



# Colorado Front Range Trail

Comprehensive Implementation Plan  
Executive Summary



*“Trails have multiple values and their benefits reach far beyond recreation. Trails can enrich the quality of life for individuals, make communities more livable, and protect, nurture, and showcase America’s grandeur by traversing areas of natural beauty, distinctive geography, historic significance, and ecological diversity. Trails are important for the nation’s health, economy, resource protection and education.”*

—AMERICAN TRAILS, Trails for All Americans report, 1990



# CFRT COMPREHENSIVE IMPLEMENTATION PLAN EXECUTIVE SUMMARY

## OVERVIEW

The purpose of this planning effort is to develop a five-year *Colorado Front Range Trail (CFRT) Comprehensive Implementation Plan (CFRT Plan)* for Colorado State Parks (State Parks). The *CFRT Plan* includes a detailed assessment of existing trail segments along Colorado's Front Range, as well as marketing and financial strategies to facilitate completion of the CFRT. Important steps in the year-long planning process included collecting data, developing a comprehensive database and Geographic Information Systems (GIS) coverages, and establishing a framework to identify trail construction priorities.

The *CFRT Plan* is intended to be implemented through collaborative efforts between State Parks and the CFRT Development Council. The information and recommendations in the plan should serve as a resource and guide not only for State Parks, but also for members of the CFRT Development Council and local stakeholders. The success of the CFRT development and promotion is dependent on the cooperation between all agencies and stakeholders.

Pertinent information related to the completion of the trail should be updated every two years. Tracking the progression of segments from "envisioned" to "planned," as well as identifying new or revised alignments and loops are critical to monitoring the completion of the trail.

### **The CFRT Service Area**

The Front Range serves as the primary service area for this analysis and includes 14 counties, 15 major cities, and many smaller towns and communities. Colorado's Front Range closely follows the eastern fringe of the Rocky Mountains in a north-south direction from Wyoming to New Mexico. The CFRT serves over 80% of Colorado's population and runs through some of the most rapidly growing communities in the state.

## INVENTORY AND ASSESSMENT OF THE CFRT SYSTEM

### **Stakeholder Identification and Involvement**

During 2005-2006, Colorado State Parks worked with over 500 stakeholders from local communities, state and federal agencies, non-profit organizations, recreation retailers, and the tourism community to continue the collaborative efforts necessary to complete the CFRT. The Consultant Team solicited feedback from all of the 35 managing agencies involved in the trail through a survey; 29 of those agencies responded. (Managing agencies are defined as land management agencies through which the CFRT passes and whom are responsible for overseeing the planning, construction, and maintenance of the trail). The stakeholder involvement process occurred over a five-month period through in-depth interviews and reviews of maps that identified completed, planned, and envisioned trail segments. This information was compiled into the *CFRT Inventory and Assessment Database (Database)* and was also used to identify the CFRT Priority Segments.

## Inventory Findings

Currently, there are 35 managing agencies responsible for overseeing the construction, operation, and maintenance of completed, planned, and envisioned segments of the CFRT. Of those 35 agencies, 29 responded to the survey conducted by the Consultant Team including the federal government, two state agencies, seven county governments, 16 municipal governments, and three private non-profit organizations. At the time of this inventory, 67% of the trail is paved (primarily with concrete), 28% is soft surface, and 4% is of unknown surface type. The majority of planned and envisioned trails are hard surface - primarily concrete. Approximately 56% of the existing trail, or 164 miles, is known to be Americans with Disabilities Act (ADA) accessible.

<b>CFRT Inventory Findings</b>
<ul style="list-style-type: none"> <li>• 295 Miles of Completed Trail (34% of the Total Trail)</li> <li>• 93 Miles of Planned Trail (11%)</li> <li>• 488 Miles of Envisioned Trail (55%)</li> <li>• 877 Total Miles of Trail</li> <li>• 110 Trailheads</li> </ul>

**Table 1** depicts the highest priority recommendations related to the inventory and assessment process. The priority level associated with each recommendation indicates the urgency for implementation and was determined by the Consultant Team, based on information gathered from the Project Team and the Development Council.

**Table 1: CFRT Inventory and Assessment Recommendations**

<b>Recommendations</b>	<b>Priority (High, Medium, Low)</b>
Update the inventory every two years	High
Track volunteer hours for trail development and maintenance	High
Track location and managing agency of newly placed CFRT signs	High
Work with the Development Council to identify managing agencies to take responsibility for “undetermined” CFRT segments	High

## CFRT PRIORITIZATION PLAN

### Priority Segment Findings

Approximately 170 miles of trail represented in 63 sections have been designated as Priority Segments. These 63 Priority Segments have been deemed critical to complete because they are the essential missing links that will connect the major cities and population centers along the CFRT corridor including: Ft. Collins, Loveland, Boulder, Denver, Colorado Springs, and Pueblo. **Table 3** identifies details of each CFRT Priority Segment while **Figures 1, 2, and 3** illustrate the Priority Segments on maps of the CFRT North, Middle, and South Sections. Of the 35 managing agencies involved with the CFRT, 26 of these oversee the planning, construction, and maintenance of Priority Segments. (Adams County manages segments in both the North and Middle Sections, and therefore is only counted once in the number of agencies overseeing Priority Segments). These Priority Segments represent nearly one-third of the total miles of planned and envisioned segments of the CFRT. Approximately 80 miles, or 47%, of the Priority Segments are considered to be in the planning stages with estimated completion dates.

