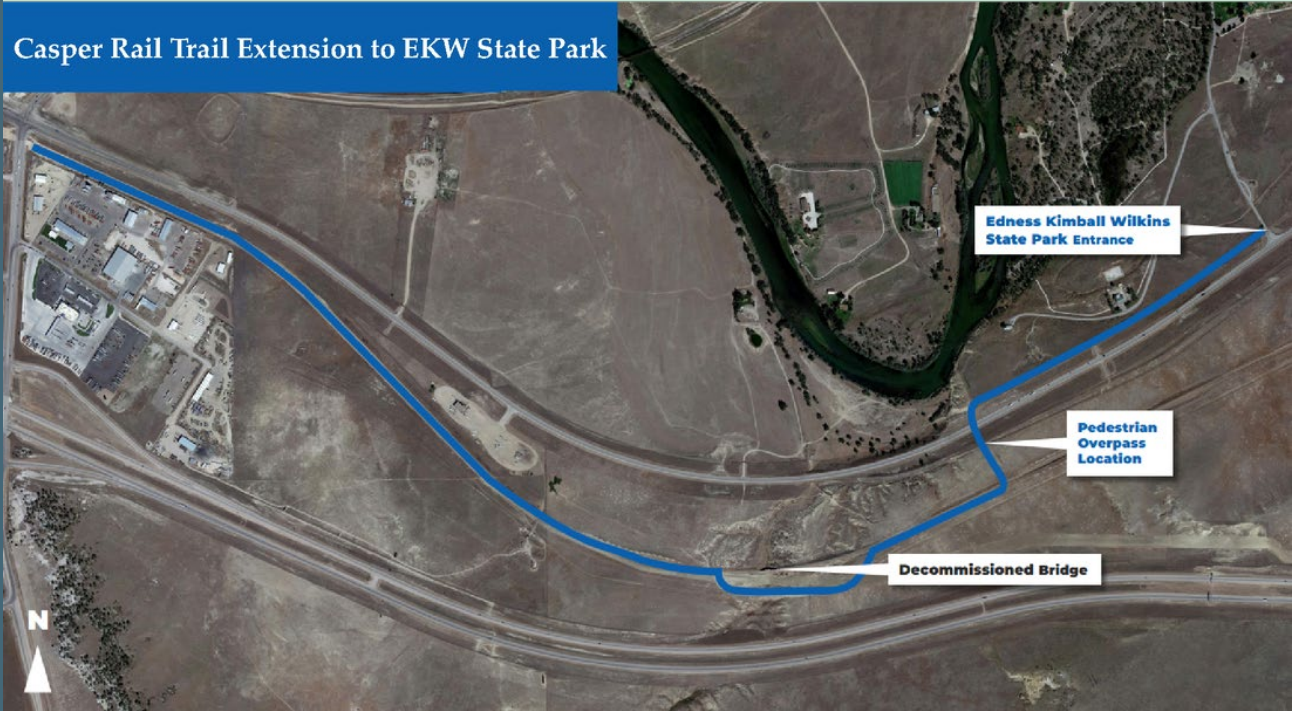
ALIGNMENT 1 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,688,000.00	\$2,383,200.00	\$2,044,800.00

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

Casper Rail Trail Extension to EKW State Park



CASPER RAIL-TRAIL EXTENSION STUDY
ALIGNMENT OPTIONS



IMPLAN- ECONOMIC BENEFITS:

NAICS CODE – 712190, PROVINCIAL PARKS

Impact	Employment	Labor Income	Value Added	Output
1 - Direct	2.55	\$126,969.62	\$150,407.84	\$300,000.00
2 - Indirect	0.73	\$34,908.02	\$59,634.04	\$124,930.39
3 - Induced	0.53	\$25,410.54	\$50,238.71	\$87,470.24
Total	3.81	\$187,288.18	\$260,280.59	\$512,400.63

Table: Economic Impact Indicators

IMPLAN-TAX BENIFITS

Impact	Sub County General	Sub County Special Districts	County	State	Federal	Total
1 - Direct	\$326.96	\$1,388.26	\$577.32	\$11,685.76	\$31,374.84	\$45,353.14
2 - Indirect	\$60.10	\$256.63	\$109.74	\$2,227.72	\$8,974.97	\$11,629.16
3 - Induced	\$127.12	\$536.99	\$217.28	\$4,250.44	\$7,022.11	\$12,153.95
Total	\$514.18	\$2,181.88	\$904.35	\$18,163.91	\$47,371.92	\$69,136.25

Table: Tax Revenue Impact Summary

COSTS

- **Opportunity Costs:** Value of alternative uses for the railway land
- **Ongoing Maintenance Costs:** ex. \$30,000 per year

$$\text{Cumulative Net Benefits} = \text{Gross Benefits} - \sum_{t=1}^T \frac{\text{Annual Cost}}{(1+r)^t}$$

$$0 = \$512,400.63 - \sum_{t=1}^T \frac{\$30,000}{(1.05)^t}$$

$$T = 40$$

CONCLUSION

- *This grant is just one part of the project*
- *The rail trail is beneficial for a long time based on our assumptions*
- *Surveys would help us better understand the value this has to citizens*



SOURCES

- <https://www.platterivertrails.com/projects.html>
- <https://oilcity.news/community/outdoors-community/2024/04/02/platte-river-trails-seeks-grants-for-rail-trail-bridge-extension/>
- <https://oilcity.news/community/2021/10/19/study-recommends-2-39m-option-to-extend-casper-rail-trail-from-hat-6-to-edness-kimball-wilkins/>
- <https://wyoparks.wyo.gov/index.php/news-updates-general/2054-wyoming-office-of-outdoor-recreation-awards-grant-funding-to-outdoor-recreation-collaborative-projects>