Priority Segments were determined in collaboration with the CFRT Development Council, CFRT Steering Committee, and the Colorado State Parks Board. Stakeholder input clearly indicates that connecting existing trails is the most critical criteria for prioritizing trail construction and grant funding. These Priority Segments reflect the CFRT Development Council's highest priorities for allocation of funding: to strategically locate missing links, maximize quality of life benefits, and serve the maximum population.

**Table 2: CFRT Prioritization Plan Recommendations**

<b>CFRT Prioritization Plan Recommendations</b>	<b>Priority (High, Medium, Low)</b>
Work with the managing authorities to determine estimated completion dates, barriers to completion, and funding sources for all Priority Segments	High

### Enhanced Grant Evaluation Process for CFRT Trail Segments

As part of the *CFRT Plan*, the Consulting Team developed an enhanced Colorado State Trails Program Grant Evaluation Process. CFRT grants will now be evaluated within their own separate category and will only compete with other CFRT grants.

### Priority Segments by Section

Priority Segments in the North Section of the CFRT, as depicted in **Figure 1**, include about 108 miles of trail, or 67% of the total miles of Priority Segments, which will connect and maximize the use of existing facilities. When these Priority Segments are completed, they will add another 12% to the total mileage of the CFRT. There are 16 agencies responsible for managing these segments and are located primarily in developed areas. Weld County, Larimer County, and The Northern Colorado Water Conservancy District are the managing authorities for the most significant lengths of trail. There are two major barriers to completion in the North Section: acquisition or negotiation of easements and a lack of adequate funding.

The Middle Section priorities, as depicted in **Figure 2**, are primarily short segments that will serve as connectors to the existing trail network. This section has about 42 miles of 18 Priority Segments that involve nine managing agencies. When completed, these segments would add another 5% to the total miles of the CFRT. Estimated completion dates and projected construction costs are identified for the majority of these segments, including the pieces from the south Boulder County line to Golden, Brighton to Confluence Park, and from Castle Rock to the north El Paso County line. A few of the barriers to completion in the Middle Section include wildlife concerns, developer issues, environmental issues, and highway planning options.

The South Section has three Priority Segments totaling approximately 20 miles, as depicted in **Figure 3**, which are managed by two agencies. When completed, these segments will add another 2% to the total miles of the CFRT. Both of the planned sections are managed by the City of Pueblo while Pueblo County manages the 13 mile envisioned portion. No barriers to completion were identified.

**Figure 1: CFRT Priority Segments - North Section**

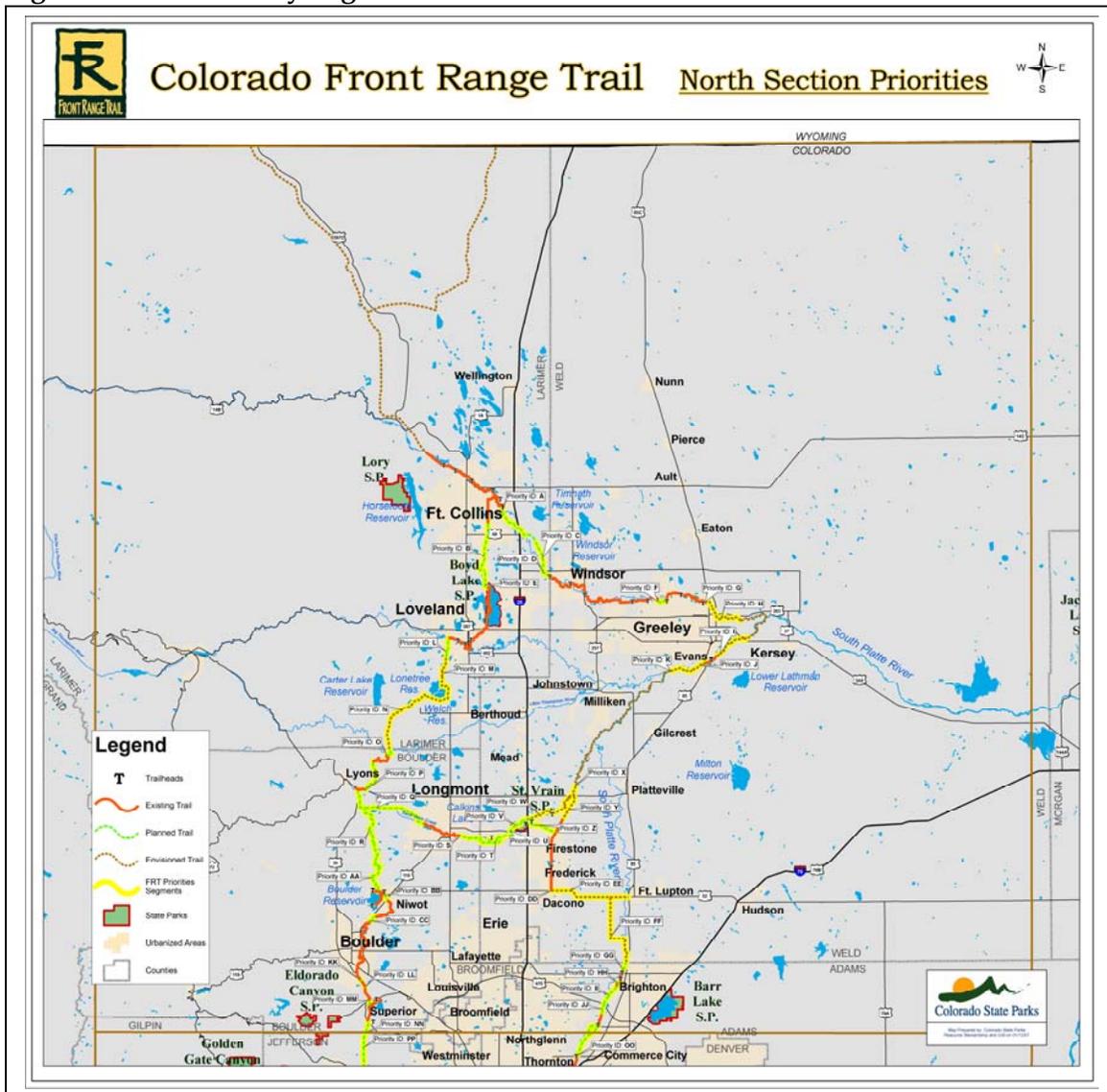


Figure 2: CFRT Priority Segments - Middle Section

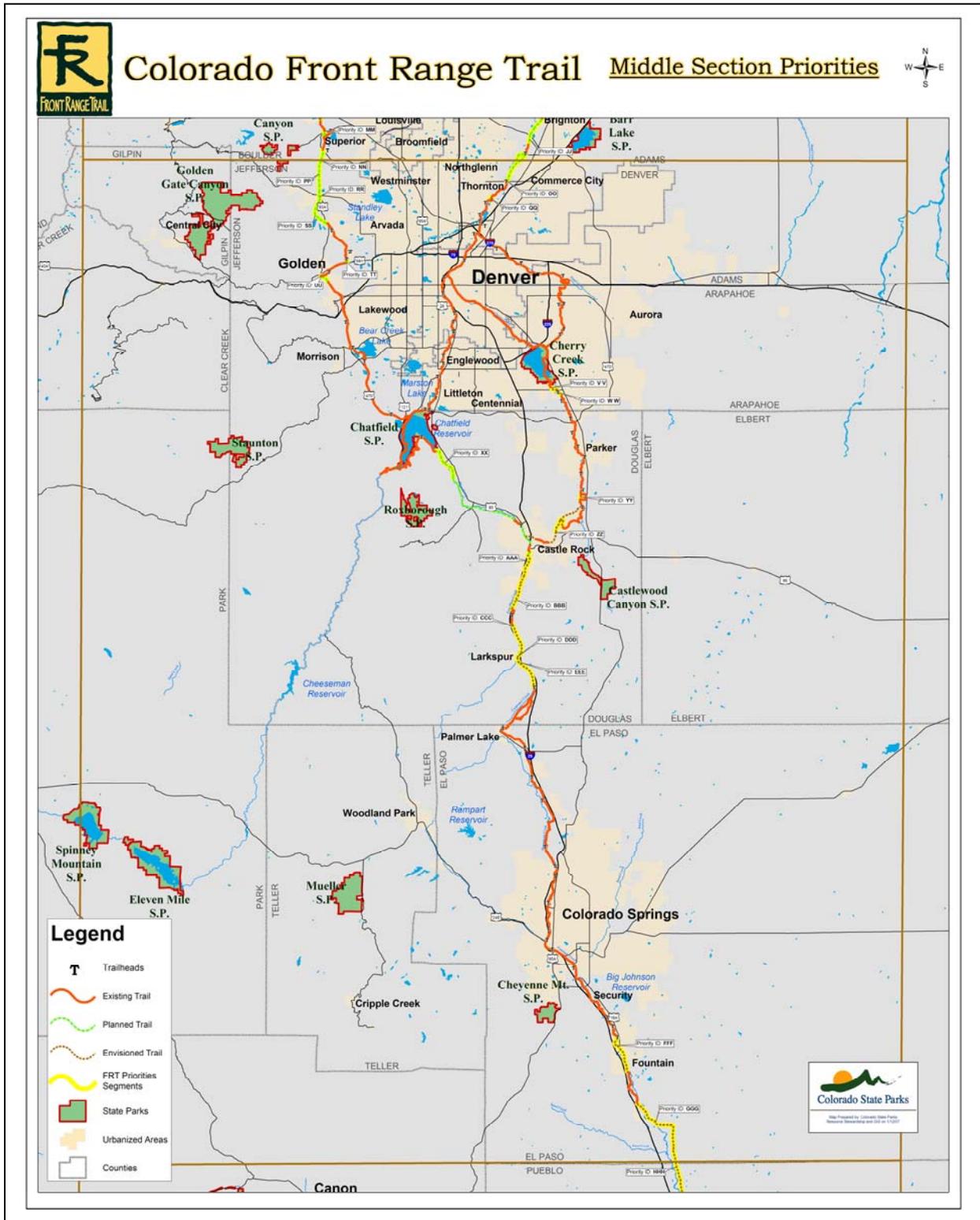
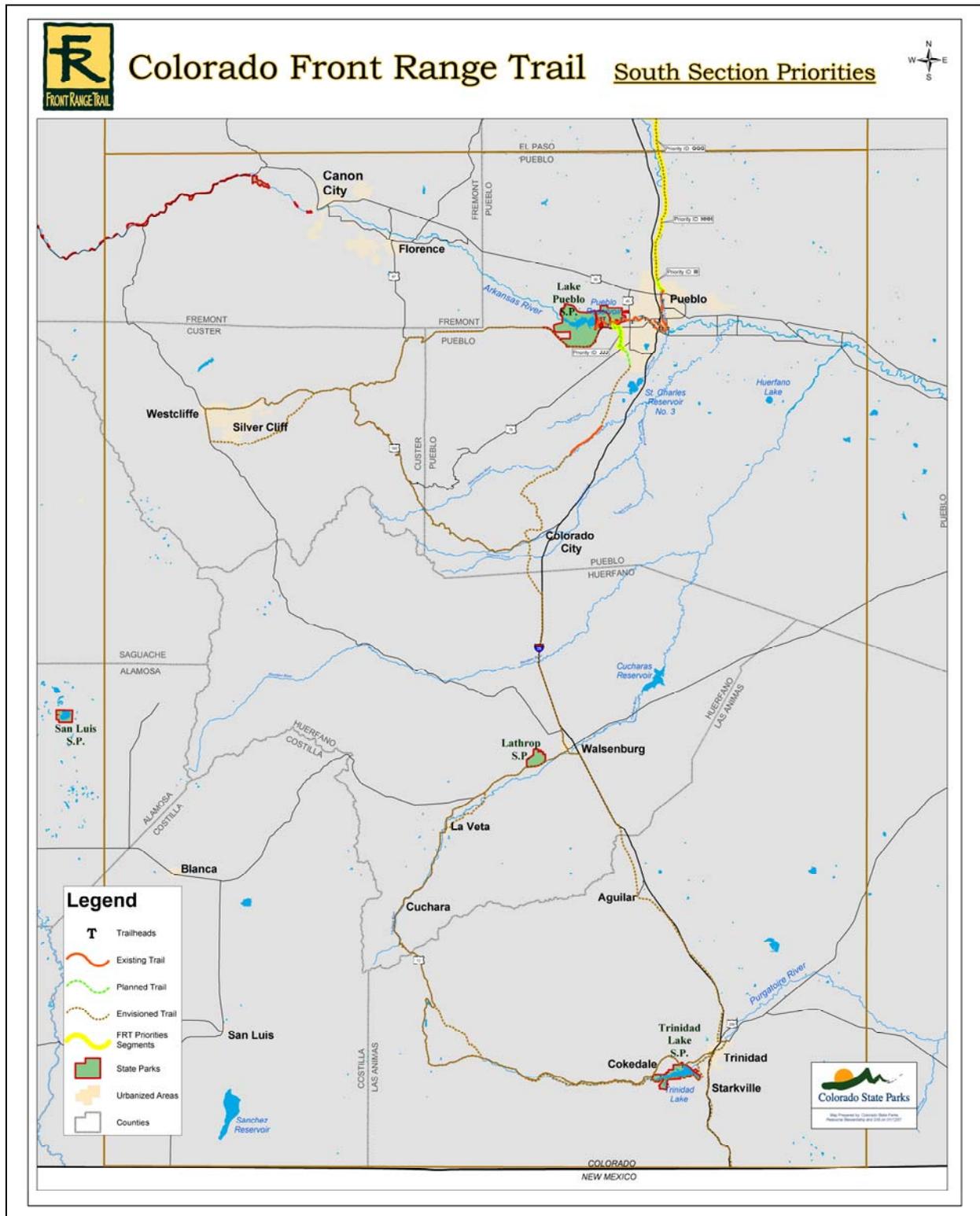


Figure 3: CFRT Priority Segments - South Section



**Table 3: CFRT Priority Segments (Arranged by Section and Managing Authority)\***

*\*Managing authority may change as more information is obtained. Information is best available at the time of publication.*

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (in miles)	Anticipated Surface Type	Planned or Envisioned?
JJ	North Section	Undetermined	Adams County	From E-470 south to existing section of Platte River Trail	0.91	Undetermined	Planned
OO	North Section	Undetermined	Adams County	Section from trailhead on East 126th Ave. running S/SW to trailhead at 104th Ave.	5.13	Undetermined/Concrete	Planned
				<i>Total</i>	6.04		
O	North Section	Undetermined	Boulder County	South from county line to existing Indian Mesa Trail	0.97	Undetermined	Planned
P	North Section	Dakota Ridge Trail	Boulder County	From 53rd and St. Vrain Supply Canal to Route 66B	2.95	Undetermined	Planned
MM	North Section	Greenway	Boulder County	Short section running south to link up Marshal Rd. Trail and Greenbelt Plateau Trail	0.51	Undetermined	Planned
NN	North Section	Undetermined	Boulder County	From south end of Greenbelt Plateau Trail to Boulder/Jefferson County line.	1.05	Undetermined	Planned
				<i>Total</i>	5.48		
BB	North Section	Undetermined	City of Boulder	From 63rd St. running S/SE to route 119	0.62	Undetermined	Planned
CC	North Section	Undetermined	City of Boulder	From Orchard Creek Circle running S/SW to Jay Rd. and running .25 miles west along Jay Rd.	0.77	Undetermined	Planned
KK	North Section	Broadway Boogie	City of Boulder	Short section along CR 93 to link two existing sections from Albion Rd. to Grinnel Ave.	0.19	Undetermined	Planned

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (in miles)	Anticipated Surface Type	Planned or Envisioned?
LL	North Section	Greenway	City of Boulder	Short section along Marshal Rd. to link Broadway Boogie with south end existing trail	0.12	Undetermined	Planned
				<i>Total</i>	1.70		
GG	North Section	South Platte River Trail	City of Brighton	From 168th Ave. to existing trail almost in line with Brighton St.	0.77	Concrete	Planned
HH	North Section	South Platte River Trail	City of Brighton	Short section south of Jessup St. to link two existing sections of the Platte River Trail	0.30	Concrete	Planned
II	North Section	South Platte River Trail	City of Brighton	Section starting south of Bromley Ln.. running S/SW to E-470	1.81	Concrete	Planned
				<i>Total</i>	2.89		
J	North Section	Undetermined	City of Evans	Just west of 85 along Platte River	0.59	Concrete	Envisioned
				<i>Total</i>	0.59		
A	North Section	Undetermined	City of Ft. Collins	From end of Poudre River Trail at Boyd Lake Ave. SE Past I-25 ending at intersection of Main St.and CR 38 in Timnath	3.43	Concrete	Planned
B	North Section	Undetermined	City of Ft. Collins	Along Railroad from Horsetooth Rd. to CR 32	4.56	Concrete	Planned
				<i>Total</i>	7.99		
U	North Section	Undetermined	Colorado State Parks	2 separate segments on north and west side of St. Vrain State Park	1.20	Undetermined	Planned
				<i>Total</i>	1.20		

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (in miles)	Anticipated Surface Type	Planned or Envisioned?
DD	North Section	Undetermined	Dacono	From CR 13 between Frederick and Dacono running east along CR 14 to Frederick city limits	1.47	Undetermined	Envisioned
				<i>Total</i>	1.47		
Y	North Section	Undetermined	Firestone	Traveling south from CR 17 and Route 66 intersection to intersection of CR 15 and CR 26	2.43	Undetermined	Envisioned
Z	North Section	Undetermined	Firestone	From CR 2540 traveling E/SE to CR 24	3.11	Concrete	Planned
				<i>Total</i>	5.54		
C	North Section	Undetermined	Larimer County	From just north of CR 36 and CR 3 intersection to 392A	2.48	Undetermined	Planned
E	North Section	Undetermined	Larimer County	From CR 32 to Boyd Lake State Park	1.68	Concrete	Planned
M	North Section	Undetermined	Larimer County	From 18th St. south to CR 14	1.87	Crusher Fines or Concrete	Envisioned
N	North Section	Undetermined	Larimer County	From CR 14 SW to Larimer/Boulder County line	10.77	Undetermined	Envisioned
				<i>Total</i>	16.80		
S	North Section	Undetermined	Longmont	From confluence of St. Vrain and Left Hand Creeks east to CR 1 (county line)	1.69	Concrete	Planned
				<i>Total</i>	1.69		
L	North Section	Undetermined	Loveland	From just north of First St. south to 14th St.	1.56	Undetermined	Planned
				<i>Total</i>	1.56		
Q	North Section	St. Vrain Greenway Trail	Northern Water Conservancy District	From intersection of 36 and 66 to just east of Airport Rd in Longmont	7.64	Undetermined	Planned

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (miles)	Anticipated Surface Type	Planned or Envisioned?
R	North Section	Feeder Canal Trail	Northern Water Conservancy District	Running south from Hygiene Rd across Nelson Rd. to Stirrup Ln.	5.64	Undetermined	Planned
AA	North Section	Feeder Canal Trail	Northern Water Conservancy District	From Boulder Hills Rd. south to Dry Creek	4.66	Undetermined	Envisioned/Planned
				<i>Total</i>	17.94		
F	North Section	Poudre River Trail Proposed	PRTC, Inc.	Greeley - from 54th Ave. to Rover Run Trailhead	0.94	Undetermined	Planned
G	North Section	Poudre Trail Proposed	PRTC, Inc.	Greeley - from 11h Ave. and the Poudre to just east of Ash Ave.	2.47	Crusher Fines or Concrete	Envisioned
H	North Section	Poudre Trail Proposed	PRTC, Inc.	Greeley - just east of Ash Ave. to CR 45	2.07	Crusher Fines or Concrete	Envisioned
				<i>Total</i>	5.48		
I	North Section	Undetermined	Weld County	Just east of 34D and the Platte River SW to 1st. Ave. and the Platte River	4.11	Undetermined	Envisioned
K	North Section	Undetermined	Weld County	From CR 52 west along Platte River	2.89	Undetermined	Envisioned
T	North Section	Poudre Trail Proposed	Weld County	From CR 1 traveling east, forking north to trailhead and up to St. Vrain State Park	4.90	Undetermined	Planned
V	North Section	Undetermined	Weld County	Immediately northwest of St. Vrain park boundaries between two of the "U" priority segments	0.73	Undetermined	Planned
W	North Section	Undetermined	Weld County	From trailhead east of St. Vrain State Park traveling NE to route 66	5.63	Undetermined	Envisioned
X	North Section	Undetermined	Weld County	Traveling north from CR 17 and Route 66 intersection	0.80	Undetermined	Envisioned

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (miles)	Anticipated Surface Type	Planned or Envisioned?
EE	North Section	Undetermined	Weld County	From CR 14 along 52 to Ft. Lupton	5.31	Natural	Envisioned
FF	North Section	Undetermined	Weld County	From intersection of CR 23 and 52 running south to 168th Ave. and Route 85 intersection	6.91	Undetermined	Envisioned
				<i>Total</i>	31.27		
D	North Section	Undetermined	Windsor	From 392A to CR 901 and the Poudre River	0.85	Undetermined	Planned
				<i>Total</i>	0.85		
				<b><i>Total for the North Section</i></b>	<b>108.48</b>		
QQ	Middle Section	South Platte River Trail	Adams County	Short section (creating a shortcut on existing trail) just north of 89th Ave.	0.35	Concrete	Planned
				<i>Total</i>	0.35		
RR	Middle Section	Undetermined	Arvada	Section running south from SH 72 to city limits	1.53	Concrete	Planned
				<i>Total</i>	1.53		
VV	Middle Section	Undetermined	Aurora	Along Arapahoe Rd. to link Cherry Creek Trail at south of Cherry Creek State Park	0.73	Undetermined	Envisioned
WW	Middle Section	Undetermined	Aurora	Starting at the Cherry Creek Soccer Complex and running south to link existing section of Cherry Creek Trail	0.46	Undetermined	Envisioned
				<i>Total</i>	1.18		
ZZ	Middle Section	Castle Oaks Trail	Castle Rock	From Pleasant View Dr. along Castle Oaks Dr. to Valley View Dr.	2.71	Undetermined	Envisioned
AAA	Middle Section	Castle Oaks Trail	Castle Rock	From downtown Castle Rock linking both east and west routes of alignment down to Territorial Rd.	3.61	Undetermined	Envisioned/ Planned
				<i>Total</i>	6.32		

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (in miles)	Anticipated Surface Type	Planned or Envisioned?
XX	Middle Section	Plum Creek Trail	Douglas County	Long section from SE side of Chatfield to connect to Highline Canal Trail and south, nearly to Airport Rd.	3.35	Concrete	Planned
YY	Middle Section	Undetermined	Douglas County	From intersection of Scott Ave. and existing Cherry Creek Trail heading south creating a "shortcut" avoiding Syzmanski Rd.	0.51	Undetermined	Envisioned
BBB	Middle Section	Plum Creek Trail	Douglas County	From Territorial Rd. heading south along Plum Creek to Columbine Open Space trailhead and existing trail	3.68	Natural	Envisioned
CCC	Middle Section	Undetermined	Douglas County	From south end of Columbine Open Space Trail to Larkspur	3.02	Natural	Envisioned
EEE	Middle Section	Undetermined	Douglas County	From SE corner of Larkspur city limits south to Greenland Open Space trailhead and existing trail	3.46	Natural	Envisioned
				<i>Total</i>	14.02		
FFF	Middle Section	Undetermined	El Paso County Parks	From Hanson parking lot trailhead running south along Fountain Creek to existing Fountain Creek Regional Trail	3.77	Crusher Fines	Envisioned
GGG	Middle Section	Undetermined	El Paso County Parks	From south end of Fountain Creek Regional Trail following Fountain Creek to El Paso/Pueblo county line	8.07	Crusher Fines	Envisioned
				<i>Total</i>	11.84		

Priority ID	Section	Trail Name (if known)	Managing Authority	Location Description	Length (miles)	Anticipated Surface Type	Planned or Envisioned?
TT	Middle Section	Undetermined	Golden	Section along Salvia St. linking Grampasas Trail and Clear Creek Trail	0.26	Paved	Planned
				<i>Total</i>	<b>0.26</b>		
UU	Middle Section	Undetermined	Golden	Section along CR 93 linking Clear Creek Trail and 6th Ave. Trail	0.85	Concrete	Planned
				<i>Total</i>	<b>1.11</b>		
PP	Middle Section	Undetermined	Jefferson County	From county line running south along CR 93 to route 72	3.05	Concrete	Planned
SS	Middle Section	Undetermined	Jefferson County	Section running south from Arvada city limits to the Fairmont Trail	2.24	Concrete	Planned
				<i>Total</i>	<b>5.29</b>		
DDD	Middle Section	Undetermined	Larkspur	East side of Larkspur along Plum Creek	0.56	Natural	Envisioned
				<i>Total</i>	<b>0.56</b>		
				<b>Total for the Middle Section</b>	<b>42.21</b>		
III	South Section	Undetermined	City of Pueblo	From Pueblo city limits to existing Fountain Creek Regional Trail	1.48	Concrete	Planned
JJJ	South Section	Undetermined	City of Pueblo	From Arkansas River Walk Trail on east side of Pueblo State Park heading south to Route 78	4.63	Concrete	Planned
				<i>Total</i>	<b>6.12</b>		
HHH	South Section	Undetermined	Pueblo County	From Pueblo/El Paso county line running south along Fountain Creek to Pueblo city limits	13.39	Undetermined	Envisioned
				<i>Total</i>	<b>13.39</b>		
				<b>Total for the South Section</b>	<b>19.51</b>		
				<b>TOTAL CFRT PRIORITY SEGMENTS</b>	<b>170.20</b>		

## CFRT MARKETING PLAN

The *CFRT Marketing Plan* analyzes the market demands and preferences of current and potential trail users. This analysis segments the market by age, trail and recreation type, and use frequency. The *CFRT Marketing Plan* also: 1) contains an analysis that estimates the economic impact of CFRT development over the next 25 years; 2) identifies potential marketing targets, strategies, and partners to help develop and promote the trail for Colorado State Parks and the CFRT Development Council; 3) includes key goals and objectives of the plan and recommended evaluation tools; and 4) projects marketing costs outlined for the 2006-2010 timeframe.

### Colorado Front Range Trail Economic Impact

The total direct economic impact to the 14 counties along the CFRT ranges from approximately \$1.3 to \$2.0 billion over the next 25 years. The calculations used to determine the economic impacts of the CFRT are based on a 2003 Colorado State Parks *Market Assessment Study* which states that 74% of Colorado households use trails at least once a year in their town or city. As part of the total direct economic impact calculation, this percent is multiplied by individual county population projections from the Colorado Demography Office to come up with projected trail use. Finally, trail use calculations are multiplied by the annual spending estimates to generate the total economic impact (from an annual low of \$18.46/household to a high of \$29.23/household, based on *A Contingent Trip Model for Estimating Rail-Trail Demand*, and then discounted at a 5% rate to account for inflation).

**Table 4** depicts major recommendations from the *CFRT Marketing Plan* for Colorado State Parks for 2006-2010. The priority level associated with each recommendation indicates the urgency for implementation and was determined by the Consultant Team, based on information gathered from the Project Team and the Development Council.

**Table 4: CFRT Marketing Plan Recommendations**

<b>CFRT Marketing Plan Recommendations</b>	<b>Priority (High, Medium, Low)</b>
Allocate funding as outlined in the <i>CFRT Marketing Plan</i> Budget for 2006-2010	High
Continue to implement the CFRT marketing strategies already in place	High
Develop and administer a CFRT user survey to establish direct economic impacts and spending	High
Encourage local managing agencies to use the economic impacts and additional benefits of the CFRT detailed in the plan to gain local support and alternative funding	High
Implement a CFRT retail and print media marketing campaign	High
Market to growth "hot spots"	High
Track Colorado trail activity demands and trends- support "trail counters" at the local level	High
Annually update economic development benchmarking communities	High
Update demographic and population numbers every two years	High
Promote visibility of CFRT through signage	High

<i>CFRT Marketing Plan Recommendations</i>	<b>Priority (High, Medium, Low)</b>
Coordinate state, national and international efforts with the Colorado Tourism Office	High
Annually track implementation and effectiveness of the plan using the goals, objectives, and evaluation criteria implementation	High
Share economic impact calculations and benefits with CFRT Development Council	High
Continue to gather economic impact data for various CFRT trail-related activities	Medium
Track locations and managing agencies of newly place CFRT signs	Medium
Identify cost-effective marketing opportunities to promote specific trail segments	Medium
Strategically implement additional, cost-effective strategies in the plan	Medium
Strategically market to adults 55 and older	Medium

## CFRT FINANCIAL STRATEGY

The *CFRT Financial Strategy* examines estimated costs, historical and current funding, allocation strategies, and funding alternatives. These financial components are critical to the successful implementation of the CFRT. While the majority of the CFRT has been historically funded through Colorado State Trails Program grants and managing agency budgets, additional funding strategies must be pursued due to declining Land and Water Conservation Fund (LWCF) appropriations. Administrative recommendations are also identified to maximize both financial and human resources and assist with the management and organization of the project.

The total estimated cost of constructing the 877 miles of the CFRT is approximately \$273 million, based on 2006 dollars as shown in **Tables 32-37**. Approximately \$79 million has already been devoted to building the existing 295 miles of the CFRT. Completing the remaining 581 planned and envisioned miles is expected to cost \$157 million (sum of totals in **Table 36 and 37**). Constructing the 170 miles of Priority Segments will cost between \$36.8 and \$46.7 million or between \$7.4 and \$9.4 annually through 2010. The anticipated annual operation and maintenance cost of the entire CFRT is expected to cost between \$5.3 and \$8.8 million.

Successful implementation of the *CFRT Plan* will require commitment from the Colorado State Parks Board to establish internal, dedicated CFRT staffing and funding resources. These staff members and resources should be solely focused on implementing the recommendations in the *CFRT Plan* and supporting managing agencies in local planning and development of the trail. This commitment, as well as continued administrative and financial transparency, will illustrate State Parks' leadership and credibility to potential funders and the CFRT Development Council.

Another element for the successful implementation of the *CFRT Plan* is the continued engagement of the CFRT Development Council. The Council indicated its interest in decreasing the Quarterly meetings to Semi-annual meetings for 2007. This should be evaluated at the second meeting in 2007 for future years.

**Table 5** depicts major recommendations included in the *CFRT Financial Strategy*. The priority level associated with each recommendation indicates the urgency for implementation and was determined by the Consultant Team, based on information gathered from the Project Team and the Development Council.

**Table 5: CFRT Financial Strategy Recommendations**

<i>CFRT Financial Strategy Recommendations</i>	<b>Priority (High, Medium, Low)</b>
<b>Grant Allocation Strategies</b>	
Create a CFRT grant category in the Colorado State Trails Program	High
Determine an appropriate percentage of Colorado State Trails Program grants to allocate to CFRT projects	High
<b>Alternative Funding Strategies</b>	
Develop a CFRT Funding Task Force	High
Form a CFRT Foundation or collaborate with the Foundation for Colorado State Parks to: <ul style="list-style-type: none"> <li>• Conduct a capital campaign using the Colorado State Trails Program database and targeting relevant user groups</li> <li>• Offer “adopt-a-mile,” “in-memory of,” “in honor of” miles, trailheads, and amenities</li> <li>• Consider participating in the Colorado Combined Campaign or other workplace giving programs</li> <li>• Offer CFRT merchandise</li> </ul>	High
Pursue a federal earmark	High
Apply for another GOCO Legacy Grant	High
Pursue alternative funding sources for the Colorado State Trails Program	High
Consider incorporating advertisements into CFRT publications and the website	Medium
Investigate event sponsorship prospects	Medium
Explore cooperative marketing partnership opportunities	Medium
Continue to seek out and share additional alternative funding sources with the Development Council	Medium
<b>Administrative Recommendations</b>	
Enhance financial tracking and analysis abilities with a comprehensive Colorado State Trails Program database	High
Create a <i>CFRT Local Planning and Trail Development Guide</i> for local governments including funding opportunities such as: <ul style="list-style-type: none"> <li>• a list of potential grant opportunities for managing agencies</li> <li>• a hotel bed tax/tourism tax</li> <li>• a dedicated portion of the local government’s sales tax to parks, trails, and open space</li> <li>• using volunteers, youth groups, and prison work or community service programs</li> <li>• working with collaborative partners</li> </ul>	High
Continue the appointment of a liaison between the State Trails Committee and the CFRT	High
Work with the National Park Service Scenic Rivers & Trails Conservation Assistance Program to support managing agencies with planning and implementation efforts	Medium